

**RURAL AND NEW TOWN PLANNING COMMITTEE  
OF THE TOWN PLANNING BOARD**

**RNTPC Paper No. 11/21**

**For consideration by the  
Rural and New Town Planning Committee  
on 10.12.2021**

**PROPOSED AMENDMENTS TO THE  
APPROVED CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/14**

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**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Chek Lap Kok (CLK) Outline Zoning Plan (OZP) No. S/I-CLK/14 (**Attachment I**) as shown on the draft OZP No. S/I-CLK/14C (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the draft OZP (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

**2. Status of the Current OZP**

- 2.1 On 19.4.2016, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft CLK OZP, which was subsequently renumbered as S/I-CLK/14. On 29.4.2016, the approved CLK OZP No. S/I-CLK/14 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 10.8.2021, the CE in C referred the approved CLK OZP No. S/I-CLK/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 20.8.2021, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

**3. Background**

- 3.1 Pursuant to the 2018 Policy Address, the Government invited the Airport Authority Hong Kong (AAHK) to submit a proposal for the topside development at Hong Kong Boundary Crossing Facilities (HKBCF) Island to support the operation of the Hong Kong International Airport (HKIA) while developing an Aerotropolis at Lantau to promote economic development. Subsequently, AAHK submitted proposals on the possible airport-related land uses on the HKBCF Island for the Government's consideration.

- 3.2 As announced in the 2020 Policy Address, the Government has accepted a number of airport-related development proposals put forward by AAHK to consolidate Hong Kong's status as an International Aviation Hub, including development of automated car parks on the HKBCF Island for transfer passengers and visitors, implementation of a bridge system and an autonomous transportation system (i.e. "Airport City Link" or "Airportcity Link" as stated in the submissions of AAHK) connecting the SKYCITY on Airport Island and HKBCF Island, construction of the Hong Kong International Aviation Academy (HKIAA) campus and dormitory, and reservation of land for the development of air cargo logistics and related supporting facilities for the airport community.
- 3.3 To take forward the accepted proposals, AAHK has formulated the land use proposals with the support of technical assessments to illustrate the overall planning concept and demonstrate the technical feasibility of the proposed developments. The submissions have been circulated to relevant government bureaux/departments for comment and no adverse comments are received. The submitted reports on the Overall Planning Concept and Summary of Technical Assessments for Chek Lap Kok Outline Zoning Plan Amendment are at **Attachments V(a)** and **V(b)** respectively.

#### **4. AAHK's Proposals and Proposed Amendments to the OZP**

- 4.1 According to AAHK's proposals, the key development components comprise (i) airport-related developments at Hong Kong Port (HKP, previously known as HKBCF Island); and (ii) commercial developments at East Coast Support Area (ECSA) located at the eastern coastal area of Airport Island (**Drawing 1**).

##### ***Hong Kong Port (HKP) (Drawings 2 and 3)***

- 4.2 HKP is located on a piece of reclaimed land (about 150 ha) at the northeast of the Airport Island. It falls within an area currently zoned "Other Specified Uses" ("OU") annotated "Boundary Crossing Facilities" ("OU(Boundary Crossing Facilities)", about 130 ha) on the OZP and is subject to building height (BH) restrictions ranging from 15mPD to 45mPD. The Southern Landfall of the Tuen Mun-Chek Lap Kok Link (TMCLKL) (about 19 ha) adjoining the eastern side of HKP is shown as 'Road' on the OZP. Two small portions of land within the Southern Landfall are zoned "OU(Ventilation Building)" (about 0.3 ha) and "OU(Satellite Control Building)" (about 0.04 ha) subject to a BH restriction of 30mPD and 25mPD respectively to reflect the existing ventilation building and satellite control building. Currently, there are mainly a Passenger Clearance Building, Vehicle Clearance Plazas and Public Transport Interchanges at HKP (**Drawing 2**).
- 4.3 Given the proximity of HKP to HKIA, AAHK anticipates that various airport-related land uses could be accommodated at HKP to support the growth in airport services and business, while maintaining the functions of clearance facilities for passengers and goods of using the Hong Kong-Zhuhai-Macao Bridge (HZMB). The indicative scheme for the committed development at HKP is shown on **Drawing 3** and major development parameters of the committed developments are summarised below:

