



圖例 NOTATION

ZONES

COMMERCIAL

GOVERNMENT, INSTITUTION OR COMMUNITY

OTHER SPECIFIED USES

GREEN BELT

地帶

商業

政府、機構或社區

其他指定用途

綠化地帶

COMMUNICATIONS

RAILWAY AND STATION

MAJOR ROAD AND JUNCTION

ELEVATED ROAD

RAIL
STATION

+

ELEVATED

交通

鐵路及車站

主要道路及路口

高架道路

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME

BOUNDARY OF MARINE PARK

+

-

其他

規劃範圍界線

海洋公園界線

地帶

商業

政府、機構或社區

其他指定用途

綠化地帶

交通

鐵路及車站

主要道路及路口

高架道路

其他

規劃範圍界線

海洋公園界線

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	百分比 %	
COMMERCIAL	129.53	6.17	商業
GOVERNMENT, INSTITUTION OR COMMUNITY	13.84	0.66	政府、機構或社區
OTHER SPECIFIED USES	1884.45	89.95	其他指定用途
GREEN BELT	21.30	1.02	綠化地帶
MAJOR ROAD ETC.	46.00	2.20	主要道路等
TOTAL PLANNING SCHEME AREA	2094.92	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，

現經修訂並按照城市规划條例第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

核准圖編號 S / I - CLK / 14 的修訂 AMENDMENTS TO APPROVED PLAN No. S/I-CLK/14

AMENDMENTS EXHIBITED UNDER SECTION 5
OF THE TOWN PLANNING ORDINANCE

按照城市规划條例第5條
展示的修訂

AMENDMENT ITEM A1

AMENDMENT ITEM A2

AMENDMENT ITEM B1

AMENDMENT ITEM B2

AMENDMENT ITEM C

AMENDMENT ITEM D

AMENDMENT ITEM E

修訂項目 A 1 項

修訂項目 A 2 項

修訂項目 B 1 項

修訂項目 B 2 項

修訂項目 C 項

修訂項目 D 項

修訂項目 E 項

(參看附表)
(SEE ATTACHED SCHEDULE)

**SCHEDULE OF AMENDMENTS TO
THE APPROVED CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/14
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A1 - Rezoning of an area at Hong Kong Port (HKP) from “Other Specified Uses” (“OU”) annotated “Boundary Crossing Facilities” and an area shown as ‘Road’ to “OU(Boundary Crossing Facilities and Airport-related Supporting Uses)” and deletion of building height restriction
- Item A2 - Deletion of building height restrictions for “OU(Ventilation Building)” and “OU(Satellite Control Building)” zones at HKP
- Item B1 - Rezoning of a strip of land at the eastern coastal area of airport island from “OU(Amenity Area)” and “OU(Highways Maintenance Area)” and an area shown as ‘Road’ to “Commercial” (“C”) and deletion of building height restriction
- Item B2 - Deletion of building height restriction for “OU(Highways Maintenance Area)” zone at the eastern coastal area of airport island
- Item C - Rezoning of a site to the east of the airport proper from “OU(Airport)” to “OU(Airport Service Area)”
- Item D - Rezoning of a site to the north of Hong Kong International Airport Terminal 1 near Cheong Hong Road of airport island from “OU(Airport)” to “C”
- Item E - Excision of an area zoned “OU(Sea Rescue Station)” at the eastern coastal area of airport island from the Planning Scheme Area

Showing the road schemes of the Intermodal Transfer Terminal Bonded Vehicular Bridge and Airport City Link authorized under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on the Plan for information. The authorized road schemes shall be deemed to be approved pursuant to section 13A of the Town Planning Ordinance. The alignment of the proposed Airport Tung Chung Link is also shown on the Plan for information.

Since the projects of Hong Kong-Zhuhai Macao Bridge Hong Kong Link Road and Tuen Mun-Chek Lap Kok Link have been completed, opportunity is taken to delete the annotations indicating its authorization by the Chief Executive in Council under Roads (Works, Use and Compensation) Ordinance (Chapter 370).

II. Amendments to the Notes of the Plan

- (a) Incorporation of a new set of Notes for the “OU(Boundary Crossing Facilities and Airport-related Supporting Uses)” zone
- (b) Deletion of the set of Notes for the “OU(Boundary Crossing Facilities)”, “OU(Amenity Area)” and “OU(Sea Rescue Station)” zones
- (c) Revision to the “OU(Business Park)” zone to revise ‘Cargo Handling and Forwarding Facility (Distribution Centre, Freight Forwarding Services and Logistics Centre only)’ to ‘Cargo Handling and Forwarding Facility’ under Column 1
- (d) Revision to the “OU(Pier)” zone to incorporate ‘Marine Related Facilities’ under Column 1 and to update the planning intention
- (e) Revision to the “OU(Highways Maintenance Area)” zone to update the planning intention and to delete the Remarks
- (f) Revision to the “OU(Satellite Control Building)” zone to update the planning intention and to delete the Remarks
- (g) Revision to the “OU(Ventilation Building)” zone to update the planning intention and to delete the Remarks

31 December 2021

Town Planning Board

Sai Kung and Islands District

[Ms Caroline T.Y. Tang, District Planning Officer/Sai Kung and Islands (DPO/SKIs) and Mr Richard Y.L. Siu and Ms W.H. Ho, Senior Town Planners/Sai Kung and Islands (STPs/SKIs), were invited to the meeting at this point.]

Agenda Item 5

[Open Meeting]

Proposed Amendments to the Approved Chek Lap Kok Outline Zoning Plan No. S/I-CLK/14 (RNTPC Paper No. 11/21)

22. The Secretary reported that the proposed amendments involved various sites in Chek Lap Kok Airport Island and Hong Kong Boundary Crossing Facilities (HKBCF) Island, which were supported by a technical study conducted by the Airport Authority Hong Kong (AAHK) and Ove Arup & Partners Hong Kong Limited (ARUP) was one of the consultants of the study. Mr K.K. Cheung had declared an interest on the item as his firm had current business dealings with ARUP.

23. As Mr K.K. Cheung had no involvement in the study, the Committee agreed that he could stay in the meeting.

Presentation and Question Sessions

24. With the aid of a Powerpoint presentation, Ms Caroline T.Y. Tang, DPO/SKIs, briefed Members on the background, the proposed amendments to the Outline Zoning Plan (OZP), the proposed amendments to the Notes of the OZP, the technical considerations, consultation conducted and department comments as details in the Paper. The proposed amendments to the OZP were as follows:

- (a) rezoning of an area at Hong Kong Port (HKP) (149.56 ha) from “Other Specified Uses” annotated “Boundary Crossing Facilities” and an area shown as ‘Road’ to “Other Specified Uses” (“OU”) annotated “Boundary Crossing Facilities and Airport-related Supporting Uses” and deletion of building

height restriction (BHR);

- (b) deletion of BHR for “OU(Ventilation Building)” and “OU(Satellite Control Building)” zones at HKP (0.34 ha);
- (c) rezoning of a strip of land at the eastern coastal area of Airport Island from “OU(Amenity Area)” and “OU(Highways Maintenance Area)” zones and an area shown as ‘Road’ to “Commercial” (“C”) and deletion of BHR (10.28 ha) to facilitate commercial development;
- (d) deletion of BHR for “OU(Highways Maintenance Area)” zone at the eastern coastal area of Airport Island (2.95 ha);
- (e) rezoning of a site at Three Runway System of Hong Kong International Airport from “OU(Airport)” to “OU(Airport Service Area)” (4.45 ha) for development of airport support facilities;
- (f) rezoning of a site to the north of Regal Airport Hotel from “OU(Airport)” to “C” (0.87 ha) for redevelopment into an integrated landside/airside commercial development; and
- (g) exclusion of the sea area zoned “OU(Sea Rescue Station)” at the eastern coastal area of Airport Island from the Planning Scheme Area (0.4 ha).

