

TOWN PLANNING BOARD

TPB Paper No. 10045

**For Consideration by the
Town Planning Board on 11.12.2015**

**Consideration of the draft
Tung Chung Extension Area Outline Zoning Plan No. S/I-TCE/C and
Tung Chung Valley Outline Zoning Plan No. S/I-TCV/C
and
Proposed Amendments to the Approved Tung Chung Town Centre Area
Outline Zoning Plan No. S/I-TCTC/20**

**CONSIDERATION OF THE DRAFT
TUNG CHUNG EXTENSION AREA OUTLINE ZONING PLAN NO. S/I-TCE/C AND
TUNG CHUNG VALLEY OUTLINE ZONING PLAN NO. S/I-TCV/C
AND
PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE
AREA OUTLINE ZONING PLAN NO. S/I-TCTC/20**

1. Introduction

1.1 The purpose of this paper are to seek Members' agreement:

- (a) that the following two new draft Outline Zoning Plans (OZPs) and their Notes are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance):
 - (i) draft Tung Chung Extension Area OZP (TCE OZP) No. S/I-TCE/C (to be renumbered as S/I-TCE/1) (**Annex I of Appendix A**) and its Notes (**Annex II of Appendix A**); and
 - (ii) draft Tung Chung Valley OZP (TCV OZP) No. S/I-TCV/C (to be renumbered as S/I-TCV/1) (**Annex I of Appendix B**) and its Notes (**Annex II of Appendix B**);
- (b) that the proposed amendments to the approved Tung Chung Town Centre Area OZP (TCTC OZP) No. S/I-TCTC/20 (**Annex II of Appendix C**) and its Notes (**Annex III of Appendix C**) are suitable for exhibition for public inspection under section 5 of the Ordinance; and
- (c) that the Explanatory Statements (ESs) of the draft TCE OZP and draft TCV OZP (**Annex III of Appendices A and B**) and the revised ES of the draft TCTC OZP (**Annex IV of Appendix C**) are an expression of the Town Planning Board (the Board)'s planning intention and objectives for various land uses of the OZPs.

2. Background

2.1 The Tung Chung New Town Extension Study (the Tung Chung Study) was jointly commissioned by the Civil Engineering and Development Department (CEDD) and Planning Department (PlanD) in 2012 with the overall objective to extend Tung Chung into a distinct community and propose a development plan which can meet housing, social, economic, environmental and local needs. Three stages of public engagement were conducted from 2012 to 2014. The

Board was briefed on 19.9.2014 during Stage 3 Public Engagement (PE3) on the draft Recommended Outline Development Plan (RODP) on future land uses of the proposed New Town extension in Tung Chung East (TCE) and Tung Chung West (TCW) formulated under the Tung Chung Study¹. While there is generally no objection to the direction of the Tung Chung Study, Members made comments and suggestions on urban design, transport connectivity, housing mix, balanced development and the proposed marina development.

- 2.2 During PE3, more than 4,000 public comments were received. The public generally supports that the extension for Tung Chung New Town (TCNT) should be implemented as soon as possible. There are no major public concerns on the proposed reclamation and development intensity in TCE. However, the public requests that the natural environment and ecologically sensitive areas in TCW should be preserved. The public comments on the draft RODP received during PE3 and Government's responses are summarised in the Public Engagement Report available on the website of the Tung Chung Study. Taking into account the public comments received, consultations with relevant government departments and planning and engineering considerations, the RODP has been revised and finalised (**Plans 1 and 2**). An Environmental Impact Assessment (EIA) Report to assess the environmental impacts of the New Town extension was submitted under the EIA Ordinance (EIAO) on 8.10.2015 to apply for approval. The EIA² Report has been exhibited for public inspection from 4.12.2015 to 2.1.2016. According to the revised RODP, the planned population in the New Town extension will be about 144,400. Together with the planned population in the TCNT (124,000), the planned population of the whole TCNT will amount to about 268,400 upon full development³, and about 49,400 flats will be provided

3. The Statutory Plans for Tung Chung New Town

- 3.1 The TCNT extension as proposed in the RODP formulated under Tung Chung Study includes about 120.5 ha reclamation for TCE New Town extension, and, about 8.6 ha reclamation for the proposed Road P1 (Tung Chung – Tai Ho Section) connecting TCE with Tai Ho Interchange, and about 120 ha of land for TCW New Town extension. Based on RODP, new statutory plans covering the New Town extension areas in TCE and TCW are prepared to incorporate the land use proposals and to provide development guidance and statutory planning control on future developments. In parallel, amendments to the TCTC OZP are required to incorporate the land use proposals in the RODP relevant to the existing town centre area and its extension and to reflect latest development proposals and as-built developments in the town centre area (**Annex I of Appendix C**).

¹ Town Planning Board Paper No. 9726.

² A copy of the EIA Report is deposited at the meeting of the Board for reference.

³ This does not include the planned population in the village areas.

Two New Statutory Plans

Tung Chung Extension Area OZP (Plans 3a and 3b)

- 3.2 The draft TCE OZP (about 216.67 ha) will cover the TCE New Town extension area on reclamation, the reclamation area for the proposed Road P1 (Tung Chung – Tai Ho Section) and the proposed Tai Ho Interchange in accordance with the RODP for TCE New Town extension area. The new TCE OZP will also cover existing slopes to the south of the North Lantau Highway (NLH) adjoining the Lantau North (Extension) Country Park in order to put the area currently outside Country Park under statutory planning control. The area to the north of Ying Hei Road which mainly comprises Tung Chung Areas 52 to 56 currently covered by the TCTC OZP will be excised from that OZP and incorporated within the proposed new TCE OZP, as according to the RODP, the future road and open space networks of this area will be integrated with those on the TCE New Town extension area. The proposed planning scheme area of the new TCE OZP is shown in **Plan 3b**.

Tung Chung Valley OZP (Plans 3a and 3c)

- 3.3 The draft TCV OZP covers majority of the TCW New Town extension area in Tung Chung Valley (TCV) proposed mainly for village developments and low-rise low-density residential uses in the RODP under the Tung Chung Study. The remaining areas are largely designated for conservation purpose under the “Green Belt” (“GB”), “Conservation Area” (“CA”) and “Coastal Protection Area” (“CPA”) zonings in the RODP. The existing environment of TCV is rural and natural in character and Tung Chung Stream in the area possesses high ecological value which would be susceptible to negative impact generated by any dumping/excavation activities and other unauthorized development. The TCV has been designated as a Development Permission Area (DPA) and covered by the draft TCV DPA plan gazetted on 21.8.2015 (**Annex I of Appendix B**). The draft TCV DPA is to provide an interim planning control with a view to avoiding further proliferation of undesirable uses and degradation of the natural environment and rural character within TCV area. The TCV OZP will replace the DPA Plan. The proposed planning scheme area of the new TCV OZP is shown in **Plan 3c**.
- 3.4 During the exhibition of the draft DPA Plan, a total of 652 representations⁴ were received. One representation (R192) subsequently indicated that he had not made any representation. Majority of the representations received support the DPA Plan. On 20.11.2015, the representations were published for three weeks for public comments. As at 1.12.2015, one comment on the representation was received. The grounds of the representations and proposals and the comment are summarised below:

⁴ Amongst the representations, 631 are in the form of standard letters. Other representations include eight from Green Groups, four from Villages Representatives and nine from individuals/companies.

DPA Plan and Planning Scheme Boundary

- to extend the DPA to cover the surrounding areas of the existing town centre, and other areas such as San Tau and Wong Lung Hang in order to preserve the natural environment and ecology of these areas;

Conservation and Ecology

- there is a lack of detailed zonings for conservation or development purposes;
- to conserve, preserve or protect the ecological value, natural landscape and environment in TCV such as Tung Chung Stream;
- to resume private land in TCV for conservation purpose;
- to increase buffer zone of all river systems and tributaries in the valley;
- to establish a river park in TCV;
- to encourage agricultural activities in TCV;

Development

- to adopt sustainable development in TCV and to achieve balance between development and conservation, and allow development in villages;
- development intensity for residential use in less environmentally sensitive area and within 500m from the planned railway station should be increased. However, other comments propose to have conservation related zones in TCV such as “GB”, “CA”, “CPA” etc. with no residential development zonings, except “V” zones;
- to avoid underutilization of land and allow flexible land use zonings;
- to adopt a balance housing mix in TCV;
- to enhance internal and external connectivity;

Engineering

- flood control/prevention system and measures on Tung Chung Stream should be required;
- there is doubt on the need and effectiveness of the planned polder system and attenuation ponds in TCV;
- there is geotechnical risk in TCV that development in TCV is not suitable;

Development Right and Land Resumption

- to resume all the private land lots for establishment of a River Nature Park at Tung Chung Stream and its estuary;
- to strike a balance between the rights of land owners and nature conservation, especially when designating private agriculture land for conservation purpose;

Existing Use / Unauthorized Developments

- there are concerns on the unauthorized developments, storage use, columbarium or other developments within TCV which would affect the natural environment and attract more unauthorized development; and
- concerns on the existing use of columbarium in Nim Yuen, and the unauthorized conversion of New Territories Exempted House into columbarium use within TCV.

- 3.5 On 27.11.2015, the Board noted that a new TCV OZP, if agreed by the Board, would be exhibited under s.5 of the Ordinance. The DPA Plan would cease to be effective and the plan-making process of the DPA plan would not proceed further.
- 3.6 The views of the representations and comment received have been taken into account and incorporated into the draft TCV OZP where appropriate. The summary of representations and comment on the draft TCV DPA Plan received and government responses are at **Annex V of Appendix B**. A copy of the representations and comment(s) is deposited at the meeting for Members' reference.

Amendments to the Tung Chung Town Centre Area Planning Scheme Boundary

Tung Chung Town Centre OZP (Plans 3a and 3d)

- 3.7 Parts of the TCW New Town extension area to the west of Yat Tung Estate and along Tung Chung Road are intended for medium to high-rise developments including public housing and private residential developments, which are more compatible with the existing New Town developments. These areas are proposed to be included within the planning scheme area of the existing TCTC OZP. Opportunities are also taken to include the existing development areas in the town centre area, villages and slopes adjoining the Country Parks not covered by statutory plan into the planning scheme area of the TCTC OZP to put the areas under statutory planning control. As such, the planning scheme boundary of TCTC OZP will be revised to include the following areas:
- (i) about 138.05 ha of land to the west and southwest of the existing town centre area to cover the existing developments (e.g. Yat Tung Estate, existing villages and existing Government, institution and community (GIC) facilities serving the New Town), public housing development under construction in Tung Chung Area 39, proposed development area under the Tung Chung Study and slopes adjoining the Country Park;
 - (ii) about 3.01 ha of land to the south of the planning scheme area which is existing slope area adjoining the Country Park but not included within the Country Park to tally with the Country Park boundary; and
 - (iii) existing pier and jetty (about 0.19 ha) which are not included within the planning scheme area.
- 3.8 The area north of Ying Hei Road (about 37.28 ha) will be excised from the TCTC OZP for incorporation into the new TCE OZP, except the sea area originally proposed for pier use as it is no longer required as advised by the Transport Department. As recommended in the Tung Chung Study, Tung Chung Bay and the outlet in Ma Wan Chung should be preserved and no reclamation is to be undertaken in these areas. As such, the existing sea area in Tung Chung Bay will be excised from the planning scheme boundary of the TCTC OZP. Areas within the Country Park will also be excised from the

planning scheme boundary to tally with the Country Park boundary.

- 3.9 The proposed revised planning scheme boundary of the TCTC OZP is shown in **Plan 3d**.

4. Recommended Outline Development Plan under the Tung Chung Study

The RODP (**Plans 1 and 2**) for the New Town extension formulated under Tung Chung Study has the following key features which have been incorporated in the three OZPs as appropriate (**Plans 4a to 4e**):

Optimization of Development Potential in the New Town Extension (Plans 4a and 4b)

- 4.1 One of the objectives of the TCNT extension is to meet housing and other development needs of the territory. As such, development potential of the New Town extension has been optimized, taking into account various constraints and considerations, including the Airport Height Restriction (AHR) and urban design concept. TCE and TCW will be served by two new railway stations on the Tung Chung Line (TCL). To capitalize on the enhanced accessibility to mass public transport, the sites within 500m of the proposed railway stations will have higher plot ratios (PRs) which are in line with the Transport Oriented Development (TOD) concept. For TCE, a “Metro Core Area” is proposed to function as the key centre for the entire TCE and a total PR of 8.8 is proposed. The “Metro Core Area” will be developed as an integrated development with housing, office and retail facilities. For the proposed residential sites within 500m radius from the proposed railway station at TCE, total PRs of 6.4 to 6.9 are proposed. Other sites will have PRs and building heights (BHs) descending from the “Metro Core Area” towards the waterfront. For TCW, two residential sites (with PRs of 5 and 6) for public housing and three commercial sites serving TCW (with PRs of 2 to 3) are proposed near the proposed railway station at TCW and/or along Tung Chung Road.

Public – Private Housing Mix

- 4.2 The housing mix ratio of 60 (public) : 40 (private) recommended by the Long Term Housing Strategy Steering Committee and accepted by the Government is adopted. The public:private housing ratio for the newly proposed developments in the New Town extension will be 63:37 and the overall housing mix upon full development in the whole New Town will be largely the same.

Regional Commercial Hub (Plan 4c)

- 4.3 The proposed commercial developments in TCE and the North Commercial District (NCD) in the Hong Kong International Airport (HKIA) have been planned to be complementary with each other. With a comparative advantage due to its good accessibility to the city centre and proximity to the residential

developments, TCE provides an opportunity for the development of a regional office node with a gross floor area (GFA) of about 500,000m² for office use at the “Metro Core Area” and its adjoining area.

- 4.4 About 163,000m² GFA will be provided for regional retail uses and 164,000m² GFA for local retail uses in the New Town extension area. Capitalizing on the opportunities from a proposed marina at the waterfront of TCE, a hotel with a GFA of about 50,000m² (about 1,000 rooms) with retail, dining and tourism-associated facilities is to be provided.
- 4.5 It is estimated that more than 40,000 jobs (including those created by local retails) would be created from the proposed commercial developments.

Balance between Conservation and Development in TCW

- 4.6 In response to the public concerns and to ensure that development is balanced against environmental considerations, the originally proposed 14 ha reclamation in Tung Chung Bay in early phase of the Tung Chung Study will not be pursued.
- 4.7 TCW is currently characterized by its rural and natural setting together with the presence of a number of recognized villages. Due care has been exercised to ensure that the development be balanced against environmental considerations. Conservation related zonings such as “CA”, “CPA” and “GB” are proposed at various locations, taking into account the ecological function and environmental conditions of the area.
- 4.8 Development sites are identified in areas with more convenient accessibility to the public transport and with less impact on the existing natural environment. For proposed residential sites closer to the existing town centre area and the future town park, PRs of 2 to 4 are proposed. Scope for some low-rise low-density residential developments with PRs of 1 and 1.5 are proposed in land pockets in TCV. The existing recognized villages are respected with the provision of “Village Type Development” (“V”) zones.
- 4.9 A polder scheme with stormwater attenuation and treatment ponds is proposed in TCV to control the water quality of Tung Chung Stream and prevent flooding risk to the developments along the Stream. Sections of Tung Chung Stream required for necessary drainage works, in particular along the section of Tung Chung Stream to be de-channelized, are proposed to be developed as a river park for environmental enhancement and amenity use.

Building Height Strategy

- 4.10 The BHs for the developments within Tung Chung is subject to the gazetted AHR Plan (AHRP) and any potential amendments to the gazetted AHRP related to the development of HKIA in the Expansion of HKIA into a Three Runway System (3RS) Project. Stepped BH profile is adopted by which BHs are gradually reduced from the mountain backdrop in the south to the waterfront area in the north. This creates a distinctive outline of a varied

urban environment as well as respecting the current setting of the mountain and the sea.

Open Space, Greenery and Activity Nodes (Plans 4a and 4b)

- 4.11 The landscape framework of the New Town extension is designed to co-ordinate the proposed streetscapes, open space system, Central Green, town park and waterfront promenade to create strong linkages across the entire extension area and connect with the existing town centre.
- 4.12 To add vibrancy to the future waterfront of TCE and enhance its attraction, a marina, hotel and associated commercial developments are located near the waterfront in TCE. The number of berthing spaces in the proposed marina is about 95 so as to maintain the visual corridor to the north and appropriate size of the artificial bay for public waterfront activities from urban design perspective, thus, enhancing the recreational quality of the coastal front and to provide a higher quality recreational promenade for public enjoyment. A separate detailed study on the demand for marina within TCNT extension may need to be carried out to determine the appropriate number of berthing spaces and scale suitable for Tung Chung.
- 4.13 Street vibrancy would be enhanced by retail and dining facilities encouraged to be provided on street frontages along pedestrian corridors and green walkways.

Provision of GIC Facilities

- 4.14 Adequate community, social welfare, recreational and educational facilities are proposed in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and departmental requirements. A sports ground with 3 ha in area is reserved. Sites have also been reserved in TCE for the provision of post-secondary institution and other education uses to provide training for local residents to address job mismatch issue and reduce commuting needs. The GIC uses and supporting facilities are carefully planned and located such that they are easily accessible by local residents in TCE, TCW and the town centre area.

Transportation and Connectivity (Plans 4d and 4e)

- 4.15 Two new railway stations, one at TCE and the other at TCW, are proposed to serve the New Town extension. Public transport interchanges will be provided to facilitate convenient transfer of various transport modes and enhancement of internal circulation. In terms of road based transport, a section of the future Road P1 between Tung Chung and Tai Ho will be constructed, forming a major external highway connection for TCE. The road network is also designed to minimize vehicular traffic going through the residential clusters.
- 4.16 Comprehensive pedestrian network incorporated into the Linear Park system in TCE will link up the “Metro Core Area” with the waterfront, the existing town centre and all the key public facilities. Cycling network along the waterfront

promenade and connecting to the possibly eco-trails within TCV will be provided. Cycle tracks together with cycle parks provided at waterfront promenade, major GIC facilities and strategic locations are to encourage the use of cycling within the New Town.

Implementation

- 4.17 To achieve early delivery of land to meet the housing needs and ensure timely provision of a comprehensive range of commercial, retail, open space and GIC facilities in tandem with the population build-up, an implementation programme with proper phasing and packaging of works for the TCNT extension has been formulated. Reclamation, site formation and engineering infrastructure works are scheduled to commence in phases from end 2017, to enable first population intake by end 2023 at the earliest. The development of the Tung Chung New Town extension is expected to be fully completed by 2030.
- 4.18 The overall programme for the provision of infrastructure within the Area of OZPs will be subject to review in the detailed design stage. The implementation process will be gradual and may stretch over a long period of time depending on the availability of resources. It will be undertaken through the participation of both public and private sectors. The Government will resume and clear the private land planned for public works projects, public developments, carry out site formation works, and provide infrastructure. Land formation and the provision of infrastructure will be implemented in accordance with the development programme prepared by CEDD. Open space, social welfare and other community facilities will be implemented by the appropriate government departments. Public housing together with the supporting facilities will be built by the Housing Department in accordance with the Public Housing Development Programme and other relevant agents.

5. Land Use Proposals for the OZPs

- 5.1 The land use proposals as shown on the OZPs are formulated on the basis of the RODP taking into account relevant planning considerations and the existing and planned developments in Tung Chung. The draft OZPs indicate the broad land use zones and major road network for TCNT and its extension area for forward planning and implementation. While the permitted uses and uses subject to planning approval together with the development parameters are set out in the Notes of the OZPs, the planning intention and objections for various land use zonings of the OZPs are described in more details in the respective ESs to provide further guidance for development.
- 5.2 A summary of the land use proposals in the three OZPs is at Table 1 below:

Table 1: Land Use Proposals in TCV, TCTC and TCE OZPs

Zonings	TCV		TCTC		TCE	
	Area (ha)	Area (%)	Area (ha)	Area (%)	Area (ha)	Area (%)
“C” (Total PR from 2 to 9.5)	1.18	0.70	4.99	1.46	7.38	3.41
“R(A)” (Total PR from 5 to 6.9)	/	/	54.47	15.94	42.03	19.40
“R(B)” (Total PR from 2.5 to 3.8)	/	/	3.57	1.04	17.00	7.85
“R(C)” (Total PR from 1 to 1.5)	19.31	11.48	/	/	/	/
“V”	14.59	8.67	16.90	4.95	/	/
“G/IC”	2.39	1.42	36.64	10.72	21.47	9.91
“O”	3.00	1.78	40.97	11.99	27.12	12.52
“OU” (Total PR from 1 to 8.8*)	8.45	5.02	3.62	1.06	10.81	4.99
“GB”	51.93	30.86	103.60	30.32	20.32	9.38
“CA”	54.63	32.47	9.49	2.78	/	/
“CPA”	6.49	3.86	/	/	/	/
Major Road, Nullah or River Channel etc.	6.3	3.74	67.41	19.74	70.54	32.54
Total Area	168.27	100	341.66	100	216.67	100
Population ⁵	9,600		120,800		147,200	

* Apply to TCE OZP only

5.3 Various land use zones designated on the three OZPs are detailed in the ESs of the respective OZPs (**Annexes III of Appendices A and B and Annex IV of Appendix C**) and summarized in the following sections.

6. Draft Tung Chung Extension Area OZP (Annex I of Appendix A)

6.1 On 25.4.2015, under the power delegated by the Chief Executive, the Secretary for Development direct the Board, under section 3(1)(a) of the Ordinance, to prepare a new statutory plan for the Tung Chung Extension Area.

Object of the Plan

6.2 The TCE OZP is prepared to take forward the recommendations of the Tung Chung Study. The object of the TCE OZP is to delineate the planning scheme area and to set out the broad land use zonings and major road network within the Tung Chung Extension Area (i.e. the TCE New Town extension area). The TCE OZP provides the statutory land use framework within which the development would be taken forward in accordance with the more detailed departmental Outline Development Plan (ODP) to be prepared. The ODP is a non-statutory plan which would be used as the basis for public works planning and implementation, allocation and disposal of sites for various uses.

⁵ The latest revised development scheme for Area 27 and Area 39 within the town centre area and village developments are included.

Planning Scheme Area for the TCE OZP

6.3 The Area of TCE OZP (**Plan TCE-1**) is located on the northshore of Lantau Island to the southeast of HKIA at Chek Lap Kok, to the south of the artificial island of the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB), and to the northwest of Tai Ho. The total area covered by the Plan is approximately 216.67 ha, including about 129.1 ha of land to be reclaimed for TCE extension and Road P1 (Tung Chung – Tai Ho Section). The Area of TCE OZP is planned as an extension area of the existing Tung Chung town centre. It consists of the existing Area 52 to Area 56 to the north of Ying Hei Road⁶ (**Plan TCE-2**), the reclamation area of the New Town extension (about 120.5 ha) and the reclamation area for the planned Road P1 (Tung Chung – Tai Ho Section) (about 8.6 ha) connecting the Area of TCE OZP with the existing town centre area and NLH. Mass Transit Railway Siu Ho Wan Depot is located to the southeast and the Lantau North (Extension) Country Park is to its south. The Tuen Mun-Chek Lap Lok Link (TM-CLKL) connecting the HKBCF of HZMB with NLH is located to the east of the Area.

Special Features of the TCE OZP (Appendix A)

Appropriate Development Control

6.4 It is the planning intention to maximize the development potential of TCE. Development intensities of TCE are proposed taking into account various constraints including the AHR and urban design considerations. The OZP allows the maximum scale of development of various zones by stipulating maximum total PRs to allow maximum flexibility for future development, whereby detailed development parameters of individual sites will be set out in the departmental ODP to be prepared. The ODP would be used as a basis for public works planning, allocation/disposal of sites for various uses as well as detailed development controls and guidance on planning, urban design, engineering and/or environmental aspect of individual site in accordance with the recommendations of Tung Chung Study. This approach will also allow flexibility in the development process of the New Town extension, which may take many years for implementation, under various circumstances.

Provision of Street Shops in “Residential” Zones

6.5 It is proposed in the RODP that some commercial uses including shop and services and eating place are to be provided at the frontage of residential sites along pedestrian corridors and green walkway to encourage street life and to provide local commercial facilities serving the residents. These residential sites are zoned “Residential (Group A)” (“R(A)”) and “Residential (Group B)” (“R(B)”) on the draft OZP. While commercial uses are always permitted on the lowest three floors of a building or in the purpose-designated non-residential portion of an existing building in the “R(A)” zone, selected commercial uses are also permitted on the lowest three floors or purpose-designed non-residential

⁶ About 37 ha of area in Tung Chung Areas 52 to 56 to the north of Ying Hei Road currently covered by the TCTC OZP will be excised and incorporated into the TCE OZP.

portion of an existing building in some “R(B)” zones along the Linear Parks, pedestrian corridors and/or the waterfront promenade to allow the provision of shops, services and eating places along the site boundary fronting the pedestrian corridor/open space.

The “Metro Core Area”

- 6.6 According to the RODP, the “Metro Core Area” is located adjacent to the proposed railway station in TCE. The “Metro Core Area” will become the landmark in the New Town and provide a major office node on Lantau complementary with the commercial uses to be provided in the adjacent areas. The site is zoned “OU” annotated “Commercial and Residential Development cum Public Transport Interchange” on the draft OZP. This zone is intended for an integrated development for commercial and residential uses cum public transport interchange (PTI) with the provision of open space and GIC facilities. Due consideration shall be given to better integrate with the future railway station in the design of the PTI and footbridges connecting to the nearby commercial sites. In addition, the site is subject to road and railway noise from NLH and TCL to its south, future layout of the development should be carefully planned to place commercial blocks along the southern boundary of the site to form a noise screen against traffic and railway noise. In this connection, due to the complexity of the development requirements, future development within this zone should be governed by Master Layout Plan (MLP) submission, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Lands to ensure proper design of the development before the development proceeds.

Land Use Proposals in the draft TCE OZP (Appendix A)

“Commercial” (“C”) Zone

- 6.7 About 7.38 ha of land are zoned “C” and intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. There are five sites zoned “C”. Area 53 to the north of Tung Chung Waterfront Road is planned for hotel development to take advantage of the scenic views towards HKIA and HKBCF. The site is restricted to a maximum PR of 5. Being in close proximity to the planned TCE railway station and with good linkages to other areas of the Area, three sites in Areas 57, 129 and 130 are zoned “C(1)” and “C(2)” which are restricted to maximum PRs of 9.5 and 9 respectively. These sites together with the commercial uses to be provided within the “Metro Core Area” are intended to form a commercial belt along NLH, providing regional office / retail facilities and functioning as a major office node in North Lantau. To capitalize on the extensive view of the waterfront, Area 128 is zoned “C(3)” with a maximum PR of 3. The “C(3)” site is intended for hotel development to create a vibrant waterfront. Areas zoned “C” are subject to the BH restrictions ranging from 45 to 160 metres above Principal Datum (mPD) as specified on the Plan.

“Residential (Group A)” (“R(A)”)

6.8 About 42.03 ha of land are zoned “R(A)” and intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The “R(A)” zone covers land reserved for public and private housings. Four sites are zoned “R(A)” and restricted to a maximum domestic PR of 5 in Areas 54, 55A, 55B and 56 to the north of Ying Hei Road. Areas 99, 100, 103, 109, 114 to 117, 119, 121 to 123 and 133 are zoned “R(A)1” to “R(A)5” subject to PRs ranging from 5.4 to 6.9. For sites located along the Linear Parks, pedestrian corridors and/or adjacent to the Central Green, shop and services and eating place uses are encouraged to be provided along the site boundary fronting the pedestrian corridor / open space to encourage street life, and to provide local commercial facilities serving the residents. Various commercial, educational, community, social welfare and recreational facilities may be included in the development of “R(A)” and “R(A)” sub-zones. A PTI each in Areas 99 and 133 are to be provided. Areas zoned “R(A)” and “R(A)” sub-zones are subject to the BH restrictions ranging from 90mPD to 140mPD as specified on the Plan.

“Residential (Group B)” (“R(B)”)

6.9 About 17.00 ha of land are zoned “R(B)” and intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted with or without application to the Board. Areas 106, 110, 125 to 127, 139, 141 and 142 are zoned “R(B)1” to “R(B)6”. On land designated “R(B)1”, “R(B)2”, “R(B)4” and “R(B)5” located along the Linear Parks, pedestrian corridors and/or the waterfront promenade, shop and services and eating place uses are encouraged to be provided along the site boundary fronting the pedestrian corridor / open space to encourage street life, and to provide local commercial facilities serving the residents. Land designated “R(B)1” to “R(B)6” is restricted to maximum PRs from 2.5 to 3.9 and BH restrictions ranging from 45mPD to 70mPD as specified on the Plan.

“Government, Institution or Community” (“G/IC”)

6.10 About 21.47 ha of land are zoned “G/IC” and intended 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, organizations providing social services to meet community needs, and other institutional establishments. The overall GIC facilities provision in TCNT are planned in a holistic manner on the basis of HKPSG and under the Tung Chung Study to serve the population of the whole New Town. The planned GIC uses include primary and secondary schools, post-secondary institution and other educational uses, sports centre, sports ground, a possible cycle park clinic and utilities facilities. Area 124 is reserved for unforeseen GIC uses which may include educational use when need arises. Area 134 is zoned “G/IC(1)” and is intended for police quarters use. The “G/IC” sites are subject to the BH restrictions in terms of number of storey(s) or mPD as specified on the Plan. The low-rise

GIC facilities could serve as visual relief and enhance air ventilation in the Area.

“Open Space” (“O”)

6.11 About 27.12 ha of land are zoned “O” and intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. The open space provisions in the Area are planned in accordance with HKPSG and in a holistic manner within the whole New Town. The “O” zone covers a Central Green of about 5 ha in Area 118 which serves as a major focus and activity node in the central part of the Area. To provide a continuous pedestrian thoroughfare all the way from the railway station to the waterfront, the section of road running across the Central Green will be provided as a depressed road underneath the Central Green. Linear Parks are also planned in north-south and east-west directions through the Area to provide pedestrian corridors and visual corridors, and to connect with the existing pedestrian spine network in town centre area. The “O” zone also covers the waterfront open spaces extending from the west at Area 52 all along the waterfront to Tai Ho Interchange in the east. The waterfront open spaces and the areas around the planned marina are to be developed as the focal points in the Area. Additional local open spaces will be provided within the public housing estates and private housing developments for the enjoyment of the local residents.

“Other Specified Uses” (“OU”)

6.12 About 10.81 ha of land are zoned “OU” and reserved for specified uses including petrol filling station in Area 51; TCE railway station in Area 112; commercial and residential development cum PTI to the north of the planned TCE railway station in the “Metro Core Area” in Area 113; and marina club, boat repairing and commercial facilities associated with marina development in Areas 143 and 144 in the northern part of the Area.

6.13 The “OU” annotated “Commercial and Residential Development cum Public Transport Interchange” zone is located in the prominent location of the Area and will become one of the landmarks of and a major office node in TCNT. The zone is intended for an integrated development for commercial and residential uses cum PTI with the provision of open space and GIC facilities. The commercial developments may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business / financial centre and regional and district commercial / shopping centre. Two sites in Area 113 are under this zone. The zone is subject to a maximum PR of 8.8 and BH restriction of 185mPD. Future development of the two sites should be governed by MLP submission, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Lands to ensure proper design of the development before the development proceeds.

6.14 The “OU” annotated “Marina Club, Boat Repairing and Commercial Facilities associated with Marina Development” zone is located in Areas 143 and 144. These sites are primarily intended for the development of a marina club with boat repairing and commercial facilities associated with the marina development.

The zone is restricted to maximum PRs of 1 and 3 and BH restrictions of 20mPD and 45mPD in Area A and Area B respectively as specified on the Plan.

“Green Belt” (“GB”)

6.15 About 20.32 ha of land are zoned “GB” and primarily for defining the limits of urban and sub-urban development areas by natural features and to preserve the existing topography and natural vegetation at the fringe of the new town as well as to provide passive recreational outlets. There is a general presumption against development in the “GB” zone. The southern fringe of the Area covering the foothills of Por Kai Shan adjoining the Lantau North (Extension) Country Park is zoned “GB”. Development within this zone will be strictly controlled and development proposals will be considered on individual merits taking into account relevant Town Planning Board Guidelines.

7. Draft Tung Chung Valley OZP (Appendix B)

7.1 On 12.9.2015, under the power delegated by the Chief Executive, the Secretary for Development directed the Board, under section 3(1)(a) of the Ordinance, to prepare an OZP to cover the TCV area.

Object of the Plan

7.2 The TCV OZP is prepared to take forward the recommendations of the Tung Chung Study. The object of the TCV OZP is to delineate the planning scheme area and to set out the broad land use zonings and major road network within the TCV area. The TCV OZP provides the statutory land use framework within which the development would be taken forward in accordance with the more detailed departmental ODP to be prepared. The ODP is a non-statutory plan which would be used as the basis for public works planning and implementation, and allocation/disposal of sites for various uses.

Planning Scheme Area for the TCV OZP (Plans TCV-1 to TCV-5f)

7.3 The area of TCV OZP, covering a total area of about 168.27 ha, is located in the northern part of Lantau Island to the southwest of Tung Chung town centre area. It is accessible by vehicles via Tung Chung Road, Yu Tung Road and Shek Mun Kap Road. It is encircled by the Lantau North (Extension) Country Park to the west, south and southeast, Tung Chung Bay to the north and Tung Chung town centre area to the northeast. The periphery of TCV consists of hilly terrain along foothills of Nei Lak Shan, Lantau Peak / Pak Kung Au and Wo Liu Tun to the west, south and southeast. The landscape setting of TCV is very distinct as it is enclosed by an undulating mountain ridgeline and hilly terrains. The natural landscape of TCV consists of woodland, shrubland, grassland, wetland, mangroves, abandoned farmland and scenic coastline. There are tributaries of the Tung Chung Stream, an Ecologically Important Stream (EIS), in the area flowing from the uphill area within the Country Park along TCV to Tung Chung Bay. TCV is characterised by a rural ambience adjoining the transitional area of the urbanized Tung Chung town centre. There are farmlands in the Area

where agricultural activities once flourished. The farmlands are mainly covered by unmanaged orchards. Except some pockets of active farmlands scattered in TCV, other farmlands are mostly fallow and covered with vegetations.

- 7.4 There are six recognized villages in TCV, namely Ngau Au, Lam Che, Nim Yuen, Shek Lau Po, Mok Ka and Shek Mun Kap. Shek Lau Po and Shek Mun Kap are located on the valley floor between the two main tributaries of Tung Chung Stream, while other village clusters are located along the foothills to the west of Tung Chung Stream. Hau Wong Temple near Sha Tsui Tau and Lo Hon Monastery near Shek Pik Au are well-known temples in the Area. Hau Wong Temple and the Entrance Gate at Shek Mun Kap are graded historic buildings. There are basically no significant economic activities in the Area.

Special Features of the TCV OZP (Appendix B)

Sustainable Development – Balance between Conservation and Development

- 7.5 TCV is characterized by its rural and natural setting together with the presence of a number of recognized villages. In designating land use zonings on the draft OZP, due care has been exercised to ensure that the development be balanced against environmental considerations. Conservation related zonings such as “CA”, “CPA” and “GB” are proposed at various locations, taking into account the ecological function and environmental conditions of the areas such as Tung Chung Stream and the existing woodlands. Development sites are identified in areas with more convenient accessibility to the public transport and with less impact on the existing natural environment. Some low-rise low-density residential developments are allowed in land pockets in TCV. The existing recognized villages are respected with the provision of appropriate “V” zones.

River Park, Stormwater Attenuation and Treatment Ponds and Polders

- 7.6 To preserve the natural environment and avoid impact of human activities on Tung Chung Stream, an innovative drainage system is proposed in TCV. The system will also serve to protect villages and residential developments from flood risk from Tung Chung Stream. The components of the drainage system including stormwater attenuation and treatment ponds and polders are zoned “OU” on the draft OZP for the specified uses. Opportunity is also taken to develop a river park along some sections of Tung Chung Stream and within areas to be used as stormwater attenuation and treatment ponds in order to retain the existing natural landscape, ecological or topographic features of the Tung Chung Stream for preservation, educational and research purposes. The development of stormwater attenuation and treatment ponds along Tung Chung Stream is to remove pollutants generated within development areas and to mitigate flood risk. Details of the riverpark, stormwater attenuation and treatment ponds and polders are subject to the detailed design.

“Village Type Development” (“V”) Zone

- 7.7 The existing recognized villages and areas of land considered suitable for village

expansion are zoned “V” on the draft OZP. It is intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services, and to minimize the impact on the natural and rural character in TCV. The boundaries of the “V” zones are drawn up around existing clusters having regard to the village ‘environs’ (‘VE’), the local topography, the existing settlement pattern, site characteristics, the approved applications for Small House development, the outstanding Small House applications, as well as the estimated Small House demand. Areas of difficult terrain, dense vegetation, burial grounds and streamcourses have been avoided where possible. The “V” zones have also taken account of shortage of land for Small House development in other villages within the entire Tung Chung Heung in particular for those within and/or close to the town centre area where limited land is available for village expansion.

Land Use Proposals in the draft TCV OZP (Appendix B)

“C” Zone (Plans TCV-1, TCV-2 and TCV-5b)

7.8 About 1.18 ha of land are zoned “C” and intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as the local shopping centre serving the immediate neighbourhood. Three sites in Areas 38A, 38B and 38C to the north of Yu Tung Road are designated “C(1)” and “C(2)” to capitalize on the proximity to the proposed railway station to the southwest of Yat Tung Estate. The sites are restricted to maximum PRs of 2 to 3 and maximum BHs ranging from 20mPD to 35mPD as stipulated on the Plan.

“Residential (Group C)” (“R(C)”) Zone (Plans TCV-1, TCV-2 and TCV-5b)

7.9 About 19.31 ha of land are zoned “R(C)” and intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. Seven sites area zoned “R(C)”. They include Areas 60, 61A, 66A, 67, 68A/68B, 71A and 71B. These sites are identified as suitable for low-rise low-density residential development in the Tung Chung Study taking account of their relatively low ecological value as well as the rural and scenic character of the area. Land designated “R(C)1” and “R(C)2” is restricted to maximum PRs of 1.5 and 1 and maximum BHs ranging from 20mPD to 55mPD as stipulated on the Plan.

“V” Zone (Plans TCV-3 and TCV-5e)

7.10 About 14.59 ha of land are zoned “V” to designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New

Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board. There are six recognized villages in the Area, namely Ngau Au, Lam Che, Nim Yuen, Shek Lau Po, Mok Ka and Shek Mun Kap. The updated Small House Demand of these six recognised villages are summarised at **Table 2** below for easy reference.

Table 2: Small House Demand for the Recognized Villages within TCV OZP

Recognized Villages	New demand figures As at 1.1.2015		'VE' Approx. Area (ha)	"V" zone on draft OZP (ha)	Required land to meet new demand (ha)	Available Land to meet new demand (ha)	Percentage of the new demand met by available land (%)
	Outstanding Demand	10-year forecast					
Ngau Au	15	15	4.18	1.57	1.67	0.44	26.34
Nim Yuen	0	12	1.72	1.21	0.30	1.09	141.56
Lam Che	1	18	0.58		0.47		
Mok Ka	4	67	2.53	2.02	1.85	1.4	75.68
Shek Lau Po	35	103	5.94	7.05	3.58	4.31	120.39
Shek Mun Kap	8	50	3.83	2.73	1.68	1.23	73.21
Subtotal:	63	265	18.78	14.58	9.55	8.47	88.69

"G/IC" Zone (Plans TCV-1, TCV-2 and TCV-5b)

7.11 About 2.39 ha of land are zoned "G/IC" and intended 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, organizations providing social services to meet community needs, and other institutional establishments. The overall GIC facilities in the TCNT are planned on the basis of the HKPSG and under the Tung Chung Study in a holistic manner. The existing Hau Wong Temple (Grade 2 historic building) at Sha Tsui Tau, the Entrance Gate, Shek Mun Kap (Grade 3 historic building) to the north of Shek Mun Kap Village and Lo Hon Monastery near Shek Pik Au are zoned "G/IC". Major proposed facilities include a GIC complex in Area 36A for social welfare and other GIC facilities, a proposed telephone exchange in Area 36F near Hau Wong Temple and sewage pumping stations in different locations of the Area.

"O" Zone (Plans TCV-1, TCV-2 and TCV-5c)

7.12 About 3 ha of land are zoned "O" and intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. The "O" zone covers the existing open area and recreational facilities in front of and around Hau Wong Temple and its nearby waterfront area in Area 36E. It is intended to provide an open space to allow public enjoyment near Tung Chung Bay. Future development of this open space should be compatible with Hau Wong

Temple as well as the waterfront character near Tung Chung Bay. Blocking of the scenic view from Hau Wong Temple towards Tung Chung Bay should be avoided. The local cultural / religious activities to be held at Hau Wong Temple should be allowed in future design of this open space. Area 80 is also under this zone to reflect the existing temporary soccer field and plant nursery. Subject to further study, there may be scope to develop Area 80 as part of the river park together with the adjoining man-made section of Tung Chung Stream to be de-channelized.

“OU” Zone (Plans TCV-1, TCV-2, TCV-5c and TCV-5d)

7.13 About 8.45 ha of land are zoned “OU” which covers the annotated uses including River Park, Stormwater Attenuation and Treatment Ponds and Polder. The “OU” zones are intended primarily for the development of a river park, stormwater attenuation and treatment ponds and polders in various locations in the Area. The river park is intended to protect and retain the existing natural landscape, ecological or topographic features of the area for preservation, educational and research purposes and to separate sensitive natural environment of Tung Chung Stream from the adverse effects of development. Stormwater attenuation and treatment ponds to be provided along Tung Chung Stream are to remove pollutants generated within development areas and to mitigate flood risk along Tung Chung Stream. Provision of polders along Tung Chung Stream is for flooding mitigation purpose.

“GB” Zone (Plans TCV-1, TCV-2 and TCV-5c)

7.14 About 51.93 ha of land are zoned “GB” and primarily intended for defining the limits of development areas by natural features and to preserve the existing natural landscape as well as to provide passive recreational outlets. There is a general presumption against development within this zone. The “GB” zone covers the natural vegetated areas which consist of streamcourse, dense woodlands on some hillslopes, relatively young woodlands that have developed from abandoned agricultural land and existing burial grounds. It also covers some fragmented woodlands. Most of the woodlands and areas adjoining the Lantau North (Extension) Country Parks are within this zone.

“Conservation Area” (“CA”) Zone (Plans TCV-1, TCV-2 and TCV-5c)

7.15 About 54.63 ha of land are zoned “CA” and intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as EIS and Country Park from the adverse effects of development. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or area essential infrastructure projects with overriding public interest may be permitted. This zone includes the buffer area along Tung Chung Stream, an EIS, to avoid encroachment and adverse impact on the stream. The mature woodlands near Ngau Au and Shek Mun Kap which are considered ecologically valuable are also zoned “CA”. The hilly area to the south of Shek Mun Kap Road and the areas

between the upper tributaries of Tung Chung Stream contain a continuous stretch of dense and mature woodlands comprising native plant species are also zoned “CA”. Several floral species of conservation interest have been recorded in these woodlands.

“Coastal Protection Area” (“CPA”) (Plans TCV-1, TCV-2 and TCV-5c)

7.16 About 6.49 ha of land is zoned “CPA” and intended to conserve, protect and retain the natural coastlines and the sensitive coastal natural environment, including attractive geological features, physical landform or area of high landscape, scenic or ecological value, with a minimum of built development. It may also cover areas which serve as natural protection areas sheltering nearby developments against the effects of coastal erosion. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or area essential infrastructure projects with overriding public interest may be permitted. At present, there are mudflat, mangrove and natural shoreline at the estuary of Tung Chung Bay. The “CPA” zone provides a buffer area to avoid encroachment and adverse impact on the coastal area and both sides of the Tung Chung Stream near the outlet.

8. Tung Chung Town Centre Area OZP

Proposed Amendments (Amendment Items A1 to R3) (Plans TCTC-1a to TCTC-6c)

8.1 The proposed amendments to the TCTC OZP No. S/I-TCTC/20 (**Annex II of Appendix C**) are mainly related to the extension of the planning scheme boundary to include the existing and planned developments and proposed developments areas under the TCNT extension and revision of land use zonings on the basis of the RODP. Opportunities are also taken to review the existing land uses within the town centre area including rezoning of “CDA” sites as agreed by the RNTPC, rezoning of a site at Area 6 from “G/IC” to “C” for better land utilization and enhancement of the retail and commercial centre at the town centre area, rezoning of a piece of land to the south of the Tung Chung Development Public Pier along Tung Chung Waterfront Road from “O” to area shown as ‘Road’ to reflect the existing condition, and zoning boundary adjustments to reflect the existing developments, as-built condition and other land use proposals.

Adjustment of the Planning Scheme Area (Amendment Items A1 to A3 and B1 to B3) (Plans TCTC-1b, TCTC-2a to TCTC-2g, TCTC-3a to TCTC-3c)

8.2 Amendment **Item A1** is to extend the planning scheme boundary to include an area of about 138.05 ha to the west and southwest of the existing town centre area within the planning scheme boundary of the TCTC OZP to reflect existing developments and incorporate land use proposals for the New Town extension in TCW in the RODP (**Plans TCTC-1b, TCTC-2a to TCTC-2g**). The area under Item A1 covers the following major existing and proposed developments to be zoned “R(A)”, “R(A)1”, “R(A)2”, “R(A)3”, “R(B)2”, “G/IC”, “O”, “V”,

“OU” annotated ‘Stormwater Attenuation and Treatment Ponds’, “OU” annotated ‘Petrol Filling Station’, “GB”, “CA”, and area shown as ‘Road’, ‘Nullah’ and ‘River Channel’, as appropriate.

Yat Tung Estate

- 8.2.1 Yat Tung Estate (about 15 ha) (**Plan TCTC-2d**) is a public housing development with 25 housing blocks completed in 2001-2005. The domestic GFA of Yat Tung Estate is about 703,500m² and the BH is about 125mPD (41 storeys). There are 12,000 flats with a population of more than 40,000. The site is proposed to be zoned “R(A)” on the OZP with maximum domestic PR of 5 to reflect its existing development intensity.

Public Housing Development in Tung Chung Area 39

- 8.2.2 The public housing development with a site area of about 3.2 ha in Area 39 (**Plan TCTC-2d**) is under construction and anticipated to be completed in 2018. About 3,800 flats will be provided with a planned population of about 11,650. The site is proposed to be zoned “R(A)1” on the OZP with maximum domestic PR of 6 and a BH of 130mPD in accordance with the development parameters stipulated in endorsed Planning Brief (PB).

Proposed Public Housing Sites under the RODP

- 8.2.3 A site in Area 42 of about 3.9 ha (**Plan TCTC-2d**) along Tung Chung Road is designated for public housing development with domestic PR of 6, non-domestic PR of 0.4 and BH of 130mPD in the RODP. It is estimated that about 4,300 flats will be provided in this site with a total population of about 13,100. The site is proposed to be zoned “R(A)2” on the OZP with maximum PR of 6.4 and BH of 130mPD in accordance with the development parameters in the RODP.
- 8.2.4 Another site in Area 46 of about 1 ha (**Plan TCTC-2d**) along Tung Chung Road is designated for public housing development with domestic PR of 5, non-domestic PR of 0.4 and BH of 140mPD in the RODP. It is estimated that about 930 flats will be provided in this site with a total population of about 2,800. The site is proposed to be zoned “R(A)3” on the OZP with maximum PR of 5.4 and BH of 140mPD in accordance with the development parameters in the RODP.

Proposed Private Housing Site under the RODP

- 8.2.5 A Site of about 1.2 ha in Area 33 (**Plan TCTC-2d**) to the west of Yat Tung Estate is designated for private residential development with a domestic PR of 3.5 and BH of 70mPD in the RODP. About 410 flats with a population of about 1,100 will be provided. The site is proposed to be zoned “R(B)2” on the OZP with maximum PR of 3.5 and BH of 70mPD in accordance with the development parameters in the RODP.

Existing Villages, Government, Institution or Community (GIC) Facilities and Slopes Adjoining the Country Parks

- 8.2.6 The area covered by existing villages, GIC facilities and slopes adjoining the Lantau North and Lantau North (Extension) Country Parks will be zoned “V”, “G/IC”, “GB” and “CA” as appropriate on the OZP to reflect the existing land uses, natural state and ecological value of the area.

“V” zone

- (a) The boundary of the “V” zone is designated taking account of site conditions of the area within ‘Village Environs’ (‘VE’), existing village clusters, local topography and site characteristics. The Small House demand forecast and outstanding Small House applications are only one of the various factors in drawing up the “V” zones. Only land suitable for Small House development has been included in the “V” zones whilst areas with dense vegetation and difficult terrain have been excluded.
- (b) Chek Lap Kok **San Tsuen (Plans TCTC-2e and TCTC-7a)** and four villages, namely, Sheung Ling Pei Village, Ha Ling Pei, Wong Ka Wai and Lung Tseng Tau Village (**Plans TCTC-2e and TCTC-7b**) which share a communal ‘VE’ are covered under Amendment **Item A1**. The “V” zone for Chek Lap Kok **San Tsuen** covers the “VE” of the village and four existing village houses to its northeast. The “V” zone of about 0.37 ha includes the existing village cluster and an additional area of about 0.03 ha could satisfy 30% of the 10-year Small House demand of Chek Lap Kok **San Tsuen**.
- (c) Another “V” zone in Area 49 covers Sheung Ling Pei, Ha Ling Pei, Wong Ka Wai and Lung Tseng Tau villages (**Plans TCTC-2e and TCTC-7b**). As advised by Agriculture, Fisheries and Conservation Department (AFCD), the mature woodland located to the south of Sheung Ling Pei Village is dense and in good condition. This area with dense vegetation and difficult terrain is excluded from the “V” zone. However, a strip of land of about 2.05 ha adjoining the common ‘VE’ of these four villages and sandwiched between the existing village cluster and Tung Chung Road (**Plan TCTC-2e**) is considered suitable for village house development and is included within “V” zone for these villages to meet the 10-year Small House demand of these villages. DLO/Is, LandsD has no objection to the proposed boundary of the “V” zone. The proposed “V” zone of about 7.78 ha covers the existing village clusters and an additional area of about 3.34 ha which could satisfy 31.13% of the 10-year Small House demand of these four villages.

“G/IC” zone

- (d) 11 sites are zoned “G/IC” under Amendment **Item A1** to reflect the existing and planned GIC uses. They include the YMCA of Hong

Kong Christian College and Caritas Charles Vath College in Area 40, the Construction Industry Council Wong Lung Hang Training Ground in Area 64 (**Plan TCTC-2f**), the planned special school in Area 108, Prajna Dhyana Temple (般若禪寺) (**Plan TCTC-2f**) in Area 44, the Tung Chung Visitation Chapel (**Plan TCTC-2f**) in Area 63, Tung Chung Fort (**Plan TCTC-2f**), which is a Declared Monument, in Area 62, the Auxiliary Medical Service Tung Chung Office (**Plan TCTC-2f**) in Area 49, the existing and reserved Fresh and Salt Water Service Reservoirs and their ancillary uses in Areas 79A and 79B (**Plan TCTC-2f**), and a sewage pumping station in Area 107 (Part). Area 107 and part of Area 26 (**Plan TCTC-2c**) are also zoned “G/IC” and reserved for unforeseen demand for GIC uses in future.

“O” zone

- (e) The existing Chung Wai Street Children’s Playground (**Plan TCTC-2g**) is zoned “O” to reflect the existing open space use.

“GB” zone

- (f) Amendment **Item A1** also includes “GB” zone which is primarily for defining the limits of urban and sub-urban development areas by natural features and to preserve the existing topography and natural vegetation at the fringe of the new town as well as to provide passive recreational outlets. This zone covers the natural vegetated areas which consist of streams and woodlands. Most of the woodlands and areas adjoining the Lantau North (Extension) Country Park are within this zone. The Fong Yuen area (**Plan TCTC-2g**) in Area 43 is also zoned “GB” in view of its ecological habitat as recommended in the RODP.

“CA” zone

- (g) There are two sites zoned “CA” under Amendment **Item A1**. They include the mature woodland (**Plan TCTC-2g**) to the south of Sheung Ling Pei Village which is dense and in good condition. According to AFCD, dominant species within the woodland include *Ficus microcarpa* (榕樹) and *Endospermum chinense* (黃桐). Species of conservation concern including *Pavetta hongkongensis* (香港大沙葉) and *Aquilaria sinensis* (土沉香) have also been found in the woodland. The woodland is zoned “CA” in view of its ecological value. The “CA” zone also covers Wong Lung Hang (**Plan TCTC-2g**), an EIS designated by AFCD and its riparian zones (30m buffer) to preserve the ecological value of this EIS and its riparian.

- 8.3 Amendment **Item A2** is to include areas of about 3.01 ha to the southeast of the existing town centre area within the planning scheme boundary of the OZP to tally with the existing Lantau North (Extension) Country Park boundary (**Plans TCTC-1b, TCTC-3a to TCTC-3c**). The areas forming part of the existing slope adjoining the Country Park is zoned “GB” on the TCTC OZP to reflect the existing natural state.

- 8.4 Amendment **Item A3** is to include existing coastal areas of about 0.19 ha within the planning scheme boundary of the OZP to reflect the existing Tung Chung Development Pier, and the piers and breakwater at Ma Wan Chung area (**Plans TCTC-1b, TCTC-3a to TCTC-3c**). These sites are zoned “OU” to reflect their existing pier/jetty uses and breakwater.
- 8.5 Amendment **Item B1** is to excise areas of about 8.38 ha which are now the sea area from the planning scheme boundary of the OZP. As recommended under the Tung Chung Study, Tung Chung Bay and the outlet in Ma Wan Chung should be preserved and no reclamation is to be undertaken in these areas (**TCTC-1b, TCTC-3a to TCTC-3c**).
- 8.6 Amendment **Item B2** is to excise areas of about 6.47 ha of the existing Country Park area from the planning scheme boundary of the OZP to tally with the existing Lantau North (Extension) Country Park boundary (**TCTC-1b, TCTC-3a to TCTC-3c**).
- 8.7 Amendment **Item B3** is to excise an area of about 37.28 ha to the north of Ying Hei Road (including Tung Chung Areas 51, 52 (Part), 53 to 57 and 59) from the planning scheme boundary of the TCTC OZP for incorporation within the new draft TCE OZP (**TCTC-1b, TCTC-3a to TCTC-3c**). The area has been reclaimed but developments on it are yet to be completed. According to the RODP, the future road and open space networks of this area will be integrated with those on the TCE New Town extension area.

Rezoning of land currently covered by TCTC OZP to reflect land uses proposals on the RODP (Amendment Items C)
(Plans TCTC-1b, TCTC-3a, TCTC-3b and TCTC-3d to TCTC-3f)

- 8.8 Amendment **Item C** covers area to the north of Yu Tung Road and east of Chung Yan Road. The zonings of this area (about 28 ha) are to be revised to reflect the land use proposals in the RODP. Amendment **Item C** involves an area of about 28.4 ha to the east of Yat Tung Estate currently under “O” and “R(A)” zones and area shown as ‘Road’ in Tung Chung Areas 23, 24A, 24B, 28, 29A, 29B, 34, 37, 41 and 48 on the TCTC OZP. The area is proposed to be rezoned to “R(B)1”, “R(B)3”, “V”, “O” and other land use zonings, as appropriate (**Plans TCTC-1b, TCTC-3a, TCTC-3b and TCTC-3d to TCTC-3f**).

Proposed Private Housing Sites under the RODP

- 8.8.1 A Site in Area 23 of about 1.8 ha (**Plans TCTC-3d and TCTC-3e**) adjoining the proposed town park (**Plan TCTC-3d**) is identified for medium-density residential development with domestic PR of 4 and BH of 75mPD under the RODP. About 1,090 flats with population of 2,900 will be provided. The site is proposed to be zoned “R(B)1” on the OZP with maximum PR of 4 and BH of 75mPD in accordance with the development parameters in the RODP. In addition, a kindergarten of 642m² consisting of not less than 6 classrooms and other GIC facilities as

required by the Government are to be provided within the future development.

- 8.8.2 A site in Area 48 with area of about 0.6 ha (**Plans TCTC-3d and TCTC-3e**) to the west of the “R(B)1” zone across Tung Chung Road North near Ma Wan Chung (**Plan TCTC-3d**) is also identified for medium-density residential development with domestic PR of 2 and BH of 55mPD under the RODP. About 116 flats with population of 290 will be provided. The site is proposed to be zoned “R(B)3” on the OZP with the maximum PR of 2 and BH of 55mPD in accordance with the development parameters in RODP.

Town Park, Existing Villages and the Adjoining Areas

- 8.8.3 Majority of the area in Area 29A (**Plan TCTC-3d**) is proposed to be zoned “O” on the OZP and is intended for the future town park development. The boundary of the “O” zone has been adjusted to tally with the boundaries of the North Lantau Hospital (**Plan TCTC-3d**) and area reserved for future hospital expansion, the existing police station and fire station.
- 8.8.4 Wong Nei Uk Village and Ma Wan Chung Village (**Plans TCTC-3d to TCTC-3f and TCTC-7a**) which are existing recognized villages are zoned “V” to reflect the existing village cluster and land reserved for village expansion.
- (a) The proposed “V” zone for Ma Wan Chung Village (**Plans TCTC-3d and TCTC-3f and TCTC-7a**) covers an area of about 3.16 ha including the existing village cluster and additional area of about 1.61 ha which could satisfy 49.54% of the 10-year Small House demand of Ma Wan Chung Village.
 - (b) The proposed “V” zone for Wong Nei Uk Village (**Plans TCTC-3d to TCTC-3f and TCTC-7a**) covers the existing village cluster. As advised by Geotechnical Engineering Office (GEO) of CEDD, the ‘VE’ of Wong Nei Uk is overlooked by steep natural terrain with the risk of natural terrain hazard. As such, the area at the back of the existing village clusters has been excluded from the “V” zone. Instead, a piece of flat land in front of the existing village cluster adjoining Tung Chung Road North is considered suitable for village house development and is proposed to be zoned “V”. The “V” zone for Wong Nei Uk Village covers an area of about 0.36 ha including existing village cluster and additional area of 0.21 ha which would be able to satisfy 38.18% of the Small House demand of the village.
 - (c) The existing village cluster in Area 34 (**Plans TCTC-3f and TCTC-7b**) at the outfall of Ma Wan Chung is also zoned “V”. It is not a recognized village and is occupied by existing village type houses and temporary structures. This “V” zone is intended to

reflect the existing village type developments and conserve the traditional character of the village.

- 8.8.5 Three sites are zoned “G/IC” to reflect the existing GIC uses and land use proposals under the RODP. A site to the northwest of Area 34 (**Plan TCTC-3e**) is zoned “G/IC” to reflect the existing car parking uses at Ma Wan Chung area. Area 24A (**Plans TCTC-3d and TCTC-3e**) is partly intended for the improvement works for revitalization of Ma Wan Chung Village and partly reserved for unforeseen GIC uses. The site is subject to a BH restriction of 45mPD in view of its location adjacent to the low-rise Ma Wan Chung Village. Area 24B (**Plans TCTC-3d and TCTC-3e**) covers an existing sewerage pumping station.
- 8.8.6 The part of Tung Chung Road North (**Plan TCTC-3e**) connecting Chung Yan Road and the public pier at Ma Wan Chung with portion to be widened is shown as ‘Road’ on the draft OZP.

Rezoning of the “CDA” sites at Areas 4, 11, 14, 15, 19 and 21 (Amendment Items D1 to D2, E1 to E2, F1 to F2, G1 to G2, H1 to H2 and J) (Plans TCTC-1b, TCTC-4a to TCTC-4c)

- 8.8.7 The sites covering Areas 4, 11, 14, 15, 19 and 21 (about 22.98 ha) (**Plan TCTC-4c**) is zoned “CDA” for residential and commercial development on the current OZP. The development at the subject sites have been completed in 1998 to 2011. In the 2015 CDA review, the RNTPC agreed to rezone the “CDA” sites to reflect the existing developments. It is therefore proposed to rezone the sites to “R(A)4”, “R(A)5”, “R(A)6”, “R(A)7”, “C(2)”, “OU” annotated ‘Railway Station’, “O”, “G/IC” and area shown as ‘Road’ respectively to reflect the as-built developments and subject to the development restrictions as stipulated in the relevant lease conditions.
- 8.8.8 Area 4 is proposed to be rezoned from “CDA” and area shown as ‘Road’ to “R(A)4” under Amendment **Item D1** subject to maximum domestic GFA of 166,880m² and non-domestic GFA of 3,350m² to reflect the existing development of Tung Chung Crescent (**Plan TCTC-4c**). Three strips of land adjoining Tung Chung Crescent are rezoned from “CDA” and “O” to area shown as ‘Road’ to tally with the lot boundary of Town Chung Town Lot (TCTL) No. 1 under Amendment **Item D2**.
- 8.8.9 Area 15 is proposed to be rezoned from “CDA” and “O” to “R(A)5” under Amendment **Item E1** subject to maximum domestic GFA of 108,630m² and non-domestic GFA of 2,850m² to reflect the existing development of Seaview Crescent (**Plan TCTC-4c**). Two strips of land adjoining Seaview Crescent are rezoned from “CDA” to “O” and area shown as ‘Road’ to tally with the lot boundary of TCTL No. 3 under Amendment **Item E2**.
- 8.8.10 Area 11 is proposed to be rezoned from “CDA” and “O” to “R(A)6” under Amendment **Item F1** subject to maximum domestic GFA of

253,100m² and non-domestic GFA of 2,850m² to reflect the existing development of Coastal Skyline (**Plan TCTC-4c**). Two pieces of land adjoining Coastal Skyline are rezoned from “CDA” to “O” and area shown as ‘Road’ to tally with the lot boundary of TCTL No. 4 under Amendment **Item F2**.

- 8.8.11 Areas 19 and 21 are proposed to be rezoned from “CDA”, “O” and “G/IC” to “R(A)7” under Amendment **Item G1** subject to maximum domestic GFA of 407,300m² and non-domestic GFA of 5,350m² to reflect the existing development of Caribbean Coast (**Plan TCTC-4c**). Two strips of land adjoining Caribbean Coast are rezoned from “CDA” to “O” and area shown as ‘Road’ respectively to tally with the lot boundary of TCTL No. 5 under Amendment **Item G2**.
- 8.8.12 Area 14 is partly rezoned from “CDA”, “O” and “G/IC” to “Commercial(2)” (“C(2)”) under Amendment **Item H1** subject to maximum non-domestic GFA of 80,000m² to reflect the existing development of Citygate and One Citygate (**Plan TCTC-4c**). A strip of land adjoining the Skybridge at Citygate are rezoned from “CDA” to “G/IC” and area shown as ‘Road’ to tally with the lot boundary of TCTL No. 2 under Amendment **Item H2**.
- 8.8.13 Remaining part of Area 14 which is occupied by the Tung Chung Railway Station (**Plan TCTC-4c**) is rezoned from “CDA”, “G/IC” and area shown as ‘Road’ to “OU” annotation ‘Railway Station’ to reflect the existing railway station, land status and as-built condition under Amendment **Item J**.

Rezoning of the site at Area 6 (Amendment Item K)(Plans TCTC-1b, TCTC-4a, TCTC-4b and TCTC-4d)

- 8.8.14 Area 6 (about 0.66 ha) (Plans **TCTC-1b, TCTC-4a, TCTC-4b and TCTC-4d**) is currently used as an open public transport interchange. This site abuts the Tung Chung Railway Station and is located within the retail and commercial centre of the existing Tung Chung town centre area.
- 8.8.15 Area 6 is at present zoned “G/IC” on the TCTC OZP and is reserved for public transport interchange (including kiss and ride) with possible government offices building on top on the Tung Chung Town Centre Area Layout Plan (LP) No. L/I-TCTC/1G. In tandem with proposing GIC facilities to serve the New Town extension in Tung Chung Study, the existing provision of GIC facilities and the sites reserved for GIC uses within the town centre area have been reviewed. Area 6 which is no longer required for government offices use is considered suitable to be rezoned for other appropriate uses. Considering its prime location, site context, existing uses of the surrounding areas and better utilization of land, Area 6 is proposed to be rezoned from “G/IC” to “C(3)” for commercial uses which may include office and retail uses to complement with the commercial developments proposed in TCE in the RODP. The

“C(3)” zone is subject to maximum non-domestic PR of 5 and BH of 100mPD, which is in line and compatible with the development intensity and BHs of the surrounding developments.

- 8.8.16 An Air Ventilation Assessment (AVA) Expert Evaluation (EE) (**Annex V of Appendix C**) has been conducted to evaluate the air ventilation impact of commercial development in Area 6 and recommend measures to mitigate the impact of the proposed development on its surroundings, at the building design stage.
- 8.8.17 A Visual Appraisal (**Annex VI of Appendix C**) has also been conducted. The site in Area 6 abuts the major retail and commercial centre, i.e. Citygate, and the Tung Chung Railway Station. High-rise residential developments including Yu Tung Court, Fu Tung Estate and Tung Chung Crescent ranging from about 88mPD to 151mPD in height are located to its southeast and southwest. Commercial developments in the area including Citygate Outlets, One Citygate and Novotel Citygate Hotel are about 22mPD to 75mPD in height. There are also open spaces and other GIC facilities including indoor recreation centre and library in the town centre area. In view of the development constraints, including the site area, the required re-provision of the existing PTI, presence of a drainage reserve and the railway protection area, and the floor space to be achieved and some localized visual impact is unavoidable. In order to minimize its visual impacts, the future developer should explore various design measures, such as façade treatment and increasing permeability of the development in accordance with the Sustainable Building Design (SBD) Guidelines, in the detailed design stage.
- 8.8.18 The development of Area 6 for commercial uses would require traffic impact assessment (TIA) and sewerage impact assessment (SIA) as advised by TD and EPD respectively to identify the impacts arising from the development and the necessary improvement measures to mitigate any possible adverse traffic and sewage impacts. As confirmed with relevant departments, the assessments will be conducted under the new Design and Construction Consultancy of Tung Chung New Town Extension by CEDD prior to the disposal of the site.

Other Amendment Items (Amendment Items L, M1 to M3, N1 to N2, P, Q1 to Q2 and R1 to R3) (Plans TCTC-1b, TCTC-4a, TCTC-4b, TCTC-4d, TCTC-5a to TCTC-5c and TCTC-6a to TCTC-6c)

- 8.8.19 The site to the south of the Tung Chung Development Pier is proposed to rezone from “O” to area shown as ‘Road’ to reflect the existing loading/unloading area and taxi stand under Amendment **Item L (Plans TCTC-4a, TCTC-4b and TCTC- 4d)**.
- 8.8.20 Zoning boundary adjustments under Amendment **Items M1 to M3, N1 to N2, P, Q1 to Q2 and R1 to R3** are proposed to reflect the existing situation, as-built condition, local topography and land status (**Plans TCTC-5a to TCTC-6c**).

8.9 There are 10 recognised villages within the proposed revised planning scheme area of the TCTC. Among these villages, only two villages, namely Sha Ha (Pa Mei) (**Plan TCTC-7a**) and Man Wan New Village (**Plan TCTC-7b**), are covered by the existing TCTC OZP. The other villages to be included within the planning scheme area are designated with appropriate “V” zone, taking into account the existing ‘VE’, the local topography, the existing village settlement pattern, site characteristics and the estimated Small House demand. Areas of dense vegetation and difficult terrain are excluded. The updated Small House demand of these 10 recognised villages are summarised at **Table 2** below for easy reference. No amendment is proposed for the existing “V” zones for Shan Ha (Pa Mei) (**Plan TCTC-7a**) and Ma Wan New Village (**Plan TCTC-7b**). Besides, as advised by DLO/Is, LandsD, there is no ‘VE’ for Ma Wan Village and Tai Po Village. Thus, no “V” zone is designated for these two villages.

Table 3: Small House Demand for the Recognized Villages and the provision of “V” zones for Recognised Villages and other villages within Tung Chung Town Centre Area OZP

Recognized Villages							
Recognized Villages	New demand figures As at 1.1.2015		‘VE’ Approx . Area (ha)	“V” zone on draft OZP (ha)	Required land to meet new demand (ha)	Available Land to meet new demand (ha)	Percentage of the new demand met by available land (%)
	Outstanding Demand	10-year forecast					
Chek Lap Kok San Tsuen	0	4	0.28	0.37	0.1	0.03	30
Shan Ha (Pa Mei)	10	17	2.68	2.63	0.83	0.62	74.7
Ma Wan	0	24	0	0	0.6	0	0
Wong Nei Uk	7	15	0.23	0.36	0.55	0.21	38.18
Ma Wan Chung	0	130	5.73	3.16	3.25	1.61	49.54
Tai Po	0	9	0	0	0.23	0	0
Sheung Ling Pei*	49	130	7.08	7.78	10.73	3.34	31.13
Ha Ling Pei*	53	14					
Wong Ka Wai*	13	86					
Lung Tseng Tau*	12	48					
Subtotal:	144	477	16.00	14.3	16.29	5.81	35.67
Resited village and other village							
Existing village cluster in Ma Wan Chung area	N/A	N/A	N/A	0.29	N/A	0	N/A
Ma Wan New Village	N/A	N/A	N/A	2.30	N/A	1.04	N/A
Subtotal:	N/A	N/A	N/A	2.59	N/A	1.04	N/A
Total:	144	477	16.00	16.89	16.29	6.85	42.05

*Sheung Ling Pei, Ha Ling Pei, Wong Ka Wai and Lung Tseng Tau villages are under a communal ‘VE’

8.10 Proposed Amendments to the Matters shown on the OZP (Annex II of Appendix C)

Amendment Item A1

- 8.10.1 Incorporation of the area to the west and south of Chung Yan Road into the planning scheme area and zone it as “R(A)”, “R(A)1”, “R(A)2”, “R(A)3”, “R(B)2”, “G/IC”, “V”, “O”, “OU” annotated “Stormwater Attenuation and Treatment Ponds”, “OU” annotated “Petrol Filling Station”, “GB”, “CA”, areas shown as ‘Road’, ‘Nullah’ and ‘River Channel’ and stipulation of building height restrictions of 130mPD, 130mPD, 140mPD, 70mPD for the “R(A)1”, “R(A)2”, “R(A)3” and “R(B)2” zones in Areas 39, 42, 46 and 33 respectively and “G/IC” zones including 1 storey for Area 63, 2 storeys for Area 62 and the “G/IC” zone at the northern part of Hai Lung Pei in Area 49 respectively, 3 storeys for Area 44 and 8 storeys for Area 108 (**Plans TCTC-1b, TCTC-2a to TCTC-2g**).

Amendment Item A2

- 8.10.2 Incorporation of areas adjoining the northwestern boundary of the Lantau North (Extension) Country Park into the planning scheme area and zone it as “GB” (**Plans TCTC-1b, TCTC-3a to TCTC-3c**).

Amendment Item A3

- 8.10.3 Incorporation of the Tung Chung Development Pier and pier/breakwater at Ma Wan Chung into the planning scheme area and zone them as “OU” annotated “Pier” and “OU” annotated “Breakwater” (**Plans TCTC-1b, TCTC-3a to TCTC-3c**).

Amendment Item B1

- 8.10.4 Excision of existing sea area to the south Chek Lap Kok South Road from the planning scheme area (**Plans TCTC-1b, TCTC-3a to TCTC-3c**).

Amendment Item B2

- 8.10.5 Excision of areas to the east currently covered by the Lantau North (Extension) Country Park from the planning scheme area (**Plans TCTC-1b, TCTC-3a to TCTC-3c**).

Amendment Item B3

- 8.10.6 Excision of an area to the north of Ying Hei Road from the planning scheme area for incorporation into the draft Tung Chung Extension Area Outline Zoning Plan (OZP) No. S/I-TCE/1 (**Plans TCTC-1b, TCTC-3a to TCTC-3c**).

Amendment Item C

- 8.10.7 Rezoning of the area west of Shun Tung Road and east of Chung Yan Road from “O”, “G/IC”, “R(A)” and area shown as ‘Road’ to “V”, “G/IC”, “O”, “R(B)1”, “R(B)3”, “OU” annotated “Pier”, “OU” annotated “Breakwater” and area shown as ‘Road’ and stipulation of building height restrictions of 75mPD, 55mPD and 45mPD for the “R(B)1” and “R(B)3” zones in Areas 23 and 48 and “G/IC” zone in Area 24A respectively (**Plans TCTC-1b, TCTC-3a, TCTC-3b and TCTC-3d to TCTC-3f**).

Amendment Item D1

- 8.10.8 Rezoning of the area occupied by Tung Chung Crescent from “Comprehensive Development Area” (“CDA”) and area shown as ‘Road’ to “R(A)4” (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item D2

- 8.10.9 Rezoning of three strips of land adjoining Tung Chung Crescent from “CDA” and “O” to area shown as ‘Road’ (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item E1

- 8.10.10 Rezoning of the area occupied by Seaview Crescent from “CDA” and “O” to “R(A)5” (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item E2

- 8.10.11 Rezoning of two strips of land adjoining Seaview Crescent from “CDA” to “O” and area shown as ‘Road’ (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item E3

- 8.10.12 Rezoning of three strips of land adjoining Man Tung Road Park from “O” to area shown as ‘Road’ and from area shown as ‘Road’ to “O” (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item F1

- 8.10.13 Rezoning of the area occupied by Coastal Skyline from “CDA” and “O” to “R(A)6” (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item F2

- 8.10.14 Rezoning of a piece of land adjoining Coastal Skyline from “CDA” to “O” and area shown as ‘Road’ (**Plans TCTC-1b, TCTC-4a to**

TCTC-4c).

Amendment Item G1

- 8.10.15 Rezoning of the area occupied by Caribbean Coast from “CDA”, “O” and “G/IC” to “R(A)7” (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item G2

- 8.10.16 Rezoning of two strips of land adjoining Caribbean Coast from “CDA” to “O” and area shown as ‘Road’ (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item H1

- 8.10.17 Rezoning of the area occupied by Citygate and One Citygate from “CDA” , “O” and “G/IC” to “Commercial(2)” (“C(2)”) (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item H2

- 8.10.18 Rezoning of a strip of land adjoining the Skybridge at Citygate from “CDA” to “G/IC” and area shown as ‘Road’ (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item J

- 8.10.19 Rezoning of the area occupied by the Tung Chung Railway Station from “CDA”, “G/IC” and area shown as ‘Road’ to “OU” annotation “Railway Station” (**Plans TCTC-1b, TCTC-4a to TCTC-4c**).

Amendment Item K

- 8.10.20 Rezoning of a piece of land adjoining the Tung Chung Railway Station from “G/IC”, “CDA” and area shown as ‘Road’ to “C(3)” and stipulation of building height restriction for the “C(3)” zone (**Plans TCTC-1b, TCTC-4a, TCTC-4b and TCTC-4d**).

Amendment Item L

- 8.10.21 Rezoning of a piece of land in Area 52 along Tung Chung Waterfront Road from “O” to area shown as ‘Road’ (**Plans TCTC-1b, TCTC-4a, TCTC-4b and TCTC-4d**).

Amendment Item M1

- 8.10.22 Rezoning of the area occupied by the railway traction substation and portal adjoining Man Tung Road and North Lantau Highway from “G/IC” and area shown as ‘Road’ to “OU” annotated “Traction Substation cum Portal” (**Plans TCTC-1b, TCTC-5a to TCTC-5c**).

Amendment Item M2

- 8.10.23 Rezoning of three strips of land adjoining Tung Chung North Park along North Lantau Highway from “O” and “G/IC” to area shown as ‘Road’ (**Plans TCTC-1b, TCTC-5a to TCTC-5c**).

Amendment Item M3

- 8.10.24 Rezoning of an area of the Tung Chung North Park from “G/IC” to “O” (**Plans TCTC-1b, TCTC-5a to TCTC-5c**).

Amendment Item N1

- 8.10.25 Rezoning of a strip of land adjoining North Lantau Highway, Tung Chung Waterfront Road, Shun Tung Road and Tat Tung Road from “G/IC”, “O” and “OU” annotated “Cable Car Terminal and Related Commercial Development” to area shown as ‘Road’ (**Plans TCTC-1b, TCTC-6a to TCTC-6c**).

Amendment Item N2

- 8.10.26 Rezoning of a strip of land in Area 1 occupied by Tat Tung Road Garden from “G/IC” to “O” (**Plans TCTC-1b, TCTC-6a to TCTC-6c**).

Amendment Item P

- 8.10.27 Rezoning of a strip of land near Tung Chung Railway Station from area shown as ‘Road’ to “OU” annotated “Railway Ventilation and Other Associated Plants” and two strips of land adjoining the railway ventilation site from “OU” annotated “Railway Ventilation and Other Associated Plants” to area shown as ‘Road’ (**Plans TCTC-1b, TCTC-6a to TCTC-6c**).

Amendment Item Q1

- 8.10.28 Rezoning of the strips of land in Area 10 along Tat Tung Road, Shun Tung Road and Yu Tung Road from “R(A)”, “OU” annotated “Sewage Pumping Station” and “G/IC” to area shown as ‘Road’ (**Plans TCTC-1b, TCTC-6a to TCTC-6c**).

Amendment Item Q2

- 8.10.29 Rezoning of the strips of land along Yu Tung Road and Cheung Tung Road from “GB” and area shown as ‘Road’ to “G/IC” and the strip of land along Yu Tung Road from area shown as ‘Road’ to “GB” (**Plans TCTC-1b, TCTC-6a to TCTC-6c**).

Amendment Item R1

- 8.10.30 Rezoning of a strip of land adjoining North Lantau Hospital from “G/IC” to area shown as ‘Road’ and a strip of land of the Lantau North Divisional Police Station from area shown as ‘Road’ to “G/IC” (**Plans TCTC-1b, TCTC-6a to TCTC-6c**).

Amendment Item R2

- 8.10.31 Rezoning of a strip of land at Tung Chung Area 27 from area shown as ‘Road’ to “R(A)1” (**Plans TCTC-1b, TCTC-6a to TCTC-6c**).

Amendment Item R3

- 8.10.32 Rezoning of the strips of land adjoining Ma Wan New Village from “V” to “GB” and area shown as ‘Road’ and “GB” to “V” respectively (**Plans TCTC-1b, TCTC-6a to TCTC-6c**).

8.11 Proposed Amendments to the Notes of the TCTC OZP

The proposed amendments to the Notes of the OZP with additions in ***bold and italics*** and deletions in ~~‘crossed out’~~ are at **Annex III of Appendix C** for Members’ consideration. The proposed amendments are summarised as follows:

- 8.11.1 The covering Notes is revised to include provision relevant to the “CA” zone.
- 8.11.2 The Notes of the “C” zone is revised to include development restrictions for the “C(2)” and “C(3)” zones to reflect the maximum GFA restrictions for the existing Citygate and One Citygate and the maximum PR and BH restrictions for the proposed commercial use in Area 6 as mentioned in paragraphs 8.8.7, 8.8.12 and 8.8.14 to 8.8.18 above.
- 8.11.3 The Notes of the “CDA” zone is deleted as mentioned in paragraphs 8.8.7 to 8.8.13 above.
- 8.11.4 The Notes of the “R(A)” zone is updated to revise the development restrictions for the “R(A)1” zone and to include development restrictions for the “R(A)2” to “R(A)7” to reflect the maximum PR and BH restrictions for the committed public housing developments in Area 39 and the proposed public housing developments in Areas 42 and 46 based on the recommendation of the Tung Chung Study and the maximum domestic and non-domestic GFA restrictions for the existing private residential development of Tung Chung Crescent, Seaview Crescent, Coastal Skyline and Caribbean Coast as mentioned in paragraphs 8.2.2 to 8.2.4 and 8.8.7 to 8.8.11 above.
- 8.11.5 To match with the proposed medium-density residential developments

in Areas 23, 33 and 48 based on the recommendation of the Tung Chung Study as mentioned in paragraphs 8.2.5, 8.8.1 and 8.8.2 above, a new set of Notes for the “R(B)” zone including three sub-zones “R(B)1”, “R(B)2” and “R(B)3” based on the Master Schedule of Notes (MSN) for “R(B)” zone with revisions is incorporated.

- 8.11.6 The Notes of the “G/IC” zone is updated to delete “Flat (Government Staff Quarters only)” use from Column 1, add “Flat” use in Column 2 based on the MSN for “G/IC” zone and to include Remarks for the “G/IC” zone.
- 8.11.7 The Notes of the “OU” annotated “Pier” zone is revised to amend “Government Use” to “Government Use (not elsewhere specified)” in Column 2.
- 8.11.8 To match with the proposed new zonings of “OU” zones for Tung Chung Railway Station in Area 5A, the existing breakwater at Ma Wan Chung area and the stormwater attenuation and treatment ponds in Area 45A as mentioned in paragraphs 8.2, 8.4 and 8.8.13 above, three sets of new Notes for “OU” annotated ‘Railway Station’, “OU” annotated ‘Breakwater’ and “OU” annotated ‘Stormwater Attenuation and Treatment Ponds’ are incorporated.
- 8.11.9 The Notes of the “GB” zone is revised to add “House” use in Column 2 and Remarks regarding division of streams, filling or excavation of land based on the MSN for “GB” zone.
- 8.11.10 To match with the “CA” zones required by AFCD as mentioned in paragraph 8.2.6(g) above, a new set of Notes for the “CA” zone based on the MSN for “CA” zone with revisions is incorporated.

8.12 Revision to the Explanatory Statement of the OZP

The Explanatory Statement (ES) of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. A copy of the revised ES with the proposed additions highlighted in ***bold and italics*** and deletions in ~~‘crossed-out’~~ is at **Annex IV of Appendix C**.

9. Notes of the OZPs

- 9.1 Attached to each of the draft OZP is a set of Notes that shows the types of uses or developments which are always permitted within the Area and other uses for which planning permission from the Board should be sought (**Annex II of Appendix A and Annex III of Appendices B and C**). The provision for application for planning permission under section 16 of the Ordinance allows flexibility in land-use planning and control of development to meet the changing needs. To provide flexibility for development with design adopted to the

characteristics of particular sites, minor relaxation of the specific development restriction(s) stated in the Notes for particular zones may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.2 The draft Notes are formulated on the basis of the latest set of Master Schedule of Notes (MSN) endorsed by the Board. In view of the unique development nature of the TCNT, some additions to/deviation from the MSN are proposed to the Notes attached to the each OZPs.

