

圖例 NOTATION

ZONES		地帶
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COMMUNICATIONS		交通
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BOUNDARY OF COUNTRY PARK / MARINE PARK		郊野公園 / 海岸公園界線

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

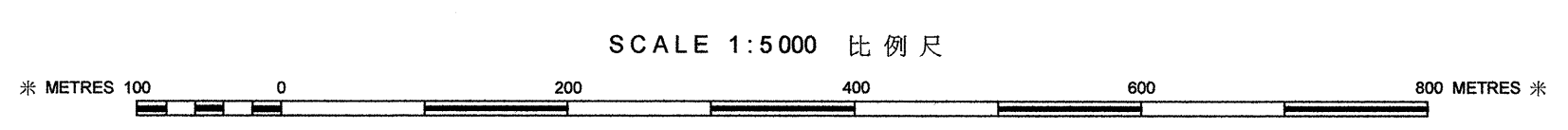
USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% PERCENTAGE	
GOVERNMENT, INSTITUTION OR COMMUNITY	15.54	8.35	政府、機構或社區
OTHER SPECIFIED USES	63.60	34.18	其他指定用途
GREEN BELT	68.04	36.57	綠化地帶
MAJOR ROAD ETC.	38.89	20.90	主要道路等
TOTAL PLANNING SCHEME AREA	186.07	100.00	規劃範圍總面積

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

香港城市規劃委員會依據城市規劃條例擬備的小蠔灣分區計劃大綱圖  
**TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD**  
**SIU HO WAN - 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-SHW/1A**



**DRAFT SIU HO WAN OUTLINE ZONING PLAN NO. S/I-SHW/14**

(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:

toll plaza, on-street vehicle park and railway track.
- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate 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 SIU HO WAN OUTLINE ZONING PLAN NO. S/I-SHW/L4**

Schedule of Uses

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OTHER SPECIFIED USES	2
GREEN BELT	7

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

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.

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
<u>For “Railway Depot and Public Transport Interchange with Commercial/Residential Development” only</u>	
Railway Depot Railway Station Railway Track	Ambulance Depot 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 Off-course Betting Centre Office Petrol Filling Station Pier 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 Research, Design and Development Centre Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

OTHER SPECIFIED USES (cont'd)For "Railway Depot and Public Transport Interchange  
with Commercial/Residential Development" only (cont'd)Planning Intention

This zone is intended primarily to provide land for railway depot with commercial and/or residential development above with the provision of public transport interchange, Government, institution or community facilities and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints as well as air ventilation and visual considerations.

Remarks

- (a) An applicant for permission for development on land designated "Other Specified Uses" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" shall prepare a layout plan for the approval of the Town Planning Board and include therein the following information:
- (i) the areas 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 sizes, where applicable;
  - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities including cycle parking spaces, and open space to be provided within the area;
  - (iv) the alignment, widths and levels of any access proposed to be constructed within the area;
  - (v) the landscape and urban design proposals, including connectivity 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;
  - (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;

(Please see next page)

OTHER SPECIFIED USES (cont'd)For "Railway Depot and Public Transport Interchange  
with Commercial/Residential Development" only (cont'd)Remarks (cont'd)

- (ix) a traffic and transport 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;
  - (x) an air ventilation assessment report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
  - (xi) a visual impact assessment report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
  - (xii) 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 shall result in a total development and/or redevelopment in excess of a maximum domestic GFA of 1,040,000 m<sup>2</sup> and a maximum non-domestic GFA of 30,000 m<sup>2</sup> for commercial use, or the GFA of the existing building, whichever is the greater.
- (c) In determining the relevant 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 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 railway depot/station and associated facilities, public transport interchange, schools, GIC or social welfare facilities, as required by the Government, or covered walkway may also be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, relaxation of the GFA restrictions stated in paragraph (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)


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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 "Water Treatment Works" Only

Water Treatment Works  
Service Reservoir

Government Use (not elsewhere specified)  
Public Utility Installation

Planning Intention

This zone is intended primarily for the provision of water treatment works serving the needs of the community.

For "Sewage Treatment Works" Only

Sewage Treatment Works

Government Use (not elsewhere specified)  
Public Utility Installation

Planning Intention

This zone is intended primarily for the provision of sewage treatment works serving the needs of the community.