25. As the presentation by PlanD’s representative had been completed, the Chairman invited questions from Members.

26. In response to a Member’s enquiry about the programme of the planned Airport Tung Chung Link (the proposal) which would provide connection between the HKP and Tung Chung, Ms Caroline T.Y. Tang, DPO/SKIs, with reference to Drawing 7 of the Paper, said the proposal was for the long term and subject to study with no fixed programme, but it would be undertaken after completion of the Airport City Link scheduled for 2024. She further supplemented that AAHK would implement the proposal to facilitate connection with the Aviation Academy Campus on HKP.

27. In response to a Member's question about the programme for the planned Route 11, Ms Caroline T.Y. Tang, DPO/SKIs, said that it was under study and was targeted for completion in 2036 to provide an additional route to connect to North West New Territories.

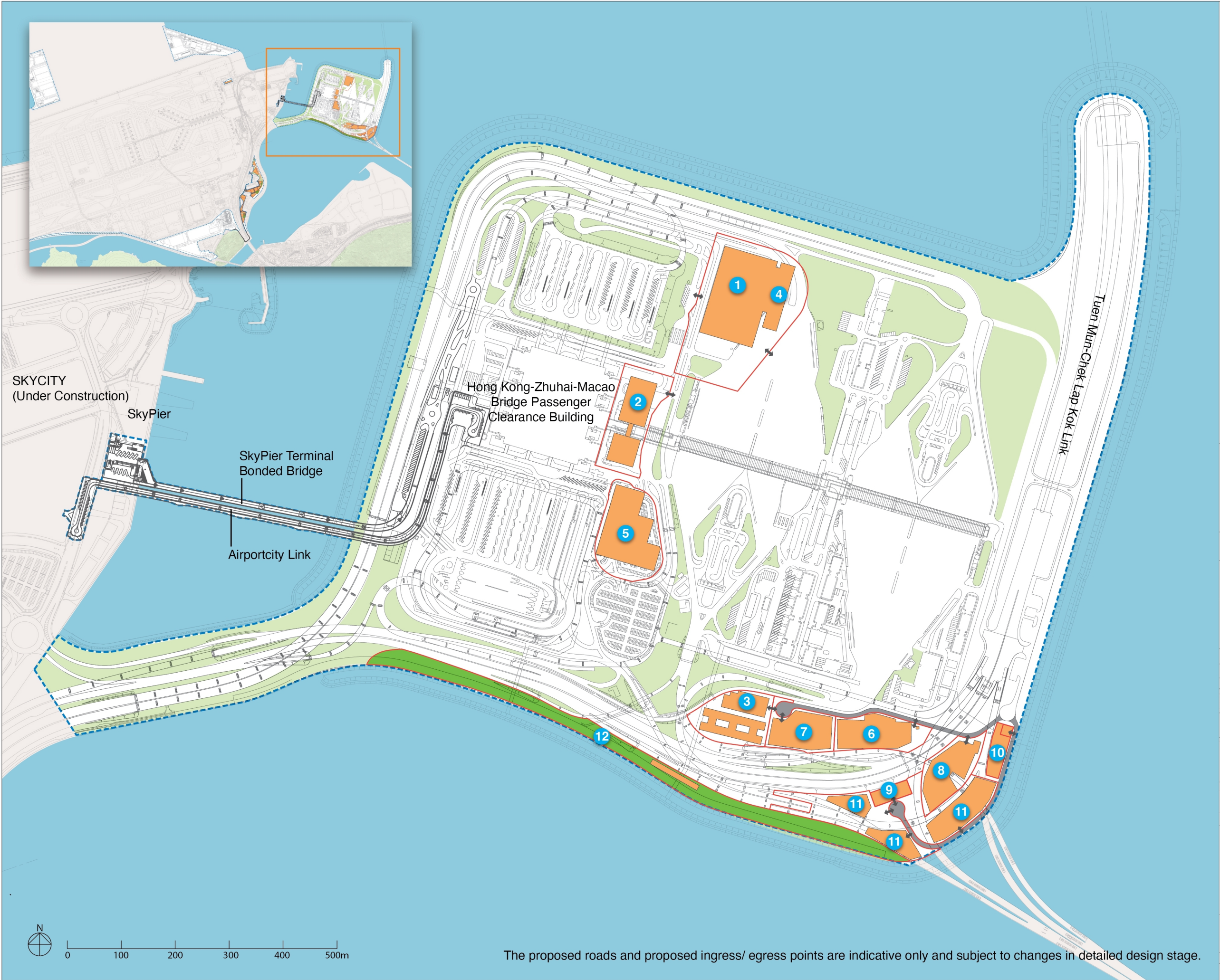
28. Members had no question regarding other proposed amendments to the OZP and generally considered that they were acceptable.

29. After deliberation, the Committee decided to :

- “(a) agree to the proposed amendments to the approved Chek Lap Kok (CLK) OZP No. S/I-CLK/14 and that the draft CLK OZP No. S/I-CLK/14C at Attachment II of the Paper (to be renumbered as S/I-CLK/15 upon exhibition) and its Notes at Attachment III were suitable for public exhibition under section 5 of the Town Planning Ordinance; and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV for the draft CLK OZP No. S/I-CLK/14C as an expression of the planning intention and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.”

30. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Town Planning Ordinance. Any major revision would be submitted for the Board's consideration.

[Mr Y.S. Wong left the meeting at this point.]



- LEGEND
- Zoning Boundary of Possible OZP Amendment
 - Individual Site Boundary
 - Proposed Development
 - Proposed Open Space/ Promenade
 - Landscape Area
 - Proposed Road
 - Proposed Ingress/ Egress Point
 - Automated Car Park A (Phase 1)
 - Automated Car Park B (Phase 1)
 - Aviation Academy Campus with Dormitory Facilities
 - Automated Car Park A (Phase 2)
 - Automated Car Park B (Phase 2)
 - Data Centre
 - Land Use for Data Centre Expansion
 - Refuse and Recycling Facility
 - Power Substation
 - Sewage Treatment Plant
 - Airport Related Storage
 - Promenade



HONG KONG INTERNATIONAL AIRPORT

Consultant

ARUP

Consultant's Signatures for Approval

Date

Design Supervisor

Checkers

Authorised Representative

Key Plan

Title

MASTER LAYOUT PLAN
(HONG KONG PORT)

Drawing No.