<b>Committed Developments at HKP</b>	<b>Site Area (m<sup>2</sup>)</b>	<b>Gross Floor Area (m<sup>2</sup>)</b>	<b>No. of Storeys</b>	<b>Building Height (mPD)</b>
Automated Car Parks (a total of 4 car parks)	80,260	173,000	4	31.3
Aviation Academy Campus and Dormitory	12,600	33,000	5 to 7	29.5
Data Centre and Expansion	19,400	58,900	5	38
Utilities and Infrastructural Facilities (including refuse and recycling facility, power substation and sewage treatment plant)	15,000	11,100	1	18 to 26
Airport Related Storage	27,300	27,300	2	15
Promenade with Ancillary Commercial Uses	31,000	1,000	1	10.5
<b>Total</b>	<b>185,560</b>	<b>304,300</b>		

Automated Car Parks (Items 1, 2, 4 and 5 on **Drawing 3**)

4.4 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. Phase 1 of Car Park A and Car Park B are scheduled for operation in Q4 2022 and Q1 2024 respectively to match with the commissioning of SkyPier Terminal Bonded Vehicle Bridge and Airport City Link (paragraphs 4.15 to 4.17 below refer). The timing of Phase 2 car parks development will depend on future market demand.

Hong Kong International Aviation Academy (HKIAA) Campus and Dormitory (Item 3 on **Drawing 3**)

4.5 With the development of the Airport into a Three-Runway System (3RS), HKIA and its business partners will be benefitted from the talents trained by the HKIAA<sup>1</sup>. 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.

<sup>1</sup> AAHK has established the HKIAA in 2016 to strengthen the training of local manpower and nurture talents for the aviation industry by offering a diverse aviation-related curriculum. The existing HKIAA Headquarters is located on 9/F within the HKIA Community Building (previously known as Car Park 4 Extension Building, to the south of Airport Regal Hotel) (**Drawing 4** and **Plan 3b**), which can accommodate about 30 to 80 students.

*Other Proposed Developments at HKP (Items 6 to 12 on **Drawing 3**)*

- 4.6 Data centre, refuse and recycling facility, airport related storage uses are proposed for the airport community's use while a power substation and a sewage treatment plant are proposed for enhancing power supply and sewage treatment to various proposed facilities at HKP. Besides, a promenade with ancillary commercial uses (such as shops and services, food and beverage uses) is also proposed along the southern frontage of HKP for the airport community.
- 4.7 According to the latest development programme, the committed developments at HKP will be completed in phases with full development by 2030, which will provide about 3,200 employment opportunities.
- 4.8 Apart from the above proposed uses, some possible long-term uses in the remaining land parcels at HKP includes cargo logistics and cargo related development; quayside development for leisure and community uses; business park for hotel and office development; vehicle staging on land above/within TMCLKL area; and support area for AAHK's Closed Area facilities. These uses are considered as supporting facilities to the airport-related operation and will be subject to further study.

*East Coast Support Area (ECSA) (Drawings 4 and 5)*

- 4.9 ECSA is located adjacent to the existing commercial/business cluster (**Drawing 4**) at the eastern coastal area of Airport Island. An area adjoining ECSA is zoned "Commercial" ("C"), which include Civil Aviation Department Headquarters, China National Aviation Corporation (CNAC) House, Cathay Dragon House, Hong Kong Airlines Training Centre, etc. To the further north is the SKYCITY development which is also zoned "C" under construction by phases. ECSA is currently mainly zoned "OU(Highways Maintenance Area)" and "OU(Amenity Area)" and an area shown as 'Road', and is surrounded by some key transport infrastructure including Hong Kong Link Road (HKLR) to the east linking up the HZMB Main Bridge with HKP, the railway track of the Airport Express Line and other roads connecting the site with the airport area and Tung Chung.
- 4.10 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 (**Drawing 5**) 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.