For "Organic Resources Recovery Centre" Only

Organic Resources Recovery Centre  
Recyclable Collection Centre

Government Use (not elsewhere specified)  
Public Utility Installation

Planning Intention

This zone is intended primarily to designate land for organic resources recovery centre.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)


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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 "Refuse Transfer Station" Only

Refuse Transfer Station

Government Use (not elsewhere specified)  
Public Utility InstallationPlanning Intention

This zone is intended primarily to designate land for refuse transfer station.

For "Columbarium" Only

Columbarium

Public Utility Installation

Garden of Remembrance

Religious Institution

Government Use (not elsewhere specified)

Utility Installation for Private Project

Planning Intention

This zone is intended primarily to designate land for columbarium use and garden of remembrance.

For "Pumping Station and Associated Facilities" Only

Pumping Station and Associated Facilities

Government Use (not elsewhere specified)  
Public Utility InstallationPlanning Intention

This zone is intended primarily to designate land for pumping station and associated facilities.

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	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 Flat Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad 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 Zoo

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.

**DRAFT SIU HO WAN OUTLINE ZONING PLAN NO. S/I-SHW/L4**

**EXPLANATORY STATEMENT**

**DRAFT SIU HO WAN OUTLINE ZONING PLAN NO. S/I-SHW/14**

**EXPLANATORY STATEMENT**

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## **DRAFT SIU HO WAN OUTLINE ZONING PLAN NO. S/I-SHW/1A**

(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 Siu Ho Wan Outline Zoning Plan (OZP) No. S/I-SHW/1A. 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 7 December 2017, under the power delegated by the Chief Executive (CE), the Secretary for Development directed the Board, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare an OZP for Siu Ho Wan area.

2.2 On 29 March 2018, the draft Siu Ho Wan OZP No. S/I-SHW/1 (~~the Plan~~) was exhibited for public inspection under section 5 of the Ordinance. *During the two-month exhibition period, a total of 144 representations were received. On 29 June 2018, the representations were published for three weeks for public comment and a total of 10 comments were received. After giving consideration to the representations on 26 October 2018, the Board decided not to propose any amendment to the draft OZP to meet the representations.*

2.3 On \_\_\_\_\_ 2019, the Chief Executive in Council, under section 9(1)(a) of the Ordinance, approved the draft Siu Ho Wan OZP, which was subsequently renumbered as S/I-SHW/2. On \_\_\_\_\_ 2019, the approved Siu Ho Wan OZP No. S/I-SHW/2 (~~the Plan~~) was exhibited for public inspection under section 9(5) of the Ordinance.

#### **3. OBJECT OF THE PLAN**

3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks for the Siu Ho Wan area so that development and redevelopment within the Planning Scheme Area (the Area) can be put under statutory planning control.



- 3.2 The Plan is to illustrate the broad principles of development and planning control 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 calculation. Development within zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Siu Ho Wan area and not to overload the transport networks in this area.

#### **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 (PlanD) 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 covers about 186 ha of land located to the east of Tung Chung New Town Extension (TCNTE) area at the northern shore of Lantau Island. It stretches from Sham Shui Kok in the northeast to the proposed Tai Ho Interchange in the southwest enclosed by the Lantau North (Extension) Country Park in the east and south with the foothills of Tai Che Tung, Lau Fa Tung and Lo Fu Tau within the country park.
- 5.2 Siu Ho Wan was a bay surrounded by hillside with vegetation fronting an open sea in the 1980s. Part of the vegetation at the foothills of the natural terrain was removed due to slope formation and the bay was largely reclaimed for development purpose in the early 1990s, in association with the construction of the North Lantau Highway (NLH) and the Airport Railway. The reclamation and the associated construction works were completed in 1997.
- 5.3 The Area is mainly occupied by various infrastructure and government uses to support Tung Chung New Town (TCNT), the Hong Kong International Airport (HKIA) and Northeast Lantau developments. The land to the south/southeast of

NLH contains primarily depots and utility installations, such as sewage treatment works, water treatment works, organic resources recovery centre, etc. and slope areas adjoining the Lantau North (Extension) Country Park which is largely a continuous stretch of scrubland/shrubland with some existing trees scattered around. Land to the north of NLH houses mainly a railway depot which is the largest single development on the reclamation area in the west, a refuse transfer station and a site proposed for columbarium development in the east. As most of the land is formed by reclamation, the shoreline is circumvented by the existing man-made seawall without natural coastal features. There is no village settlement within the Area. To its southwest, Tai Ho Valley, Tai Ho Wan and Tai Ho Stream have been identified as one of the priority sites for enhanced conservation under the New Nature Conservation Policy with a view to better conserving this ecologically important area.