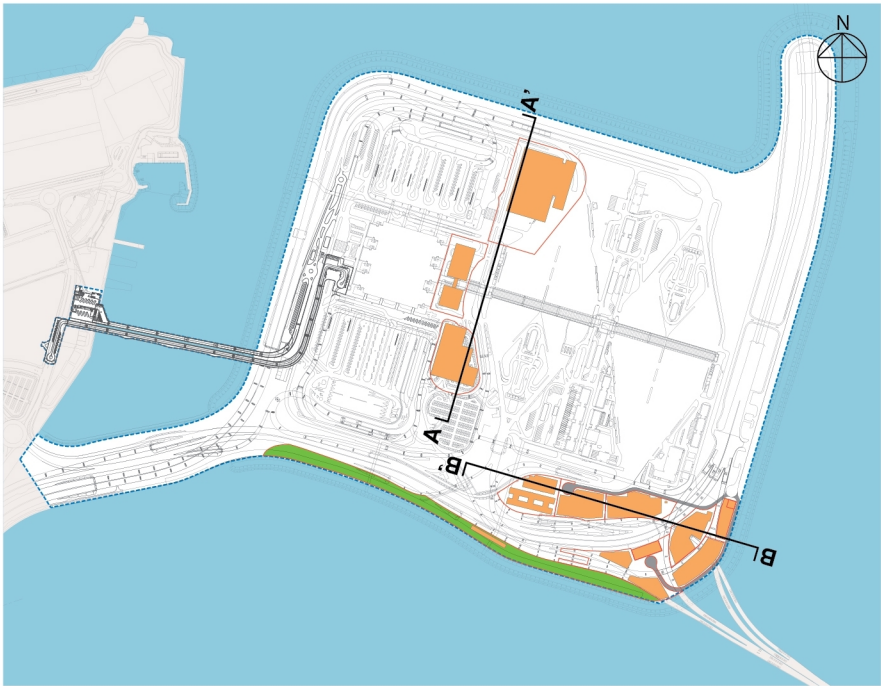
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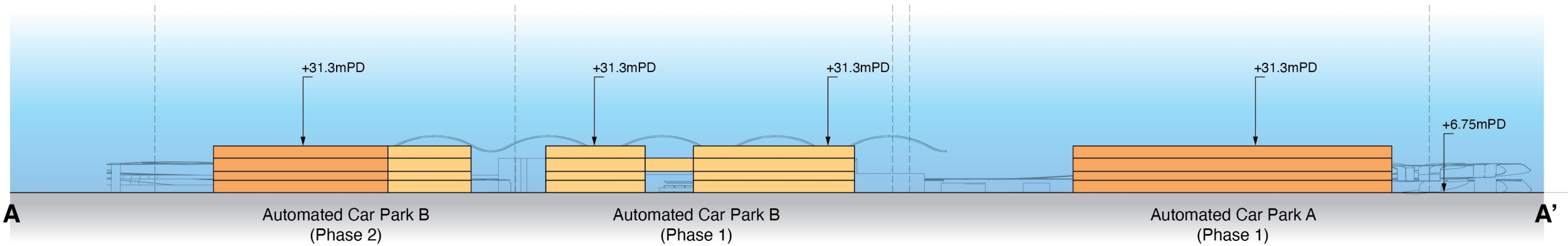
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The proposed roads and proposed ingress/ egress points are indicative only and subject to changes in detailed design stage.

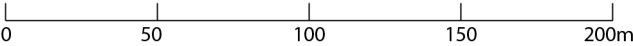
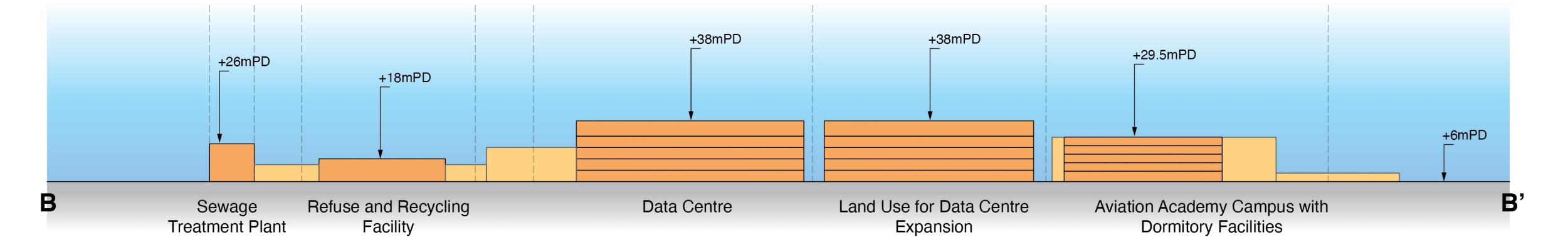
- LEGEND
- Zoning Boundary of Possible OZP Amendment
 - Individual Site Boundary
 - Proposed Development
 - Proposed Open Space/ Promenade
 - Proposed Road



SECTION AA'



SECTION BB'



HONG KONG INTERNATIONAL AIRPORT

Consultant

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Consultant's Signatures for Approval	Date
Design Supervisor	
Checkers	
Authorised Representative	

Key Plan

Title

SECTION PLAN
(HONG KONG PORT)

Drawing No.

DRAWING D

Originator	Location	Discipline	Type	Dwg Sequence No.
Status	Scale			Rev.



LEGEND



HONG KONG INTERNATIONAL AIRPORT

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Consultant's Signatures for Approval	Date
Design Supervisor	
Checkers	
Authorised Representative	

Key Plan

Title

PHOTOMONTAGES OF THE
PROPOSED DEVELOPMENT
(PAGE 2 OF 5)

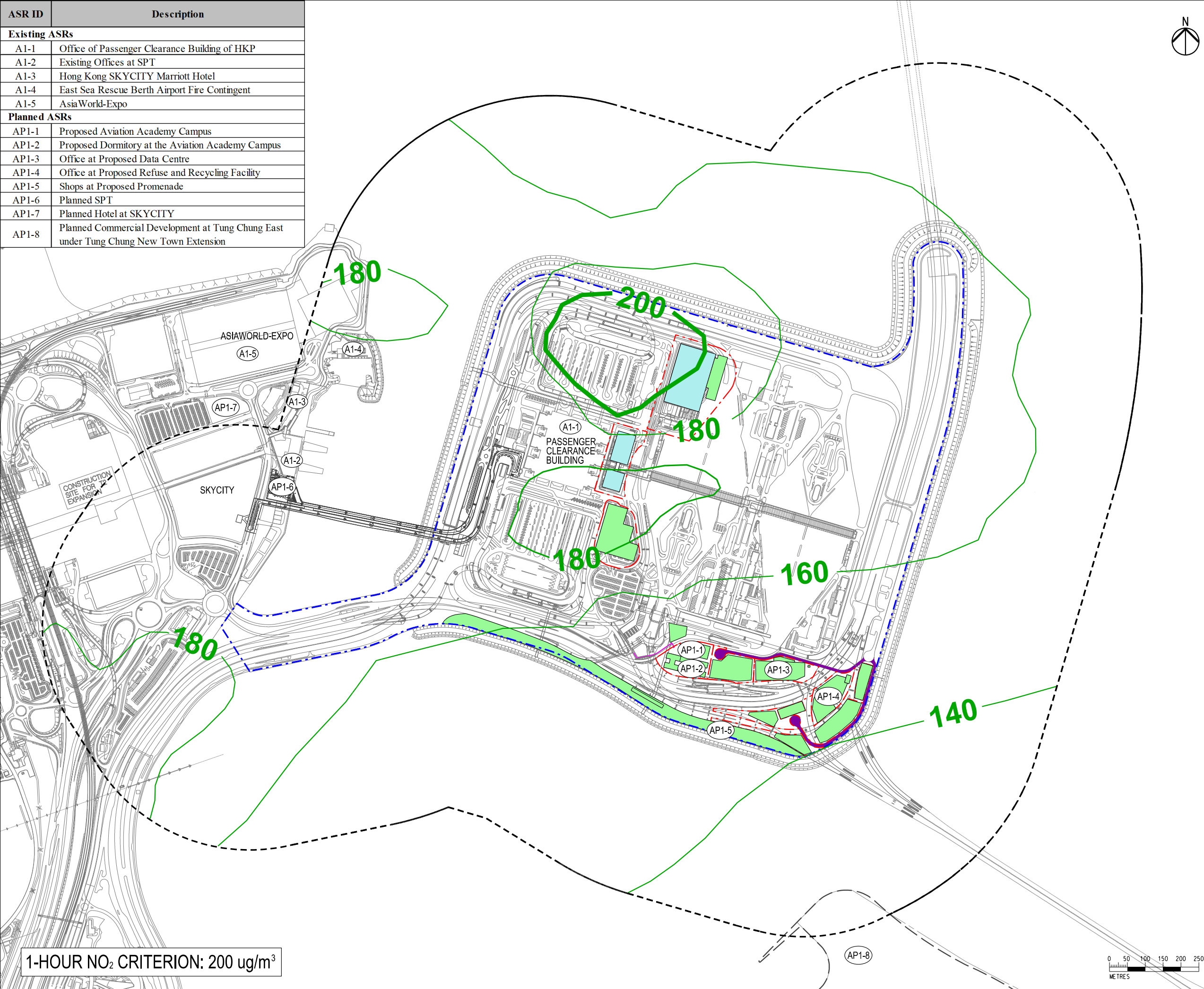
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DRAWING B

Originator	Location	Discipline	Type	Dwg Sequence No.
Status	Scale	1:10000 on A0	Rev.	