*Other Proposed Developments on Airport Island (Drawings 6 and 7)*

- 4.11 Other land uses are proposed to enhance airport infrastructure and intermodal facilities with a view to supporting the growing airport services, including adjustment to the southern boundary of Eastern Support Area (ESA) in the 3RS; redevelopment of the Airport Authority Building; development of air cargo handling system and facility in Southern Cargo Precinct to provide flexibility for integrated airside/landside facilities (**Drawing 6**); and construction of SkyPier Terminal Bonded Bridge and Airport City Link to connect HKP and Airport Island (**Drawing 7**).

Eastern Support Area (ESA) and Western Support Area (WSA) (Item 6 on **Drawing 6**)

4.12 The ESA and WSA are two of the key components of the 3RS development. The areas are zoned “OU(Airport Service Area)” on the OZP and intended for development of airport support facilities to facilitate the airport operation. According to AAHK, revision to the southern boundary of ESA as well as other minor boundary adjustments relating to the ESA and WSA (paragraph 6.3 below) have been made in the latest design of 3RS project.

Redevelopment of Airport Authority Building (Item 3 on **Drawing 6**)

4.13 The Airport Authority Building is located to the immediate north of Regal Airport Hotel, which is currently used for office, storage and workshop. The existing 2-storey building (22.4mPD) occupies a site area of about 0.87 ha. As the site is located adjacent to the commercial areas on Airport Island, it is proposed to be redeveloped into an integrated landside/airside commercial development with 4 storeys (about 25.7mPD).

Southern Cargo Precinct (Item 7 on **Drawing 6**)

4.14 AAHK has been actively developing both the airside and landside in the South Cargo Precinct of Airport Island, which is zoned “OU(Business Park)” on the OZP, to strengthen its handling capacity and efficiency of various types of cargo. According to the Notes for the “OU(Business Park)” zone under the current OZP, only ‘Cargo Handling and Forwarding Facility (Distribution Centre, Freight Forwarding Services and Logistics Centre only) is always permitted. To support future development in the air cargo industry, it is considered necessary to amend the Notes of the OZP by allowing air cargo handling operations within the “OU(Business Park)” zone.

Transport Linkages (**Drawing 7**)

SkyPier Terminal (SPT) Bonded Vehicle Bridge (yellow line on **Drawing 7**)

4.15 Airport Island and HKP are physically connected by a small strip of reclaimed land at the southwest of HKP with roads and viaducts. AAHK has planned to construct SPT (previously known as “Intermodal Transfer Terminal” (“ITT”)) Bonded Vehicle Bridge adjacent to the SkyPier and the associated bonded vehicular bridge for connecting Airport Island and HKP to facilitate transfer of passengers between HKIA and HKP without going through Hong Kong’s immigration and customs clearance. The total length of this bridge is about 580m.

4.16 The road scheme of the ITT Bonded Vehicle Bridge and associated road works was authorized under the Roads (Works, Use and Compensation) Ordinance on 23.4.2019 and is now under construction for completion in end 2022.

Airport City Link (ACL) (orange line on **Drawing 7**)

4.17 To enhance people flow and pedestrian mobility between the SKYCITY development on Airport Island and HKP, AAHK proposes to construct the ACL with autonomous

shuttle service and a pedestrian boardwalk/pathway to serve visitors entering Hong Kong through the Passenger Clearance Building. The total length of this link is about 850m, of which about 400m is marine viaduct. The marine viaduct will run parallel and along the immediate south of the SPT Bonded Vehicle Bridge. The ACL was authorized under Roads (Works, Use and Compensation) Ordinance on 3.12.2021, which is scheduled for construction in early 2022 and completion by end 2024.