- 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.

## **6. STRATEGIC PLANNING CONTEXT**

- 6.1 The Area, situated in the northshore Lantau, has always been an integral part of Lantau development. Upon completion of the Port and Airport Development Strategy (PADS) in 1989, the Government decided to build a new international airport at Chek Lap Kok, i.e. the current HKIA. PADS also recommended to develop North Lantau New Town (NLNT) as a supporting community of HKIA. Subsequently, the North Lantau Development Study (1992) proposed development of a new town in the area to accommodate an ultimate population of about 260,000. Siu Ho Wan was considered in the Study to be a suitable location for industrial activities related to the new airport and other major utilities such as water treatment works and sewage treatment works.
- 6.2 Pursuant to the 2004 Policy Address, the Lantau Development Task Force was set up in February 2004 to provide a high-level policy steer on the economic and infrastructure development on Lantau. The Revised Concept Plan for Lantau endorsed by the Task Force in 2007 recommended the water off Siu Ho Wan could be reclaimed to host the Lantau Logistic Park (LLP) and to serve as a transportation hub given its proximity to the Hong Kong-Zhuhai-Macao Bridge (HZMB). Together with HKIA and other strategic transport links, the proposed LLP would strengthen Hong Kong's role as a regional transport and logistics centre.
- 6.3 On the other hand, the former Financial Secretary stated in his 2012 Budget that the Government should make optimal use of the development potential of railway-property projects and explore opportunities for development along railways. In 2013, the former CE stipulated in his Policy Address that the top priority of the Government was to tackle the housing problem and the Government would explore vigorously the residential development potential of land along existing and planned railways.

- 6.4 Taking into account the comments of the Lantau Development Advisory Committee (LanDAC) formed in January 2014 to provide advice conducive to the sustainable development and conservation of Lantau, and public's view gathered during the public engagement exercise carried out between January and April 2016, the Sustainable Lantau Blueprint was published by the Government in June 2017 to provide a reference roadmap for guiding and implementing the development and conservation initiatives on Lantau. Siu Ho Wan Development is one of the key projects within the "North Lantau Corridor" which is proposed mainly for economic and housing development.
- 6.5 In response to the policy initiative to make full use of the potential of land along railway for property development, Mass Transit Railway Corporation Limited (MTRCL) as the current occupier and operator of the Siu Ho Wan railway depot commissioned a technical study to explore the feasibility of residential and commercial development atop the depot. Preliminary technical assessment on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan Depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. A possible railway station at Siu Ho Wan has been explored by MTRCL to provide train service for the residents of the proposed property development atop. Relevant Environmental Impact Assessments (EIAs) for the proposal were submitted under the EIA Ordinance. On 29 November 2017, the EIA Reports for "Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works" and "Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot" were approved with conditions in accordance with the provisions of the EIA Ordinance (Cap.499).

## 7. **POPULATION**

There is currently no population in the Area as no residential development has been completed for population intake. It is expected that the planned population of the Area would be about 37,800.

## 8. **OPPORTUNITIES AND CONSTRAINTS**

### 8.1 *Opportunities*

#### Optimising the use of land along railway

- 8.1.1 Being located in the proximity to TCNTE and connected with urban areas by strategic rail and road links, Siu Ho Wan, which is currently occupied by government and depot uses, has the potential to accommodate housing development with higher development intensities. The Tung Chung Line (TCL) and NLH, providing convenient connection between Tung Chung and the urban areas, could also serve to enhance the accessibility of the Siu Ho Wan area with a

possible railway station at Siu Ho Wan and suitable road base transport network enhancement.

- 8.1.2 Topside development of Siu Ho Wan depot is also in line with the government policy for rail-based development to facilitate fast and mass movement of people in an environmentally-friendly mode of transport. Opportunities exist to make better use of valuable land resources atop the railway depot. The depot site requires no land agglomeration and hence could be implemented in a timely manner. Early implementation of residential development atop the depot could help address the acute demand for housing.