For Indicative Purpose Only (Subject to Detailed Design)

ASR ID	Description
Existing ASRs	
A1-1	Office of Passenger Clearance Building of HKP
A1-2	Existing Offices at SPT
A1-3	Hong Kong SKYCITY Marriott Hotel
A1-4	East Sea Rescue Berth Airport Fire Contingent
A1-5	AsiaWorld-Expo
Planned ASRs	
AP1-1	Proposed Aviation Academy Campus
AP1-2	Proposed Dormitory at the Aviation Academy Campus
AP1-3	Office at Proposed Data Centre
AP1-4	Office at Proposed Refuse and Recycling Facility
AP1-5	Shops at Proposed Promenade
AP1-6	Planned SPT
AP1-7	Planned Hotel at SKYCITY
AP1-8	Planned Commercial Development at Tung Chung East under Tung Chung New Town Extension



LEGEND			
	STUDY AREA OF THE TOPSIDE DEVELOPMENT		
	BOUNDARY OF HKP ISLAND		
	PROPOSED DEVELOPMENT		
	PROPOSED LAND USE		
	PROPOSED FOOTBRIDGE CONNECTION		
	PROPOSED ASSESS ROAD		
	500m ASSESSMENT AREA		
	REPRESENTATIVE AIR SENSITIVE RECEIVER		
	NO ₂ CONTOUR, ug/m ³		

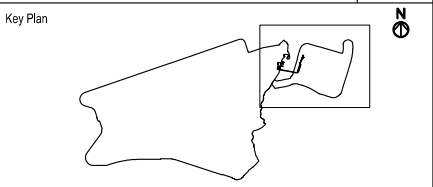
B	31/03/2021	SECOND ISSUE	TL
A	09/03/2021	FIRST ISSUE	TL
Rev.	Date	Description	Checked



Hong Kong International Airport



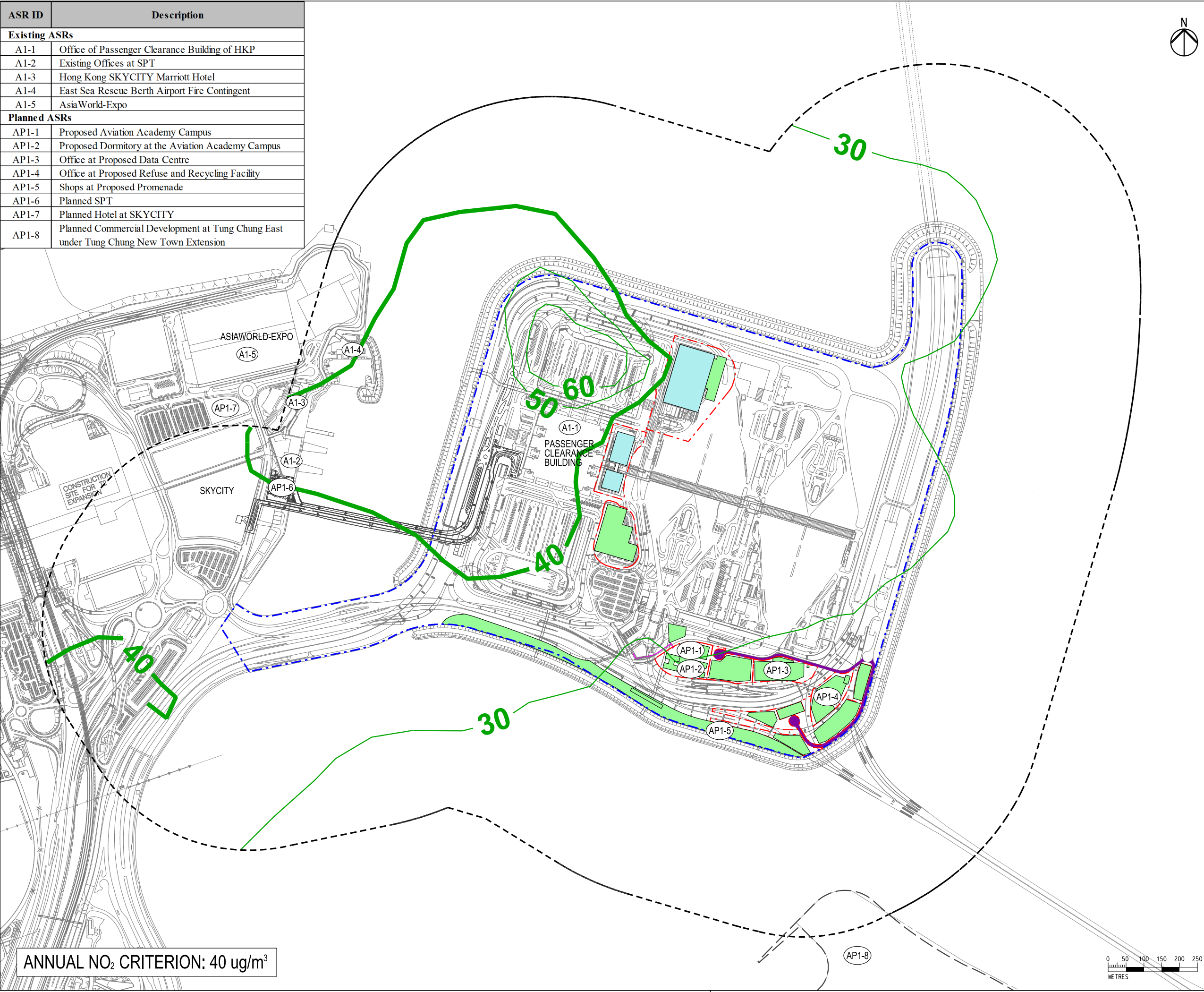
Consultant's Signatures for Approval		Date
Design Supervisor	GL	31/03/2021
Checkers	TL	31/03/2021
Authorised Representative	FC	31/03/2021



Title
AMENDMENTS TO THE APPROVED
CHEK LAP KOK OUTLINE ZONING PLAN
CONTOURS OF CUMULATIVE 19th HIGHEST
1-HOUR NO₂ CONCENTRATION
AT 1.5m ABOVE GROUND (HKP ISLAND)

Drawing No.			
FIGURE 3.2			
Originator	Location	Discipline	Type
Status	DESIGN	Scale	Dwg Sequence No.
		1:10000 (A3)	Rev. B

ASR ID	Description
Existing ASRs	
A1-1	Office of Passenger Clearance Building of HKP
A1-2	Existing Offices at SPT
A1-3	Hong Kong SKYCITY Marriott Hotel
A1-4	East Sea Rescue Berth Airport Fire Contingent
A1-5	AsiaWorld-Expo
Planned ASRs	
AP1-1	Proposed Aviation Academy Campus
AP1-2	Proposed Dormitory at the Aviation Academy Campus
AP1-3	Office at Proposed Data Centre
AP1-4	Office at Proposed Refuse and Recycling Facility
AP1-5	Shops at Proposed Promenade
AP1-6	Planned SPT
AP1-7	Planned Hotel at SKYCITY
AP1-8	Planned Commercial Development at Tung Chung East under Tung Chung New Town Extension