10. Plans Number

Upon gazetting, the draft TCE OZP, TCV OZP and TCTC OZP will be renumbered as S/I-TCE/1, S/I-TCV/1 and S/I-TCTC/21.

11. Implementation

The OZPs provides a broad land use framework within which more detailed departmental ODP will be prepared in consultation with government departments concerned. The ODP is a non-statutory plan which will be used as the basis for public works planning and site reservation of purposes. It includes information on detailed land uses, development parameters and boundaries of individual sites, green coverage, waterworks and drainage reserves, site formation levels, road alignment and dimensions, location of pedestrian facilities, public utility facilities as well as other building and engineering requirements. These should generally be followed in land transactions and allocations. In particular, the OZPs together with the ODP will serve as the basis for processing the lease modification applications and land sales.

12. Consultation

12.1 The draft OZPs together with the Notes and the ESs have been circulated to the relevant government bureaux and departments for comments. Comments received have been incorporated into the draft OZPs No. S/I-TCE/C, S/I-TCV/C and S/I-TCTC/20D together with their Notes and ESs as appropriate.

12.2 Subject to the Board's agreement, the Islands District Council (IDC), Tung Chung Rural Committee (TCRC) will be consulted on the draft OZPs during the exhibition period of the draft TCE OZP No. S/I-TCE/1, draft TCV OZP No. S/I-TCV/1 and draft TCTC OZP No. S/I-TCTC/21.

13. Decision Sought

Members are invited to agree that:

- (a) that the following two new draft Outline Zoning Plans (OZPs) and their Notes are suitable for public exhibition under section 5 of the Town Planning

Ordinance (the Ordinance):

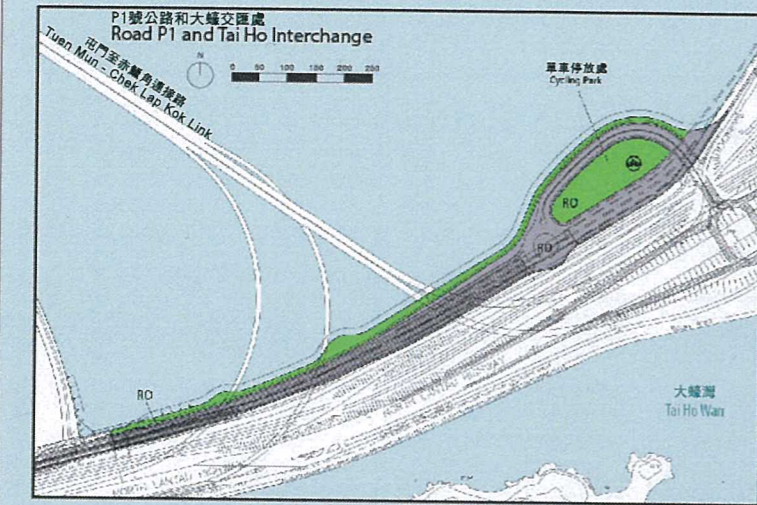
- (i) the draft TCE OZP No. S/I-TCE/C (to be renumbered as S/I-TCE/1) (**Annex I of Appendix A**) and its Notes (**Annex II of Appendix A**); and
- (ii) the draft TCV OZP No. S/I-TCV/C (to be renumbered as S/I-TCV/1) (**Annex II of Appendix B**) and its Notes (**Annex III of Appendix B**);
- (b) that the proposed amendments to the approved TCTC OZP No. S/I-TCTC/20 (**Annex II of Appendix C**) and its Notes (**Annex III of Appendix C**) are suitable for exhibition for public exhibition under section 5 of the Ordinance; and
- (c) that the ESs of the two new draft TCE and TCV OZPs (**Annex III of Appendix A and Annex IV of Appendix B**) and the revised ES of the draft TCTC OZP (**Annex IV of Appendix C**) are an expression of the Board's planning intention and objectives for various land uses of the OZPs.

14. Attachments

Plan 1	Recommended Outline Development Plan for Tung Chung East
Plan 2	Recommended Outline Development Plan for Tung Chung West
Plan 3a	Proposed Planning Scheme Boundary of the Three Statutory Plans
Plan 3b	Proposed Planning Scheme Boundary for Tung Chung Extension Area
Plan 3c	Proposed Planning Scheme Boundary for Tung Chung Valley
Plan 3d	Proposed Planning Scheme Boundary for Tung Chung Town Centre Area
Plan 4a	Urban Design Concept for Tung Chung East
Plan 4b	Urban Design Concept for Tung Chung West
Plan 4c	Commercial Facilities in Tung Chung East
Plan 4d	Pedestrian and Cycling Network in Tung Chung East
Plan 4e	Pedestrian and Cycling Network in Tung Chung West
Plan TCE-1	Aerial Photo of Tung Chung Extension Area
Plan TCE-2	Site Photo
Plan TCV-1	Tung Chung Valley OZP – Aerial Photo
Plan TCV-2	Existing Physical Features
Plan TCV-3	Village Environs, Land Ownership and Proposed “Village Type Development Zone
Plan TCV-4	Cultural Heritage, Major Religious Building and Local Features
Plan TCV-5a to TCV-5f	Site Photos
Plan TCTC-1a	Location Plans – Tung Chung Town Centre OZP No. S/I-TCTC/20
Plan TCTC-1b	Location Plans – Tung Chung Town Centre OZP No. S/I-TCTC/20D
Plan TCTC-2a	Proposed Amendment Item A1 – Site Plan
Plan TCTC-2b	Proposed Amendment Item A1 – Aerial Photo
Plans TCTC-2c to TCTC-2g	Proposed Amendment Item A1 – Site Photos

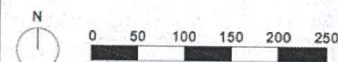
Plan TCTC-3a	Proposed Amendment Items A2, A3, B1 to B3 and C – Site Plan
Plan TCTC-3b	Proposed Amendment Items A2, A3, B1 to B3 and C – Aerial Photo
Plans TCTC-3c to TCTC-3f	Proposed Amendment Items A2, A3, B1 to B3 and C – Site Photos
Plan TCTC-4a	Proposed Amendment Items D, E, F, G, H, J and K – Site Plan
Plan TCTC-4b	Proposed Amendment Items D, E, F, G, H, J and K – Aerial Photo
Plans TCTC-4c to TCTC-4d	Proposed Amendment Items D, E, F, G, H, J, K and L – Site Photos
Plan TCTC-5a	Proposed Amendment Items M1 to M3 – Site Plan
Plan TCTC-5b	Proposed Amendment Items M1 to M3 – Aerial Photo
Plan TCTC-5c	Proposed Amendment Items M1 to M3 – Site Photos
Plan TCTC-6a	Proposed Amendment Items N, P, Q and R – Site Plan
Plan TCTC-6b	Proposed Amendment Items N, P, Q and R – Aerial Photo
Plan TCTC-6c	Proposed Amendment Items N, P, Q and R – Site Photos
Plans TCTC-7a to TCTC-7b	Recognized Villages and other villages – Site Photos
Appendix A	Tung Chung Extension Area
Annex I	Draft Tung Chung Extension Area OZP No. S/I-TCE/C
Annex II	Notes of the Draft Tung Chung Extension Area OZP No. S/I-TCE/C
Annex III	Explanatory Statement of Draft Tung Chung Extension Area OZP No. S/I-TCE/C
Appendix B	Tung Chung Valley
Annex I	Draft Tung Chung Valley DPA Plan No. DPA/I-TCV/1 (reduced scale)
Annex II	Draft Tung Chung Valley OZP No. S/I-TCV/C
Annex III	Notes of the Draft Tung Chung Valley OZP No. S/I-TCV/C
Annex IV	Explanatory Statement of Draft Tung Chung Valley OZP No. S/I-TCV/C
Annex V	Summary of views on the draft Tung Chung Valley Development Permission Area Plan No. DPA/I-TCV/1 received during the public exhibition period
Appendix C	Tung Chung Town Centre Area
Annex I	Approved Tung Chung Town Centre Area OZP No. S/I-TCTC/20 (reduced scale)
Annex II	Draft Tung Chung Town Centre Area OZP No. S/I-TCTC/20D
Annex III	Schedule of Amendments and revised Notes of the Draft Tung Chung Town Centre Area OZP No. S/I-TCTC/20D
Annex IV	Revised Explanatory Statement of Draft Tung Chung Town Centre OZP No. S/I-TCTC/20D
Annex V	Air Ventilation Assessment - Expert Evaluation for Area 6 in Tung Chung
Annex VI	Visual Appraisal for Area 6 in Tung Chung

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圖例 LEGEND :

- RS 公共屋宇 (地積比率 5-6.5)
Residential Special (PR 5-6.5)
- R1 住宅 1 (地積比率 6.5)
Residential 1 (PR 6.5)
- R2 住宅 2 (地積比率 5)
Residential 2 (PR 5)
- R3 住宅 3 (地積比率 2.5-3.5)
Residential 3 (PR 2.5-3.5)
- G 政府
Government
- E 教育
Educational
- OU 其他指定用途
Other Specified Uses
- CDA 綜合發展區
(住宅地積比率 6 + 非住宅地積比率 2.5)
Comprehensive Development Area
(domestic PR 6 + non-domestic PR 2.5)
- C 商業 (地積比率 3-9.5)
Commercial (PR 3-9.5)
- DO 地區休憩用地
District Open Space
- RO 區域休憩用地
Regional Open Space
- RD 建議道路
Proposed Road
- NBA 非建築用地
Non-Building Area
- 商業平台
Local Commercial Podium
- 最高建築物高度 (在主水平基準上若干米)
Maximum Building Height (mPD)
- 最高建築物高度 (樓層)
Maximum Building Height (Storeys)
- 分區警察局
District Police Station
- 消防局
Fire Station
- 中學
Secondary School
- 小學
Primary School
- 診所/健康中心
General Clinic / Health Centre
- 運動場
Sports Grounds
- 運動中心
Sports Centre
- 公共交通交匯處
Public Transport Interchange
- 公共廁所
Public Toilets
- 加油站
Petrol Filling Station
- 社會福利設施
Social Welfare Facility
- 幼稚園
Kindergarten
- 單車停放處
Cycle Parking Area



Rev	Description	By	Date

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Project title
Agreement No. CE 32/2011 (CE)
Planning and Engineering Study
on the Remaining Development
in Tung Chung Feasibility Study

Drawing title
東涌東建議發展大綱圖
RECOMMENDED
OUTLINE DEVELOPMENT PLAN
FOR TUNG CHUNG EAST

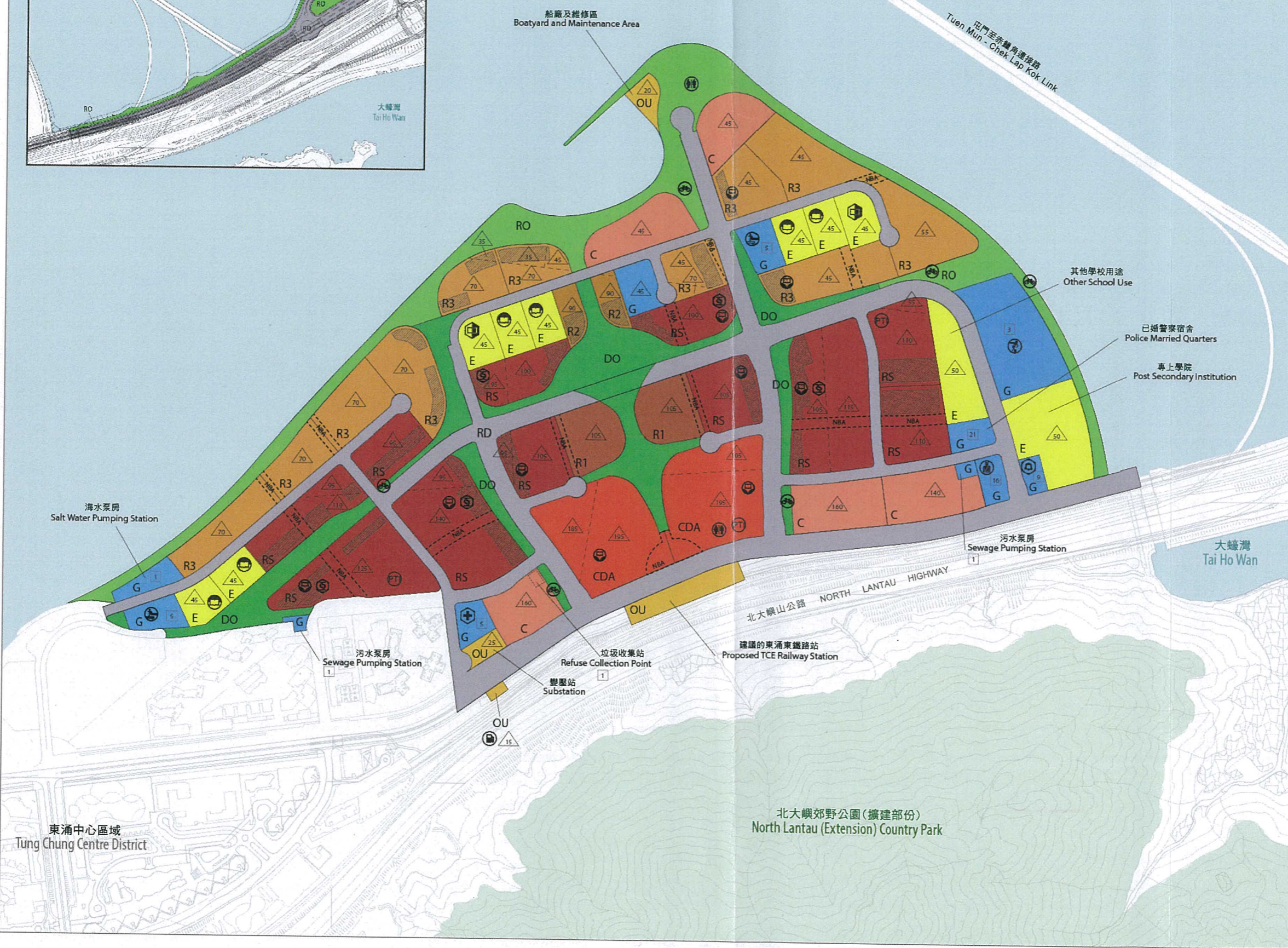
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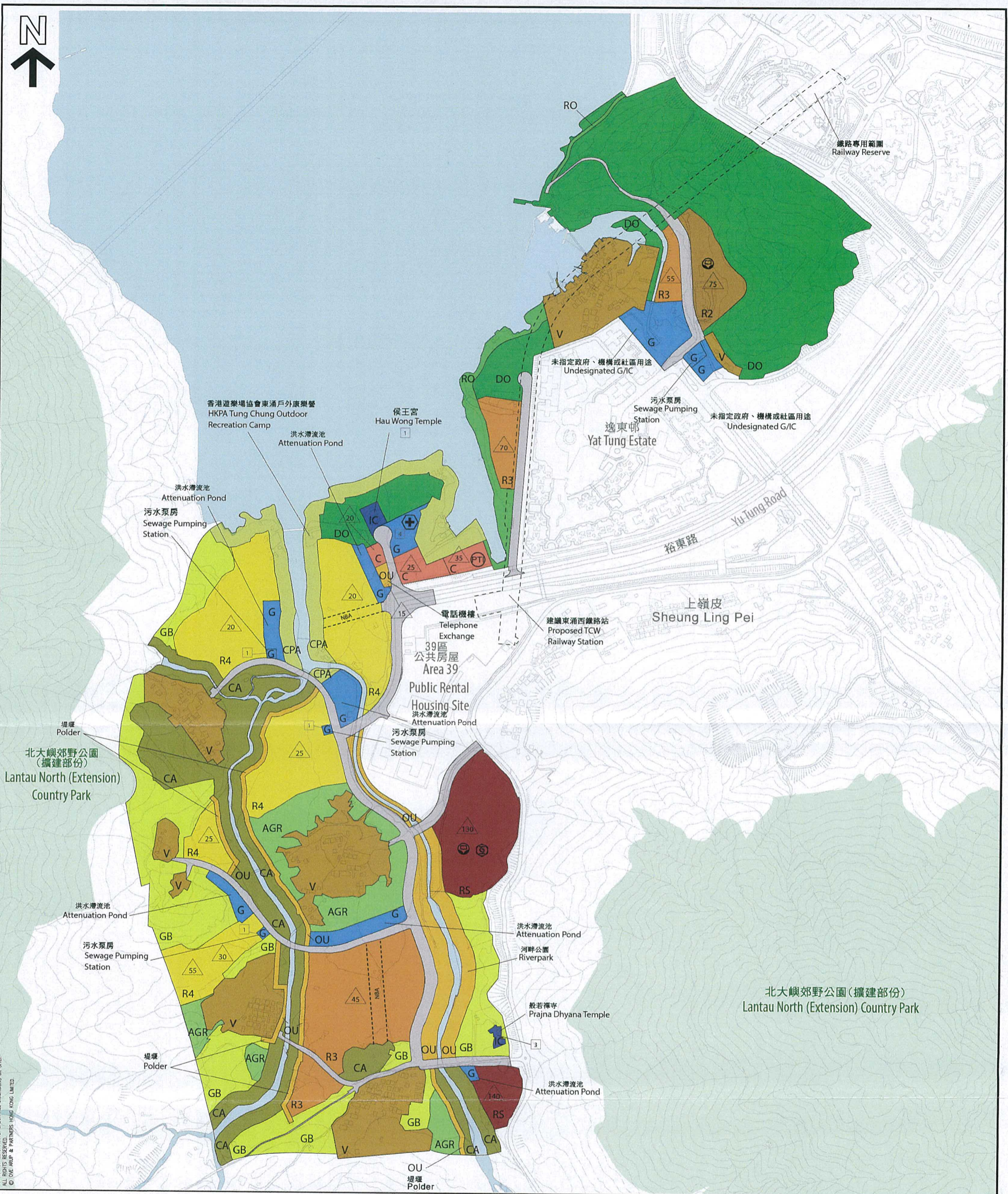
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Development Department

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REFERENCE No.
M/LI/15/148

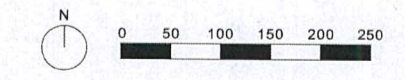
圖 PLAN
1



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Planning and Engineering Study
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Drawing Title
東涌西建議發展大綱圖
RECOMMENDED
OUTLINE DEVELOPMENT PLAN
FOR TUNG CHUNG WEST

Drawing no.	Rev.
Drawn CR/JH	Date Sep 2015
Checked	Approved
Status	

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圖例 LEGEND :

- | | | | | |
|----|---|-----|-----------------------------------|---|
| RS | 公共屋宇 (地積比率5-6)
Residential Special (PR 5-6) | DO | 地區休憩用地
District Open Space | 非建築用地
Non-Building Area |
| R2 | 住宅2 (地積比率4)
Residential 2 (PR 4) | RO | 區域休憩用地
Regional Open Space | 最高建築物高度 (在主水平基準上若干米)
Maximum Building Height (mPD) |
| R3 | 住宅3 (地積比率1.5-3.5)
Residential 3 (PR 1.5-3.5) | V | 鄉村式發展
Village Development Area | 最高建築物高度 (樓層數目)
Maximum Building Height (Storeys) |
| R4 | 住宅4 (地積比率1.0)
Residential 4 (PR 1.0) | CA | 自然保育區
Conservation Area | 診所/健康中心
General Clinic / Health Centre |
| G | 政府
Government | CPA | 海岸保護區
Coastal Protection Area | 運動中心
Sports Centre |
| OU | 其他指定用途
Other Specified Uses | AGR | 農業
Agriculture | 公共交通交匯處
Public Transport Interchange |
| IC | 機構及社區
Institution and Community | GB | 綠化地帶
Green Belt | 社會福利設施
Social Welfare Facility |
| C | 商業 (地積比率2-3)
Commercial (PR2-3) | RD | 建議道路
Proposed Road | 幼稚園
Kindergarten |

參考編號
REFERENCE No.
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圖 PLAN
2







大小磨刀
THE BROTHERS

海
SEA

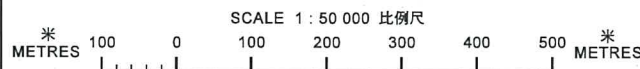


圖例 LEGEND

-  現時東涌市中心地區分區計劃大綱圖
(約252.81公頃)
EXISTING TUNG CHUNG TOWN CENTRE
AREA OUTLINE ZONING PLAN (ABOUT 252.81 ha)
-  擬議修訂東涌市中心地區分區計劃大綱圖
(約341.66公頃)
PROPOSED REVISED TUNG CHUNG TOWN
CENTRE AREA OUTLINE ZONING PLAN
(ABOUT 341.66 ha)
-  擬議東涌擴展區分區計劃大綱圖
(約216.67公頃)
PROPOSED TUNG CHUNG EXTENSION AREA
OUTLINE ZONING PLAN (ABOUT 216.67 ha)
-  擬議東涌谷分區計劃大綱圖(約168.27公頃)
PROPOSED TUNG CHUNG VALLEY
OUTLINE ZONING PLAN (ABOUT 168.27 ha)

位置圖 LOCATION PLAN

3張位於大嶼山東涌
法定圖則的擬議規劃範圍界線
PROPOSED PLANNING SCHEME BOUNDARIES
OF THE THREE STATUTORY PLANS
IN TUNG CHUNG, LANTAU



規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
3a

本摘要圖於2015年12月7日擬備，
所根據的資料為1:100000 HM100C/2
組別編號B100000

EXTRACT PLAN PREPARED ON 7.12.2015
BASED ON 1:100000 SERIES HM100C/2
No. B100000



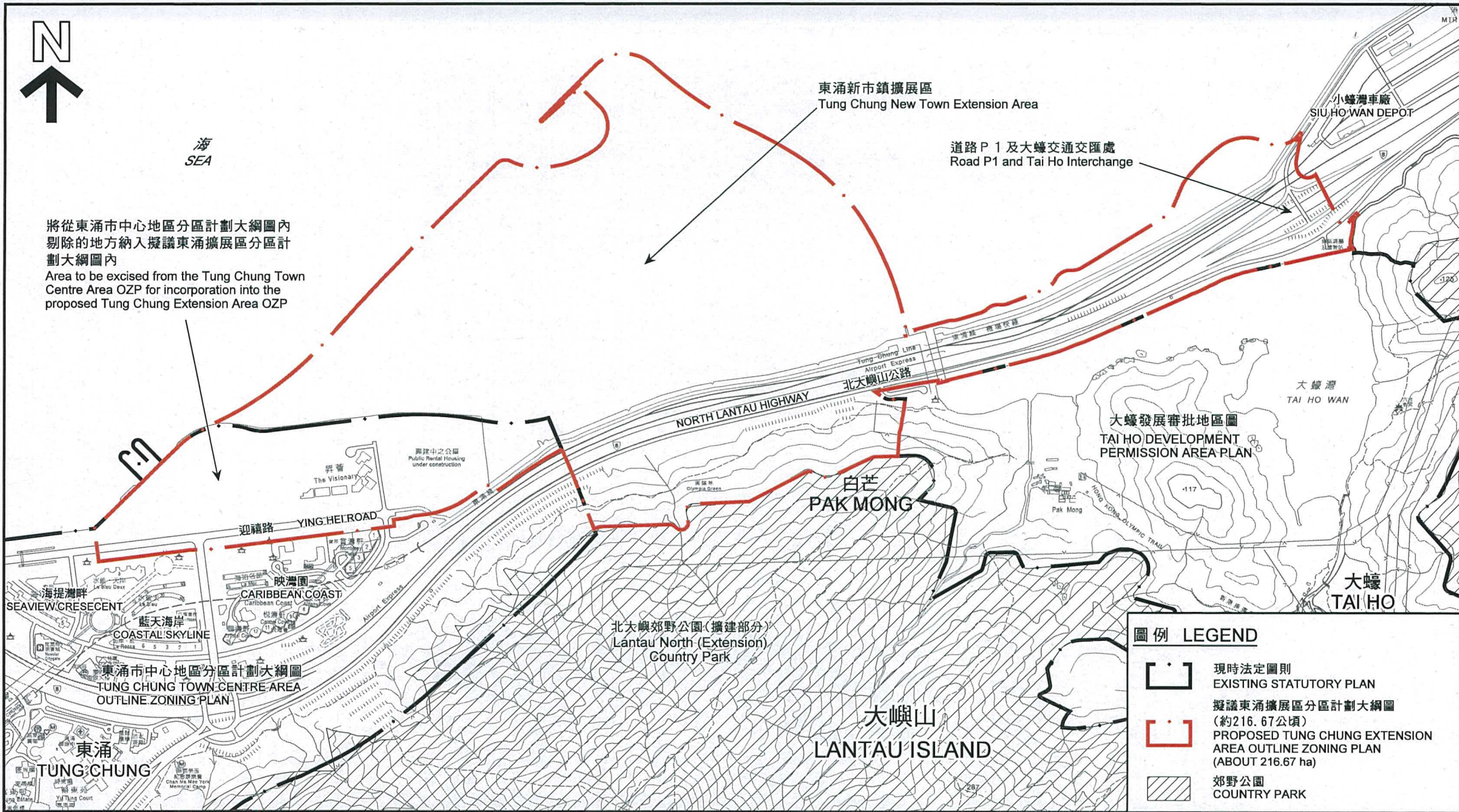
海
SEA

將從東涌市中心地區分區計劃大綱圖內剔除的地方納入擬議東涌擴展區分區計劃大綱圖內
Area to be excised from the Tung Chung Town Centre Area OZP for incorporation into the proposed Tung Chung Extension Area OZP

東涌新市鎮擴展區
Tung Chung New Town Extension Area

道路 P 1 及大蠔交通交匯處
Road P 1 and Tai Ho Interchange

小蠔灣車廠
SIU HO WAN DEPOT

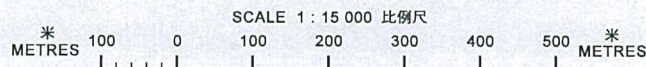


圖例 LEGEND

-  現時法定圖則
EXISTING STATUTORY PLAN
-  擬議東涌擴展區分區計劃大綱圖
(約216.67公頃)
PROPOSED TUNG CHUNG EXTENSION
AREA OUTLINE ZONING PLAN
(ABOUT 216.67 ha)
-  郊野公園
COUNTRY PARK

平面圖 SITE PLAN

擬議東涌擴展區分區計劃大綱圖
的規劃範圍界線
PLANNING SCHEME BOUNDARY OF THE PROPOSED
TUNG CHUNG EXTENSION AREA OUTLINE ZONING PLAN

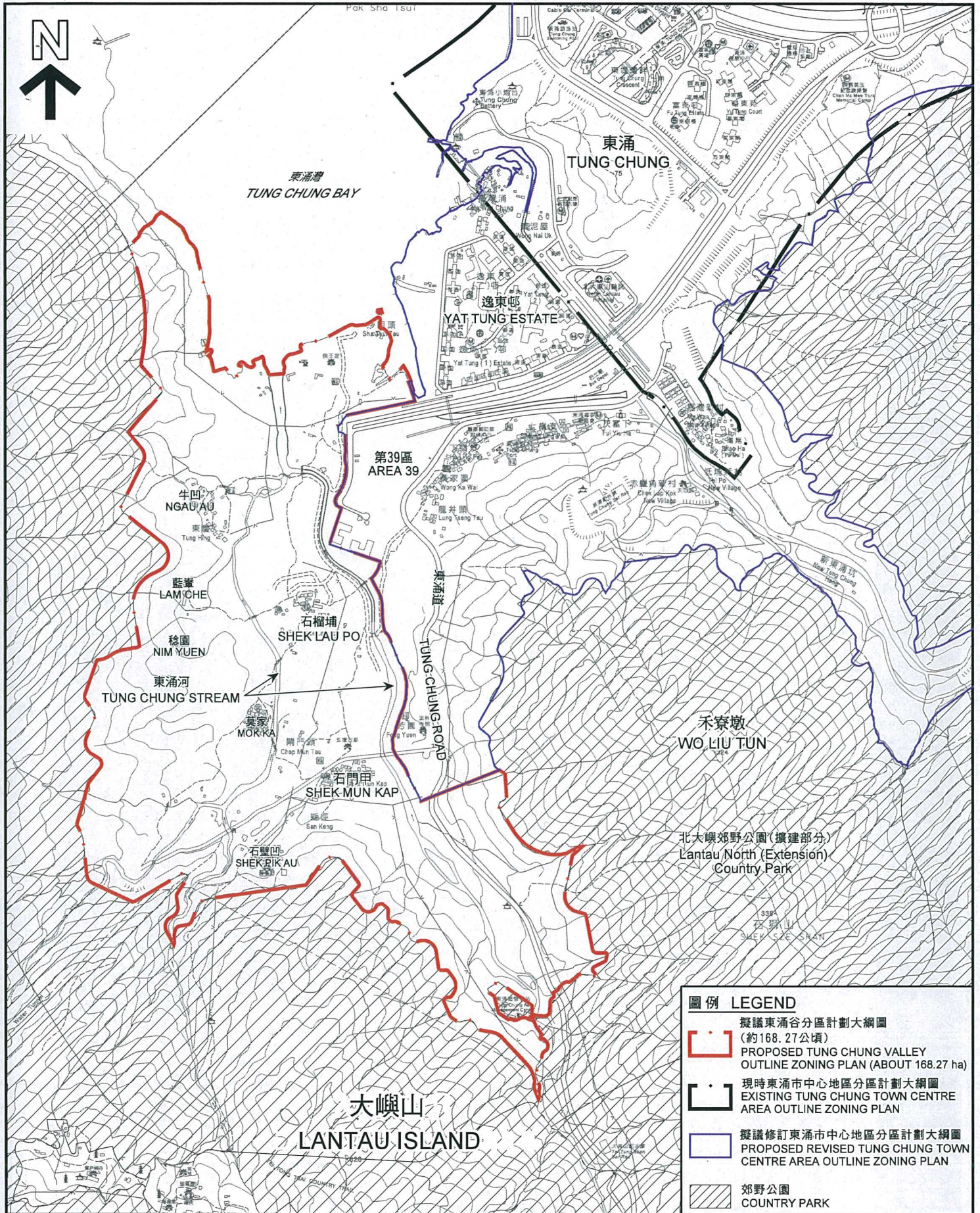


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PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
3b



圖例 LEGEND

-  擬議東涌谷分區計劃大綱圖 (約168.27公頃)
PROPOSED TUNG CHUNG VALLEY OUTLINE ZONING PLAN (ABOUT 168.27 ha)
-  現時東涌市中心地區分區計劃大綱圖
EXISTING TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN
-  擬議修訂東涌市中心地區分區計劃大綱圖
PROPOSED REVISED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN
-  郊野公園
COUNTRY PARK

平面圖 SITE PLAN

擬議東涌谷分區計劃大綱圖的規劃範圍界線
 PLANNING SCHEME BOUNDARY OF THE PROPOSED
 TUNG CHUNG VALLEY OUTLINE ZONING PLAN

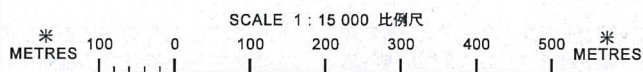
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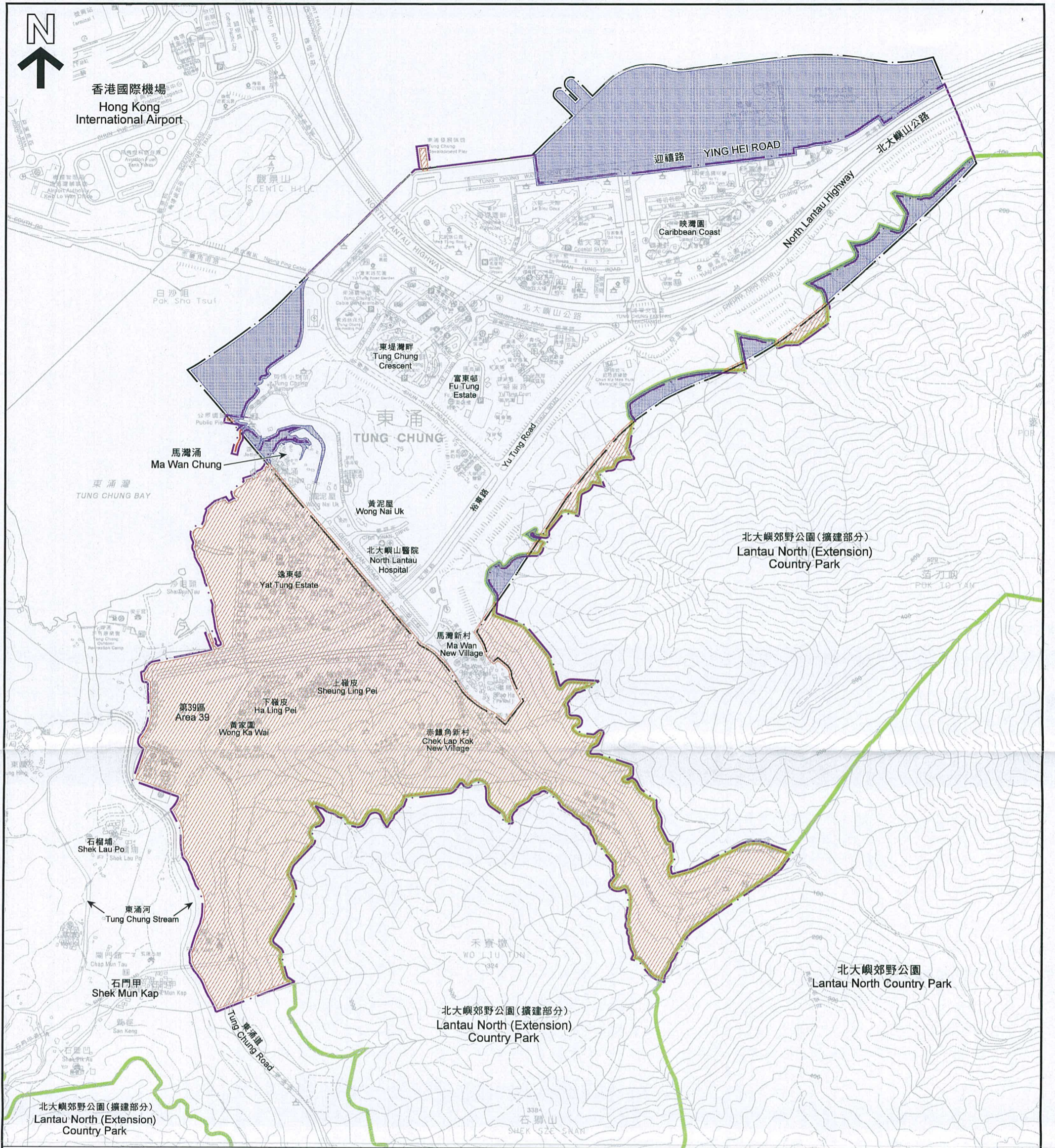


參考編號
 REFERENCE No.
 M/LI/15/148

圖 PLAN
 3c

本摘要圖於2015年12月7日擬備
 EXTRACT PLAN PREPARED ON 7.12.2015





圖例 LEGEND :

- 現時東涌市中心地區分區計劃大綱圖
EXISTING TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN
- - - 修訂的東涌市中心地區分區計劃大綱圖
REVISED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN
- ▨ 擬議納入分區計劃大綱圖的規劃範圍面積約141.24公頃
AREAS PROPOSED TO BE INCLUDED INTO THE PLANNING SCHEME BOUNDARY OF THE OZP (ABOUT 141.24 ha)
- ▩ 擬議剔除分區計劃大綱圖的規劃範圍面積約52.12公頃
AREAS PROPOSED TO BE EXCISED FROM THE PLANNING SCHEME BOUNDARY OF THE OZP (ABOUT 52.12 ha)
- 郊野公園
COUNTRY PARK

平面圖 SITE PLAN

擬議修訂的東涌市中心地區分區計劃大綱圖的規劃範圍界線
PROPOSED REVISED PLANNING SCHEME BOUNDARY OF
THE TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN

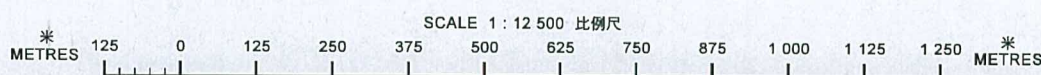
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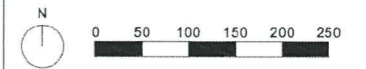
圖 PLAN
3d

本摘要圖於2015年12月7日擬備，
所根據的資料為街道地圖組別 SM10C:9-SE
EXTRACT PLAN PREPARED ON 7.12.2015
BASED ON STREET MAP SERIES SM10C:9-SE





- 圖例 Legend**
- 住宅發展密度 Residential Development Intensity
 - 高
 - 低 low
 - 政府、機構或社區 Government, Institution or Community
 - 商業設施 Commercial Facilities
 - 休憩用地網絡 Open Space Network
 - 擬議道路 Proposed Road
 - 現有道路 Existing Road
 - 擬議單車路線 Proposed Cycling Route
 - 現有單車路線 Existing Cycling Route
 - 主要行人路線 Key Pedestrian Route
 - 通風廊/觀景廊 Major Breezeway/View Corridor
 - 活動樞紐 Activity Node
 - 鐵路車站 Railway Station



Rev	Description	By	Date

Consultant
ARUP

Project title
Agreement No. CE 32/2011 (CE)
Planning and Engineering Study
on the Remaining Development
in Tung Chung Feasibility Study

Drawing title
**城市設計概念
Urban Design Concept**

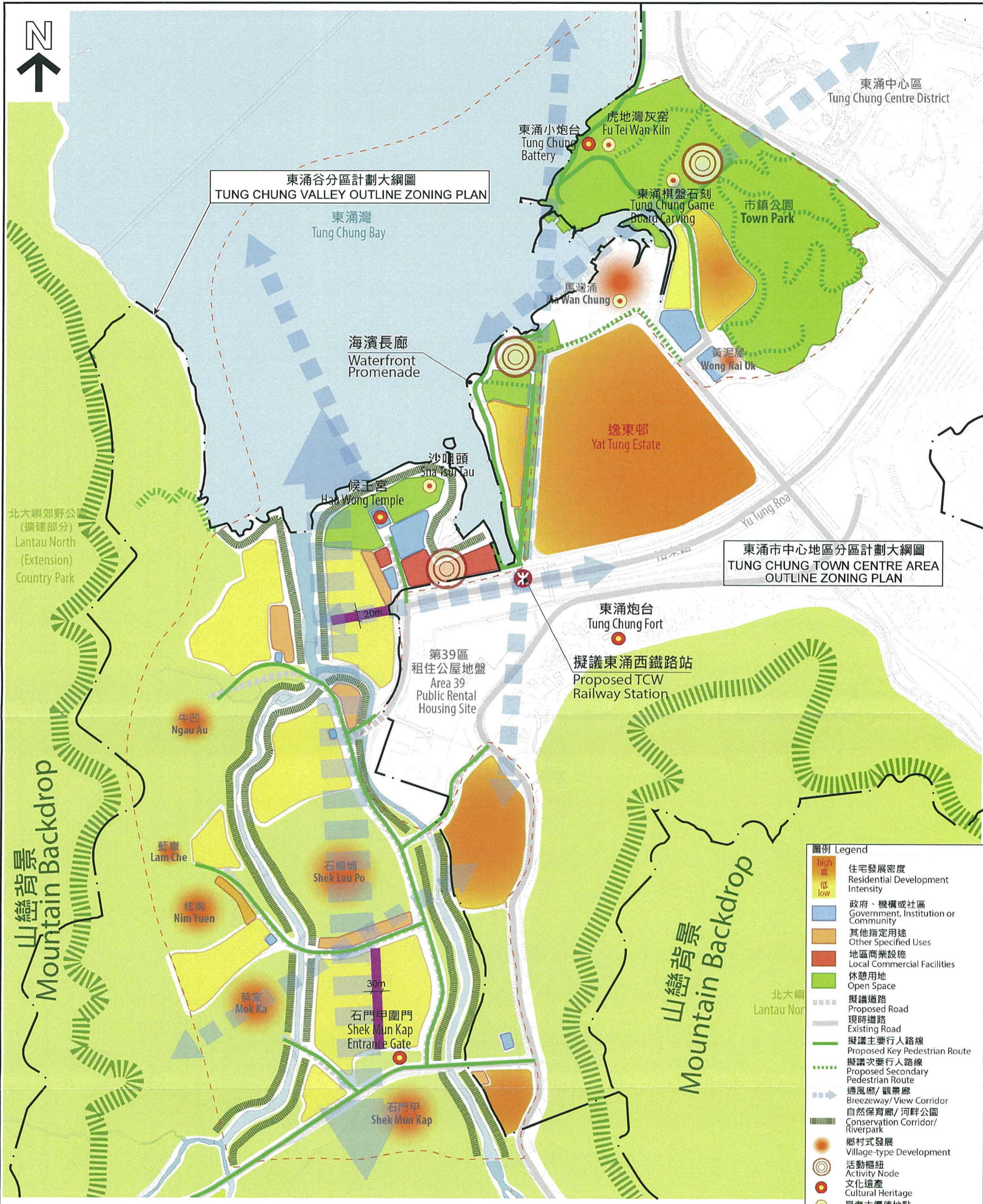
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CR/JH	Nov 2015		
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圖 PLAN
4a



東涌市中心地區分區計劃大綱圖
TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN

東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

- 圖例 Legend
- high 住宅發展密度 Residential Development Intensity
 - low 住宅發展密度 Residential Development Intensity
 - 政府、機構或社區 Government, Institution or Community
 - 其他指定用途 Other Specified Uses
 - 地區商業設施 Local Commercial Facilities
 - 休憩用地 Open Space
 - 擬議道路 Proposed Road
 - 現時道路 Existing Road
 - 擬議主要行人路線 Proposed Key Pedestrian Route
 - 擬議次要行人路線 Proposed Secondary Pedestrian Route
 - 避風廊/觀景廊 Breezeway/View Corridor
 - 自然保育廊/河畔公園 Conservation Corridor/Riverpark
 - 鄉村式發展 Village-type Development
 - 活動樞紐 Activity Node
 - 文化遺產 Cultural Heritage
 - 具考古價值地點 Site of Archaeological Interest
 - 東涌研究的新市鎮擴展區 New Town Extension Area in Tung Chung Study
 - 建議的非建築用地 Proposed Non-Building Area

只作顯示用途
FOR INDICATIVE PURPOSE ONLY

分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING PLAN

本摘要圖於2015年12月8日擬備
EXTRACT PLAN PREPARED ON 8.12.2015

東涌谷和東涌市中心地區
TUNG CHUNG VALLEY AND TUNG CHUNG TOWN CENTRE AREA

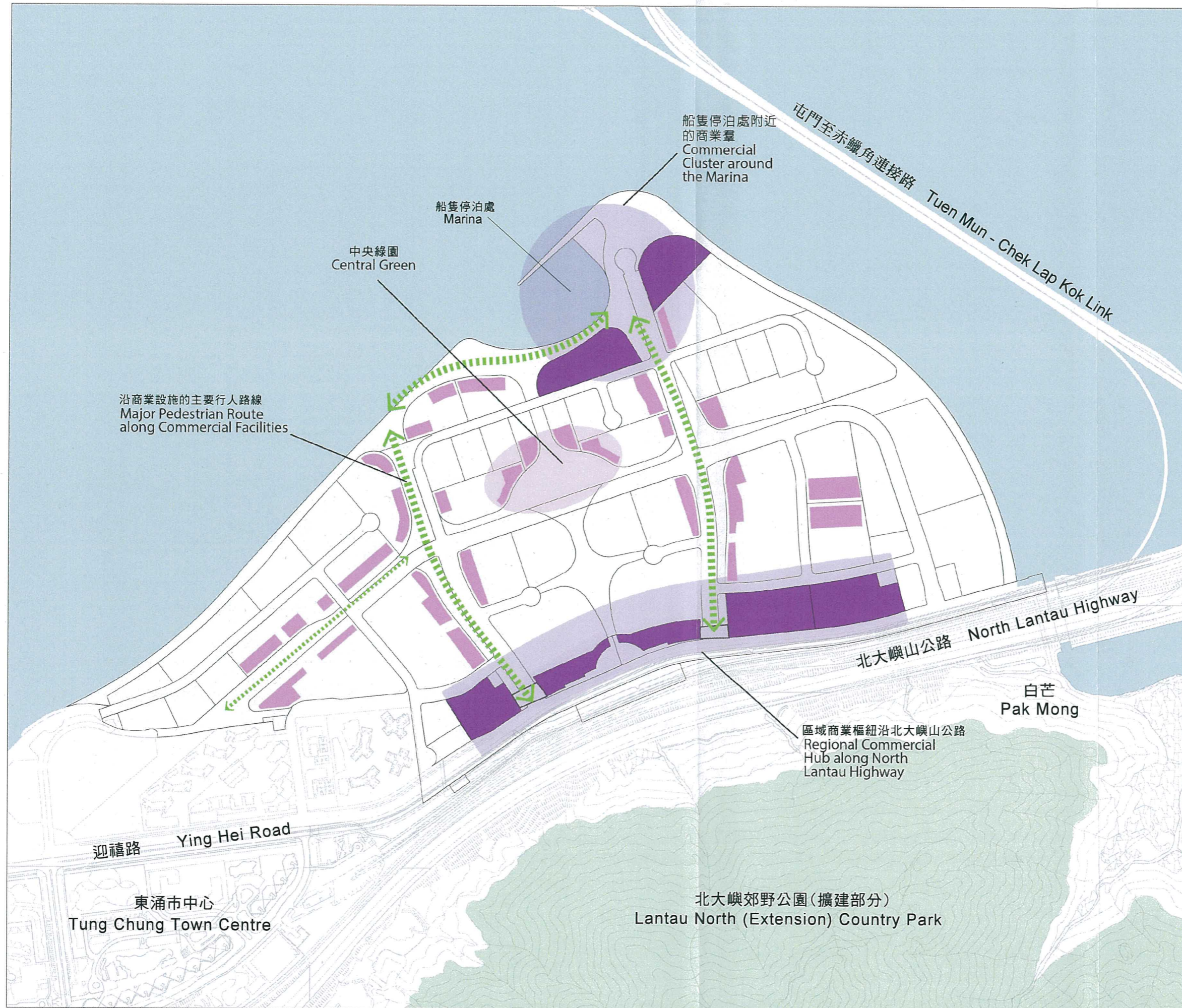
城市設計概念
URBAN DESIGN CONCEPT

規劃署
PLANNING
DEPARTMENT

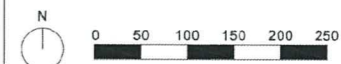


參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
4b



- 圖例 Legend**
- 區域商業設施
Regional Commercial Facilities
 - 地區商業設施
Local Commercial Facilities
 - 沿商業設施的主要行人路線
Major Pedestrian Route along Commercial Facilities



Rev	Description	By	Date

Consultant
ARUP

Project title
Agreement No. CE 32/2011 (CE)
Planning and Engineering Study
on the Remaining Development
in Tung Chung Feasibility Study

Drawing title
**商業設施概念
Commercial Facilities
Concept**

Drawing no.		Rev.	
Drawn CR/JH	Date Nov 2015	Checked Status	Approved

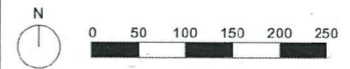


參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
4c



- 圖例 Legend**
- 擬議主要行人路線
PROPOSED KEY PEDESTRIAN ROUTE
 - - - 擬議次要行人路線
PROPOSED SECONDARY PEDESTRIAN ROUTE
 - 現有/已計劃的行人路線
EXISTING / PLANNED PEDESTRIAN ROUTE
 - 擬議單車路線
PROPOSED CYCLING ROUTE
 - 現有/已計劃的單車路線
EXISTING / PLANNING CYCLING ROUTE
 - 鐵路車站
RAILWAY STATION
 - 鐵路車站外的500米半徑範圍
500m RADIUS FROM RAILWAY STATION
 - 公共運輸交匯處
PUBLIC TRANSPORT INTERCHANGE
 - 擬議行人天橋
PROPOSED FOOTBRIDGE



Rev	Description	By	Date

Consultant
ARUP

Project title
Agreement No. CE 32/2011 (CE)
Planning and Engineering Study
on the Remaining Development
in Tung Chung Feasibility Study

Drawing title
**行人和單車網絡概念
Pedestrian and Cycling
Network Concept**

Drawing no.		Rev.	
Drawn CR/JH	Date Aug 2015	Checked Status	Approved

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土木工程拓展署
Civil Engineering and
Development Department

參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
4d



東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

東涌灣
TUNG CHUNG BAY

擬議公共運輸
交匯處
沙咀頭
Proposed Public
Transport Interchange
Sha Tsui Tau

逸東邨
Yat Tung Estate

東涌鐵路站
Tung Chung
Railway Station

北大嶼郊野公園
(擴建部分)
Lantau North
(Extension)
Country Park

牛凹
Ngau Au

藍峯
Lam Che

稔園
Nim Yuen

石榴埔
Shek Lau Po

莫家
Mok Ka

第39區
租住公屋地盤
Area 39
Public Rental
Housing Site

石門甲
Shek Mun Kap

擬議小型公共運輸
交匯處
Proposed Small Scale Public
Transport Interchange

擬議東涌西
鐵路站
Proposed TCW
Railway Station

東涌市中心地區分區計劃大綱圖
TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN

Legend

-  擬議主要行人路線
Proposed Key Pedestrian Route
-  擬議次要行人路線
Proposed Secondary Pedestrian Route
-  現有/已計劃的行人路線
Existing/Planned Pedestrian Route
-  擬議單車路線
Proposed Cycling Route
-  現有的單車路線
Existing Cycling Route
-  鐵路車站
Railway Station
-  鐵路車站外的500米半徑範圍
500m radius from
Railway Station
-  公共運輸交匯處
Public Transport Interchange

只作顯示用途
FOR INDICATIVE PURPOSE ONLY

 分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING PLAN

本摘要圖於2015年12月8日擬備
EXTRACT PLAN PREPARED ON 8.12.2015

東涌谷和東涌市中心地區
TUNG CHUNG VALLEY AND TUNG CHUNG TOWN CENTRE AREA

行人及單車網絡概念
PEDESTRIAN AND CYCLING NETWORK CONCEPT

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
4e



海
SEA

將從東涌市中心地區分區計劃大綱圖內剔除的地方納入擬議東涌擴展區分區計劃大綱圖內
Area to be excised from the Tung Chung Town Centre Area OZP for incorporation into the proposed Tung Chung Extension Area OZP

東涌新市鎮擴展區
Tung Chung New Town Extension Area

小蠔灣車廠
SIU HO WAN DEPOT

道路P1及大蠔交通交匯處
Road P1 and Tai Ho Interchange

北大嶼山公路
NORTH LANTAU HIGHWAY

大蠔發展審批地區圖
TAI HO DEVELOPMENT PERMISSION AREA PLAN

自芒
PAK MONG

迎龍路
YING HEI ROAD

大蠔
TAI HO

海提灣畔
SEAVIEW CRESCENT




映灣園
CARIBBEAN COAST

北大嶼郊野公園(擴建部分)
Lantau North (Extension) Country Park

藍天海岸
COASTAL SKYLINE
東涌市中心地區分區計劃大綱圖
TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN

大嶼山
LANTAU ISLAND

圖例 LEGEND

-  現時法定圖則
EXISTING STATUTORY PLAN
-  擬議東涌擴展區分區計劃大綱圖
(約216.67公頃)
PROPOSED TUNG CHUNG EXTENSION AREA OUTLINE ZONING PLAN
(ABOUT 216.67 ha)
-  郊野公園
COUNTRY PARK

東涌
TUNG CHUNG

航攝照片 AERIAL PHOTO

擬議東涌擴展區分區計劃大綱圖的規劃範圍界線
PLANNING SCHEME BOUNDARY OF THE PROPOSED
TUNG CHUNG EXTENSION AREA OUTLINE ZONING PLAN

規劃署
PLANNING
DEPARTMENT

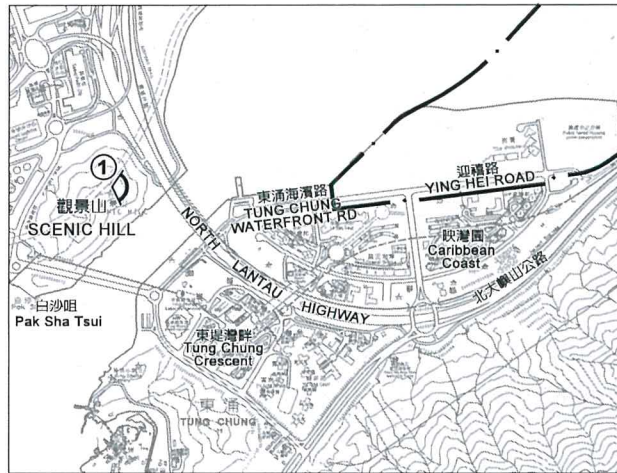


本摘要圖於2015年12月8日擬備，
所根據的資料為地政總署於2014年12月16日
拍得的航攝照片編號CW110981
EXTRACT PLAN PREPARED ON 8.12.2015
BASED ON AERIAL PHOTO No. CW110981
TAKEN ON 16.12.2014 BY
LANDS DEPARTMENT

參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCE-1

觀景點 VIEWING POINT 1



--- 規劃範圍界線 (只作識別用)
BOUNDARY OF PLANNING SCHEME
(FOR IDENTIFICATION PURPOSE ONLY)



迎禧路北面的範圍
THE AREA NORTH OF YING HEI ROAD

實地照片 SITE PHOTO

擬議東涌擴展區分區計劃大綱圖
THE PROPOSED TUNG CHUNG EXTENSION AREA OUTLINE ZONING PLAN

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCE-2

本摘要圖於2015年12月7日擬備，
所根據的資料為攝於2015年11月19日的實地照片
EXTRACT PLAN PREPARED ON 7.12.2015
BASED ON SITE PHOTO TAKEN ON 19.11.2015



東涌灣
TUNG CHUNG BAY

馬灣涌
MA WAN CHUNG

東涌
TUNG CHUNG

逸東邨
YAT TUNG ESTATE

裕東路

馬灣新村
MA WAN NEW VILLAGE

上嶺皮
SHEUNG LING PEI

第39區
AREA 39

黃家圍
WONG KAWI

牛山
NGAU AU

北大嶼郊野公園(擴建部分)
Lantau North (Extension)
Country Park

藍脊
LAM CHE

稔園
NIM YUEN

石福埔
SHEK LAU PO

東涌道
TUNG CHUNG ROAD

莫家
MOK KA

芳園
FONG YUEN

禾寮墩
WO LIU TUN

北大嶼郊野公園(擴建部分)
Lantau North (Extension)
Country Park

石門甲
SHEK MUN KAP

石壁圍
SHEK PIK AU

墓地
BURIAL GROUND

北大嶼郊野公園
東涌坊管理站
Lantau Country Park
Tung Chung Au
Management Centre

北大嶼郊野公園
Lantau North Country Park

圖例 LEGEND

 分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING
PLAN

 郊野公園
COUNTRY PARK

本摘要圖於2015年12月7日擬備，
所根據的資料為地政總署
於2015年1月拍得的航攝照片
編號CW112378和CW113095

EXTRACT PLAN PREPARED ON 7.12.2015
BASED ON AERIAL PHOTO
No. CW112378 & CW113095
TAKEN IN JAN 2015
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

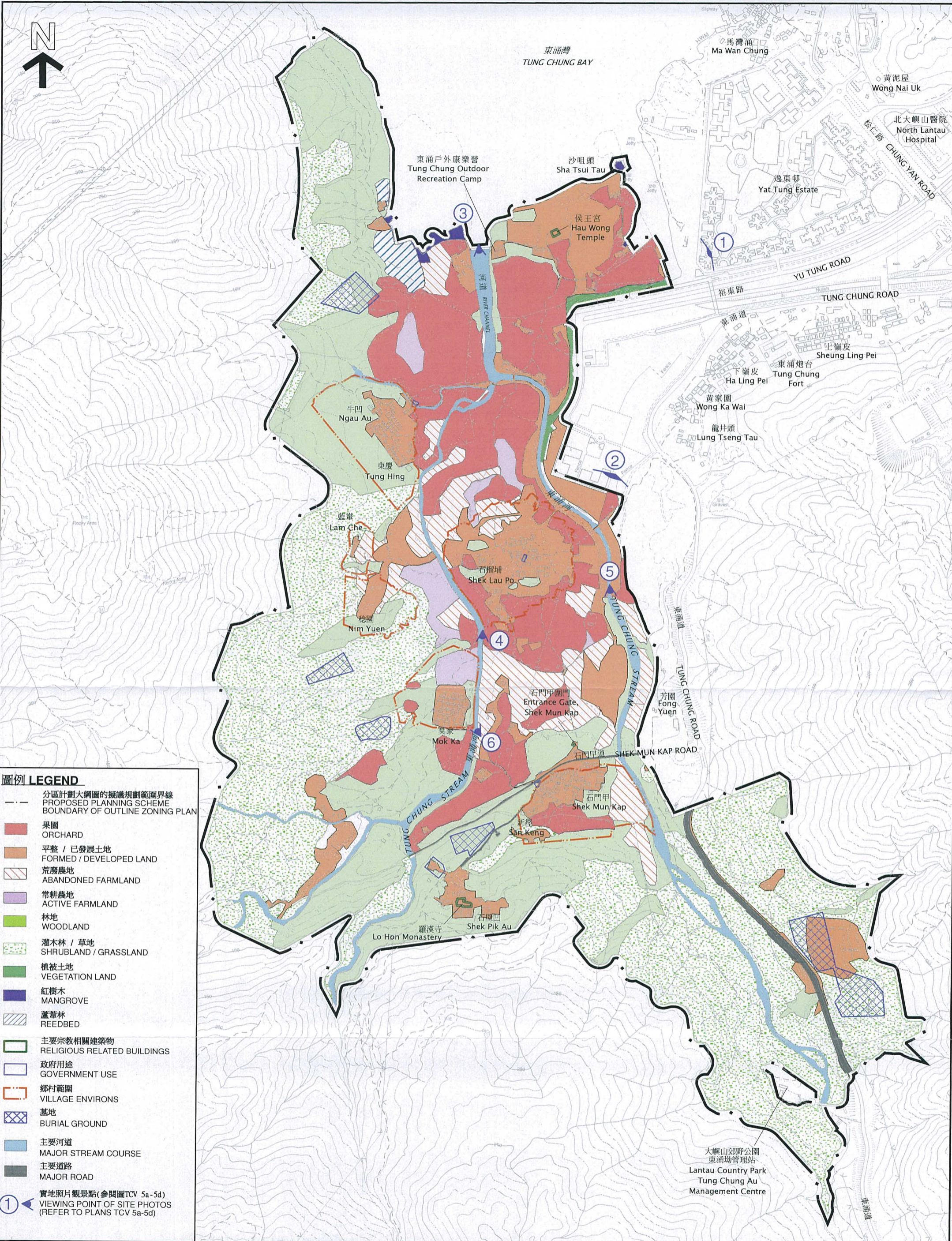
東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY
OUTLINE ZONING PLAN

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

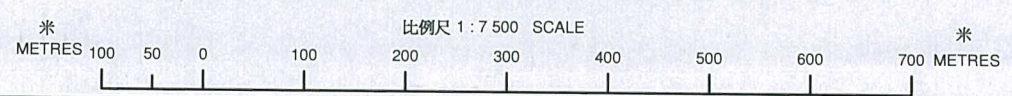
圖 PLAN
TCV-1



- 圖例 LEGEND**
- 分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING PLAN
 - 果園
ORCHARD
 - 平整 / 已發展土地
FORMED / DEVELOPED LAND
 - 荒廢農地
ABANDONED FARMLAND
 - 常耕農地
ACTIVE FARMLAND
 - 林地
WOODLAND
 - 灌木林 / 草地
SHRUBLAND / GRASSLAND
 - 植被土地
VEGETATION LAND
 - 紅樹木
MANGROVE
 - 蘆葦林
REEDBED
 - 主要宗教相關建築物
RELIGIOUS RELATED BUILDINGS
 - 政府用途
GOVERNMENT USE
 - 鄉村範圍
VILLAGE ENVIRONS
 - 墓地
BURIAL GROUND
 - 主要河道
MAJOR STREAM COURSE
 - 主要道路
MAJOR ROAD
 - ① 實地照片觀景點(參閱圖TCV 5a-5d)
VIEWING POINT OF SITE PHOTOS
(REFER TO PLANS TCV 5a-5d)

現存狀況 EXISTING PHYSICAL FEATURES
東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

本摘要圖於2015年12月7日擬備
EXTRACT PLAN PREPARED ON 7.12.2015

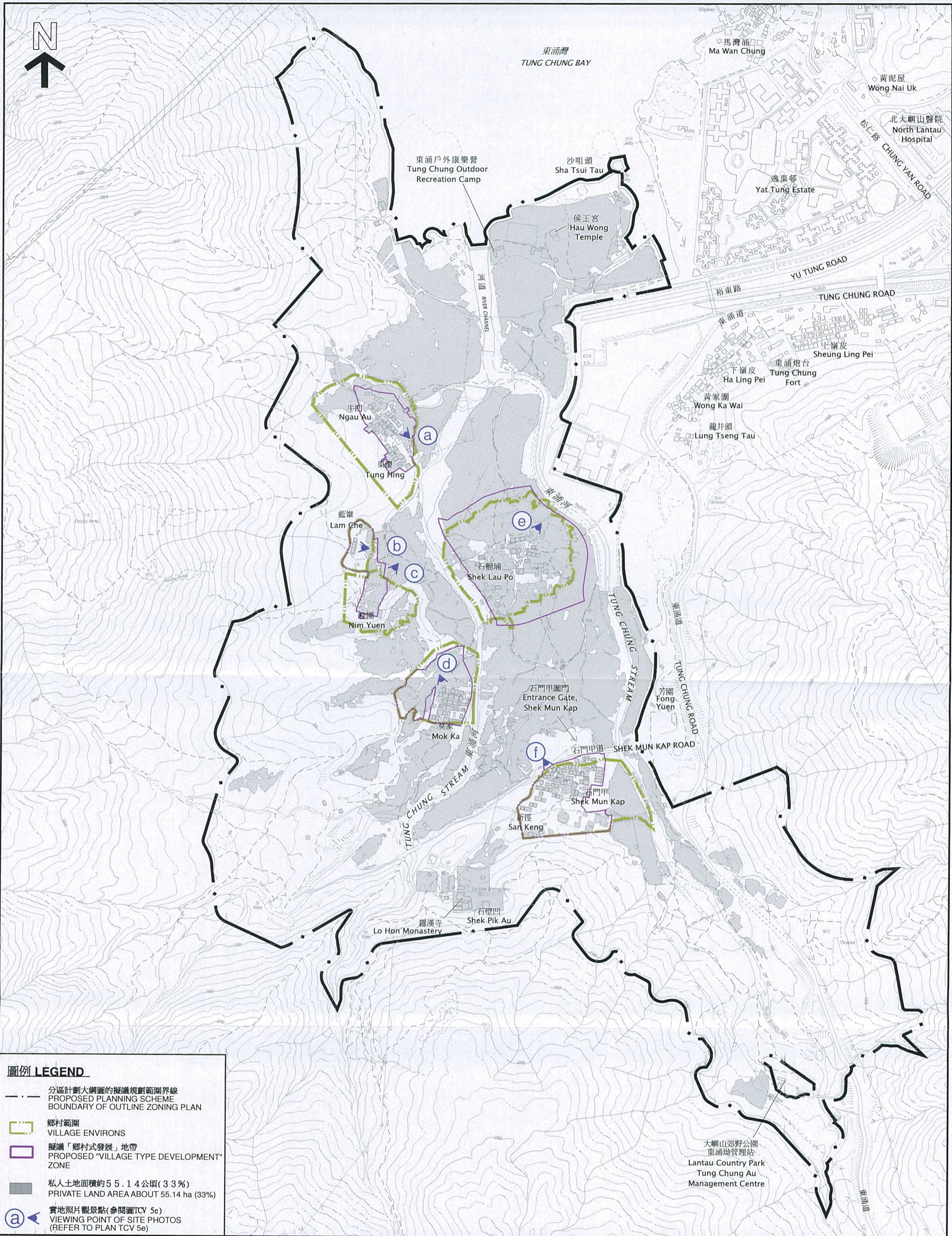


規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

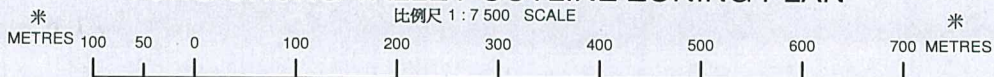
圖 PLAN
TCV-2



圖例 LEGEND

- · — · — 分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING PLAN
- ▭ 鄉村範圍
VILLAGE ENVIRONS
- ▭ 擬議「鄉村式發展」地帶
PROPOSED "VILLAGE TYPE DEVELOPMENT"
ZONE
- 私人土地面積約 55.14 公頃 (33%)
PRIVATE LAND AREA ABOUT 55.14 ha (33%)
- Ⓐ 實地照片觀景點(參閱圖TCV 5c)
VIEWING POINT OF SITE PHOTOS
(REFER TO PLAN TCV 5c)

鄉村範圍、土地業權及擬議「鄉村式發展」地帶
VILLAGE ENVIRONS, LAND OWNERSHIP AND
PROPOSED "VILLAGE TYPE DEVELOPMENT" ZONE
東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

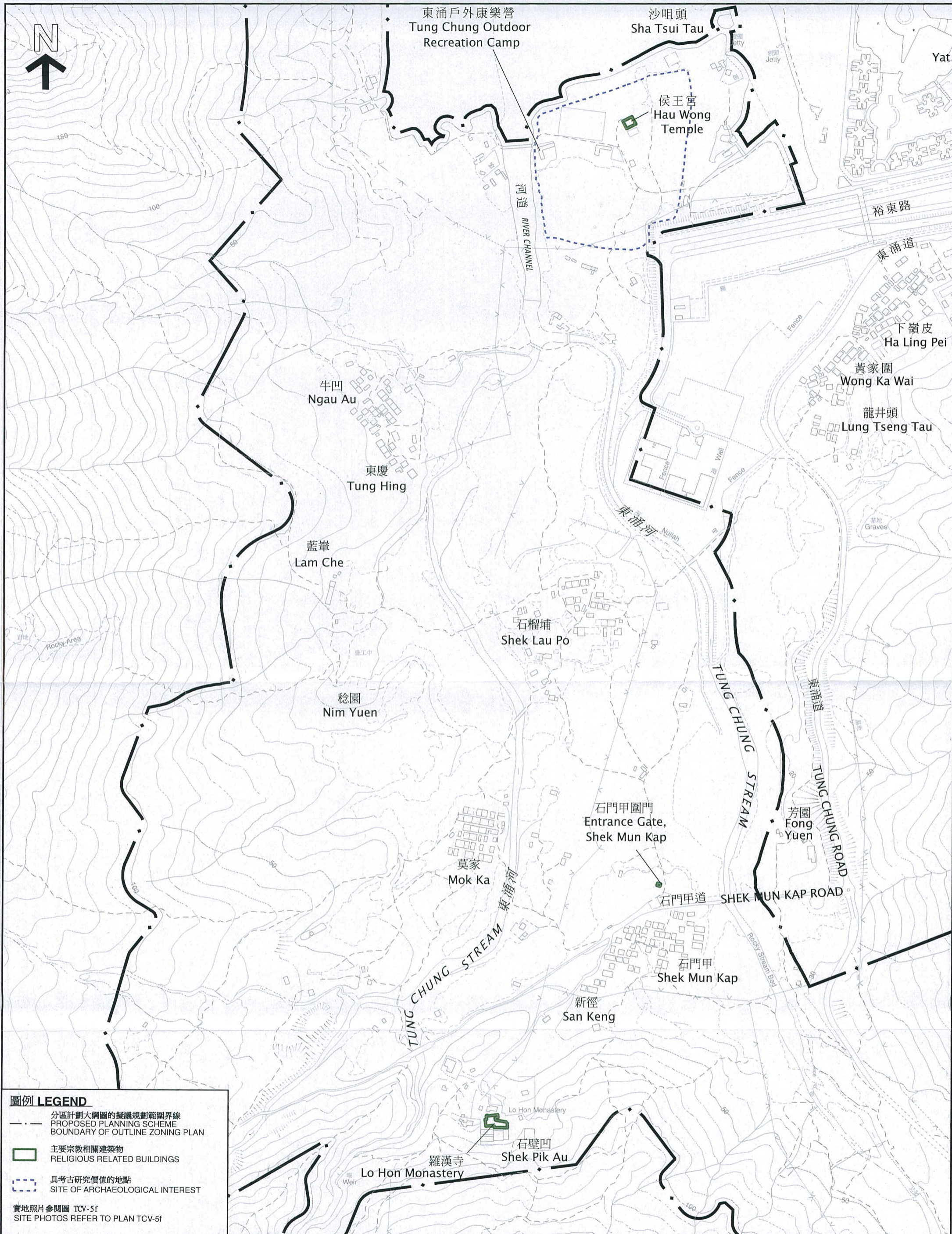


規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCV-3



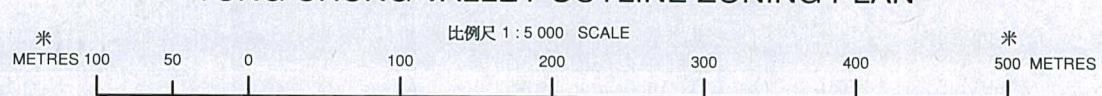
圖例 LEGEND

- 分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING PLAN
- 主要宗教相關建築物
RELIGIOUS RELATED BUILDINGS
- 具考古研究價值的地點
SITE OF ARCHAEOLOGICAL INTEREST

實地照片參閱圖 TCV-5f
SITE PHOTOS REFER TO PLAN TCV-5f

文化遺產、主要宗教建築物及本土特色
CULTURAL HERITAGE, MAJOR RELIGIOUS BUILDING AND LOCAL FEATURES

東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN



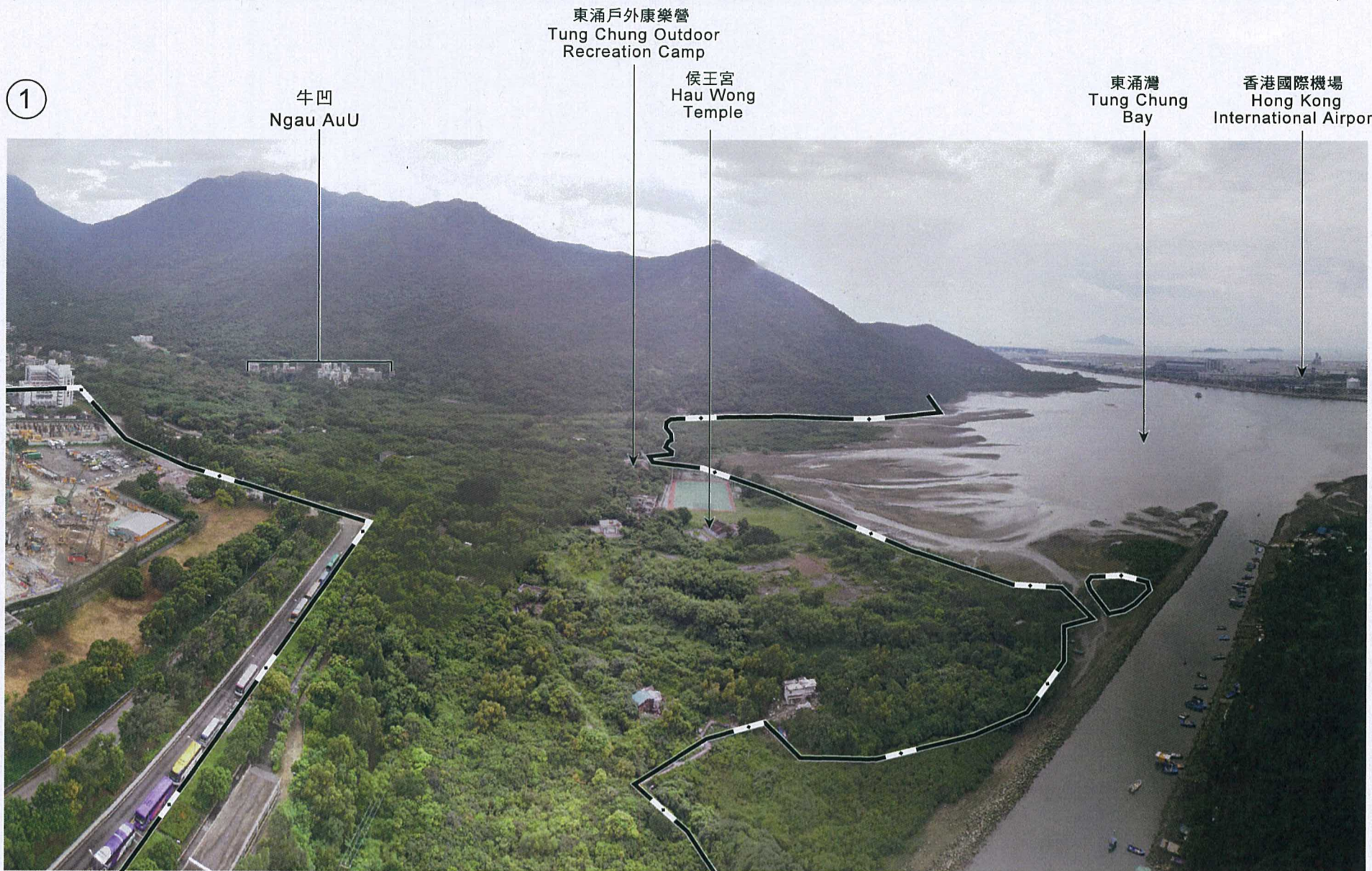
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

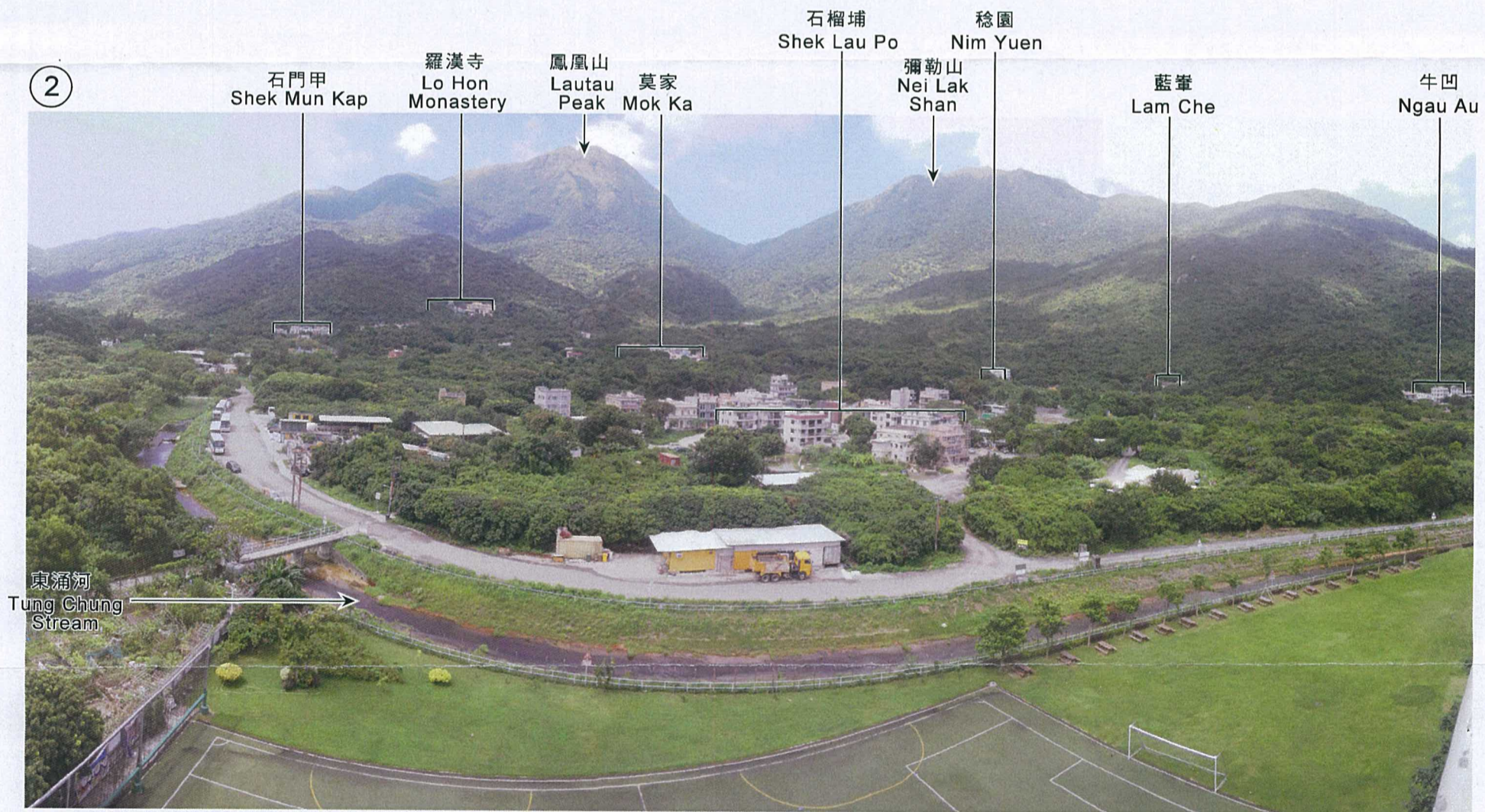
圖 PLAN
TCV-4

1



--- 規劃範圍界線 (只作識別用)
BOUNDARY OF PLANNING SCHEME (FOR IDENTIFICATION PURPOSE ONLY)

2



區域景觀
REGIONAL VIEW

① 觀景點
VIEWING POINT

本摘要圖於2015年12月7日擬備，
所根據的資料為攝於2015年7月和8月
的實地照片
PLAN PREPARED ON 7.12.2015
BASED ON SITE PHOTOS TAKEN
IN JULY & AUG 2015

實地照片 SITE PHOTOS

東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

規劃署
PLANNING
DEPARTMENT

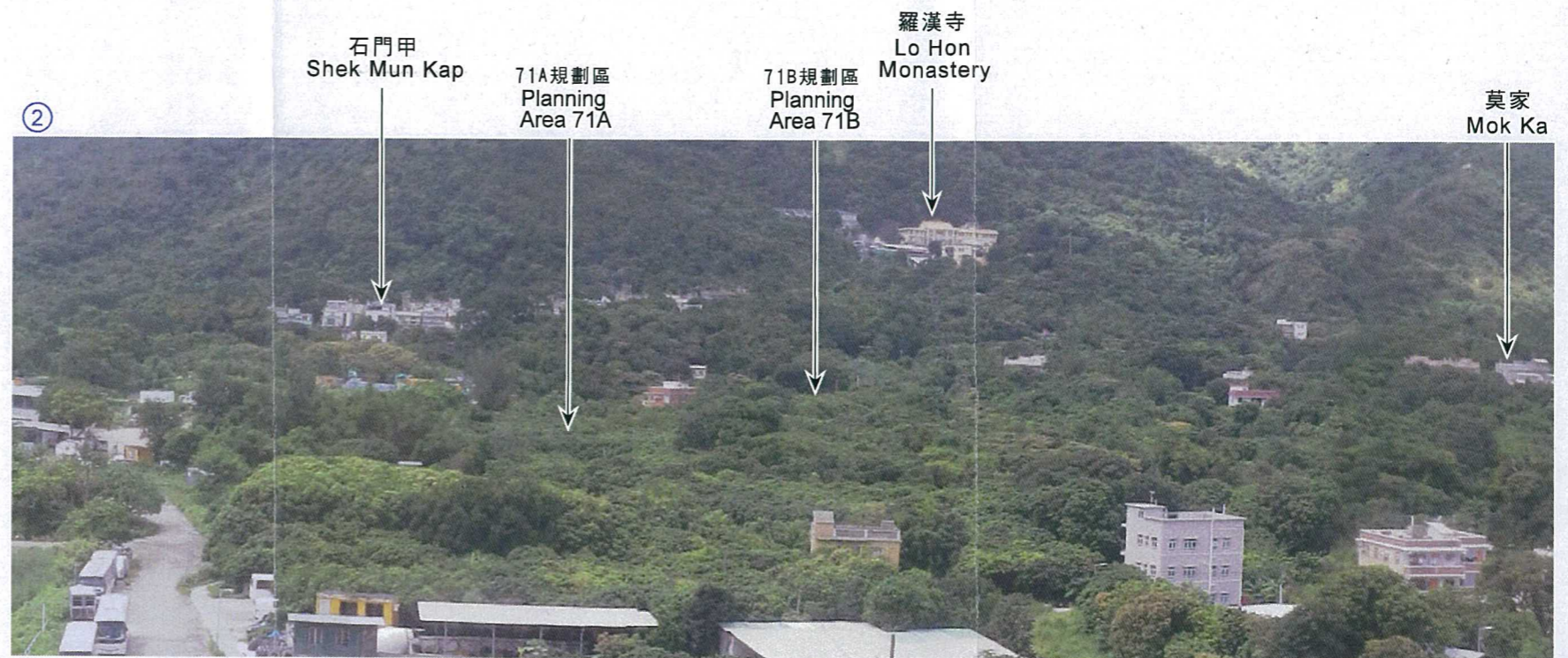


參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCV-5a



位於裕東路以北的38A, 38B和38C規劃區的「商業」地帶及
36A, 36B, 36C, 36D和36F規劃區的「政府、機構或社區」地帶
"C" ZONES IN PLANNING AREAS 38A, 38B & 38C AND
"G/I/C" ZONES IN PLANNING AREAS 36A, 36B, 36C, 36D & 36F TO THE NORTH OF YU TUNG ROAD