## 8.2 *Constraints*

### Accessibility

- 8.2.1 Cheung Tung Road is the only existing external vehicular access to the Area except Siu Ho Wan railway depot which is connected by a slip road branching off NLH. The Tai Ho Interchange proposed under the TCNTE project serving as the major access point from NLH to Cheung Tung Road would improve the accessibility of the Area. However, with the anticipated increase in traffic to be generated by new developments, both the Lantau Link and NLH are expected to be subject to capacity constraints. New road (Road P1 and Route 11) would be necessary to meet the development needs of the Area. The possible traffic impact of new developments on NLH and Lantau Link will be carefully considered and assessed.

### Noise and Vehicle Emissions

- 8.2.2 Development within the Area is constrained by adverse traffic noise and emissions from NLH and railway. The latest infrastructure proposals around North Lantau including the Tuen Mun – Chek Lap Kok Link (TM-CLKL) and HZMB (including the associated Hong Kong Link Road and Hong Kong Boundary Crossing Facilities (HKBCF)) projects would likely increase the traffic flow on NLH which in turn may have further implication on the environment of the Area. The potential development atop Siu Ho Wan depot has been studied under the EIA process and noise mitigation measures have been proposed in accordance with the EIA Ordinance.
- 8.2.3 Aircraft approaching and departing from HKIA is identified as one of the key existing noise sources which affects the Area. Although the Area falls outside the coverage of Noise Exposure Forecast (NEF) 25 contour under the HKIA three-runway system (3RS), the Area is in proximity to HKIA, which is a very busy airport operating 24 hours and aircraft noise due to overflight of approaching and departing aircraft is anticipated. The developer(s) in the Area should explore and review the use of acoustic insulation in form of well-gasketed window to enhance the indoor living environment. In addition, the Area is in proximity to

the helicopter holding area above Pak Mong and HKIA and helicopter flight paths, which might also contribute to noise environment.

#### Civil Aviation

- 8.2.4 Given its proximity to HKIA, the Area is subject to Airport Height Restriction (AHR). No part of any 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), any regulation or order made thereunder and any amending legislation.
- 8.2.5 A study with regard to feasibility of relaxing the existing AHR for the current two-runway system (2RS) operations is being conducted. The study results will be subject to verification of the new AHR for the future 3RS operations. Any AHR relaxation, if feasible, can take effect administratively by temporary exemption by Civil Aviation Department (CAD) after verification of the new AHR under 3RS operations pending legislative amendment under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301).
- 8.2.6 Besides, the western tip of the Area is beneath a helicopter holding area “H5” over Pak Mong, which is an essential helicopter holding point for GFS flight operations and emergency response flights. In addition, the Area is also within the vicinity of the NLH route, which is a 500 feet high (above mean sea level) flight corridor along the coastline of North Lantau between Pak Mong and the Toll Plaza of the Tsing Ma Bridge. The route is essential for GFS to conduct emergency response flights during bad weather times. A Forward Base (FB) is being established to relocate part of the emergency helicopter services. Prior to a fully established and commissioned FB is available, GFS will continue to use the route.
- 8.2.7 In addition to the helicopter noise arising from the operation of GFS helicopters in and out of HKIA via designated Silvermine Pass and Pak Mong Helicopter Holding Area will present an adverse impact on the Area, any development within the Pak Mong Holding Area will adversely affect GFS flight operations, particularly for emergency flights during bad weather times. Any future development or redevelopment within the Area should take into account this constraint.

#### Risk Hazard

- 8.2.8 The eastern part of the Area falls within the 1km Consultation Zone (CZ) of the Siu Ho Wan Water Treatment Works (SHWWTW). The SHWWTW is classified as Potentially Hazardous Installation (PHI) on account of the storage of liquefied chlorine in one tonne drums. For any proposed development in CZ of SHWWTW that will result in an increase in the number of persons living or working, the project

proponent should prepare and submit a Hazard Assessment (HA) to the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installations (CCPHI) to assess the potential risks associated with SHWWTW and obtain the approval from CCPHI. In addition, the Sham Shui Kok Chlorine Loading and Unloading Area (SSK CLUA) is located within CZ of SHWWTW. Relevant departments should be consulted if there is any development in the vicinity of SSK CLUA.

- 8.2.9 The high pressure gas pipeline and offtake and pigging station located to the southwest outside the Area are classified as Notifiable Gas Installations (NGIs) under the Gas Safety Ordinance (Cap. 51), and its construction and use are required to undergo an approval system. The southwestern part of the Area is within 200m of these NGIs. For any proposed development in the vicinity (i.e. within 200m) of these NGIs, the increase in population brought by the proposed development would be a concern and thus a risk/hazard assessment would be required from the project proponent to assess the potential risks associated with these NGIs.