LEGEND	
	STUDY AREA OF THE TOPSIDE DEVELOPMENT
	BOUNDARY OF HKP ISLAND
	PROPOSED DEVELOPMENT
	PROPOSED LAND USE
	PROPOSED FOOTBRIDGE CONNECTION
	PROPOSED ASSESS ROAD
	500m ASSESSMENT AREA
	REPRESENTATIVE AIR SENSITIVE RECEIVER
	— 40 — NO ₂ CONTOUR, ug/m ³

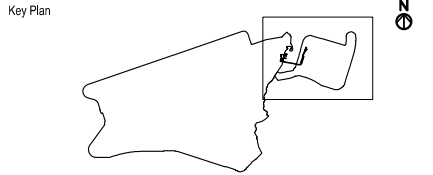
B	31/03/2021	SECOND ISSUE	TL
A	09/03/2021	FIRST ISSUE	TL
Rev.	Date	Description	Checked



Hong Kong International Airport



Consultant's Signatures for Approval		Date
Design Supervisor	GL	31/03/2021
Checkers	TL	31/03/2021
Authorised Representative	FC	31/03/2021

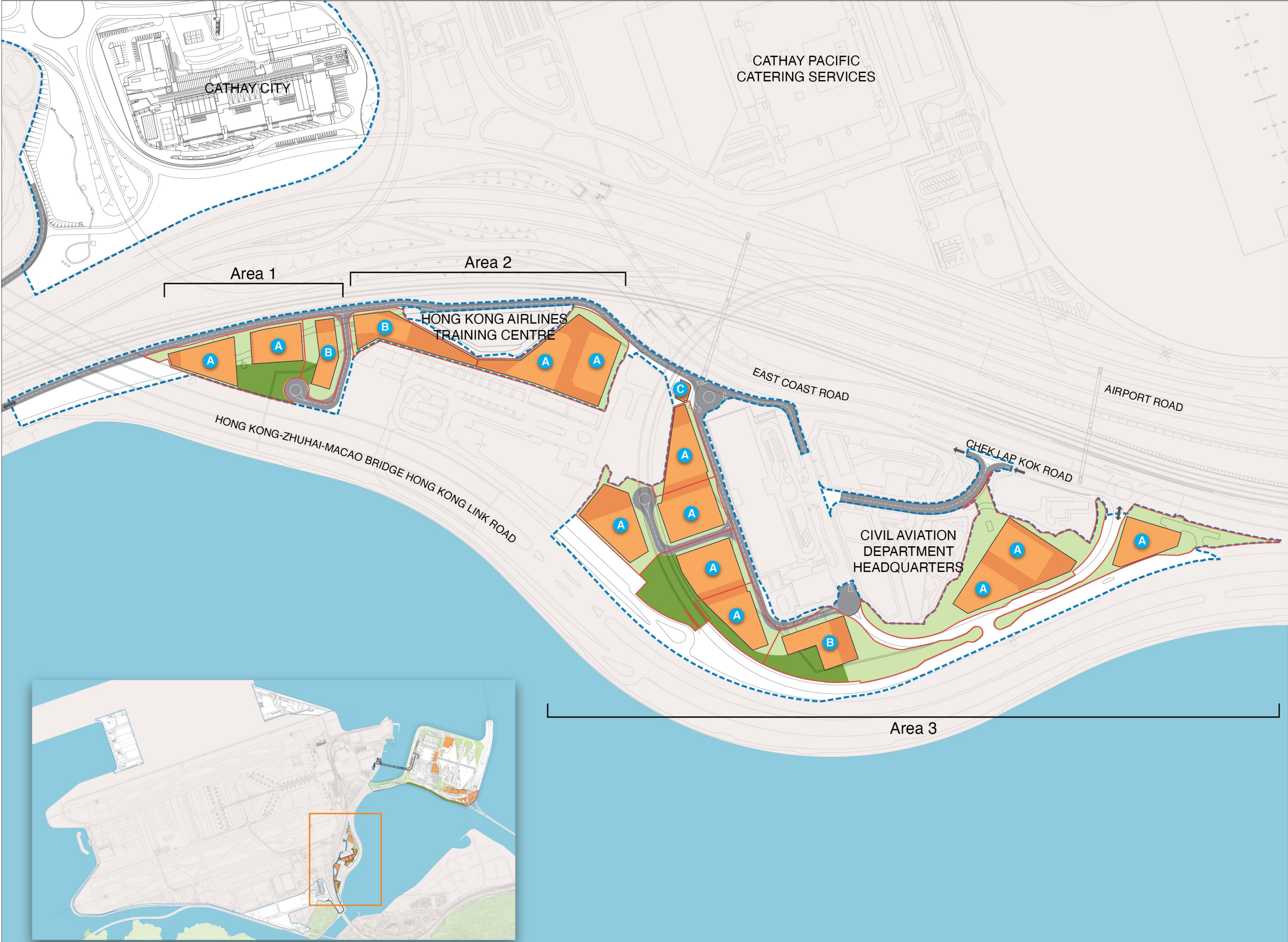


Title
AMENDMENTS TO THE APPROVED
CHEK LAP KOK OUTLINE ZONING PLAN
CONTOURS OF CUMULATIVE
ANNUAL NO₂ CONCENTRATION
AT 1.5m ABOVE GROUND (HKP ISLAND)

Drawing No.

FIGURE 3.3

Originator	Location	Discipline	Type	Dwg Sequence No.
Status	DESIGN	Scale	1:10000 (A3)	Rev. B



- LEGEND
- Zoning Boundary of Possible OZP Amendment
 - Individual Site Boundary
 - Proposed Development
 - Proposed Podium
 - Proposed Open Space/ Promenade
 - Landscape Area
 - Proposed Road
 - Proposed Ingress/ Egress Point
 - Proposed Office
 - Proposed Hotel
 - Proposed Upgrade and Relocation of Pumping Station 3



Consultant

ARUP

Consultant's Signatures for Approval	Date
Design Supervisor	
Checkers	
Authorised Representative	

Key Plan

Title

**MASTER LAYOUT PLAN
(EAST COAST SUPPORT AREA)**

Drawing No.
DRAWING E

Originator	Location	Discipline	Type	Dwg Sequence No.
Status	Scale			Rev.

The proposed roads and proposed ingress/ egress points are indicative only and subject to changes in detailed design stage.



- LEGEND
- Zoning Boundary of Possible OZP Amendment
 - Individual Site Boundary
 - Proposed Development
 - Proposed Podium
 - Proposed Open Space/ Promenade
 - Landscape Area
 - Proposed Road



HONG KONG INTERNATIONAL AIRPORT

Consultant

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Consultant's Signatures for Approval	Date
Design Supervisor	
Checkers	
Authorised Representative	

Key Plan

Title

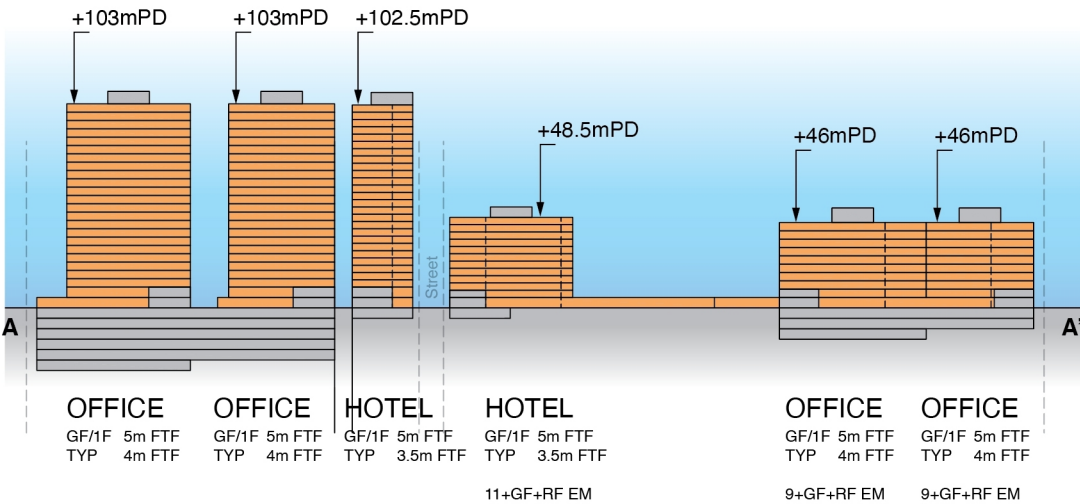
SECTION PLAN
(EAST COAST SUPPORT AREA)

Drawing No.