位於71A和71B規劃區的「住宅(丙類)1」地帶
"R(C)1" ZONES IN PLANNING AREAS 71A & 71B



位於60和61A規劃區的「住宅(丙類)2」地帶
"R(C)2" ZONES IN PLANNING AREAS 60 & 61A



位於66A和67規劃區的「住宅(丙類)2」地帶
"R(C)2" ZONES IN PLANNING AREAS 66A & 67



位於68A和68B規劃區的「住宅(丙類)2」地帶
"R(C)2" ZONE IN PLANNING AREAS 68A & 68B

「商業」, 「住宅(丙類)」及「政府、機構或社區」
"COMMERCIAL", "RESIDENTIAL (GROUP C)" & "GOVERNMENT, INSTITUTION OR COMMUNITY"

① 觀景點
VIEWING POINT

本摘要圖於2015年12月7日擬備，
所根據的資料為攝於2015年11月的實地照片
PLAN PREPARED ON 7.12.2015
BASED ON SITE PHOTOS TAKEN IN NOVEMBER 2015

實地照片 SITE PHOTOS

東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCV-5b



位於牛凹以北96A規劃區的「自然保育區」地帶
"CA" ZONE IN PLANNING AREA 96A TO THE NORTH OF NGAU AU



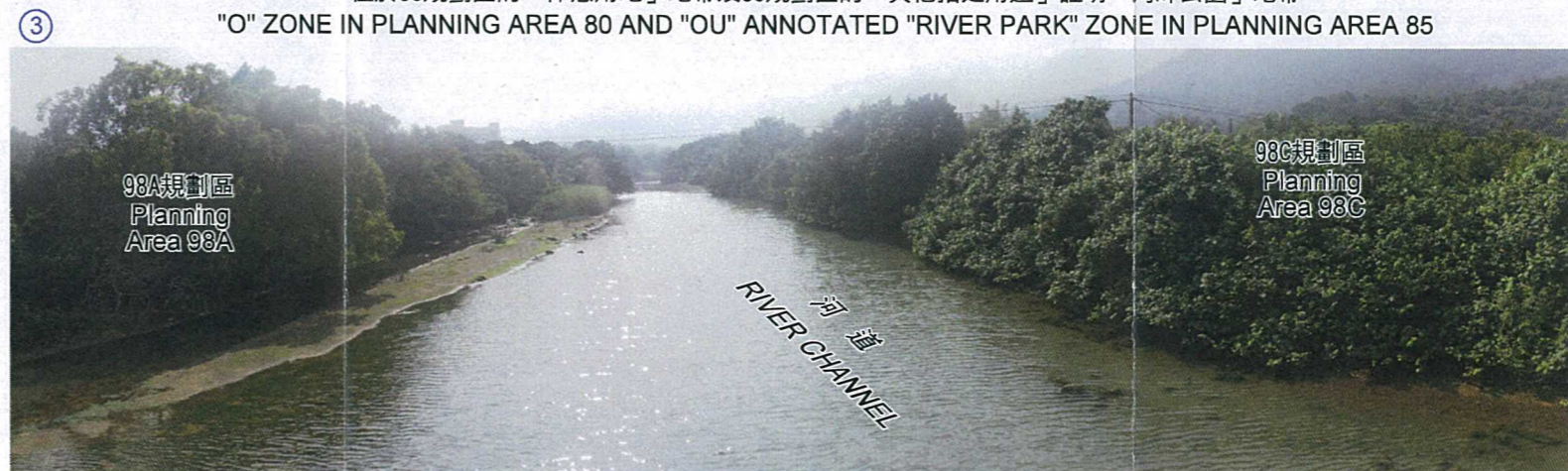
位於91、96D和97規劃區的「自然保育區」地帶 "CA" ZONES IN PLANNING AREAS 91, 96D & 97



位於80規劃區的「休憩用地」地帶及85規劃區的「其他指定用途」註明「河畔公園」地帶
"O" ZONE IN PLANNING AREA 80 AND "OU" ANNOTATED "RIVER PARK" ZONE IN PLANNING AREA 85



位於東涌灣以南的36E規劃區的「休憩用地」地帶、
98A、98B和98C規劃區的「海岸保護區」地帶及87規劃區的「綠化地帶」
"O" ZONE IN PLANNING AREA 36E,
"CPA" ZONES IN PLANNING AREAS 98A, 98B & 98C
AND "GB" ZONE IN PLANNING AREA 87
NEAR SOUTH OF TUNG CHUNG BAY



位於98A和98C規劃區的「海岸保護區」地帶 "CPA" ZONES IN PLANNING AREAS 98A & 98C

休憩用地、其他指定用途、綠化地帶、自然保育區和海岸保護區
OPEN SPACE, OTHER SPECIFIED USES, GREEN BELT, CONSERVATION AREA AND COASTAL PROTECTION AREA

① 觀景點
VIEWING POINT

本摘要圖於2015年12月7日擬備，
所根據的資料為攝於2015年11月的實地照片
PLAN PREPARED ON 7.12.2015
BASED ON SITE PHOTOS TAKEN IN NOVEMBER 2015

實地照片 SITE PHOTOS

東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCV-5c



位於45B、45C和45D規劃區的「其他指定用途」註明「雨水滯留及處理池」地帶
 "OU" ZONES ANNOTATED "STORMWATER ATTENUATION AND TREATMENT PONDS" IN PLANNING AREAS 45B, 45C & 45D



位於84規劃區的「其他指定用途」註明「河畔公園」地帶
 "OU" ZONE ANNOTATED "RIVER PARK" IN PLANNING AREA 84

位於莫家村以東86規劃區的「其他指定用途」註明「堤堰」地帶
 "OU" ZONE ANNOTATED "POLDER" IN PLANNING AREA 86 TO THE EAST OF MOK KA

其他指定用途
 OTHER SPECIFIED USES

實地照片 SITE PHOTOS

東涌谷分區計劃大綱圖
 TUNG CHUNG VALLEY OUTLINE ZONING PLAN

① 觀景點
 VIEWING POINT

本摘要圖於2015年12月7日擬備，
 所根據的資料為攝於2015年11月的實地照片
 PLAN PREPARED ON 7.12.2015
 BASED ON SITE PHOTOS TAKEN IN NOV 2015

規劃署
 PLANNING DEPARTMENT



參考編號
 REFERENCE No.
 M/LI/15/148

圖 PLAN
 TCV-5d

(a) 牛凹 NGAU AU



(c) 稔園 NIM YUEN



(b) 藍輦 LAM CHE



(d) 莫家 MOK KA



(e) 石榴埔 SHEK LAU PO



(f) 石門甲 SKEK MUN KAP



認可鄉村 RECOGNIZED VILLAGES

實地照片 SITE PHOTOS

東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

(a) 觀景點
VIEWING POINT

本摘要圖於2015年12月8日擬備，
所根據的資料為攝於2015年的實地照片
PLAN PREPARED ON 8.12.2015
BASED ON SITE PHOTOS TAKEN IN 2015

規劃署
PLANNING DEPARTMENT



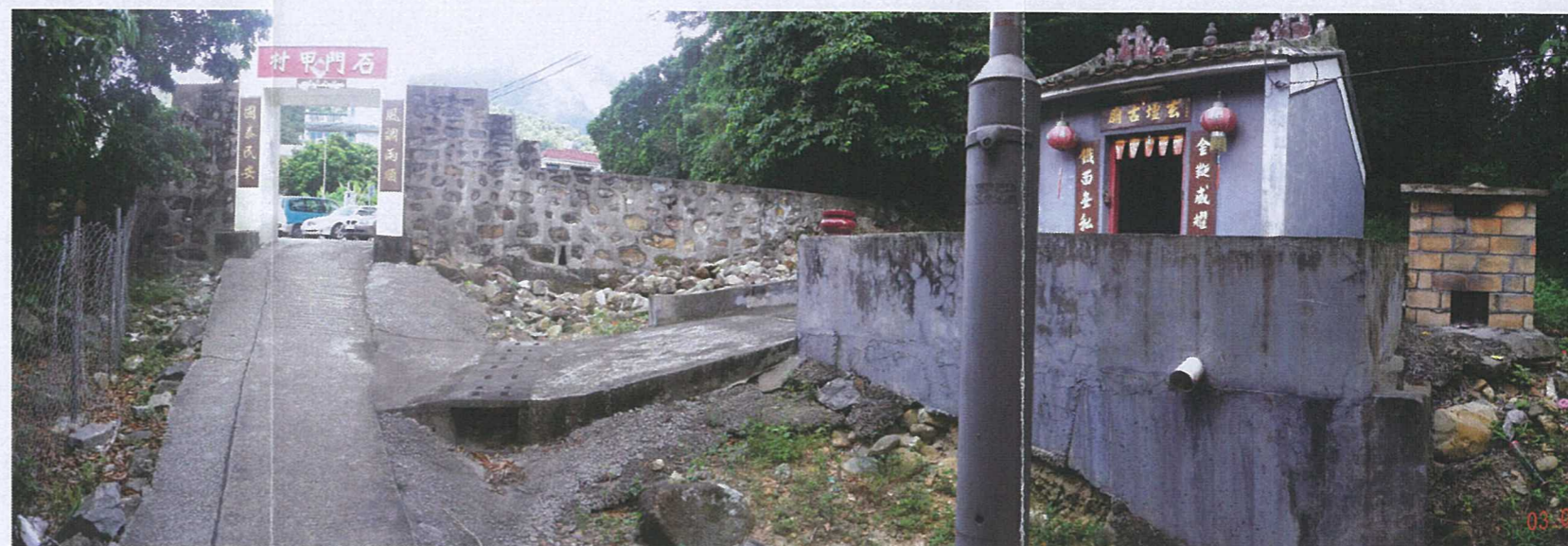
參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCV-5e

侯王宮(二級歷史建築)
HAU WONG TEMPLE (GRADED 2 HISTORIC BUILDING)



石門甲圍門(三級歷史建築)和玄壇古廟
ENTRANCE GATE, SHEK MUN KAP (GRADED 3 HISTORIC BUILDING) & YUEN TAN TEMPLE



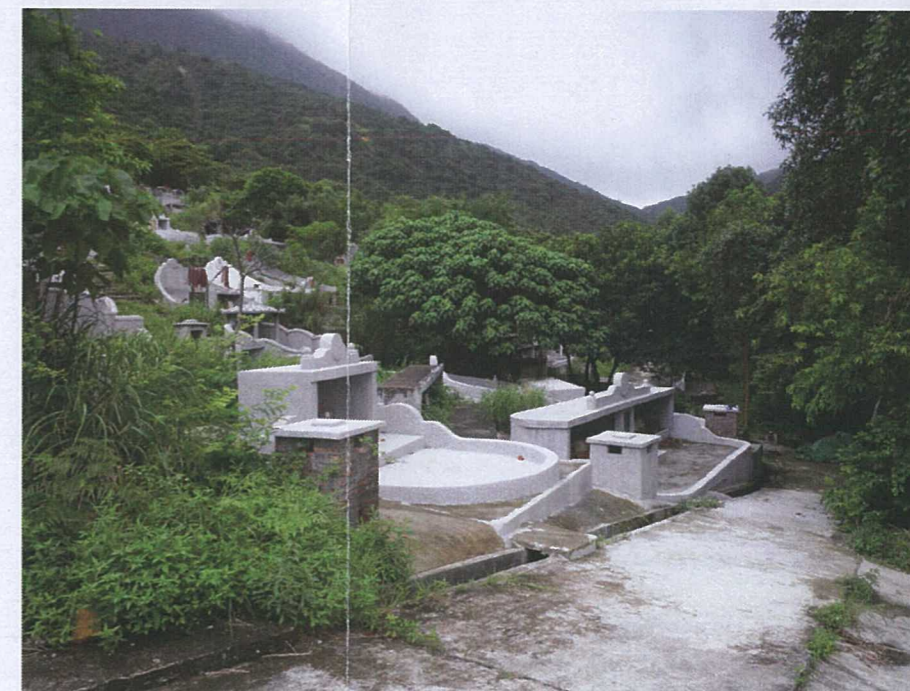
羅漢寺
LO HON MONASTERY



羅漢寺
LO HON MONASTERY



墓地
BURIAL GROUND



文化遺產、主要宗教建築物和本土特色
CULTURAL HERITAGE, MAJOR RELIGIOUS BUILDINGS AND LOCAL FEATURES

實地照片 SITE PHOTOS

東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

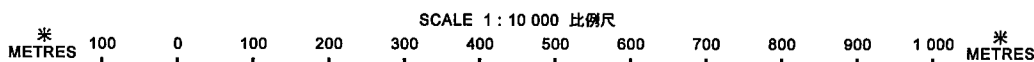
圖 PLAN
TCV-5f



東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20
 THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20

位置圖 LOCATION PLAN

東涌市中心地區分區計劃大綱圖編號 S/I-TCTC/20 的擬議修訂
 PROPOSED AMENDMENTS TO THE APPROVED
 TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20



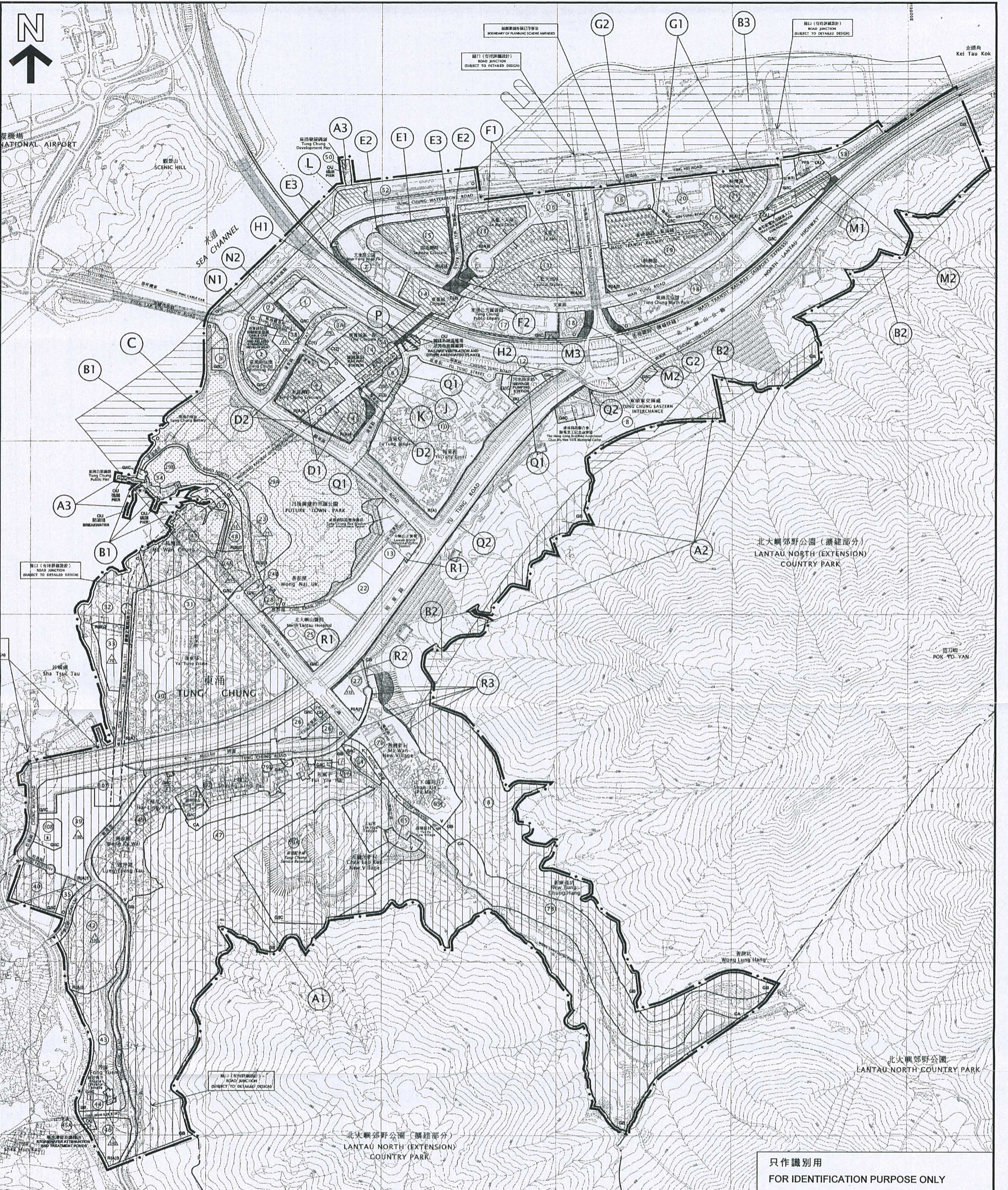
本摘要圖於2015年11月6日擬備，
 所根據的資料為於2015年3月31日
 核准的分區計劃大綱圖編號S/I-TCTC/20
 EXTRACT PLAN PREPARED ON 6.11.2015
 BASED ON OUTLINE ZONING PLAN
 No. S/I-TCTC/20 APPROVED ON 31.3.2015

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/LI/15/148

圖 PLAN
 TCTC-1a



只作識別用
FOR IDENTIFICATION PURPOSE ONLY

擬議東涌市中心地區分區計劃大綱草圖編號 S/I-TCTC/20D
THE PROPOSED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20D

(A1) 擬議修訂項目
PROPOSED AMENDMENT ITEM

本摘要圖於2015年12月8日擬備
EXTRACT PLAN PREPARED ON 8.12.2015

位置圖 LOCATION PLAN

東涌市中心地區分區計劃大綱圖編號 S/I-TCTC/20 的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED
TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20

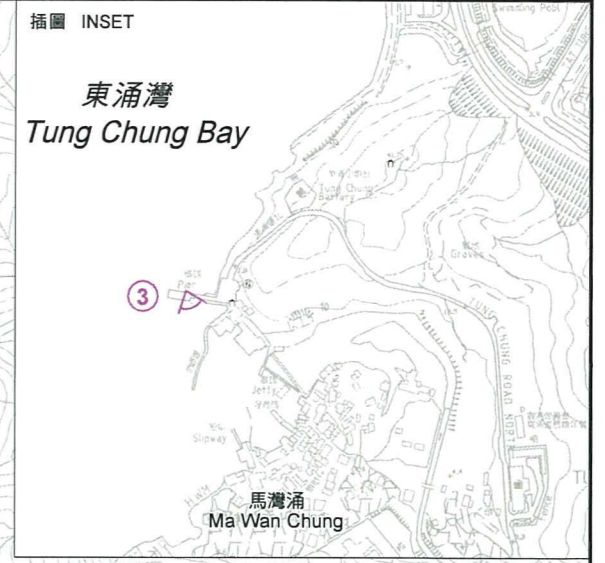
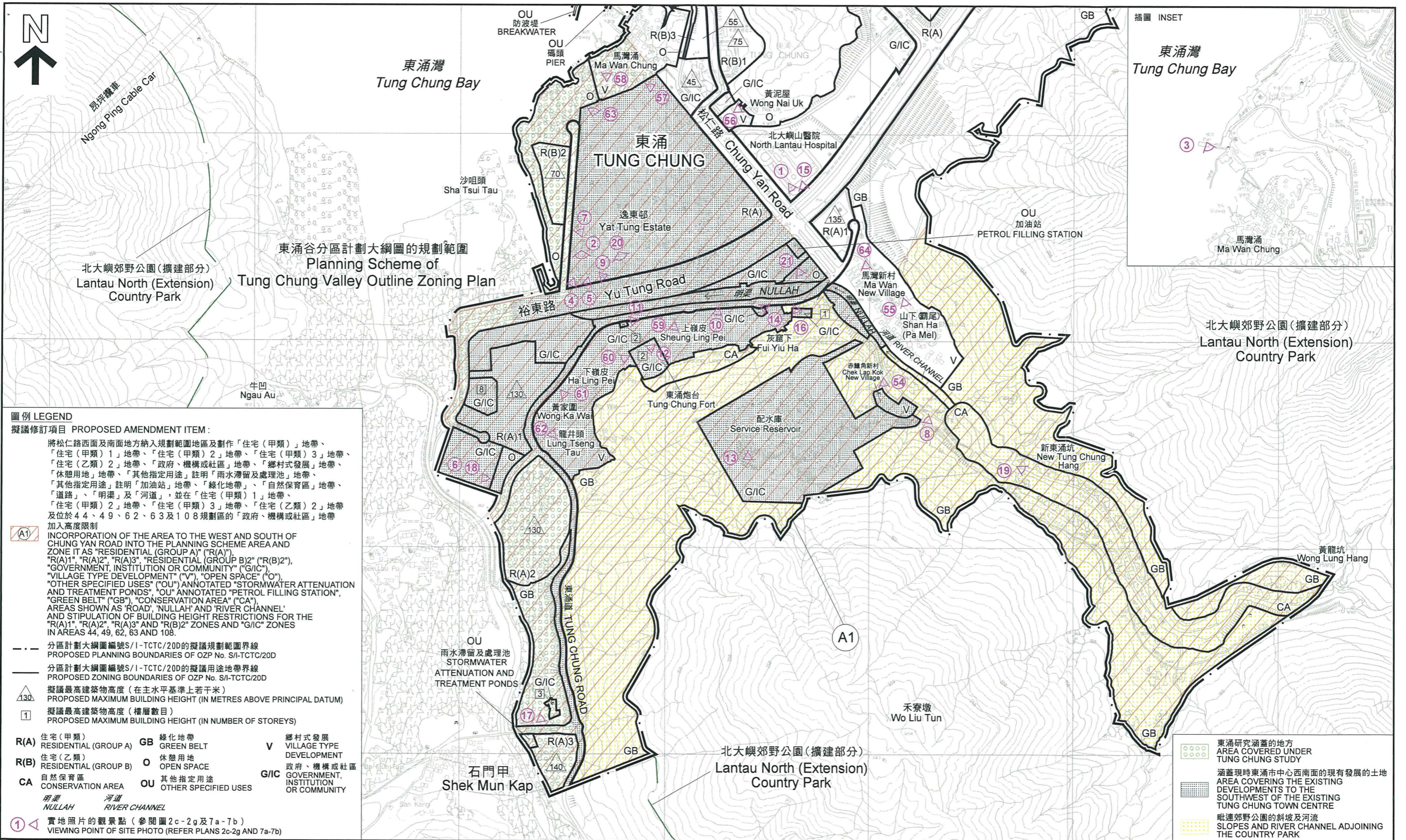
SCALE 1 : 10 000 比例尺

100 0 100 200 300 400 500 600 700 800 900 1 000
 METRES METRES

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-1b



圖例 LEGEND
 擬議修訂項目 PROPOSED AMENDMENT ITEM:

將松仁路西面及南面地方納入規劃範圍地區及劃作「住宅(甲類)」地帶、「住宅(甲類)1」地帶、「住宅(甲類)2」地帶、「住宅(甲類)3」地帶、「住宅(乙類)2」地帶、「政府、機構或社區」地帶、「鄉村式發展」地帶、「休憩用地」地帶、「其他指定用途」註明「雨水滯留及處理池」地帶、「其他指定用途」註明「加油站」地帶、「綠化地帶」、「自然保育區」地帶、「道路」、「明渠」及「河道」,並在「住宅(甲類)1」地帶、「住宅(甲類)2」地帶、「住宅(甲類)3」地帶、「住宅(乙類)2」地帶及位於44、49、62、63及108規劃區的「政府、機構或社區」地帶加入高度限制

(A1) INCORPORATION OF THE AREA TO THE WEST AND SOUTH OF CHUNG YAN ROAD INTO THE PLANNING SCHEME AREA AND ZONE IT AS "RESIDENTIAL (GROUP A)" ("R(A)"), "R(A)1", "R(A)2", "R(A)3", "RESIDENTIAL (GROUP B)2" ("R(B)2"), "GOVERNMENT, INSTITUTION OR COMMUNITY" ("G/IC"), "VILLAGE TYPE DEVELOPMENT" ("V"), "OPEN SPACE" ("O"), "OTHER SPECIFIED USES" ("OU") ANNOTATED "STORMWATER ATTENUATION AND TREATMENT PONDS", "OU" ANNOTATED "PETROL FILLING STATION", "GREEN BELT" ("GB"), "CONSERVATION AREA" ("CA") AREAS SHOWN AS "ROAD", "NULLAH" AND "RIVER CHANNEL" AND STIPULATION OF BUILDING HEIGHT RESTRICTIONS FOR THE "R(A)1", "R(A)2", "R(A)3" AND "R(B)2" ZONES AND "G/IC" ZONES IN AREAS 44, 49, 62, 63 AND 108.

--- 分區計劃大綱圖編號S/I-TCTC/20D的擬議規劃範圍界線
 PROPOSED PLANNING BOUNDARIES OF OZP No. S/I-TCTC/20D

--- 分區計劃大綱圖編號S/I-TCTC/20D的擬議用途地帶界線
 PROPOSED ZONING BOUNDARIES OF OZP No. S/I-TCTC/20D

▲130 擬議最高建築物高度(在主水平基準上若干米)
 PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

① 擬議最高建築物高度(樓層數目)
 PROPOSED MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)

R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	GB	綠化地帶 GREEN BELT	V	鄉村式發展 VILLAGE TYPE DEVELOPMENT
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)	O	休憩用地 OPEN SPACE	G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
CA	自然保育區 CONSERVATION AREA	OU	其他指定用途 OTHER SPECIFIED USES		

明渠 NULLAH
 河道 RIVER CHANNEL

① 實地照片的觀景點(參閱圖2c-2g及7a-7b)
 VIEWING POINT OF SITE PHOTO (REFER PLANS 2c-2g AND 7a-7b)

東涌研究涵蓋的地方
 AREA COVERED UNDER TUNG CHUNG STUDY

涵蓋現時東涌市中心西南面的現有發展的土地
 AREA COVERING THE EXISTING DEVELOPMENTS TO THE SOUTHWEST OF THE EXISTING TUNG CHUNG TOWN CENTRE

毗連郊野公園的斜坡及河流
 SLOPES AND RIVER CHANNEL ADJOINING THE COUNTRY PARK

(A1) 擬議修訂項目
 PROPOSED AMENDMENT ITEM

本摘要圖於2015年12月8日擬備,
 所根據的資料為測量圖編號9-SE-A、B、C和D
 EXTRACT PLAN PREPARED ON 8.12.2015
 BASED ON SURVEY SHEETS No. 9-SE-A, B, C & D

平面圖 SITE PLAN
 東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂 (A1項)
 PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20 (ITEM A1)

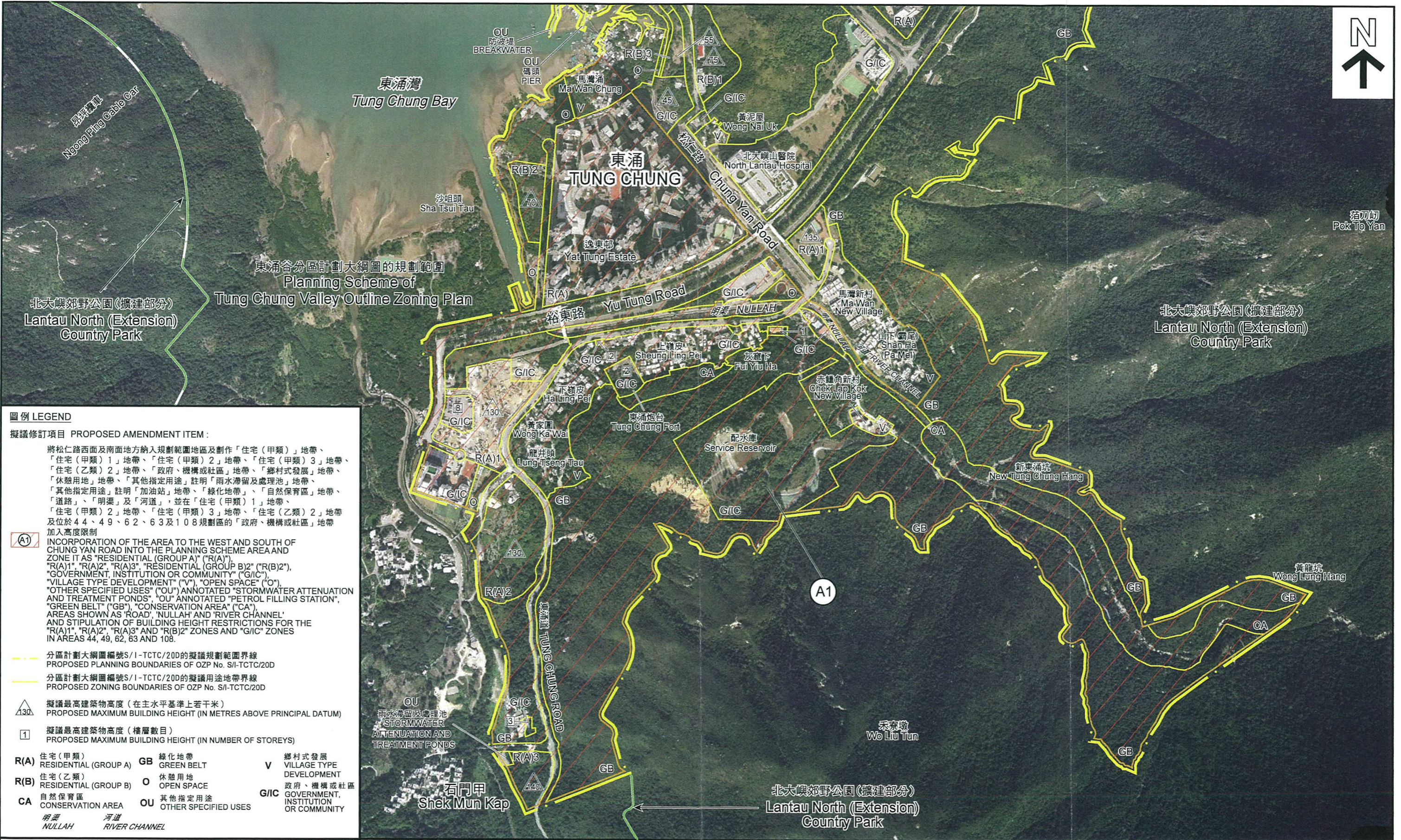
SCALE 1:8500 比例尺

米 METRES 100 0 100 200 300 400 500 米 METRES

規劃署
 PLANNING DEPARTMENT

參考編號
 REFERENCE No.
 M/LI/15/148

圖 PLAN
 TCTC-2a



圖例 LEGEND

擬議修訂項目 PROPOSED AMENDMENT ITEM:

將松仁路西面及南面地方納入規劃範圍地區及劃作「住宅(甲類)」地帶、「住宅(甲類)1」地帶、「住宅(甲類)2」地帶、「住宅(甲類)3」地帶、「住宅(乙類)2」地帶、「政府、機構或社區」地帶、「鄉村式發展」地帶、「休憩用地」地帶、「其他指定用途」註明「雨水滯留及處理池」地帶、「其他指定用途」註明「加油站」地帶、「綠化地帶」、「自然保育區」地帶、「道路」、「明渠」及「河道」,並在「住宅(甲類)1」地帶、「住宅(甲類)2」地帶、「住宅(甲類)3」地帶、「住宅(乙類)2」地帶及位於44、49、62、63及108規劃區的「政府、機構或社區」地帶加入高度限制

(A1) INCORPORATION OF THE AREA TO THE WEST AND SOUTH OF CHUNG YAN ROAD INTO THE PLANNING SCHEME AREA AND ZONE IT AS "RESIDENTIAL (GROUP A)" ("R(A)", "R(A)1", "R(A)2", "R(A)3", "RESIDENTIAL (GROUP B)2" ("R(B)2"), "GOVERNMENT, INSTITUTION OR COMMUNITY" ("G/I/C"), "VILLAGE TYPE DEVELOPMENT" ("V"), "OPEN SPACE" ("O"), "OTHER SPECIFIED USES" ("OU") ANNOTATED "STORMWATER ATTENUATION AND TREATMENT PONDS", "OU" ANNOTATED "PETROL FILLING STATION", "GREEN BELT" ("GB"), "CONSERVATION AREA" ("CA") AREAS SHOWN AS "ROAD", "NULLAH" AND "RIVER CHANNEL" AND STIPULATION OF BUILDING HEIGHT RESTRICTIONS FOR THE "R(A)1", "R(A)2", "R(A)3" AND "R(B)2" ZONES AND "G/I/C" ZONES IN AREAS 44, 49, 62, 63 AND 108.

--- 分區計劃大綱圖編號S/I-TCTC/20D的擬議規劃範圍界線
PROPOSED PLANNING BOUNDARIES OF OZP No. S/I-TCTC/20D

--- 分區計劃大綱圖編號S/I-TCTC/20D的擬議用途地帶界線
PROPOSED ZONING BOUNDARIES OF OZP No. S/I-TCTC/20D

▲ 130 擬議最高建築物高度(在主水平基準上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

1 擬議最高建築物高度(樓層數目)
PROPOSED MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)

R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	GB 綠化地帶 GREEN BELT	V 鄉村式發展 VILLAGE TYPE DEVELOPMENT
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	O 休憩用地 OPEN SPACE	G/I/C 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
CA 自然保育區 CONSERVATION AREA	OU 其他指定用途 OTHER SPECIFIED USES	

明渠 NULLAH 河道 RIVER CHANNEL

(A1) 擬議修訂項目
PROPOSED AMENDMENT ITEM

本摘要圖於2015年12月7日擬備，
所根據的資料為地政總署於2015年1月17日
拍得的航攝照片編號CW113094
EXTRACT PLAN PREPARED ON 7.12.2015
BASED ON AERIAL PHOTO No. CW113094
TAKEN ON 17.1.2015 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

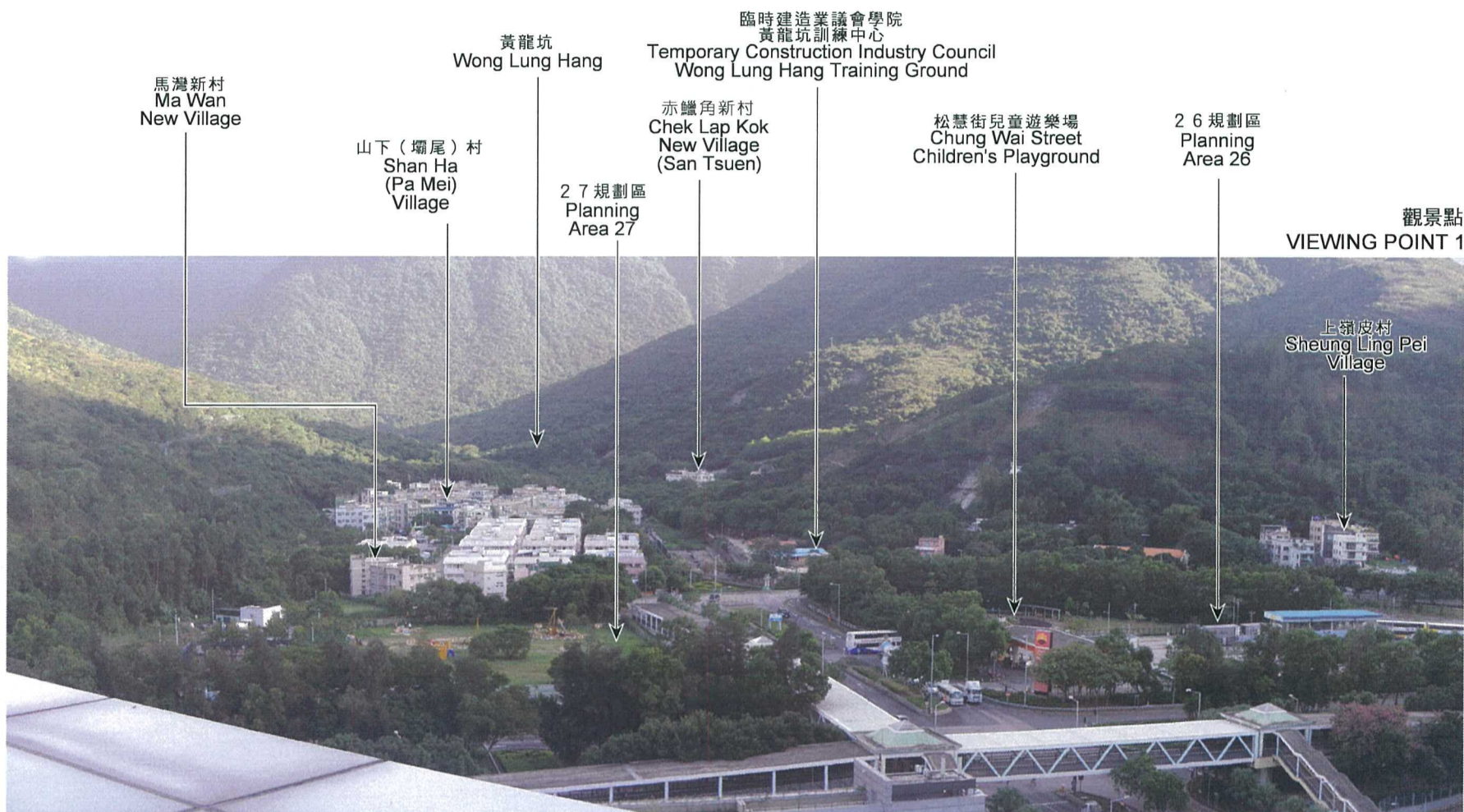
東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(A1項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEM A1)

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-2b



擬議修訂項目 A 1 東南面的概覽
OVERVIEW OF SOUTHEASTERN PART OF AMENDMENT ITEM A1



逸東邨南及東南面對開的範圍概覽
OVERVIEW OF AREA TO THE SOUTH AND SOUTHEAST OF YAT TUNG ESTATE

本摘要圖於2015年12月4日擬備，
所根據的資料為
攝於2015年11月23日的實地照片
EXTRACT PLAN PREPARED ON 4.12.2015
BASED ON SITE PHOTOS
TAKEN ON 23.11.2015

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(A 1 項)
PROPOSED AMENDMENTS TO THE APPROVED
TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEM A1)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-2c

觀景點 VIEWING POINT 3



位於30及31規劃區的「住宅(甲類)」地帶的逸東邨
"R(A)" ZONE FOR YAT TUNG ESTATE IN PLANNING AREAS 30 AND 31

觀景點 VIEWING POINT 4



位於39規劃區的「住宅(甲類)1」地帶
"R(A)1" ZONE IN PLANNING AREA 39

觀景點 VIEWING POINT 5



位於42規劃區的「住宅(甲類)2」地帶
"R(A)2" ZONE IN PLANNING AREA 42

觀景點 VIEWING POINT 6



位於46規劃區的「住宅(甲類)3」地帶
"R(A)3" ZONE IN PLANNING AREA 46

觀景點 VIEWING POINT 7



位於33規劃區的「住宅(乙類)2」地帶
"R(B)2" ZONE IN PLANNING AREA 33

住宅
RESIDENTIAL

圖例 LEGEND

●●●●● 規劃區界線(只作識別用)
BOUNDARY OF PLANNING AREA
(FOR IDENTIFICATION PURPOSE ONLY)

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(A1項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEM A1)

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-2d

本摘要圖於2015年12月4日擬備，
所根據的資料為攝於2015年11月18日及23日的實地照片
EXTRACT PLAN PREPARED ON 4.12.2015
BASED ON SITE PHOTOS TAKEN ON 18.11.2015 AND 23.11.2015

觀景點 VIEWING POINT 8



赤鱗角新村
CHEK LAP KOK NEW VILLAGE (SAN TSUEN)



上嶺皮、下嶺皮、黃家圍及龍井頭
SHEUNG LING PEI, HA LING PEI, WONG KA WAI AND LUNG TSENG TAU

觀景點 VIEWING POINT 10



上嶺皮鄉村範圍及裕東路中間的土地
STRIPS OF LAND IN BETWEEN 'VILLAGE ENVIRONS' OF SHEUNG LING PEI AND YU TUNG ROAD

修訂項目 A 1 內的認可鄉村
RECOGNIZED VILLAGES UNDER AMENDMENT ITEM A1

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(A 1 項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEM A1)

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-2e

本摘要圖於2015年12月4日擬備，
所根據的資料為攝於2015年11月18及23日的實地照片
EXTRACT PLAN PREPARED ON 4.12.2015
BASED ON SITE PHOTOS TAKEN ON 18.11.2015 AND 23.11.2015

觀景點 VIEWING POINT 11



位於 4 9 規劃區的醫療輔助隊東涌辦事處
AUXILIARY MEDICAL SERVICE TUNG CHUNG OFFICE
IN PLANNING AREA 49

觀景點 VIEWING POINT 12



位於規劃 6 2 區的東涌炮台
TUNG CHUNG FORT IN PLANNING AREA 62

觀景點 VIEWING POINT 13



位於 7 9 A 規劃區的現有東涌配水庫
EXISTING TUNG CHUNG SERVICE RESERVOIR IN PLANNING AREA 79A

觀景點 VIEWING POINT 14



7 9 B 規劃區
PLANNING AREA 79B

觀景點 VIEWING POINT 15



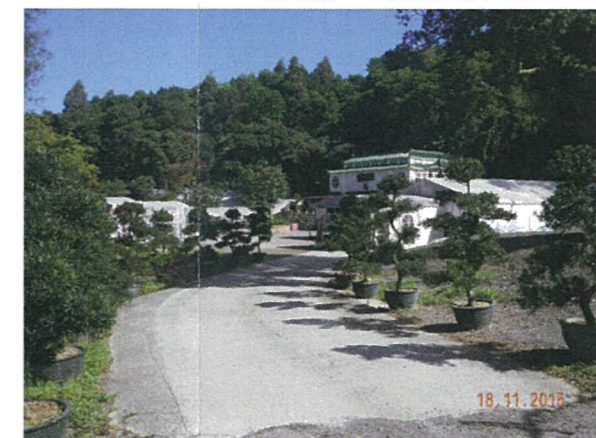
位於 6 4 規劃區的臨時建造業議會學院黃龍坑訓練中心
TEMPORARY CONSTRUCTION INDUSTRY COUNCIL
WONG LUNG HANG TRAINING GROUND
IN PLANNING AREA 64

觀景點 VIEWING POINT 16



位於 6 3 規劃區的東涌聖母訪親小堂
TUNG CHUNG VISITATION CHAPEL IN PLANNING AREA 63

觀景點 VIEWING POINT 17



位於 4 4 規劃區的般若禪寺
PRAJNA DHYANA TEMPLE IN PLANNING AREA 44

圖例 LEGEND
規畫區界線(只作識別用)
BOUNDARY OF PLANNING AREA
(FOR IDENTIFICATION PURPOSE ONLY)

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(A 1 項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEM A1)

規畫署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-2f

本摘要圖於2015年12月4日擬備，
所根據的資料為攝於2015年11月18日的實地照片
EXTRACT PLAN PREPARED ON 4.12.2015
BASED ON SITE PHOTOS TAKEN ON 18.11.2015

觀景點 VIEWING POINT 18



芳園
FONG YUEN

「綠化地帶」
"GREEN BELT"

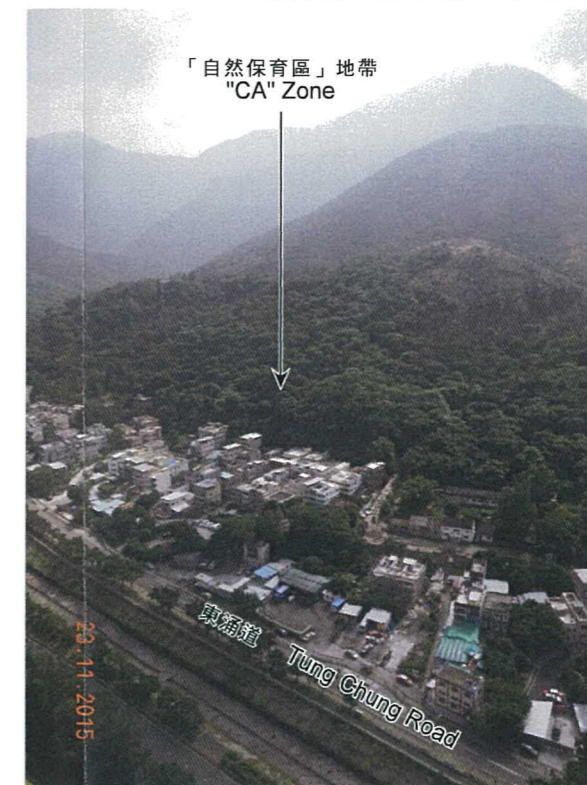
觀景點 VIEWING POINT 19



位於黃龍坑的具重要生態價值河溪
WONG LUNG HANG ECOLOGICALLY IMPORTANT STREAM

「自然保育區」
"CONSERVATION AREA"

觀景點 VIEWING POINT 20



上嶺皮村及東涌炮台南及東南面對開的自然保育區
"CA" ZONE TO THE SOUTH AND SOUTHEAST
OF SHEUNG LING PEI VILLAGE AND TUNG CHUNG FORT

觀景點 VIEWING POINT 21



松慧街兒童遊樂場
CHUNG WAI STREET CHILDREN'S PLAYGROUND

「休憩用地」
"OPEN SPACE"

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(A 1 項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEM A1)

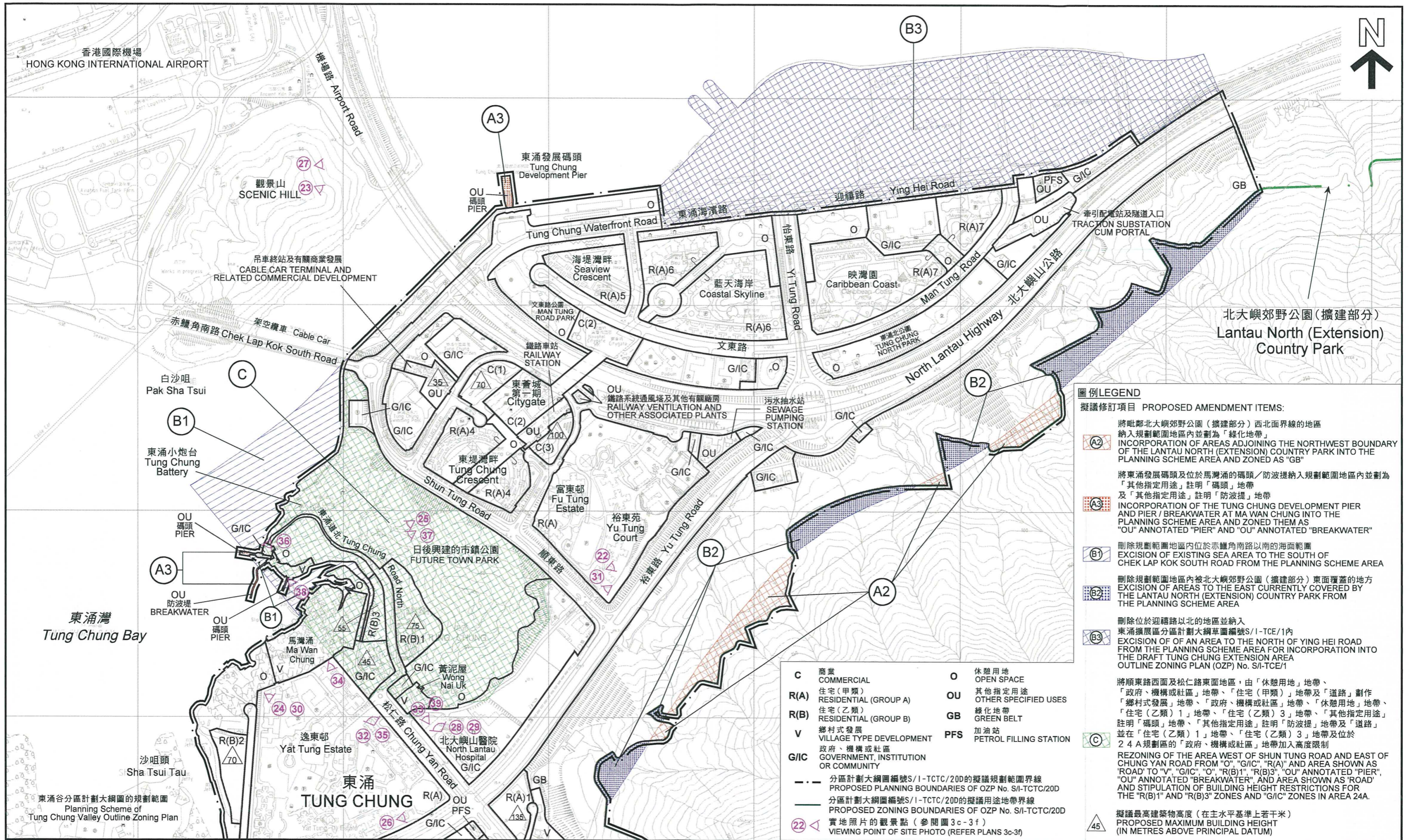
規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-2g

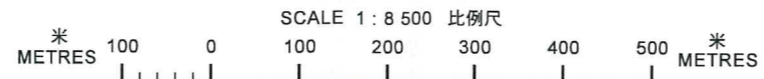
本摘要圖於2015年12月2日擬備，
所根據的資料為攝於2015年11月18日及23日的實地照片
EXTRACT PLAN PREPARED ON 2.12.2015
BASED ON SITE PHOTOS TAKEN ON 18.11.2015 AND 23.11.2015



A2 擬議修訂項目
PROPOSED AMENDMENT ITEMS

本摘要圖於2015年12月8日擬備，
所根據的資料為測量圖編號9-SE-A和B
EXTRACT PLAN PREPARED ON 8.12.2015
BASED ON SURVEY SHEETS No. 9-SE-A & B

平面圖 SITE PLAN
東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(A2、A3、B1-B3及C項)
PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEMS A2, A3, B1-B3 AND C)



規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-3a



香港國際機場
HONG KONG INTERNATIONAL AIRPORT

觀景山
Scenic Hill

吊車終站及有關商業發展
CABLE CAR TERMINAL AND RELATED COMMERCIAL DEVELOPMENT

赤鱗角南路
Chek Lap Kok South Road

白沙咀
Pak Sha Tsui

東涌小炮台
Tung Chung Battery

馬灣
Ma Wan

沙咀頭
Sha Tsui Tau

東涌灣
Tung Chung Bay

東涌
TUNG CHUNG

東涌各分區計劃大綱的規劃範圍
Planning Scheme of
Tung Chung Valley Outline Zoning Plan

東涌發展碼頭
Tung Chung Development Pier

海堤灣畔
Seaview Crescent

東薈城第一期
Citygate

東堤灣畔
Tung Chung Crescent

富東邨
Fu Tung Estate

逸東邨
Yat Tung Estate

藍天海岸
Coastal Skyline

文東路

裕東苑
Yu Tung Court

北大嶼山醫院
North Lantau Hospital

北大嶼山醫院
North Lantau Hospital

B3

A3

B1

A3

B1

R(B)3

R(B)1

R(A)

R(B)2

R(A)1

G/B

C

B2

A2

B2

GB

北大嶼郊野公園(擴建部分)
Lantau North (Extension)
Country Park

圖例 LEGEND

- 擬議修訂項目 PROPOSED AMENDMENT ITEMS:
- A2** 將毗鄰北大嶼郊野公園(擴建部分)西北面界線的地區納入規劃範圍地區內並劃為「綠化地帶」
INCORPORATION OF AREAS ADJOINING THE NORTHWEST BOUNDARY OF THE LANTAU NORTH (EXTENSION) COUNTRY PARK INTO THE PLANNING SCHEME AREA AND ZONED AS "GB"
 - A3** 將東涌發展碼頭及位於馬灣的碼頭/防波堤納入規劃範圍地區內並劃為「其他指定用途」註明「防波堤」地帶
INCORPORATION OF THE TUNG CHUNG DEVELOPMENT PIER AND PIER/BREAKWATER AT MA WAN CHUNG INTO THE PLANNING SCHEME AREA AND ZONED THEM AS "OU" ANNOTATED "PIER" AND "OU" ANNOTATED "BREAKWATER"
 - B1** 刪除規劃範圍地區內位於赤鱗角南路以南的海面範圍
EXCISION OF EXISTING SEA AREA TO THE SOUTH OF CHEK LAP KOK SOUTH ROAD FROM THE PLANNING SCHEME AREA
 - B2** 刪除規劃範圍地區內被北大嶼郊野公園(擴建部分)東面覆蓋的地方
EXCISION OF AREAS TO THE EAST CURRENTLY COVERED BY THE LANTAU NORTH (EXTENSION) COUNTRY PARK FROM THE PLANNING SCHEME AREA
 - B3** 刪除位於迎禧路以北的地區並納入東涌擴展區分區計劃大綱圖編號S/I-TCE/1內
EXCISION OF OF AN AREA TO THE NORTH OF YING HEI ROAD FROM THE PLANNING SCHEME AREA FOR INCORPORATION INTO THE DRAFT TUNG CHUNG EXTENSION AREA OUTLINE ZONING PLAN (OZP) No. S/I-TCE/1
 - C** 將順東路西面及松仁路東面地區，由「休憩用地」地帶、「政府、機構或社區」地帶、「住宅(甲類)」地帶及「道路」劃作「鄉村式發展」地帶、「政府、機構或社區」地帶、「休憩用地」地帶、「住宅(乙類)1」地帶、「住宅(乙類)3」地帶、「其他指定用途」註明「碼頭」地帶、「其他指定用途」註明「防波堤」地帶及「道路」並在「住宅(乙類)1」地帶、「住宅(乙類)3」地帶及位於24A規劃區的「政府、機構或社區」地帶加入高度限制
REZONING OF THE AREA WEST OF SHUN TUNG ROAD AND EAST OF CHUNG YAN ROAD FROM "O", "G/I/C", "R(A)" AND AREA SHOWN AS "ROAD" TO "V", "G/I/C", "O", "R(B)1", "R(B)3", "OU" ANNOTATED "PIER", "OU" ANNOTATED "BREAKWATER", AND AREA SHOWN AS "ROAD" AND STIPULATION OF BUILDING HEIGHT RESTRICTIONS FOR THE "R(B)1" AND "R(B)3" ZONES AND "G/I/C" ZONES IN AREA 24A.

- C** 商業
COMMERCIAL
 - R(A)** 住宅(甲類)
RESIDENTIAL (GROUP A)
 - R(B)** 住宅(乙類)
RESIDENTIAL (GROUP B)
 - V** 鄉村式發展
VILLAGE TYPE DEVELOPMENT
 - G/I/C** 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY
 - O** 休憩用地
OPEN SPACE
 - OU** 其他指定用途
OTHER SPECIFIED USES
 - GB** 綠化地帶
GREEN BELT
 - PFS** 加油站
PETROL FILLING STATION
- 分區計劃大綱圖編號S/I-TCTC/20的擬議規劃範圍界線
PROPOSED PLANNING BOUNDARIES OF OZP No. S/I-TCTC/20
 - 分區計劃大綱圖編號S/I-TCTC/20的擬議用途地帶界線
PROPOSED ZONING BOUNDARIES OF OZP No. S/I-TCTC/20
 - 擬議最高建築物高度(在主水平基準上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

A2 擬議修訂項目
PROPOSED AMENDMENT ITEMS

本摘要圖於2015年12月8日擬備，所根據的資料為地政總署於2015年1月17日拍得的航攝照片編號CW113093
EXTRACT PLAN PREPARED ON 8.12.2015
BASED ON AERIAL PHOTO No. CW113093 TAKEN ON 17.1.2015
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(A2、A3、B1-B3及C項)
PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20 (ITEMS A2, A3, B1-B3 AND C)

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-3b

擬議修訂項目 A 2
PROPOSED AMENDMENT ITEM A2

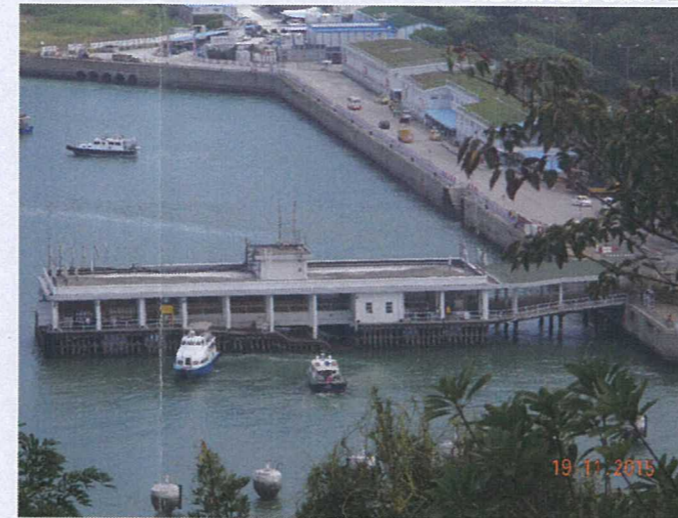
觀景點 VIEWING POINT 22



納入與郊野公園相鄰的現有斜坡範圍
INCLUSION OF EXISTING SLOPE AREA ADJOINING THE COUNTRY PARK

擬議修訂項目 A 3
PROPOSED AMENDMENT ITEM A3

觀景點 VIEWING POINT 23



東涌發展碼頭
TUNG CHUNG DEVELOPMENT PIER

擬議修訂項目 A 3
PROPOSED AMENDMENT ITEM A3

觀景點 VIEWING POINT 24



位於馬灣涌範圍的現有碼頭及防波堤
EXISTING PIERS AND BREAKWATER
IN MA WAN CHUNG AREA

擬議修訂項目 B 1
PROPOSED AMENDMENT ITEM B1

觀景點 VIEWING POINT 25



刪除位於東涌灣的現有海面範圍
EXCISION OF EXISTING SEA AREA IN TUNG CHUNG BAY

擬議修訂項目 B 2
PROPOSED AMENDMENT ITEM B2

觀景點 VIEWING POINT 26



刪除位於郊野公園內的範圍
EXCISION OF AREA WITHIN COUNTRY PARK

擬議修訂項目 B 3
PROPOSED AMENDMENT ITEM B3

觀景點 VIEWING POINT 27



刪除位於迎禧路北面的範圍
EXCISION OF THE AREA NORTH OF YING HEI ROAD

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(A 2、A 3、B 1-B 3項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEMS A2, A3, B1-B3)

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-3c

本摘要圖於2015年12月8日擬備，
所根據的資料為攝於2015年11月19日及23日的實地照片
EXTRACT PLAN PREPARED ON 8.12.2015
BASED ON SITE PHOTOS TAKEN ON 19.11.2015 AND 23.11.2015



位於修訂項目 C 內的範圍概覽
OVERVIEW OF AREA WITHIN AMENDMENT ITEM C



位於修訂項目 C 內的擬議「住宅(乙類)1」、「住宅(乙類)3」、「鄉村式發展」及「政府、機構或社區」範圍
PROPOSED "R(B)1", "R(B)3", "V" AND "G/IC" ZONES UNDER AMENDMENT ITEM C



馬灣涌範圍
MA WAN CHUNG AREA



日後興建的市鎮公園的界線修訂
BOUNDARY ADJUSTMENT OF THE FUTURE TOWN PARK

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂 (C項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20 (ITEM C)

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-3d

本摘要圖於2015年12月8日擬備，
所根據的資料為攝於2015年11月27日的實地照片
EXTRACT PLAN PREPARED ON 8.12.2015
BASED ON SITE PHOTOS TAKEN ON 23.11.2015

觀景點 VIEWING POINT 32



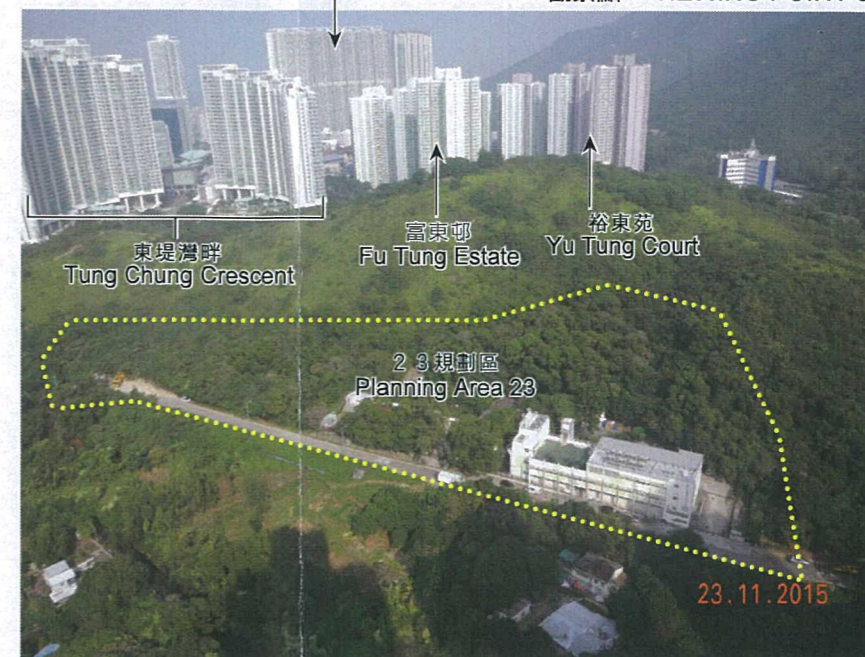
位於 2 4 A 規劃區的「政府、機構或社區」地帶
"G/I/C" ZONE IN PLANNING AREA 24A

觀景點 VIEWING POINT 33



分別位於 2 4 B 及 2 8 規劃區的「政府、機構或社區」
及「鄉村式發展」地帶的黃泥屋村
"G/I/C" AND "V" ZONES FOR WONG NAI (NEI) UK VILLAGE
IN PLANNING AREAS 24B AND 28 RESPECTIVELY

觀景點 VIEWING POINT 34



位於 2 3 規劃區的「住宅(乙類)1」地帶
"R(B)1" ZONE IN PLANNING AREA 23

觀景點 VIEWING POINT 35



位於 4 8 規劃區的「住宅(乙類)3」地帶
"R(B)3" ZONE IN PLANNING AREA 48

觀景點 VIEWING POINT 36



位於馬灣涌範圍的現有停車場範圍
EXISTING CAR PARKING AREA IN MA WAN CHUNG AREA

圖例 LEGEND

..... 規劃區界線(只作識別用)
BOUNDARY OF PLANNING AREA
(FOR IDENTIFICATION PURPOSE ONLY)

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(C項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEM C)

規劃署
PLANNING DEPARTMENT

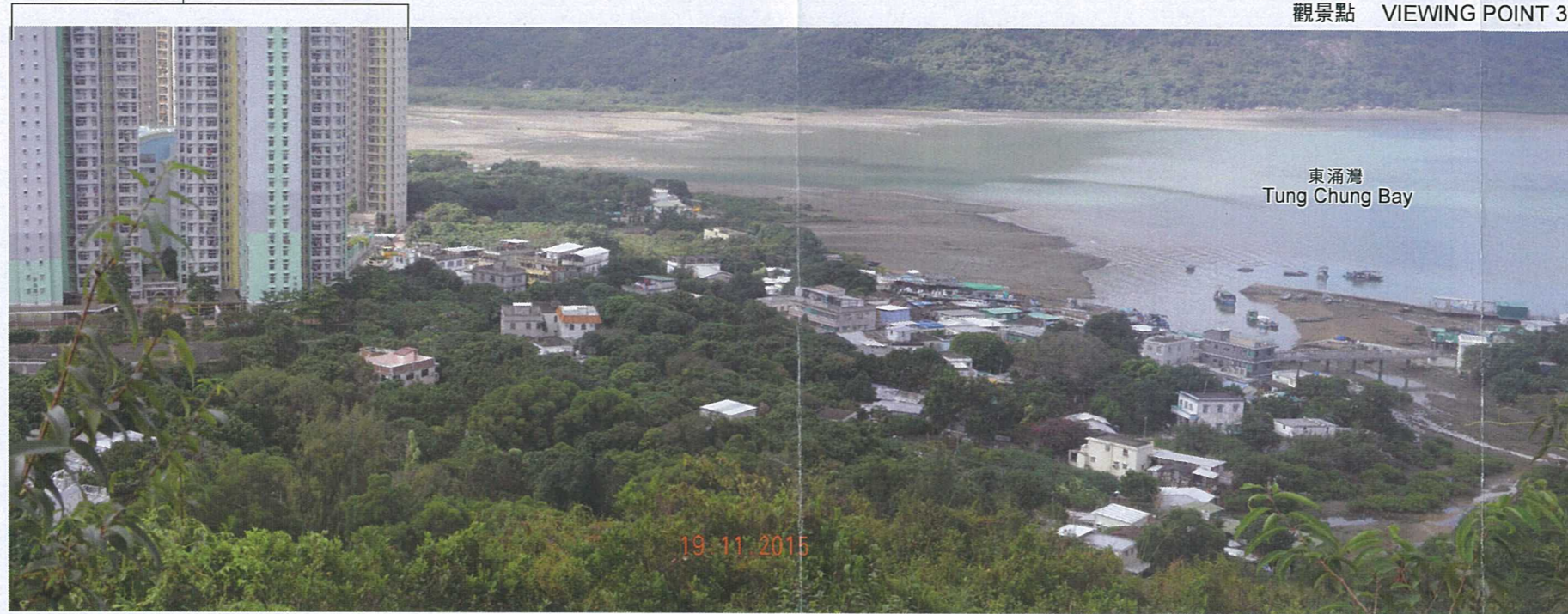


參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-3e

本摘要圖於2015年12月8日擬備，
所根據的資料為攝於2015年11月23日的實地照片
EXTRACT PLAN PREPARED ON 8.12.2015
BASED ON SITE PHOTOS TAKEN ON 23.11.2015

逸東(二)邨
Yat Tung (2) Estate



觀景點 VIEWING POINT 37

東涌灣
Tung Chung Bay

馬灣涌村
MA WAN CHUNG VILLAGE

觀景點 VIEWING POINT 39



黃泥屋村
WONG NAI (NEI) UK VILLAGE

觀景點 VIEWING POINT 38



馬灣涌村
MA WAN CHUNG VILLAGE

圖例 LEGEND

--- 擬議修訂項目(只作識別用)
PROPOSED AMENDMENT ITEM
(FOR IDENTIFICATION PURPOSE ONLY)

修訂項目 C 內的鄉村
VILLAGES UNDER AMENDMENT ITEM C

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(C項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEM C)

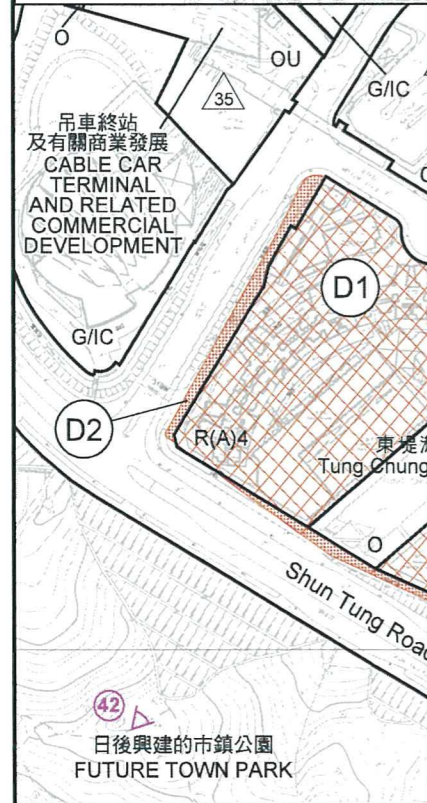
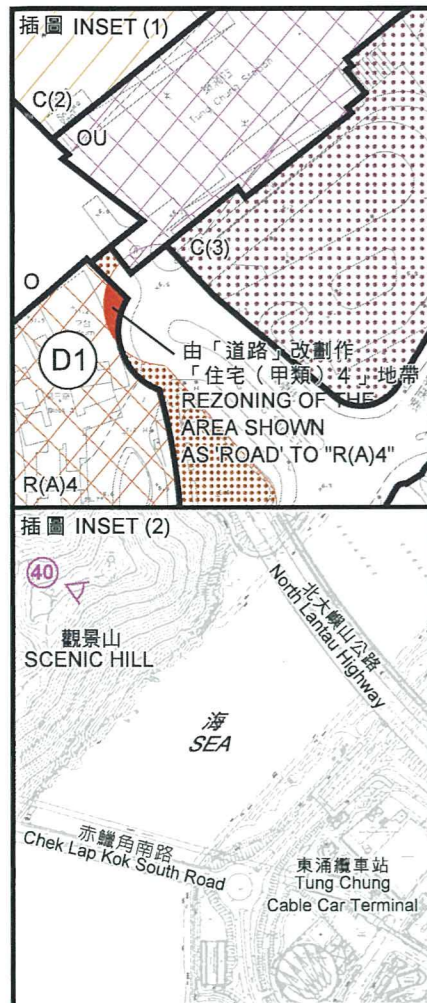
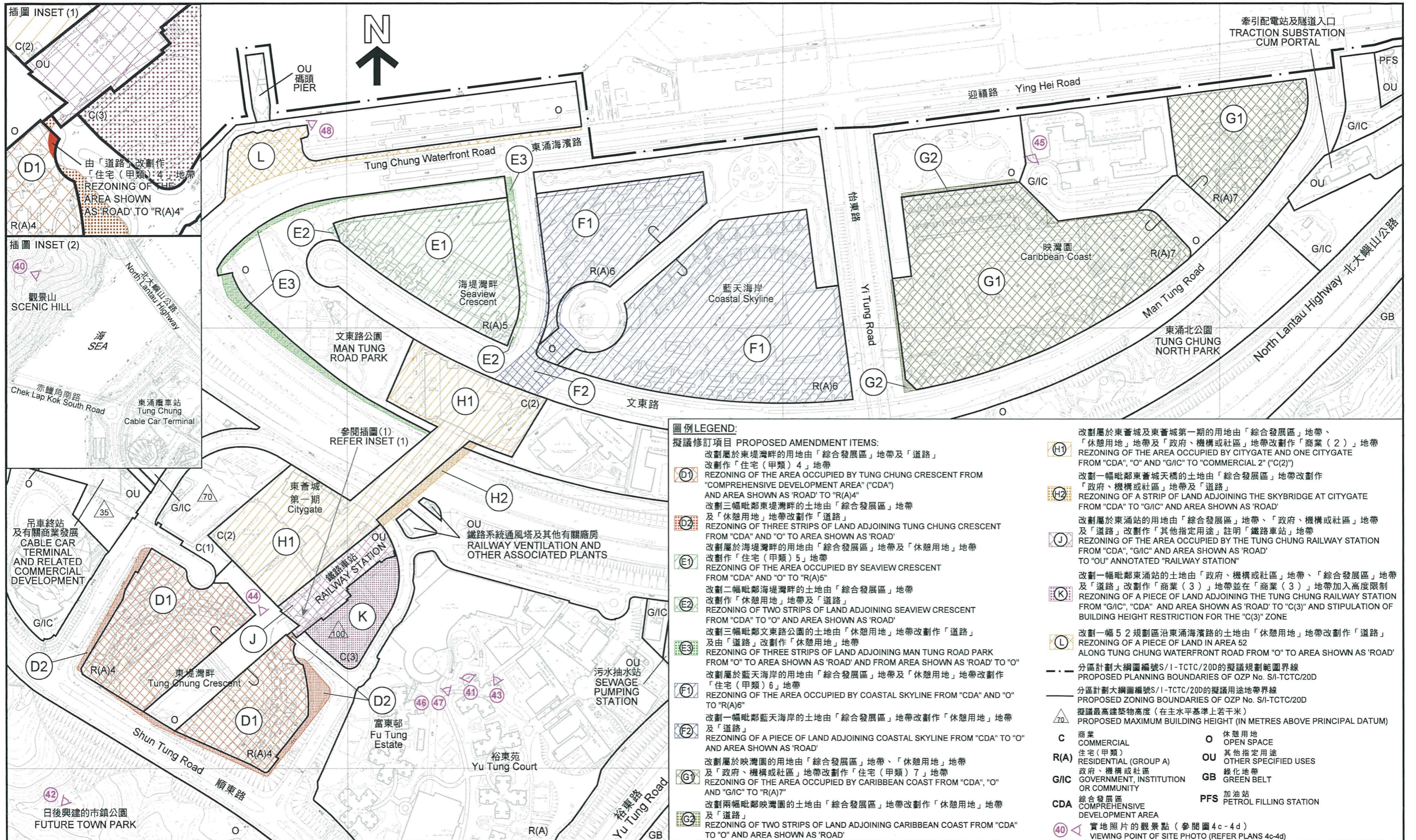
規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-3f

本摘要圖於2015年12月8日擬備，
所根據的資料為攝於2015年11月19日的實地照片
EXTRACT PLAN PREPARED ON 8.12.2015
BASED ON SITE PHOTOS TAKEN ON 19.11.2015



- 圖例 LEGEND:**
擬議修訂項目 PROPOSED AMENDMENT ITEMS:
- [D1]** 改劃屬於東堤灣畔的用地由「綜合發展區」地帶及「道路」改劃作「住宅(甲類)4」地帶
 REZONING OF THE AREA OCCUPIED BY TUNG CHUNG CRESCENT FROM "COMPREHENSIVE DEVELOPMENT AREA" ("CDA") AND AREA SHOWN AS 'ROAD' TO "R(A)4"
 - [D2]** 改劃三幅毗鄰東堤灣畔的土地由「綜合發展區」地帶及「休憩用地」地帶改劃作「道路」
 REZONING OF THREE STRIPS OF LAND ADJOINING TUNG CHUNG CRESCENT FROM "CDA" AND "O" TO AREA SHOWN AS 'ROAD'
 - [E1]** 改劃屬於海堤灣畔的用地由「綜合發展區」地帶及「休憩用地」地帶改劃作「住宅(甲類)5」地帶
 REZONING OF THE AREA OCCUPIED BY SEAVIEW CRESCENT FROM "CDA" AND "O" TO "R(A)5"
 - [E2]** 改劃二幅毗鄰海堤灣畔的土地由「綜合發展區」地帶改劃作「休憩用地」地帶及「道路」
 REZONING OF TWO STRIPS OF LAND ADJOINING SEAVIEW CRESCENT FROM "CDA" TO "O" AND AREA SHOWN AS 'ROAD'
 - [E3]** 改劃三幅毗鄰文東路公園的土地由「休憩用地」地帶改劃作「道路」及由「道路」改劃作「休憩用地」地帶
 REZONING OF THREE STRIPS OF LAND ADJOINING MAN TUNG ROAD PARK FROM "O" TO AREA SHOWN AS 'ROAD' AND FROM AREA SHOWN AS 'ROAD' TO "O"
 - [F1]** 改劃屬於藍天海岸的用地由「綜合發展區」地帶及「休憩用地」地帶改劃作「住宅(甲類)6」地帶
 REZONING OF THE AREA OCCUPIED BY COASTAL SKYLINE FROM "CDA" AND "O" TO "R(A)6"
 - [F2]** 改劃一幅毗鄰藍天海岸的土地由「綜合發展區」地帶改劃作「休憩用地」地帶及「道路」
 REZONING OF A PIECE OF LAND ADJOINING COASTAL SKYLINE FROM "CDA" TO "O" AND AREA SHOWN AS 'ROAD'
 - [G1]** 改劃屬於映灣園的用地由「綜合發展區」地帶、「休憩用地」地帶及「政府、機構或社區」地帶改劃作「住宅(甲類)7」地帶
 REZONING OF THE AREA OCCUPIED BY CARIBBEAN COAST FROM "CDA", "O" AND "G/I/C" TO "R(A)7"
 - [G2]** 改劃兩幅毗鄰映灣園的土地由「綜合發展區」地帶改劃作「休憩用地」地帶及「道路」
 REZONING OF TWO STRIPS OF LAND ADJOINING CARIBBEAN COAST FROM "CDA" TO "O" AND AREA SHOWN AS 'ROAD'

- [H1]** 改劃屬於東薈城及東薈城第一期的用地由「綜合發展區」地帶、「休憩用地」地帶及「政府、機構或社區」地帶改劃作「商業(2)」地帶
 REZONING OF THE AREA OCCUPIED BY CITYGATE AND ONE CITYGATE FROM "CDA", "O" AND "G/I/C" TO "COMMERCIAL 2" ("C(2)")
 - [H2]** 改劃一幅毗鄰東薈城天橋的土地由「綜合發展區」地帶改劃作「政府、機構或社區」地帶及「道路」
 REZONING OF A STRIP OF LAND ADJOINING THE SKYBRIDGE AT CITYGATE FROM "CDA" TO "G/I/C" AND AREA SHOWN AS 'ROAD'
 - [J]** 改劃屬於東涌站的用地由「綜合發展區」地帶、「政府、機構或社區」地帶及「道路」改劃作「其他指定用途」註明「鐵路車站」地帶
 REZONING OF THE AREA OCCUPIED BY THE TUNG CHUNG RAILWAY STATION FROM "CDA", "G/I/C" AND AREA SHOWN AS 'ROAD' TO "OU" ANNOTATED "RAILWAY STATION"
 - [K]** 改劃一幅毗鄰東涌站的土地由「政府、機構或社區」地帶、「綜合發展區」地帶及「道路」改劃作「商業(3)」地帶並在「商業(3)」地帶加入高度限制
 REZONING OF A PIECE OF LAND ADJOINING THE TUNG CHUNG RAILWAY STATION FROM "G/I/C", "CDA" AND AREA SHOWN AS 'ROAD' TO "C(3)" AND STIPULATION OF BUILDING HEIGHT RESTRICTION FOR THE "C(3)" ZONE
 - [L]** 改劃一幅52規劃區沿東涌海濱路土地由「休憩用地」地帶改劃作「道路」
 REZONING OF A PIECE OF LAND IN AREA 52 ALONG TUNG CHUNG WATERFRONT ROAD FROM "O" TO AREA SHOWN AS 'ROAD'
- 分區計劃大綱圖編號S/I-TCTC/20D的擬議規劃範圍界線
 PROPOSED PLANNING BOUNDARIES OF OZP No. S/I-TCTC/20D
- 分區計劃大綱圖編號S/I-TCTC/20D的擬議用途地帶界線
 PROPOSED ZONING BOUNDARIES OF OZP No. S/I-TCTC/20D
- △ 擬議最高建築物高度(在主水平基準上若干米)
 PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- | | |
|---|--|
| C 商業
COMMERCIAL | O 休憩用地
OPEN SPACE |
| R(A) 住宅(甲類)
RESIDENTIAL (GROUP A) | OU 其他指定用途
OTHER SPECIFIED USES |
| G/I/C 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY | GB 綠化地帶
GREEN BELT |
| CDA 綜合發展區
COMPREHENSIVE DEVELOPMENT AREA | PFS 加油站
PETROL FILLING STATION |
- 40 實地照片的觀景點(參閱圖4c-4d)
 VIEWING POINT OF SITE PHOTO (REFER PLANS 4c-4d)

[D1] 擬議修訂項目
PROPOSED AMENDMENT ITEMS

本摘要圖於2015年12月8日擬備，
 所根據的資料為測量圖編號9-SE-3D、4C、4D、8B、9A和9B
 EXTRACT PLAN PREPARED ON 8.12.2015
 BASED ON SURVEY SHEETS No. 9-SE-3D, 4C, 4D, 8B, 9A & 9B

平面圖 SITE PLAN

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
 (D、E、F、G、H、J、K及L項)
 PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
 (ITEMS D, E, F, G, H, J, K AND L)