#### Infrastructure

- 8.2.10 Fresh water supply to Siu Ho Wan area is provided by SHWWTW. The existing water supply system does not have the capacity to meet the demand of future developments on Lantau. The water supply system will need to be upgraded and extended, which may include expansion of SHWWTW, construction of new pumping stations and construction of new service reservoirs at the hillside, to keep pace with the new developments in North Lantau.
- 8.2.11 Any increase in population or number of visitors to the Area or further residential/commercial developments will require upgrade or new sewage collection and transfer system to be provided to keep pace with the increasing sewage arising from the new development areas. Moreover, the existing Siu Ho Wan Sewage Treatment Works (SHWSTW) does not have the capacity to meet the demand for sewage treatment from the new developments on Lantau in the medium and long terms. The sewage treatment works will need to be expanded and upgraded. The proposed expansion of SHWSTW to its immediate west will subject to further study.

#### Geotechnical

- 8.2.12 The southern and eastern portions of the Area are overlooked by steep natural terrain and meet the Alert Criteria for a Natural Terrain Hazard Study (NTHS). For future development in these areas, the developer(s) may be required to carry out a NTHS and provide suitable mitigation works, if found necessary, as part of the development. Some of the land is overlooked by registered man-made slopes and retaining walls. If these slope features would affect or be affected by any development and



redevelopment, geotechnical investigations and studies including the details of any permanent geotechnical works should be submitted to the Geotechnical Engineering Office (GEO) of the Civil and Engineering Development Department (CEDD) for checking in accordance with the principle laid down in the Environment, Transport and Works Bureau Technical Circular (Works) No. 29/2002.

- 8.2.13 The area within the Designated Area of North-Shore Lantau might be underlain by locally complex geological condition. Due attention should be paid to the potential problems associated with high rise buildings and other structures involving deep foundation. The requirements as stipulated in the Environment, Transport and Works Bureau Technical Circular (Works) No. 4/2004 should be followed for government projects and the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-134) should be followed for private projects.

#### Ecological Consideration

- 8.2.14 The southern periphery of the Area is adjoining to the Lantau North (Extension) Country Park, which is an integral part of the natural landscape comprising scrubland/shrubland with some existing trees scattered around. This area with high degree of naturalness should be protected against any impact from development. The Area also fronts on The Brothers Marine Park which was designated in 2016, with the aim to help better conserve the Chinese White Dolphins, their habitats and enhance the marine and fisheries resources therein.

#### Landscape Consideration

- 8.2.15 Major landscape feature in the vicinity is the Lantau North (Extension) Country Park which is a natural landscape of valuable landscape resources. The lowland slopes are vegetated scrubland/shrubland with some existing trees scattered around the area adjoining to the Lantau North (Extension) Country Park. Tree species observed within this area are native woodland species such as *Macaranga tanarius* 血桐, *Sterculia lanceolate* 假蘋婆, *Mallotus paniculatus* 白楸, *Dicranopteris pedata* 芒萁 and *Schefflera heptaphylla* 鵝掌柴. It would serve as a landscape buffer between the country park and built-up area to be preserved and conserved.

## **9. GENERAL PLANNING INTENTION**

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

## **10. URBAN DESIGN CONCEPT**

- 10.1 In general, the Area is mainly occupied by government land and the valley within the Area is predominantly occupied by low-rise GIC facilities, creating a visual relief space with an unobstructed view towards a natural mountain backdrop. Any development/redevelopment within this valley should respect the natural and rural characters of the surroundings, preserve the view towards the mountain backdrop and create a harmonious building height profile. Detailed building height restriction for the GIC facilities in the Area is specified in the adopted Siu Ho Wan Layout Plan No. L/I-SHW/1A.
- 10.2 Located amid Tai Ho Estuary and the low-rise GIC facilities in the Area, the Siu Ho Wan railway depot site, currently occupied by low-rise railway depot structures, provides an open view from NLH towards the sea and gives a transition from industrial/utilities uses to the natural and rural environment at Tai Ho. The relatively open area also facilitates penetration of prevailing winds within the Area. The proposed commercial/residential development atop the Siu Ho Wan depot would inevitably have an impact on the existing open view towards the sea and affect the transition between the Area and Tai Ho Estuary. To achieve a development that is compatible with the natural and rural character of the surroundings, preserve the visual character of the Area, any development/redevelopment on the depot site shall be planned and designed in a holistic manner to take into account, inter alia, preservation of view corridors and breezeways, integration with/transition to the waterfront and Tai Ho Estuary, the interface with the railway depot and adjacent GIC facilities, the gazetted Airport Height Restriction Plan (AHRP) and any potential amendments to the gazetted AHRP related to the Expansion of HKIA into a 3RS Project, etc. To this end, planning application in the form of layout plan for the development/redevelopment atop the depot site shall be required for approval by the Board to ensure an integrated and compatible layout for development.