*Airport Tung Chung Link (ATCL) (pink line on **Drawing 7**)*

4.18 In the long run, AAHK is considering an extension of the ACL, i.e. the ATCL, which will connect SKYCITY and HKP with Tung Chung Town Centre by autonomous shuttle via a dedicated link along the eastern coast of the Airport. The southern section of ATCL will run along the eastern coastal area of Airport Island and across the sea channel to the southwest of North Lantau Highway (NLH) for connection with Tung Chung Town Centre. The eastern section is a provision for future extension running along the southern coast of HKP for connection with the planned Aviation Academy.

**5. Technical Assessments**

5.1 Relevant technical assessments have been conducted by AAHK for the proposed developments on Airport Island and HKP highlighted in paragraph 4 above. A summary report of the following technical assessments is at **Attachment V(b)**:

- (a) Traffic and Transport Impact Assessment (TTIA);
- (b) Preliminary Environmental Report (PER);
- (c) Engineering Infrastructure Assessment (Sewage, Drainage, Water Supply Impact Assessments);
- (d) Landscape Impact Assessment (LIA) & Tree Preservation and Compensatory Tree Planting Proposal;
- (e) Visual Impact Assessment (VIA);
- (f) Air Ventilation Assessment (AVA);
- (g) Low-level Wind Study (LLWS) for ECSA; and
- (h) Technical Safeguarding Study (TSS) for ECSA (including Updated Geospatial Data Management System Check for ECSA).

*Traffic Aspect*

5.2 According to the TTIA, the proposed developments are technically feasible from traffic and transport point of view. Given the proposed airport-related developments to be located at HKP, an increase in activities and traffic movement within HKP is expected. Taking advantage of the ACL and the proposed new roads serving the land use proposals, the development induced traffic would not adversely affect the road network serving both HKP and Airport Island. In terms of external road links, the capacity problem at TMCLKL (Northern Section) and NLH has been identified due to new developments intake in the Northwest New Territories. The traffic and transport assessment indicates that the proposed developments would only induce minimal traffic demand to the local road network, and the roads and junctions in the vicinity would perform well within capacity with the implementation of the proposed

link and junction improvement schemes (J3, J6/L19, J21, J22 and J55 on **Drawing 7**). The commissioning of Route 11 would divert the traffic from TMCLKL and the implementation of Road P1 would also share the traffic demand of NLH to/from the urban area.

#### Environmental Aspect

- 5.3 An environmental appraisal of the proposed developments, including air quality, noise, water quality, waste management, ecology and land contamination, has been conducted. The proposed developments do not constitute Designated Project under the Environmental Impact Assessment Ordinance. There are no marine works required and thus impact on the marine ecology is not anticipated. Whilst there may be potential odour impacts from the proposed refuse and recycling facility and sewage treatment plant, the PER concludes that with implementation of appropriate mitigation measures if required, adverse environmental impact is not anticipated.

#### Infrastructural Aspect

- 5.4 Sewage, drainage, water supply impact assessments have been conducted for the proposed developments. According to the Engineering Infrastructure Assessment Report, there are no insurmountable issues on engineering and utility aspects. For HKP, a new power substation and a sewage treatment plant are required for enhancing power supply and sewage treatment in order to serve the proposed developments.

#### Landscape Aspect

- 5.5 Given that HKP and Airport Island are reclaimed land that is urbanised and without natural landscape resources, no valuable landscape resources are in conflict with the proposed developments. Besides, the residual impacts on the newly planted trees and planned trees to be planted within HKP and the existing young tree seedlings within ECSA would be fully mitigated by the tree transplanting and compensatory measures during operation. Therefore, no significant adverse landscape impacts are anticipated.