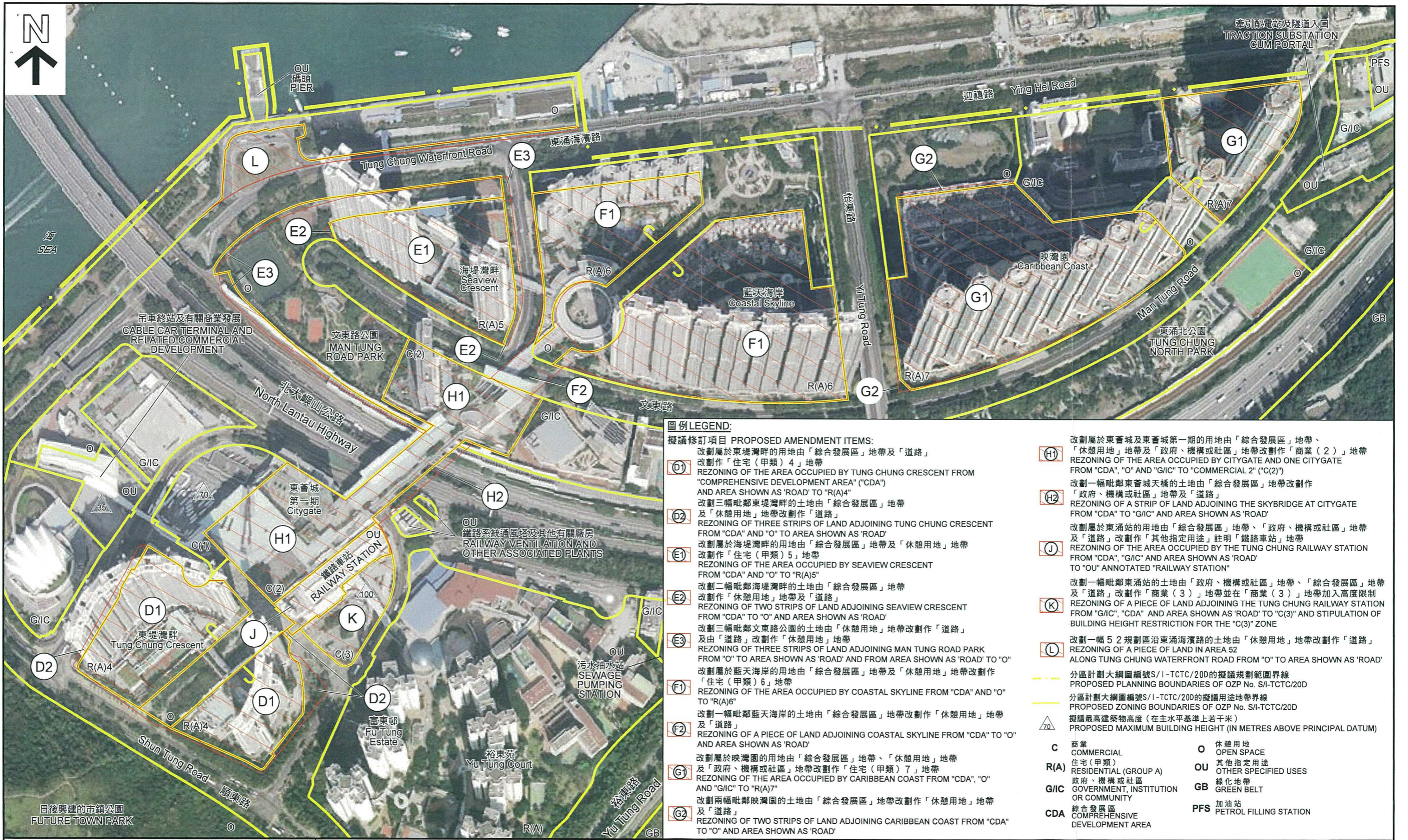
SCALE 1 : 4 000 比例尺

METRES 100 0 100 200 300 METRES

規劃署
PLANNING DEPARTMENT

參考編號
 REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-4a



- 圖例 LEGEND:**
 擬議修訂項目 PROPOSED AMENDMENT ITEMS:
- (D1)** 改劃屬於東堤灣畔的用地由「綜合發展區」地帶及「道路」改劃作「住宅(甲類)4」地帶
 REZONING OF THE AREA OCCUPIED BY TUNG CHUNG CRESCENT FROM "COMPREHENSIVE DEVELOPMENT AREA" ("CDA") AND AREA SHOWN AS "ROAD" TO "R(A)4"
 - (D2)** 改劃三幅毗鄰東堤灣畔的土地由「綜合發展區」地帶及「休憩用地」地帶改劃作「道路」
 REZONING OF THREE STRIPS OF LAND ADJOINING TUNG CHUNG CRESCENT FROM "CDA" AND "O" TO AREA SHOWN AS "ROAD"
 - (E1)** 改劃屬於海堤灣畔的用地由「綜合發展區」地帶及「休憩用地」地帶改劃作「住宅(甲類)5」地帶
 REZONING OF THE AREA OCCUPIED BY SEAVIEW CRESCENT FROM "CDA" AND "O" TO "R(A)5"
 - (E2)** 改劃二幅毗鄰海堤灣畔的土地由「綜合發展區」地帶改劃作「休憩用地」地帶及「道路」
 REZONING OF TWO STRIPS OF LAND ADJOINING SEAVIEW CRESCENT FROM "CDA" TO "O" AND AREA SHOWN AS "ROAD"
 - (E3)** 改劃三幅毗鄰文東路公園的土地由「休憩用地」地帶改劃作「道路」及由「道路」改劃作「休憩用地」地帶
 REZONING OF THREE STRIPS OF LAND ADJOINING MAN TUNG ROAD PARK FROM "O" TO AREA SHOWN AS "ROAD" AND FROM AREA SHOWN AS "ROAD" TO "O"
 - (F1)** 改劃屬於藍天海岸的用地由「綜合發展區」地帶及「休憩用地」地帶改劃作「住宅(甲類)6」地帶
 REZONING OF THE AREA OCCUPIED BY COASTAL SKYLINE FROM "CDA" AND "O" TO "R(A)6"
 - (F2)** 改劃一幅毗鄰藍天海岸的土地由「綜合發展區」地帶改劃作「休憩用地」地帶及「道路」
 REZONING OF A PIECE OF LAND ADJOINING COASTAL SKYLINE FROM "CDA" TO "O" AND AREA SHOWN AS "ROAD"
 - (G1)** 改劃屬於映灣園的用地由「綜合發展區」地帶、「休憩用地」地帶及「政府、機構或社區」地帶改劃作「住宅(甲類)7」地帶
 REZONING OF THE AREA OCCUPIED BY CARIBBEAN COAST FROM "CDA", "O" AND "G/I/C" TO "R(A)7"
 - (G2)** 改劃兩幅毗鄰映灣園的土地由「綜合發展區」地帶改劃作「休憩用地」地帶及「道路」
 REZONING OF TWO STRIPS OF LAND ADJOINING CARIBBEAN COAST FROM "CDA" TO "O" AND AREA SHOWN AS "ROAD"
 - (H1)** 改劃屬於東薈城及東薈城第一期的用地由「綜合發展區」地帶、「休憩用地」地帶及「政府、機構或社區」地帶改劃作「商業(2)」地帶
 REZONING OF THE AREA OCCUPIED BY CITYGATE AND ONE CITYGATE FROM "CDA", "O" AND "G/I/C" TO "COMMERCIAL 2" ("C(2)")
 - (H2)** 改劃一幅毗鄰東薈城天橋的土地由「綜合發展區」地帶改劃作「政府、機構或社區」地帶及「道路」
 REZONING OF A STRIP OF LAND ADJOINING THE SKYBRIDGE AT CITYGATE FROM "CDA" TO "G/I/C" AND AREA SHOWN AS "ROAD"
 - (J)** 改劃屬於東涌站的用地由「綜合發展區」地帶、「政府、機構或社區」地帶及「道路」改劃作「其他指定用途」註明「鐵路車站」地帶
 REZONING OF THE AREA OCCUPIED BY THE TUNG CHUNG RAILWAY STATION FROM "CDA", "G/I/C" AND AREA SHOWN AS "ROAD" TO "OU" ANNOTATED "RAILWAY STATION"
 - (K)** 改劃一幅毗鄰東涌站的土地由「政府、機構或社區」地帶、「綜合發展區」地帶及「道路」改劃作「商業(3)」地帶並在「商業(3)」地帶加入高度限制
 REZONING OF A PIECE OF LAND ADJOINING THE TUNG CHUNG RAILWAY STATION FROM "G/I/C", "CDA" AND AREA SHOWN AS "ROAD" TO "C(3)" AND STIPULATION OF BUILDING HEIGHT RESTRICTION FOR THE "C(3)" ZONE
 - (L)** 改劃一幅52規劃區沿東涌海濱路土地由「休憩用地」地帶改劃作「道路」
 REZONING OF A PIECE OF LAND IN AREA 52 ALONG TUNG CHUNG WATERFRONT ROAD FROM "O" TO AREA SHOWN AS "ROAD"
- 分區計劃大綱圖編號S/I-TCTC/20D的擬議規劃範圍界線
 PROPOSED PLANNING BOUNDARIES OF OZP No. S/I-TCTC/20D
- 分區計劃大綱圖編號S/I-TCTC/20D的擬議用途地帶界線
 PROPOSED ZONING BOUNDARIES OF OZP No. S/I-TCTC/20D
- 擬議最高建築物高度(在主水平基準上若干米)
 PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- | | |
|--|--|
| C 商業
COMMERCIAL | O 休憩用地
OPEN SPACE |
| R(A) 住宅(甲類)
RESIDENTIAL (GROUP A) | OU 其他指定用途
OTHER SPECIFIED USES |
| G/I/C 政府、機構或社區
OR COMMUNITY | GB 綠化地帶
GREEN BELT |
| CDA 綜合發展區
COMPREHENSIVE DEVELOPMENT AREA | PFS 加油站
PETROL FILLING STATION |

(D1) 擬議修訂項目
PROPOSED AMENDMENT ITEMS

本摘要圖於2015年12月8日擬備，所根據的資料為地政總署於2015年1月17日拍得的航攝照片編號CW113093
 EXTRACT PLAN PREPARED ON 8.12.2015
 BASED ON AERIAL PHOTO No. CW113093 TAKEN ON 17.1.2015
 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
 (D、E、F、G、H、J、K及L項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
 (ITEMS D, E, F, G, H, J, K AND L)

規劃署
PLANNING DEPARTMENT

參考編號
 REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-4b

擬議修訂項目 D 1 - J
PROPOSED AMENDMENT
ITEM D1-J 觀景點
VIEWING POINT 40



現有「綜合發展區」地帶概覽
OVERVIEW OF THE EXISTING "CDA" ZONE

擬議修訂項目 H 1 及 H 2
PROPOSED AMENDMENT ITEMS H1 AND H2 觀景點
VIEWING POINT 41



位於東涌市中心的現有商業及零售中心
EXISTING COMMERCIAL AND RETAIL CENTRE IN TUNG CHUNG TOWN CENTRE

擬議修訂項目 D 1 及 D 2
PROPOSED AMENDMENT
ITEMS D1 AND D2 觀景點
VIEWING POINT 42



東堤灣畔
TUNG CHUNG CRESCENT

擬議修訂項目 E 1 至 G 2
PROPOSED AMENDMENT ITEMS E1 TO G2 觀景點
VIEWING POINT 43



擬議修訂項目 G 1 及 G 2
PROPOSED AMENDMENT
ITEMS G1 AND G2 觀景點
VIEWING POINT 45



映灣園
CARIBBEAN COAST

擬議修訂項目 H 1
PROPOSED AMENDMENT ITEM H1 觀景點
VIEWING POINT 44



東薈城
CITYGATES

擬議修訂項目 J
PROPOSED AMENDMENT
ITEM J 觀景點
VIEWING POINT 46



東涌站
TUNG CHUNG STATION

改劃「綜合發展區」地帶
REZONING OF "COMPREHENSIVE DEVELOPMENT AREA" ZONE

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(D、E、F、G、H及J項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEMS D, E, F, G, H AND J)

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-4c

本摘要圖於2015年12月4日擬備，
所根據的資料為攝於2015年11月19日的實地照片
EXTRACT PLAN PREPARED ON 4.12.2015
BASED ON SITE PHOTOS TAKEN ON 19.11.2015

擬議修訂項目 K 及 Q 1
PROPOSED AMENDMENT ITEMS K AND Q1 觀景點 VIEWING POINT 47



位於 6 規劃區的「商業」地帶
"C" ZONE IN PLANNING AREA 6

擬議修訂項目 L
PROPOSED AMENDMENT ITEM L



觀景點 VIEWING POINT 48

與東涌發展碼頭相鄰的上落貨區及的士站
LOADING AND UNLOADING AREA ADJOINING TO THE TUNG CHUNG DEVELOPMENT PIER AND TAXI STAND

圖例 LEGEND

--- 擬議修訂項目 (只作識別用)
PROPOSED AMENDMENT ITEM
(FOR IDENTIFICATION PURPOSE ONLY)

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(K、L 及 Q1 項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEMS K, L AND Q1)

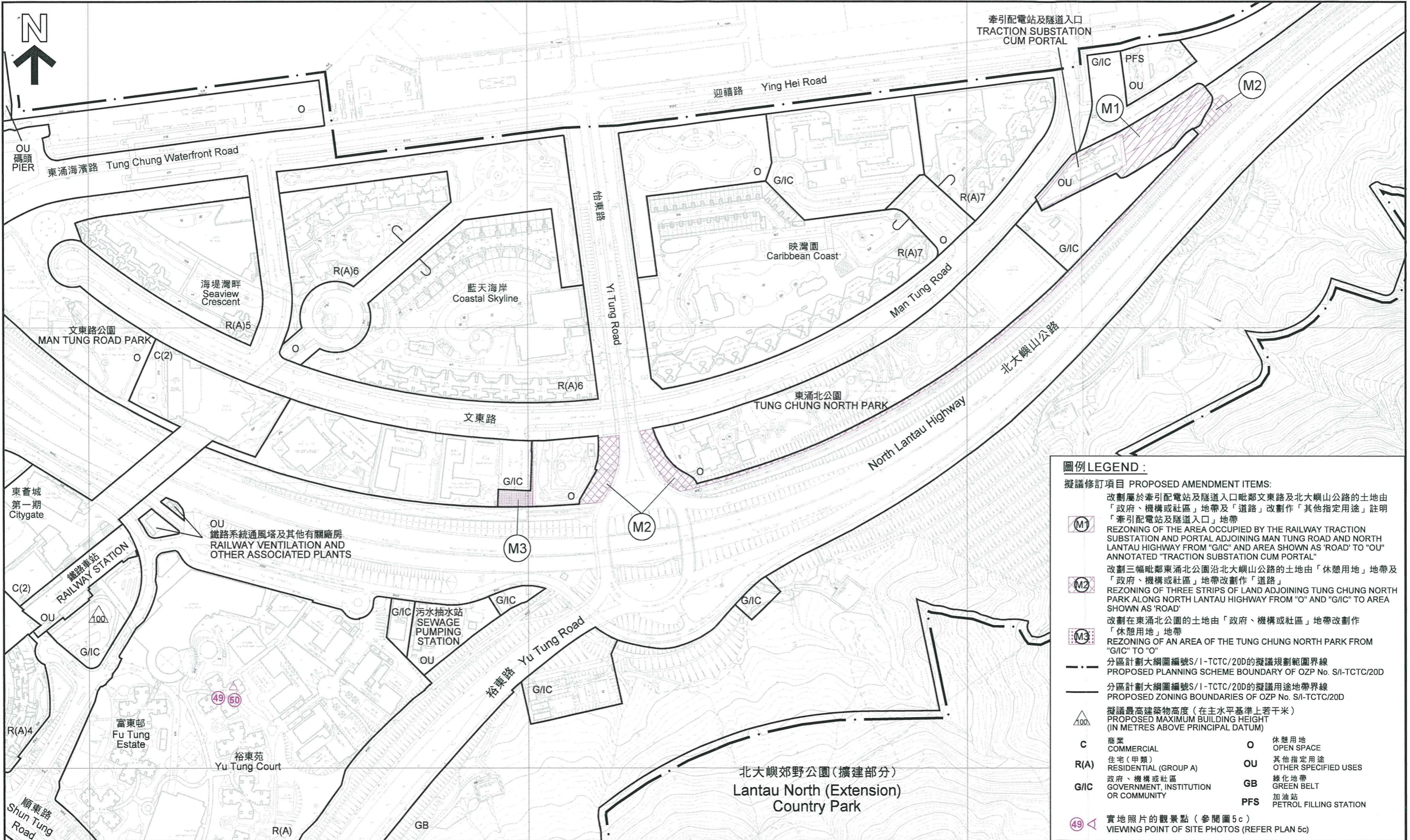
規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-4d

本摘要圖於 2015 年 12 月 4 日擬備，
所根據的資料為攝於 2015 年 11 月 23 日的實地照片
EXTRACT PLAN PREPARED ON 4.12.2015
BASED ON SITE PHOTOS TAKEN ON 23.11.2015



圖例 LEGEND :

擬議修訂項目 PROPOSED AMENDMENT ITEMS:

M1 改劃屬於牽引配電站及隧道入口毗鄰文東路及北大嶼山公路的土地由「政府、機構或社區」地帶及「道路」改劃作「其他指定用途」註明「牽引配電站及隧道入口」地帶
 REZONING OF THE AREA OCCUPIED BY THE RAILWAY TRACTION SUBSTATION AND PORTAL ADJOINING MAN TUNG ROAD AND NORTH LANTAU HIGHWAY FROM "G/I/C" AND AREA SHOWN AS "ROAD" TO "OU" ANNOTATED "TRACTION SUBSTATION CUM PORTAL"

M2 改劃三幅毗鄰東涌北公園沿北大嶼山公路的土地由「休憩用地」地帶及「政府、機構或社區」地帶改劃作「道路」
 REZONING OF THREE STRIPS OF LAND ADJOINING TUNG CHUNG NORTH PARK ALONG NORTH LANTAU HIGHWAY FROM "O" AND "G/I/C" TO AREA SHOWN AS "ROAD"

M3 改劃在東涌北公園的土地由「政府、機構或社區」地帶改劃作「休憩用地」地帶
 REZONING OF AN AREA OF THE TUNG CHUNG NORTH PARK FROM "G/I/C" TO "O"

--- 分區計劃大綱圖編號S/I-TCTC/20D的擬議規劃範圍界線
 PROPOSED PLANNING SCHEME BOUNDARY OF OZP No. S/I-TCTC/20D

— 分區計劃大綱圖編號S/I-TCTC/20D的擬議用途地帶界線
 PROPOSED ZONING BOUNDARIES OF OZP No. S/I-TCTC/20D

△100 擬議最高建築物高度（在主水平基準上若干米）
 PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

C 商業 COMMERCIAL	O 休憩用地 OPEN SPACE
R(A) 住宅（甲類） RESIDENTIAL (GROUP A)	OU 其他指定用途 OTHER SPECIFIED USES
G/I/C 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	GB 綠化地帶 GREEN BELT
	PFS 加油站 PETROL FILLING STATION

49 實地照片的觀景點（參閱圖5c）
 VIEWING POINT OF SITE PHOTOS (REFER PLAN 5c)

M1 擬議修訂項目
PROPOSED AMENDMENT ITEMS

本摘要圖於2015年12月8日擬備，
 所根據的資料為測量圖編號9-SE-3D、4C、4D、8B、9A和9B
 EXTRACT PLAN PREPARED ON 8.12.2015
 BASED ON SURVEY SHEETS No. 9-SE-3D, 4C, 4D, 8B, 9A & 9B

平面圖 SITE PLAN

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
 (M項)
 PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
 (ITEM M)

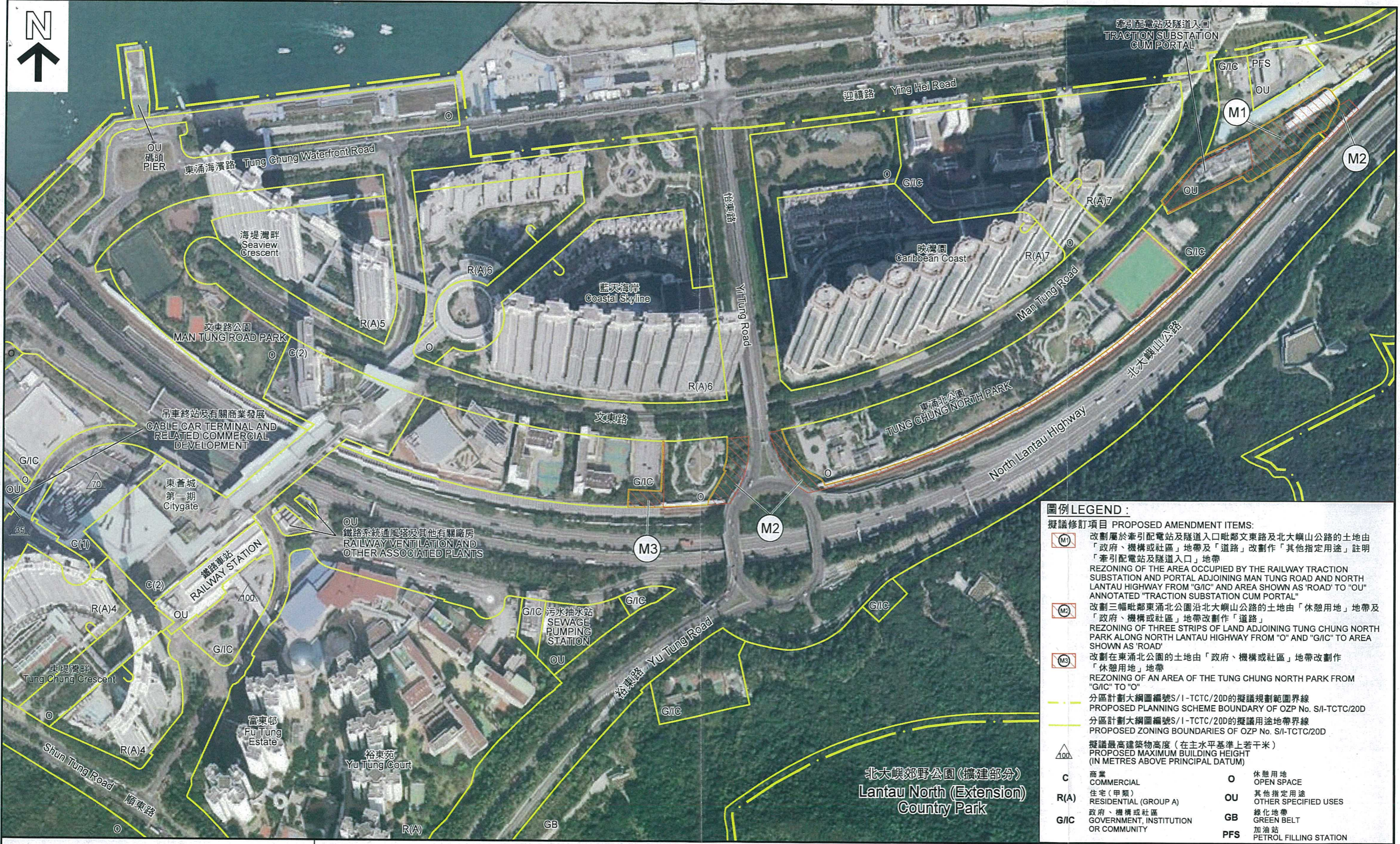
SCALE 1:4 000 比例尺

METRES 100 0 100 200 300 METRES

規劃署
PLANNING DEPARTMENT

參考編號
 REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-5a



圖例 LEGEND :

擬議修訂項目 PROPOSED AMENDMENT ITEMS:

M1 改劃屬於牽引配電站及隧道入口毗鄰文東路及北大嶼山公路的土地由「政府、機構或社區」地帶及「道路」改劃作「其他指定用途」註明「牽引配電站及隧道入口」地帶
 REZONING OF THE AREA OCCUPIED BY THE RAILWAY TRACTION SUBSTATION AND PORTAL ADJOINING MAN TUNG ROAD AND NORTH LANTAU HIGHWAY FROM "G/C" AND AREA SHOWN AS "ROAD" TO "OU" ANNOTATED "TRACTION SUBSTATION CUM PORTAL"

M2 改劃三幅毗鄰東涌北公園沿北大嶼山公路的土地由「休憩用地」地帶及「政府、機構或社區」地帶改劃作「道路」
 REZONING OF THREE STRIPS OF LAND ADJOINING TUNG CHUNG NORTH PARK ALONG NORTH LANTAU HIGHWAY FROM "O" AND "G/C" TO AREA SHOWN AS "ROAD"

M3 改劃在東涌北公園的土地由「政府、機構或社區」地帶改劃作「休憩用地」地帶
 REZONING OF AN AREA OF THE TUNG CHUNG NORTH PARK FROM "G/C" TO "O"

--- 分區計劃大綱圖編號S/I-TCTC/20的擬議規劃範圍界線
 PROPOSED PLANNING SCHEME BOUNDARY OF OZP No. S/I-TCTC/20

--- 分區計劃大綱圖編號S/I-TCTC/20的擬議用途地帶界線
 PROPOSED ZONING BOUNDARIES OF OZP No. S/I-TCTC/20

▲ 擬議最高建築物高度 (在主水平基準上若干米)
 PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

C	商業 COMMERCIAL	O	休憩用地 OPEN SPACE
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	OU	其他指定用途 OTHER SPECIFIED USES
G/C	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	GB	綠化地帶 GREEN BELT
		PFS	加油站 PETROL FILLING STATION

M1 擬議修訂項目
PROPOSED AMENDMENT ITEMS

本摘要圖於2015年12月8日擬備，所根據的資料為地政總署於2015年1月17日拍得的航攝照片編號CW113093
 EXTRACT PLAN PREPARED ON 8.12.2015
 BASED ON AERIAL PHOTO No. CW113093 TAKEN ON 17.1.2015
 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
 (M項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20 (ITEM M)

規劃署
PLANNING DEPARTMENT

參考編號
 REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-5b



位於 5 8 規劃區的「其他指定用途」地帶的界線修定
BOUNDARY ADJUSTMENT TO "OU" ZONE IN PLANNING AREA 58



與 1 8 規劃區及相鄰道路的界線修定
BOUNDARY ADJUSTMENT ADJOINING TO PLANNING AREA 18 AND ROAD

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(M項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEM M)

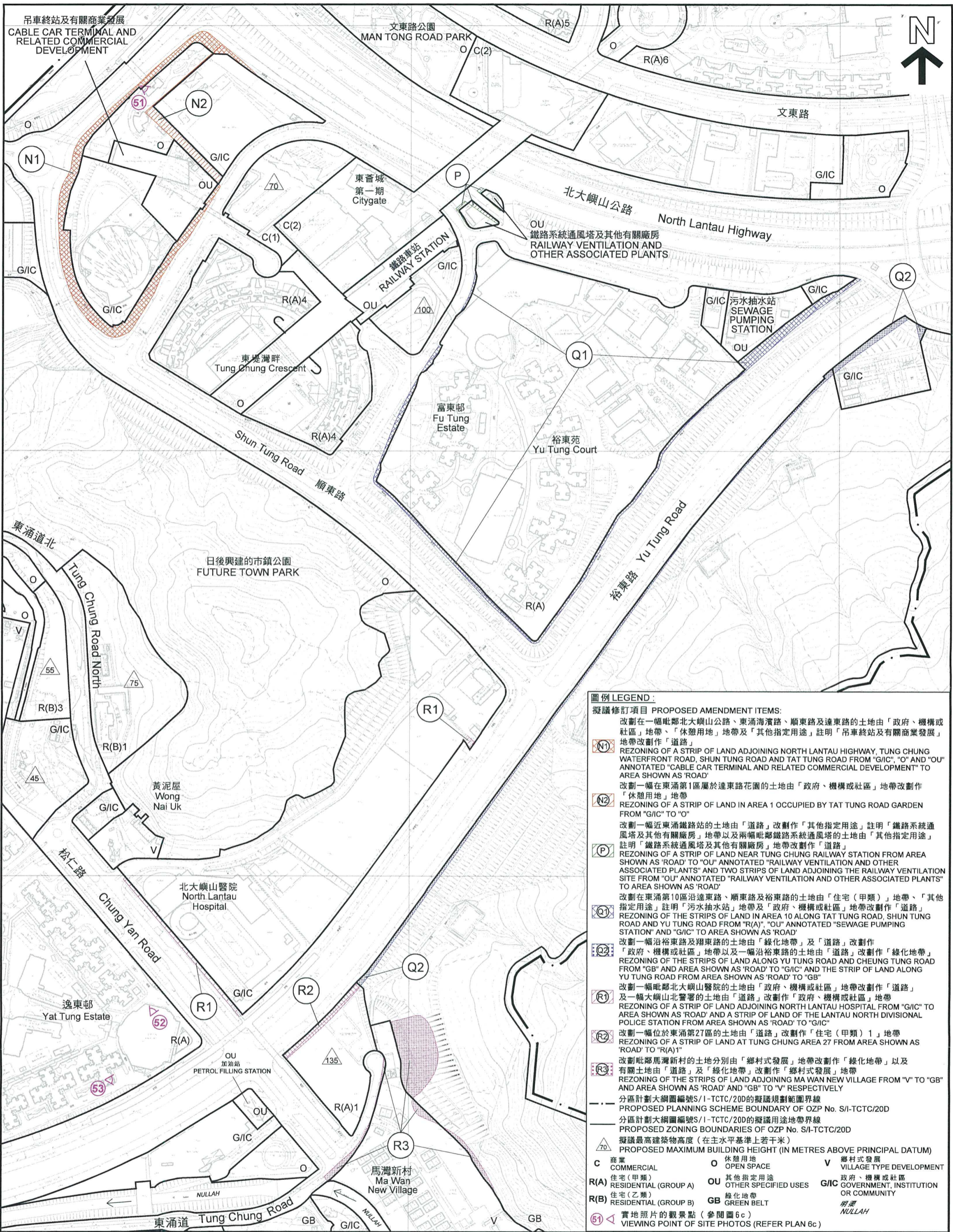
規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-5c

本摘要圖於2015年12月4日擬備，
所根據的資料為攝於2015年11月23日的實地照片
EXTRACT PLAN PREPARED ON 4.12.2015
BASED ON SITE PHOTOS TAKEN ON 23.11.2015



- 圖例 LEGEND:**
- 擬議修訂項目 PROPOSED AMENDMENT ITEMS:**
- (N1)** 改劃在一幅毗鄰北大嶼山公路、東涌海濱路、順東路及達東路的土地由「政府、機構或社區」地帶、「休憩用地」地帶及「其他指定用途」註明「吊車終站及有關商業發展」地帶改劃作「道路」
 - (N2)** 改劃一幅在東涌第1區屬於達東路花園的土地由「政府、機構或社區」地帶改劃作「休憩用地」地帶
 - (P)** 改劃一幅近東涌鐵路站的土地由「道路」改劃作「其他指定用途」註明「鐵路系統通風塔及其他有關廠房」地帶以及兩幅毗鄰鐵路系統通風塔的土地由「其他指定用途」註明「鐵路系統通風塔及其他有關廠房」地帶改劃作「道路」
 - (Q1)** 改劃在東涌第10區沿達東路、順東路及裕東路的土地由「住宅(甲類)」地帶、「其他指定用途」註明「污水抽水站」地帶及「政府、機構或社區」地帶改劃作「道路」
 - (Q2)** 改劃一幅沿裕東路及翔東路的土地由「綠化地帶」及「道路」改劃作「綠化地帶」
 - (R1)** 改劃一幅毗鄰北大嶼山醫院的土地由「政府、機構或社區」地帶改劃作「道路」及一幅北大嶼山北警署的土地由「道路」改劃作「政府、機構或社區」地帶
 - (R2)** 改劃一幅位於東涌第27區的土地由「道路」改劃作「住宅(甲類)1」地帶
 - (R3)** 改劃毗鄰馬灣新村的土地分別由「鄉村式發展」地帶改劃作「綠化地帶」以及有關土地由「道路」及「綠化地帶」改劃作「鄉村式發展」地帶
- 分區計劃大綱圖編號S/I-TCTC/20D的擬議用途地帶界線
 PROPOSED ZONING BOUNDARIES OF OZP No. S/I-TCTC/20D
- 擬議最高建築物高度(在主水平基準上若干米)
 PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- | | | | | | |
|------|--------|--------|--------|------|--------------|
| C | 商業 | O | 休憩用地 | V | 鄉村式發展 |
| R(A) | 住宅(甲類) | OU | 其他指定用途 | G/IC | 政府、機構或社區 |
| R(B) | 住宅(乙類) | GB | 綠化地帶 | | OR COMMUNITY |
| | | NULLAH | 明渠 | | |
- (51)** 實地照片的觀景點(參閱圖6c)
 VIEWING POINT OF SITE PHOTOS (REFER PLAN 6c)

(N1) 擬議修訂項目
 PROPOSED AMENDMENT ITEMS

本摘要圖於2015年12月8日擬備，
 所根據的資料為測量圖編號9-SE-3D、4C、
 8B、8D、9A、9C、13B和14A
 EXTRACT PLAN PREPARED ON 8.12.2015
 BASED ON SURVEY SHEETS No. 9-SE-3D, 4C,
 8B, 8D, 9A, 9C, 13B & 14A

平面圖 SITE PLAN

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
 (N、P、Q及R項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA
 OUTLINE ZONING PLAN No. S/I-TCTC/20
 (ITEMS N, P, Q AND R)

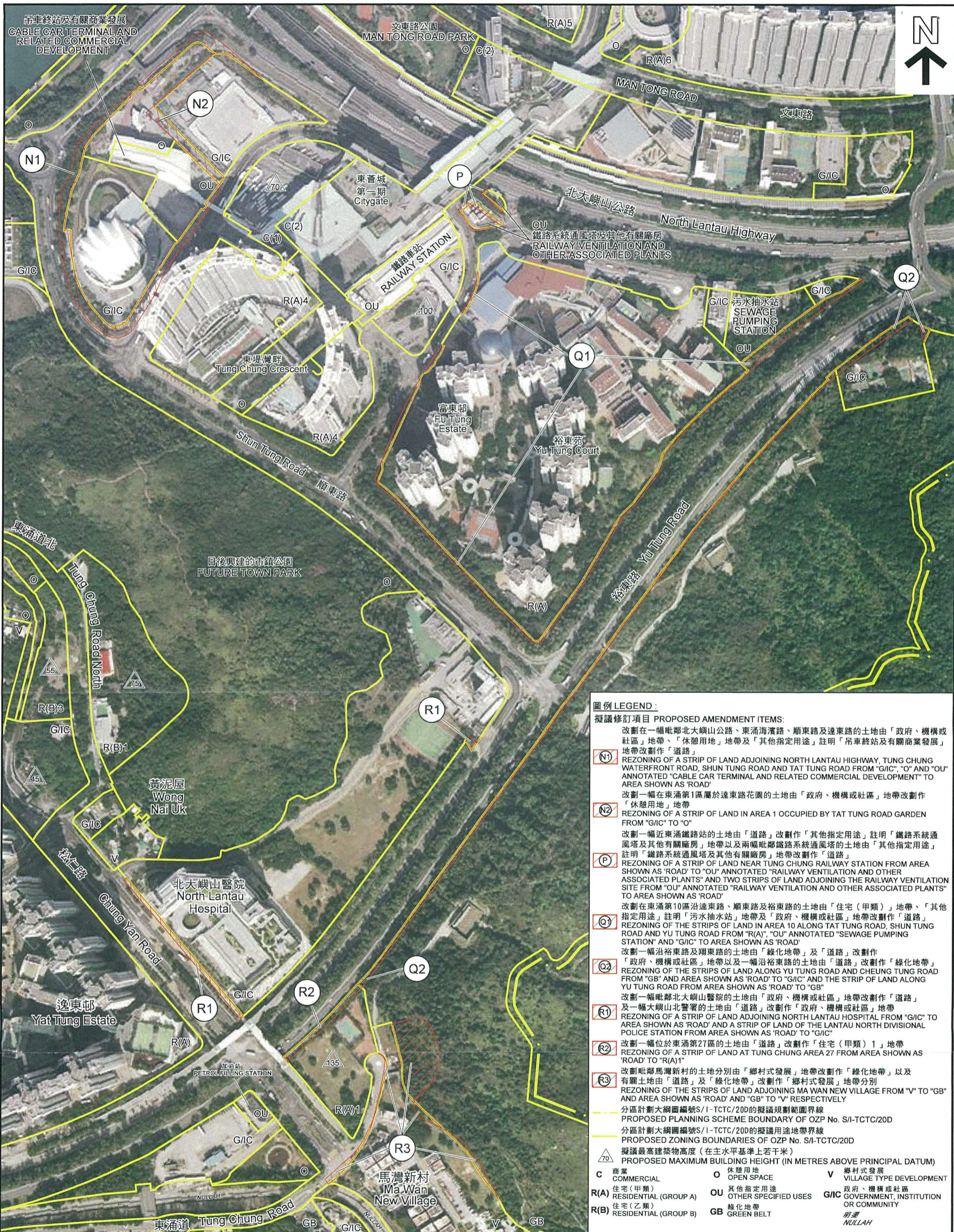
SCALE 1:4 000 比例尺

METRES 100 0 100 200 300 METRES

規劃署
 PLANNING
 DEPARTMENT

參考編號
 REFERENCE No.
M/LI/15/148

圖 PLAN
 TCTC-6a



- 圖例 LEGEND:**
- 擬議修訂項目 PROPOSED AMENDMENT ITEMS:**
- N1** 改劃在一幅毗鄰北大嶼山公路、東涌海濱路、順東路及達東路的土地由「政府、機構或社區」地帶、「休憩用地」地帶及「其他指定用途」註明「吊車站及有關商業發展」地帶改劃作「道路」
REZONING OF A STRIP OF LAND ADJOINING NORTH LANTAU HIGHWAY, TUNG CHUNG WATERFRONT ROAD, SHUN TUNG ROAD AND TAT TUNG ROAD FROM "G/I/C", "O" AND "OU" ANNOTATED "CABLE CAR TERMINAL AND RELATED COMMERCIAL DEVELOPMENT" TO AREA SHOWN AS "ROAD"
 - N2** 改劃一幅在東涌第1區屬於達東路花園的土地由「政府、機構或社區」地帶改劃作「休憩用地」地帶
REZONING OF A STRIP OF LAND IN AREA 1 OCCUPIED BY TAT TUNG ROAD GARDEN FROM "G/I/C" TO "O"
 - P** 改劃一幅近東涌鐵路站的土地由「道路」改劃作「其他指定用途」註明「鐵路系統通風塔及其他有關廠房」地帶以及兩幅毗鄰鐵路系統通風塔的土地由「其他指定用途」註明「鐵路系統通風塔及其他有關廠房」地帶改劃作「道路」
REZONING OF A STRIP OF LAND NEAR TUNG CHUNG RAILWAY STATION FROM AREA SHOWN AS "ROAD" TO "OU" ANNOTATED "RAILWAY VENTILATION AND OTHER ASSOCIATED PLANTS" AND TWO STRIPS OF LAND ADJOINING THE RAILWAY VENTILATION SITE FROM "OU" ANNOTATED "RAILWAY VENTILATION AND OTHER ASSOCIATED PLANTS" TO AREA SHOWN AS "ROAD"
 - Q1** 改劃在東涌第10區沿達東路、順東路及裕東路的土地由「住宅（甲類）」地帶、「其他指定用途」註明「污水抽水站」地帶及「政府、機構或社區」地帶改劃作「道路」
REZONING OF THE STRIPS OF LAND IN AREA 10 ALONG TAT TUNG ROAD, SHUN TUNG ROAD AND YU TUNG ROAD FROM "R(A)", "OU" ANNOTATED "SEWAGE PUMPING STATION" AND "G/I/C" TO AREA SHOWN AS "ROAD"
 - Q2** 改劃一幅沿裕東路及翔東路的土地由「綠化地帶」及「道路」改劃作「政府、機構或社區」地帶以及一幅沿裕東路的土地由「道路」改劃作「綠化地帶」
REZONING OF THE STRIPS OF LAND ALONG YU TUNG ROAD AND CHEUNG TUNG ROAD FROM "GB" AND AREA SHOWN AS "ROAD" TO "G/I/C" AND THE STRIP OF LAND ALONG YU TUNG ROAD FROM AREA SHOWN AS "ROAD" TO "GB"
 - R1** 改劃一幅毗鄰北大嶼山醫院的土地由「政府、機構或社區」地帶改劃作「道路」及一幅北大嶼山北警署的土地由「道路」改劃作「政府、機構或社區」地帶
REZONING OF A STRIP OF LAND ADJOINING NORTH LANTAU HOSPITAL FROM "G/I/C" TO AREA SHOWN AS "ROAD" AND A STRIP OF LAND OF THE LANTAU NORTH DIVISIONAL POLICE STATION FROM AREA SHOWN AS "ROAD" TO "G/I/C"
 - R2** 改劃一幅位於東涌第27區的土地由「道路」改劃作「住宅（甲類）1」地帶
REZONING OF A STRIP OF LAND AT TUNG CHUNG AREA 27 FROM AREA SHOWN AS "ROAD" TO "R(A)1"
 - R3** 改劃毗鄰馬灣新村的土地分別由「鄉村式發展」地帶改劃作「綠化地帶」以及有關土地由「道路」及「綠化地帶」改劃作「鄉村式發展」地帶分別
REZONING OF THE STRIPS OF LAND ADJOINING MA WAN NEW VILLAGE FROM "V" TO "GB" AND AREA SHOWN AS "ROAD" AND "GB" TO "V" RESPECTIVELY
- 分區計劃大綱圖編號 S/I-TCTC/20D 的擬議規劃範圍界線
PROPOSED PLANNING SCHEME BOUNDARY OF OZP No. S/I-TCTC/20D
- 分區計劃大綱圖編號 S/I-TCTC/20D 的擬議用途地帶界線
PROPOSED ZONING BOUNDARIES OF OZP No. S/I-TCTC/20D
- 擬議最高建築物高度（在主水平基準上若干米）
PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- | | | |
|---|--|---|
| C 商業
COMMERCIAL | O 休憩用地
OPEN SPACE | V 鄉村式發展
VILLAGE TYPE DEVELOPMENT |
| R(A) 住宅（甲類）
RESIDENTIAL (GROUP A) | OU 其他指定用途
OTHER SPECIFIED USES | G/I/C 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY |
| R(B) 住宅（乙類）
RESIDENTIAL (GROUP B) | GB 綠化地帶
GREEN BELT | 明渠
NULLAH |

N1 擬議修訂項目
PROPOSED AMENDMENT ITEMS

本摘要圖於2015年12月8日擬備，所根據的資料為地政總署於2015年1月17日拍得的航攝照片編號CW113093
EXTRACT PLAN PREPARED ON 8.12.2015 BASED ON AERIAL PHOTO No. CW113093 TAKEN ON 17.1.2015 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(N、P、Q及R項)
PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20 (ITEMS N, P, Q AND R)

**規劃署
PLANNING
DEPARTMENT**

參考編號
REFERENCE No.
M/LI/15/148

**圖 PLAN
TCTC-6b**

擬議修訂項目 N 1 及 N 2
PROPOSED AMENDMENT ITEMS N1 AND N2

觀景點 VIEWING POINT 51



1、2 及 3 B 規劃區的界線修定
BOUNDARY ADJUSTMENT TO PLANNING AREAS 1, 2 AND 3B

擬議修訂項目 R 1
PROPOSED AMENDMENT ITEM R1

觀景點 VIEWING POINT 52



北大嶼山醫院的界線修定
BOUNDARY ADJUSTMENT TO NORTH LANTAU HOSPITAL

擬議修訂項目 Q 1、R 2 及 R 3
PROPOSED AMENDMENT ITEMS Q1, R2 AND R3

觀景點
VIEWING POINT 53



與 27 規劃區及相鄰馬灣新村的界線修定
BOUNDARY ADJUSTMENT ADJOINING TO
PLANNING AREA 27 AND MA WAN NEW VILLAGE

圖例 LEGEND

- 規劃區界線 (只作識別用)
- BOUNDARY OF PLANNING AREA (FOR IDENTIFICATION PURPOSE ONLY)

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
(N、Q及R項)

PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20
(ITEMS N, Q AND R)

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-6c

本摘要圖於2015年12月4日擬備，
所根據的資料為攝於2015年11月19日及23日的實地照片
EXTRACT PLAN PREPARED ON 4.12.2015
BASED ON SITE PHOTOS TAKEN ON 19.11.2015 AND 23.11.2015

觀景點 VIEWING POINT 54



赤鱸角新村
CHEK LAP KOK NEW VILLAGE (SAN TSUEN)

觀景點 VIEWING POINT 55



山下(霸尾)村
SHAN HA (PA MEI) VILLAGE

觀景點 VIEWING POINT 56



黃泥屋村
WONG NAI (NEI) UK VILLAGE

觀景點 VIEWING POINT 57



馬灣涌村
MA WAN CHUNG VILLAGE

觀景點 VIEWING POINT 58



認可的鄉村
RECONGNIZED VILLAGES

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20

本摘要圖於2015年12月8日擬備，
所根據的資料為攝於2015年11月18日及23日的實地照片
EXTRACT PLAN PREPARED ON 8.12.2015
BASED ON SITE PHOTOS TAKEN ON 18.11.2015 AND 23.11.2015

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-7a

觀景點 VIEWING POINT 59



上嶺皮村
SHEUNG LING PEI VILLAGE

觀景點 VIEWING POINT 60



下嶺皮村
HA LING PEI VILLAGE

觀景點 VIEWING POINT 61



黃家圍村
WONG KA WAI VILLAGE

觀景點 VIEWING POINT 62



龍井頭村
LUNG TSENG TAU VILLAGE

認可的鄉村
RECONGNIZED VILLAGES

觀景點 VIEWING POINT 63



位於馬灣涌範圍的現有鄉村羣
EXISTING VILLAGE CLUSTER IN MA WAN CHUNG AREA

觀景點 VIEWING POINT 64



馬灣新村
MA WAN NEW VILLAGE

其他的鄉村
OTHER VILLAGES

實地照片 SITE PHOTOS

東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/20 的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/20

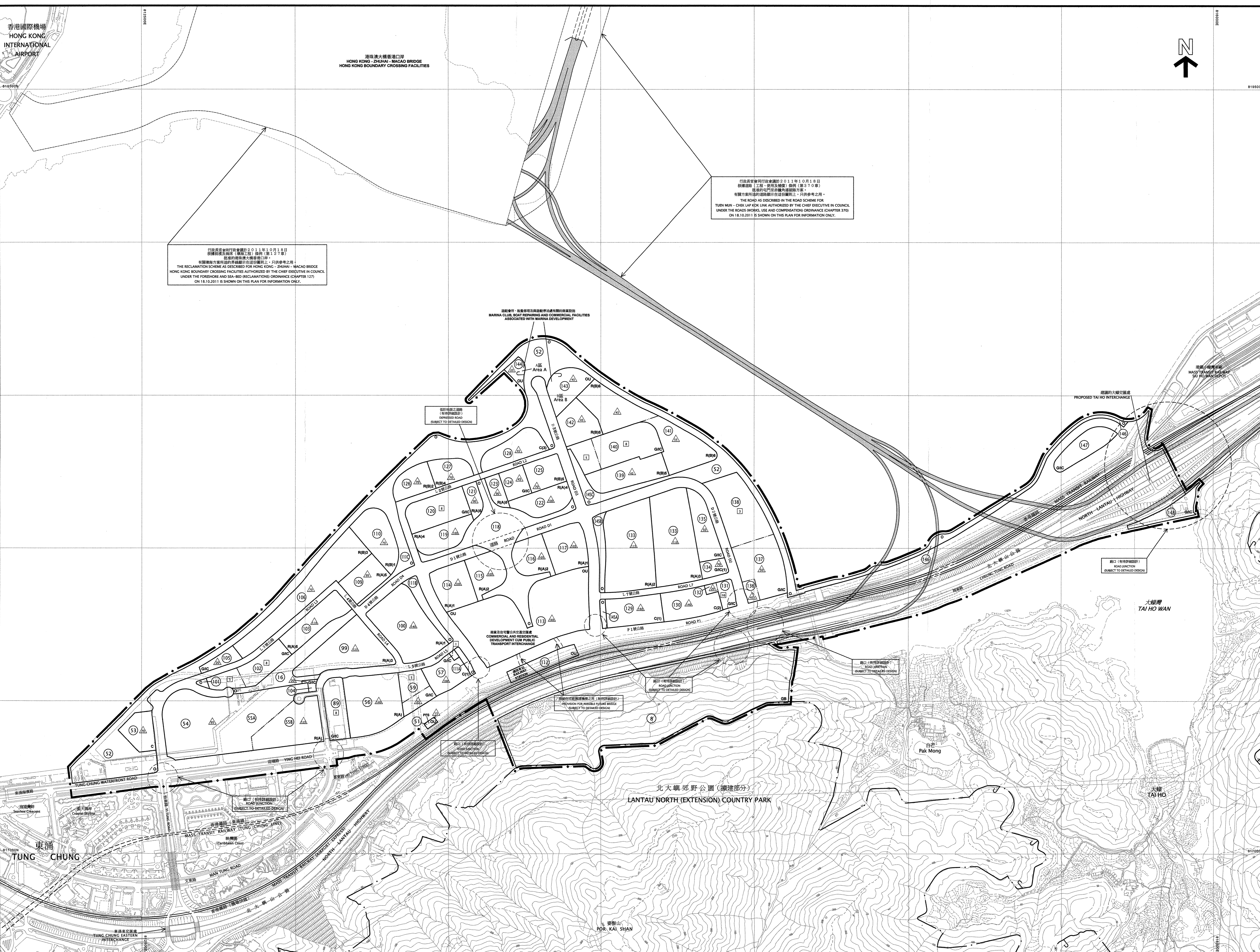
本摘要圖於2015年12月4日擬備，
所根據的資料為攝於2015年11月18日及23日的實地照片
EXTRACT PLAN PREPARED ON 4.12.2015
BASED ON SITE PHOTOS TAKEN ON 18.11.2015 AND 23.11.2015

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/148

圖 PLAN
TCTC-7b



行政局會同行政會議於2011年10月18日
根據《填海條例》(第127章) 條例(第127章)
有關填海方案所設的岸線是在這範圍內, 只供參考之用。
THE RECLAMATION SCHEME AS DESCRIBED FOR HONG KONG - ZHUHAI - MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL
UNDER THE FORESHORE AND SEA-BED RECLAMATIONS ORDINANCE (CHAPTER 127)
ON 18.10.2011 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.

行政局會同行政會議於2011年10月18日
根據《填海條例》(第127章) 條例(第127章)
有關填海方案所設的岸線是在這範圍內, 只供參考之用。
THE ROAD AS DESCRIBED IN THE ROAD SCHEME FOR
TUEN MUN - CHEK LAP KOK LINK AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL
UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)
ON 18.10.2011 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.

圖例
NOTATION

- ZONES**
- COMMERCIAL C 商業
 - RESIDENTIAL (GROUP A) R(A) 住宅(甲類)
 - RESIDENTIAL (GROUP B) R(B) 住宅(乙類)
 - GOVERNMENT, INSTITUTION OR COMMUNITY GIC 政府、機構或社區
 - OPEN SPACE O 休憩用地
 - OTHER SPECIFIED USES OU 其他指定用途
 - GREEN BELT GB 綠化地帶
- COMMUNICATIONS**
- RAILWAY AND STATION 鐵路及車站
 - RAILWAY AND STATION (UNDERGROUND) 鐵路及車站(地下)
 - MAJOR ROAD AND JUNCTION 主要道路及路口
 - ELEVATED ROAD 高架道路
- MISCELLANEOUS**
- BOUNDARY OF PLANNING SCHEME 規劃範圍界線
 - PLANNING AREA NUMBER 8 規劃區編號
 - BOUNDARY OF COUNTRY PARK 郊野公園界線
 - BUILDING HEIGHT CONTROL ZONE BOUNDARY 建築物高度管制區界線
 - MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) 70 最高建築物高度(在主水平基準上若干米)
 - MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS) 8 最高建築物高度(樓層數目)

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	7.38	3.41	商業
RESIDENTIAL (GROUP A)	42.03	19.40	住宅(甲類)
RESIDENTIAL (GROUP B)	17.00	7.85	住宅(乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	21.47	9.91	政府、機構或社區
OPEN SPACE	27.12	12.52	休憩用地
OTHER SPECIFIED USES	10.81	4.99	其他指定用途
GREEN BELT	20.32	9.38	綠化地帶
MAJOR ROAD ETC.	70.54	32.54	主要道路等
TOTAL PLANNING SCHEME AREA	216.67	100.00	規劃範圍總面積

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

按照城市規劃條例第5條展示的
草圖
DRAFT PLAN EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

SECRETARY
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的東涌擴展區分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TUNG CHUNG EXTENSION AREA - OUTLINE ZONING PLAN

SCALE 1:5,000 比例尺

0 200 400 600 800 METRES

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

圖則編號
PLAN No. **S11-TCE/C**

DRAFT TUNG CHUNG EXTENSION AREA
OUTLINE ZONING PLAN NO. S/I-TCE/C

(Being a Draft 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.
- (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 stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (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:

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 planning 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.

**DRAFT TUNG CHUNG EXTENSION AREA
OUTLINE ZONING PLAN NO. S/I-TCE/C**

Schedule of Uses

	<u>Page</u>
COMMERCIAL	1
RESIDENTIAL (GROUP A)	3
RESIDENTIAL (GROUP B)	6
GOVERNMENT, INSTITUTION OR COMMUNITY	9
OPEN SPACE	11
OTHER SPECIFIED USES	12
GREEN BELT	17

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office 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 Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.

(Please see next page)

COMMERCIAL (Cont'd)Remarks

- (a) On land designated "C", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5, or the plot ratio of the existing building, whichever is the greater.
- (b) On land designated "C(1)" to "C(3)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
C(1)	9.5
C(2)	9
C(3)	3

- (c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (d) In determining the relevant maximum plot ratio for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) to (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Vehicle Park (for cycles only) Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (not elsewhere specified, excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (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

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (a) On land designated "R(A)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 5, or the plot ratio of the existing building, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

- (b) On land designated “R(A)1” to “R(A)5”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
R(A)1	6.9
R(A)2	6.5
R(A)3	6.4
R(A)4	5.9
R(A)5	5.4

- (c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (d) In determining the relevant maximum plot ratio for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities as required by the Government may be disregarded.
- (e) On land designated “R(A)3”, any floor space that is constructed or intended for use solely as public transport terminus may be disregarded.
- (f) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) to (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose- designed building only) Utility Installation for Private Project	Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances 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 Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility Training Centre

(Please see next page)

RESIDENTIAL (GROUP B) (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
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On land designated “R(B)1”, “R(B)2”, “R(B)4” and “R(B)5”, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
School (Kindergarten only)
Shop and Services

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted with or without application to the Town Planning Board.

Remarks

- (a) On land designated “R(B)1” to “R(B)6”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
R(B)1	3.9
R(B)2	3.8
R(B)3	3.5
R(B)4	3.4
R(B)5	2.8
R(B)6	2.5

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (c) In determining the relevant maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Flat (Government Staff Quarters only, on land designated "G/IC(1)" only) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat (not elsewhere specified) Funeral Facility Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project

Planning Intention

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

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) In determining the relevant maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Public Vehicle Park (for cycles only) Sitting Out Area	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (not elsewhere specified, excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

OTHER SPECIFIED USES

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

For "Petrol Filling Station" Only

Petrol Filling Station

Planning Intention

This zone is intended for the development of petrol filling station.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

For "Railway Station" Only

Railway Station	Government Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/ or Other structure above Ground Level other than Entrances	Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is intended for the development of the Mass Transit Railway Station.

(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 “Commercial and Residential Development cum Public Transport Interchange” Only</u>	
<p>Ambulance Depot Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office 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 Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project</p>	<p>Broadcasting, Television and/or Film Studio Commercial Bathhouse/Massage Establishment Petrol Filling Station</p>

(Please see next page)

OTHER SPECIFIED USES (Cont'd)For "Commercial and Residential Development cum Public Transport Interchange" Only
(Cont'd)Planning Intention

This zone is intended for an integrated development for commercial and residential uses cum public transport interchange with the provision of open space and Government, institution or community facilities. The commercial developments may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business / financial centre and regional and district commercial / shopping centre.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 8.8, or the plot ratio of the existing building, whichever is the greater.
- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (c) In determining the relevant maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities and public transport terminus as required by the Government may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(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
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For "Marina Club, Boat Repairing and Commercial Facilities associated with Marina Development" Only

Boat Repairing (Area A only) Eating Place Marina Club Shop and Services	Hotel Government Refuse Collection Point Government Use (not elsewhere specified) Office Place of Entertainment Place of Recreation, Sports or Culture Public Utility Installation Recyclable Collection Centre
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Planning Intention

This zone is primarily intended for the development of a marina club with boat repairing and commercial facilities associated with the marina development.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
Area A	1
Area B	3

- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

- (c) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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
Agricultural Use Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to preserve the existing topography and natural vegetation at the fringe of the new town as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

**DRAFT TUNG CHUNG EXTENSION AREA
OUTLINE ZONING PLAN NO. S/I-TCE/C**

EXPLANATORY STATEMENT

**DRAFT TUNG CHUNG EXTENSION AREA
OUTLINE ZONING PLAN NO. S/I-TCE/C**

EXPLANATORY STATEMENT

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**DRAFT TUNG CHUNG EXTENSION AREA
OUTLINE ZONING PLAN NO. S/I-TCE/C**

(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 Tung Chung Extension Area Outline Zoning Plan (OZP) No. S/I-TCE/C. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land use zonings on the Plan.

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

On 24 April 2015, under the power delegated by the Chief Executive, the Secretary for Development, directed the Board, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare an OZP for the Tung Chung Extension area. On XX January 2016, the draft Tung Chung Extension Area OZP No. S/I-TCE/1 (the Plan) was exhibited for public inspection under section 5 of the Ordinance.

3. **OBJECT OF THE PLAN**

3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment within the Planning Scheme Area (the Area) can be put under statutory planning control. Such control is necessary to develop Tung Chung Extension Area as part of the balanced community of Tung Chung New Town. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.

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

3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or for garden, slope maintenance and access road purposes, are included in the zones. The general principle is that such areas should not be

taken into account in plot ratio and site coverage calculation. Development within zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Tung Chung area and not to overload the road network in this area. The land use zones may also include local open space and internal access and/or emergency vehicular access within and serving the sites. These areas are to be excluded in determining the net site area for the purpose of plot ratio (PR) and/or gross floor area (GFA) calculation.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Area, covering a total area of about 216.67 hectares (ha), is located on the northshore of Lantau Island to the southeast of the Hong Kong International Airport (HKIA) at Chek Lap Kok, to the south of the artificial island of the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB), and to the northwest of Tai Ho. The Area is planned as an extension area of the Tung Chung New Town from its existing town centre area. It consists of the existing Area 52 to Area 56 to the north of Ying Hei Road, the reclamation area of the New Town extension (about 120.5 ha) and the reclamation area for the planned Road P1 (Tung Chung – Tai Ho Section) (about 8.6 ha) connecting the Area with the existing town centre area and North Lantau Highway (NLH). Mass Transit Railway (MTR) Siu Ho Wan Depot is located to the southeast and the Lantau North (Extension) Country Park is to its south. The Tuen Mun-Chek Lap Lok Link (TM-CLKL) connecting the HKBCF of HZMB with NLH is located to the east of the Area.
- 5.2 The Area is separated from the artificial island of HKBCF of HZMB by a water channel of about 390m wide. NLH and the MTR Airport Express (AE) and Tung Chung Line (TCL) pass through the southern part of the Area to link with the town centre area and the airport island. According to the Recommended Outline Development Plan (RODP) formulated under the Tung Chung New Town Extension Study (the Tung Chung Study), a planned railway station in Area 112 is located along TCL connecting to Tung Chung Railway Station and Sunny Bay Railway Station.

- 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 Tung Chung and technical guidance on foundation works are available from the Civil Engineering Library and the website of the Civil Engineering and Development Department (CEDD).
- 5.4 The boundary of the Area is shown in a heavy broken line on the Plan. For planning and reference purposes, the Area has been divided into a number of smaller planning areas as shown on the Plan.

6. POPULATION

There is currently no population in the Area as no development has been completed yet for population intake. The planned population in the Area is about 147,200.

7. PLANNING DESIGN CONCEPT AND FEATURES

- 7.1 The Tung Chung Study was jointly commissioned by CEDD and the Planning Department, with the overall objective to extend Tung Chung into a distinct community and propose a development plan which can meet housing, social, economic, environmental and local needs. Three stages of public engagement were conducted and a RODP on future land uses of the proposed New Town extension in Tung Chung East (TCE) and Tung Chung West (TCW) has been formulated under the Tung Chung Study. TCE New Town extension area falls within the Area and the detailed land uses in the Area are designated on the basis of the RODP with the following design concepts and features relevant to the Area (**Figures 2 to 7**) and taken into account other relevant planning considerations:

Optimization of Development Potential of Tung Chung New Town (**Figure 2**)

- 7.1.1 One of the objectives of the Tung Chung New Town extension is to meet housing and other development needs of the territory. As such, development potential of the New Town extension has been optimized, taking into account various constraints and considerations, including the Airport Height Restriction (AHR) and urban design concept. TCE will be served by a new railway station on TCL. To capitalize on the enhanced accessibility to mass public transport, the sites within 500m walking catchment of the proposed railway station will have higher PRs which are in line with the Transport Oriented Development concept to encourage the use of rail mode transport and to take advantage of the convenient public transportation network. A “Metro Core Area” is proposed to function as the key centre for the entire TCE and a total PR of 8.8 is proposed. The “Metro Core Area” (Area 113) will be developed as an integrated development with housing, office and retail facilities. A public transport interchange (PTI) is planned at the “Metro

Core Area” to provide convenient transfer with other modes of public transport. Residential sites in Areas 99, 100, 114 to 117 and 133 (with PRs from 6.4 to 6.9) and commercial sites in Areas 57, 129 and 130 (with PRs from 9 to 9.5) are also high-density developments within the 500m catchment of the planned TCE railway station and the PTI. Other sites will have PRs and building heights (BHs) descending from the “Metro Core Area” towards the waterfront.

Gateway to the New Town

- 7.1.2 As part of the Tung Chung New Town extension, the Area is located at a prominent location which is connected with major infrastructures such as HKIA, HKBCF of HZMB, TM-CLKL, NLH, and MTR AE and TCL. The Area has an opportunity to create an inspiring and lasting image that represents the city’s urban identity to the world. Located strategically along the North Lantau Coast, the Area is endowed with an extensive coastline that will be highly visible from HKIA, as well as HKBCF and TM-CLKL. Developments along the waterfront including the post-secondary institution in Area 137 and sports ground in Area 138 would have opportunities for adopting creative architectural design that helps establishing a unique and memorable character at the gateway of the Tung Chung New Town to be enjoyed by residents and visitors.

Regional Commercial Hub (Figure 3)

- 7.1.3 The proposed commercial developments in TCE and the North Commercial District (NCD) in HKIA have been planned to be complementary with each other. With a comparative advantage due to its good accessibility to the city centre and proximity to the residential developments, TCE provides an opportunity for the development of a regional office node with a GFA of about 500,000m² for office use at the “Metro Core Area” and its adjoining area.
- 7.1.4 About 163,300m² GFA will be provided for regional retail uses and 113,700m² GFA for local retail uses in the Area. Capitalizing on the opportunities from a proposed marina at the waterfront, a hotel in Area 128 with a GFA of about 50,000m² (about 1,000 rooms) with retail, dining and tourism-associated facilities is to be provided.

Building Height Strategy (Figures 2 and 5)

- 7.1.5 The BH for the developments within the Area is subject to the gazetted Airport Height Restriction Plan (AHRP) and any potential amendments to the gazetted AHRP related to the development of the HKIA in the Expansion of HKIA into a Three Runway System Project. No part of building or buildings or other structure or equipment erected or to be erected within the Area (or any addition or fitting to such building or buildings or structure or equipment) shall exceed the “restricted height” prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301), usually referred to as Airport Height Restriction

(AHR), or any amendment thereto.

- 7.1.6 Stepped BH profile is adopted by which BHs are gradually reduced from the mountain backdrop in the south to the waterfront area in the north. This creates a distinctive outline of a varied urban environment as well as respecting the current setting of the mountain and the sea.

Breezeways and View Corridors (Figures 2 and 6)

- 7.1.7 Assessments on air ventilation and visual impact have been conducted in the Tung Chung Study. Non-building areas (NBAs) are planned to serve as breezeways taken account of prevailing wind to improve air circulation and/or to provide major view corridors from the hillside to the sea area to the north. They are strategically placed in order to create a comprehensive breezeway system to promote better air ventilation and urban climate. The breezeways incorporate opportunities to provide views to the mountain backdrop and the sea from various nodes and open spaces within the Area. Detailed restrictions of NBAs for individual sites will be set out in the departmental Outline Development Plan (ODP) to be prepared.

Comprehensive Connectivity (Figure 4)

- 7.1.8 A new railway station at TCE is proposed to serve the New Town extension. A section of Road P1 connecting the Area with NLH will be constructed to provide external highway connection. A comprehensive road network has been designed within the Area to connect the residential sites, commercial sites and Government, institution or community (GIC) facilities. PTIs will be provided to facilitate convenient transfer of various transport modes and enhancement of internal circulation. Comprehensive pedestrian network incorporated into the Linear Park system in the Area will link up the “Metro Core Area” and other residential sites with the waterfront, the town centre area and all the key public facilities and activity nodes such as the waterfront parks and marina. Cycling networks are also provided along major roads and the waterfront promenade in the Area to encourage the use of cycling. These measures would reduce the demand for vehicles and thus reduce greenhouse gas emissions.

Landscape Framework (Figure 7)

- 7.1.9 The landscape framework is designed to co-ordinate the proposed streetscapes, open space system, Central Green and waterfront promenade to create strong linkages within the Area with the town centre area. The Central Green is designed to form the focus of the landscape framework for the Area to provide a signature, high quality open space corridor through the heart of the development and is accessible to all. To provide a continuous pedestrian thoroughfare all the way from the railway station to the waterfront, the section of road running across the Central Green will be provided as a depressed road

underneath the Central Green. The open space system is designated along the major wind paths. As part of a comprehensive circulation strategy, the Linear Parks perform as both open space amenities and pedestrian routes. Distinctive urban design features such as the public plaza in the “Metro Core Area” and focal points/cultural plaza at the waterfront promenade are incorporated to serve as activity nodes and event venues.

Vibrant Waterfront and Streets (Figures 2, 3 and 4)

7.1.10 A marina, hotel and associated commercial developments are located near the waterfront to enhance vibrancy. Local retail uses are planned along the Linear Parks and the main streets forming key pedestrian spines and activities corridors. They are intended to create street vibrancy and enhance the activities on the ground floor and provide opportunities for local residents to open up small business, and to create a generous spatial experience where retail and dining are combined with the open spaces for recreation and leisure. It is proposed that some commercial uses including shop and services and eating place are to be provided at the frontage of residential sites along pedestrian corridors and green walkways to encourage street life and to provide local commercial facilities serving the residents.

Environmental and Ecological Considerations

7.1.11 There are several major infrastructures in the close proximity of the Area including HKIA, TM-CLKL, NLH etc. which impose environmental constraints in particular noise impact on the developments in the Area. To optimize the development potential in the Area, “Government, Institution or Community” (“G/IC”) and “Commercial” (“C”) zones are carefully planned to help alleviate the noise impact. The commercial developments in Areas 57, 113, 129 and 130 should provide noise screen from railway and road traffic noise from TCL and NLH. Timely implementation of these commercial developments should be required to facilitate the residential developments planned to the further north within the Area. While noise barriers may need to be provided in some sections of roads, appropriate layout design including provision of set back and non-sensitive building may be applied on individual sites in detailed design stage of the respective development. The possibility of using new road surfacing material with considerable traffic noise reduction capability may be explored when test results on its application in Hong Kong are available.

7.1.12 The proposed reclamation at TCE and Road P1 (Tung Chung – Tai Ho Section) has avoided encroachment on waters with high ecological value as well as Tai Ho Inlet. The footprint of the proposed reclamation is at the location among the lowest use by Chinese White Dolphin in North Lantau waters and is not found to be important for other marine fauna of conservation importance. By adopting non-dredged method for the reclamation, the disturbance of seabed sediments will be greatly reduced

and the water quality impacts caused by suspended solid or sediment plumes will be minimized.

8. LAND USE ZONINGS

8.1 “Commercial” (“C”) : Total Area 7.38 ha

8.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.

8.1.2 There are five sites zoned “C”. Area 53 to the north of Tung Chung Waterfront Road is zoned “C” and planned for hotel development to take advantage of the scenic views towards HKIA and HKBCF. Development and redevelopment within the “C” zone are subject to a maximum PR of 5 and a maximum BH of 70mPD.

8.1.3 Being in close proximity to the planned TCE railway station and with good linkages to other areas of the Area, Areas 57 and 129 are zoned “C(1)” and Area 130 is zoned “C(2)”. These sites together with the commercial uses to be provided within the “Metro Core Area” (Area 113) are intended to form a commercial belt along NLH, providing regional office/retail facilities and functioning as a major office node in North Lantau. To capitalize on the extensive view of the waterfront, Area 128 is zoned “C(3)” for hotel development to create a vibrant waterfront. Development and redevelopment within “C(1)”, “C(2)” and “C(3)” zones are subject to maximum PRs of 9.5, 9 and 3 and maximum BHs of 160mPD, 140mPD and 45mPD respectively.

8.1.4 In determining the relevant maximum PR, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

8.1.5 Based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR and/or BH restrictions may be considered by the Board on application under section 16 of the Ordinance.

8.2 “Residential (Group A)” (“R(A)”) : Total Area 42.03 ha

8.2.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. It covers land reserved for both public and private housing developments.

- 8.2.2 Four sites in Areas 54, 55A, 55B and 56 to the north of Ying Hei Road are zoned “R(A)”. Development and redevelopment within these sites are subject to a maximum domestic PR of 5 and maximum BHs ranging from 90mPD to 140mPD.
- 8.2.3 Areas 99, 100, 103, 109, 114 to 117, 119, 121 to 123 and 133 are zoned “R(A)1” to “R(A)5”. Development and redevelopment within “R(A)1”, “R(A)2”, “R(A)3”, “R(A)4” and “R(A)5” zones are subject to maximum PRs of 6.9, 6.5, 6.4, 5.9 and 5.4 respectively and maximum BHs ranging from 90mPD to 140mPD. A kindergarten each with GFA of 642m² consisting of not less than 6 classrooms shall be provided in Areas 99, 100, 114, 117, 122 and 133. For sites located along the Linear Parks, pedestrian corridors and/or adjacent to the Central Green, shop and services and eating place uses are encouraged to be provided along the site boundary fronting the pedestrian corridor/open space to encourage street life, and to provide local commercial uses serving the residents. Various commercial, educational, community, social welfare and recreational facilities may be included in the development of “R(A)” and “R(A)” sub-zones. PTIs of GFA of not less than 3,000m² each are to be provided in Areas 99 (“R(A)3”) and 133 (“R(A)3”).
- 8.2.4 In determining the relevant maximum PR, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as GIC facilities as required by the Government may be disregarded.
- 8.2.5 On land designated “R(A)3”, any floor space that is constructed or intended for use solely as public transport terminus may be disregarded.
- 8.2.6 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR and/or BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 8.3 “Residential (Group B)” (“R(B)”) : Total Area 17.00 ha
- 8.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted with or without application to the Town Planning Board.
- 8.3.2 Areas 106, 110, 125 to 127, 139, 141 and 142 are zoned “R(B)1” to “R(B)6”. Development and redevelopment within “R(B)1”, “R(B)2”, “R(B)3”, “R(B)4”, “R(B)5” and “R(B)6” zones are subject to maximum

PRs of 3.9, 3.8, 3.5, 3.4, 2.8 and 2.5 respectively and maximum BHs ranging from 45mPD to 70mPD. A kindergarten each with GFA of 642m² consisting of not less than 6 classrooms shall be provided in Areas 139 and 142. For sites located along the Linear Parks, pedestrian corridors and/or the waterfront promenade, shop and services and eating place uses are encouraged to be provided along the site boundary fronting the pedestrian corridor / open space to encourage street life, and to provide local commercial uses serving the residents. As such, limited commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building within the “R(B)1”, “R(B)2”, “R(B)4” and “R(B)5” zones.

- 8.3.3 In determining the relevant maximum PR, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- 8.3.4 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR and/or BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

8.4 “Government, Institution or Community” (“G/IC”) : Total Area 21.47 ha

- 8.4.1 This zone is intended 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, organizations providing social services to meet community needs, and other institutional establishments. The overall GIC facilities provision in Tung Chung New Town is planned in a holistic manner on the basis of the HKPSG and under the Tung Chung Study to serve the population of the whole new town.
- 8.4.2 Major planned facilities in the Area include a sports ground (3 ha) (Area 138), post-secondary institution and other educational uses (Areas 135 and 137), a police station (Area 131) and a fire station (Area 136) in the eastern part of the Area. These GIC facilities form the major GIC cluster in the Area. Other planned facilities include seven primary schools and three secondary schools (Areas 89, 102, 120 and 140), two sports centres (Areas 102 and 140), a refuse collection point (Area 57), an electricity substation and a clinic (Area 59), two sewage pumping stations (Areas 104 and 132), a salt water pumping station (Area 105), Existing facility includes the pigging/offtake station (Area 148). These facilities are distributed in various locations in the Area to serve the local communities. Area 134 which is designated “G/IC(1)” is reserved

for the development of police married quarters. Area 147 is reserved for a possible cycle park near the future Tai Ho Interchange. Area 124 is reserved for unforeseen GIC uses which may include educational use when need arises.

8.4.3 Areas zoned “G/IC” are subject to BH restrictions in terms of number of storey(s) or mPD as specified on the Plan. The low-rise GIC facilities could serve as visual relief and enhance air ventilation in the Area. In determining the maximum number of storeys for BH restrictions, any basement floor(s) may be disregarded. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

8.4.4 GIC uses not requiring free-standing sites will be provided within the public housing estates and the private development sites.

8.5 “Open Space” (“O”) : Total Area 27.12 ha

8.5.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

8.5.2 The “O” zone covers a Central Green of about 5 ha in Area 118 which serves as a major focus and activity node in the heart of the Area. To provide a continuous pedestrian thoroughfare all the way from the railway station to the waterfront, the section of road running across the Central Green will be provided as a depressed road underneath the Central Green. Linear Parks are also planned in north-south and east-west directions through the Area to provide pedestrian corridors and visual corridors as well as to connect with the existing pedestrian spine network of the town centre area.

8.5.3 The “O” zone also covers the waterfront open spaces extending from the west in Area 52 all along the waterfront to Tai Ho Interchange in Area 146 in the east. The waterfront open spaces and the areas around the planned marina are to be developed as the focal points in the Area. Promenade and cycle tracks will be provided along the waterfront to allow the public to enjoy the open sea view. There is potential to further extend the waterfront promenade to the further east in future.

8.5.4 The provision of open spaces are planned in accordance with the HKPSG. Additional local open spaces will be provided within the public housing estates and private housing developments for the enjoyment of the local residents.

8.6 “Other Specified Uses” (“OU”) : Total Area 10.81 ha

8.6.1 This zone denotes land allocated or reserved for specified uses including the following:

- (a) a planned petrol filling station in Area 51 which is subject to the maximum BH restriction of 15mPD;
- (b) a planned railway station along TCL in Area 112;
- (c) commercial and residential development cum PTI in the “Metro Core Area” in Area 113 to the north of the planned railway station; and
- (d) marina club, boat repairing and commercial facilities associated with marina development in Areas 143 and 144.

“Commercial and Residential Development cum Public Transport Interchange”

8.6.2 The “OU” annotated “Commercial and Residential Development cum Public Transport Interchange” zone (Area 113) is located in the prominent location of the Area and will become one of the landmarks of and a major office node in Tung Chung New Town. The zone is intended for an integrated development for commercial and residential uses cum PTI with the provision of open space and GIC facilities. The commercial developments may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business/financial centre and regional and district commercial/shopping centre. Development and redevelopment within this zone is subject to a maximum PR of 8.8. A public toilet of GFA of not less than 100m², two kindergartens with GFA of 642m² consisting of not less than 6 classrooms each and a PTI of GFA of not less than 10,000m² shall be provided. The PTI will provide interchange services from the adjoining planned railway station to the rest of the Area and the town centre area. Due consideration shall be given to better integrate with the planned railway station in the design of the PTI and footbridges connecting to the nearby commercial sites.

8.6.3 The site is subject to a maximum BH of 185mPD. A stepped height concept is adopted within the site to form an interesting urban landscape. Detailed restrictions will be set out in the departmental ODP to be prepared. In addition, as the site is subject to noise impact from NLH and TCL, the layout of the development should be carefully designed with commercial blocks with adequate BH and length to function as a noise screen for the residential uses in the remaining parts of the sites. Future development of the sites should be governed by Master Layout Plan (MLP) submission, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Lands to

ensure proper design of the development before the development proceeds.

- 8.6.4 In determining the maximum PR, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office or caretaker's quarters, and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as GIC facilities and public transport terminus, as required by the Government, may also be disregarded.
- 8.6.5 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR and/or BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

“Marina Club, Boat Repairing and Commercial Facilities associated with Marina Development”

- 8.6.6 The “OU” annotated “Marina Club, Boat Repairing and Commercial Facilities associated with Marina Development” covers two linked sites in Areas 143 and 144. These sites are intended for the development of a marina club with boat repairing and commercial facilities associated with the marina development. Development and redevelopment within this zone are subject to maximum PRs of 1 (Area A) and 3 (Area B) and maximum BHs of 20mPD (Area A) and 45mPD (Area B) respectively.
- 8.6.7 In determining the maximum PR, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- 8.6.8 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR and/or BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

8.7 “Green Belt” (“GB”) : Total Area 20.32 ha

- 8.7.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to preserve the existing topography and natural vegetation at the fringe of the new town as well as to provide passive recreational outlets. There is a general presumption against development in the “GB” zone.
- 8.7.2 The southern fringe of the Area covering the foothills of Por Kai Shan adjoining the Lantau North (Extension) Country Park is zoned “GB”.

Development within this zone will be strictly controlled and development proposals will be considered on individual merits taking into account relevant Town Planning Board Guidelines.

9. COMMUNICATIONS

9.1 Roads

9.1.1 Only the major road network including trunk, primary and district distributor roads is indicated on the Plan. As the Plan is drawn in a small scale, details of major road junctions, local roads, the utility service road, cycle tracks and footpaths will be subject to detailed design.

9.1.2 The NLH running in an east-west direction in the Area provides the strategic link from Tung Chung New Town and HKIA with other areas in the territory. TM-CLKL is located to the east of the Area and connects to NLH within the Area. External access to and from the Area is mainly via NLH and through the existing Tung Chung Eastern Interchange, the planned Tai Ho Interchange and Road P1. There will be a slip road from the planned Tai Ho Interchange connecting to Cheung Tung Road to enhance connectivity.

9.1.3 Within the Area, a hierarchy of primary and district distributors and local roads is planned to provide convenient connection among various development areas and activity nodes.

9.1.4 Roadside amenity areas to be integrated with pedestrian footpaths and cycle tracks are provided along major roads. These areas are broadly shown as part of the overall road network on the Plan.

9.2 Railways

The Plan makes provision for railway lines, namely MTR AE providing express services between the airport and Hong Kong Island, and MTR TCL providing local domestic services between Tung Chung and Hong Kong Island. The Area will be served by a planned railway station in Area 112. Railway system is planned as the backbone of the passenger transport system in Tung Chung New Town extension. The design and construction of the planned railway station is subject to the implementation of future railway operator.

9.3 Public Transport

Franchised buses will be the main modes of public transport in addition to the railway services. One major PTI of GFA of not less than 10,000m² is planned in Area 113 adjacent to the planned railway station in Area 112. Two PTI facilities of GFA of not less than 3,000m² each are planned in Areas 99 and 133 covering the major population clusters.

9.4 Pedestrian and Cycle Network

Comprehensive networks of cycle tracks and pedestrian walkways are planned under Tung Chung Study to promote convenient cycle and pedestrian movements within the Area. These networks will be provided along the waterfront promenade and the linear park system and are intended to connect with the existing town centre area. A possible cycle park is proposed in Area 147 near the future Tai Ho Interchange. There is potential to further extend the cycle track to east in future.

10. UTILITY SERVICES

10.1 Water Supply

10.1.1 Fresh water supply to the Area will be provided by new fresh water service reservoir outside the Area via the associated distribution mains which will be laid in phases together with the road works.

10.1.2 A salt water supply system will be provided for flushing. Temporary supply of fresh water will be used for flushing until the salt water supply system is made available. A salt water pumping station is planned in Area 105.

10.2 Electricity

Electricity is supplied to the Area through a new distribution network. A site is reserved in Area 59 for electricity substation to meet the demand in the Area.

10.3 Telephone

Telephone services are made available through the telephone exchange in Area 12 in the town centre area (outside the Area) to provide the essential service to the Area.

10.4 Gas

Gas supply is extended from its existing network in the New Territories to the Area via submarine pipelines. The gas pipeline lands at Ta Pang Po (outside the Area) and routes to the Area via the pigging/offtake station in Area 148.

10.5 Sewerage and Drainage

10.5.1 Sewage is collected and conveyed via a network of sewer reticulation system and transferred via sewage pumping stations in the Area (Areas 104 and 132) to the sewage treatment works at Siu Ho Wan (outside the Area) for treatment.

10.5.2 An urban drainage system comprising storm drains and box culverts is planned in the Area to discharge the surface runoff. A stormwater

pumping station is planned at the low point of the depressed Road D1 with rising main to discharge the surface runoff via the drainage system.

11. CULTURAL HERITAGE

As the Area will be largely formed on the reclamation land in the open sea, no cultural heritage item including site of archaeological interest, graded historic building and declared monument is encountered.

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.
- 12.2 The Plan provides a broad land use framework within which more detailed departmental ODP will be prepared in consultation with government departments concerned. The ODP is a non-statutory plan which will be used as the basis for public works planning and site reservation of purposes. It includes information on detailed land uses, development parameters and boundaries of individual sites, NBAs, green coverage, waterworks and drainage reserves, site formation levels, road alignment and dimensions, location of pedestrian facilities, public utility facilities as well as other environmental, building and engineering requirements. These should generally be followed in land transactions and allocations. In particular, the Plan together with the ODP, when available and where appropriate, will serve as the basis for processing the lease modification applications and land sales.
- 12.3 To achieve early delivery of land to meet the housing needs and ensure timely provision of a comprehensive range of commercial, retail, open space and GIC facilities in tandem with the population build-up, an implementation programme with proper phasing and packaging of works for the Tung Chung New Town extension has been formulated. Reclamation, site formation and engineering infrastructural works are scheduled to commence in phases from end 2017, to enable first population intake by end 2023 at the earliest. The development of the Tung Chung New Town extension is expected to be fully completed by 2030.
- 12.4 The overall programme for the provision of infrastructure within the Area will be subject to review in the detailed design stage. The implementation process will be gradual depending on the availability of resources. It will be undertaken through the participation of both public and private sectors. Land formation and

the provision of infrastructure will be implemented in accordance with the development programme prepared by CEDD. Open space, social welfare and other community facilities will be implemented by the appropriate government departments on the basis of the Capital Works Programme and other Public Works Programme. Public housing together with the supporting facilities will be built by the Housing Department in accordance with the Public Housing Development Programme and other relevant agents.