## **11. LAND USE ZONINGS**

- 11.1 “Government, Institution or Community” (“G/IC”) : Total Area 15.54 ha
- 11.1.1 The planning intention of this zone is primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.
- 11.1.2 Most of the “G/IC” sites are to reflect the existing GIC uses, such as Siu Ho Wan Government Maintenance Depot, Siu Ho Wan Vehicle Pound/Vehicle Examination Centre and Weigh Station and Sham Shui Kok Chlorine Loading and Unloading Area. Sites are also reserved for other potential/proposed GIC uses including the service reservoirs to the east of the existing SHWWTW which are intended to serve TCNTE and

other planned developments in North Lantau. Sites are also reserved for unforeseen GIC uses.

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

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

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

11.2.2 This zone is intended primarily to provide land for railway depot with commercial and/or residential development above with the provision of public transport interchange, GIC facilities and other supporting facilities. This site is occupied by the MTR Siu Ho Wan Depot. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints as well as air ventilation and visual considerations.

11.2.3 To ensure that development or redevelopment would be developed and designed in an integrated manner, an applicant should submit a development or redevelopment proposal in the form of a layout plan with supporting documents, including environmental, drainage and sewerage, traffic and transport, air ventilation, visual and other relevant assessment reports, landscape and urban design proposal including connectivity proposals, as well as other materials as specified in the Notes of Plan for the approval of the Board. Adequate open space and GIC facilities shall be provided within the development to serve the future residents and the community.

11.2.4 Development and/or redevelopment in this “OU” site are subject to a maximum domestic GFA of 1,040,000 m<sup>2</sup> and a maximum non-domestic GFA of 30,000 m<sup>2</sup> for commercial use, which are demonstrated by an indicative scheme as part of the submission approved under the EIA Ordinance and justified by MTRCL’s supporting assessments. In addition, a public transport interchange, three 30-classroom schools, a total number of 24 kindergarten classrooms and a minimum of 4,000 m<sup>2</sup> GFA for social welfare facilities as required by the Government shall be provided within this “OU” site. A minimum of 75,600 m<sup>2</sup> open space will be provided to serve future residents. According to the indicative scheme submitted by MTRCL, the proposed development would provide a total of about 14,000 flats for a total population of about 37,800.

11.2.5 In determining the maximum GFA of the development and/or redevelopment in this “OU” site, the GFA for railway uses, public transport interchange, schools, GIC or social welfare facilities, as required by the Government, or covered walkway may be exempted from GFA calculation.

- 11.2.6 It is envisaged that the proposed development will comprise a podium accommodating the railway depot, public transport interchange, commercial/retail facilities and car parking facilities. Domestic towers will be provided above the landscape deck. The existing railway depot will be migrated by phases and a deck will be constructed on top of the depot to facilitate the commercial/residential development atop. The proposed commercial/residential development atop will also be implemented by phases to tie in with the migration work of the railway depot. The phased development should be self-contained and sustaining in provision of GIC facilities.
- 11.2.7 Since the site is in elongated configuration sitting along the foothill facing the seafront, a number of urban design measures as demonstrated in the indicative scheme in support of the EIA should be made reference for the future development on the site. These include:
- (a) provision of at least four 30m-wide major air/visual corridors that generally align in the north-south and east-west directions and at least six 15m-wide supplementary air/visual corridors that generally align in the northwest-southeast directions amongst the residential towers to facilitate sea breeze penetration and improve visual permeability;
  - (b) building disposition to enhance visual permeability, e.g. adoption of curvilinear layout for buildings along the southern site boundary;
  - (c) provision of stepped building height profile with building heights gradually reduced from northeast to the southwest nearer to Tai Ho Wan. According to an indicative development scheme prepared by MTRCL for the approved EIA, the building height of the residential towers ranges from 86mPD to 106mPD;
  - (d) submission of a connectivity proposal including but not limited to provision of all-weathered pedestrian walkway/linkage from different parts of the development within the site to the proposed railway station and commercial facilities, vertical connections at appropriate intervals between the podium deck and the waterfront, as well as the cycle track network and open space network to enhance both internal and external connectivity and walkability within the site and also to the adjacent waterfront and nearby TCNTE; and
  - (e) landscape planting on podium/deck and vertical greening on façades as well as viewing balcony at podium level should be provided. Planting along the edges and terraced design with greening should be applied to the podium for further visual relief of the long façade along both the North Lantau Highway and the waterfront. Further setback of depot from the waterfront with local recess in some parts at ground level should be explored to create