#### Visual Aspect

- 5.6 The proposed low-rise developments at HKP (maximum 38mPD) will be compatible with the surrounding developments such as the existing Passenger Clearance Building (37mPD), vehicle clearance plazas and public transport interchanges (**Drawing 8**). For ECSA, most of the buildings are proposed to be low-rise (12 buildings ranging from 4 to 12 storeys or 22mPD to 48mPD) with a few medium to high-rise buildings (3 buildings of 24/27 storeys or 103mPD) (**Drawing 5**) adjacent to the existing Cathay Pacific City (46mPD to 102mPD) (**Drawings 9 and 10, and Plan 2d**). The VIA demonstrates that the overall development is considered acceptable from visual perspective. It also concludes that the overall development on HKP and Airport Island is considered visually compatible with the surrounding environment and will not create significant adverse visual impact after incorporating mitigation measures, such as provision of greening, screen planting and aesthetic design of built development.

### Air Ventilation Aspect

5.7 AAHK has conducted an AVA Expert Evaluation for HKP and an AVA Initial Study for ECSA in accordance with the requirements set out in the AVA Technical Circular<sup>2</sup>. As HKP is located at far distance from other existing buildings including those located on Airport Island and there are also building separations between the existing and proposed buildings, the air ventilation impact in relation to the proposed developments at HKP would be insignificant. For ECSA, the proposed scheme may have some impacts on the wind performance when comparing with the baseline scheme (i.e. an OZP compliant scheme). However, some of the affected areas are mainly highways and roads which are not frequently accessed by pedestrians. The AVA Initial Study for ECSA concludes that the proposed developments would not induce adverse air ventilation impact after incorporating mitigation measures such as building setback and chamfered building design to enhance wind penetration.

### Aviation Safety

5.8 For the sustainable development of HKIA, any proposed development in close proximity to the runways or having potential impact on HKIA's communications, navigation and surveillance (CNS) systems should undergo LLWS and TSS. For the proposed developments at HKP, as they are either far away from the touch down points of the runways at HKIA or will not result in significant change of building mass, and there are no CNS systems located at HKP, LLWS and TSS are not required. For the proposed developments at ECSA, LLWS and TSS have been conducted and the reports conclude that no adverse operational impact would be resulted.

### Airport Height Restriction

5.9 The existing BH restrictions for the various sub-areas of HKP imposed on the OZP were formulated on the basis of the preliminary Master Layout Plan for HKBCF prepared in 2009. As advised by Director-General of Civil Aviation, the BHs including all roof-top structures in the area are subject to "restricted height" (commonly known as Airport Height Restriction (AHR)) specified in the plans prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Chapter 301) with consideration of the development of HKIA into a 3RS<sup>3</sup> (**Plans 1e and 2e**). It is therefore considered not necessary to stipulate BH restrictions on the OZP, including the proposed zonings on HKP and ECSA.

5.10 All technical assessments have been circulated for departmental comment. No adverse comments are received from concerned government bureaux/departments. It is concluded that the proposals highlighted in paragraph 4 above are technically feasible without insurmountable problems.

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<sup>2</sup> Technical Circular No. 1/06 was issued by the then Housing, Planning and Lands Bureau pertaining specifically to AVA. HKP is located near waterfront with low-rise buildings and assessment area is mainly restricted area for vehicles and not frequently accessed by pedestrians, no major ventilation issues would be expected and an AVA Expert Evaluation is conducted. ECSA is located close to existing "C" zone and the changes in planning parameters are significant. The combined effect of the proposed buildings and existing buildings shall be studied quantitatively and thus an AVA Initial Study is conducted.

<sup>3</sup> The AHRP related to the Expansion of the HKIA into a 3RS Project was gazetted on 20.8.2021.