- 12.5 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering planning applications, will take into account all relevant planning considerations which may include the departmental ODP/layout plans, and the Guidelines published by the Board. The ODP/ layout plans, if any, will be available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and guidance notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

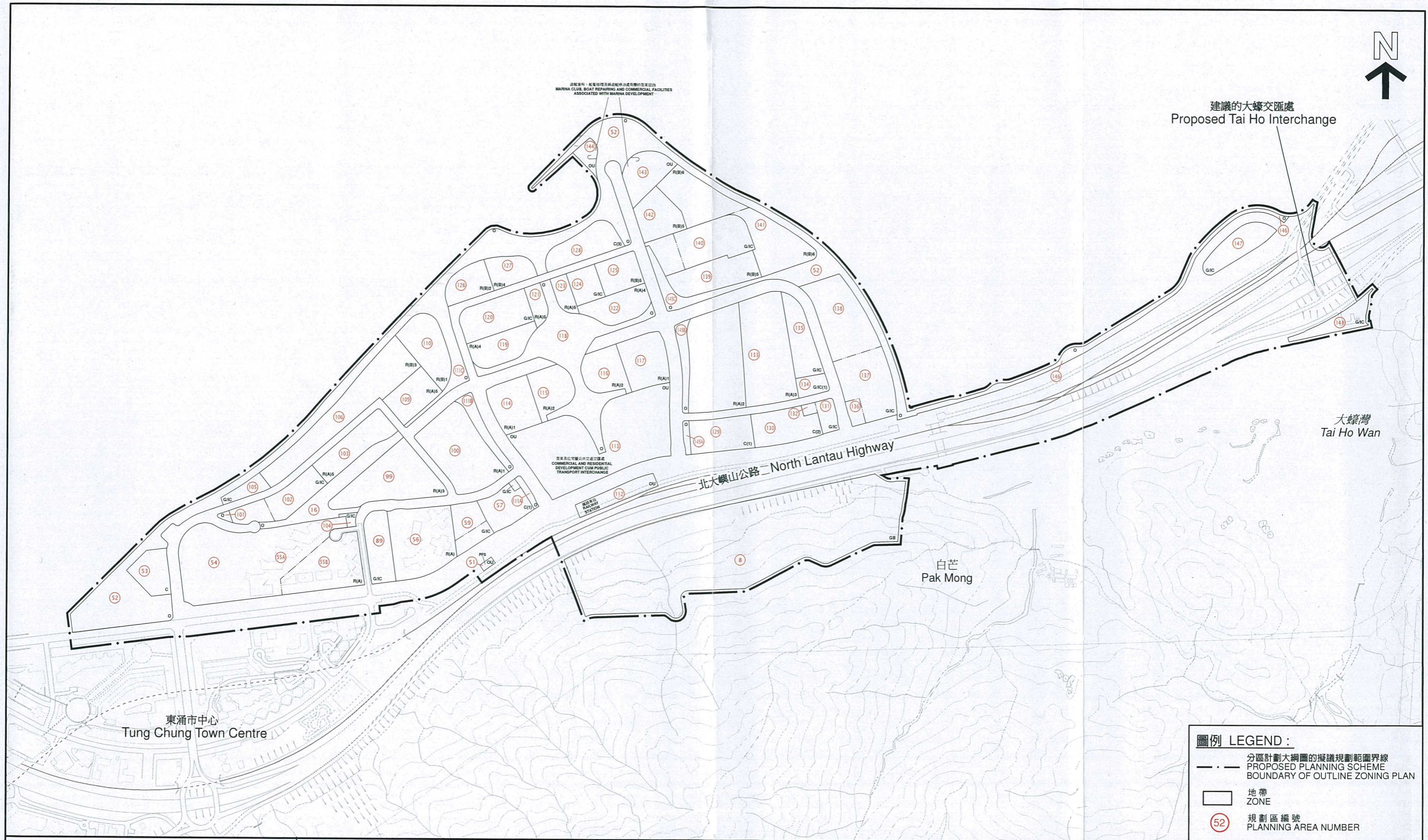
Index of Figures (All figures are for indicative purpose only)

- Figure 1 – Planning Areas
- Figure 2 – Urban Design Concept
- Figure 3 – Commercial Facilities Concept
- Figure 4 – Pedestrian and Cycling Network Concept
- Figure 5 – Building Height Concept
- Figure 6 – Non-building Area Concept
- Figure 7 – Open Space Network Concept

**TOWN PLANNING BOARD
JANUARY 2015**



建議的大蠔交匯處
Proposed Tai Ho Interchange

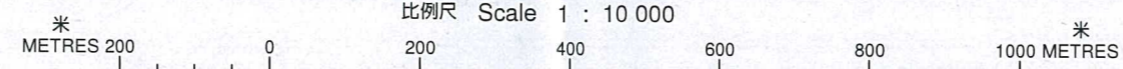


圖例 LEGEND :

- 分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING PLAN
- 地帶
ZONE
- 52 規劃區編號
PLANNING AREA NUMBER

東涌擴展區 TUNG CHUNG EXTENSION AREA

規劃區
PLANNING AREA



本摘要圖於2015年12月3日擬備
EXTRACT PLAN PREPARED ON 3.12.2015

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/122

圖表 FIGURE
1



圖例 Legend	
	住宅發展密度 Residential Development Intensity
	政府、機構或社區 Government, Institution or Community
	商業設施 Commercial Facilities
	休憩用地網絡 Open Space Network
	擬議道路 Proposed Road
	現有道路 Existing Road
	擬議單車路線 Proposed Cycling Route
	現有單車路線 Existing Cycling Route
	主要行人路線 Key Pedestrian Route
	通風廊/ 觀景廊 Major Breezeway/ View Corridor
	活動樞紐 Activity Node
	鐵路車站 Railway Station

只作顯示用途
FOR INDICATIVE PURPOSE ONLY

東涌擴展區 TUNG CHUNG EXTENSION AREA

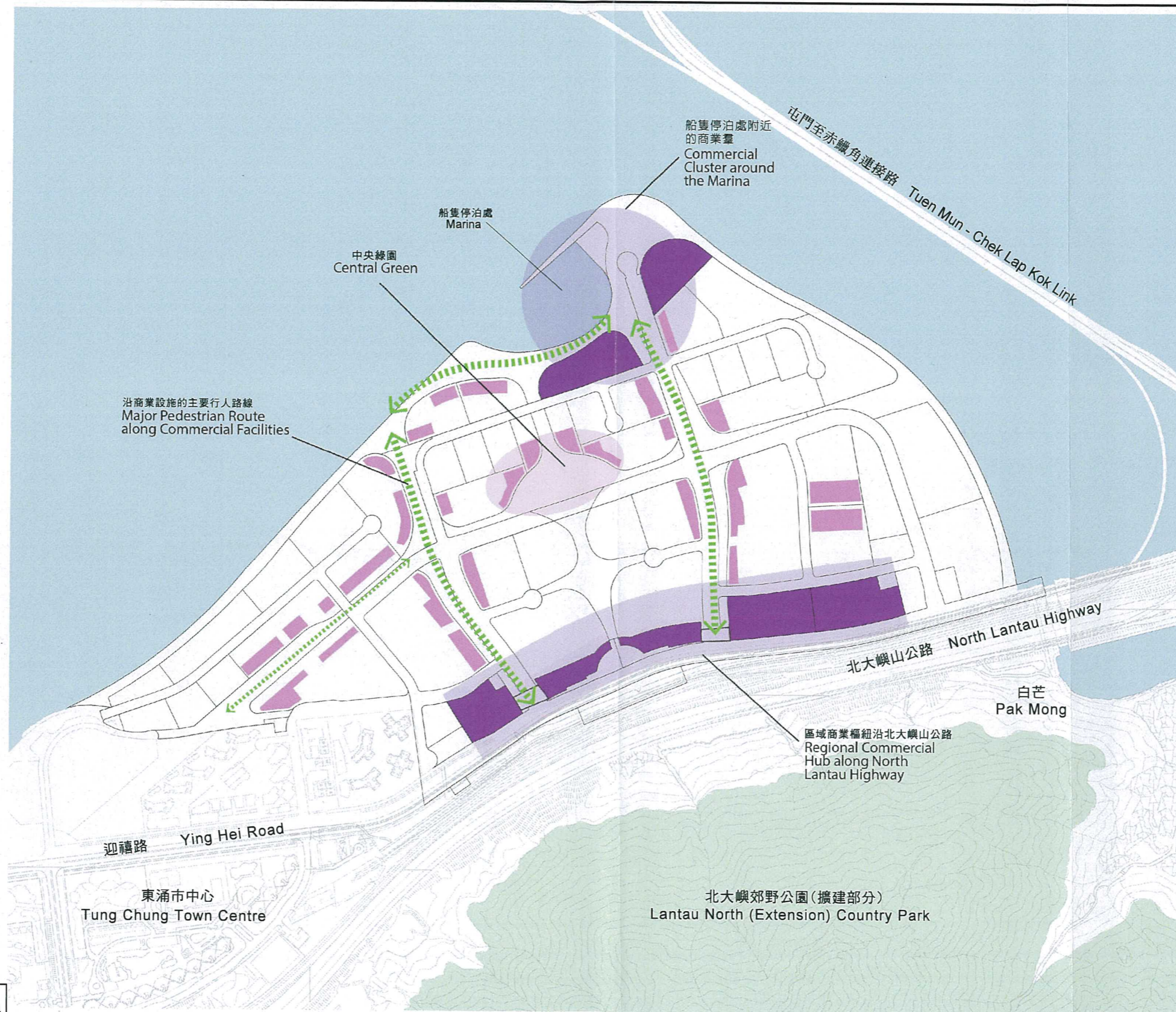
城市設計概念
URBAN DESIGN CONCEPT

規劃署
PLANNING DEPARTMENT

本摘要圖於2015年12月7日擬備，
所根據的資料為東涌新市鎮擴展研究
EXTRACT PLAN PREPARED ON 7.12.2015
BASED ON TUNG CHUNG NEW TOWN EXTENSION STUDY

參考編號
REFERENCE No.
M/LI/15/122

圖表 FIGURE
2



圖例 LEGEND

-  區域商業設施
REGIONAL COMMERCIAL FACILITIES
-  地區商業設施
LOCAL COMMERCIAL FACILITIES
-  沿商業設施的主要行人路線
MAJOR PEDESTRIAN ROUTE ALONG COMMERCIAL FACILITIES


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東涌擴展區 TUNG CHUNG EXTENSION AREA

**商業設施概念
COMMERCIAL FACILITIES CONCEPT**

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**規劃署
PLANNING DEPARTMENT**



參考編號
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M/LI/15/122

圖表 **FIGURE**
3



圖例 LEGEND	
	擬議主要行人路線 PROPOSED KEY PEDESTRIAN ROUTE
	擬議次要行人路線 PROPOSED SECONDARY PEDESTRIAN ROUTE
	現有/已計劃的行人路線 EXISTING / PLANNED PEDESTRIAN ROUTE
	擬議單車路線 PROPOSED CYCLING ROUTE
	現有/已計劃的單車路線 EXISTING / PLANNING CYCLING ROUTE
	鐵路車站 RAILWAY STATION
	鐵路車站外的500米半徑範圍 500M RADIUS FROM RAILWAY STATION
	公共運輸交匯處 PUBLIC TRANSPORT INTERCHANGE
	擬議行人天橋 PROPOSED FOOTBRIDGE

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東涌擴展區 TUNG CHUNG EXTENSION AREA
行人和單車網絡概念
PEDESTRIAN AND CYCLING NETWORK CONCEPT

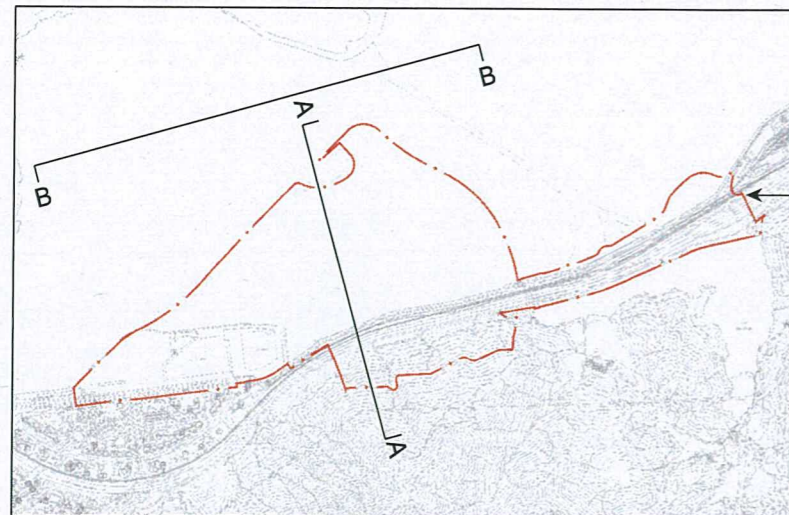
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參考編號
REFERENCE No.
M/LI/15/122

圖表 FIGURE
4

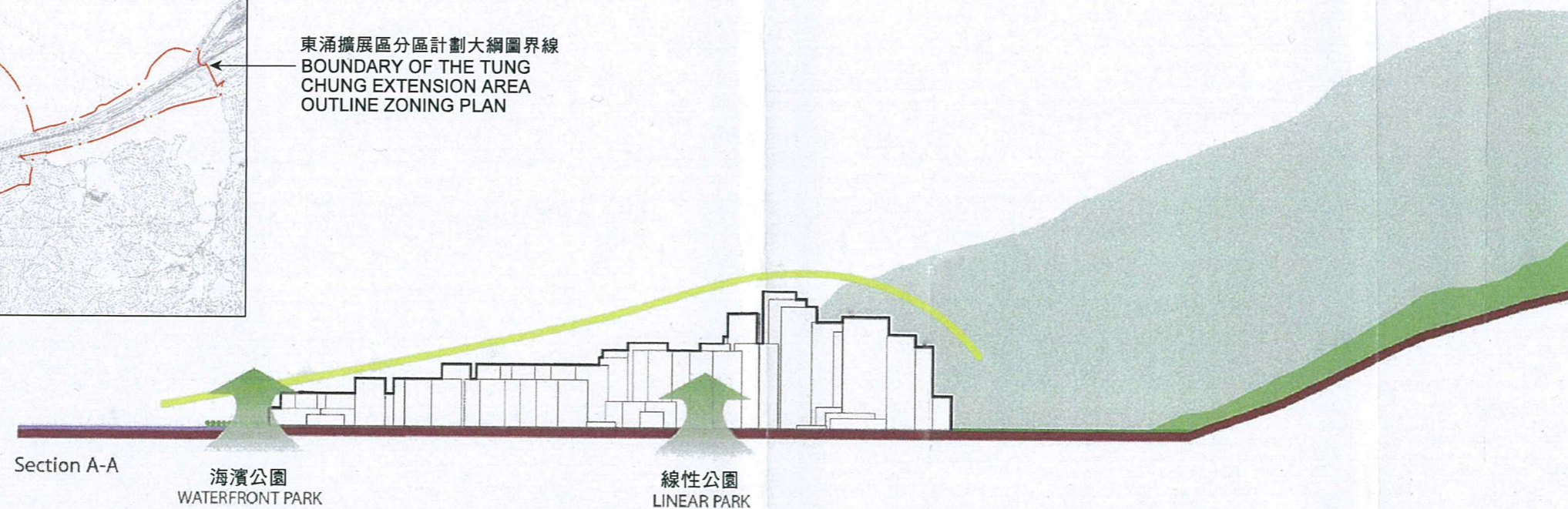


東涌擴展區分區計劃大綱圖界線
BOUNDARY OF THE TUNG
CHUNG EXTENSION AREA
OUTLINE ZONING PLAN

Section A-A

海濱公園
WATERFRONT PARK

線性公園
LINEAR PARK

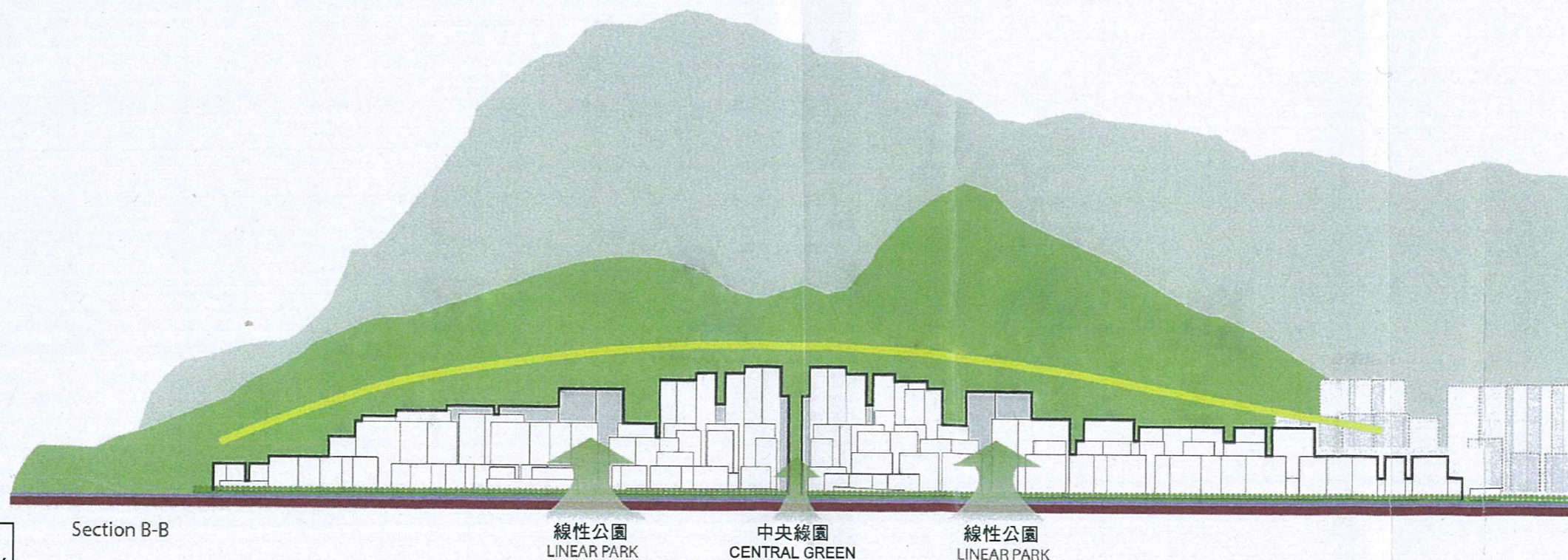


Section B-B

線性公園
LINEAR PARK

中央綠園
CENTRAL GREEN

線性公園
LINEAR PARK



只作顯示用途
FOR INDICATIVE PURPOSE ONLY

東涌擴展區 TUNG CHUNG EXTENSION AREA

建築高度概念
BUILDING HEIGHT CONCEPT

規劃署
PLANNING DEPARTMENT




本摘要圖於2015年12月4日擬備，
所根據的資料為東涌新市鎮擴展研究
EXTRACT PLAN PREPARED ON 4.12.2015
BASED ON TUNG CHUNG NEW TOWN EXTENSION STUDY

參考編號
REFERENCE No.
M/LI/15/122

圖表 FIGURE
5



只作顯示用途
FOR INDICATIVE PURPOSE ONLY

圖例 Legend
 建議的非建築用地
 Proposed Non-Building Area

東涌擴展區 TUNG CHUNG EXTENSION AREA

非建築用地概念
NON-BUILDING AREA CONCEPT

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/122

圖表 FIGURE
6

本摘要圖於2015年12月7日擬備，
所根據的資料為東涌新市鎮擴展研究
EXTRACT PLAN PREPARED ON 7.12.2015
BASED ON TUNG CHUNG NEW TOWN EXTENSION STUDY



圖例 LEGEND	
	區域休憩用地(擬議) REGIONAL OPEN SPACE (PROPOSED)
	區域休憩用地(已計劃) REGIONAL OPEN SPACE (PLANNED)
	地區休憩用地(擬議) DISTRICT OPEN SPACE (PROPOSED)
	地區休憩用地(現有) DISTRICT OPEN SPACE (EXISTING)
	已計劃/現有的鄰舍休憩用地 PLANNED / EXISTING LOCAL OPEN SPACE
	都會核心公眾廣場 METRO CORE PUBLIC PLAZA
	種滿植物的山巒背景 VEGETATED MOUNTAIN BACKDROP

只作顯示用途
FOR INDICATIVE PURPOSE ONLY

東涌擴展區 TUNG CHUNG EXTENSION AREA

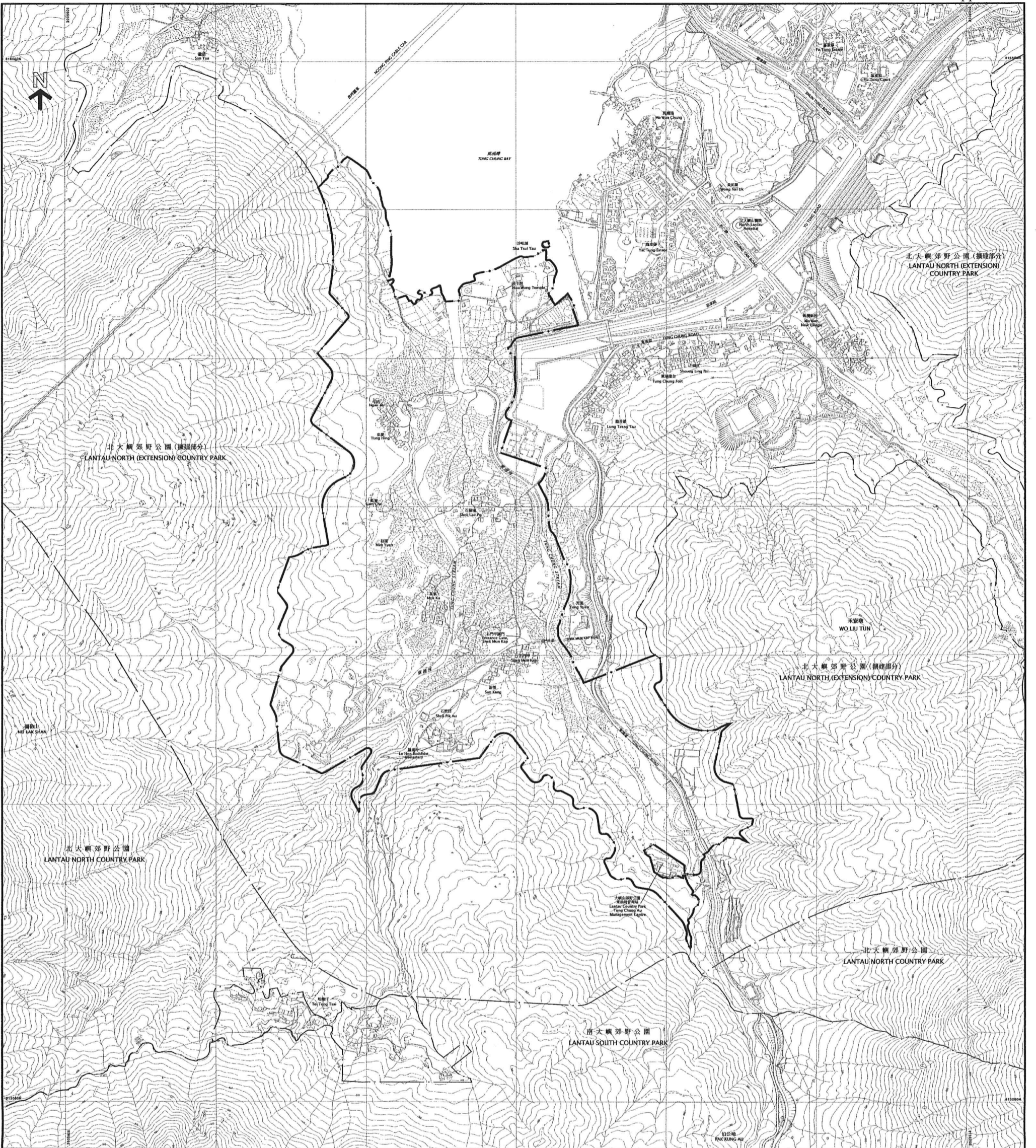
休憩用地網絡概念
OPEN SPACE NETWORK CONCEPT

規劃署
PLANNING DEPARTMENT

本摘要圖於2015年12月8日擬備，
所根據的資料為東涌新市鎮擴展研究
EXTRACT PLAN PREPARED ON 8.12.2015
BASED ON TUNG CHUNG NEW TOWN EXTENSION STUDY

參考編號
REFERENCE No.
M/LI/15/122

圖表 FIGURE
7



圖例 NOTATION

MISCELLANEOUS

BOUNDARY OF DEVELOPMENT PERMISSION AREA

BOUNDARY OF COUNTRY PARK

其他

發展管地地區界線

郊野公園界線

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	
UNSPECIFIED USE	168.27	100.00	未指定用途
TOTAL AREA OF DEVELOPMENT PERMISSION AREA	168.27	100.00	發展管地地區總面積

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

2015年8月21日 按照城市規劃條例第5條顯示的發展管地地區草案
DRAFT DEVELOPMENT PERMISSION AREA PLAN EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 21 AUGUST 2015

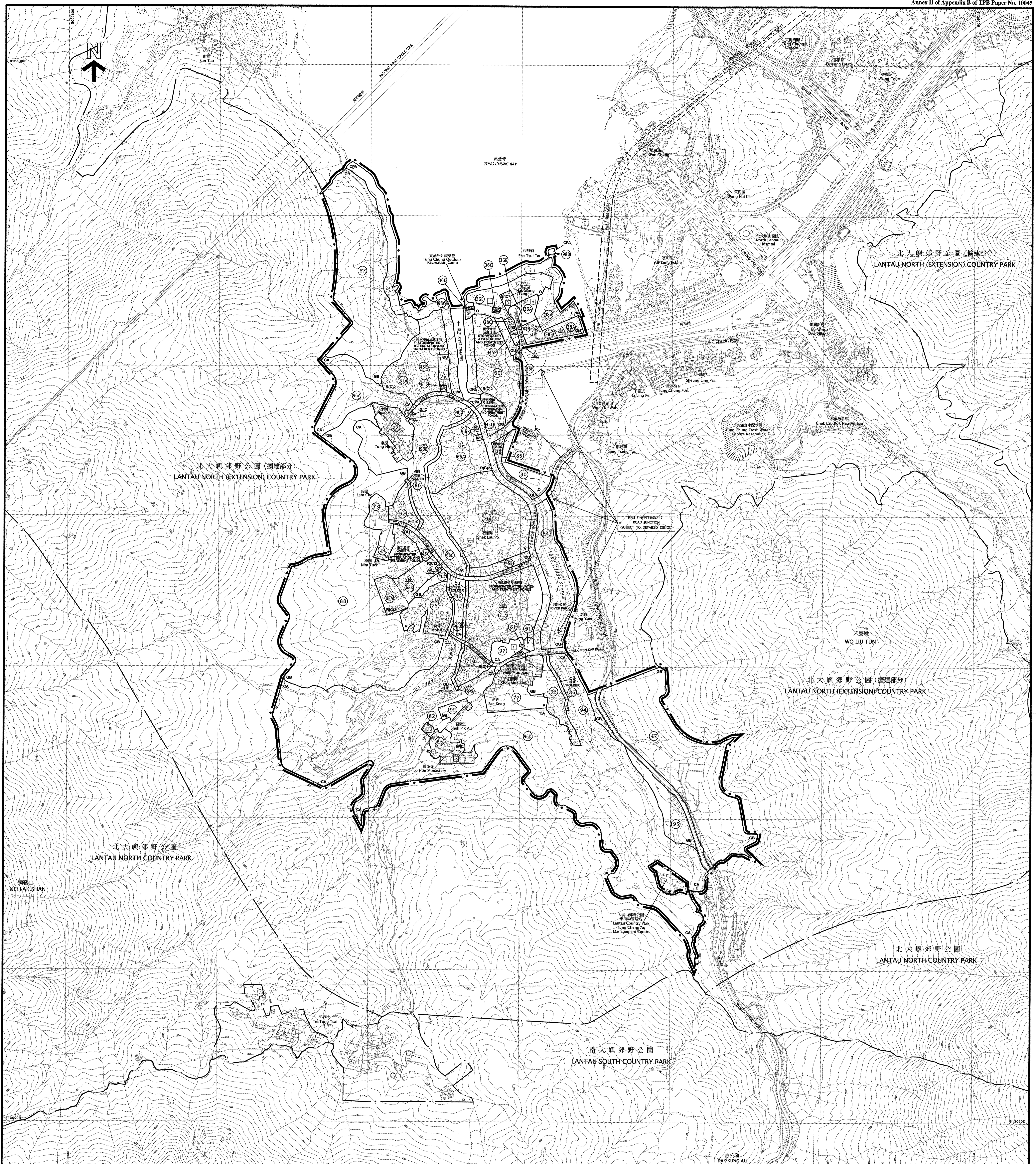
Raymond LEE 李銳榮
SECRETARY 城市規劃委員會秘書

東涌谷發展審批地區圖
TUNG CHUNG VALLEY DEVELOPMENT PERMISSION AREA PLAN

SCALE 1:5000 比例尺

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. **DPA/II-TCV/1**



圖例 NOTATION

ZONES	地帶 COMMUNICATIONS	交通
COMMERCIAL	商業 RAILWAY AND STATION (UNDERGROUND)	鐵路及車站 (地下)
RESIDENTIAL (GROUP C)	住宅 (丙類) MAJOR ROAD AND JUNCTION	主要道路及路口
VILLAGE TYPE DEVELOPMENT	鄉村式發展	
GOVERNMENT, INSTITUTION OR COMMUNITY	政府、機構或社區	
OPEN SPACE	休憩用地	
OTHER SPECIFIED USES	其他指定用途	
GREEN BELT	綠化地帶	
CONSERVATION AREA	自然保育區	
COASTAL PROTECTION AREA	海岸保護區	
	MISCELLANEOUS	其他
	BOUNDARY OF PLANNING SCHEME	規劃範圍界線
	PLANNING AREA NUMBER	規劃區編號
	BOUNDARY OF COUNTRY PARK	郊野公園界線
	BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線
	MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	最高建築物高度 (在主水平基準上若干米)
	MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	最高建築物高度 (樓層數目)

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
	公畝 HECTARES	% 百分率	
COMMERCIAL	1.18	0.70	商業
RESIDENTIAL (GROUP C)	19.31	11.48	住宅 (丙類)
VILLAGE TYPE DEVELOPMENT	14.59	8.67	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	2.39	1.42	政府、機構或社區
OPEN SPACE	3.00	1.78	休憩用地
OTHER SPECIFIED USES	8.45	5.02	其他指定用途
GREEN BELT	51.93	30.86	綠化地帶
CONSERVATION AREA	54.63	32.47	自然保育區
COASTAL PROTECTION AREA	6.49	3.86	海岸保護區
RIVER CHANNEL	1.00	0.59	河道
MAJOR ROAD ETC.	5.30	3.15	主要道路等
TOTAL PLANNING SCHEME AREA	168.27	100.00	規劃範圍總面積

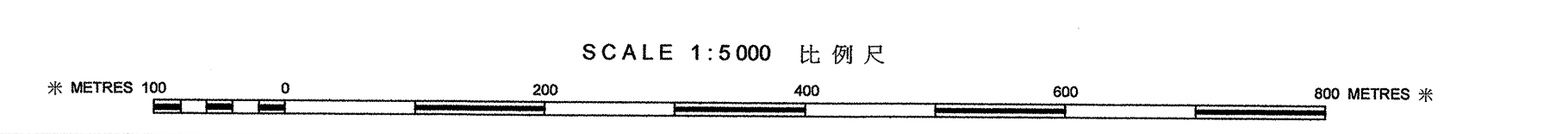
夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

草圖
DRAFT PLAN EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON

香港城市規劃委員會依據城市規劃條例擬備的東涌谷分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TUNG CHUNG VALLEY - 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. **SI1-TCV/C**



DRAFT TUNG CHUNG VALLEY
OUTLINE ZONING PLAN NO. S/I-TCV/C

(Being a Draft 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) No action is required to make the use of any land or building which was in existence immediately before the first publication in the Gazette of the notice of the draft development permission area plan conform to this Plan, provided such use has continued since it came into existence. Any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board.
- (4) A use or development of any land or building permitted under an earlier draft or approved plan including development permission area plan for the area and effected or undertaken during the effective period of that plan is always permitted under this Plan. Any material change of such use or any other development (except minor alteration and/or modification to the completed development of the land or building which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board.
- (5) Except to the extent that paragraph (3) or (4) applies, any use or development falling within the boundaries of the Plan and also within the boundaries of the draft development permission area plan, unless always permitted in terms of the Plan, shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without permission from the Town Planning Board.
- (6) 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.

- (7) Road junctions, alignment of roads, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (8) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (9) in relation to areas zoned “Conservation Area” or “Coastal Protection Area”:
- (a) maintenance, repair or demolition of a building;
 - (b) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, footpath, bus/public light bus stop or lay-by, cycle track, taxi rank, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (c) maintenance or repair of road, watercourse, nullah, sewer and drain;
 - (d) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;
 - (e) rebuilding of New Territories Exempted House;
 - (f) replacement of an existing domestic building i.e. a domestic building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, by a New Territories Exempted House; and
 - (g) provision, maintenance or repair of a grave of an indigenous New Territories villager or a locally based fisherman and his family members for which permission has been obtained from Government.
- (9) In areas zoned “Conservation Area” or “Coastal Protection Area”,
- (a) the following uses or developments are always permitted:
 - (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave;
 - (ii) 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
 - (iii) provision of amenity planting by Government; and
 - (b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting (other than by Government), sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

- (10) In any area shown as 'Road', all uses or developments except those specified in paragraphs (8)(a) to (8)(d) and (8)(g) above and those specified below require permission from the Town Planning Board:

road and on-street vehicle park.

- (11) (a) Except in areas zoned "Conservation Area" or "Coastal Protection Area", temporary use or development of any land or building not exceeding a period of two months is always permitted provided that no site formation (filling or excavation) is carried out and that the use or development is a use or development specified below:

structures for carnivals, fairs, film shooting on locations, festival celebrations, religious functions or sports events.

- (b) Except as otherwise provided in paragraph (11)(a), and subject to temporary uses for open storage and port back-up purposes which are prohibited in areas zoned "Conservation Area" or "Coastal Protection Area", temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission.

- (c) Temporary use or development of land or building exceeding three years requires permission from the Town Planning Board in accordance with the terms of the Plan.

- (12) 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.

- (13) In these Notes, unless the context otherwise requires or unless as expressly provided below, terms used in the Notes shall have the meanings as assigned under section 1A of the Town Planning Ordinance.

"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.

"New Territories Exempted House" means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as 'Shop and Services' or 'Eating Place', the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

DRAFT TUNG CHUNG VALLEY OUTLINE ZONING PLAN
NO. S/I-TCV/C

Schedule of Uses

	<u>Page</u>
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GOVERNMENT, INSTITUTION OR COMMUNITY	7
OPEN SPACE	9
OTHER SPECIFIED USES	10
GREEN BELT	11
CONSERVATION AREA	13
COASTAL PROTECTION AREA	14

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office 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 Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as the local shopping centre serving the immediate neighbourhood.

(Please see next page)

COMMERCIAL (Cont'd)Remarks

- (a) On land designated "C(1)" and "C(2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio specified below, or the plot ratio of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
C(1)	3
C(2)	2

- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (c) In determining the relevant maximum plot ratio for the purposes of paragraph (a) above,
- (i) any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded; and
 - (ii) on land designated "C(1)", any floor space that is constructed or intended for use solely as public transport terminus may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Utility Installation for Private Project	Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Institution Use (not elsewhere specified) Library 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 Religious Institution Residential Institution Rural Committee/Village Office School Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP C) (Cont'd)Remarks

- (a) On land designated “R(C)1” and “R(C)2”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio specified below, or the plot ratio of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
R(C)1	1.5
R(C)2	1

- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater
- (c) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (New Territories Exempted House only) On-Farm Domestic Structure Public Vehicle Park (for cycles only) Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation # Public Vehicle Park (not elsewhere specified, excluding container vehicle) Religious Institution (not elsewhere specified) # Residential Institution # School # Shop and Services Social Welfare Facility # Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place
 Library
 School
 Shop and Services

(Please see next page)

VILLAGE TYPE DEVELOPMENT (Cont'd)Planning Intention

The planning intention of this zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) Any diversion of streams, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

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
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Eating Place (Canteen, Cooked Food Centre only) Educational Institution Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Rural Committee/Village Office School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Eating Place (not elsewhere specified) Funeral Facility Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project

Planning Intention

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

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) or metres above Principal Datum as stipulated on the Plan, or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) In determining the relevant maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Public Vehicle Park (for cycles only) Sitting Out Area	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (not elsewhere specified, excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

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
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For “River Park” Only

Field Study/Education/Visitor Centre	Eating Place
River Park	Government Use (not elsewhere specified)
Stormwater Attenuation and Treatment Pond	Public Utility Installation
	Shop and Services

Planning Intention

This zone is intended primarily for the development of River Park, which forms part of the sustainable drainage and flood prevention system in the Area. It is also intended to protect and retain the existing natural landscape, ecological or topographic features of the area for preservation, flood prevention, educational and research purposes through the development of River Park and to separate sensitive natural environment of the Tung Chung Ecologically Important Stream from the adverse effects of development.

For “Stormwater Attenuation and Treatment Ponds” Only

Field Study/Education/Visitor Centre	Government Use (not elsewhere specified)
Stormwater Attenuation and Treatment Pond	Public Utility Installation

Planning Intention

This zone is intended for the development of stormwater attenuation and treatment ponds, which form part of the sustainable drainage and flood prevention system in the Area.

For “Polder” Only

Polder	Government Use (not elsewhere specified)
	Public Utility Installation

Planning Intention

This zone is intended for the development of polder, which forms part of the sustainable drainage and flood prevention system in the Area.

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
Agricultural Use Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Burial Ground Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project

(Please see next page)

GREEN BELT (Cont'd)

Planning Intention

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.

Remarks

Any diversion of streams, filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

CONSERVATION AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use (other than Plant Nursery) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Wild Animals Protection Area	Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) House (Redevelopment only) Public Convenience Public Utility Installation Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Ecologically Important Stream or Country Park from the adverse effects of development.

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

Remarks

- (a) No redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan.
- (b) Any diversion of streams, filling of land or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance or repair works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

COASTAL PROTECTION AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use (other than Plant Nursery)	Field Study/Education/Visitor Centre
Barbecue Spot	Government Use
Nature Reserve	House (Redevelopment only)
Nature Trail	Pier
On-Farm Domestic Structure	Public Convenience
Picnic Area	Public Utility Installation
Wild Animals Protection Area	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zone is intended to conserve, protect and retain the natural coastlines and the sensitive coastal natural environment, including attractive geological features, physical landform or area of high landscape, scenic or ecological value, with a minimum of built development. It may also cover areas which serve as natural protection areas sheltering nearby developments against the effects of coastal erosion.

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

Remarks

- (a) No redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan.
- (b) Any diversion of streams, filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance or repair works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

DRAFT TUNG CHUNG VALLEY
OUTLINE ZONING PLAN NO. S/I-TCV/C

EXPLANATORY STATEMENT

DRAFT TUNG CHUNG VALLEY
OUTLINE ZONING PLAN NO. S/I-TCV/C

EXPLANATORY STATEMENT

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DRAFT TUNG CHUNG VALLEY
OUTLINE ZONING PLAN NO. S/I-TCV/C

(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 Tung Chung Valley Outline Zoning Plan (OZP) No. S/I-TCV/C. 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 25 April 2015, under the power delegated by the Chief Executive, the Secretary for Development directed the Board, under section 3(1)(b) of the Town Planning Ordinance (the Ordinance), to prepare a draft plan designating the Tung Chung Valley area as a development permission area (DPA).
- 2.2 On 21 August 2015, the draft Tung Chung Valley DPA Plan No. DPA/I-TCV/1 was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of 652 representations were received. On 20 November 2015, the representations were published for three weeks for public comments. Upon expiry of the publication period on 11 December 2015, XX comments were received.
- 2.3 On 12 September 2015, under the power delegated by the Chief Executive, the Secretary for Development directed the Board, under section 3(1)(a) of the Ordinance, to prepare an OZP to cover the Tung Chung Valley area.
- 2.4 On XX January 2016, the draft Tung Chung Valley OZP No. S/I-TCV/1 (the Plan) was exhibited for public inspection under section 5 of the Ordinance.
- 2.5 Pursuant to section 20(6) of the Ordinance, the Tung Chung Valley DPA Plan No. DPA/I-TCV/1 ceased to be effective on 8 January 2016 (except for the provision related to the existing use and unauthorized development), as the land in respect of the DPA Plan was included in the draft Tung Chung Valley OZP No. S/I-TCV/1 on the date. The plan-making process for the draft Tung Chung Valley DPA Plan No. DPA/I-TCV/1 did not proceed further.

3. **OBJECT OF THE PLAN**

- 3.1 The object of the Plan is to indicate the broad land-use zonings and major transport networks so that development and redevelopment within the area of

Tung Chung Valley (the Area) can be put under statutory planning control. Such control is necessary to develop the Area as part of the balanced community of Tung Chung New Town. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.

- 3.2 The Plan is to illustrate the broad principles of development within the Area. As it is a small-scale plan, the road alignments and boundaries between the land-use zones may be subject to minor adjustments as detailed planning and development proceed.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or for garden, slope maintenance and access road purposes, are included in the zones. The general principle is that such areas should not be taken into account in plot ratio (PR) and site coverage calculation. Development within zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Tung Chung area and not to overload the road network in this area. The land use zones may also include local open space and internal access and/or emergency vehicular access within and serving the sites. These areas are to be excluded in determining the net site area for the purpose of PR and/or gross floor area (GFA) calculation.

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 the changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Area, covering a total area of about 168.27 ha, is located in the northern part of Lantau Island to the southwest of Tung Chung town centre area. It is accessible by vehicles via Tung Chung Road, Yu Tung Road and Shek Mun Kap Road. It is encircled by the Lantau North (Extension) Country Park to the west, south and southeast, Tung Chung Bay to the north and Tung Chung town centre area to the northeast.

- 5.2 The periphery of the Area consists of hilly terrain along foothills of Nei Lak Shan, Lantau Peak / Pak Kung Au and Wo Liu Tun to the west, south and southeast. The landscape setting of the Area is very distinct as it is enclosed by an undulating mountain ridgeline and hilly terrains. The natural landscape of the Area consists of woodland, shrubland, grassland, wetland, mangroves, active/abandoned farmland and scenic coastline. There are streamcourses (commonly known as Tung Chung Stream) with parts designated as Ecologically Important Stream (EIS) flowing from the uphill area within the Country Park along Tung Chung Valley to Tung Chung Bay. The EIS is characterised by its high diversity of freshwater fish species, with records of species of conservation importance and concern such as Beijiang Thick-lipped Barb (*Acrossocheilus beijiangensis*) (北江光唇魚), Philippine Neon Goby (*Stiphodon atropurpureus*) (黑紫枝牙鰕虎) and Rice Fish (*Oryzias curvinotes*) (弓背青鱗). Mature woodlands can be found in the vicinity of several villages, such as Shek Mun Kap and Ngau Au. Floral species of conservation interests such as *Aquilaria sinensis* (土沉香) and *Pavetta hongkongensis* (香港大沙葉) have been recorded in these woodlands. The endangered Romer's Tree Frog (*Liuixalus romeri*) (盧文氏樹蛙), the rare Jhora Scrub Hopper (*Aeramachus jhora*) (寬鏢弄蝶) and other species of conservation importance, such as the Collared Scops Owl (*Otus lettia*) (西領角鴞), Greater Coucal (*Centropus sinensis*) (褐翅鴉鴞) and Common Emerald Dove (*Chalcophaps indica*) (翠翼鳩) have also been recorded in the Area.
- 5.3 The Area is characterised by a rural ambience adjoining the transitional area of the urbanized Tung Chung town centre. There are farmlands in the Area where agricultural activities once flourished. The farmlands are mainly covered by unmanaged orchards. Except some pockets of active farmlands scattered in the Area, other farmlands are mostly fallow and covered with vegetations. There are six recognized villages in the Area, namely Ngau Au, Lam Che, Nim Yuen, Shek Lau Po, Mok Ka and Shek Mun Kap. Shek Lau Po and Shek Mun Kap are located on the valley floor between the two main tributaries of Tung Chung Stream, while other village clusters are located along the foothills to the west of Tung Chung Stream. Hau Wong Temple near Sha Tsui Tau and Lo Hon Monastery near Shek Pik Au are well-known temples in the Area. Hau Wong Temple and the Entrance Gate at Shek Mun Kap are graded historic buildings. There are basically no significant economic activities in the Area.
- 5.4 Yu Tung Road, Tung Chung Road and Shek Mun Kap Road are the main access roads to the Area. The southern section of Tung Chung Road beyond its junction with Shek Mun Kap Road is subject to the Closed Road Permit system and only franchised buses, Lantau taxis and vehicles with permit can have access to this section of the road.
- 5.5 The boundary of the Area is shown by a heavy broken line on the Plan. For planning and reference purpose, the Area has been divided into a number of smaller planning areas as shown on the Plan.

6. POPULATION

According to the 2011 Census, the population in the Area is about 1,000. It is estimated that the planned population in the Area would be about 9,600.

7. PLANNING DESIGN CONCEPT AND FEATURES

7.1 The Tung Chung New Town Extension Study (Tung Chung Study) was jointly commissioned by the Civil Engineering and Development Department (CEDD) and Planning Department, with the overall objective to extend Tung Chung into a distinct community and propose a development plan which can meet housing, social, economic, environmental and local needs. Three stages of public engagement were conducted and a Recommended Outline Development Plan (RODP) on future land uses of the proposed New Town Extension in Tung Chung East (TCE) and Tung Chung West (TCW) has been formulated under the Tung Chung Study. Part of the TCW New Town extension area falls within the Area and the detailed land uses in the Area are designated on the basis of the RODP with the following design concepts and features relevant to the Area (**Figures 2 to 4**) and taken into account relevant planning considerations:

Optimization of Development Potential of Tung Chung New Town (Figure 2)

7.1.1 One of the objectives of the Tung Chung New Town extension is to meet housing and other development needs of the territory. As such, development potential of the New Town extension has been maximized, taking into account various constraints and considerations, including the Airport Height Restrictions (AHR) and urban design concept. TCW will be served by a new railway station on the Tung Chung Line (TCL) located to the east outside the Area. To capitalize on the enhanced accessibility to mass public transport, the sites near the proposed railway station and along Tung Chung Road will have higher PRs which are in line with the Transport Oriented Development (TOD) concept.

Balance between Conservation and Development

7.1.2 The Area is characterized by its rural and natural setting together with the presence of a number of recognized villages. Due care has been exercised to ensure that the development be balanced against environmental considerations. Conservation related zonings such as “Conservation Area” (“CA”), “Coastal Protection Area” (“CPA”) and “Green Belt” (“GB”) are proposed at various locations, taking into account the ecological function and environmental conditions of the areas including the riparian zone of Tung Chung Stream and mature woodlands in the Area. Development sites are identified in areas with more convenient accessibility to the public transport and with less impact on the existing natural environment. Scope for some low-rise low-density residential developments with PRs of 1 and 1.5 are proposed

in these land pockets in the Area. The existing recognized villages are respected with the provision of appropriate “Village Type Development” (“V”) zones.

- 7.1.3 A polder scheme with stormwater attenuation and treatment ponds is proposed in the Area to control the water quality of Tung Chung Stream and prevent flooding risk to the developments along the Stream. Sections of Tung Chung Stream required for necessary drainage works, in particular along the section of Tung Chung Stream to be de-channelized, are proposed to be developed as a river park for environmental enhancement and amenity use.

Integration and Compatible Built Form (Figures 2 and 4)

- 7.1.4 New development seeks to maximize integration with the existing built-form and to balance the need for new residential developments with preservation of the natural environment. A stepped height profile to achieve integration with the natural topography and existing built-form has been adopted. The height and density of the buildings descend from the mountain side towards the waterfront and the estuary of Tung Chung Stream. Besides, open spaces and buildings are organized to form view corridors for visual relief and breezeway for better air ventilation.

Local Commercial Centre (Figure 2)

- 7.1.5 In line with the TOD concept, a railway station is proposed near Yat Tung Estate and Area 39 to the east outside the Area. To capitalize on the proximity and convenient access to the proposed railway station, three sites in Areas 38A, 38B and 38C are planned to be developed as a local commercial centre with a public transport interchange (PTI) to be provided in Area 38A to serve the Area including the key activity node at Hau Wong Temple. Government, institution or community (GIC) uses and supporting facilities are also planned adjoining the local commercial centre which is easily accessible by local residents.

Comprehensive Connectivity (Figure 3)

- 7.1.6 A comprehensive road network has been designed in the Area to connect residential areas and villages with the town centre area. PTIs will be provided to facilitate convenient transfer of various transport modes and enhancement of internal circulation. Cycling networks connecting to the possible eco-trails within the Area will be provided. Cycle tracks together with cycle parking facilities provided at major GIC facilities and strategic locations are to encourage the use of cycling.

Breezeways and View Corridors (Figure 2)

- 7.1.7 Assessments on air ventilation and visual impact have been conducted in

the Tung Chung Study. Two non-building areas (NBAs) of 20m and 30m are proposed in Areas 60 and 71A respectively as breezeway to promote better air ventilation and to enhance visual permeability in the Area. The NBA in Area 60 is to follow the prevailing wind direction to establish a continuous air corridor towards Ngau Au Village, extending along existing and planned roads. The NBA in Area 71A is to enhance visual permeability which provides a view corridor that creates an open view from Shek Mun Kap Village to the north. The open space in front of Hau Wong Temple near Tung Chung Bay is to allow public enjoyment. Blocking of the scenic view from Hau Wong Temple towards Tung Chung Bay should be avoided. Detailed requirements of NBAs for individual sites will be set out in the departmental Outline Development Plan (ODP) to be prepared.

Sustainable Drainage and Flood Prevention System

7.1.8 Tung Chung Stream possesses high ecological value which is worthy for preservation. However, the areas along the stream are susceptible to flooding risk. While the riparian zones of the stream are designated as “CA” to protect the Stream from adverse impact of human activities, a sustainable drainage and flood prevention system which consists of polders and stormwater attenuation and treatment ponds is proposed. The stormwater attenuation and treatment ponds serve to treat the surface runoff collected from the development areas before discharging to the streamcourse, and to alleviate flood risk along the stream. The polders will provide flooding mitigation measures to the area along the stream. Opportunity is also taken to develop some sections of the riparian zone and the stormwater attenuation and treatment ponds into a river park. The river park is to protect and retain the existing natural landscape, ecological and topographic features of Tung Chung Stream. It also provides an opportunity for leisure, educational and research purposes.

8. GENERAL PLANNING INTENTION

- 8.1 The general planning intention of the Area is to conserve the ecologically sensitive areas, to protect the rural and natural character, to maintain the unique landscape character and cultural heritage of the Area. Land is also reserved for Small House development by indigenous villagers. Areas suitable for low-rise and low-density development compatible with the rural and natural environment is also reserved based on the RODP formulated under the Tung Chung Study.
- 8.2 Various land use zones are designated to protect the ecologically sensitive areas and to preserve the natural environment and rural character of the Area. Enforcement actions will be taken against any unauthorized development which would have impacts on the natural and rural character of the Area. Land suitable for development will be guided and controlled in accordance with the Plan.

9. LAND USE ZONINGS

9.1 “Commercial” (“C”): Total Area 1.18 ha

9.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as the local shopping centre serving the immediate neighbourhood. Three sites in Areas 38A, 38B and 38C to the north of Yu Tung Road are designated “C(1)” and “C(2)” to capitalize on the proximity to the proposed railway station to the southwest of Yat Tung Estate. A public transport terminus of about 3,000m² is planned in Area 38A to provide convenient transfer with other modes of public transport. With a convenient accessibility, the sites will serve as a local shopping centre and form a focal point with the area surrounding Hau Wong Temple to the north. Development and redevelopment within the “C(1)” zone are subject to maximum PR of 3 and maximum BHs ranging from 25 metres above Principal Datum (mPD) to 35mPD. Development and redevelopment within the “C(2)” zone are subject to maximum PR of 2 and maximum BH of 20mPD.

9.1.2 In determining the relevant maximum PR, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. On land designated “C(1)”, any floor space that is constructed or intended for use solely as public transport terminus may be disregarded.

9.1.3 To provide flexibility for particular development, minor relaxation of the PR and/or BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.2 “Residential (Group C)” (“R(C)”): Total Area 19.31 ha

9.2.1 This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. Seven sites are zoned “R(C)” including Areas 60, 61A, 66A, 67, 68A/68B, 71A and 71B. These sites are identified as suitable for low-rise low-density residential development in the Tung Chung Study taking account of their relatively low ecological value as well as the rural and scenic character of the Area. Development and redevelopment within “R(C)1” and “R(C)2” zones are subject to maximum PRs of 1.5 and 1 respectively and maximum BHs ranging from 20mPD to 55mPD. The maximum BHs are adopted in accordance with the stepped height profile with BH descending from the mountain side towards the waterfront and the estuary of the Tung Chung Bay.

- 9.2.2 In determining the maximum PR, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- 9.2.3 To provide flexibility for particular development, minor relaxation of the PR and/or BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.3 “Village Type Development” (“V”): Total Area 14.59 ha

- 9.3.1 The planning intention of this zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House (NTEH). Other commercial, community and recreational uses may be permitted on application to the Board.
- 9.3.2 There are six recognized villages in the Area, namely Ngau Au, Lam Che, Nim Yuen, Shek Lau Po, Mok Ka and Shek Mun Kap. The boundaries of the “V” zones are drawn around existing village clusters with regard to the village ‘environs’ (‘VE’), the local topography, the existing settlement pattern, site characteristics, the approved applications for Small House development, the outstanding Small House applications, as well as the estimated Small House demand. Areas of difficult terrain, dense vegetation, burial grounds and streamcourses have been avoided where possible.
- 9.3.3 Development and redevelopment within the “V” zone are subject to a maximum BH of 3 storeys (8.23m) or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft DPA plan, whichever is the greater.
- 9.3.4 To provide flexibility for particular development, minor relaxation of the BH restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 9.3.5 As diversion of streams may cause adverse drainage impacts on the

adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities, except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works.

- 9.3.6 There is currently no existing public sewer for the villages, and at present, each house is typically served by its own on-site septic tank/soakaway pit system. It is planned to provide public sewerage system to existing villages zoned “V” within the Area. For NTEH/Small House development in area without public sewer connection, the design and construction of sewage disposal facilities need to comply with relevant standards and regulations, such as the Environmental Protection Department (EPD)’s Practice Note for Professional Persons (ProPECC PN) 5/93, if applicable, for protection of the water quality of the Area.

9.4 “Government, Institution or Community (“G/IC”): Total Area 2.39 ha

- 9.4.1 The “G/IC” zone is intended 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, organizations providing social services to meet community needs, and other institutional establishments. The overall GIC facilities provision in the Tung Chung New Town are planned in a holistic manner on the basis of the Hong Kong Planning Standards and Guidelines (HKPSG) and under Tung Chung Study to serve the population of the whole new town.
- 9.4.2 The existing Hau Wong Temple (Grade 2 historic building) (Area 36B) at Sha Tsui Tau, the Entrance Gate, Shek Mun Kap (Grade 3 historic building) (Area 81) to the north of Shek Mun Kap Village and Lo Hon Monastery (Area 83) near Shek Pik Au are zoned “G/IC”. The scenic views from Hau Wong Temple and Lo Hon Monastery towards Tung Chung Bay should be maintained. Development affecting such views should be avoided. The existing Tung Chung District Recreation Centre (Area 36C), Tung Chung Outdoor Recreation Camp (Area 36D), Ngau Au Public Toilet (in Area 96B) and Shek Mun Kap Fresh Water Pump House (Area 82) are also under this zoning.
- 9.4.3 Major proposed facilities include a GIC complex in Area 36A for social welfare and other GIC facilities, a proposed telephone exchange in Area 36F near Hau Wong Temple and sewage pumping stations in different locations of the Area.
- 9.4.4 Areas zoned “G/IC” are subject to the BH restrictions in terms of number of storey(s) or mPD. In determining the maximum number of storeys for BH restrictions, any basement floor(s) may be disregarded. To provide design flexibility for particular development, minor

relaxation of the BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.5 “Open Space (“O”)”: Total Area 3.00 ha

9.5.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

9.5.2 The “O” zone covers the existing open area and recreational facilities in front of and around Hau Wong Temple and its nearby waterfront area in Area 36E. It is intended to provide an open space to allow public enjoyment near Tung Chung Bay. Future development of this open space should be compatible with Hau Wong Temple as well as the waterfront character near Tung Chung Bay. Blocking of the scenic view from Hau Wong Temple towards Tung Chung Bay should be avoided. The local cultural/religious activities to be held at Hau Wong Temple should be allowed in future design of this open space. The function of the open space would also be for visual relief as part of the visual corridor and for better air ventilation. Area 80 is also under this zone to reflect the existing temporary soccer field and plant nursery. Subject to further study, there may be scope to develop this area as part of the river park together with the adjoining man-made section of Tung Chung Stream to be de-channelized.

9.6 “Other Specified Uses” (“OU”)”: Total Area 8.45 ha

9.6.1 This zone covers the following specific annotated uses:

(a) River Park

This zone is intended primarily for the development of a river park in Areas 84 and 85, which form part of the sustainable drainage and flood prevention system in the Area. It is also intended to protect and retain the existing natural landscape, ecological or topographic features of the area for preservation, flood prevention, educational and research purposes through the development of a river park and to separate sensitive natural environment of the EIS from the adverse effects of development. Subject to detailed design, this zone may include facilities of stormwater attenuation and treatment ponds to form part of the sustainable drainage and flood prevention system along Tung Chung Stream in the Area. It is also planned to convert the existing man-made section of Tung Chung Stream in Area 85 as part of the river park upon its dechannelization works. Ancillary facilities of the river park which may include field study/education/visitor centre will be provided.

(b) Stormwater Attenuation and Treatment Ponds

This zone is intended for the development of stormwater attenuation

and treatment ponds, which form part of the drainage and flood prevention system in the Area. There are five sites (i.e. Areas 45B, 45C, 45D, 45E and 45F) in the Area along Tung Chung Stream designated for the provision of stormwater attenuation and treatment ponds to treat the surface runoff collected from the development areas before discharging to Tung Chung Stream, and to alleviate flood risk along Tung Chung Stream. Subject to detailed design, this zone may include facilities of river park to be provided as part of the sustainable drainage and flood prevention system along Tung Chung Stream in the Area.

(c) Polder

This zone is intended for the development of polders, which form part of the sustainable drainage and flood prevention system in the Area. Area 86 is designated for the provision of polders along Tung Chung Stream for flooding mitigation purpose. Subject to detailed design, this zone may include facilities of the sustainable drainage and flood prevention system.

9.7 “Green Belt” (“GB”): Total Area 51.93 ha

9.7.1 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.

9.7.2 The “GB” zone covers the natural vegetated areas which consist of streamcourses, dense woodlands on some hillslopes, and relatively young woodlands that have developed from abandoned agricultural land, and the existing burial grounds. It also covers some fragmented woodlands in the vicinity of the villages. Most of the woodlands and areas adjoining the Lantau North (Extension) Country Parks are within this zone.

9.7.3 Development in this zone will be strictly controlled. Development proposals will be considered by the Board on individual merits taking into account the relevant Town Planning Board Guidelines. As diversion of streams, filling of land/pond or excavation of land may cause adverse environmental and drainage impacts on the adjacent natural landscape and environment as well as the existing ecological sensitive habitats, permission from the Board is required for such activities, except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works.

9.8 “Conservation Area” (“CA”): Total Area 54.63 ha

9.8.1 This zone is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate

sensitive natural environment such as EIS and Country Park from the adverse effects of development. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

- 9.8.2 This zone includes the riparian area along Tung Chung Stream, an EIS, to avoid encroachment and adverse impact on the stream. The mature woodlands near Ngau Au and Shek Mun Kap which are relatively large and intact are also zoned “CA”. Floral species of conservation interest such as *Aquilaria sinensis* (土沉香) and *Pavetta hongkongensis* (香港大沙葉) have been recorded in these woodlands. The hilly area to the south of Shek Mun Kap Road and the areas between the upper tributaries of Tung Chung Stream contain a continuous stretch of dense and mature woodlands comprising native plant species. Several floral species of conservation interest, such as *Cibotium barometz* (金狗毛蕨) and *Aquilaria sinensis* (土沉香), have been recorded in these woodlands. To better preserve these woodlands and the upper catchment of Tung Chung Stream, these areas are also zoned “CA”.
- 9.8.3 New residential development is not permitted under this zone. Redevelopment of existing houses may be permitted on application to the Board. The redevelopment of existing houses shall not result in a total redevelopment in excess of the PR, site coverage and height of the house which was in existence on the date of the first publication of the draft DPA plan.
- 9.8.4 As diversion of streams, filling of land or excavation of land may cause adverse environmental and drainage impacts on the adjacent natural landscape and environment as well as the existing ecological sensitive habitats, permission from the Board is required for such activities, except public works co-ordinated or implemented by Government, and maintenance or repair works.

9.9 “Coastal Protection Area” (“CPA”): Total Area 6.49 ha

- 9.9.1 This zone is intended to conserve, protect and retain the natural coastlines and the sensitive coastal natural environment, including attractive geological features, physical landform or area of high landscape, scenic or ecological value, with a minimum of built development. It may also cover areas which serve as natural protection areas sheltering nearby developments against the effects of coastal erosion. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or essential infrastructure projects with overriding public interest may be permitted.

- 9.9.2 At present, there are mudflat, mangrove and natural shoreline at the estuary of Tung Chung Bay. The “CPA” zone provides a buffer area to avoid encroachment and adverse impact on the coastal area and both sides of the Tung Chung Stream near the outlet.
- 9.9.3 New residential development is not permitted under this zone. Redevelopment of existing houses may be permitted on application to the Board. The redevelopment of existing houses shall not result in a total redevelopment in excess of the PR, site coverage and height of the house which was in existence on the date of the first publication of the draft DPA plan.
- 9.9.4 As diversion of streams, filling of land/pond or excavation of land may cause adverse environmental and drainage impacts on the adjacent natural landscape and environment as well as the existing ecological sensitive habitats, permission from the Board is required for such activities, except public works co-ordinated or implemented by Government, and maintenance or repair works.

10. COMMUNICATIONS AND UTILITY SERVICES

10.1 Road Network and Footpath

At present, the Area is accessible by vehicles via Yu Tung Road and Shek Mun Kap Road leading from Tung Chung Road. While most parts of the Area are inaccessible due to lack of proper vehicular access, some parts may be accessible by village access, footpaths and walking trails and some of which are famous walking trails connecting to other areas on Lantau such as San Tau, Sha Lo Wan, Tai O, Tei Tong Tsai and Ngong Ping. District and local distributors as shown on the Plan are planned under the Tung Chung Study to provide convenient external and internal connection. Roadside amenity areas to be integrated with pedestrian footpaths and cycle tracks will be provided along major roads.

10.2 Public Transport

An existing bus terminus is located at Shek Mun Kap Road providing public transport services to the Area connecting Tung Chung town centre area. The closest existing PTI is located at Yat Tung Estate outside the Area. A public transport terminus of about 3,000m² is planned in the commercial area at Yu Tung Road in Area 38A to capitalize on the proximity to or convenient access to the proposed railway station at Yat Tung Estate and one smaller scale public transport terminus, which is an on-street bus terminus, is planned at Shek Mun Kap Road for the enhancement of internal connection.

10.3 Utility Services

At present, the Area is supplied with water, electricity and telephone services. Provision of sewerage and drainage systems, gas supply and other utility services are being planned under the Tung Chung Study. Fresh water supply is available to the existing village clusters within the Area, including Ngau Au, Shek Lau Po, Mok Ka and Shek Mun Kap. For major development in the Area, sufficient lead time should be allowed for upgrading of the water supply system as necessary. Water supply is not available in the south-western part of the Area and the areas south of Shek Mun Kap, which have terrains generally above 60mPD to 130mPD.

11. CULTURAL HERITAGE

- 11.1 Sha Tsui Tau Site of Archaeological Interest as well as two graded historic buildings, namely Hau Wong Temple and Entrance Gate, Shek Mun Kap fall within the boundary of the Plan. Hau Wong Temple is a Grade 2 historic building located at Sha Tsui Tau while Entrance Gate, Shek Mun Kap is a Grade 3 historic building located in the inner part of Tung Chung Valley. All of the above site of archaeological interest and historic buildings are worthy of preservation.
- 11.2 The Antiquities Advisory Board (AAB) released a list of new items in addition to the list of 1,444 historic buildings. These items are subject to grading assessment by the AAB. Details of the list of 1,444 historic buildings and the new items have been uploaded onto the website of the AAB at <http://www.aab.gov.hk>.
- 11.3 Prior consultation with the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) should be made if any development, redevelopment or rezoning proposals might affect the above historic buildings, new items pending grading assessment, or site of archaeological interest and their immediate environs.
- 11.4 If disturbance to the site of archaeological interest is unavoidable, a detailed archaeological impact assessment (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 (Cap. 53) for an archaeological field investigation. A proposal of the AIA shall be submitted to the AMO for agreement prior to applying for a licence. Subject to the findings of the AIA, appropriate mitigation measures shall be fully implemented by the project proponent in consultation with the AMO of LCSD.

12. AIRPORT HEIGHT RESTRICTION

The BH for the developments within the Area is subject to the gazetted Airport Height Restriction Plan (AHRP) and any potential amendments to the gazetted AHRP related to the development of the Hong Kong International Airport (HKIA) in the Expansion of HKIA into a Three Runway System Project. No part of building or buildings or other structure or equipment erected or to be erected within the Area (or any addition or fitting to such building or buildings or structure or equipment) shall exceed the “restricted height” prescribed under the Hong Kong Airport (control of Obstructions) Ordinance (Cap. 301), usually referred to as Airport Height Restriction (AHR), or any amendment thereto.

13. ECOLOGICAL CONSTRAINTS

The Area contains high ecologically value which are worthy of preservation, prior consultation with the Agriculture, Fisheries and Conservation Department (AFCD) should be made if any development proposal might affect the ecology in the Area. Subject to consultation with AFCD, an assessment may be required to evaluate the ecological impact imposed by the proposed development or works.

14. GEOTECHNICAL CONSTRAINTS

Areas near Lam Che, Shek Mun Kap and Lo Hon Monastery are overlooked by steep natural terrain and meet the Alert Criteria for a Natural Terrain Hazard Studies (NTHS). For any new development proposals within these areas, the developer would be required to carry out a NTHS and provide suitable hazard mitigation measures, if found necessary, as part of the development.

15. WATER GATHERING GROUNDS AND STREAMCOURSES

There are small areas zoned “CA” in the southwest and southeast which fall within the Lower Direct and Lower Indirect water gathering grounds (WGGs). There is a 120m wide no-blasting zone for the existing Water Supply Department (WSD) water tunnel at the southern edge of the Area. In general, no excavation, drilling or filling shall be carried out within 60m on plan from the centre line of any waterworks tunnel unless the proposed works will not adversely affect the integrity of the tunnel. For NTEH/Small House development in area without public sewer connection, the design and construction of sewage disposal facilities need to comply with relevant standards and regulations, such as the EPD’s ProPECC PN 5/93, for protection of the water quality of the Area.

16. BURIAL GROUNDS

The five permitted burial grounds falling within area zoned “GB” located to the north of Ngau Au, west of Mok Ka, west of Shek Mun Kap and east of Tung Chung Road in the

Area are to be retained and should be protected from development.

17. PLANNING CONTROL

- 17.1 The types of permitted developments and uses on land within the Area are listed in the Notes to the Plan. Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted developments and uses within the same zone are always permitted and no separate permission is required.
- 17.2 Uses of land or building which were in existence immediately before the first publication in the Gazette of the notice of the draft DPA Plan and which are not in compliance with the terms of the Plan may have adverse impact on the environment, drainage and traffic of the Area. Although no action is required to make such use conform to this Plan, any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or, if permission is required, in accordance with a permission granted by the Board. The Board will consider these applications on their individual merits. Those alteration and/or modification works which may lead to environmental improvement or upgrading to the Area may be considered favourably by the Board.
- 17.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental ODP/layout plans, and the guidelines published by the Board. The ODP/layout plans, if any, will be available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, the Technical Services Division and 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.
- 17.4 Any development, other than those referred to in paragraph 17.1 above or in conformity with this Plan or with the permission of the Board, undertaken or continued on or after 21 August 2015 on land included in the draft Tung Chung Valley DPA Plan, may be subject to enforcement proceedings under the Ordinance. Any diversion of streams, filling of land/pond or excavation of land in the relevant zones on or after the exhibition of the specific plan referred to in the Notes of the relevant zones without the permission from the Board may also be subject to enforcement proceedings.

18. IMPLEMENTATION

- 18.1 The Plan provides a broad land use framework for development control and implementation of planning proposals for the Area. A more detailed departmental ODP will be prepared in consultation with government departments concerned. The ODP is a non-statutory plan which will be used as the basis for public works planning and site reservation purpose. It includes information on detailed land uses, development parameters and boundaries of individual sites, NBAs, green coverage, waterworks and drainage reserves, site formation levels, road alignment and dimensions, location of pedestrian facilities, public utility facilities as well as other environmental, building and engineering requirements. These should generally be followed in land transactions and allocations. In particular, the Plan together with the ODP, when available and where appropriate, will serve as the basis for processing the lease modification applications and land sales.
- 18.2 To achieve early delivery of land to meet the housing needs and ensure timely provision of a comprehensive range of commercial, retail, open space and GIC facilities in tandem with the population build-up, an implementation programme with proper phasing and packaging of works for the Tung Chung New Town extension has been formulated. Site formation and engineering infrastructural works are scheduled to commence in phases from end 2017, to enable first population intake by end 2023 at the earliest. The development of the Tung Chung New Town extension is expected to be fully completed by 2030.
- 18.3 The overall programme for the provision of infrastructure within the Area will be subject to review in the detailed design stage. The implementation process will be gradual depending on the availability of resources. It will be undertaken through the participation of both public and private sectors. The Government will resume and clear the private land on need basis planned for public works projects, public developments, carry out site formation works, and provide infrastructure. Land formation and the provision of infrastructure will be implemented in accordance with the development programme prepared by CEDD. Open space, social welfare and other community facilities will be constructed by the appropriate government departments on the basis of the Capital Works Programme and other Public Works Programme. Public housing together with the supporting facilities will be built by the Housing Department in accordance with the Public Housing Development Programme and other relevant agents.
- 18.4 Notwithstanding the above, minor improvement works, e.g. access improvements, utility services installation and public works projects will be implemented through the Public Works Programme and the Rural Public Works Programme subject to priority and resource availability. Private developments will be effected principally through private sector initiatives in accordance with the zoned uses indicated on the Plan, provided that their proposals meet Government requirements.

Index of Figures (All figures are for indicative purpose only)

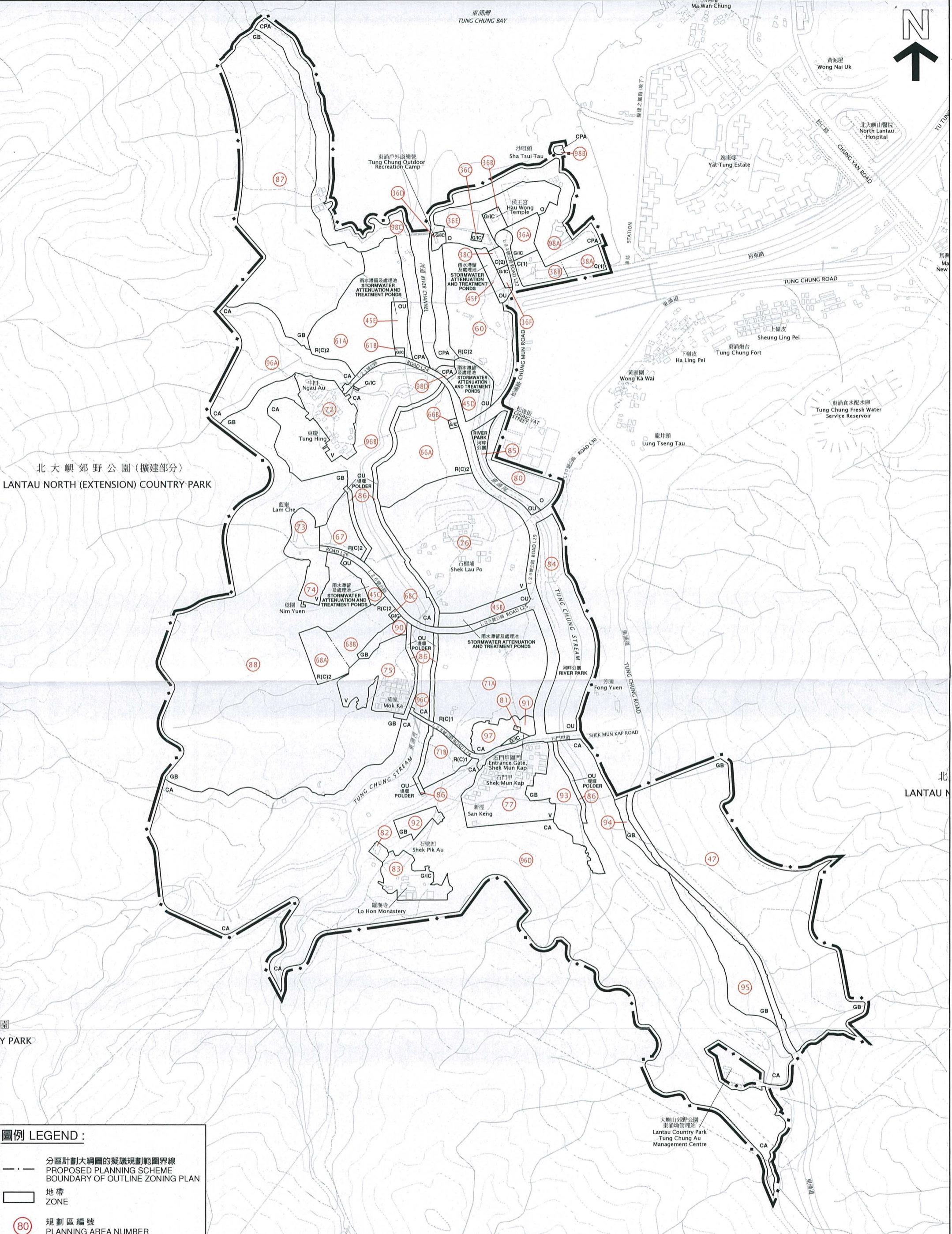
Figure 1 – Planning Areas

Figure 2 – Urban Design Concept

Figure 3 – Pedestrian and Cycling Network Concept

Figure 4 – Building Height Concept

**TOWN PLANNING BOARD
JANUARY 2015**



北大嶼郊野公園 (擴建部分)
LANTAU NORTH (EXTENSION) COUNTRY PARK

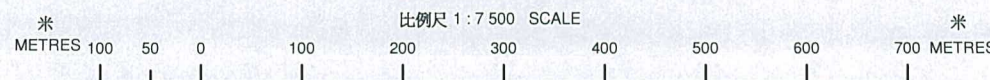
圖例 LEGEND :

-  分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING PLAN
-  地帶
ZONE
-  規劃區編號
PLANNING AREA NUMBER

東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

規劃區
PLANNING AREA

比例尺 1 : 7 500 SCALE



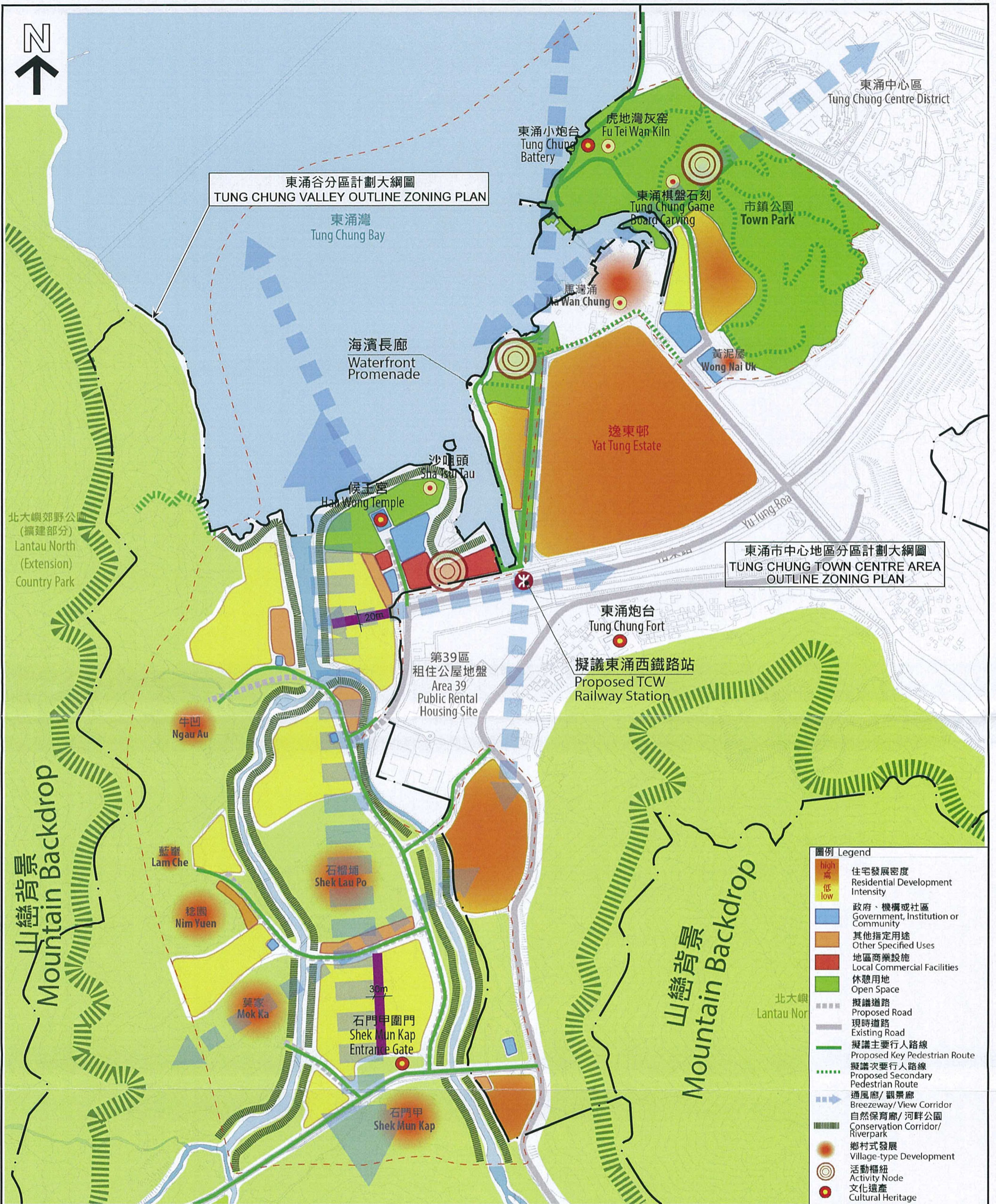
本摘要圖於2015年12月4日擬備
EXTRACT PLAN PREPARED ON 4.12.2015

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/115

圖表
FIGURE
1



只作顯示用途
FOR INDICATIVE PURPOSE ONLY

分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING PLAN

本摘要圖於2015年12月7日擬備
EXTRACT PLAN PREPARED ON 7.12.2015

東涌谷和東涌市中心地區
TUNG CHUNG VALLEY AND TUNG CHUNG TOWN CENTRE AREA

城市設計概念
URBAN DESIGN CONCEPT

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/LI/15/115

圖表
FIGURE
2



東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

東涌灣
TUNG CHUNG BAY

擬議公共運輸
交匯處
沙咀頭
Sha Tsui Tau
Proposed Public
Transport Interchange

北大嶼郊野公園
(擴建部分)
Lantau North
(Extension)
Country Park

逸東邨
Yat Tung Estate

東涌鐵路站
Tung Chung
Railway Station

東涌市中心地區分區計劃大綱圖
TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN

第39區
租住公屋地盤
Area 39
Public Rental
Housing Site

擬議東涌西
鐵路站
Proposed TCW
Railway Station

牛凹
Ngau Au

藍峯
Lam Che

石榴埔
Shek Lau Po

稔園
Nim Yuen

莫家
Mok Ka

石門甲
Shek Mun Kap

擬議小型公共運輸
交匯處
Proposed Small Scale Public
Transport Interchange

Legend

- 擬議主要行人路線
Proposed Key Pedestrian Route
- 擬議次要行人路線
Proposed Secondary Pedestrian Route
- 現有/已計劃的行人路線
Existing/Planned Pedestrian Route
- 擬議單車路線
Proposed Cycling Route
- 現有的單車路線
Existing Cycling Route
- 鐵路車站
Railway Station
- 鐵路車站外的500米半徑範圍
500m radius from
Railway Station
- 公共運輸交匯處
Public Transport Interchange

只作顯示用途
FOR INDICATIVE PURPOSE ONLY

分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING PLAN

東涌谷和東涌市中心地區
TUNG CHUNG VALLEY AND TUNG CHUNG TOWN CENTRE AREA

行人及單車網絡概念
PEDESTRIAN AND CYCLING NETWORK CONCEPT

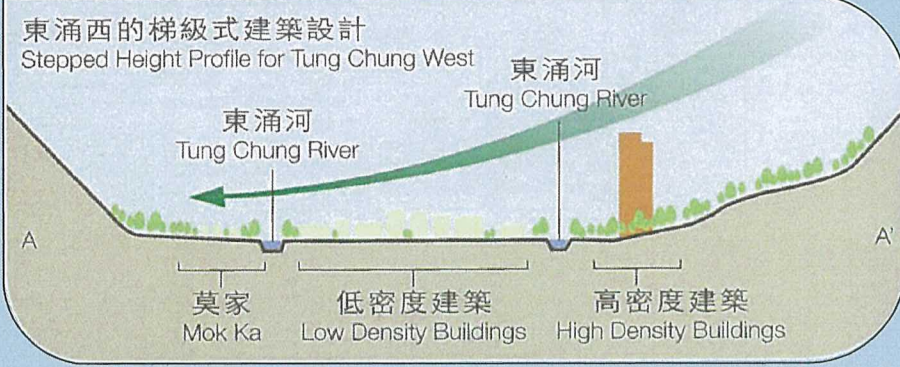
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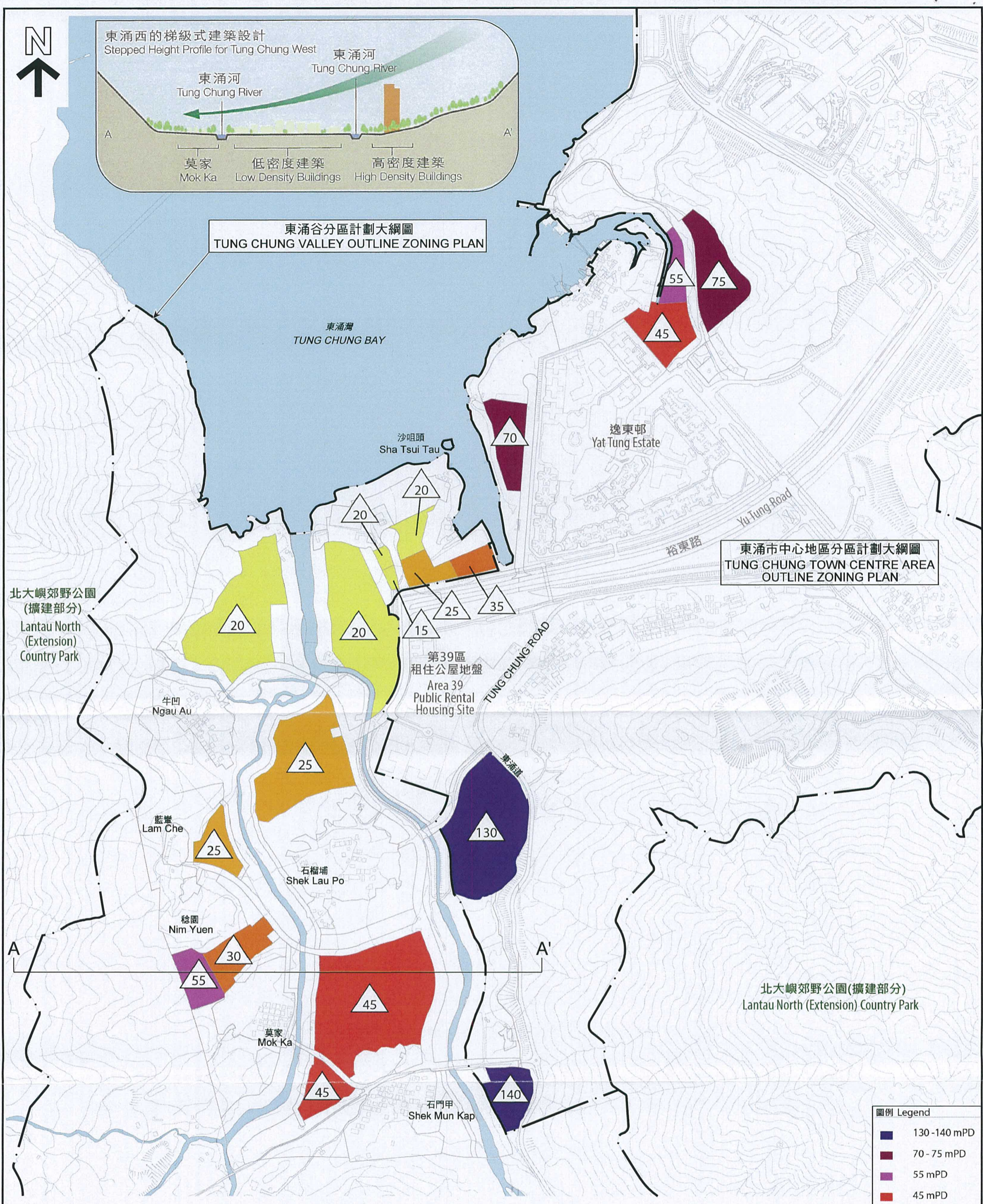
圖表
FIGURE
3

本摘要圖於2015年12月4日擬備
EXTRACT PLAN PREPARED ON 4.12.2015



東涌谷分區計劃大綱圖
TUNG CHUNG VALLEY OUTLINE ZONING PLAN

東涌市中心地區分區計劃大綱圖
TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN



圖例 Legend

130-140 mPD
70-75 mPD
55 mPD
45 mPD
30-35 mPD
25 mPD
15-20 mPD

只作顯示用途
FOR INDICATIVE PURPOSE ONLY

分區計劃大綱圖的擬議規劃範圍界線
PROPOSED PLANNING SCHEME
BOUNDARY OF OUTLINE ZONING PLAN

本摘要圖於2015年12月7日擬備
EXTRACT PLAN PREPARED ON 7.12.2015

東涌谷和東涌市中心地區
TUNG CHUNG VALLEY AND TUNG CHUNG TOWN CENTRE AREA

建築高度概念
BUILDING HEIGHT CONCEPT

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/LI/15/115

圖表
FIGURE
4

**Summary of Representations and Comments in respect of
the Tung Chung Valley Development Permission Area Plan No. DPA/I-TCV/1**

Major Issues in Representations and Comments	Responses
General	
<ul style="list-style-type: none"> ● Support the draft DPA Plan and the promulgation of a statutory land use plan for Tung Chung Valley which enables planning enforcement action and will help reduce unauthorized land uses and eco-vandalism. ● Appreciate the gazettal of the draft DPA Plan, but concern on the ecological and conservation importance of the Tung Chung Valley. 	<ul style="list-style-type: none"> ● Noted the support of the gazettal of the draft DPA Plan for Tung Chung Valley (TCV). The TCV area has been designated as a DPA to provide planning control with a view to avoiding further proliferation of undesirable uses and degradation of the natural environment and rural character of the area, and to enable the Planning Authority to take enforcement action against unauthorized development. Enforcement actions will be taken against any unauthorized development in TCV. ● Based on the Recommended Outline Development Plan (RODP) formulated under the Tung Chung New Town Extension Study (Tung Chung Study), the TCV OZP is formulated. The general planning intention of the TCV OZP which replaces the DPA is to conserve the ecologically sensitive areas, to protect the rural and natural character, to maintain the unique landscape character and cultural heritage of the Area. Various land use zones (e.g. “Green Belt” (“GB”), “Conservation Area” (“CA”), “Coastal Protection Area” (“CPA”)) are proposed in the TCV OZP to protect the ecologically sensitive areas and to preserve the natural environment and rural character of the TCV. Only areas suitable for low-rise and low-density development compatible with the rural and natural environment are proposed.
DPA Plan and the Planning Scheme Boundary	
<ul style="list-style-type: none"> ● Tung Chung Bay, Tin Sam and Wong Lung Hang should be included in the DPA Plan. A representer also opposes the boundary of the draft DPA Plan as it does not include areas of existing development to its east. ● A representer objects the use of ‘Tung Chung Valley’ as the name of the Area. Propose to name the ‘Tung Chung Stream’ as ‘Tung Chung Hang (東涌坑)’ 	<ul style="list-style-type: none"> ● The planning scheme boundary of TCV and the name of the Plan is considered appropriate as to reflect the valley area in Tung Chung, which is part of the Tung Chung West New Town Extension. The periphery of TCV consists of hilly terrain along foothills of Nei Lak Shan, Lantau Peak / Pak Kung Au and Wo Liu Tun to the west, south and southeast. The landscape setting is very distinct as it is enclosed by an undulating mountain ridgeline and hilly terrains and forms a valley in nature. TCV covers most of the rural area including Tung Chung Stream (which is commonly adopted as the stream name) and

	<p>its riparian, and the area outside the boundary of Country Parks.</p> <ul style="list-style-type: none"> ● To the east of TCV are the existing developments in Tung Chung New Town (e.g. Yat Tung Estate, public housing developments in Area 39 etc.), and the proposed public housing site along Tung Chung Road which will be included in the extended area of Tung Chung Town Centre Area OZP (TCTC OZP). ● Wong Lung Hung, which is an Ecologically Important Stream (EIS) will be included in the TCTC OZP and is zoned “CA” to reflect the ecological value. ● As there is no reclamation proposed in Tung Chung Bay as recommended in the RODP of Tung Chung Study, there is no proposed land use in Tung Chung Bay. Nevertheless, “CPA” zone is proposed along the coastline of Tung Chung Bay where appropriate for preservation of the coastal environment. ● Tin Sam is located in San Tau Village of Tai O Heung which falls outside the Tung Chung New Town extension (TCNTE). Due to its remote location from Tung Chung, area of Tin Sam/San Tau are not included in the TCV OZP.
<p>Conservation and Ecology</p>	
<ul style="list-style-type: none"> ● The Notes and Explanatory Statement of the draft DPA Plan should be amended to strengthen environmental and ecological protection. ● A representer opposes the draft DPA Plan that no sustainable development in TCV to conserve ecological and nature values are proposed. ● Tung Chung Stream system and the natural section of Wong Lung Hang Stream should be protected and preserved. A representer concerns on the lack of long-term conservation of Tung Chung Stream-cum-Bay System. ● To designate Wong Lung Hang Stream and its riparian zone and Tung Chung Bay as “Site of Special Scientific Interest” (“SSSI”), 	<ul style="list-style-type: none"> ● Ecological surveys have been conducted in formulating the land use proposals in the RODP which forms the basis of the OZP. Ecologically sensitive areas and habitats such as Tung Chung Stream and its riparian zones and Tung Chung Bay have been identified with a view to protecting them from any development or impacts from development nearby. ● Based on the RODP and the ecological surveys, the TCV OZP is formulated to replace the DPA Plan, and relevant land use zonings are also proposed including “GB”, “CA”, and “CPA” where appropriate on the OZP. There is a general presumption against development within these conservation zonings.

ecologically sensitive area under conservation zoning, the coastline of Tung Chung Bay as “Coastal Protection Area” (“CPA”), Fung Shui woodland and mature woodland as “Conservation Area” (“CA”), and the natural vegetation as “Green Belt” (“GB”).