more space for cycle track, tree planting and aesthetically pleasing landscape design for public enjoyment and amenity.

- 11.2.8 The project proponent should examine design concepts and give due considerations to further alleviate the landscape and visual impact of the residential buildings and podium with a view to harmonizing with the landscape character of the surrounding area. Landscape and urban design proposals for the proposed development including but not limited to the features as mentioned in paragraph 11.2.7 above should be submitted for approval by the Board upon application under section 16 of the Ordinance. Future developments within this zone should follow Sustainable Building Design Guidelines to achieve higher building permeability and improve wind environment.
- 11.2.9 The building height for the developments within this zone is subject to the gazetted AHRP and any potential amendments to the gazetted AHRP related to the Expansion of HKIA into a 3RS 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 AHR, or any amendment thereto.
- 11.2.10 Aircraft noise due to overflight of approaching and departing aircraft from HKIA is anticipated for the proposed development. The developer(s) should explore and review the use of acoustic insulation in form of well-gasketed window to enhance the indoor living environment.
- 11.2.11 With the future 3RS operations in HKIA, a review of the existing AHR for the current 2RS operations is being conducted. Subject to verification of the new AHR, possible AHR relaxation can take effect administratively. As such, there is scope to further maximise the development potential of the site. To provide flexibility for maximizing development potential of the site upon relaxation of AHR and for innovative design adapted to the characteristics of the site and planning circumstances, relaxation of the GFA restriction may be considered by the Board through the planning application system. Each proposal will be considered on its individual planning merits.

“Water Treatment Works”

- 11.2.12 This zone is intended primarily for the provision of water treatment works serving the needs of the community.
- 11.2.13 The site includes the existing SHWWTW and a raw water booster pumping station to its northwest. The water treatment works treat water from Tai Lam Chung Reservoir and Shek Pik Reservoir before

supplying to Tung Chung, Discovery Bay, HKIA, Siu Ho Wan, Penny's Bay and other settlements in North Lantau.

- 11.2.14 The water treatment works are classified as PHI, any developments near the site shall comply with the recommendations contained in the CCPHI Report. Furthermore, any development proposal resulting in an increase in residential or working population within the Consultation Zone is subject to the approval of CCPHI.

“Sewage Treatment Works”

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

“Organic Resources Recovery Centre”

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

“Refuse Transfer Station”

- 11.2.18 This zone is intended primarily to designate land for refuse transfer station. This zone is occupied by the North Lantau Refuse Transfer Station. It receives solid waste collected from HKIA, TCNT, Kwai Chung, and Tsuen Wan as well as additional solid waste from the HKIA wastewater treatment plant. The consolidated waste will eventually be transferred by barges to the West New Territories Landfill for disposal.

“Columbarium”

- 11.2.19 This zone is intended primarily to designate land for columbarium use and garden of remembrance. It is located at the western side of Sham Shui Kok Drive near NLH and the proposed Road P1.
- 11.2.20 The site can provide about 26,000 niches and a garden of remembrance. In view of its vicinity to CZ of SHWWTW, the project proponent should prepare and submit a HA to CCPHI to assess the potential risks associated with SHWWTW and obtain the approval from CCPHI.



“Pumping Station and Associated Facilities”

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

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

11.3.1 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.

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

**12. COMMUNICATIONS**

12.1 The existing NLH, a dual-three-lane highway, is the major strategic road link connecting HKIA and TCNT with other parts of the territory. Siu Ho Wan railway depot is accessible through a slip road branching off NLH. Cheung Tung Road, which is primarily a single two-way utility service road runs along the southern side of NLH and provides access and maintenance convenience for the government uses and utility installations along the highway corridor as well as access to the Discovery Bay Tunnel Link. An underpass is built under NLH to connect the North Lantau Refuse Transfer Station and a site proposed for columbarium development to Cheung Tung Road.