## **6. Proposed Amendments to Matters shown on the Plan**

- 6.1 Based on AAHK's proposals and the supporting technical assessments as well as the latest planning circumstances, the proposed amendments to the approved CLK OZP as shown on the draft CLK OZP No. S/I-CLK/14C at **Attachment II** are as follows:

### **Items A1 and A2 (Plans 1a to 1e)**

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)

Items A1 and A2 are to facilitate the development of airport-related supporting uses on HKP as highlighted in paragraphs 4.2 to 4.8 above with reference to the permitted uses under the current "OU(Boundary Crossing Facilities)" and "OU(Airport Service Area)" zones and to delete the BH restrictions stipulated on the OZP. Also, since the AHRP related to the 3RS is already in force, the BH restrictions 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.

### **Items B1 and B2 (Plans 2a to 2e)**

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 as highlighted in paragraphs 4.9 and 4.10 above while Item B2 is to delete the BH restriction as similar to other zones.

### **Item C (Plans 3a to 3c)**

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 as highlighted in paragraph 4.12 above.

**Item D (Plans 3a to 3d)**

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 as highlighted in paragraph 4.13 above.

**Item E (Plans 1a to 1c)**

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)

The “OU(Sea Rescue Station)” zone is intended for reprovisioning of the existing Fire Services Department East Sea Rescue Facilities if affected by the implementation of the 3RS of HKIA. The zone was incorporated into the OZP in 2009 together with the infrastructures and land use proposals of the HZMB HKBCF, HKLR and Southern Landfall of TMCLKL and other proposed road works. Since the 3RS is near completion and would not affect the existing East Sea Rescue Facilities, the Fire Services Department confirms that the proposed reprovisioning site in the “OU(Sea Rescue Station)” zone is no longer required. On 30.11.2021, the Secretary for Development under the delegated authority of CE directed the Board under Section 3(1)(a) of the Ordinance to excise the site from the boundary of the OZP. It is therefore proposed to delete the sea area and the concerned “OU” zone from the OZP.

- 6.2 Apart from the above proposed amendments, the following annotations for authorized/ proposed/ completed road schemes would be added on/ deleted from the OZP to reflect the latest circumstances:
- (a) annotations indicating the authorized road schemes of the ITT Bonded Vehicle Bridge and ACL connecting HKIA and HKP are added to reflect the latest status of the scheme;
  - (b) annotation indicating the alignment of the proposed ATCL is added to reflect the road link proposal; and
  - (c) annotations indicating the authorized projects of HZMB HKLR and TMCLKL are deleted as the projects have been completed and are now in operation.

- 6.3 In addition, some minor boundary adjustments<sup>4</sup> (**Plan 4**) have been made to tally with the as-built conditions or latest design refinements within the OZP planning scheme area and these adjustments would not have any material implications on the land use zonings. *Opportunity is also taken to incorporate other technical amendments to reflect the latest planning circumstances.*

## **7. Proposed Amendments to the Notes of the OZP**

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

- (a) Incorporation of a new set of Notes for “OU(Boundary Crossing Facilities and Airport-related Supporting Uses)” zone

The land use schedule of the new “OU(Boundary Crossing Facilities and Airport-related Supporting Uses)” zone is mainly based on those permitted under the “OU(Boundary Crossing Facilities)” and “OU(Airport Service Area)” zones so as to expand the scope of the original zone to cater for development proposals of AAHK. Flexibility has been built-in to allow s.16 planning applications for potential uses that may require further assessments and justifications.

- (b) Deletion of the set of Notes for “OU(Boundary Crossing Facilities)”, “OU(Amenity Area)” and “OU(Sea Rescue Station)” zones

Subsequent to the amendment Items A1, B1 and E (paragraph 6.1 above), these zones are no longer shown on the OZP and thus the Notes of these zones should be deleted accordingly.

- (c) Revision of the set of Notes for “OU(Business Park)” zone

‘Cargo Handling and Forwarding Facility (Distribution Centre, Freight Forwarding Services and Logistics Centre only)’ use in Column 1 of the “OU(Business Park)” zone is revised to ‘Cargo Handling and Forwarding Facility’ to provide more flexibility for future cargo handling developments as highlighted in paragraph 4.14 above.