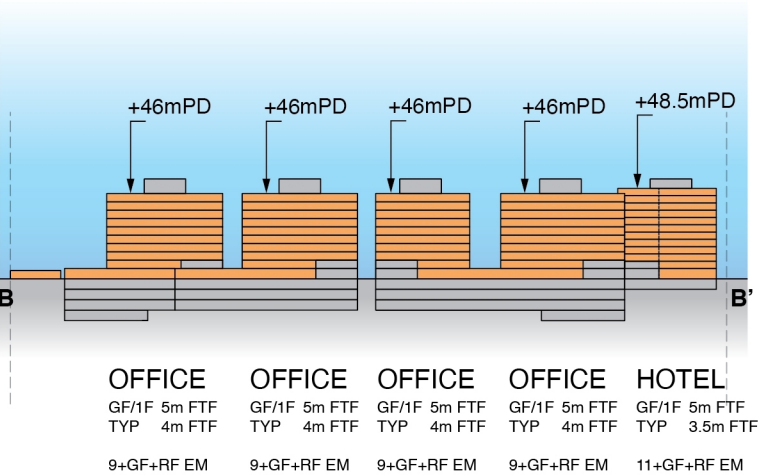
DRAWING F

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Status	Scale			Rev.

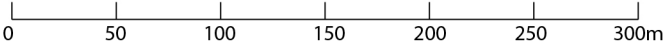
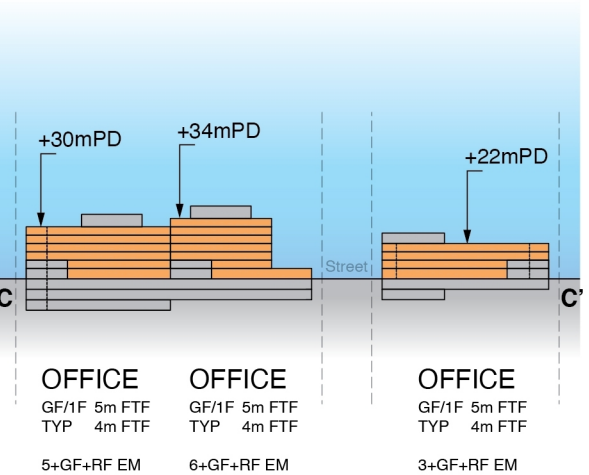
SECTION AA'



SECTION BB'



SECTION CC'



The proposed roads are indicative only and subject to changes in detailed design stage.



LEGEND



HONG KONG INTERNATIONAL AIRPORT

Consultant

ARUP

Consultant's Signatures for Approval	Date
Design Supervisor	
Checkers	
Authorised Representative	

Key Plan

PHOTOMONTAGES OF THE
PROPOSED DEVELOPMENT
(PAGE 4 OF 5)

Drawing No.
DRAWING B

Originator	Location	Discipline	Type	Dwg Sequence No.
Status	Scale	1:10000 on A0	Rev.	

For Indicative Purpose Only (Subject to Detailed Design)

LOCAL VIEWING POINT (LVP6) - SCENIC HILL



Existing View



Proposed Commercial Development with Mitigation Measures

#Note: Assumptions of Maximum Building Height -
ECSA development (to main roof): about +103 mPD ; (to top roof): about +109mPD
Cathay Pacific City (to main roof): about +95 mPD ; (to top roof): about +102mPD

*The indicated building heights of Hong Kong Airlines Flight Training Centre and Cathay Dragon House refer to main roof height.

LEGEND



Consultant

ARUP

Consultant's Signatures for Approval			Date
Design Supervisor	RH		03/21
Checkers	CY		03/21
Authorised Representative			

Key Plan

Title
PHOTOMONTAGE OF LVP6

Drawing No.
FIGURE 5.3c

Originator	Location	Discipline	Type	Dwg Sequence No.	
Status	Scale		-	Rev.	

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi



AMENDMENTS TO THE CHEK LAP KOK OZP NO. S/I-CLK/14
28/02/2022 20:37

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

History: This message has been forwarded.

AMENDMENTS TO THE CHEK LAP KOK OZP NO. S/I-CLK/14

Dear TPB Members,

Item A1 - Rezoning of an area at HKP from "OU(Boundary Crossing Facilities)" and an area shown as 'Road' to "OU(Boundary Crossing Facilities and Airport-related Supporting Uses)" and **deletion of BH restriction** (149.56 ha)

Item A2 - **Deletion of BH restrictions** for "OU(Ventilation Building)" and "OU (Satellite Control Building)" zones at HKP (0.34 ha)

*Since the AHRP related to the 3RS is already in force, the BHRs on the OZP are no longer required and hence are proposed to be deleted from the OZP. In any event, developments are **still subject to relevant height control under the statutory AHR**. Besides, the layout of the proposed developments would be controlled through the Concept Plan and Master Layout Plan submissions under lease.*

UMM SO WHAT ARE THESE BHRs? DATA NOT PROVIDED IN THE DOCUMENT. IT WOULD APPEAR THAT REMOVING THEM FROM OZP DEPRIVES THE COMMUNITY OF HAVING ANY SAY WITH REGARD TO FUTURE DEVELOPMENT AS IT PLAYS NO PART IN THE AHR PROCESS. THIS IS NOT ACCEPTABLE AS THE POPULATION OF TUNG CHUNG IS PROJECTED TO INCREASE TO OVER 170,000 AND SHOULD PLAY A PART IN THE DECISION PROCESS

Item B1 - Rezoning of a strip of land at the eastern coastal area of Airport Island from "OU(Amenity Area)" and "OU(Highways Maintenance Area)" zones and an area shown as 'Road' to "Commercial" ("C") and **deletion of BH restriction** (10.28 ha)

Item B2 - **Deletion of BH restriction** for "OU(Highways Maintenance Area)" zone at the eastern coastal area of Airport Island (2.95 ha)

Item B1 is to facilitate further commercial development in the area

*Item B2 is to **delete the BH restriction** as similar to other zones.*

OBJECT. FURTHER DEVELOPMENT AT THIS LOCATION SHOULD BE IN LINE

WITH EXISTING BUILDINGS. WHILE THE IMAGES DECEITFULLY INDICATE ONLY TWO NEW TOWERS, RELAXATION OF BHR WOULD RESULT IN THE REDEVELOPMENT OF THE ENTIRE STRIP. NOT ONLY WOULD THIS HAVE A VERY NEGATIVE VISUAL IMPACT, ONE HAS TO QUESTION THE ADVISABILITY OF LOCATING NUMEROUS HIGH RISE BUILDINGS SO CLOSE TO THE AIRPORT. WE ARE FACING UNPREDICTABLE WEATHER PATTERNS. IF THERE IS AN IMPACT THERE IS A CHANCE OF ESCAPE FROM LOWER FLOORS BUT THOSE ON HIGHER FLOORS ARE DOOMED.