- The ecological linkage between the woodlands and the Country Parks should be maintained. The proposed development should not block the existing ecological connection between the riparian areas and existing woodlands.
- Future development in TCV should not further degrade the remaining marshes and agricultural areas.
- To establish a River Nature Park along Tung Chung Stream.
- To provide 50m buffer zone on each side of all river systems and tributaries, to acquire land not for village type development at appropriate location and designate it as conservation-related zones, and to maintain low development intensity.
- Not to develop residential and industrial area in TCV, and to delete the non-essential road access to ecological sensitive areas. A representer opposes large-scale land development at area from Shek Lau Po to Shek Mun Kap.
- Retain and encourage agriculture use to encourage agriculture activities and to promote eco-tourism in TCV. A representer suggests that areas in Shek Lau Po and Shek Mun Kap should be designated as “GB” or “Agriculture” (“AGR”). Other comments propose to have conservation-related zones in TCV such as “GB”, “CA”, “CPA” etc. and “V” zones with no other residential zonings. Not to propose residential use in Shek Mun Kap and riverine area of Tung Chung Valley, proposed residential use at Shek Mun Kap should be rezoned to nature park.
- To adopt measures to prevent environmental vandalism and preserve

- Tung Chung Stream, an EIS and its riparian area of 20m to 30m wide, is zoned “CA” to preserve the stream from impact from human activities.. The mature woodlands near Ngau Au and Shek Mun Kap which are relatively large and intact where floral species of conservation interest have been recorded in these woodlands are zoned “CA”. The hilly area to the south of Shek Mun Kap Road and the areas between the upper tributaries of Tung Chung Stream contain a continuous stretch of dense and mature woodlands composed of native plant species. To better preserve these woodlands and the upper catchment of Tung Chung Stream, these areas are also zoned “CA”.
- Most of the woodlands and areas adjoining the Lantau North (Extension) Country Park are within “GB” zone in TCV. The “GB” zone also covers the natural vegetated areas which consist of streamcourses, dense woodlands on some hillslopes and relatively young woodlands that have developed from abandoned agricultural land. It also covers some fragmented woodland in the vicinity of the villages.
- A river park is proposed along the eastern section of Tung Chung Stream and the man-made section which will be de-channelised. The area is under the “OU(River Park)” zone which intends to protect and retain the existing natural landscape, ecological or topographic features of the area for preservation, flood prevention, educational and research purposes through the development of a river park and to separate sensitive natural environment of the Tung Chung EIS from the adverse effects of development.
- Wong Lung Hang, which falls within the extended area of TCTC OZP, and its riparian areas with natural and dense vegetation are zoned “CA” on the TCTC OZP in recognition of their ecological values.
- The road system proposal for TCV in the RODP has been minimized taken into account the natural and rural environment of the area. Other than accesses provided for the residential sites, others are rural roads which provide access to the villages. While the ecologically sensitive

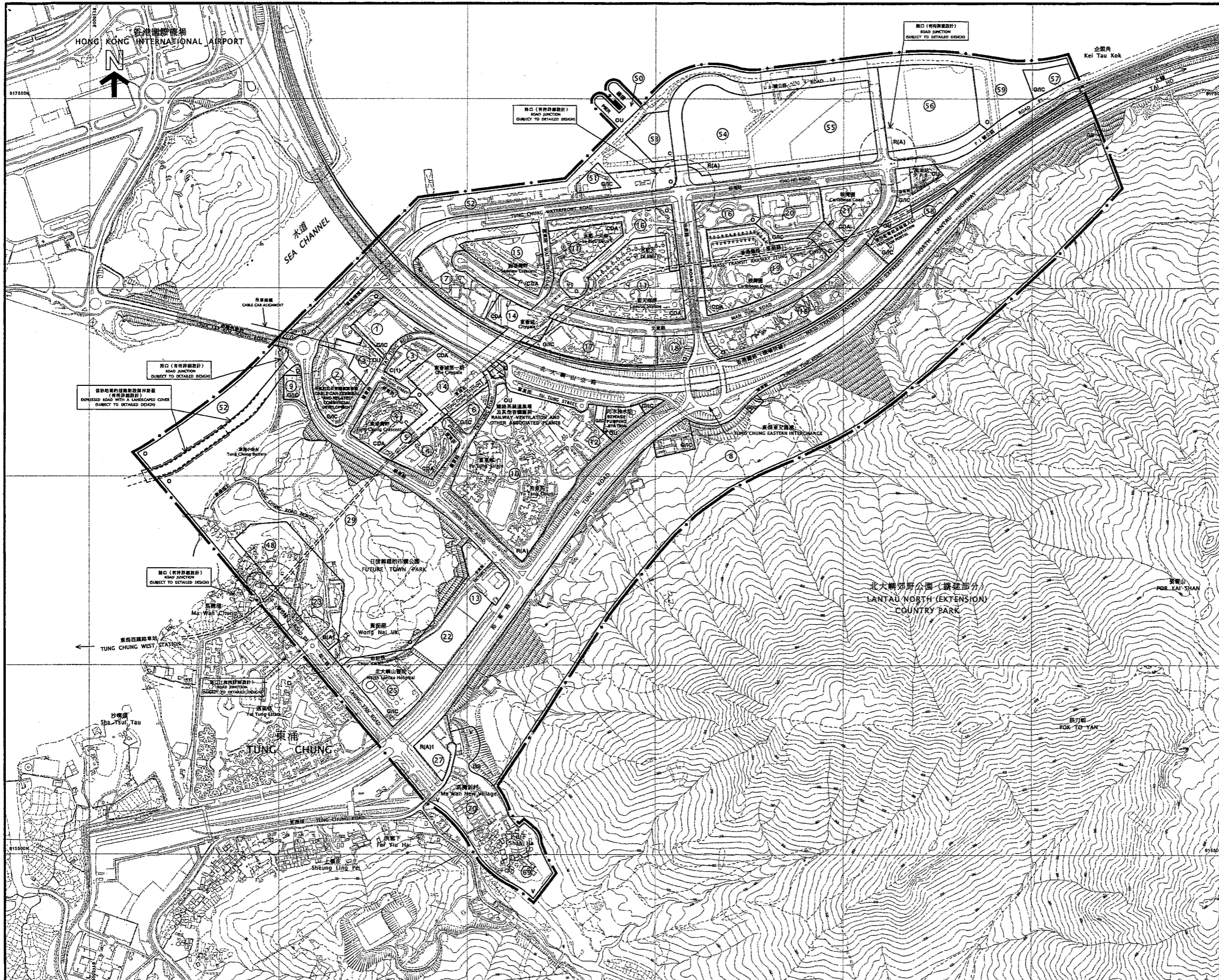
<p>Tung Chung Stream-cum-Bay System, to formulate comprehensive drainage strategy and system, and to take into account air quality.</p>	<p>areas are to be preserved, opportunities have been taken to allow low-rise low-density residential developments in land pockets with less ecological value in order to maximize land resources to address housing demand. These sites have been carefully planned with PRs of 1 to 1.5 only in appreciation of the existing natural and rural environment of TCV. No industrial use is proposed in TCV.</p> <ul style="list-style-type: none"> ● As for agricultural use, it is noted that the farmlands in TCV are mainly covered by unmanaged orchards. Except some pockets of active farmlands scattered within the villages, other farmlands are mostly fallow and covered with vegetations. Agricultural activities can continue on farmlands within the “V” zone. Other abandoned farmlands now covered by vegetations are included within the “GB” zone to reflect their existing state, and agricultural use is always permitted within the “GB” zone on the OZP. ● The ES of the draft OZP provides detailed information on the objective and planning intention of various land use zones including the conservation zonings in consultation with government departments including Agriculture, Fisheries and Conservation Department during preparation of the OZP to incorporate relevant information.
<p>Development</p>	
<ul style="list-style-type: none"> ● The DPA plan lacks of detailed zonings. More facilities and services to meet demands of local community and tourism development should be provided. A balance housing mix in TCW should be adopted. There is also a need to enhance internal or external connectivity should be enhanced. It is suggested to adopt sustainable development in TCV and to achieve balance between development and conservation, and allow development in villages. ● Development intensity should be increased at the least environmentally sensitive area and within 500m of the proposed TCW railway station, to provide more private housing in TCV to enhance internal connectivity, and to designate appropriate land use zoning for more efficient use of land. Underutilization of land should be avoided and land use zonings should allow flexibility. 	<ul style="list-style-type: none"> ● TCV DPA Plan is only temporary in nature providing interim control on land use and development within the TCV area. Detailed land uses are provided in TCV OZP, which replaces the DPA Plan. The TCV OZP is formulated on the basis of the RODP of Tung Chung Study taking into account relevant planning considerations. In the formulation of the RODP of Tung Chung Study, due consideration has been made to designate land uses and provide community facilities in a comprehensive and balance manner, in terms of the types and locations of such facilities. The provision of Government and community facilities and open space in the RODP has also been planned in accordance with HKPSG and taking into account public comments received. The RODP has also made provision to improve linkage within the whole New Town including connection between TCE and the existing town centre area with TCW. Land uses in TCW in the RODP are proposed taken into consideration various factors,

<ul style="list-style-type: none"> ● Review the land use around the proposed TCW railway station to create a vibrant district centre, the drainage system to avoid large scale land resumption, and land ownership status to facilitate quick implementation of the development of TCV. ● New land for “Village Type Development” (“V”) should be provided to compensate the land designated for conservation-related zones. Road network, carparks and sewerage system for each village should be provided. 	<p>including urban planning, local demand for housing/infrastructure/facilities, the sensitive natural environment, findings of ecological survey, environmental impact, departmental requirements as well as comments received from various stages of public engagement activities. The proposals aim to strike a balance between these various requirements and considerations. As mentioned above, ecological surveys have been conducted in formulating the land uses proposals in the RODP.</p> <ul style="list-style-type: none"> ● A GIC complex and commercial sites (PRs of 2.5 and 3) are planned in Areas 36A and 38A to 38C respectively to capture the advantage of the planned TCW railway station. While ecologically sensitive areas are designated with appropriate conservation zonings (e.g. “GB”, “CA” and “CPA”) for areas such as Tung Chung Stream and its riparian areas, along Tung Chung Bay coastline, various woodlands in TCV etc., the areas with lower ecological value are identified for low-density residential uses (PRs ranged from 1 to 1.5) to optimize the use of land resources in an acceptable degree of development in TCV compatible with the natural environment and rural setting of the area. ● Furthermore, existing villages together with areas suitable for village expansion are designated “V”. In designating the “V” zone, considerations including the existing ‘Village Environs’ (VE), outstanding small house applications, 10-year small house demand forecast, the topography and the natural environment. Road connection and sewage system to the villages are planned under Tung Chung Study.
<p>Engineering</p>	
<ul style="list-style-type: none"> ● Flood control/prevention system and measures on Tung Chung Stream should be required. However, a representor doubts on the need and effectiveness of the planned polder system and attenuation ponds in TCV. ● There is geotechnical risk in TCV that development in TCV is not suitable. 	<ul style="list-style-type: none"> ● To preserve the natural environment and avoid impact of human activities on Tung Chung Stream, an innovative drainage system is proposed in TCV. Polder and stormwater attenuation and treatment ponds are to be provided to protect villages and residential developments from flood risk for Tung Chung Stream as well as to remove pollutants generated within development areas. Details of the polder and drainage system will be subject to detailed design.

	<ul style="list-style-type: none"> ● Development overlooked by steep natural terrain may meet the Alert Criteria for a Natural Terrain Hazard Studies (NTHS). For any new development proposals within these areas, the developer(s) would be required to carry out a NTHS and provide suitable hazard mitigation measures, if found necessary, as part of the development.
<p>Development Right and Land Resumption</p>	
<ul style="list-style-type: none"> ● There are views to resume all the private land lots for establishment of a River Nature Park at Tung Chung Stream and its estuary, River Nature Park for proactive management of natural riverine and estuarine ecology and landscape, and for flood regulation. ● It is also a concern to strike a balance between the rights of land owners and nature conservation, especially designating private agriculture land for conservation purpose. Compensation to the landowners is requested before designating their land for conservation-related zones. A representer objects land for village development being used for conservation purpose. 	<ul style="list-style-type: none"> ● See response above about the proposed river park in TCV. ● Land resumption will be required for the provision of public road, infrastructure, housing and facilities for Tung Chung New Town extension (TCNTE). The associated land resumption will be carried out under the prevailing mechanism and the existing land resumption policy in accordance with, for example, the Lands Resumption Ordinance; the Roads (Works, Use and Compensation) Ordinance; Mass Transit Railway (Land Resumption and Related Provisions) Ordinance etc. The Government will resume and clear the private land on need basis planned for public works projects, public developments, carry out site formation works, and provide infrastructure. ● Notwithstanding the above, private developments will be effected principally through private sector initiatives in accordance with the zoned uses indicated on the Plan, provided that their proposals meet Government requirements.
<p>Existing Use / Unauthorised Development</p>	
<ul style="list-style-type: none"> ● There are concerns on the unauthorized developments, storage use, columbarium or other developments within TCV which would have impact on the natural environment and ecology in TCV. The road layout in the TCV would affect the natural environment and attract more unauthorized development. ● A representer objects to the existing use (“EU”) of columbarium in Nim Yuen. There are concerns on the unauthorized conversion of New Territories Exempted House into columbarium use within the Area. 	<ul style="list-style-type: none"> ● According to the s.1A of the Ordinance, “EU” in relation to a DPA means a use of a building or land that was in existence immediately before the publication in the Gazette of notice of the draft plan of the DPA. Any development, other than “EU” or uses in conformity with the Plan or with the permission of the Board, undertaken or continued on or after the first gazettal of the DPA Plan, may be subject to enforcement proceedings under Town Planning Ordinance (the Ordinance). ● It is noted that a representer claims their columbarium development at Nim Yuen as “EU”. Nim Yuen is a recognized village and it is

● A representer does not agree with paragraphs 6.1 and 7.4 of the Explanatory Statement of the draft DPA Plan and argues that their columbarium development in Nim Yuen is an “EU”. It is suggested that ‘Columbarium’ as Use always permitted’ should be included in Annex A of the Notes and to take existing use of Nim Yuen into account and include the ‘Columbarium’ use in the DPA Plan.

considered appropriate to zone the existing village houses in the village area as “V”.



圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	RA(A)	住宅(甲類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COMMUNICATIONS		交通
RAILWAY AND STATION	[Symbol]	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	[Symbol]	鐵路及車站(地下)
MAJOR ROAD AND JUNCTION	[Symbol]	主要道路及路口
ELEVATED ROAD	[Symbol]	高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	[Symbol]	規劃範圍界線
PLANNING AREA NUMBER	①	規劃區編號
PETROL FILLING STATION	P F S	加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	百分率 %	
COMMERCIAL	2.14	0.85	商業
COMPREHENSIVE DEVELOPMENT AREA	22.98	9.09	綜合發展區
RESIDENTIAL (GROUP A)	31.94	12.03	住宅(甲類)
VILLAGE TYPE DEVELOPMENT	5.48	2.16	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	21.24	8.40	政府、機構或社區
OPEN SPACE	58.70	22.03	休憩用地
OTHER SPECIFIED USES	2.88	1.13	其他指定用途
GREEN BELT	47.15	18.55	綠化地帶
MAJOR ROAD ETC.	63.34	25.00	主要道路等
TOTAL PLANNING SCHEME AREA	252.81	100.00	規劃範圍總面積

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

行政長官會同行政會議於2015年3月31日根據城市規劃條例第9(1)(a)條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 31 MARCH 2015

Ms Winnie WONG 黃潔怡女士
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東涌市中心地區分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TUNG CHUNG TOWN CENTRE AREA - OUTLINE ZONING PLAN

SCALE 1:5,000 比例尺
METRES 100 200 400 600 800 METRES

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-TCTC/20



核准圖編號 S/I-TCTC/20 的修訂
 AMENDMENTS TO APPROVED PLAN No. S/I-TCTC/20

按照城市規劃條例第 5 條展示的修訂
 AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目 A1 - A3 項 AMENDMENT ITEMS A1 - A3		修訂項目 D2, E2, F2, G2, H2, M2, N2, Q2 及 R2 項 AMENDMENT ITEMS D2, E2, F2, G2, H2, M2, N2, Q2 & R2	
修訂項目 B1 - B3 項 AMENDMENT ITEMS B1 - B3		修訂項目 E3, M3, P 及 R3 項 AMENDMENT ITEMS E3, M3, P & R3	
修訂項目 C 項 AMENDMENT ITEM C		修訂項目 K 項 AMENDMENT ITEM K	
修訂項目 D1, E1, F1, G1, H1, J, L, M1, N1, Q1 及 R1 項 AMENDMENT ITEMS D1, E1, F1, G1, H1, J, L, M1, N1, Q1 & R1			

(參看附表)
 (SEE ATTACHED SCHEDULE)

夾附的《註釋》屬這份圖則的一部分，
 現經修訂並按照城市規劃條例第 5 條展示。
 THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
 AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
 SECTION 5 OF THE TOWN PLANNING ORDINANCE

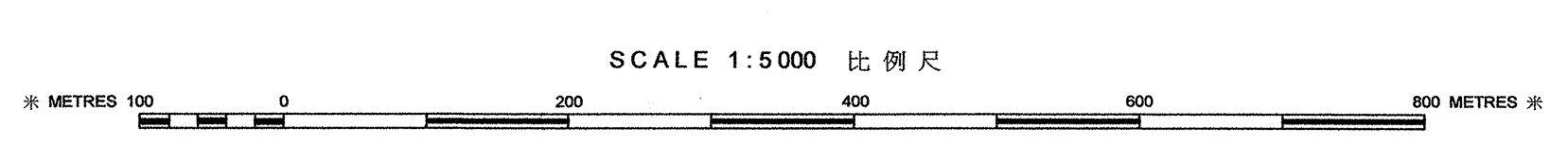
圖例 NOTATION		交通	
ZONES	地帶	COMMUNICATIONS	交通
COMMERCIAL	C	RAILWAY AND STATION	鐵路及車站
RESIDENTIAL (GROUP A)	R(A)	RAILWAY AND STATION (UNDERGROUND)	鐵路及車站 (地下)
RESIDENTIAL (GROUP B)	R(B)	MAJOR ROAD AND JUNCTION	主要道路及路口
VILLAGE TYPE DEVELOPMENT	V	ELEVATED ROAD	高架道路
GOVERNMENT, INSTITUTION OR COMMUNITY	G/C		
OPEN SPACE	O		
OTHER SPECIFIED USES	OU		
GREEN BELT	GB		
CONSERVATION AREA	CA		
		MISCELLANEOUS	其他
		BOUNDARY OF PLANNING SCHEME	規劃範圍界線
		PLANNING AREA NUMBER	規劃區編號
		BOUNDARY OF COUNTRY PARK	郊野公園界線
		MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	最高建築物高度 (在主水平基準上若干米)
		MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	最高建築物高度 (樓層數目)
		PETROL FILLING STATION	加油站

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	百分率 %	
COMMERCIAL	4.99	1.48	商業
RESIDENTIAL (GROUP A)	54.47	15.94	住宅 (甲類)
RESIDENTIAL (GROUP B)	3.57	1.04	住宅 (乙類)
VILLAGE TYPE DEVELOPMENT	16.90	4.95	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	36.84	10.72	政府、機構或社區
OPEN SPACE	40.97	11.99	休憩用地
OTHER SPECIFIED USES	3.62	1.05	其他指定用途
GREEN BELT	103.60	30.32	綠化地帶
CONSERVATION AREA	9.49	2.78	自然保育區
NULLAH	2.07	0.61	明渠
RIVER CHANNEL	0.36	0.11	河道
MAJOR ROAD ETC.	64.98	19.02	主要道路等
TOTAL PLANNING SCHEME AREA	341.66	100.00	規劃範圍總面積

按照城市規劃條例第 5 條展示的
 核准圖編號 S/I-TCTC/20 的修訂
 AMENDMENTS TO APPROVED PLAN No. S/I-TCTC/20 EXHIBITED
 UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON

SECRETARY
 TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的東涌市中心地區分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TUNG CHUNG TOWN CENTRE AREA - 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-TCTC/20D**

**SCHEDULE OF AMENDMENTS TO
THE APPROVED TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/20
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A1 – Incorporation of the area to the west and south of Chung Yan Road into the planning scheme area and zone it as “Residential (Group A)” (“R(A)”), “R(A)1”, “R(A)2”, “R(A)3”, “Residential (Group B)2” (“R(B)2”), Government, Institution or Community” (“G/IC”), Village Type Development” (“V”), “Open Space” (“O”), “Other Specified Uses” (“OU”) annotated “Stormwater Attenuation and Treatment Ponds”, “OU” annotated “Petrol Filling Station”, “Green Belt” (“GB”), “Conservation Area” (“CA”), areas shown as ‘Road’, ‘Nullah’ and ‘River Channel’ and stipulation of building height restrictions for the “R(A)1”, “R(A)2”, “R(A)3” and “R(B)2” zones and “G/IC” zones in Areas 44, 49, 62, 63 and 108.
- Item A2 – Incorporation of areas adjoining the northwestern boundary of the Lantau North (Extension) Country Park into the planning scheme area and zone it as “GB”.
- Item A3 – Incorporation of the Tung Chung Development Pier and pier/breakwater at Ma Wan Chung into the planning scheme area and zone them as “OU” annotated “Pier” and “OU” annotated “Breakwater”.
- Item B1 – Excision of existing sea area to the south Chek Lap Kok South Road from the planning scheme area.
- Item B2 – Excision of areas to the east currently covered by the Lantau North (Extension) Country Park from the planning scheme area.
- Item B3 – Excision of an area to the north of Ying Hei Road from the planning scheme area for incorporation into the draft Tung Chung Extension Area Outline Zoning Plan (OZP) No. S/I-TCE/1.
- Item C – Rezoning of the area west of Shun Tung Road and east of Chung Yan Road from “O”, “G/IC”, “R(A)” and area shown as ‘Road’ to “V”, “G/IC”, “O”, “R(B)1”, “R(B)3”, “OU” annotated “Pier”, “OU” annotated “Breakwater” and area shown as ‘Road’ and stipulation of building height restrictions for the “R(B)1” and “R(B)3” zones and “G/IC” zone in Area 24A.

- Item D1 – Rezoning of the area occupied by Tung Chung Crescent from “Comprehensive Development Area” (“CDA”) and area shown as ‘Road’ to “R(A)4”.
- Item D2 – Rezoning of three strips of land adjoining Tung Chung Crescent from “CDA” and “O” to area shown as ‘Road’.
- Item E1 – Rezoning of the area occupied by Seaview Crescent from “CDA” and “O” to “R(A)5”.
- Item E2 – Rezoning of two strips of land adjoining Seaview Crescent from “CDA” to “O” and area shown as ‘Road’.
- Item E3 – Rezoning of three strips of land adjoining Man Tung Road Park from “O” to area shown as ‘Road’ and from area shown as ‘Road’ to “O”.
- Item F1 – Rezoning of the area occupied by Coastal Skyline from “CDA” and “O” to “R(A)6”.
- Item F2 – Rezoning of a piece of land adjoining Coastal Skyline from “CDA” to “O” and area shown as ‘Road’.
- Item G1 – Rezoning of the area occupied by Caribbean Coast from “CDA”, “O” and “G/IC” to “R(A)7”.
- Item G2 – Rezoning of two strips of land adjoining Caribbean Coast from “CDA” to “O” and area shown as ‘Road’.
- Item H1 – Rezoning of the area occupied by Citygate and One Citygate from “CDA”, “O” and “G/IC” to “Commercial(2)” (“C(2)”).
- Item H2 – Rezoning of a strip of land adjoining the Skybridge at Citygate from “CDA” to “G/IC” and area shown as ‘Road’.
- Item J – Rezoning of the area occupied by the Tung Chung Railway Station from “CDA”, “G/IC” and area shown as ‘Road’ to “OU” annotation “Railway Station”.
- Item K – Rezoning of a piece of land adjoining the Tung Chung Railway Station from “G/IC”, “CDA” and area shown as ‘Road’ to “C(3)” and stipulation of building height restriction for the “C(3)” zone.
- Item L – Rezoning of a piece of land in Area 52 along Tung Chung Waterfront Road from “O” to area shown as ‘Road’.
- Item M1 – Rezoning of the area occupied by the railway traction substation and portal adjoining Man Tung Road and North Lantau Highway from “G/IC” and area shown as ‘Road’ to “OU” annotated “Traction Substation cum Portal”.

- Item M2 – Rezoning of three strips of land adjoining Tung Chung North Park along North Lantau Highway from “O” and “G/IC” to area shown as ‘Road’.
- Item M3 – Rezoning of an area of the Tung Chung North Park from “G/IC” to “O”.
- Item N1 – Rezoning of a strip of land adjoining North Lantau Highway, Tung Chung Waterfront Road, Shun Tung Road and Tat Tung Road from “G/IC”, “O” and “OU” annotated “Cable Car Terminal and Related Commercial Development” to area shown as ‘Road’.
- Item N2 – Rezoning of a strip of land in Area 1 occupied by Tat Tung Road Garden from “G/IC” to “O”.
- Item P – Rezoning of a strip of land near Tung Chung Railway Station from area shown as ‘Road’ to “OU” annotated “Railway Ventilation and Other Associated Plants” and two strips of land adjoining the railway ventilation site from “OU” annotated “Railway Ventilation and Other Associated Plants” to area shown as ‘Road’.
- Item Q1 – Rezoning of the strips of land in Area 10 along Tat Tung Road, Shun Tung Road and Yu Tung Road from “R(A)”, “OU” annotated “Sewage Pumping Station” and “G/IC” to area shown as ‘Road’.
- Item Q2 – Rezoning of the strips of land along Yu Tung Road and Cheung Tung Road from “GB” and area shown as ‘Road’ to “G/IC” and the strip of land along Yu Tung Road from area shown as ‘Road’ to “GB”.
- Item R1 – Rezoning of a strip of land adjoining North Lantau Hospital from “G/IC” to area shown as ‘Road’ and a strip of land of the Lantau North Divisional Police Station from area shown as ‘Road’ to “G/IC”.
- Item R2 – Rezoning of a strip of land at Tung Chung Area 27 from area shown as ‘Road’ to “R(A)1”.
- Item R3 – Rezoning of the strips of land adjoining Ma Wan New Village from “V” to “GB” and area shown as ‘Road’ and “GB” to “V” respectively.

II. Amendment to the Notes of the Plan

- (a) Revision of the covering Notes to include provision relevant to the “CA” zone.
- (b) Revision of the Notes of the “C” zone to include development restrictions for the “C(2)” and “C(3)” zones.
- (c) Deletion of the Notes for the “CDA” zone.

- (d) Revision of the Notes of the “R(A)” zone to revise the development restriction for the “R(A)1” zone and include development restrictions for the “R(A)2” to “R(A)7” zones.
- (e) Incorporation of a new set of Notes for the “R(B)” zone.
- (f) Revision of the Notes of the “G/IC” zone to delete ‘Flat (Government Staff Quarters only)’ use from Column 1 and add ‘Flat’ use in Column 2 and to include Remarks for the “G/IC” zone.
- (g) Revision of the Notes of the “OU” annotated “Pier” zone by amending ‘Government Use’ to ‘Government Use (not specified elsewhere)’.
- (h) Incorporation of new sets of Notes for the “OU” annotated ‘Railway Station’, “OU” annotated “Breakwater” and “OU” annotated “Stormwater Attenuation and Treatment Ponds” zones.
- (i) Revision of the Notes of the “GB” zone by adding ‘House’ use to Column 2 and Remarks regarding division of streams, filling or excavation of land.
- (j) Incorporation of a new set of Notes for the “CA” zone.

**~~APPROVED DRAFT~~ TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/20D**

(Being an ~~Approved~~ *a Draft* 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.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except *(a)* where the uses or developments are specified in Column 2 of the Notes of individual zones *or (b) as provided in paragraph (8) in relation to areas zoned “Conservation Area”*:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (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 areas zoned “Conservation Area”,*
- (a) *the following uses or developments are always permitted:*
 - (i) *maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave; and*
 - (ii) *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

(b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

~~(8)~~(9) 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:

on-street vehicle park and railway track.

~~(9)~~(10) 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 planning permission is required.

~~(10)~~(11) 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.

"New Territories Exempted House" means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as 'Shop and Services' or 'Eating Place', the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

**APPROVED-DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/20D**

Schedule of Uses

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COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office 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 Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as the commercial centre in the Town Centre.

(Please see next page)

COMMERCIAL (Cont'd)Remarks

- (a) On land designated “~~Commercial~~ (1)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5 and ~~a~~**the** maximum building height of ~~70~~ **in terms of** metres above Principal Datum **as stipulated on the Plan**, or the plot ratio and height of the existing building, whichever is the greater.
- (b) *On land designated “C(2)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 80,000m², or the gross floor area of the existing building, whichever is the greater. A public open space of not less than 1.39 ha including a Town Square of not less than 0.18 ha shall be provided.*
- (c) *On land designated “C(3)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.*
- (~~b~~)(d) In determining the **relevant** maximum plot ratio/ **gross floor area** for the purposes of paragraphs (a) **to** (c) above,
- (i) any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded; ~~and~~
- (ii) *on land designated “C(1)”and “C(3)”, any floor space that is constructed or intended for use solely as public transport ~~terminus~~**-interchange** shall be included for calculation;* ~~and~~
- (iii) *on land designated “C(2)”, any floor space that is constructed or intended for use solely as public transport interchange may be disregarded.*
- (~~e~~)(e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, **gross floor area** and/or building height restrictions stated in paragraphs (a) **to** (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Mass Transit Railway Vent Shaft and/or Other — Structure above Ground Level other than — Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Railway Station Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)Planning Intention

~~This zone is intended for comprehensive development/redevelopment of the area for residential and commercial uses with the provision of open space and other supporting facilities. The commercial developments may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as the commercial centre in the Town Centre. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.~~

Remarks

- ~~(a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:~~
- ~~(i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;~~
 - ~~(ii) the proposed total site area and gross floor area (GFA) for various uses, total number of flats and flat size, where applicable;~~
 - ~~(iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;~~
 - ~~(iv) the alignment, widths and levels of any roads proposed to be constructed within the area;~~
 - ~~(v) the landscape and urban design proposals within the area;~~
 - ~~(vi) programmes of development in detail;~~
 - ~~(vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;~~

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)Remarks (Cont'd)

- ~~(viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;~~
- ~~(ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and~~
- ~~(x) such other information as may be required by the Town Planning Board.~~

- ~~(b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.~~

- ~~(c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 750,120 m² for residential use and a maximum GFA of 93,000 m² for commercial use including hotel, or the GFA of the existing building, whichever is the greater.~~

- ~~(d) In determining the maximum GFA for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport facilities, railway station development or GIC facilities, as required by the Government, may also be disregarded.~~

- ~~(e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA restriction stated in paragraph (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.~~

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Vehicle Park (for cycles only) Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (not elsewhere specified, excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services Training Centre

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
 Educational Institution
 Institutional Use (not elsewhere specified)
 Off-course Betting Centre
 Office
 Place of Entertainment
 Private Club
 Public Convenience
 Recyclable Collection Centre
 School
 Shop and Services
 Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (a) ***On land designated "R(A)", No*** ~~no~~ new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 5, or the plot ratio of the existing building, whichever is the greater.
- (b) On land designated "R(A)1" to "R(A)7", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of ~~6~~ ***and/or gross floor area specified below*** and a maximum building height of ~~135 metres above Principal Datum~~ ***and/or gross floor area*** height of the existing building, whichever is the greater.:

<u>Sub-area</u>	<u>Maximum Plot Ratio/GFA</u>
<i>R(A)1</i>	<i>Maximum domestic plot ratio of 6</i>
<i>R(A)2</i>	<i>Maximum plot ratio of 6.4</i>
<i>R(A)3</i>	<i>Maximum plot ratio of 5.4</i>
<i>R(A)4</i>	<i>Maximum domestic gross floor area of 166,880m² and maximum non-domestic gross floor area of 3,350m²</i>
<i>R(A)5</i>	<i>Maximum domestic gross floor area of 108,630m² and maximum non-domestic gross floor area of 2,850m²</i>
<i>R(A)6</i>	<i>Maximum domestic gross floor area of 253,100m² and maximum non-domestic gross floor area of 2,850m²</i>
<i>R(A)7</i>	<i>Maximum domestic gross floor area of 407,300m² and maximum non-domestic gross floor area of 5,350m²</i>

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

- (c) *On land designated “R(A)1” to “R(A)3”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- ~~(d)~~(d) *On land designated “R(A)”, ~~in~~ determining the relevant maximum plot ratio for the purposes of paragraph (a) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.*
- ~~(d)~~(e) *In determining the relevant maximum plot ratio/ **gross floor area** for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. **Any floor space that is constructed or intended for use solely as Government, institution or community facilities as required by the Government may be disregarded.***
- (f) *On land designated “R(A)6” and “R(A)7”, any floor space that is constructed or intended for use solely as covered walkways for public passage as required by the Government may be disregarded.*
- ~~(e)~~(g) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, **gross floor area** and/or building height restrictions stated in paragraphs (a) ~~and to~~ ~~(b)~~ above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

RESIDENTIAL (GROUP B)

<i>Column 1</i> <i>Uses always permitted</i>	<i>Column 2</i> <i>Uses that may be permitted with or without conditions on application to the Town Planning Board</i>
<i>Flat</i>	<i>Eating Place</i>
<i>Government Use (Police Reporting Centre, Post Office only)</i>	<i>Educational Institution</i>
<i>House</i>	<i>Government Refuse Collection Point</i>
<i>Library</i>	<i>Government Use (not elsewhere specified)</i>
<i>Residential Institution</i>	<i>Hospital</i>
<i>School (in free-standing purpose-designed building only)</i>	<i>Hotel</i>
<i>Utility Installation for Private Project</i>	<i>Institutional Use (not elsewhere specified)</i>
	<i>Market</i>
	<i>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</i>
	<i>Off-course Betting Centre</i>
	<i>Office</i>
	<i>Petrol Filling Station</i>
	<i>Place of Entertainment</i>
	<i>Place of Recreation, Sports or Culture</i>
	<i>Private Club</i>
	<i>Public Clinic</i>
	<i>Public Convenience</i>
	<i>Public Transport Terminus or Station</i>
	<i>Public Utility Installation</i>
	<i>Public Vehicle Park</i>
	<i>(excluding container vehicle)</i>
	<i>Recyclable Collection Centre</i>
	<i>Religious Institution</i>
	<i>School (not elsewhere specified)</i>
	<i>Shop and Services</i>
	<i>Social Welfare Facility</i>
	<i>Training Centre</i>

On land designated "R(B)1", the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

School (Kindergarten only)
Social Welfare Facility

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)**Planning Intention**

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

Remarks

- (a) *On land designated “R(B)1”, “R(B)2” and “R(B)3”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:*

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
R(B)1	<i>Maximum plot ratio of 4</i>
R(B)2	<i>Maximum plot ratio of 3.5</i>
R(B)3	<i>Maximum plot ratio of 2</i>

- (b) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (c) *In determining the relevant maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.*
- (d) *On land designated “R(B)1”, in determining the relevant maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as Government, institution or community facilities as required by the Government may be disregarded.*
- (e) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/ or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (New Territories Exempted House only) On-Farm Domestic Structure Public Vehicle Park (for cycles only) Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Market Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation # Public Vehicle Park (not elsewhere specified, excluding container vehicle) Religious Institution (not elsewhere specified) # Residential Institution School # Shop and Services Social Welfare Facility # Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place
 Library
 School
 Shop and Services

(Please see next page)

VILLAGE TYPE DEVELOPMENT (Cont'd)Planning Intention

The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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
Ambulance Depot Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Flat (Government Staff Quarter only) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Rural Committee/Village Office School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (cont'd)**Planning Intention**

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

Remarks

- (a) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storeys/metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (b) *In determining the relevant maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.*
- (c) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Public Vehicle Park (for cycles only) Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (not elsewhere specified, excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

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 “Breakwater” Only***Breakwater******Government Use (not elsewhere specified)
Public Utility Installation*****Planning Intention*****This zone is primarily intended for the provision of breakwater.***For “Petrol Filling Station” Only

Petrol Filling Station

Planning Intention

This zone is intended for the development of petrol filling stations.

For “Pier” OnlyPier
Public ConvenienceEating Place
Government Use (***not elsewhere specified***)
Marine Fuelling Station
Public Utility Installation
Shop and Services (not elsewhere specified)Planning Intention

This zone is intended to designate land for piers to facilitate marine access to Tung Chung.

RemarksKiosks not greater than 10m² each in area and not more than 10 in number for use as Shop and Services are considered as ancillary to “Pier” use.***(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 "Railway Station" Only

Railway Station
Mass Transit Railway Vent Shaft and/ or
Other structure above Ground Level
other than Entrances

Eating Place
Government Use (not elsewhere specified)
Public Utility Installation
Shop and Services
Utility Installation for Private Project

Planning Intention

This zone is intended for the development of the Tung Chung Mass Transit Railway Station.

For "Railway Ventilation and Other Associated Plants" Only

Railway Ventilation and Other Associated Plants

Planning Intention

This zone is intended for the development of railway ventilation and other associated plants.

For "Sewage Pumping Station" Only

Sewage Pumping Station

Planning Intention

This zone is intended for the development of a sewage pumping station.

(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 “Stormwater Attenuation and Treatment Ponds” Only

*Field Study/Education/Visitor Centre
Stormwater Attenuation and Treatment
Pond*

*Government Use (not elsewhere specified)
Public Utility Installation*

Planning Intention

This zone is primarily intended for the development of stormwater attenuation and treatment ponds, which form part of the sustainable drainage and flood prevention system in the Area.

For “Traction Substation cum Portal” Only

Traction Substation cum Portal

Planning Intention

This zone is intended for the development of a traction substation cum portal.

(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 "Cable Car Terminal and related Commercial Development" Only

Cable Car Route and Terminal Building
Commercial Bathhouse/Massage
Establishment
Eating Place
Exhibition or Convention Hall
Field Study/Education/Visitor Centre
Government Refuse Collection Point
Government Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other
Structure above Ground Level other than
Entrances
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Public Convenience
Public Transport Terminus or Station
Public Vehicle Park (excluding container
vehicle)
Public Utility Installation
Radar, Telecommunications Electronic
Microwave Repeater, Television
and/or Radio Transmitter Installation
Shop and Services
Utility Installation for Private Project

Planning Intention

This zone is intended for the development of cable car terminal cum related commercial developments and supporting facilities, including a transport interchange, coach parking and ancillary car parking to serve the terminal and the commercial floor space.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)For "Cable Car Terminal and related Commercial Development" Only (Cont'd)Remarks

- (a) An applicant for permission for development on land designated "Other Specified Uses" annotated "Cable Car Terminal and related Commercial Development" shall prepare a layout plan for the approval of the Town Planning Board and include therein the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings, including structures, to be erected on the site;
 - (ii) the proposed total gross floor area (GFA) for various uses and facilities;
 - (iii) the details and extent of the cable car terminal facilities, parking and loading/unloading spaces and open space to be provided within the site;
 - (iv) the alignment, widths and levels of any footpaths and roads proposed to be constructed within the site;
 - (v) the landscape and urban design proposals within the site;
 - (vi) programmes of development in detail;
 - (vii) the details of supply of utilities and infrastructure to meet the needs of the proposed development;
 - (viii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building including structure, shall result in a total development or redevelopment in excess of a maximum building height of 35 metres above Principal Datum and a maximum commercial GFA of 308 m², or the height and commercial GFA of the existing building including structure, whichever is the greater.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Cable Car Terminal and related Commercial Development" Only (Cont'd)

Remarks (Cont'd)

- (c) In determining the maximum GFA for the purposes of paragraph (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretakers' office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as cable car terminal facility, transport interchange and coach park, as required by the Government, may also be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and/or building height restrictions stated in paragraph (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to preserve the existing topography and natural vegetation at the fringe of the new town as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

(Please see next page)

GREEN BELT (cont'd)**Remarks**

Any diversion of streams, filling or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the publication in the Gazette of the notice of the draft Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/21 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

CONSERVATION AREA

<i>Column 1 Uses always permitted</i>	<i>Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board</i>
<i>Agricultural Use (other than plant nursery) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Wild Animals Protection Area</i>	<i>Barbecue Spot Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp House (Redevelopment only) Public Convenience Public Utility Installation Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Tent Camping Ground Utility Installation for Private Project</i>

Planning Intention

This zoning is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Ecologically Important Stream from the adverse effects of development.

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

Remarks

- (a) *No redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the publication in the Gazette of the notice of the draft Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/21.*

(Please see next page)

CONSERVATION AREA (cont'd)

- (b) *Any diversion of streams, filling or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes, shall not be undertaken or continued on or after the date of the publication in the Gazette of the notice of the draft Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/21 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.*

~~APPROVED DRAFT~~ TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/20D

EXPLANATORY STATEMENT

**APPROVED-DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/20D**

EXPLANATORY STATEMENT

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**APPROVED-DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/20D**

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

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance, this Statement shall not be deemed to constitute a part of the Plan.

1. **INTRODUCTION**

This Explanatory Statement is intended to assist an understanding of the ~~approved~~ *draft* Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/20D. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land use zonings on the Plan.

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

2.1 On 27 May 1993, under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands (SPEL), directed the Board, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare an OZP for the Tung Chung Town Centre area. On 14 January 1994, the draft Tung Chung Town Centre Area OZP No. S/I-TCTC/1 was exhibited for public inspection under section 5 of the Ordinance. On 28 July 1995, the then Governor in Council approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/2.

2.2 On 25 September 1997, under the power delegated by the then Governor which was deemed to have been made by the Chief Executive, the then SPEL directed the Board, under section 3(1)(a) of the Ordinance, to extend the planning scheme boundary of the approved OZP to the west to include Areas 22 and 25 and the future town park. On 10 March 1998, the Chief Executive in Council (CE in C) referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

2.3 On 24 July 1998, the draft Tung Chung Town Centre Area OZP No. S/I-TCTC/3 extending the plan boundary to the west and incorporating the land use proposals for the western extension of the Town Centre area was exhibited for public inspection under section 5 of the Ordinance. On 22 June 1999, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/4. On 10 October 2000, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended three times and exhibited under section 5 or 7 of the Ordinance for public inspection.

- 2.4 On 30 April 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/8. On 8 October 2002, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.5 On 1 April 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/10. On 8 July 2003, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.6 On 3 January 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/14. On 30 January 2007, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.7 On 31 March 2009, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/16. ~~On 24 April 2009, the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/16 was exhibited for public inspection under section 9(5) of the Ordinance.~~
- ~~2.8—On 3 November 2009, the CE in C referred the approved OZP No. S/I-TCTC/16 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 11 December 2009, the draft OZP No. S/I-TCTC/17 incorporating the amendments to rezone a site to the east of Tat Tung Road in Area 3 from “Commercial” to “Commercial (1)” and to adjust the zoning boundaries of the “Other Specified Uses” annotated “Cable Car Terminal and related Commercial Development”, “Comprehensive Development Area”, “Open Space”, “Government, Institution or Community” zones and areas shown as ‘Road’ was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, no representation was received.~~
- 2.98 On 1 June 2010, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/18. ~~On 11 June 2010, the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/18 was exhibited for public inspection under section 9(5) of the Ordinance.~~
- 2.10—On 2 September 2014, the CE in C referred the approved OZP No. S/I-TCTC/18 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. ~~The reference back of the OZP for amendment was notified in the Gazette on 19 September 2014 under section 12(2) of the Ordinance.~~

- 2.119 On 17 October 2014, the draft OZP No. S/I-TCTC/19 incorporating the amendments to rezone a site in Area 27 from *mainly* “Government, Institution or Community” to “Residential (Group A)1” and to adjust the zoning boundaries of the adjoining land was exhibited for public inspection under section 5 of the Ordinance. No representation was received during the two-month exhibition period ended on 17 December 2014.
- 2.1210 On 31-3- ~~March~~ 2015, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/20. On 17-4- ~~April~~ 2015, the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/20 (~~the Plan~~) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.11 *On 24 April 2015, under the power delegated by the CE, the Secretary for Development, directed the Board, under section 3(1)(a) of the Ordinance, to revise the planning scheme boundary of the Tung Chung Town Centre Area OZP to include the existing developments in the Tung Chung Town Centre area and the proposed development areas under the Tung Chung New Town Extension Study (the Tung Chung Study); to excise areas north of Ying Hei Road from the planning scheme area; and to include/excise areas to tally with the existing coastline and Country Parks boundary.*
- 2.12 *On 21 July 2015, the CE in C referred the approved OZP No. S/I-TCTC/20 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP for amendment was notified in the Gazette on 21 August 2015 under section 12(2) of the Ordinance.*
- 2.13 *On XX January 2016, the draft OZP No. S/I-TCTC/21 (the Plan), incorporating the amendments which mainly include the extension of the planning scheme area to include the existing developments in the Tung Chung Town Centre area and proposed development areas under the Tung Chung Study, excision of areas north of Ying Hei Road from the planning scheme area, revision of the zonings of area to the east of Yat Tung Estate to reflect land use proposals under the Tung Chung Study, and inclusion/excision of areas to tally with the existing coastline and Country Parks boundary, was exhibited for public inspection under section 5 of the Ordinance.*

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment within the Planning Scheme Area (the Area) can be put under statutory planning control. Such control is necessary to develop Tung Chung into a balanced community in support of the Hong Kong International Airport (*HKIA*).
- 3.2 The Plan is to illustrate the broad principles of development within the Area. As it is a small-scale plan, the alignments of the roads and railways and

boundaries between the land use zones may be subject to minor adjustments as detailed planning and development proceed.

- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or for garden, slope maintenance and access road purposes, are included in the zones. The general principle is that such areas should not be taken into account in plot ratio (*PR*) and site coverage (*SC*) calculation. Development within zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Tung Chung area and not to overload the road network in this area. ***The land use zones may also include local open space and internal access and/or emergency vehicular access within and serving the sites. These areas are to be excluded in determining the net site area for the purpose of PR and/or gross floor area (GFA) calculation.***

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located on the northshore of Lantau Island to the southeast of the ~~Hong Kong International Airport~~ **HKIA** at Chek Lap Kok. The total area covered by the Plan is approximately ~~253~~ **341.66** hectares (ha), including ~~about 127 ha of reclaimed land~~ **Phases 1, 2, 3A(part) of the Tung Chung New Town development.**
- 5.2 The Area extends from Kei Tau Kok on the northern coast of Lantau Island in the east to **Tung Chung Bay and Tung Chung Valley to its west** ~~Ma Wan Chung in the west~~. In the north, the Area is bounded by ~~the reclamation limit~~ **Ying Hei Road and the existing coastline**, while in the south it is enclosed by a series of mountain slopes as the backdrop. It is planned as the Town Centre of the North Lantau New Town (**Tung Chung New Town**).
- 5.3 The Area is separated from the airport island of Chek Lap Kok by a 200m wide water channel. The North Lantau Highway (NLH) and the Mass Transit Railway (MTR) Airport Express (AE) pass through the Area to link with the

airport island. ~~The railway alignment bifurcates near the eastern edge of the Area where the MTR Tung Chung Line (TCL) also passes through the Area with terminus at the Tung Chung MTR Station at the Town Centre.~~ The Tung Chung Cable Car system links up Tung Chung with Ngong Ping via the angle stations at Airport Island and Nei Lak Shan. Starting from the Tung Chung Terminal in Tung Chung Town Centre, the cable car route runs above the open space along Tung Chung Waterfront Road and then along the northern side of Chek Lap Kok South Road to the angle station on the Airport Island. It then turns an angle and ascends to Ngong Ping and terminates at Ngong Ping Terminal.

- 5.4 Complex geological conditions are known to exist within the Northshore Lantau Area, which can have significant effects on foundation design and construction in terms of both development costs and construction programme. The affected area is referred to as “the Designated Area of Northshore Lantau”. Information on the geology of Tung Chung and technical guidance on foundation works are available from the *Civil Engineering Library and the website of the Civil Engineering and Development Department (CEDD)*.
- 5.5 *The Tung Chung Study was jointly commissioned by CEDD and the Planning Department (PlanD), with the overall objective to extend Tung Chung into a distinct community and propose a development plan which can meet housing, social, economic, environmental and local needs. Three stages of public engagement were conducted and a Recommended Outline Development Plan (RODP) on future land uses of the proposed New Town Extension in Tung Chung East (TCE) and Tung Chung West (TCW) has been formulated under the Tung Chung Study. According to the RODP, the planned population of the Tung Chung New Town Extension is about 144,400. Parts of the New Town Extension are covered in the Area, in which there will be new high-density public and medium-density private residential developments, open spaces, government, institution or community (GIC) facilities, infrastructure and infrastructure improvement works for Ma Wan Chung. Taking into account the villages and the latest development proposals within the Town Centre area, the total planned population of this Area is about 120,800.*
- 5.5.6 The boundary of the Area is shown in a heavy broken line on the Plan. For planning and reference purposes, the Area has been divided into a number of smaller planning areas as shown on the Plan.

6. POPULATION

According to the 2011 Census, the total population in the Area was about ~~38,000~~**78,000**, made up mainly of residents of Fu Tung Estate, Yu Tung Court, Tung Chung Crescent, Seaview Crescent, Coastal Skyline, Caribbean Coast, *Yat Tung Estate* ~~Shan Ha Village~~ and the existing settlement in Ma Wan Chung *village clusters*. The planned population in the Area is about ~~78,000~~**120,800**.

7. LAND USE ZONINGS

7.1 “Commercial” (“C”) : Total Area ~~2,144.99~~ ha

7.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as the commercial centre in the Town Centre.

7.1.2 *The major commercial cluster covering three commercial sites is located around the Tung Chung Railway Station. This commercial cluster acts as a gateway to Tung Chung Town Centre from HKIA and other areas in Hong Kong through NLH.*

~~7.1.27.1.3~~ Being in close proximity to the *Tung Chung Railway Station* ~~Tung Chung MTR Station~~ and with good linkages to other areas of the New Town, a site in Area 3A is zoned as “C(1)”. The ground level of the “C(1)” site ~~nearer to the MTR station~~ will accommodate an extension of the existing public transport interchange *at One City gate* ~~to be designed in integration with the commercial development within the “C(1)” site and the “Comprehensive Development Area” site next to the MTR station.~~ Development and redevelopment within the “C(1)” site are subject to a maximum ~~plot ratio~~ *PR* of 5 and a maximum building height of 70 metres above Principal Datum (mPD).

7.1.4 *Area 14 is zoned “C(2)” and located adjacent to the Tung Chung Railway Station. The commercial development namely Citygate was completed in 2000. It provides accommodations and facilities for retail, office and hotel purposes, including the Citygate Outlets, the One Citygate and the Novotel Hong Kong Citygate. A public open space of not less than 1.39 ha including a Town Square of not less than 0.18 ha has been provided in accordance with the approved development scheme. A public transport interchange is also provided. Development and redevelopment within the “C(2)” site are subject to a maximum non-domestic GFA of 80,000m² to reflect the approved development scheme.*

7.1.5 *Another site in Area 6 abuts to the Tung Chung Railway Station is zoned “C(3)”. The ground level of the “C(3)” site adjoining to the Tung Chung Railway Station will accommodate a public transport interchange. Development and redevelopment within the “C(3)” site are subject to a maximum PR of 5 and a maximum building height of 100 mPD.*

~~7.1.37.1.6~~ In determining the *relevant* maximum ~~plot ratio~~ *PR/GFA*, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. *On land designated “C(1)” and “C(3)”, any* ~~Any~~ floor space that is constructed or intended for use solely as public transport ~~terminus~~ *interchange* shall be included for

calculation. *On land designated “C(2)”, any floor space that is constructed or intended for use solely as public transport interchange may be disregarded.*

~~7.1.47.1.7~~ In order to provide flexibility for innovative design adapted to the characteristics of *particular sites* the “C(1)” site, minor relaxation of the ~~plot ratio~~ *PR*, *GFA* and/or building height restrictions as mentioned above may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.

~~7.1.5~~ Another site in Area 53 adjacent to the proposed pier at the waterfront is reserved for hotel development to take advantage of the scenic views of Tung Chung Bay.

~~7.2~~ “Comprehensive Development Area” (“CDA”): Total Area 22.98 ha

~~7.2.1~~ This zone is intended for comprehensive development/redevelopment of the area for residential and commercial uses with the provision of open space and other supporting facilities. The commercial developments may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as the commercial centre in the Town Centre. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. This zone covers parcels of land intended for comprehensive development in conjunction with the construction of the AE and the MTR Tung Chung Line. The development within the “CDA” will be integrated with the Tung Chung MTR Station and designed in a comprehensive manner. The development will include residential, retail, office and hotel uses together with public transport interchange and other supporting facilities such as post office, day nursery, kindergartens and market. Adequate vehicle parking spaces and local open spaces will also be provided within the “CDA”.

~~7.2.2~~ In accordance with the recommendations of the Tung Chung Town Centre Study approved by the Government, development and redevelopment within the “CDA” are restricted to a maximum total gross floor area (GFA) of 750,120m² for residential uses and 93,000m² for commercial uses including hotel, or the GFA of the existing building, whichever is the greater. The 93,000m² of commercial GFA is planned to comprise 56,000m² of retail/commercial GFA, 22,000m² of hotel GFA and 15,000m² of office GFA.

~~7.2.3~~ Pursuant to section 4A(1) of the Ordinance, any development on land designated “CDA” would require planning approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted together with the relevant assessment reports and other materials as specified in the Notes of the Plan for the approval of the Board pursuant to section 4A(2) of the Ordinance. This is to ensure proper planning control of the planning

~~design, layout, building heights and the provision of facilities within the sites. A copy of the approved MLP should be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.~~

~~7.2.4 On 24 October 1997, the Board approved with conditions an application for increasing the residential GFA to 968,280m² for the “CDA”. On 8 December 2000, the Board approved an application for deletion of one of the residential towers on geotechnical grounds, resulting in a reduced residential GFA of 935,910m². The proposed development would accommodate a population of about 32,000. Several applications for amendments to the approved MLP were subsequently approved by the Board. On 7 January 2011, revision 20 of the approved MLP was deposited in the Land Registry for public inspection under Section 4A(3) of the Ordinance.~~

~~7.2.5 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

7.37.2 “Residential (Group A)” (“R(A)”) : Total Area 31.9454.47 ha

~~7.2.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. It covers land reserved for public rental housing estates, Home Ownership Schemes (HOS) and private residential developments. Commercial uses such as banks, offices, restaurants and retail shops are permitted on the lowest three floors (taken to include basements) or in the purpose-designed non-residential portion of an existing building. Other commercial uses will require planning permission from the Board.~~

~~7.2.2 Development and redevelopment within the “R(A)” zone are restricted to a maximum domestic plot ratio^{PR} of 5, or the plot ratio^{PR} of the existing building, whichever is the greater, in accordance with the planning and design principles for Tung Chung as recommended in North Lantau Development Study (NLDS).~~

~~7.2.3 To the south of Fu Tung Street, a site in Area 10 is zoned “R(A)” for public rental housing estate and HOS developments. The developments, namely Fu Tung Estate and Yu Tung Court, were completed in 1997. Adequate commercial, educational, community and recreational facilities have been included in the development in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). These include two primary schools, two secondary schools, a clinic, local open spaces and other community facilities.~~

~~7.3.3 To the west of the future Town Park, two sites in Areas 23 and 48 are~~

zoned “R(A)” for private residential developments. Setting against the backdrop of the Town Park the tallest point of which is about 75mPD, the future developments within the sites should pay due regard to the knolls of the park in terms of design, height and scale. Also, the area may be subject to traffic noise impact from Road D2. Careful detailed design should be adopted to mitigate the traffic noise impact. These two sites fall within the extension areas of the Tung Chung New Town Extension Study. Future detailed land uses are subject to further assessment under this study.

~~7.3.4~~ Adjacent to the proposed pier at the waterfront in Areas 54, 55 and 56 are three “R(A)” sites, the former two are intended for medium-rise private residential developments and the latter for public housing. This is primarily to conform to the urban design principles set out in NLDS, which recommends, inter alia, descending heights of building blocks approaching the coast. In addition, the sites abut the major road of Road P1 and may be subject to traffic noise impact. Careful detailed design should be adopted to mitigate the traffic noise impact.

7.2.4 *Yat Tung Estate located to the north of Yu Tung Road in Area 30 and Area 31 is zoned “R(A)”. Yat Tung (I) Estate was completed in 2001 and Yat Tung (II) Estate was completed in 2004/05. Commercial, educational, community and recreational facilities have been included in the development. These include three primary schools, one secondary school, local open spaces and other social welfare facilities.*

~~7.3.5~~**7.2.5** *A Two sites in Area 27 north of Chung Yan Road and Area 39 west of Tung Chung Road are zoned “R(A)1” for HO public housing developments. Development and redevelopment in the “R(A)1” zone are subject to a maximum domestic plot ratio PR of 6 and a maximum building heights of 135mPD for Area 27 and 130mPD for Area 39 respectively, or the plot ratio PR and height of the existing building, whichever is the greater.*

7.2.6 *A site in Area 42 to the west of Tung Chung Road and southwest of Lung Tseng Tau is zoned “R(A)2”. It is intended for public housing development as recommended in the Tung Chung Study. The “R(A)2” zone is subject to a maximum PR of 6.4 and a maximum building height of 130mPD, or the PR and height of the existing building, whichever is the greater.*

7.2.7 *A site south of Shek Mun Kap Road in Area 46 is zoned “R(A)3” and intended for public housing development as recommended in the Tung Chung Study. The site is subject to a maximum PR of 5.4 and a maximum building height of 140mPD, or the PR and height of the existing building, whichever is the greater.*

7.2.8 *Tung Chung Crescent, Seaview Crescent, Coastal Skyline and Caribbean Coast in Areas 4, 15, 11, 19 and 21 are zoned “R(A)4”, “R(A)5”, “R(A)6” and “R(A)7” respectively. These sites are subject to*

maximum domestic GFA and maximum non-domestic GFA specified below to reflect the approved development scheme:

<u>Sub-area</u>	<u>Maximum GFA</u>
R(A)4	<i>Maximum domestic GFA of 166,880m² and maximum non-domestic GFA of 3,350m².</i>
R(A)5	<i>Maximum domestic GFA of 108,630m² and maximum non-domestic GFA of 2,850m².</i>
R(A)6	<i>Maximum domestic GFA of 253,100m² and maximum non-domestic GFA of 2,850m².</i>
R(A)7	<i>Maximum domestic GFA of 407,300m² and maximum non-domestic GFA of 5,350m².</i>

7.2.9 *A kindergarten each with GFA of not less than 350m² have been provided within the “R(A)4”, “R(A)5”, “R(A)6” and “R(A)7” sites in accordance with the approved development scheme. GIC facilities including a post office of net operational floor area (NOFA) of not less than 615m² in the “R(A)4” site, a day nursery of NOFA of not less than 379m² and a covered wet market of GFA not more than 550m² in the “R(A)7” site have been provided in accordance with the approved development scheme.*

7.2.10 *On land designated “R(A)”, in determining the relevant maximum PR, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating GIC facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.*

7.2.11 *In determining the relevant maximum PR or GFA, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. In determining the relevant maximum PR/ GFA, any floor space that is constructed or intended for use solely as GIC facilities as required by the Government may be disregarded. On land designated “R(A)6” and “R(A)7”, any floor space that is constructed or intended for use solely as covered walkways for public passage may be disregarded.*

~~7.3.~~**7.2.12** *To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR/ GFA and/or building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.*

7.3 **“Residential (Group B)” (“R(B)”) : Total Area 3.57 ha**

- 7.3.1 *This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.*
- 7.3.2 *This zone covers three sites for private residential development in Areas 23, 33 and 48 with development intensities and building heights as recommended in the Tung Chung Study.*
- 7.3.3 *A site north of Wong Nai Uk in Area 23 is zoned “R(B)1”. A kindergarten with GFA of 642m² consisting of not less than 6 classrooms shall be provided. The site is subject to a maximum PR of 4 and a maximum building height of 75mPD, or the PR and height of the existing building, whichever is the greater. GIC facilities as required by the Government may be provided within this site.*
- 7.3.4 *A site west of Yat Tung Estate in Area 33 is zoned “R(B)2”. The site is subject to a maximum PR of 3.5 and a maximum building height of 70mPD, or the PR and height of the existing building, whichever is the greater.*
- 7.3.5 *A site east of Ma Wan Chung in Area 48 is zoned “R(B)3”. The site is subject to a maximum PR of 2 and a maximum building height of 55mPD, or the PR and height of the existing building, whichever is the greater.*
- 7.3.6 *In determining the relevant maximum PR, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. On land designated “R(B)1”, any floor space that is constructed or intended for use solely as GIC facilities as required by the Government may be disregarded.*
- 7.3.7 *To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR and/or building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.*

7.37.4 **“Village Type Development” (“V”) : Total Area ~~5.46~~16.9 ha**

- 7.4.1 The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of

Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

7.4.2 *Ten recognized villages in the Area, namely Sheung Ling Pei, Ha Ling Pei, Wong Ka Wai, Lung Tseng Tau, Wong Nei Uk, Ma Wan Chung, Ma Wan (resited to Ma Wan New Village), Shan Ha (Pa Mei), Chek Lap Kok San Tsuen and Tai Po are zoned “V”. The boundaries of the “V” zones are drawn around existing village clusters with regard to the village ‘environs’ (‘VE’), the local topography, the existing settlement pattern, site characteristics, the approved applications for Small House development, the outstanding Small House applications, as well as the estimated Small House demand. Areas of difficult terrain, dense vegetation, burial grounds and streamcourses have been avoided where possible.*

~~7.4.27.4.3~~ *Shan Ha Village together with the expansion area in Area 69 is zoned “V”. The boundaries of the “V” zone are drawn with regard to the existing village ‘environs’, topography, site constraints and the estimated Small House demand. The “V” zone also covers other village clusters including the village resite area at Pa Mei North in Area 70 is also zoned “V”. (Ma Wan New Village).* It is intended for rehousing the indigenous villagers of Ma Wan and Ma Wan Chung affected by the Tung Chung development.

7.4.4 *The existing village cluster at the outfall of Ma Wan Chung is also zoned “V”. It is not a recognized village and is occupied by existing village type houses and temporary structures. This “V” zone is intended to reflect the existing village cluster and conserve the traditional character of the village.*

~~7.4.37.4.5~~ On land designated “V”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m), or the height of the existing building, whichever is the greater.

~~7.4.4~~ *The village expansion and village resite areas will be guided by more detailed layout plans.*

7.4.6 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.5 “Government, Institution or Community” (“G/IC”) : Total Area ~~21.24~~**36.64** ha

7.5.1 This zone is intended primarily for the provision of ~~Government, institution or community (GIC)~~ facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The overall GIC facility provision *in Tung Chung New Town is planned in a holistic manner within the Plan Area, which has been planned on the basis of the Hong Kong Planning Standards and Guidelines (HKPSG); is considered adequate to serve the population of the Area and under the Tung Chung Study to serve the population of the whole new town.*

7.5.2 Major existing facilities under this zoning include a swimming pool complex in Area 2, a youth camp in Area 8, an electricity substation in Area 9, a telephone exchange and a refuse collection point in Area 12, a fire station cum ambulance depot and a police station in Area 13, an indoor recreation centre cum library, a community hall and a residential care home for the elderly in Area 17, *the sewage pumping stations at Chung Mun Road and Chung Yan Road in Areas 107 and 24B, the Auxiliary Medical Service’s Tung Chung Office in Area 49, the Tung Chung Service Reservoir in Area 79A and the North Lantau Hospital (Phase I) in Area 25 (Part) as well as primary and secondary schools in various Planning Areas.*

7.5.3 *14 primary and secondary schools are provided within the Area and six are zoned “G/IC” and eight are within Fu Tung Estate and Yat Tung Estate under the “R(A)” zone. The seven primary schools include the Hong Kong Federation of Education Workers Wong Cho Bau Primary School, Ho Yu Primary School, Ching Chung Hau Po Woon Primary School, Ling Liang Church Sau Tak Primary School, Po on Commercial Association Wan Ho Kan Primary School, Salvation Army Lam Butt Chung Memorial School and Tung Chung Catholic School in Areas 10, 17, 20 and 30. The seven secondary schools include the Hong Kong Federation of Education Workers Wong Cho Bau Secondary School, Ho Yu College, Ling Liang Church E Wun Secondary School, Po Leung Kuk Mrs Ma Kam Ming - Cheung Fook Sien College, Tung Chung Catholic School, Caritas Charles Vath College and YMCA of Hong Kong Christian College in Areas 10, 17, 20, 30 and 40.*

~~7.5.3~~7.5.4 Major proposed facilities include a town hall in Area 1, *a special school in Area 108 (with a building height restriction of 8 storeys), Fresh Water Service Reservoirs next to the existing Tung Chung Fresh Water Service Reservoir and Salt Water Service Reservoirs in Area 79A, proposed Indoor Recreation Centre in part of Area 107, proposed expansion of the Chung Mun Road Sewage Pumping Station and the proposed hospital extension in Areas 13(Part), 22 and 25 (Part).* As the hospital site is close to the future Town Park, the tallest point of which is about 75mPD, a maximum building height of 65mPD

should be adopted to commensurate with the surrounding environment and reduce the possible visual impacts. Compatibility with the knolls of the park in design and scale is also required. Besides, as the area may be subject to traffic noise impact from Yu Tung Road and Chung Yan Road, mitigation measures against the traffic noise should be adopted. ***Part of Area 26, Area 58 and part of Area 107 are reserved for other GIC uses including religious uses and undesignated GIC uses.***

7.5.5 The Tung Chung Fort which is a Declared Monument under the Antiquities and Monuments Ordinance and the Prajna Dhyana Temple are also zoned "G/IC".

7.5.47.5.6 GIC uses not requiring free-standing sites such as nursery and kindergarten will be provided within the public housing estates and the large private residential developments within the ~~"CDA" and "R(A)"~~ and ***"R(B)"*** zones.

7.5.7 A "G/IC" site in Area 24A is partly intended for the improvement works for revitalization of Ma Wan Chung and partly reserved for unforeseen GIC uses. This site is subject to a building height restriction of 45mPD in view of its location adjacent to the low-rise Ma Wan Chung Village.

7.5.8 "G/IC" sites in Areas 44, 49, 62 and 63 are subject to building height restrictions of 3 storeys, 2 storeys and 1 storey respectively to reflect the existing developments.

7.5.9 To provide design/architectural flexibility, minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.

7.6 "Open Space" ("O") : Total Area ~~55.70~~40.97 ha

7.6.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

7.6.2 The knolls in Area 29A to the northeast of Yat Tung Estate are zoned "O" for the development of a ~~Town Park~~ town park. The knolls present a special natural landscape feature constituting an important part of the townscape. A promenade will be provided along the northern boundary of the future town park to provide linkage between the Town Centre area and Ma Wan Chung. On the northwestern slope of the knolls lie the remnants of Tung Chung Battery, which is a Declared Monument, Game Board Carving and a temporary storage area for Fu Tei Wan lime kilns. They will be integrated with the design of the ~~Town Park~~ town park.

7.6.3 The "O" zone also covers the waterfront open spaces in Areas ~~52~~ (Part) and ~~59~~ which may include a prestigious waterfront promenade to be

extended to the east to *TCE* and Tai Ho and to the west to ~~Tung Chung West~~*TCW* in future. It also covers the open space links and other open spaces in Areas 5, 7, 16 and 18 which serve as environmental buffers for the NLH and the major roads. *The Chung Wai Street Children's Playground in Area 26 is also zoned "O" to reflect the existing use.*

7.6.4 *A site in Area 32 located to the north of Yat Tung Estate and immediately west of Ma Wan Chung Village is zoned "O". This site is planned to serve as a waterfront park with open view towards Tung Chung Bay and the airport island. An amphitheatre is proposed to encourage outdoor activities and enhance vibrancy of the waterfront.*

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

7.6.5 The provision of open spaces *in the whole Tung Chung New Town* has been planned *in a holistic manner* according to the HKPSG. The level of provision provided for in the Plan is adequate to serve the Area. Additional local open spaces will be provided within the public housing estates *and private residential developments zoned* and the "CDA" and "R(A)" *and "R(B)" sites* for the enjoyment of the local residents.

7.7 "Other Specified Uses" ("OU") : Total Area ~~2,863.62~~ **2,863.62** ha

7.7.1 This zone denotes land allocated or reserved for specified uses including the following:

- (a) railway ventilation and other associated plants to the northeast of the *Tung Chung Railway Station*~~Tung Chung MTR Station~~;
- (b) a sewage pumping station in Area 12;
- (c) *the Tung Chung Development Pier to the north of Tung Chung Waterfront Road and two piers including the Tung Chung Public Pier at Ma Wan Chung* ~~proposed ferry pier use in Area 50~~;
- (d) ~~two~~ *three petrol-cum-liquefied petroleum gas (LPG) petrol filling stations including two in Area 58 and one located southwest of Area 27*;
- (e) a traction substation cum portal in Area 58; ~~and~~
- (f) cable car terminal and related commercial development in Area 2;:-
- (g) *the Tung Chung Railway Station located between Areas 6 and 14*;
- (h) *a breakwater at Ma Wan Chung located to the west of Area 34*;
and

(i) stormwater attenuation and treatment ponds at Area 45A.

- 7.7.2 Statutory planning control is required for the cable car terminal and related commercial development as it is located in a prominent location of the Town Centre and will become one of the landmarks of and a major tourist node in Tung Chung. The “OU (Cable Car Terminal and related Commercial Development)” zone accommodates the cable car terminal, the cable car related commercial development and supporting facilities, including a transport interchange, coach parking and ancillary parking to serve the terminal and commercial floor space. Development within the zone is restricted to a maximum height of 35 mPD and a maximum commercial GFA of 308m² for building(s) including structure(s) or the height and the commercial GFA of the existing building including the structure, whichever is the greater.
- 7.7.3 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the commercial GFA and/or building height restrictions for the “OU (Cable Car Terminal and related Commercial Development)” may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.8 “Green Belt” (“GB”) : Total Area ~~47.15~~**103.6** ha

- 7.8.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to preserve the existing topography and natural vegetation at the fringe of the new town as well as to provide passive recreational outlets. There is a general presumption against development in the “GB” zone. The southern fringe of the Area covering the foothills of Pok To Yan and Por Kai Shan is zoned for this purpose. ***This zone also covers the natural vegetated areas which consist of streams and woodlands. Most of the woodlands and areas adjoining the Lantau North (Extension) Country Park are within this zone. Besides, Fong Yuen area in Area 43 which is located in between Tung Chung Stream eastern branch and Tung Chung Road, to the north of Shek Mun Kap Road is also covered in this zone to preserve the natural habitat of this area.***
- 7.8.2 Development within this zone will be strictly controlled and development proposals will be considered on individual merits taking into account relevant Town Planning Board Guidelines. ***As diversion of streams, filling of land or excavation of land may cause adverse environmental and drainage impacts on the adjacent natural landscape and environment as well as the existing ecological sensitive habitats, permission from the Board is required for such activities, except public works co-ordinated or implemented by Government, maintenance, repair or rebuilding works.***

7.9 “Conservation Area” (“CA”): Total Area 9.49 ha

7.9.1 *This zoning is intended to protect and retain the existing natural landscape, ecological, topographical or archaeological features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Ecologically Important Stream from the adverse effects of development. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or the development are an essential infrastructure project with overriding public interest may be permitted.*

7.9.2 *Wong Lung Hang, an Ecologically Important Stream, and its riparian areas with natural and dense vegetation are zoned “CA” in recognition of their ecological values. This zone also covers the mature woodland located to the south of Sheung Ling Pei Village which is dense and in good condition. Dominant species include Ficus microcarpa (榕樹) and Endospermum chinense (黃桐). Species of conservation concern including Pavetta hongkongensis (香港大沙葉) and Aquilaria sinensis (土沉香) have also been found in the woodland.*

7.9.3 *Uses in support of the conservation purposes such as nature reserve, are permitted as of right. New developments which are not necessary to support the conservation objectives are not permitted in this zone. Only a selective range of uses such as public convenience which would unlikely have significant impact on the ecology, environment and infrastructural provision of the areas may be permitted with or without conditions on application to the Board.*

7.9.4 *As diversion of streams, filling of land or excavation of land may cause adverse environmental and drainage impacts on the adjacent natural landscape and environment as well as the existing ecological sensitive habitats, permission from the Board is required for such activities.*

8. COMMUNICATIONS

8.1 Roads

8.1.1 Only the major road network including trunk, primary and district distributor roads is indicated on the Plan. As the Plan is drawn in a small scale, details of major road junctions, local roads, the utility service road, cycle tracks and footpaths will be subject to detailed design.

8.1.2 The NLH running in an east-west direction in the Area provides the strategic link between the ~~Hong Kong International Airport~~HKIA and other areas in the Territory.

- 8.1.3 External access to and from the Area is mainly via NLH through Tung Chung Eastern Interchange and Tung Chung Waterfront Road.
- 8.1.4 Connection between the airport island and the Area is via Chek Lap Kok South Road, which bridges over the sea channel and serves as the secondary linkage to the airport from the Area.
- 8.1.5 Within the Area, a hierarchy of primary and district distributors and local roads is planned to provide convenient connection between various development areas and activity nodes.
- 8.1.6 Roadside amenity areas to be integrated with pedestrian footpaths and cycle tracks are provided along major roads. These areas are broadly shown as part of the overall road network on the Plan.

8.2 Pier

~~Land for~~*The existing ferry piers in the Area include the Tung Chung Development Pier, the Tung Chung Public Pier and a pier in Ma Wan Chung. The Tung Chung Development Pier provides* is reserved at the waterfront in Area 50 to cater for demand of ferry services between Tung Chung and other areas in the Territory.

8.3 Railways

The Plan makes provision for two railway lines, namely MTR AE providing express services between the airport and Hong Kong Island, and MTR ~~Tung Chung Line~~*TCL* providing local domestic services between Tung Chung and Hong Kong Island. The Area is served by *Tung Chung Railway Station*~~Tung Chung MTR Station~~.