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<sup>4</sup> In general, the following minor boundary adjustments have been made. A long strip of land along the existing Chek Lap Kok South Road and South Perimeter Road has been shown as ‘Road’ since the OZP No. S/I-CLK/1 was first introduced on 13.12.1996. As detailed planning proceeds, the alignments of the roads on the Airport Island have been refined such that some areas shown as ‘Road’ do not match with the existing roads. Opportunity is taken to delineate the updated boundaries between the areas shown as ‘Road’ and the adjacent zones, and to adjust the areas from ‘Road’ to “OU(Business Park)” (0.18ha), “OU(Airport Service Area)” (1.14ha), “OU(Airport)” (3.73ha) and “Government, Institution or Community” (1.53ha) to tally with the existing road alignments. A strip of land adjoining the HKLR in ECSA currently zoned “OU(Amenity Area)” is adjusted to tally with the road alignment (0.65ha). In addition, the boundaries of the ESA and WSA of 3RS are also adjusted to tally with the latest design of 3RS project, including the strips of area from “OU(Airport)” to “OU(Airport Service Area)” (2.08ha) and from “OU(Airport Service Area)” to “OU(Airport)” (3ha). They can be treated as minor boundary adjustments to reflect the latest conditions as shown on the small scale OZP.

- (d) Revision of the set of Notes for “OU(Pier)” zone

‘Marine Related Uses’ is added to Column 1 of “OU(Pier)” zone to facilitate marine related developments within this zone. Currently, marine related uses coordinated or implemented by the Government is already always permitted within the boundaries of the OZP as stipulated in the covering Notes. The inclusion of such uses in Column 1 is to allow flexibility for provision of such facilities by non-government sectors.

- (e) Updating of the planning intention and deletion of Remarks for “OU(Highways Maintenance Area)”, “OU(Satellite Control Building)” and “OU(Ventilation Building)” zones.

The proposed revisions are to reflect the latest situation and to tally with the deletion of BH restrictions on the OZP.

## **8. Revision to the ES of the OZP**

The 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. The proposed amendments (with additions in ***bold and italics*** and deletions in ‘~~erossed-out~~’) are at **Attachment IV** for Members’ consideration.

## **9. Plan Number**

Upon exhibition for public inspection, the OZP will be renumbered as S/I-CLK/15.

## **10. Consultation**

### *Consultation with Islands District Council*

- 10.1 On 27.7.2021, AAHK briefed the Islands District Council (IsDC) on “Development related to Airport City”, including the proposals mentioned in paragraph 4 above. Members of the IsDC had no objection to the proposals.

### *Departmental Consultation*

- 10.2 The proposed amendments have been circulated to the following government bureaux/departments for comment. No objection/ no adverse comments have been received and their comments (if any) have been incorporated into the proposed amendments to the OZP as appropriate.

- (a) Secretary for Development;
- (b) Secretary for Transport and Housing;
- (c) Secretary for Security;
- (d) Executive Secretary (Antiquities and Monuments), Development Bureau;

- (e) Chief Assistant Secretary/Airport Expansion Project Coordination Office, Transport and Housing Bureau;
- (f) Assistant Commissioner for Transport/New Territories, Transport Department (TD);
- (g) Chief Engineer/Transport Planning, TD;
- (h) Chief Transport Officer/Tunnels and Tsing Ma Section 1, Management Services Division, TD;
- (i) Chief Highway Engineer/New Territories East, Highway Department (HyD);
- (j) Chief Highway Engineer/New Territories (Maintenance), HyD;
- (k) Chief Engineer 6/Major Works, HyD;
- (l) Chief Engineer/Hong Kong & Islands, Drainage Services Department;
- (m) Chief Engineer/Construction, Water Supplies Department;
- (n) Director of Agriculture, Fisheries and Conservation;
- (o) Director of Environmental Protection;
- (p) Director of Fire Services;
- (q) Director-General of Civil Aviation;
- (r) Director of Hong Kong Observatory;
- (s) Director of Leisure and Cultural Services;
- (t) Director of Marine;
- (u) District Lands Officer/Islands, Lands Department;
- (v) District Officer (Islands), Home Affairs Department;
- (w) Controller of Government Flying Services;
- (x) Government Property Agency;
- (y) Head (Sustainable Lantau Office), Civil Engineering and Development Department; and
- (z) Chief Town Planner/Urban Design and Landscape, Planning Department.