SO MANY HOTELS. ONE HAS TO QUESTION THE LEVEL OF DEMAND. TRADITIONALLY PEOPLE COME TO HONG KONG FOR BUSINESS OR FOR TOURISM. BOTH ACTIVITIES INDICATE THAT HANGING AROUND THE AIRPORT IS NOT THEIR CHOICE. SKY CITY WILL ATTRACT DAY TRIPPERS NOT OVERNIGHT TRAFFIC.

Item C - Rezoning of a site at 3RS of HKIA from "OU(Airport)" to "OU(Airport Service Area)" (4.45 ha)

Item C is to adjust the extent of ESA to tally with the latest design of 3RS .

Item D - Rezoning of a site to the north of Regal Airport Hotel from "OU(Airport)" to "C" (0.87 ha)

Item D is to optimise the commercial potential of the site so as to integrate landside/ airside commercial development on Airport Island .

Item E - Exclusion of a site zoned "OU(Sea Rescue Station)" at the eastern coastal area of Airport Island from the Planning Scheme Area (0.4 ha).

Since the 3RS is near completion and would not affect the existing East Sea Rescue Facilities, the Fire Services Department confirms that the proposed re provisioning site in the "OU(Sea Rescue Station)" zone is no longer required.

Automated Car Parks

The car parks are intended for accommodating inbound private vehicles arriving from the HZMB without entering Hong Kong's road network, viz. Automated Car Park A for "Park & Fly" (or "land-to-air" transfer passengers) and Automated Car Park B for "Park & Visit". The car parks will be located within Closed Area and developed in phases. A total of about 3,400 parking spaces will be provided in the two car parks in Phase 1.

SO MUCH LAND GIVEN OVER TO ROADS AND PARKING. SURELY THE SPACE COULD BE BETTER UTILIZED BY STACKING BOTH THE ROADS AND THE PARKING?

Hong Kong International Aviation Academy (HKIAA) Campus and Dormitory

*With the development of the Airport into a Three-Runway System (3RS), HKIA and its business partners will be benefited from the talents trained by the HKIAA . The construction of the new campus of the Academy can strengthen Hong Kong's leading position as a regional and international aviation hub. The campus will provide enhanced teaching facilities (including International Civil Aviation Organisation endorsed training rooms, offices, lecture halls, function rooms and an Air Traffic Control training centre). It is estimated that about **7,000 students can be enrolled per annum in 2026**, and the intake will be from Hong Kong, the Mainland and overseas. The **dormitory will provide accommodation for about 1,200 students and visiting instructors.***

OBJECT TO THE SCOPE AND LOCATION OF THIS FACILITY. WHERE IS THE DATA TO SUPPORT THE ENROLLMENT FIGURES? ANOTHER PIPE DREAM IN LINE WITH THE INNOVATION PROJECTS THAT HAVE TURNED OUT TO BE NOTHING MORE THAN CHEAP RENT OPPORTUNITIES FOR LOW TECH ENTERPRISES.

IN ADDITION JUST LOOK AT THE LOCATION. SURROUNDED BY ROADS, PARKING AND LOGISTICS, ALL SOURCES OF HIGH LEVELS OF POLLUTION. THIS IS NOT A LOCATION SUITABLE FOR HABITATION OR FOR EDUCATIONAL FACILITIES. PRESUMABLY THE STUDENTS AND TUTORS WOULD SPEND MORE THAN A FEW DAYS THERE. WHY IS THIS FACILITY NOT LOCATED AT SITE B, CLOSER TO THE COMMUNITY AND WITH BETTER VIEWS AND VENTILATION? THIS WOULD BE IN LINE WITH:

*ECSA has potential for commercial development which is in line with the Government's policy to create an **Aerotropolis** at Lantau. According to the indicative scheme, ECSA, with a site area of about 12 ha, will accommodate 12 office buildings and 3 hotels with BHs ranging from 4 to **27 storeys** (about 22mPD to 103mPD), **providing about 11,700 employment opportunities**. The major developments at ECSA will be completed by 2035.*

Wikipedia : The **aerotropolis** is more, though, than clusters and corridors of airport-linked commercial, industrial, and logistics facilities. It also consists of **living urban places that must be planned and designed as appealing environmental and social realms**

Members should ensure that plans are defensible, realistic and implementable.

Mary Mulvihill



☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&pul



CHEK LAP KOK OZP NO. S/I-CLK/15
06/04/2022 02:22

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

CHEK LAP KOK OZP NO. S/I-CLK/15

Dear TPB Members,

So the administration to cover up its own inefficiencies is urging the now 100% compliant and rubber stamp legislature to endorse amendments to the planning process that would all but eliminate any input from the general community.

The tale being told is that seeking the views of residents is both time consuming and of no relevance.

This OZP however indicates that the problem with our planning process is that there is too little input from the community. It is most unfortunate that objections and recommendations pour in only when the interests of middle class home owners are at stake. Other plans, like this, attract minimal interaction. Clearly no attempt has been made to stimulate interest at any level. This means that issues that members of the public are aware of and that should be dealt with are not even considered.

Stifling the views of the community deprives the planning process of the power of Collective Intelligence, a process whereby a group of members use their knowledge to adapt the environment, put forward different views or methods, and eventually, give a better explanation or solution to the problem

For example, reports from persons confined to the quarantine facilities at the AsiaWorld-Expo mention the incessant noise from the 24/7 flights and the lack of natural ventilation. These conditions would also impact the proposed HKIAA and indicate that this is not a suitable location for residential use even for a short duration.

Mary Mulvihill



☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi



**Comments on Representations Relating to the Draft Chek Lap Kok Outline
Zoning Plan No. S/I-CLK/15**

06/04/2022 15:20

From: [REDACTED]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

To: The Secretary, Town Planning Board

Dear Sirs,

The Airport Authority Hong Kong ("AAHK") notes that in response to the Draft Chek Lap Kok Outline Zoning Plan ("OZP") No. S/I-CLK/15 published on 31 December 2021, 1 representation has been made to the Town Planning Board ("TPB"). In accordance with Section 6A(1) of the Town Planning Ordinance (Cap. 131), AAHK is writing to provide comment in response to the representation.

Attached please find a copy of AAHK's formal letter enclosing comment on the representation as set out in the duly completed Form No. S6A, with an attached paper entitled "Comments on Representations Related to the Draft Plan".

Should you require further information, please feel free to contact me at [REDACTED] Thank you for the attention.

Regards,

K F Chan
General Manager, Land, Property and Aviation Franchises
Airport Authority Hong Kong

Follow us at HKIA website | HKIA Blog | Three-Runway System website

Confidentiality:

This e-mail and any attachments are confidential and may also be privileged. If you are not the intended recipient, you must not distribute this message or disclose its contents to any one, use it for any purpose, store, copy or reproduce in whole or in part in any manner or form or in any medium, or take any action based on the contents hereof. In such case, please inform the sender by return e-mail



and delete this message immediately. Comments on Representation_AAHK.pdf

Our Ref.: LPAF/2022/O/012

6 April 2022

By Email

The Secretary
Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point, Hong Kong

Dear Sir,

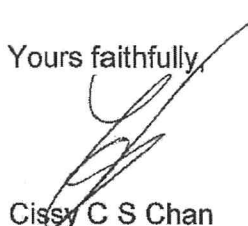
**Comments on Representations Related to
the Draft Chek Lap Kok Outline Zoning Plan No. S/I-CLK/15**

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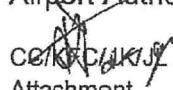
Attached please find AAHK's comments on the representation as set out in the duly completed Form No. S6A, with an attached paper entitled "Comments on Representations Related to the Draft Plan".