8.4 Public Transport

Franchised buses ~~and ferries~~ are the main modes of public transport in addition to the railway services. Public transport interchange facilities have been provided close to *Tung Chung Railway Station*~~Tung Chung MTR Station~~.

8.5 Cable Car

The cable car system between Tung Chung and Ngong Ping has commenced operation in September 2006.

8.6 Pedestrian and Cycle Network

A network of cycle tracks and pedestrian walkways ~~will~~*has been* designed to promote convenient cycle and pedestrian movements within the Area. Grade-separated crossings will be provided at major junctions between roads and pedestrian/cycle crossing points at the detailed design stage.

9. UTILITY SERVICES

9.1 Water Supply

9.1.1 Fresh water supply to Tung Chung is obtained from the Tung Chung ~~fresh water s~~Service Reservoir *in Area 79A* (~~outside the Area~~) via the associated distribution mains which are laid in phases together with the road works.

9.1.2 A salt water supply system will be provided for flushing. Temporary supply of fresh water will be used for flushing until the salt water supply system is made available.

9.1.3 New fresh and salt water service reservoirs are planned next to the existing Tung Chung Service Reservoir in Area 79A.

9.2 Electricity

Electricity is supplied to the Area through a new distribution network. ~~Adequate sites~~ Sites have been reserved for electricity substations to meet the demand in the short and long terms.

9.3 Telephone

Telephone services are made available through the telephone exchange in Area 12 to provide the essential service to the Area.

9.4 Gas

Gas supply is extended from its existing network in the New Territories to the Area via submarine pipelines. The gas pipeline lands at Ta Pang Po (outside the Area) and routes to the Area via the pigging/offtake station at Tai Ho (outside the Area).

9.5 Sewerage and Drainage

Sewage is collected and conveyed via a network of sewer reticulation system and transferred via ~~a sewage pumping stations in the Area~~ to the sewage treatment works at Siu Ho Wan (outside the Area) for treatment.

10. CULTURAL HERITAGE

10.1 ~~Several sites which are of historical significance and archaeological interest are located within the Area. Situated on the knolls in the west of the Area are Tung Chung Game Board Carving Site of Archaeological Interest and the Tung Chung Battery which is a Declared Monument under the Antiquities and Monuments Ordinance. Adjacent to Tung Chung Battery is the Fu Tei Wan Kiln Site of Archaeological Interest. Design of the future Town Park is required to pay special attention to these heritage sites. Development in the western part of the Area should also have regard to the Ma Wan Chung Site of~~

~~Archaeological Interest. These heritage sites are worthy of preservation and the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) should be consulted well in advance on any development or redevelopment affecting these sites and their immediate environs~~***Within the boundary of the Plan, there are declared monuments, sites of archaeological interest and graded historic building which are worthy of preservation. The Tung Chung Fort and Tung Chung Battery are Declared Monuments under the Antiquities and Monuments Ordinance (Cap. 53). Three sites of archaeological interest, namely Tung Chung Game Board Carving Site of Archaeological Interest, Fu Tei Wan Kiln (relocated to Tung Chung) Site of Archaeological Interest and Ma Wan Chung Site of Archaeological Interest and a Graded 2 historic building, namely Tin Hau Temple in Wong Lung Hang of Tung Chung are located within the Area.***

- 10.2 ~~A detailed archaeological impact assessment (AIA) shall be conducted to evaluate the archaeological impact imposed by the proposed works if there is any development within the site of archaeological interest. If necessary, a qualified archaeologist shall apply for a licence under the Antiquities and Monuments Ordinance (Cap. 53) for an archaeological investigation. Subject to the findings of the AIA, appropriate mitigation measures shall be fully implemented by the project proponent in consultation with the AMO of LCSD.~~***The Antiquities Advisory Board (AAB) also released a list of new items in addition to the list of 1,444 historic buildings. These items are subject to grading assessment by the AAB. Details of the list of 1,444 historic buildings and the new items have been uploaded onto the website of the AAB at <http://www.aab.gov.hk>.***
- 10.3 ***Prior consultation with the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) should be made if any development, redevelopment or rezoning proposals might affect the above historic building, new items pending grading assessment, or sites of archaeological interest and their immediate environs.***
- 10.4 ***If disturbance to the site of archaeological interest is unavoidable, a detailed archaeological impact assessment (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 (Cap. 53) for an archaeological field investigation. A proposal of the AIA shall be submitted to the AMO for agreement prior to applying for a licence. Subject to the findings of the AIA, appropriate mitigation measures shall be fully implemented by the project proponent in consultation with the AMO of LCSD.***

11. IMPLEMENTATION

- 11.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the ~~plan~~***Plan***, or if permission is required, in accordance with the permission granted by the Board. The Board has published

a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

- 11.2 *The Plan provides a broad land use framework within which more detailed departmental Outline Development Plan (ODP) will be prepared in consultation with government departments concerned. The ODP is a non-statutory plan which will be used as the basis for public works planning and site reservation of purposes. It includes information on detailed land uses, development parameters and boundaries of individual sites, green coverage, waterworks and drainage reserves, site formation levels, road alignment and dimensions, location of pedestrian facilities, public utility facilities as well as other building and engineering requirements. These should generally be followed in land transactions and allocations. In particular, the Plan together with the ODP, when available and where appropriate, will serve as the basis for processing the lease modification applications and land sales.*
~~The Plan provides a broad land use framework within which more detailed non-statutory plans are prepared. These detailed plans are used as the basis for planning of public works and reservation of sites. As in other new towns, the implementation of the development projects such as formation of sites and provision of services within the Area involves concerted efforts from various Government departments which will be co-ordinated by the Civil Engineering and Development Department.~~
- 11.3 The development of the Town Centre area has been implemented in phases. The strategic transport links and infrastructures for development of the Phase I of the Town Centre area are components of the Airport Core Programme projects.
- 11.4 *Public housing developments at the “R(A)” sites including Fu Tung Estate and Yu Tung Court in Area 10 and Yat Tung Estate in Areas 30 and 31 have been completed by the Housing Department. Private residential developments including Tung Chung Crescent in Area 4, Seaview Crescent in Area 15, Coastal Skyline in Area 11 and Caribbean Coast in Areas 19 and 21 have also been completed. Construction works for the public housing development at Area 39 is in progress.*
- 11.5 *To achieve early delivery of land to meet the housing needs and ensure timely provision of a comprehensive range of commercial, retail, open space and GIC facilities in tandem with the population build-up, an implementation programme with proper phasing and packaging of works for the Tung Chung New Town Extension has been formulated. Site formation and engineering infrastructure works are scheduled to commence in phases from end 2017, to enable first population intake by end 2023 at the earliest. The development of the Tung Chung New Town Extension is expected to be fully completed by 2030.*

11.6 *The overall programme for the provision of infrastructure within the Area will be subject to review in the detailed design stage. The implementation process will be gradual depending on the availability of resources. It will be undertaken through the participation of both public and private sectors. The Government will resume and clear the private land planned for public works projects, public developments, carry out site formation works, and provide infrastructure. Land formation and the provision of infrastructure will be implemented in accordance with the development programme prepared by CEDD. Open space, social welfare and other community facilities will be implemented by the appropriate government departments on the basis of the Capital Works Programme and other Public Works Programme. Public housing together with the supporting facilities will be built by the Housing Department in accordance with the Public Housing Development Programme and other relevant agents.*

~~11.4~~ ~~Developments at the “R(A)” site in Area 10 for public rental housing (Fu Tung Estate) and HOS (Yu Tung Court) have been completed by the Housing Department. For the “CDA” sites, the MTR Corporation Limited has been granted the land for comprehensive development together with the construction of the railway links and station. Development is taking place in phases. Tung Chung Crescent in Area 4, Citygate in Area 14, Seaview Crescent in Area 15, Coastal Skyline Phase 1 in Area 11 and Caribbean Coast Phase 1 in Area 21 have been completed.~~

~~11.5~~ ~~Reclamation works covering Areas 52 (Part), 53 to 56 under Phases 3A of the New Town development were completed in 2003~~

11.7 *Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering planning applications, will take into account all relevant planning considerations which may include the departmental ODP/layout plans, and the Guidelines published by the Board. The ODP and the layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and guidance notes for planning applications can be downloaded from the Board’s website and are available from the Secretariat of the Board, the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.*



**CONSULTANCY STUDY FOR
AIR VENTILATION ASSESSMENT SERVICES**

**Cat. A1– Term Consultancy for Expert Evaluation and Advisory
Services on Air Ventilation Assessment (PLNQ 56/2012)**

Final Report

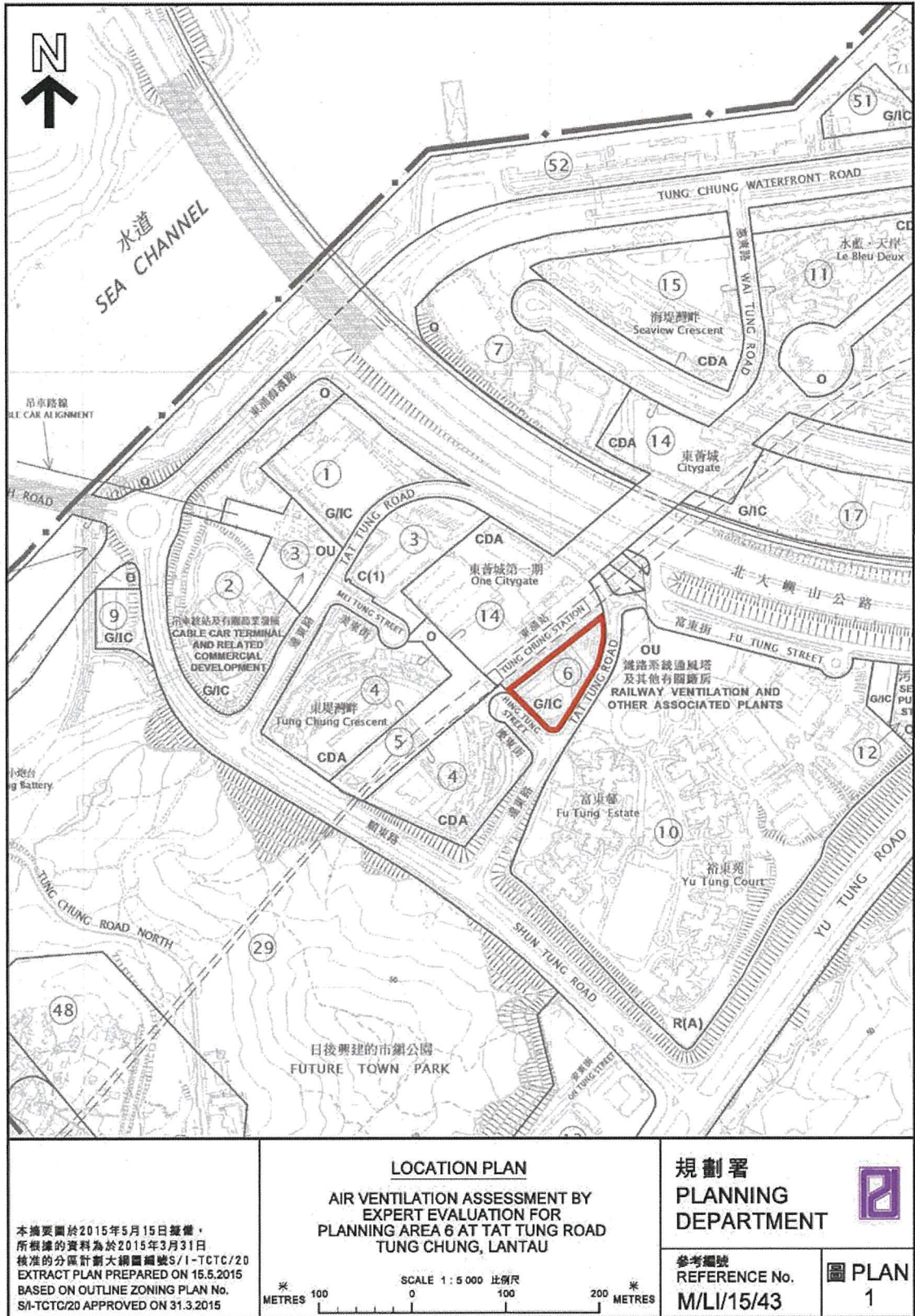
**For an Instructed Project for a Proposed Commercial Site
with Public Transport Interchange at Ground Level
at Area 6 in Tung Chung Town Centre**

October 2015



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The Project area



Expert Evaluation Report

for an Instructed Project for a Proposed Commercial Site with Public Transport Interchange at Ground Level at Area 6 in Tung Chung Town Centre

Executive summary

0.1 Wind Availability

(a) The annual wind of the project area mainly comes from the northeast (NE), east (E), southeast (SE) and south (S). The summer wind of this area mainly comes from the east (E) and southerly quarters including southeast (SE), south (S) and southwest (SW).

0.2 Existing Conditions

(a) The project area is located in the existing town centre of Tung Chung New Town. It abuts Citygate and the Tung Chung MTR station. Residential developments including Fu Tung Estate and Tung Chung Crescent are located to its southeast and southwest. Fu Tung Plaza is located to its east. Commercial developments in the surrounding area are about 70mPD in height and high-density residential developments are about 90mPD to 150mPD.

(b) The project area has a relatively open exposure to the immediate south for the penetration of southerly wind, which, however, will be affected by the hilly topography further south of the project area. There are some elevated structures surrounding the project area, which have no impact on the project area. There are some noise barriers north and northeast of the project area. They will not significantly affect the northeasterly wind penetrating into the project area as the noise barriers are not high ranging from 2m to 10.5m and relatively far away. The easterly and south-easterly winds can flow into the project area through the building gaps of Fu Tung Estate and over the low-rise buildings of Fu Tung Estate Carpark. When prevailing winds come from the southwest, the project area is under the wake area caused by the developments of Tung Chung Crescent.

(c) There is a committed development at an area to the northwest of Citygate and to the southeast of Tung Chung Community Garden across Tat Tung Road zoned "Commercial (1)" on the approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/20, which is subject to a maximum plot ratio of 5 and a maximum building height of 70 mPD. Under prevailing winds from all directions including northeast, east, southeast, south and southwest, the project area is not at the downwind directions of the committed project. Therefore, the committed project will have no impact on the project area from an air ventilation perspective.

0.3 Expert Evaluation of the Project Area

(a) The project area falls within an area currently zoned "Government, Institution or Community" ("G/IC") on the approved Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/20 and is located to the southeast of Citygate.

There are drainage reserve areas located along the boundary of southeast and south of the project site and railway protection area (5m setback) located near the Tung Chung Railway Station which may put constraints on the future design of the proposed commercial development. The drainage reserve areas and setback areas reduce the frontal width under prevailing north-eastern and south-western winds, which can reduce the impact of the project area on the surroundings under these wind directions. In this study, an Expert Evaluation of Air Ventilation Assessment is conducted in considering the worst scenario with maximum building height and full coverage of the buildable area.

(b) In general, air ventilation can achieve better performance if measures, such as breezeways, air paths, open spaces, gaps between buildings and building permeability especially near ground level, are applied. Upon encountering the impermeable building, there would be wake area on the leeward side of the building. The depth of the possible wake area could be about the same as the height or the width of the frontal area of the building.

(c) Under the prevailing wind from the northeast, east and southeast, the future developments in this project area will create some wake areas on the leeward side of the developments. The wake areas will extend to some open spaces near Tung Chung Crescent and Exit B of Tung Chung MTR Station (Figure 6.4). The maximum depth of possible wake areas is about the maximum absolute building height (around 83m).

(d) Under the prevailing wind from the south and southwest, the future developments in this project area will create some wake areas on the leeward side of the developments (Figure 6.5). These wake areas are not frequently visited public open space including building/podium roof, roads and some facilities, which are not considered as sensitive receivers.

(e) Based on Expert Evaluation, the future developments in the project area will have some impact on its surroundings under prevailing wind from the northeast, east and southeast. To mitigate the impact, it is recommended that, at the building design stage, project proponent should refer to the design guidelines of Building Disposition and Building Permeability in "Hong Kong Planning Standard and Guidelines" (HKPSG) and follow the building separation requirement (20-33.3%) in the "Sustainable Building Design Guidelines".

0.4 Further Work

(a) To mitigate the impact of the project area on its surroundings, it is recommended that, at the building design stage, project proponent should refer to the design guidelines of Building Disposition and Building Permeability in "Hong Kong Planning Standard and Guidelines" (HKPSG) and follow the building separation requirement (20-33.3%) in the "Sustainable Building Design Guidelines". Otherwise, a quantitative AVA study is required to minimize the negative effects of the project area on its surroundings.

Expert Evaluation Report

for an Instructed Project for a Proposed Commercial Site with Public Transport Interchange at Ground Level at Area 6 in Tung Chung Town Centre

1.0 The Assignment

1.1 A planned “Government, Institution or community” (“G/IC”) site, i.e. Area 6 is located in the existing town centre. According to the Tung Chung Town Centre Area Layout Plan (LP) No. L/I-TCTC/1G, Area 6 is zoned “Government” and reserved for ‘Public Transport Interchange (including Kiss and Ride) with Possible Government Offices building on Top’. As there is no plan/programme to develop Area 6 for government offices use, the feasibility of rezoning Area 6 for commercial uses to include a public transport interchange is being explored. It is considered necessary to conduct an expert evaluation to assess the preliminary air ventilation impacts of the development proposal and development parameters including the imposition of appropriate development restrictions to guide future development.

1.2 This expert evaluation report is based on the materials given by Planning Department to the Consultant including:

Site Plan of the project area
Height of the existing buildings in mPD and the zoning of "G/IC", "O" and "GB"
Height of structures surrounding the project area

1.3 The consultant has studied the foregoing materials. During the preparation of the report, the consultant has visited the site and conducted working sessions with Planning Department.

2.0 Background

2.1 Planning Department’s study: “Feasibility Study for Establishment of Air Ventilation Assessment System” (Feasibility Study) has recommended that it is important to allow adequate air ventilation through the built environment for pedestrian comfort.

2.2 Given Hong Kong’s high density urban development, the study opines that: “more air ventilation, the better” is the useful design guideline.

2.3 The Feasibility Study summarizes 10 qualitative guidelines for planners and designers. For the OZP level of consideration, breezeways/air paths, street grids and orientations, open spaces, non-building areas, waterfront sites, scales of podium, building heights, building dispositions, and greeneries are all important strategic considerations.

2.4 The Feasibility Study also suggests that Air Ventilation Assessment (AVA) be conducted in three stages: Expert Evaluation, Initial Studies, and Detailed Studies.

The suggestion has been adopted and incorporated into Housing Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) Technical Circular no. 1/06. The key purposes of Expert Evaluation are to the following:

- (a) Identify good design features.
- (b) Identify obvious problem areas and propose some mitigation measures.
- (c) Define “focuses” and methodologies of the Initial and/or Detailed studies.
- (d) Determine if further study should be staged into Initial Study and Detailed Study, or Detailed Study alone.

2.5 To conduct the Expert Evaluation systematically and methodologically, it is necessary to undertake the following information analyses:

- (a) Analyse relevant wind data as the input conditions to understand the wind environment of the Area.
- (b) Analyse the topographical features of the study area, as well as the surrounding areas.
- (c) Analyse the greenery/landscape characteristics of the study area, as well as the surrounding areas.
- (d) Analyse the land use and built form of the study area, as well as the surrounding areas.

Based on the analyses:

- (e) Estimate the characteristics of the input wind conditions of the study area.
- (f) Identify the wind paths and wind flow characteristics of the study area through slopes, open spaces, streets, gaps and non-building areas between buildings, and low rise buildings; also identify stagnant/problem areas, if any.
- (g) Estimate the need of wind for pedestrian comfort.

Based on the analyses of the EXISTING urban conditions:

- (h) Evaluate the strategic role of the study area in air ventilation term.
- (i) Identify problematic areas which warrant attention.
- (j) Identify existing “good features” that needs to be kept or strengthened.

Based on an understanding of the EXISTING urban conditions:

- (k) Compare the prima facie impact, merits or demerits of the different development restrictions as proposed by Planning Department on air ventilation.
- (l) Highlight problem areas, if any. Recommend improvements and mitigation measures if possible.
- (m) Identify focus areas or issues that may need further studies. Recommend appropriate technical methodologies for the study if needed.

3.0 The Wind Environment

3.1 Hong Kong Observatory (HKO) stations provide useful and reliable data on the wind environment in Hong Kong (Figure 3.1). There are some 46 stations operated by HKO in Hong Kong. Together, these stations allow for a good general understanding of the wind environment especially near ground level.

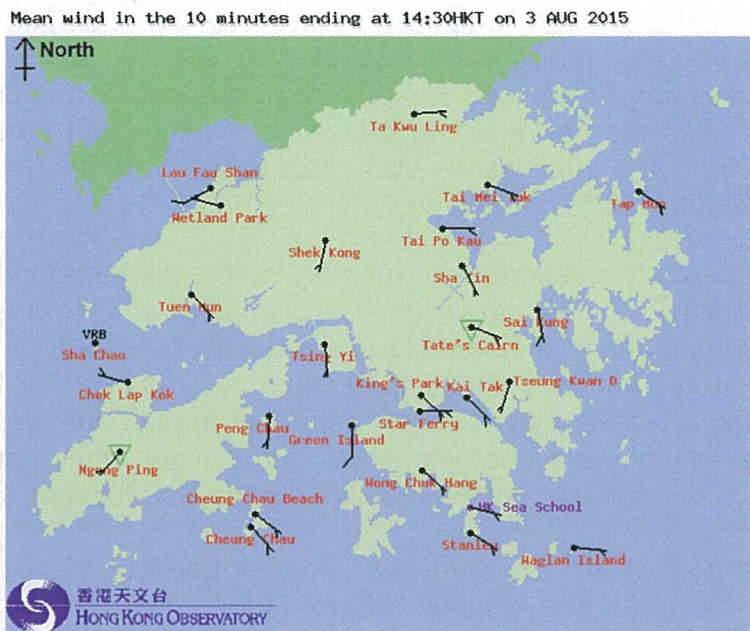


Figure 3.1 Some of the HKO stations in Hong Kong. This is a screen capture at 2:30pm on 3 Aug 2015 from the HKO website. The arrows show the wind directions and speeds at the given time.

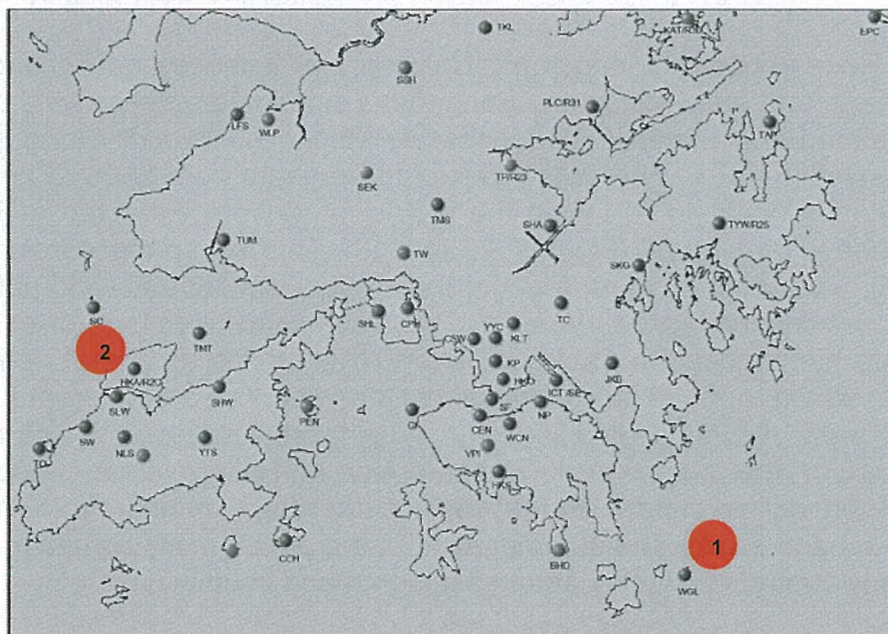


Figure 3.2 The HKO stations at 1: Waglan Island (WGL), 2: Chek Lap Kok (R2C).

3.2 The HKO station at Waglan Island (WGL) is normally regarded by wind engineers as the reference station for wind related studies (Location 1 in Figure 3.2). The station has a very long measurement record, and is unaffected by Hong Kong's complex topography. However it is known not to be able to capture the thermally induced local wind circulation like sea breezes very well. Based on WGL wind data, studies are typically employed to estimate the site wind availability taking into account the topographical features around the site.

3.3 Based on the annual wind rose of WGL (Figure 3.3), it is apparent that the annual prevailing wind in Hong Kong is from the east. A major component of wind also comes from the northeast; and there is a minor, but nonetheless observable component from the southwest. WGL has weak to moderate wind (0.1m/s to 8.2 m/s) approximately 70% of the time.

3.4 For the study, seasonally or monthly wind environment should be understood (Figures 3.4 and 3.5). During winter, the prevailing wind comes from the northeast, whereas during summer, it comes from the southwest. As far as AVA is concerned, in Hong Kong, the summer wind is very important and beneficial for thermal comfort. Hence, based on WGL data, it is very important to plan our city, on the one hand, to capture the annual wind characteristics, and on the other hand, to maximize the penetration of the summer winds (mainly from the South-West) into the urban fabric.

3.5 Apart from WGL, the wind data of Chek Lap Kok (R2C) were also extracted from HKO for reference (Figure 3.6 to Figure 3.8) as the nearest station for understanding the wind environment of the project area in Tung Chung. It can be observed that the annual prevailing winds are mainly from the east and southeast. The summer prevailing winds are mainly from the east, southeast and southwest.

3.6 Researchers at Hong Kong University of Science and Technology (HKUST), Prof Alexis Lau and Prof Jimmy Fung, have simulated a set of wind data using Fifth-Generation Penn State/NCAR Mesoscale Model (MM5) over Hong Kong with 100m grid resolution. The wind data covered three years from 2004 to 2006¹. Data from one location (location A) inside the project area were extracted at 60m, 120m and 450m above the ground (Figures 3.9 to 3.13). This location, according to the theories of MM5, was selected to representatively reflect the general wind patterns within the study area induced by topography. Prevailing wind directions of each location and level are summarised in Table 1. As the HKO station at Chek Lap Kok is relatively close to waters and the surroundings of Chek Lap Kok are different from those of the project area, the MM5 data is likely to be more representative to reflect the wind availability of the project area. Based on the MM5 data, it can be observed that the annual prevailing winds of the project area are mainly from northeast, east, southeast and south. The summer wind of this area mainly comes from the east and southerly quarters including southeast, south and southwest.

¹ Wind data from 2004 to 2006 simulated by MM5 are the latest available data from the Institute for the Environment (IENV), the Hong Kong University of Science and Technology (HKUST).

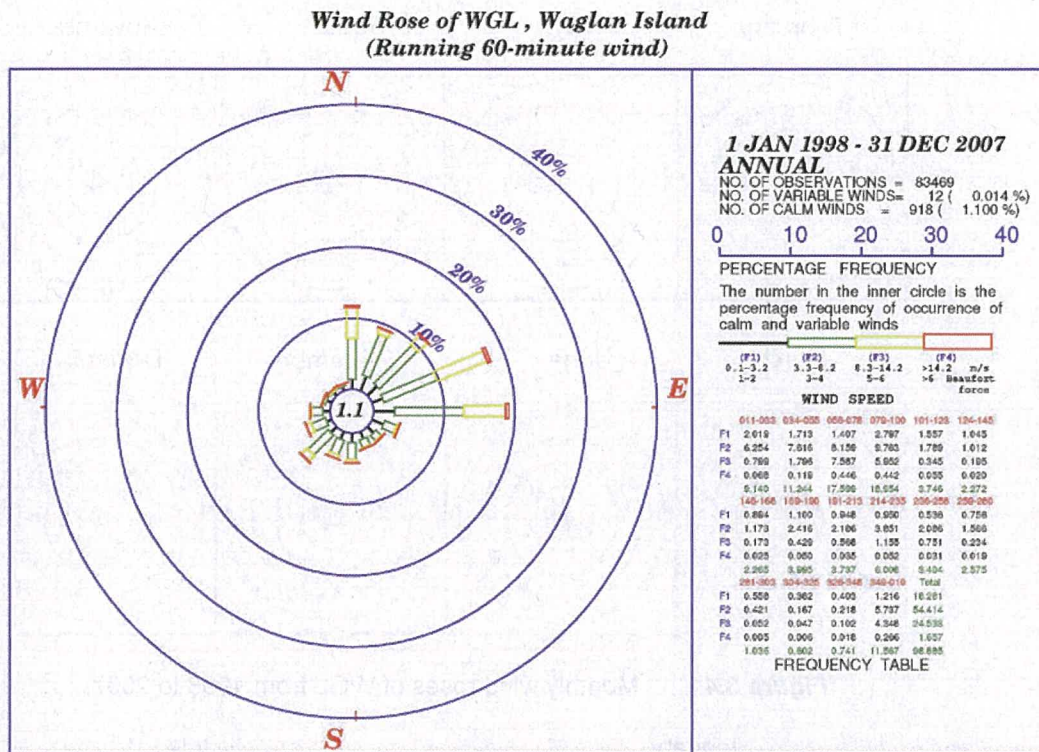


Figure 3.3 Wind rose of WGL from 1998 to 2007¹ (annual).

¹ Wind data from 1998 to 2007 are the latest available 10-year data from HKO to the consultant.

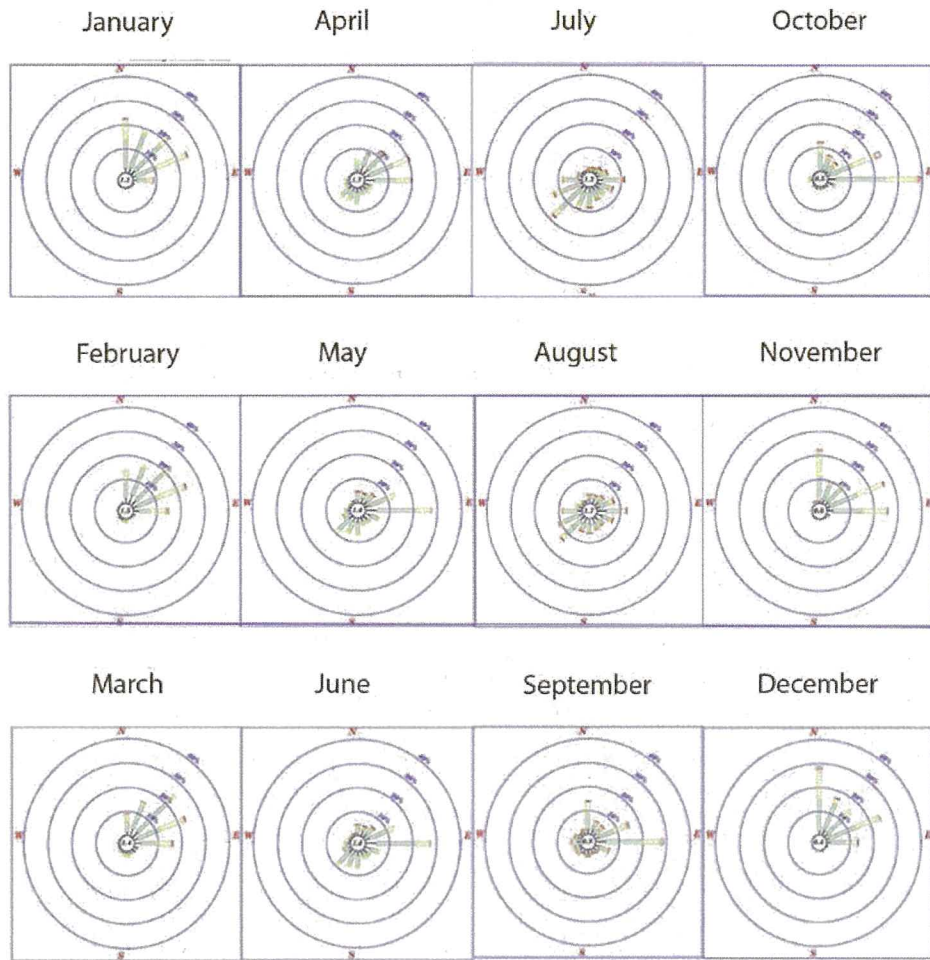


Figure 3.4 Monthly wind roses of WGL from 1998 to 2007.

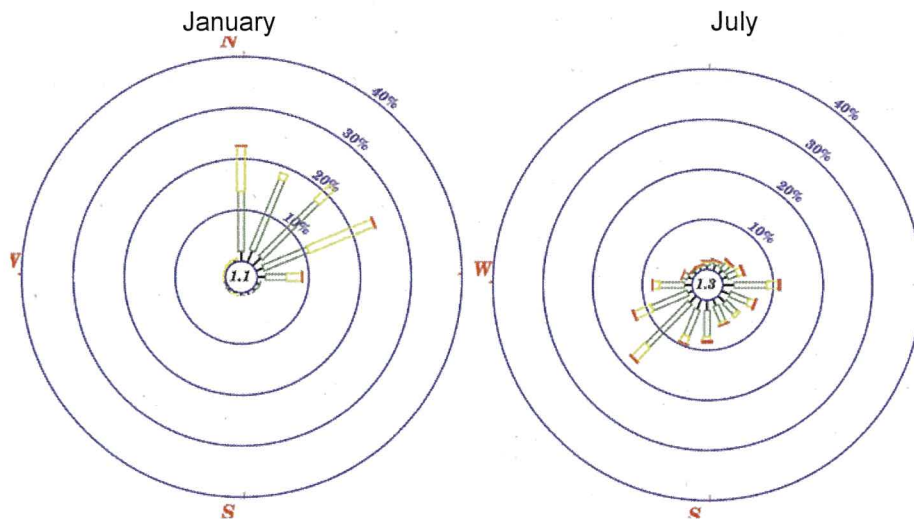


Figure 3.5 Wind roses of WGL from 1998 to 2007 (Jan and July).

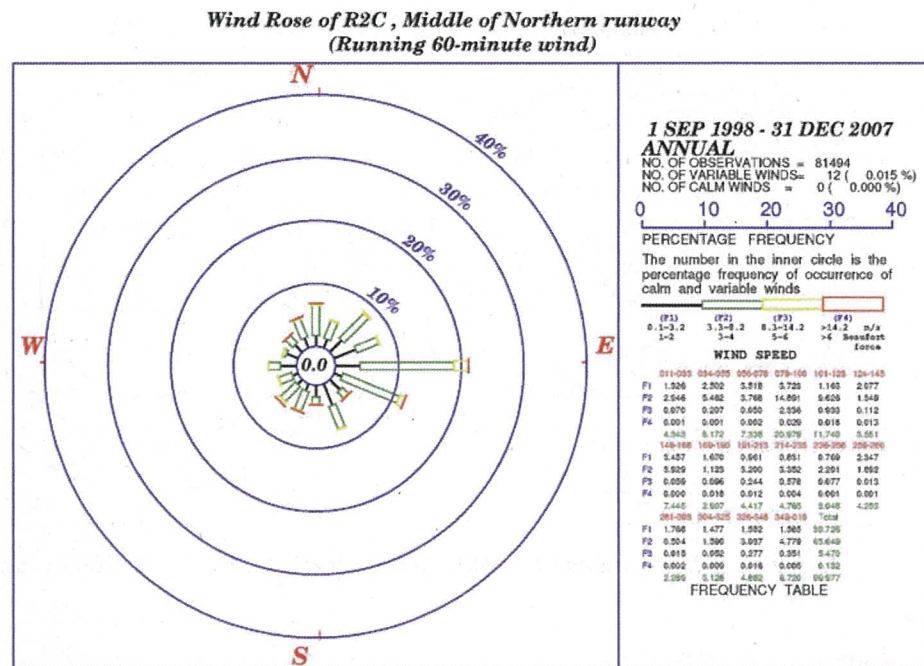


Figure 3.6 Wind rose of Chek Lap Kok (R2C) from 1998 to 2007 (annual).

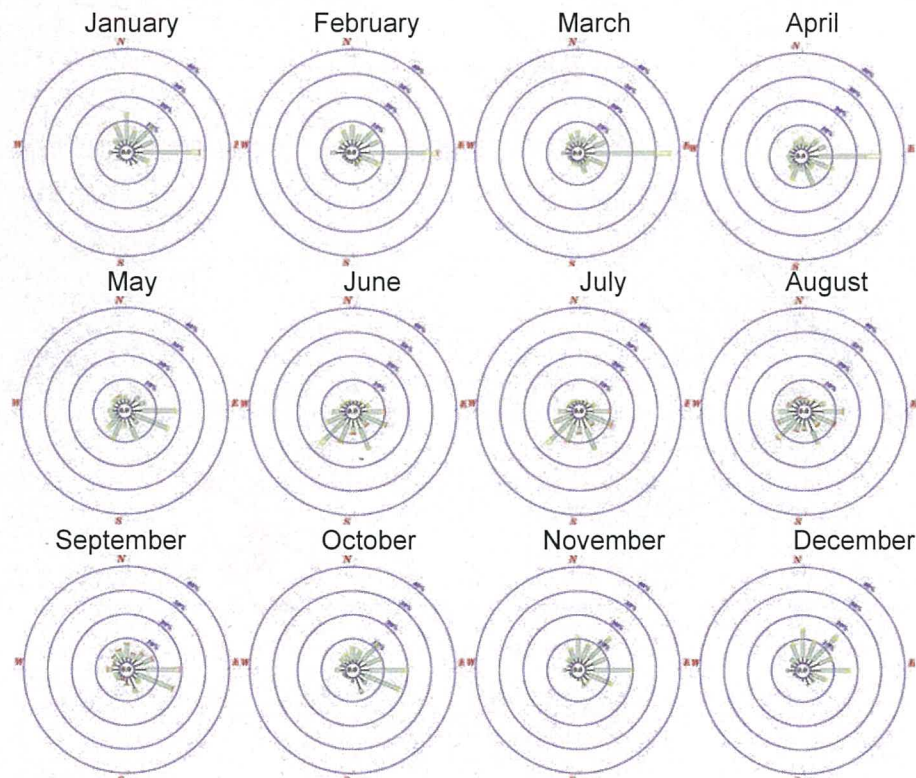


Figure 3.7 Monthly wind roses of Chek Lap Kok (R2C) from 1998 to 2007.

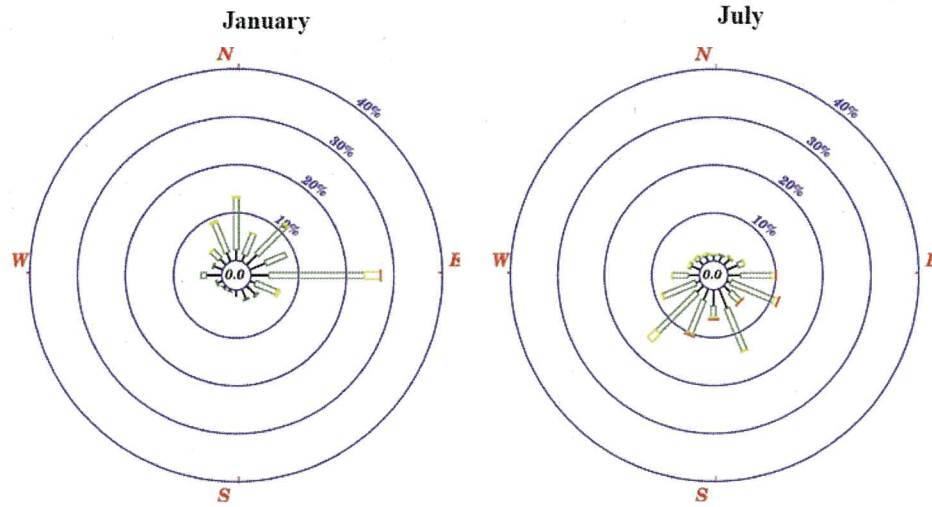


Figure 3.8 Wind roses of Chek Lap Kok (R2C) from 1998 to 2007 (Jan and July).

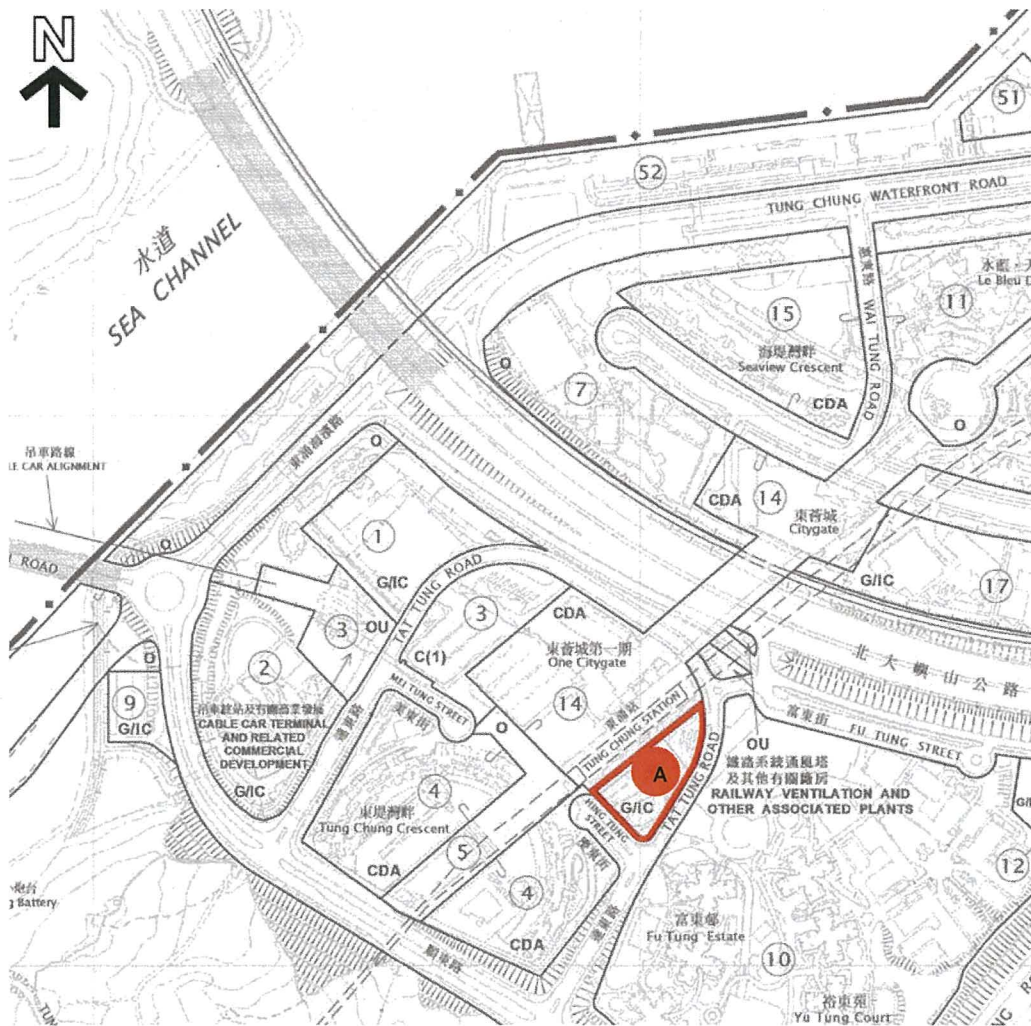


Figure 3.9 The location of MM5 extracted data (Location A).

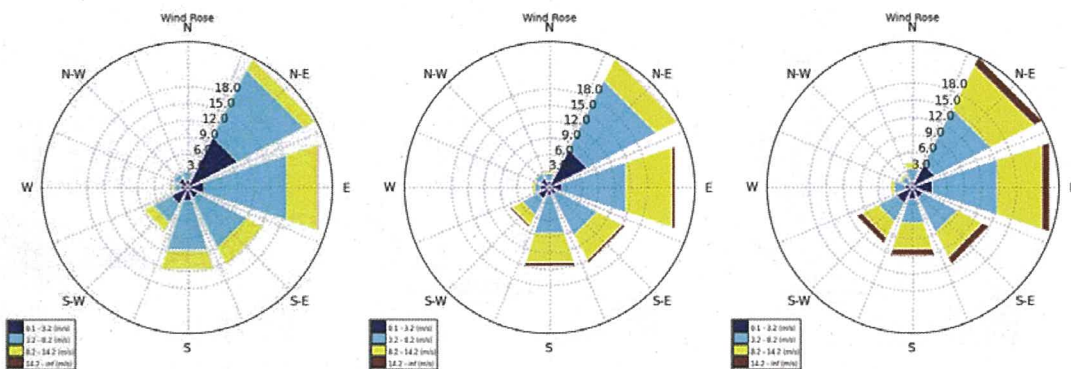


Figure 3.10 Annual Wind roses (2004 - 2006) at A (left: 60 m; middle: 120 m; right: 450 m).

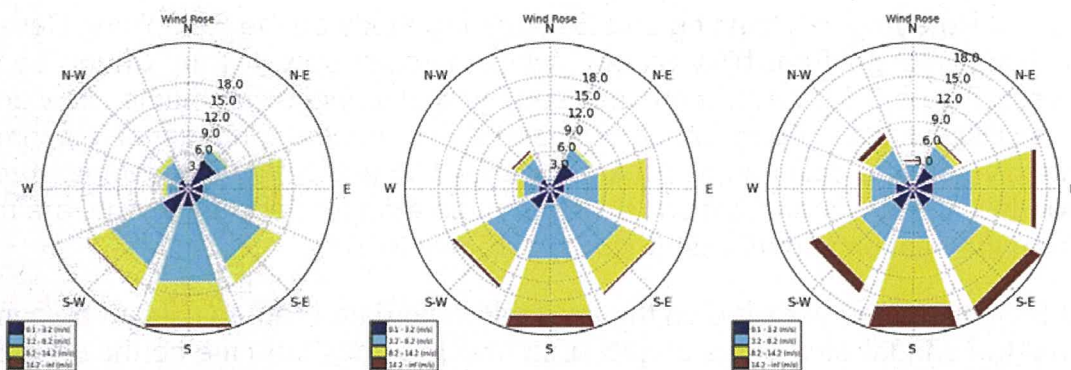


Figure 3.11 Summer Wind roses (2004) at A (left: 60 m; middle: 120 m; right: 450 m).

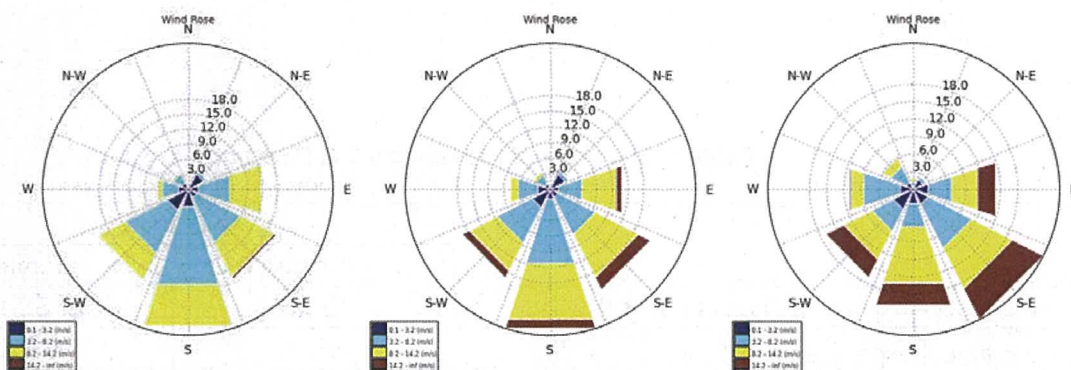


Figure 3.12 Summer Wind roses (2005) at A (left: 60 m; middle: 120 m; right: 450 m).

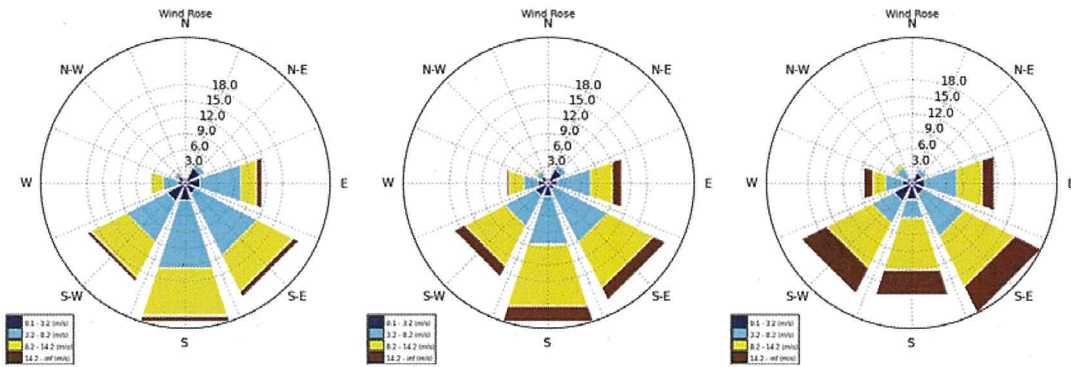


Figure 3.13 Summer Wind roses (2006) at A (left: 230 m; right: 450 m).

3.7 Referring to “Planning and Engineering Study on the Remaining Development in Tung Chung – Feasibility Study”¹, wind characteristics in Tung Chung East and West (Figure 3.14) have been analysed by wind tunnel experiments. The annual prevailing winds in Tung Chung East and West from the wind tunnel experiments are mainly from the east and northeast (Figures 3.15 and 3.16). The summer prevailing winds in Tung Chung East and West from the wind tunnel experiments are mainly from the east and southwest (Figures 3.15 and 3.16).

3.8 In summary, based on the available wind data (Table 1), it can be concluded that the annual wind of the project area mainly comes from the northeast (NE), east (E), southeast (SE) and south (S). The summer wind of this area mainly comes from the east (E) and southerly quarters including southeast (SE), south (S) and southwest (SW) (Figure 3.17).

Table 1 Summary of Prevailing Wind Directions

		Period		
		Annual	Summer	
HKO station	Chek Lap Kok (R2C)	E, SE	E, SE, SW	
Wind tunnel experiments in Tung Chung East and West ¹	20m	NE, E	E, SW	
	500m	NE, E	E, SW	
MM5 Simulation	Location A	60m	NE, E, SE, S	E, SE, S, SW
		120m	NE, E, SE, S	E, SE, S, SW
		450m	NE, E, SE, S, SW	E, SE, S, SW

¹ ARUP, Planning and Engineering Study on the Remaining Development in Tung Chung – Feasibility Study. Rpt Fef: 028-01: Final Technical Paper (TP7H) on Preliminary Air Ventilation Assessment Study. 2013

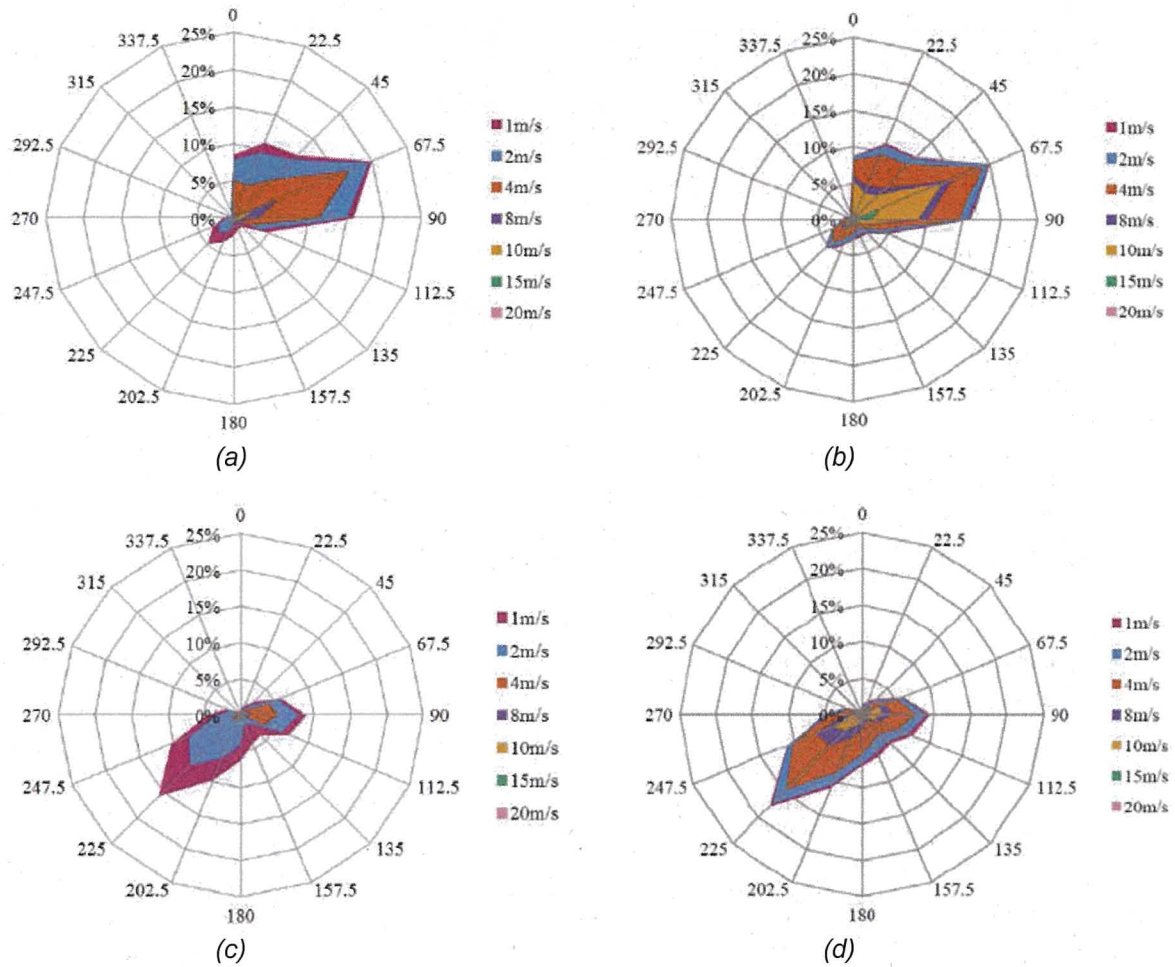


Figure 3.15 Tung Chung East – Wind Rose for Probability Distribution: (a) Annual, 20m Height; (b) Annual, 500m Height; (c) Summer, 20m Height; (d) Summer, 500m Height; ¹.

¹ ARUP, Planning and Engineering Study on the Remaining Development in Tung Chung – Feasibility Study. Rpt Fef: 028-01: Final Technical Paper (TP7H) on Preliminary Air Ventilation Assessment Study. 2013

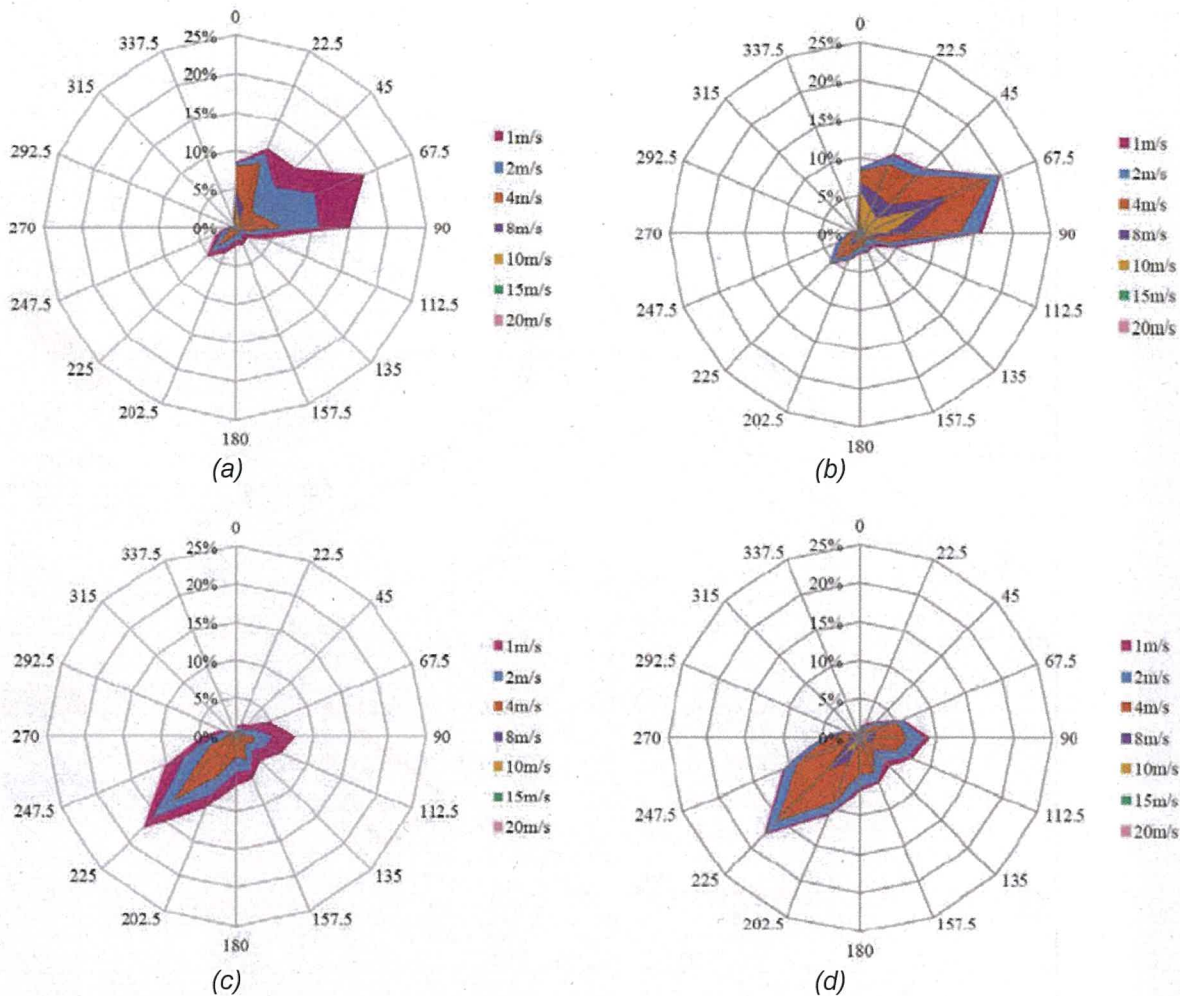


Figure 3.16 Tung Chung West – Wind Rose for Probability Distribution: (a) Annual, 20m Height; (b) Annual, 500m Height; (c) Summer, 20m Height; (d) Summer, 500m Height; ¹.

¹ ARUP, Planning and Engineering Study on the Remaining Development in Tung Chung – Feasibility Study. Rpt Fef: 028-01: Final Technical Paper (TP7H) on Preliminary Air Ventilation Assessment Study. 2013

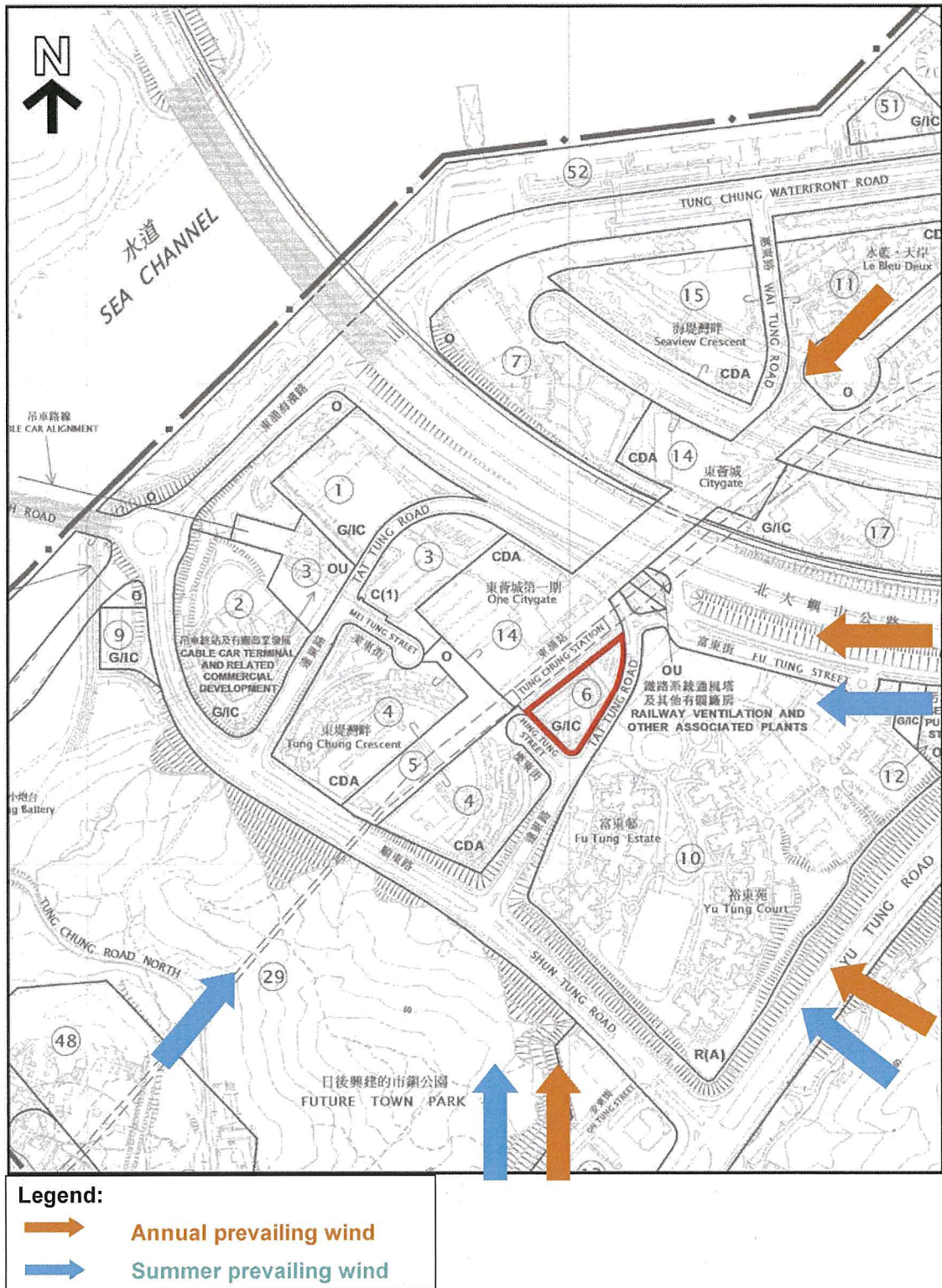


Figure 3.17 A summary of the prevailing winds of the project area.

4.0 Topography and the Wind Environment

4.1 The project area is located in a flat area in Tung Chung New Town in North Lantau with hilly ranges and mountains to the eastern, southern and western sectors and has the sea to the north (Figure 4.1). The prevailing winds from the east, southeast, south and southwest will be shielded by the surrounding hilly topography. The prevailing wind from the northeast will not be affected by the topography as the area northeast of the project area is flat, fronting the sea.

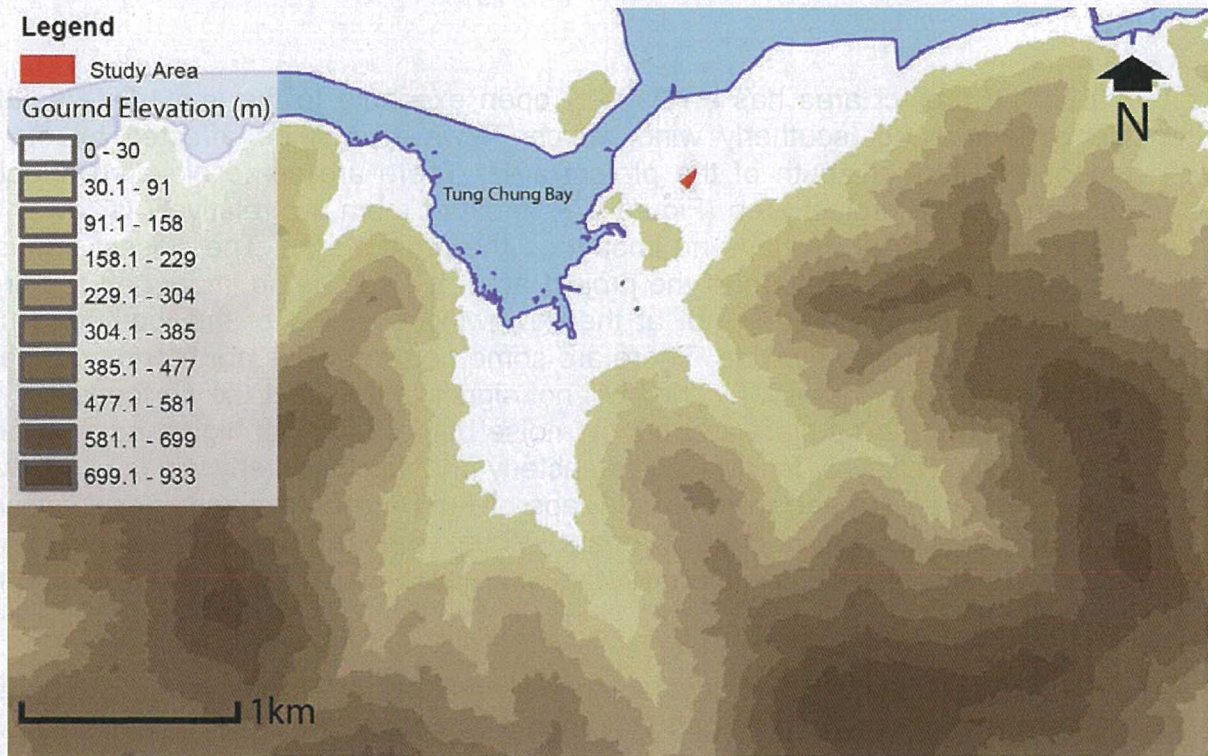


Figure 4.1 Topography and wind environment surrounding the project area.

5.0 Existing Conditions and planned developments

5.0.1 The project area is located in the existing town centre of Tung Chung New Town. It abuts Citygate and the Tung Chung MTR station. Residential developments including Fu Tung Estate and Tung Chung Crescent are located to its southeast and southwest. Fu Tung Plaza is located to its east. Commercial developments in the surrounding area are about 70mPD in height and high-density residential developments are about 90mPD to 150mPD. There are also open space and other facilities in the town centre area. The existing building heights are shown in Figure 5.1.

5.0.2 The project area has a relatively open exposure to the immediate south for the penetration of southerly wind, which, however, will be affected by the hilly topography further south of the project area. There are some elevated structures surrounding the project area (Figure 5.2). Most of them are relatively far away from the project area, which have no impact on the project area. The closest one is the footbridge of Citygate north of the project area. It also has no impact on the project area as the project area is not at the downwind direction of the footbridge under prevailing north-easterly wind. There are some noise barriers north and northeast of the project area (Figure 5.3). They will not significantly affect the northeasterly wind penetrating into the project area as the noise barriers are not high ranging from 2m to 10.5m and relatively far away. The easterly and south-easterly winds can flow into the project area through the building gaps of Fu Tung Estate and over the low-rise buildings of Fu Tung Estate Carpark. When prevailing winds come from the southwest, the project area is under the wake area caused by the developments of Tung Chung Crescent.

5.0.3 There is a committed development at an area to the northwest of Citygate and to the southeast of Tung Chung Community Garden across Tat Tung Road zoned "Commercial (1)" on the approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/20, which is subject to a maximum plot ratio of 5 and a maximum building height of 70 mPD (Figure 5.1). Under prevailing winds from all directions including northeast, east, southeast, south and southwest, the project area is not at the downwind directions of the committed project. Therefore, the committed project will have no impact on the project area from an air ventilation perspective.

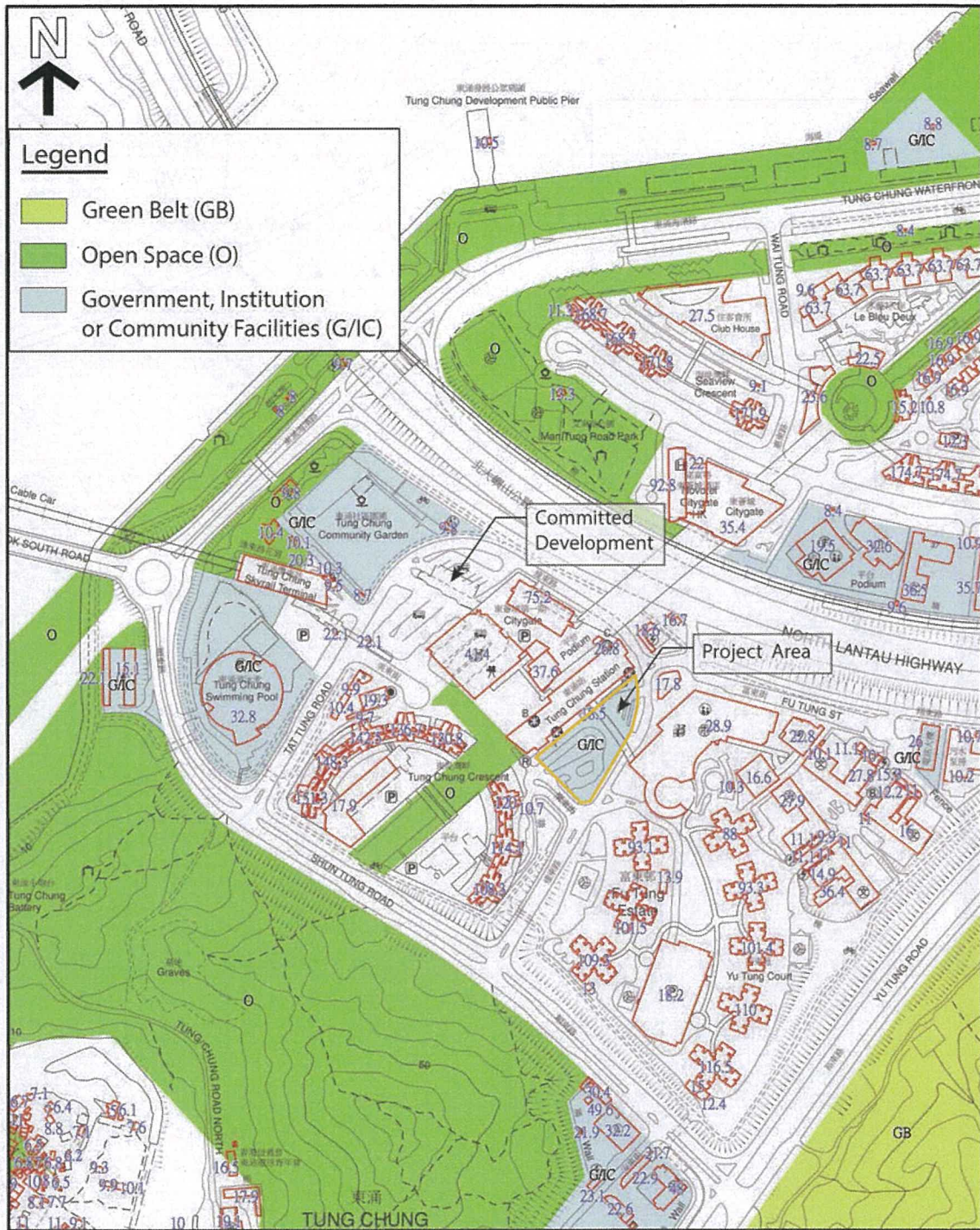


Figure 5.1 Height of the existing buildings in mPD and the zoning of "G/IC", "O" and "GB".

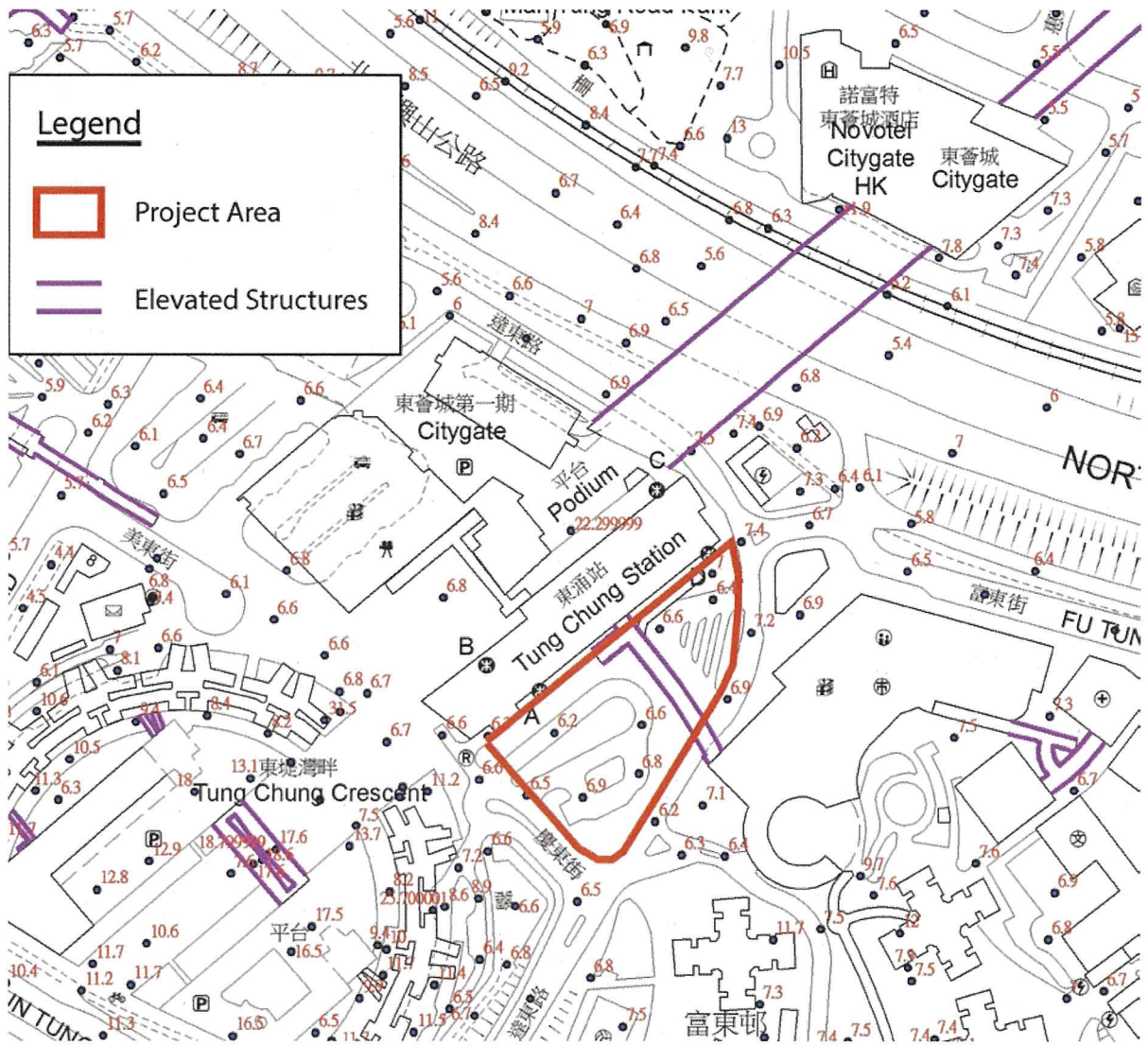


Figure 5.2 Elevated structures surrounding the project area.

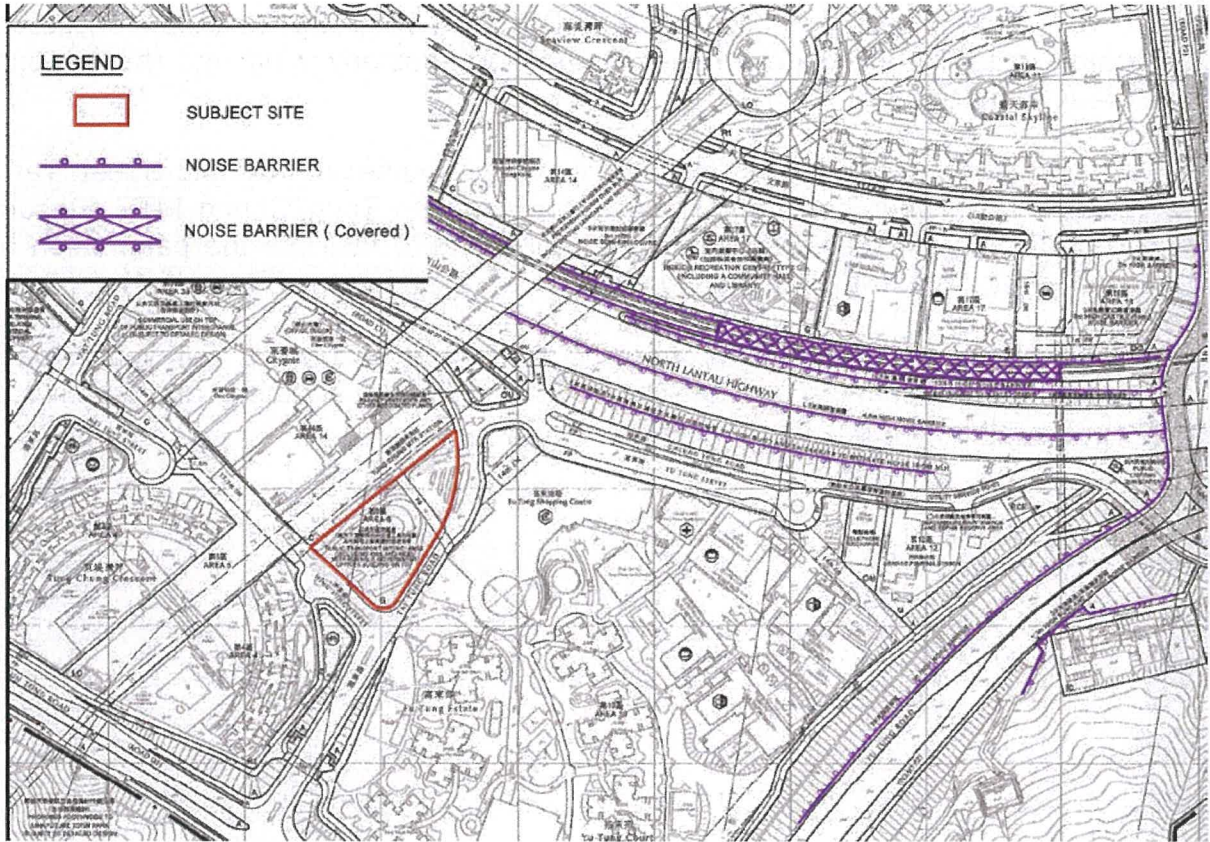


Figure 5.3 Noise barriers surrounding the project area.

5.1 Air Paths

5.1.1 Based on the analysis of the prevailing winds and the existing conditions, the air paths with direct implication to the project area can be summarized (Figures 5.3 to 5.5).

5.1.2 Under prevailing winds from the northeast, Tat Tung Road can function as air paths to facilitate the penetration of the north-easterly wind into the surrounding areas (Figure 5.3).

5.1.3 Under prevailing winds from the east and southeast, Fu Tung Street, Tat Tung Road, Hing Tung Street and open space between Tung Chung MTR Station and Tung Chung Crescent can function as air paths to facilitate the penetration of the easterly and south-easterly wind into the surrounding areas (Figure 5.4).

5.1.4 Under prevailing winds from the south and southwest, Tat Tung Road can function as air paths to facilitate the penetration of the southerly and south-westerly wind into the surrounding areas (Figure 5.5).

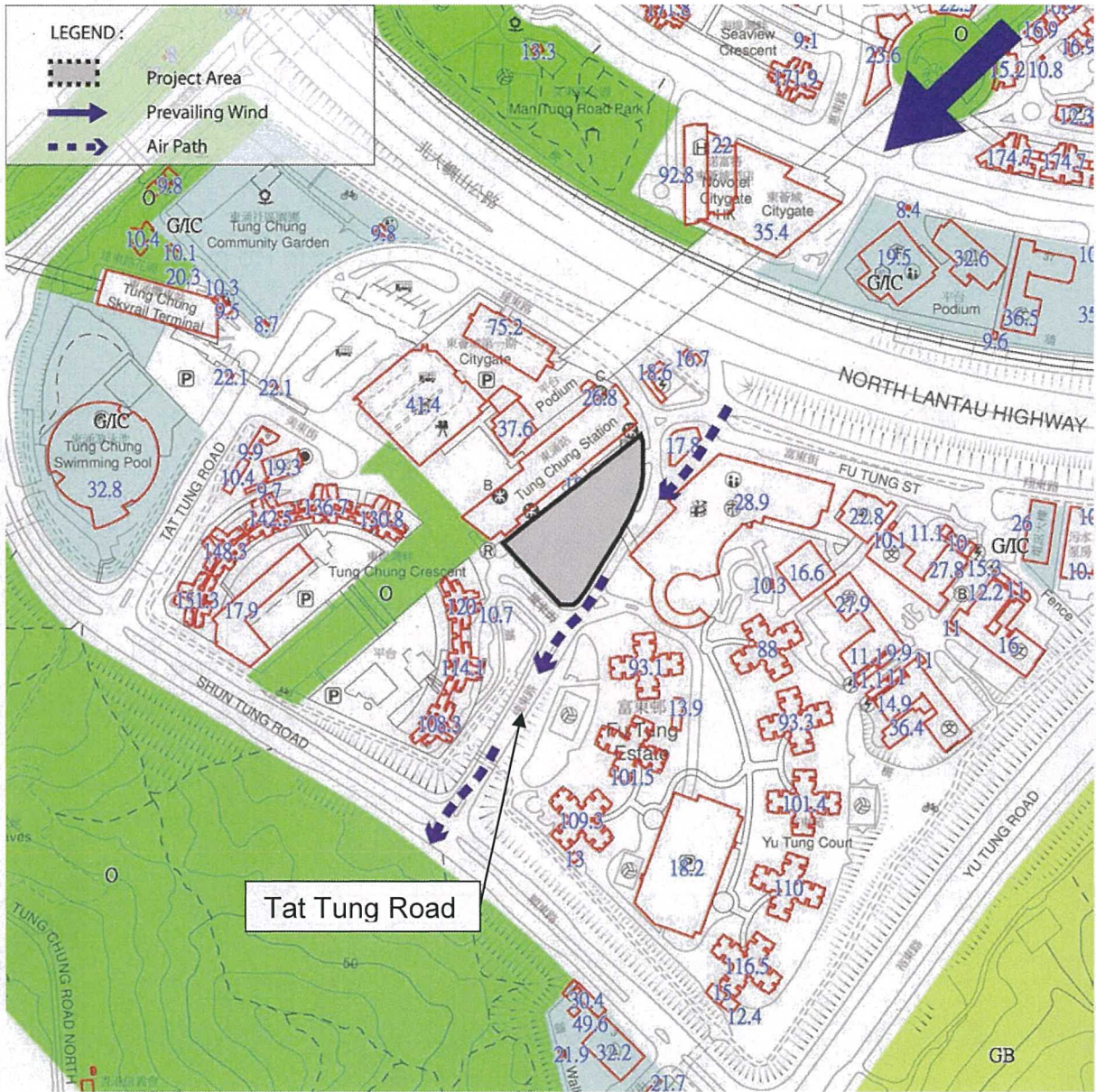


Figure 5.3 Major air paths with direct implication to the project area under prevailing wind from the northeast.