### Public Consultation

10.3 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/I-CLK/15 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. IsDC will also be informed of the amendments of the OZP during the exhibition period in accordance with the established practice.

## **11. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved CLK OZP No. S/I-CLK/14 and that the draft CLK OZP No. S/I-CLK/14C at **Attachment II** (to be renumbered as S/I-CLK/15 upon exhibition) and its Notes at **Attachment III** are suitable for public exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft CLK OZP No. S/I-CLK/14C (to be renumbered as S/I-CLK/15 upon exhibition) 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.

## 12. Attachments

<b>Attachment I</b>	Approved CLK OZP No. S/ I-CLK/14 (reduced scale)
<b>Attachment II</b>	Draft CLK OZP No. S/I-CLK/14C
<b>Attachment III</b>	Revised Notes of the Draft CLK OZP No. S/I-CLK/14C
<b>Attachment IV</b>	Revised ES of Draft CLK OZP No. S/I-CLK/14C
<b>Attachment V(a)</b>	Report on “Overall Planning Concept for Chek Lap Kok Outline Zoning Plan Amendment” submitted by AAHK
<b>Attachment V(b)</b>	Report on “Summary of Technical Assessments for Chek Lap Kok Outline Zoning Plan Amendment” submitted by AAHK
<b>Drawing 1</b>	Location Plan
<b>Drawing 2</b>	Hong Kong Port Facility Layout Plan
<b>Drawing 3</b>	Master Layout Plan (HKP)
<b>Drawing 4</b>	Existing and Planned Development in the Existing “C” zone on Airport Island
<b>Drawing 5</b>	Master Layout Plan (ECSA)
<b>Drawing 6</b>	Location Plan for Other Proposed Developments on Airport Island
<b>Drawing 7</b>	Connectivity and Traffic Improvement Plan
<b>Drawing 8</b>	Photomontage (HKP)
<b>Drawing 9</b>	Photomontage (HKP and ECSA)
<b>Drawing 10</b>	Photomontage of LVP6 (from Scenic Hill)
<b>Plan 1a</b>	Proposed Amendment Items A1, A2 and E – Location Plan
<b>Plan 1b</b>	Proposed Amendment Items A1, A2 and E – Site Plan
<b>Plan 1c</b>	Proposed Amendment Items A1, A2 and E – Aerial Photo
<b>Plan 1d</b>	Proposed Amendment Items A1, A2 and E – Site Photo
<b>Plan 1e</b>	Proposed Amendment Items A1, A2 and E – Airport Height Restriction (3RS)
<b>Plan 2a</b>	Proposed Amendment Items B1 and B2 – Location Plan
<b>Plan 2b</b>	Proposed Amendment Items B1 and B2 – Site Plan
<b>Plan 2c</b>	Proposed Amendment Items B1 and B2 – Aerial Photo
<b>Plan 2d</b>	Proposed Amendment Items B1 and B2 – Site Photos
<b>Plan 2e</b>	Proposed Amendment Items B1 and B2 – Airport Height Restriction (3RS)
<b>Plan 3a</b>	Proposed Amendment Items C and D – Location Plan
<b>Plan 3b</b>	Proposed Amendment Items C and D – Site Plan
<b>Plan 3c</b>	Proposed Amendment Items C and D – Aerial Photo
<b>Plan 3d</b>	Proposed Amendment Item D – Site Photo
<b>Plan 4</b>	Minor Boundary Adjustments – Location Plan