Please feel free to contact Mr K F Chan, General Manager, Land, Property & Aviation Franchises at [REDACTED] or [REDACTED] should you require further information. Thank you.

Yours faithfully,



Cissy C S Chan
Executive Director
Commercial
Airport Authority



Attachment

1. Completed Form S6A
2. Comments on Representations Related to the Draft Plan No. S/I-CLK/15

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

- The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見期限屆滿前向城市規劃委員會(下稱「委員會」)提出, 填妥的表格及支持有關意見的文件(倘有), 必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.
填寫此表格之前, 請先細閱有關「根據城市規劃條例提交及公佈申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處(香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835 及規劃署的規劃資料查詢處(熱線: 2231 5000)(香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓)索取, 亦可從委員會的網頁下載(網址: <http://www.info.gov.hk/tpb/>)。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格, 填寫的資料宜中英文兼備。倘若未能提供所需資料, 則委員會可把有關申述視為不曾提出論。

1. Person Making this Comment (known as "Commenter" hereafter) 提出此宗意見的人士 (下稱「提意見人」)
Full Name 姓名 / 名稱 (Mr./Ms./Company/Organisation* 先生/女士/公司/機構*) Airport Authority Hong Kong (Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided) (注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

2. Authorised Agent (if applicable) 獲授權代理人(如適用)
Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*) (Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided) (注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

3. Details of the Comment 意見詳情	
Draft plan to which the comment relates (please specify the name and number of the draft plan) 與意見相關的草圖 (請註明草圖名稱及編號)	Draft Chek Lap Kok Outline Zoning Plan No. S/I-CLK/15
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述(請註明申述編號)	TPB/R/S/I-CLK/15-1

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued)(use separate sheet if necessary)[#]
意見詳情 (續)(如有需要,請另頁說明)[#]

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

Please see the attached comments.

[#] If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the comment, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
 若意見附有支持其論點的補充資料(例如彩色及/或大尺寸的圖則、規劃研究及技術評估),則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

Please fill "NA" for not applicable item 請在不適用的項目填寫「不適用」

**Amendments to the Approved Chek Lap Kok Outline Zoning
Plan No. S/I-CLK/14**

Comments on Representations Related to the Draft Plan

The Airport City Development Vision of Hong Kong International Airport (HKIA)

1. Airport Authority Hong Kong (AAHK) first put forward its vision to transform HKIA into an Airport City in the “From City Airport to Airport City” report published in 2019. The Airport City vision envisages growing HKIA’s position as the preeminent international aviation hub in Asia Pacific, while transforming HKIA into a new landmark and one of the key economic growth engines for Hong Kong. To realise the Airport City vision, AAHK has adopted a strategy to fully capitalise on the unique geographical advantage of HKIA and capture opportunities arising from the new infrastructures connected to the airport, such as the Hong Kong-Zhuhai-Macao Bridge (HZMB). The vision of Airport City development is also supported by the HKSAR Government. As announced in the Chief Executive’s 2020 Policy Address, the Government has accepted a number of proposals put forward by the AAHK in relation to the Airport City strategy.
2. In December 2020, AAHK announced a series of projects at HKIA that are being implemented progressively as part of the “Airport City” development. The ‘Airport City’ project is expected to complete in phases, enhancing the airport’s capacity and functionality with a view to increasing development the Airport City as a destination on its own and contributing to the economic development of Hong Kong. The relevant projects include the Three-runway System, air cargo development, smart airport initiatives, airport facilities enhancement, SKYCITY development, and enhancing connectivity with the Greater Bay Area.

Development of Hong Kong Port (HKP) Island of HZMB

3. AAHK was invited by the Government in October 2018 to study the development of the HKP Island, with the aim to further enhance the functions of Hong Kong as an international and regional aviation hub and to drive the economic development of Hong Kong. In the 2020 Policy Address, the Government has accepted a number of proposals put forward by AAHK. The relevant proposals are:
 - Develop automated car parks (ACPs)
 - Take forward the Airportcity Link project
 - Develop the Hong Kong International Aviation Academy (HKIAA) campus and student dormitories

- Reserve some of the land parcels on the HKP Island for the development of air cargo logistics and related supporting facilities for the airport community
4. With the directive from the Policy Address, AAHK has started implementing the above projects. Leveraging the proximity of HKP to HKIA, various airport-related land uses on the HKP are anticipated to support the growth in airport services and business, while maintaining the functions of clearance facilities for passengers and goods using the HZMB.

Automated Car Parks

5. Adopting an Automated Parking System (APS), two car parks, namely one for "Park & Fly" and one for "Park & Visit", will be built to meet the parking demand of inbound private vehicles arriving Hong Kong via the HZMB. The locations of the car parks will minimise disturbance to the existing road networks on HKP. Unlike conventional car park design, APS is a lot more compact and efficient in terms of utilization of land resources.

HKIAA Campus and Student Dormitories

6. With the mission of developing Hong Kong into an international aviation training hub, the HKIAA plays a pivotal role in providing training for the airport business community. Its long-term goal is to increase the attractiveness of employment in the aviation industry. There are currently 78,000 workforce working at the HKIA. With the increased capacity brought about by the Three-runway System (3RS), a high demand for manpower is expected at the HKIA. HKIA's expansion will generate increased demand for aviation-related training. To address the demand, it is proposed to expand the HKIAA through developing a new campus with dormitory facilities.
7. The HKIAA campus on HKP Island is within walking distance from the Passengers Clearance Building, catering for students from Hong Kong, the Mainland and overseas.
8. The proposed HKIAA campus and student dormitories include air sensitive uses for which Air Quality Objectives (AQOs) need to be fulfilled. Since the development is proposed to be located outside the AQO exceedance areas identified in the Approved EIA Report on 3RS (AEIAR-185/2014), the proposed development is unlikely to be affected by the air quality exceedance issue.
9. The noise impact arising from aircraft operations needs to be taken into consideration in the development's design. Noise mitigating measures including fixed glazing with mechanical ventilation will be considered in detailed design stage. Fixed glazing with mechanical ventilation or acoustic windows

which are commonly used for abating road traffic noise will be considered for the dormitory.

Development of East Coast Support Area

10. AAHK's plan to develop the East Coast Support Area will provide land to support the future business growth of the airport business partners as well as new entrants such as airlines and cargo operators.
11. The hotel developments are proposed in response to the anticipated mid- to long-term growth in the number of international and Mainland visitors to Hong Kong with the development of the Airport City. In addition, the hotel development could also serve airline crews and airport staff as the air traffic continues to grow.

Deletion of Building Height Restriction at HKP and ECSA

12. Considering the proximity to the airport, it is proposed to adopt the same height restrictions mechanism currently being used on the existing airport island, i.e. the Airport Height Restriction (AHR)¹ for all airport-related developments on the HKP Island. Besides, all future developments at HKP Island and ECSA will be subject to the relevant land grant conditions.

Technical Feasibility

13. In order to demonstrate the technical feasibility in support of the amendments to the OZP, a series of technical assessments on traffic and transport, environment, landscape, visual, air ventilation, sewerage, drainage, and water supply aspects have been conducted. It has been demonstrated that these development components (including that at HKP Island and ECSA) are technically feasible and will not generate significant adverse impacts after applying appropriate mitigation or improvement measures (if applicable).
14. A Technical Safeguarding Study has been conducted to assess the impact of the developments at the ECSA on HKIA's Communications, Navigation, and Surveillance (CNS) systems as well as HKIA's flight operations. No significant adverse impact is expected.

Airport Authority Hong Kong
April 2022

¹ The AHR Plans related to the Expansion of the HKIA into a 3RS Project were gazetted on 20.8.2021.