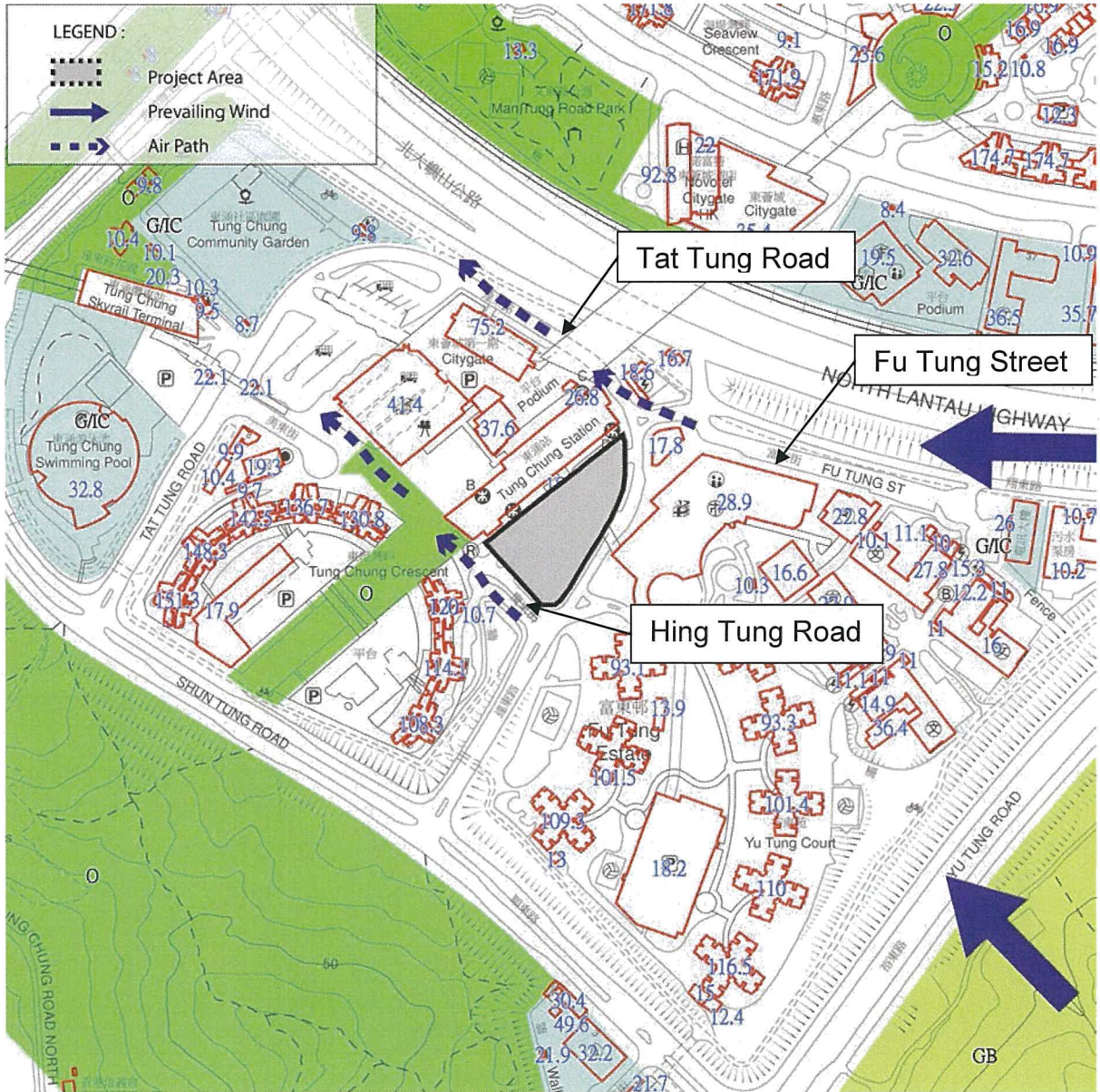


Figure 5.4 Major air paths with direct implication to the project area under prevailing wind from the east and southeast.

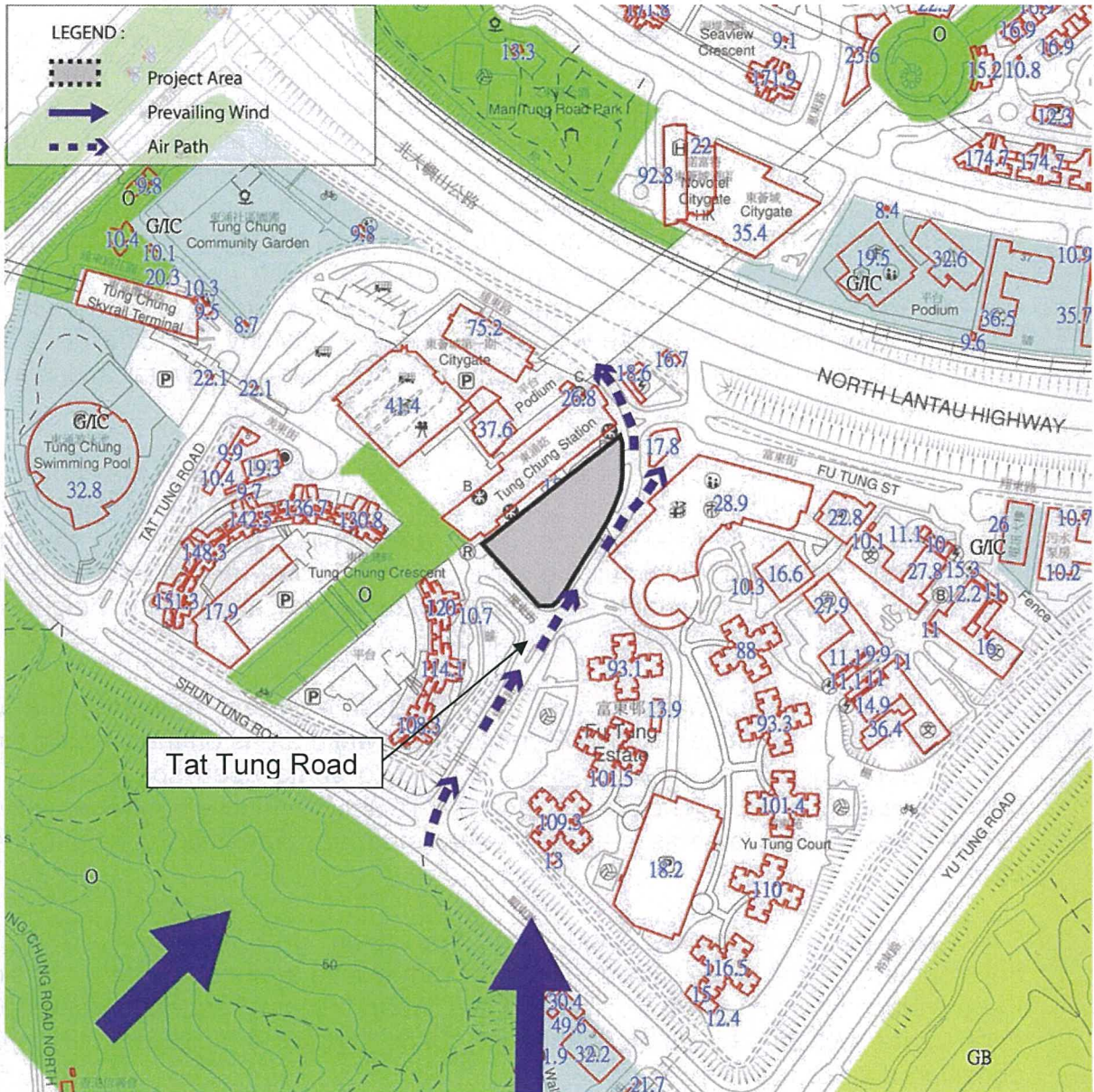


Figure 5.5 Major air paths with direct implication to the project area under prevailing wind from the south and southwest.

6.0 Expert Evaluation of the Project Area

6.1 The project area falls within an area currently zoned “Government, Institution or Community” (“G/IC”) on the approved Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/20 and is located to the southeast of Citygate. (Figure 6.1). There are drainage reserve areas located along the boundary of southeast and south of the project site and railway protection area (5m setback) located near the Tung Chung Railway Station which may put constraints on the future design of the proposed commercial development (Figure 6.2). The drainage reserve areas and setback areas reduce the frontal width under prevailing north-eastern and south-western winds, which can reduce the impact of the project area on the surroundings under these wind directions. In this study, an Expert Evaluation of Air Ventilation Assessment is conducted in considering the worst scenario with maximum building height and full coverage of the buildable area.

6.2 In general, air ventilation can achieve better performance if measures, such as breezeways, air paths, open spaces, gaps between buildings and building permeability especially near ground level, are applied. Upon encountering the impermeable building, there would be wake area on the leeward side of the building. The depth of the possible wake area could be about the same as the height or the width of the frontal area of the building (Figure 6.3).

6.3 Under the prevailing wind from the northeast, east and southeast, the future developments in this project area will create some wake areas on the leeward side of the developments. The wake areas will extend to some open spaces near Tung Chung Crescent and Exit B of Tung Chung MTR Station (Figure 6.4). The maximum depth of possible wake areas is about the maximum absolute building height (around 83m).

6.4 Under the prevailing wind from the south and southwest, the future developments in this project area will create some wake areas on the leeward side of the developments (Figure 6.5). These wake areas are not frequently visited public open space including building/podium roof, roads and some facilities, which are not considered as sensitive receivers.

6.5 Based on Expert Evaluation, the future developments in the project area will have some impact on its surroundings under prevailing wind from the northeast, east and southeast. To mitigate the impact, it is recommended that, at the building design stage, project proponent should refer to the design guidelines of Building Disposition and Building Permeability in “Hong Kong Planning Standard and Guidelines” (HKPSG) and follow the building separation requirement (20-33.3%) in the “Sustainable Building Design Guidelines”¹.

¹ Hong Kong Buildings Department. Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers: Sustainable Building Design Guidelines (APP-152). 2011.

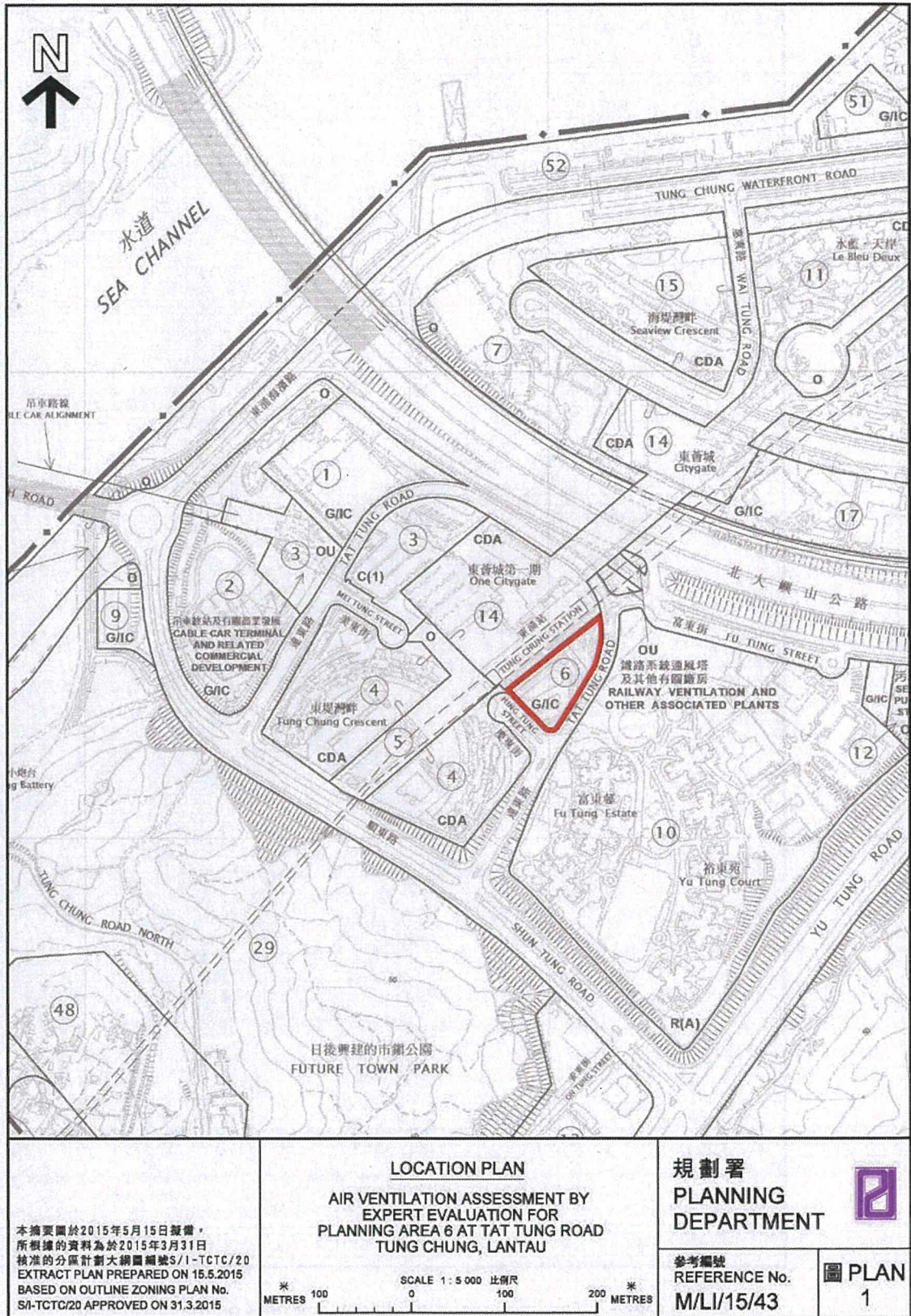


Figure 6.1 Site plan of the project area.

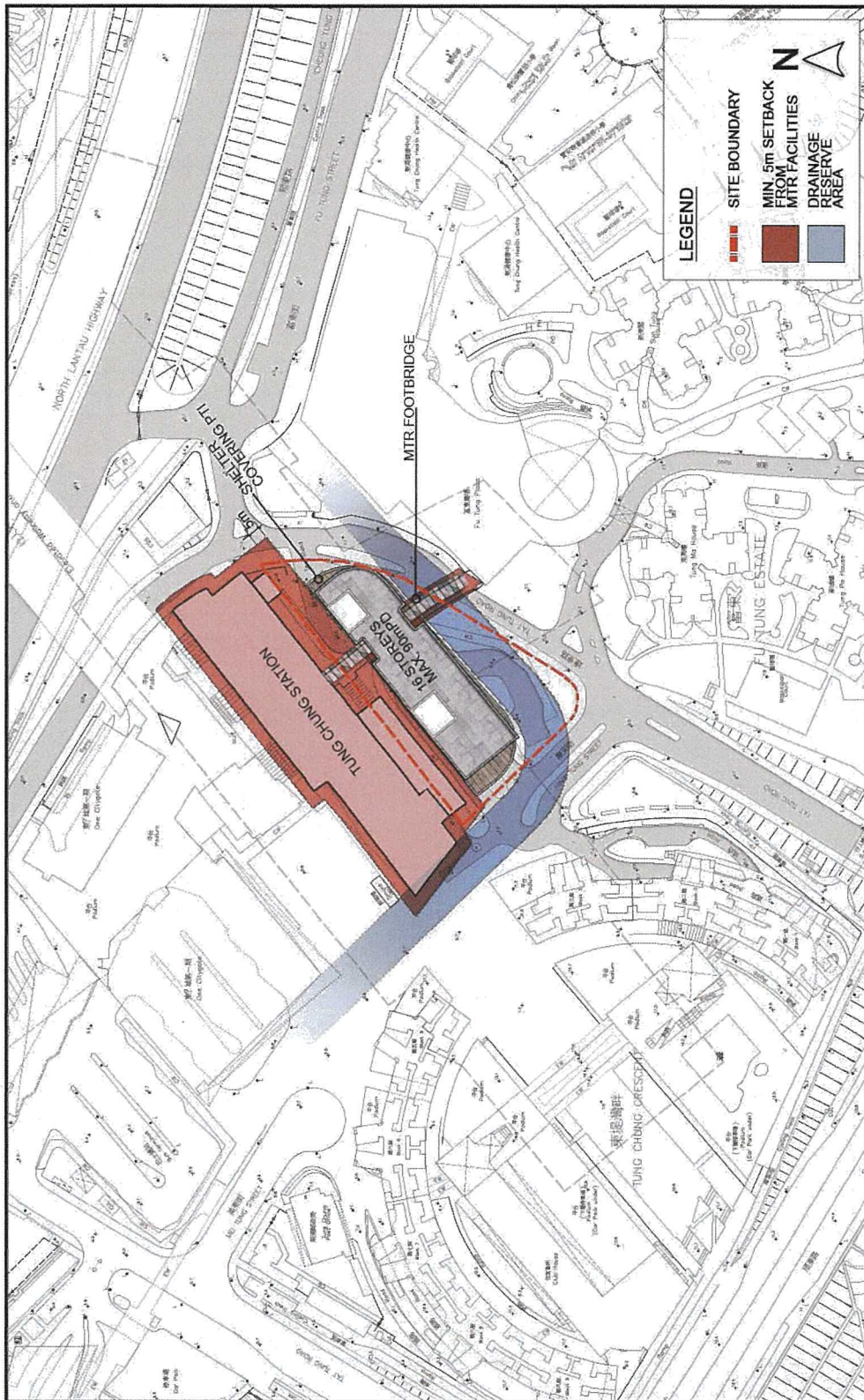
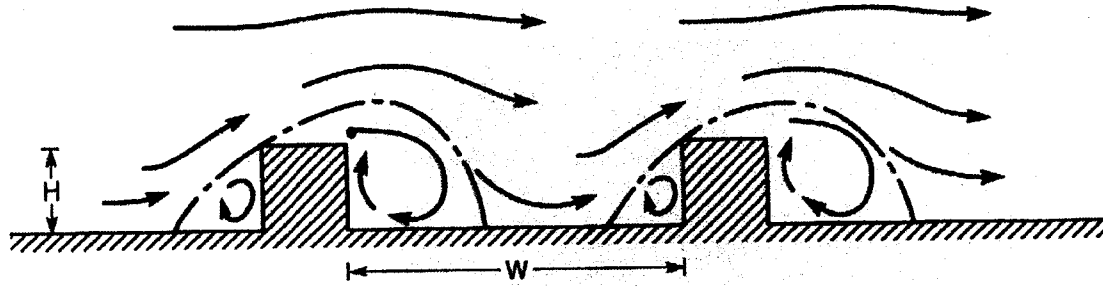
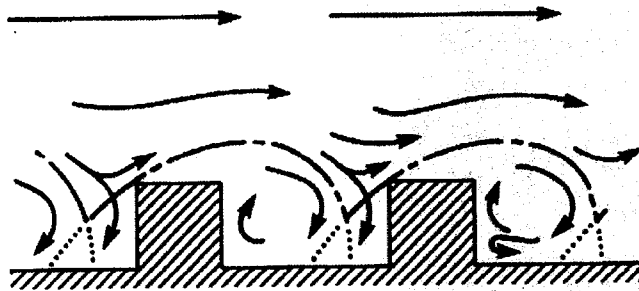


Figure 6.2 Drainage reserve and setback areas on the project site.

(a) *Isolated roughness flow*



(b) *Wake interference flow*



(c) *Skimming flow*

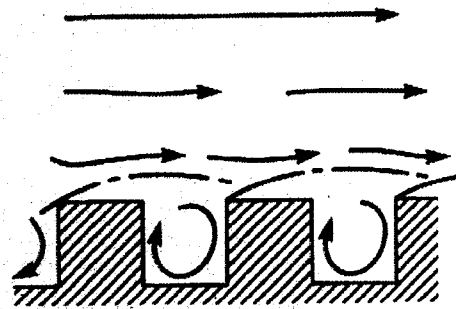


Figure 6.3 The relationship between building height and street width ratio and the possible flow regimes.

(Source: Oke, T. R. (1987). Boundary layer climates.)

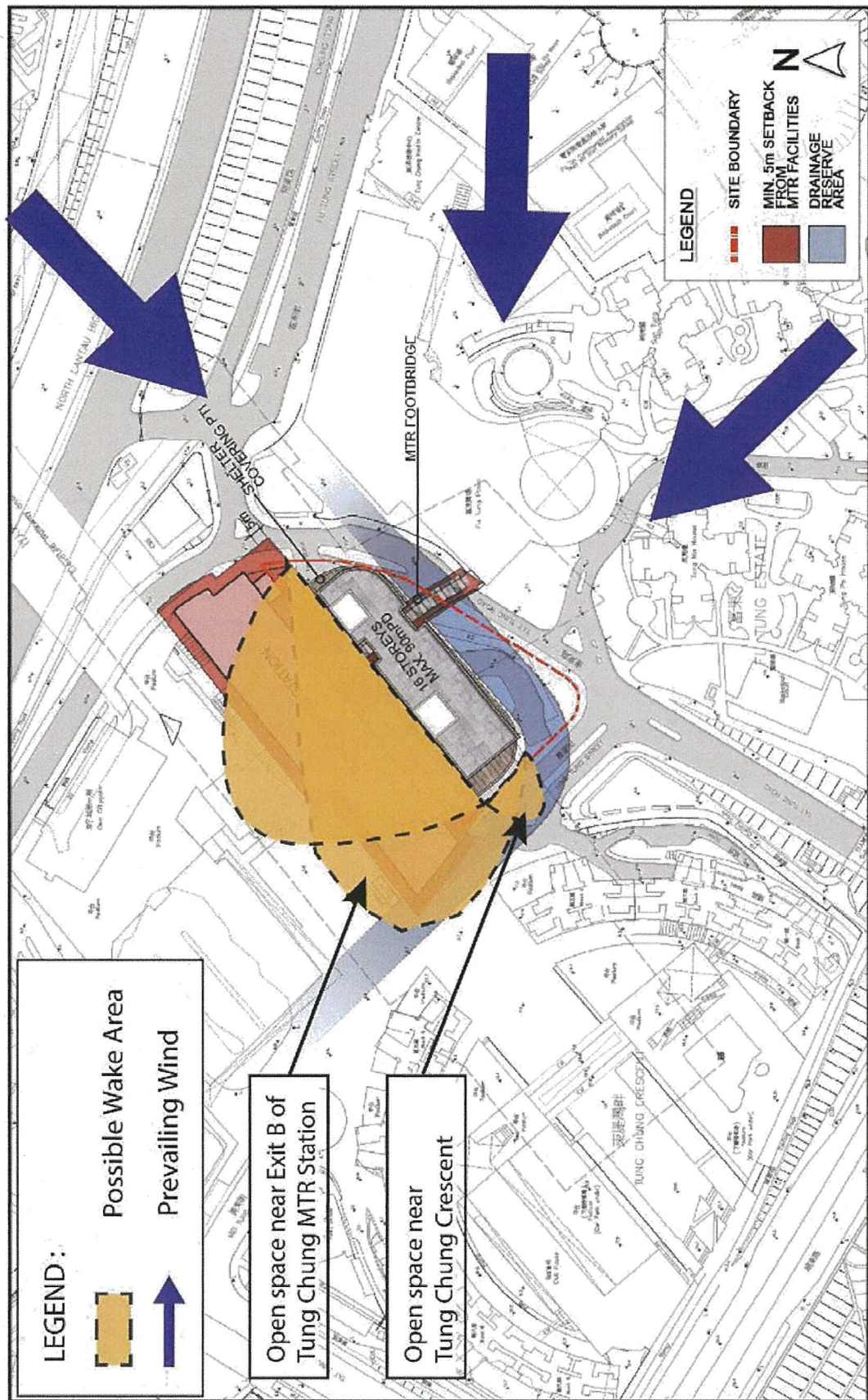


Figure 6.4 Possible wake areas under prevailing wind from the northeast, east and southeast.

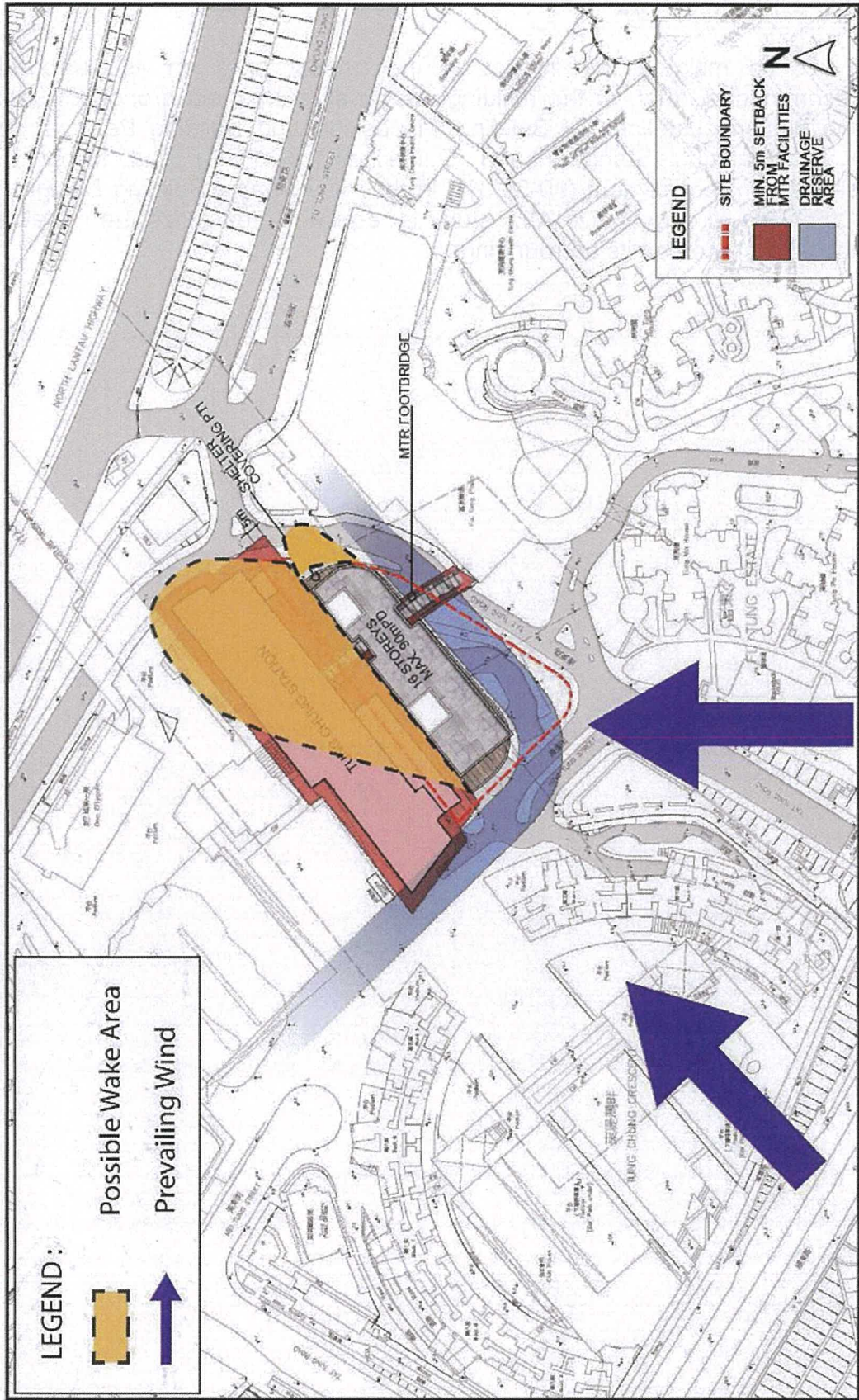
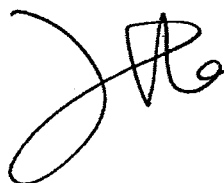


Figure 6.5 Possible wake areas under prevailing wind from the south and southwest.

7.0 Further Work

7.1 To mitigate the impact of the project area on its surroundings, it is recommended that, at the building design stage, project proponent should refer to the design guidelines of Building Disposition and Building Permeability in "Hong Kong Planning Standard and Guidelines" (HKPSG) and follow the building separation requirement (20-33.3%) in the "Sustainable Building Design Guidelines". Otherwise, a quantitative AVA study is required to minimize the negative effects of the project area on its surroundings.


Prepared by



Dr. Justin Ho

Date: 7 October 2015

Endorsed by



Professor Edward Ng

Date: 7 October 2015

On behalf of technical experts in the term consultant term

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Dr Justin Ho CUHK, Hong Kong	Environmental scientist

**VISUAL APPRAISAL IN RELATION TO PROPOSED
AMENDMENTS TO TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/20**

**A Proposed Commercial Site with Public Transport Interchange
at Ground Level at Area 6 in Tung Chung Town Centre**

**PLANNING DEPARTMENT
NOVEMBER 2015**

1. Purpose

- 1.1 As there is no plan/programme to develop Area 6 for government offices use as originally planned and considering its prime location, site context, existing uses of the surrounding areas and better utilization of land, an amendment to the approved Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/20 is proposed to rezone the site for commercial use.
- 1.2 With the proposed plot ratio (PR) and the building height (BH), the proposed commercial site under zoning amendment would have visual impact on the surrounding areas in terms of the development scale, form, massing, and its spatial relationship with the overall townscape or surrounding landscape. The purpose of this appraisal is to assess the potential visual impact. The appraisal could facilitate the Town Planning Board to visualise the three-dimensional relationship of the development in the proposed commercial site with the surrounding context.

2. Methodology

The visual impact of the proposed commercial site will be assessed by adopting the following methodology:

- (a) Identification of the visual context and character within the wider context of the Tung Chung Town Centre area.
- (b) Illustration of the visual impact of the proposed commercial site in the respective areas by using computer-generated photomontages with indicative layout of the development in the proposed commercial site.
- (c) Identification and selection of proposed vantage points in allowing visual impact to be assessed locally for the proposed commercial site. The vantage points should be easily accessible and popular to the public and/or tourists and be able to demonstrate the visual impact of the proposed commercial site on the adjacent neighbourhood area. Important views to special landmarks, valued landscape features, the harbour, ridgelines, etc should be assessed where possible.
- (d) Identification of the scale of the development in the proposed commercial site; use of computer-generated photomontages to illustrate the visual impact and their significance from the vantage points; and provision of visual appraisal by evaluating the overall visual impact of the proposed commercial development.

3. The Proposed Development

- 3.1. The proposed commercial site in Tung Chung Town Centre is currently zoned "Government, Institution or Community" ("G/IC") on the Tung Chung Town Centre Area OZP No. S/I-TCTC/20. The site is zoned "Government" and reserved for 'Public Transport Interchange (including Kiss and Ride) with Possible Government Offices Building on Top' on the Tung Chung Town Centre Area Layout Plan (LP) No. L/I-TCTC/1G. It abuts the major retail and commercial centre, i.e. Citygate, and the Tung Chung MTR Station of the Tung Chung line. High-rise residential developments including Yu Tung Court, Fu Tung Estate and

Tung Chung Crescent ranging from about 88mPD to 151mPD in height are located to its southeast and southwest. Commercial developments in the area including Citygate Outlets, One Citygate and Novotel Citygate Hotel are about 22mPD to 75mPD in height. There are also open spaces and other government, institution or community (GIC) facilities including indoor recreation centre and library in the town centre area (**Plans 1 and 2**).

- 3.2. The site is located on a flat land to the immediate southwest of the Tung Chung MTR Station and the northeast of Fu Tung Estate across Tat Tung Road in Tung Chung Area 6. It is proposed to rezone the site to “Commercial” (“C”). The proposed development parameters are as follows:

Zoning Area :	About 0.66 ha
Development Site Area :	About 0.66 ha
Maximum PR :	5
Maximum BH :	100mPD

- 3.3. The site is at present occupied by an open-air public transport interchange (PTI) (**Plan 3**). The surrounding area is occupied by residential buildings of Tung Chung Crescent (108mPD to 151mPD), Fu Tung Estate (93mPD to 109mPD), Yu Tung Court (88mPD to 117mPD), Seaview Crescent (169mPD to 172mPD) and Coastal Skyline (64mPD to 187mPD), commercial buildings of Citygate with BHs ranging from about 22mPD to 75mPD, Novotel Citygate Hong Kong hotel of about 93mPD, Fu Tung Plaza of about 29mPD and a commercial building of about 70mPD which is under construction, some lower rise GIC and school buildings with BH ranging from about 10mPD to 36mPD, the Tung Chung MTR Station of about 18.5mPD, open spaces including Man Tung Road Park, Tung Chung North Park and a future town park with hill top at about 75mPD (**Plan 4b**).

Visual Appraisal

Visual Elements

- 3.4. Visual elements including visual corridors, knolls, mountains and ridges with dense vegetations and water bodies (water channel and the sea) could be identified. Two secondary visual corridors have been identified (**Plan 4b**). A northwest-southeast axis visual corridor allows the view from Chek Lap Kok to the mountain ridges in the inland of Northwest Lantau through the North Lantau Highway of about 35m to 50m in width and another southwest-northeast axis visual corridor, which forms part of the major visual corridor in the town centre area, allows visibility from the future town park in the central part of the existing Tung Chung New Town to the sea along the pedestrian spine through the low-rise developments Citygate Outlets and an open space belt.

Vantage Points

- 3.5. Some short-, intermediate- and long-distance vantage points from different directions, heights and visual resources have been identified. However, no vantage point has been identified from the mountain facing the proposed development to the further east and southeast of the proposed site as the lower part of the mountain is less accessible to the public and the higher part are far away from the proposed development. Views from this area are less representative. In total, 9

local vantage points (**Plan 4b**) have been selected as below:

(a) VP 1 – Hill Top of the Scenic Hill at Chek Lap Kok

This viewpoint is at the hill top of Scenic Hill at Chek Lap Kok which is relatively difficult to access for the general public and it may take at least 15-minute walk from the only footpath leading to that area. Scenic Hill located at Chek Lap Kok across the water channel is identified as a long-distance viewpoint to the proposed site. Photomontage to illustrate the possible visual impact of the proposed commercial development is at **Plan 5a**. At present, when viewed from the hill top of Scenic Hill (**VP1**), the proposed commercial development would be visible. However, the view would largely be screened off by another future commercial development of about 70mPD in front of the Citygate Outlets, which is under construction.

As the lower part of the mountain backdrop has already been partially screened off by the existing high-rise residential buildings of Fu Tung Estate and Tung Chung Crescent, the proposed commercial development would only lead to slight and insignificant blockage of the existing mountain backdrop. It would visually overlap with the existing buildings of Fu Tung Estate. Moreover, the proposed commercial development would not block or lead to any visual impact on the northwest-southeast visual corridor as the site is away from the North Lantau Highway. It has relatively small visual impact when compared with the existing developments nearby and would simply blend into the overall environment. It would not cause any visual incompatibility with the surroundings.

(b) VP 2 – Taxi Stand near Tung Chung Development Pier

This viewpoint is at the taxi stand near Tung Chung Development Pier which is easily accessible and visited by the locals and the tourists from Tai O and Tung Mun by ferry. The Tung Chung Development Pier could be identified as an intermediate-distance viewpoint from the harbour to the proposed site. Photomontage to illustrate the possible visual impact of the proposed commercial development is at **Plan 5b**. When viewed from the taxi stand near Tung Chung Development Pier (**VP2**), a large part of the proposed commercial development would be screened off by the existing office building of Citygate (One Citygate). While the existing buildings of Yu Tung Court at the back of the proposed commercial development has already screened off some of the mountain backdrop and skyline, the proposed commercial development would inevitably block some of the skyline and have some visual impact on this viewpoint with reference to the existing developments nearby. However, as the proposed commercial development would be seen as an extension of the existing Town Centre, it would not cause any significant visual incompatibility with the surroundings. To minimize its visual impact and introduce visual interest, the future developer should explore various design measures, such as façade treatment and increasing permeability of the development in accordance with the Sustainable Building Design Guidelines, in the detailed design stage.

(c) VP 3 – Open Space above Citygate walkway

This viewpoint is at the open space above Citygate walkway which is easily accessible from the open space between Citygate and Tung Chung MTR Station. This part of Citygate walkway could be identified as a short-distance viewpoint to the proposed site. Photomontage to illustrate the possible visual impact of the proposed commercial development is at **Plan 5c**. When viewed from this open space (**VP3**), there are three existing building gaps, between the existing residential building clusters of Tung Chung Crescent of about 120mPD to 131mPD, Fu Tung Estate of about 93mPD and Yu Tung Court of about 88mPD in height, allowing public view towards the mountains. These building clusters have already screened off some of the mountain backdrop and skyline. The proposed commercial development would visually overlap with Tung Chung Crescent at its back. Although it would partially block one of the view corridors and is slightly visually intrusive from this VP, the building gap remains at a reasonable width with a view towards the mountain. The proposed development would be perceived as an extension of the existing developments and blends into the overall environment. The proposal would not cause significant visual incompatibility with the surroundings. The major visual corridor in the area along the pedestrian spine will also be maintained.

(d) VP 4 – Podium Garden near Tung Chung Indoor Recreation Centre and Library

This viewpoint is at the podium garden near Tung Chung Indoor Recreation Centre (IRC) and the library which is easily accessible. The IRC and library are frequently visited by the locals. The IRC and library is identified as a short-distance viewpoint to the proposed site. Photomontage to illustrate the possible visual impact of the proposed commercial development is at **Plan 5d**. When viewed from the podium garden near IRC and library (**VP4**), there are two major building gaps, between the existing residential building clusters of Fu Tung Estate of about 93mPD, and Tung Chung Crescent of about 120mPD and 131mPD, allowing public view towards the mountains. These building clusters and the roadside plantings along North Lantau Highway have already screened off some of the mountain backdrop and skyline. Since major portion of the proposed commercial development would visually overlap with one of the existing building clusters of Tung Chung Crescent at the back, it largely blends into the overall environment. Although the proposed commercial development would slightly reduce the width of the view corridor and block some of the skyline, the view towards the mountain could still be largely maintained. The proposed development would not cause any visual incompatibility with the surroundings.

(e) VP 5 – Tung Chung North Park

This viewpoint is at Tung Chung North Park which is easily accessible to and frequently visited by the local residents and users of the nearby local GIC facilities including IRC, library and schools. Tung Chung North Park is identified as an intermediate-distance viewpoint to the proposed site. Photomontage to illustrate the possible visual impact of the proposed commercial development is at **Plan 5e**. When viewed from the park (**VP5**), the proposed commercial development would be largely screened off by the existing school, namely Ling Liang Church Sau Tak Primary School of about

35mPD, and vegetations in the park. Only a small portion of the proposed development would be visible from this viewpoint and it would blend well into the overall environment. No visual incompatibility would be generated and there would not be any significant adverse visual impact.

(f) VP 6 – Podium Garden at Tung Chung Swimming Pool

This viewpoint is at the podium garden of Tung Chung Swimming Pool which is easily accessible and the swimming pool is popular with the locals. The Tung Chung Swimming Pool and its podium garden is identified as a short- to intermediate- distance viewpoint to the proposed site. Photomontage to illustrate the possible visual impact of the proposed commercial development is at **Plan 5f**. When viewed from the podium garden at Tung Chung Swimming Pool (**VP6**), the lower part of the proposed commercial development would be partially screened off by the existing Citygate Outlets. However, most of the proposed development would rise above the low-rise outlet, blocking the remaining view towards the mountain backdrop and the skyline. Visual openness would be reduced. Nevertheless, the existing view from this VP is already dominated by developments including Tung Chung Crescent, One Citygate, Citygate Outlet, the future commercial development at Area 3 under construction and some elevated structures. The proposed development would largely blend into the overall high-rise environment in the Town Centre area and would not cause significant visual incompatibility with the surroundings. In order to minimize the visual impact and introduce visual interest, the future developer should explore various design measures, such as façade treatment and increasing permeability of the development in accordance with the Sustainable Building Design Guidelines, in the detailed design stage.

(g) VP 7 – Hill Top of the Future Town Park

This viewpoint is at hill top of the future town park which is at present relatively difficult to access for the general public and it may take at least 20-minute walk as there is no proper footpath leading to that area. The future Town Park situated on a knoll is identified as an intermediate-distance viewpoint to the proposed site. Photomontage to illustrate the possible visual impact of the proposed commercial development is at **Plan 5g**. When viewed from the hill top of the future town park (**VP7**), a southwest-northeast secondary visual corridor could be identified from the VP through Tung Chung New Town towards the sea, framed by high- and middle-rise residential buildings in the area. The proposed commercial development, while partially screened by Tung Chung Crescent, would slightly block this visual corridor. Nevertheless, the public view towards the sea could still be maintained. The proposal would not cause any visual incompatibility with the surroundings.

(h) VP 8 – Open Space between Tung Chung MTR Station and Tung Chung Crescent

This viewpoint is at the open space between Tung Chung MTR Station and Tung Chung Crescent which is easily accessible and is a popular plaza frequently visited by the locals and tourists. This open space located near the proposed site is identified as a short-distance viewpoint to the proposed site. Photomontage to illustrate the possible visual impact of the proposed

commercial development is at **Plan 5h**. When viewed from this close-up view (**VP8**), the proposed commercial development would inevitably alter the existing visual context by adding visual bulk to the locality and significantly reducing the visual openness. At present, a large part of the mountain backdrop is screened off by the Tung Chung MTR Station and the existing residential buildings of Yu Tung Court and Fu Tung Estate of about 88mPD to 102mPD. While the view is already dominated by existing developments, the proposed commercial building would block the remaining view to the mountains. From this short distance, the proposed commercial development would be visually intrusive and impose an overshadowing impact on the open space. In order to minimize its visual impacts at this localized view and introduce visual interest, the future developer should explore various design measures, such as façade treatment and increasing permeability of the development in accordance with the Sustainable Building Design Guidelines, in the detailed design stage.

(i) VP 9 – Basketball Court at Fu Tung Estate

This viewpoint is at the basketball court at Fu Tung Estate which is easily accessible and frequently used by the local residents. This basketball court at the western boundary of Fu Tung Estate situated near the proposed site is identified as a short-distance viewpoint to the proposed site. Photomontage to illustrate the possible visual impact of the proposed commercial development is at **Plan 5i**. When viewed from this basketball court (**VP9**), the proposed commercial development would be partially screened off by the existing vegetation. However, at this close-up view, the proposed commercial development would inevitably alter the existing visual context and add visual bulk to the locality. The visual openness would be reduced. In order to minimize its visual impacts and introduce visual interest, the future developer should explore various design measures, such as façade treatment and increasing permeability of the development in accordance with the Sustainable Building Design Guidelines, in the detailed design stage.

3.6. Although the proposed development would reduce the visual openness with blockage to the view at some viewpoints, large parts of the mountain backdrop and ridges has already been screened off by the existing developments and the visual corridors in the area would not be affected. In the context of Tung Chung Town Centre, the proposed development would not create visual incompatibility with the surrounding areas. Visual mitigation and enhancement measures to minimise the residual visual impact, such as increasing permeability and façade treatment etc., should be explored at the detailed design stage by the future developer.

4. Conclusion

4.1 Photomontages to illustrate the possible visual impact of the proposed commercial development are shown in **Plans 5a to 5i**. The proposed maximum BH of the site is about 100mPD. The adjoining existing and proposed retail, hotel and commercial developments have BHs ranging from about 18.5mPD to 75mPD and the nearby existing high-rise residential developments of Yu Tung Court and Fung Tung Estate have BHs ranging from about 88mPD to 117mPD and Tung Chung


Crescent have BHs ranging from about 104mPD to 151mPD.

- 4.2 When viewed from the intermediate- and long- distance viewpoints (VP1, VP2, VP5 and VP7) (**Plans 4b, 5a, 5b, 5e and 5g**), large part of the proposed commercial development at the subject site would be screened off and could be seen as part of the retail and commercial node with similar development intensity around the Tung Chung MTR Station. When viewed from some short-distance viewpoints (VP3 and VP4) (**Plans 4b, 5c and 5d**), the proposed commercial development could be seen as part of the existing building group and would not impose significant impact on the existing building gaps. The existing visual character with the high-rise building blocks would not be affected. The proposed commercial building within the retail and commercial cluster at the existing Tung Chung Town Centre area would generally be not incompatible with the existing developments in visual terms and would not block the major views towards the visual elements. In general, it would not create visual incompatibility with the surroundings.
- 4.3 However, from some very close viewpoints, i.e. VP6, VP8 and VP9 (**Plans 4b, 5f, 5h and 5i**), the proposed development would inevitably reduce the visual openness. It would also impose overshadowing effect on the open space near Tung Chung MTR station. However, in view of the development constraints, including the site area, the required reprovision of the existing PTI, presence of a drainage reserve and the railway protection area, and the floor space to be achieved, a high-rise development block is needed and some localized visual impact is unavoidable. Given the size of the site, the scope for rearrangement of the deposition of the commercial block is relatively limited since the proposed building has already been set back from the Tat Tung Road to avoid the intrusion of the drainage reserve. In order to minimize its visual impacts, the future developer should explore various design measures, such as façade treatment and increasing permeability of the development in accordance with the Sustainable Building Design Guidelines, in the detailed design stage. In short, visual permeability and visual interest should be incorporated into the building outlook to enhance the visual quality of the proposed commercial development as far as practicable during the detailed design stage.

Attachments

Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Aerial Photo
Plan 4a	Site Photo
Plan 4b	Key Visual Elements and Location of Viewpoints
Plans 5a to 5i	Photomontages



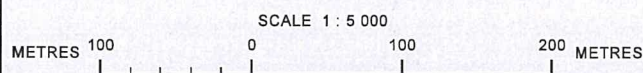
 SUBJECT SITE

LOCATION PLAN
PLANNING AREA 6,
TUNG CHUNG, LANTAU

規劃署
PLANNING
DEPARTMENT



EXTRACT PLAN PREPARED ON 16.9.2015
 BASED ON OUTLINE ZONING PLAN No.
 S/I-TCTC/20 APPROVED ON 31.3.2015




REFERENCE No.
M/LI/15/85

PLAN
 1



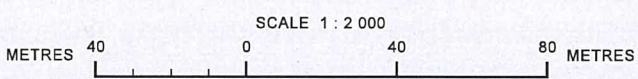
LEGEND
 (A) ◁ VIEWING POINT OF SITE PHOTO (REFER TO PLAN 4a)

 SUBJECT SITE

SITE PLAN
PLANNING AREA 6,
TUNG CHUNG, LANTAU

規劃署
PLANNING DEPARTMENT 

EXTRACT PLAN PREPARED ON 16.9.2015
 BASED ON SURVEY SHEETS No.
 9-SE-3D, 4C, 8B AND 9A



REFERENCE No.
M/LI/15/85

PLAN
2



SEA

Seaview Crescent

TUNG CHUNG

One Citygate

NORTH LANTAU HIGHWAY

TUNG CHUNG STATION



Tung Chung Crescent

HING TUNG STREET

SHUN TUNG ROAD


TAT TUNG ROAD

Fu Tung Estate

Yu Tung Court

YU TUNG ROAD

FUTURE TOWN PARK

 SUBJECT SITE

AERIAL PHOTO
PLANNING AREA 6,
TUNG CHUNG, LANTAU

規劃署
PLANNING
DEPARTMENT



EXTRACT PLAN PREPARED ON 22.7.2015
BASED ON AERIAL PHOTO No. CW113093
TAKEN ON 17.1.2015
BY LANDS DEPARTMENT

REFERENCE No.
M/LI/15/85

PLAN
3

VIEWING POINT A



NORTHEASTERN PART OF THE SITE

VIEWING POINT B



FOOTBRIDGE AT THE SITE

VIEWING POINT C



SOUTHWESTERN PART OF THE SITE

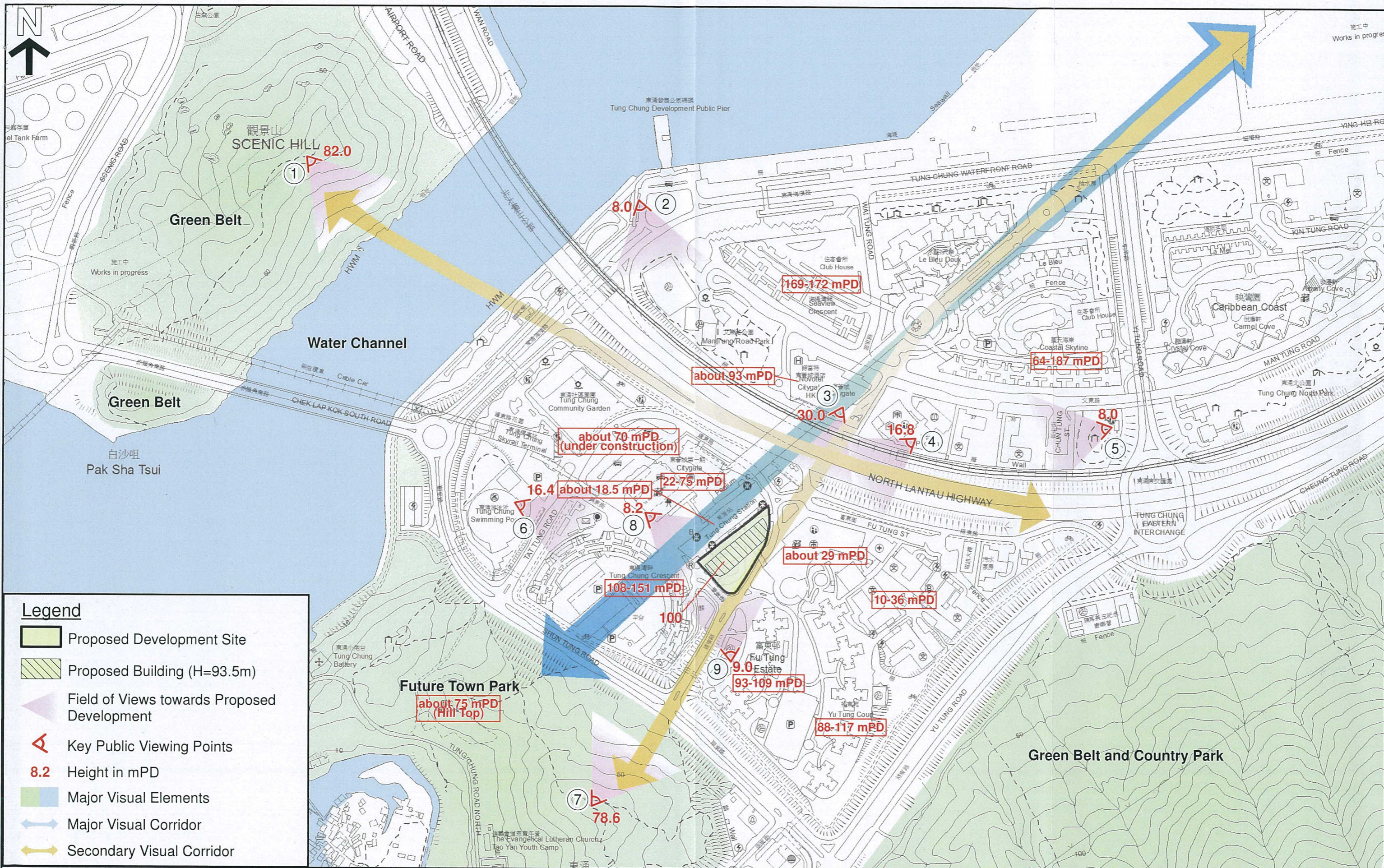
SITE PHOTO
PLANNING AREA 6,
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PLAN
4a

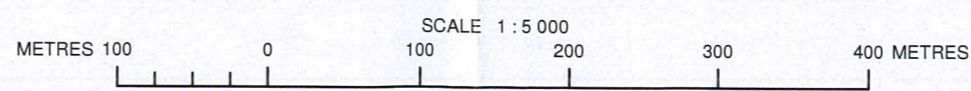


Legend

- Proposed Development Site
- Proposed Building (H=93.5m)
- Field of Views towards Proposed Development
- Key Public Viewing Points
- 8.2 Height in mPD
- Major Visual Elements
- Major Visual Corridor
- Secondary Visual Corridor

KEY VISUAL ELEMENTS AND LOCATION OF VIEWPOINTS

PLANNING AREA 6, TUNG CHUNG, LANTAU



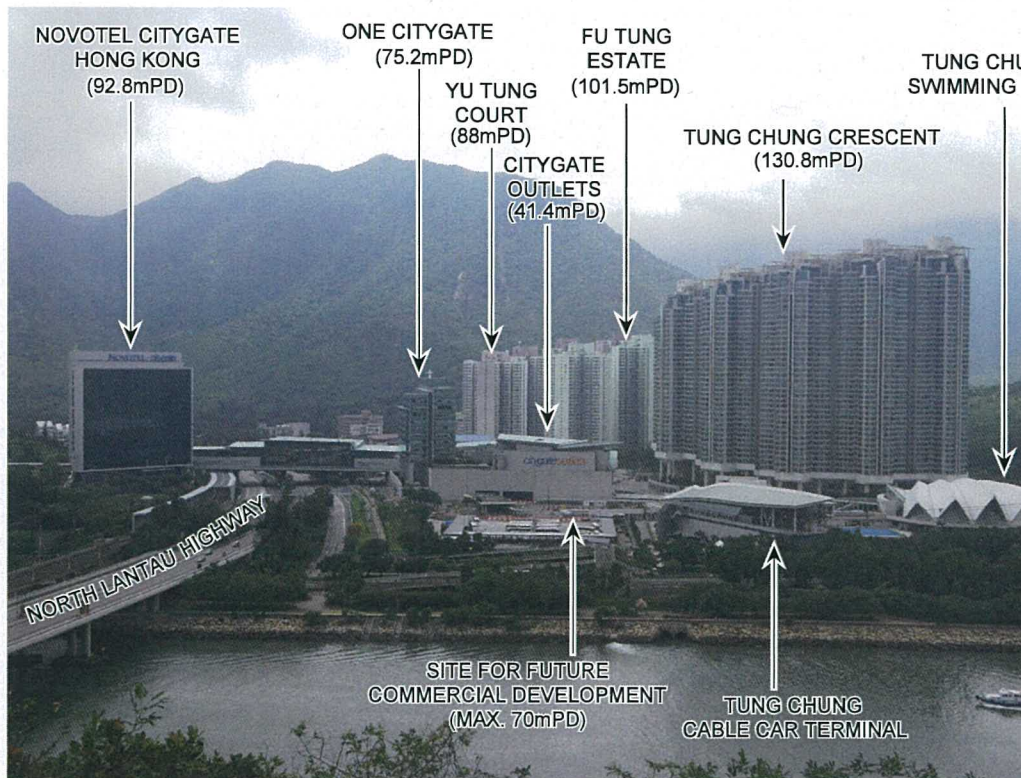
PLANNING DEPARTMENT



REFERENCE No. M/LI/15/85

PLAN 4b

VIEWING POINT 1



EXISTING VIEW



PROPOSED DEVELOPMENT

VIEW FROM HILL TOP OF THE SCENIC HILL AT CHEK LAP KOK

PHOTOMONTAGE

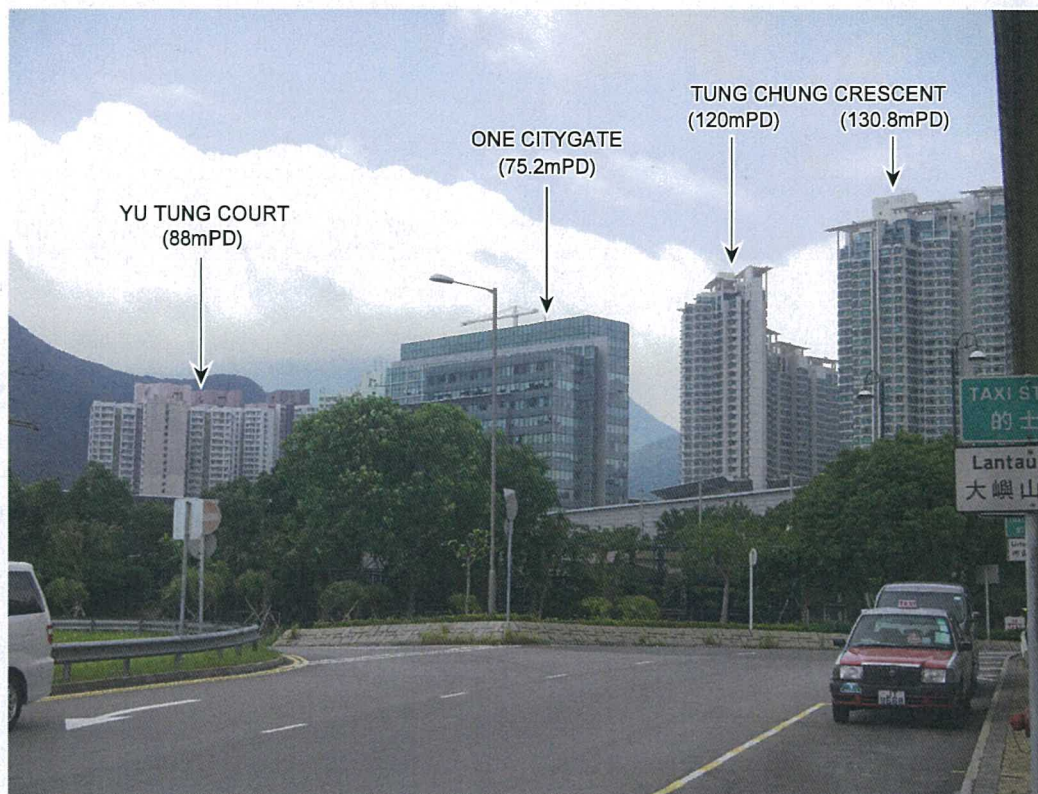
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M/LI/15/85

PLAN
5a



EXISTING VIEW



PROPOSED DEVELOPMENT

VIEW FROM TAXI STAND NEAR THE TUNG CHUNG DEVELOPMENT PIER

PHOTOMONTAGE

PLANNING AREA 6,
TUNG CHUNG, LANTAU

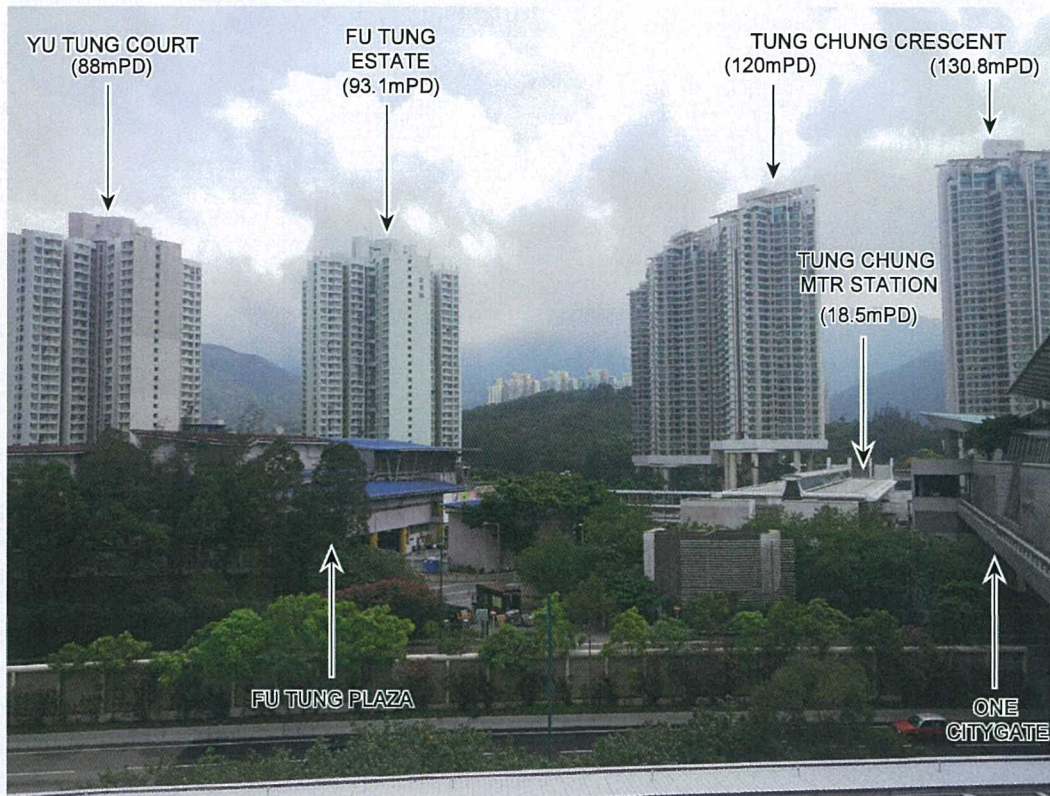
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PLAN
5b

VIEWING POINT 3



EXISTING VIEW



PROPOSED DEVELOPMENT

VIEW FROM OPEN SPACE ABOVE CITYGATE WALKWAY

PHOTOMONTAGE

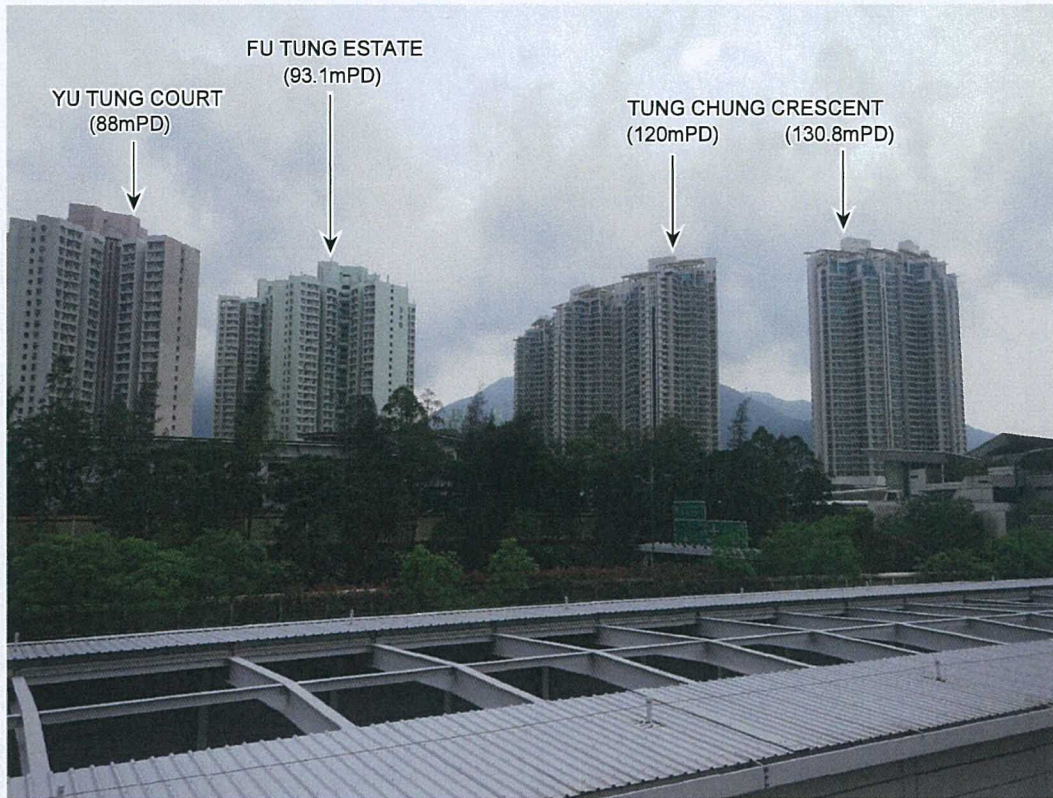
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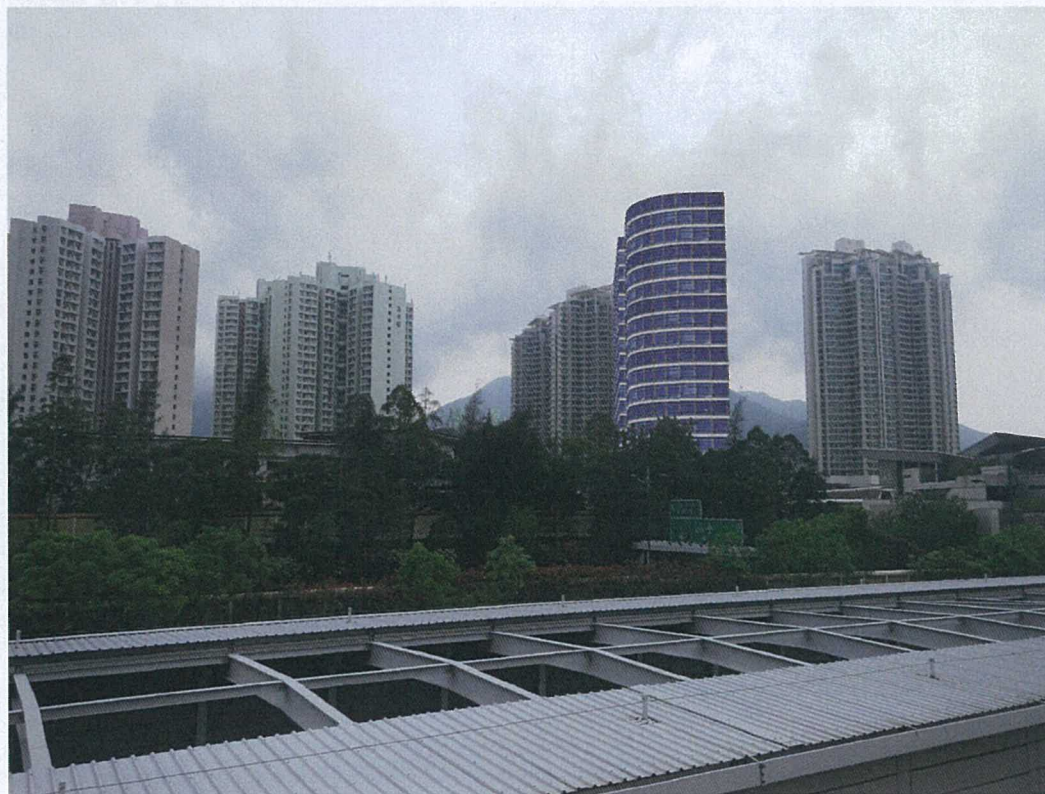


REFERENCE No.
M/LI/15/85

PLAN
5c



EXISTING VIEW



PROPOSED DEVELOPMENT

VIEW FROM PODIUM GARDEN
NEAR TUNG CHUNG INDOOR RECREATION CENTRE AND LIBRARY

PHOTOMONTAGE

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M/LI/15/85

PLAN
5d

TUNG CHUNG CRESCENT
(114.1mPD)

(108.3mPD)

(120mPD)

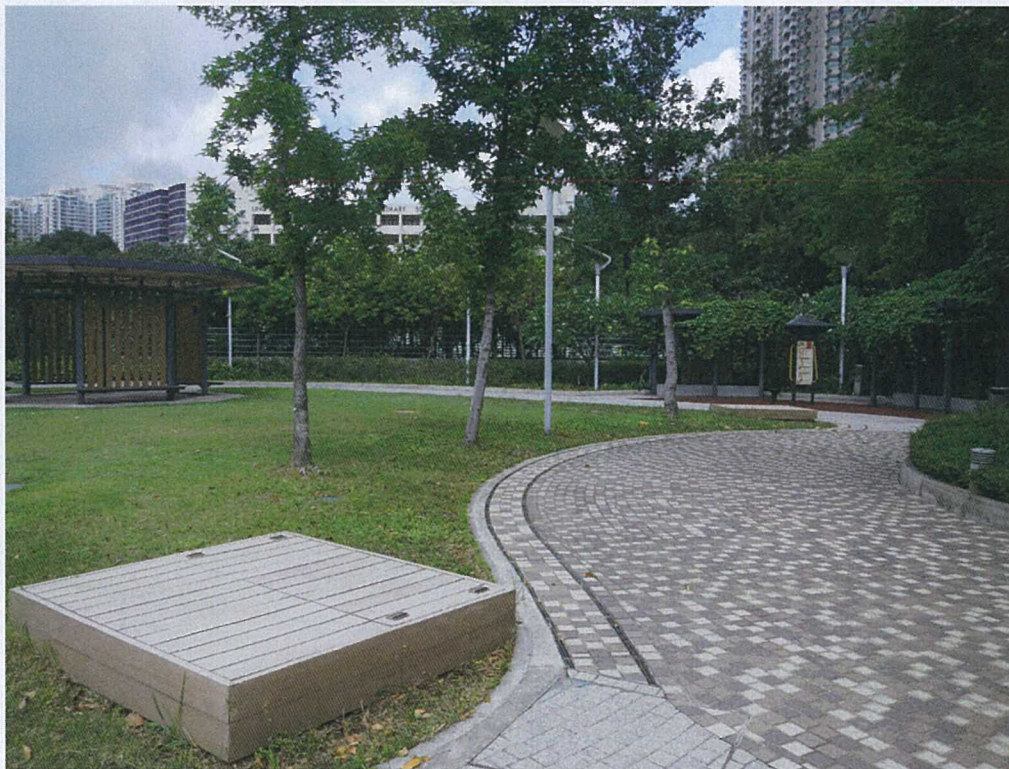
LING LIANG CHURCH
SAU TAK PRIMARY SCHOOL
(35.7mPD)

(174.7mPD)
COASTAL SKYLINE



TUNG CHUNG NORTH PARK

EXISTING VIEW



PROPOSED DEVELOPMENT

VIEW FROM TUNG CHUNG NORTH PARK

PHOTOMONTAGE

PLANNING AREA 6,
TUNG CHUNG, LANTAU

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PLANNING
DEPARTMENT



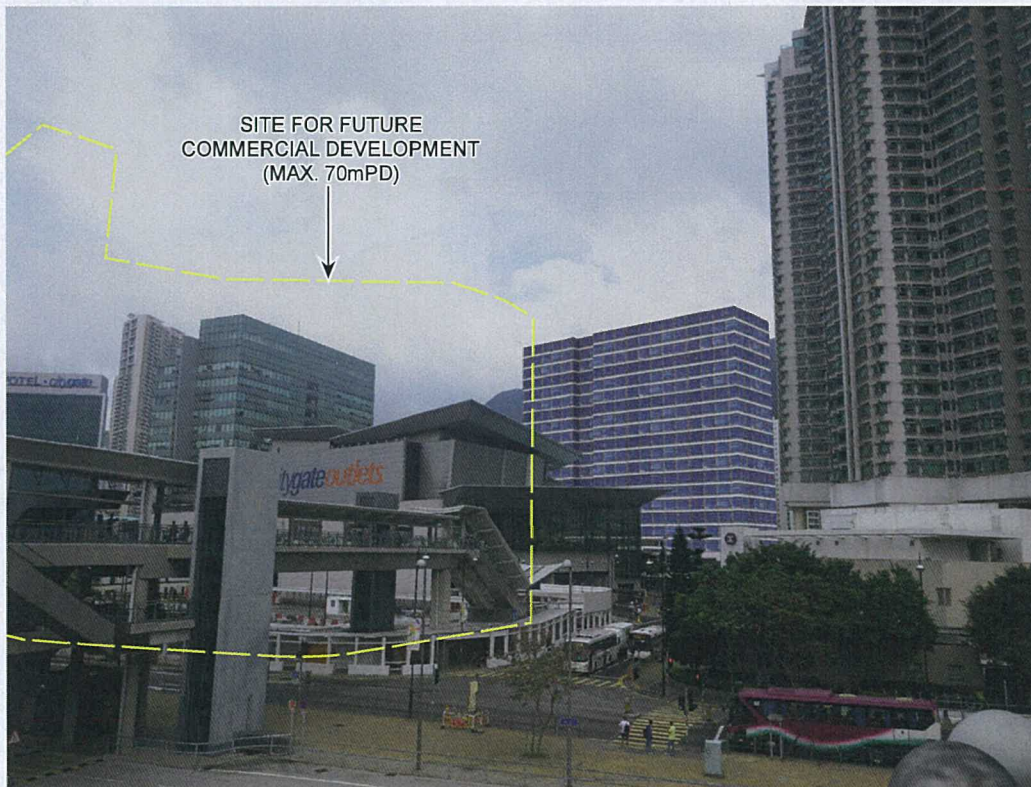
REFERENCE No.
M/LI/15/85

PLAN
5e

VIEWING POINT 6



EXISTING VIEW



PROPOSED DEVELOPMENT

VIEW FROM PODIUM GARDEN AT TUNG CHUNG SWIMMING POOL

PHOTOMONTAGE

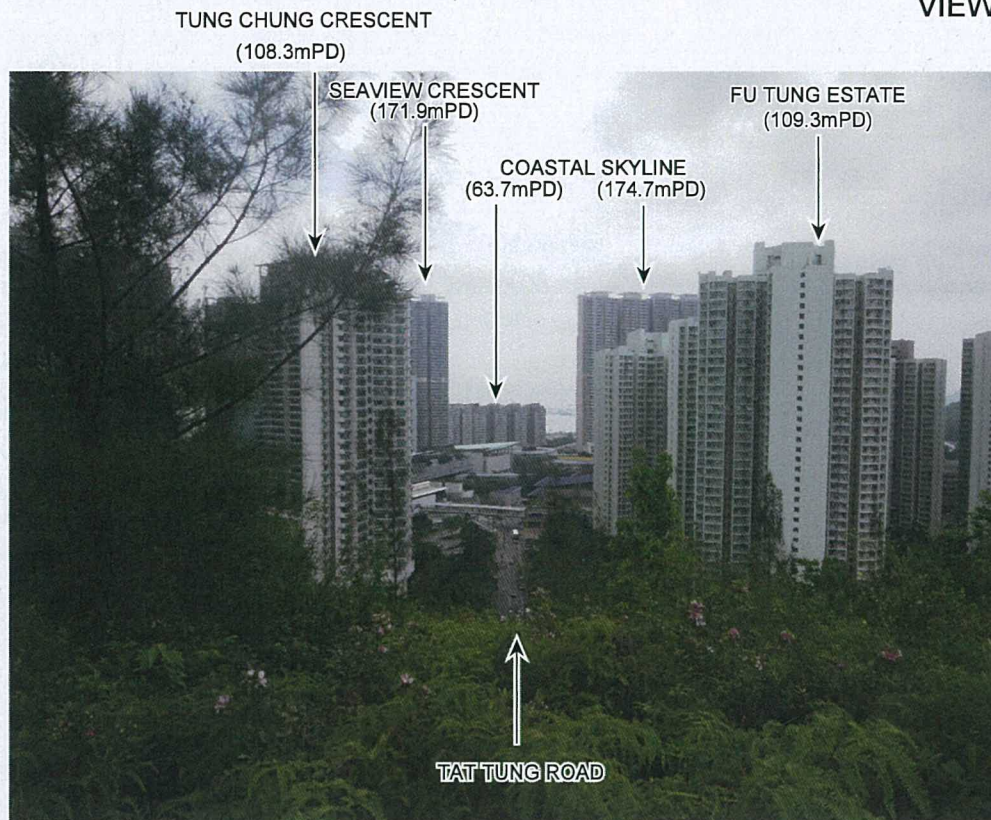
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REFERENCE No.
M/LI/15/85

PLAN
5f



EXISTING VIEW



PROPOSED DEVELOPMENT

VIEW FROM HILL TOP OF THE FUTURE TOWN PARK

PHOTOMONTAGE

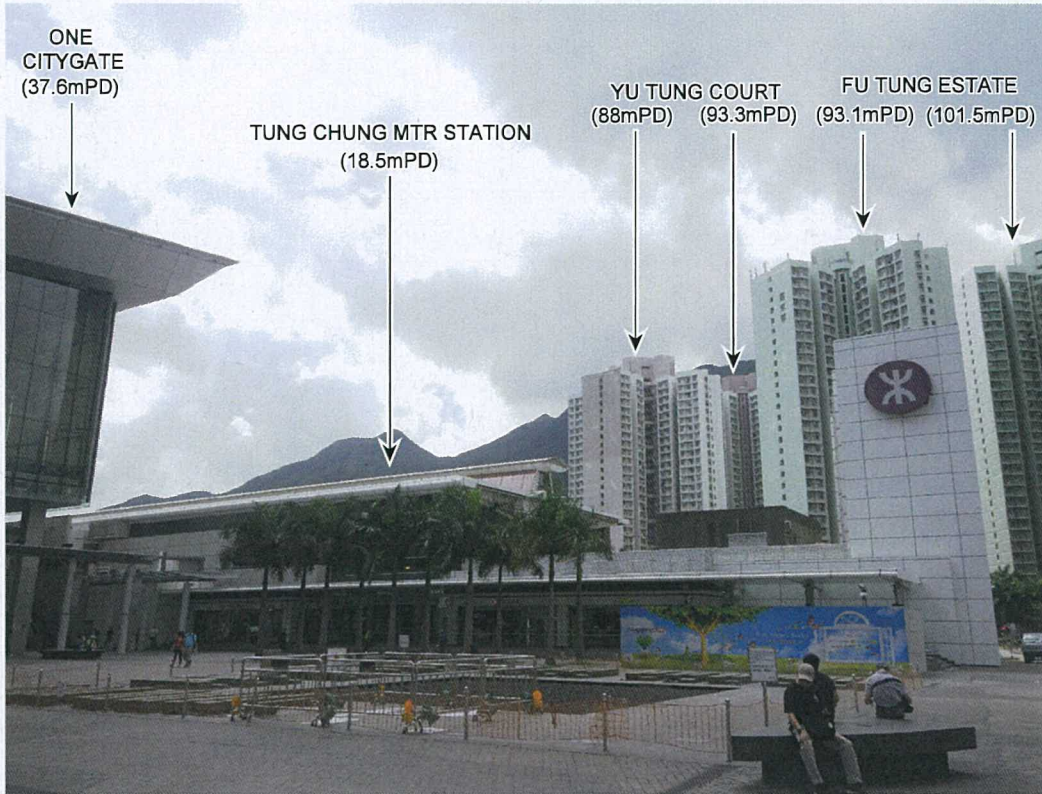
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REFERENCE No.
M/LI/15/85

PLAN
5g



EXISTING VIEW



PROPOSED DEVELOPMENT

VIEW FROM OPEN SPACE BETWEEN TUNG CHUNG MTR STATION AND TUNG CHUNG CRESCENT

PHOTOMONTAGE

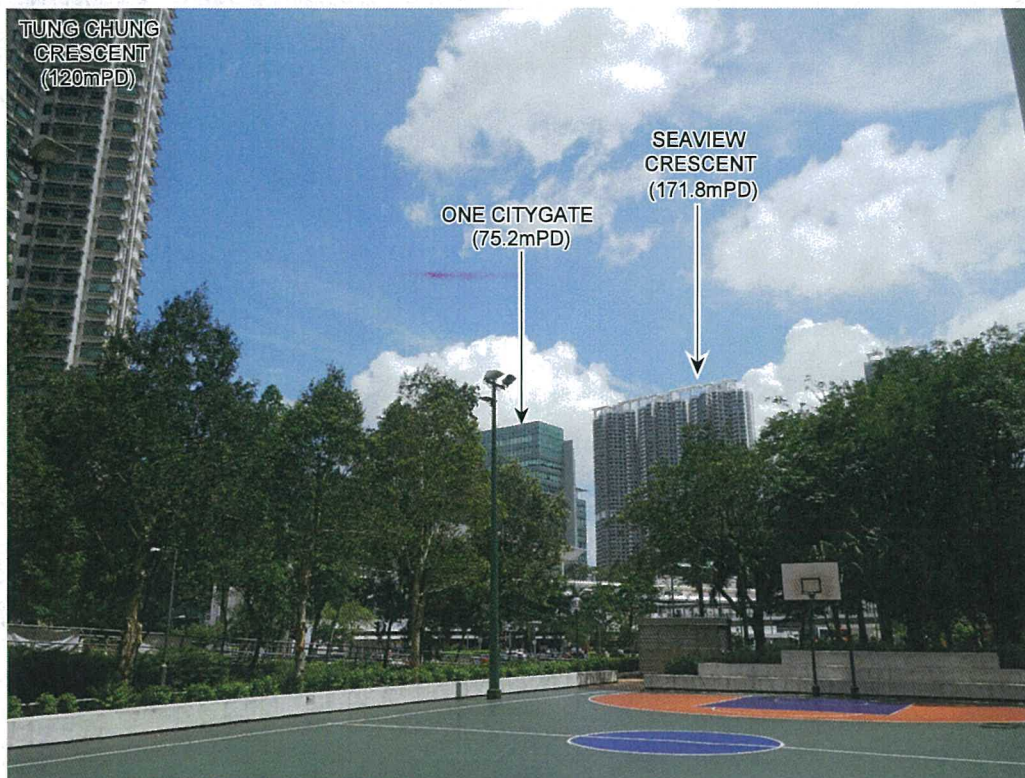
PLANNING AREA 6,
TUNG CHUNG, LANTAU

規劃署
PLANNING
DEPARTMENT



REFERENCE No.
M/LI/15/85

PLAN
5h



EXISTING VIEW



PROPOSED DEVELOPMENT

VIEW FROM BASKETBALL COURT AT FU TUNG ESTATE

PHOTOMONTAGE

PLANNING AREA 6,
TUNG CHUNG, LANTAU

規劃署
PLANNING
DEPARTMENT



REFERENCE No.
M/LI/15/85

PLAN
5i