12.2 TM-CLKL is a strategic road link connecting HKBCF of HZMB with other parts of the territory. The Southern Connection of TM-CLKL will connect with the existing NLH at Tai Ho/Siu Ho Wan. The proposed Tai Ho Interchange to the west of the Area is a grade-separated interchange serving as the major access point for vehicles from NLH to the Area. A slip road linking Cheung Tung Road and the Tai Ho Interchange is proposed under the TCNTE project.

12.3 The proposed Road P1 (Tung Chung to Tai Ho Section) is a primary distributor with dual-two-lane carriageway parallel to NLH providing another access to developments in Siu Ho Wan, Tai Ho and Tung Chung. It also serves to re-route traffic in the event of accidents on NLH. The road alignment and implementation of Road P1 (Tung Chung to Tai Ho Section) are subject to review in the detailed design stage of TCNTE. Further extension of the proposed Road P1 between Siu Ho Wan and Sunny Bay is subject to further studies.

- 12.4 Discovery Bay Tunnel Link is restricted to public buses, private buses, private light buses, goods vehicles, Urban and Lantau taxi, other specific vehicles and emergency vehicles under the Discovery Bay Tunnel Link Ordinance (Chapter 520) [Notice under section 23] gazetted on 26 October 2014.
- 12.5 The Airport Express (AE) and TCL run from east to west within the transport corridor on the northern shore of Lantau and pass through the Area. Two types of services are provided, AE runs between AsiaWorld-Expo Station and Hong Kong Station, and TCL runs between Tung Chung Station and Hong Kong Station through the urban area providing commuter service to developments in North Lantau.
- 12.6 Currently, the available public transport to the Area is by Lantau taxis, urban taxis or by the franchised bus service No. 36, which provides several departures daily each way (with additional services on Sunday and public holidays) between Siu Ho Wan and TCNT.

### **13. UTILITY SERVICES**

#### **13.1 Water Supply**

Fresh water supply to Siu Ho Wan area is provided by SHWWTW, currently via the pumping water main leading to Tung Chung fresh water service reservoir. Temporary mains water (i.e. fresh water) is being provided for flushing. The existing water supply system at Siu Ho Wan does not have the capacity to meet the demand of future developments in the Area. The water supply system will need to be upgraded and extended, which may include expansion of SHWWTW, construction of new pumping stations and construction of new service reservoirs at the hillside, to cater for additional demand from TCNTE and other planned developments in North Lantau.

#### **13.2 Sewerage**

The sewage collection and transfer system in Siu Ho Wan are being implemented in phases to keep pace with the new development areas. In the first phase, sewage arising from HKIA, Tung Chung and Penny's Bay is conveyed to SHWSTW via rising mains in the utility reserve. New sewerage systems will need to be provided to collect and transfer sewage to SHWSTW from the new development areas, including, TCNTE and Siu Ho Wan depot redevelopment, etc. The sewage treatment works will need to be expanded and upgraded. The proposed expansion of SHWSTW to its immediate west will be subject to further study.

#### **13.3 Drainage**

A drainage system has been devised for the Area that conveys the runoff from the upland steep basins to the seaward outfall points. It also collects stormwater drained from the reclamation area. The major components of the drainage system include an open channel and receptor running along the edge of the

existing coastline to gather water from the major streams. Box culverts across the Area are constructed to direct stormwater into the sea. Secondary pipe culverts will also be built along Road P1.

#### 13.4 Electricity

The entire North Lantau Development is served primarily by a 132kV electricity network. The network is afforded by three submarine cables with landfall at Sham Shui Kok. At Sham Shui Kok Electricity Station to the east of the Area, the transmission voltage is stepped down to 11kV distribution level. Both 132kV and 11kV cables are routed via Cheung Tung Road to other primary substations and individual developments respectively.

#### 13.5 Gas

Town gas is supplied via the submarine gas pipeline to Ta Pang Po. There are several existing underground town gas transmission pipes located within the Area (running along and across NLH). Should any excavation works be required, prior liaison/coordination with the Hong Kong and China Gas Company Limited in respect of the exact location of existing or planned gas pipes routes/gas installations in the vicinity of the proposed work area and the minimum set back distance away from the gas pipelines is required. Reference should also be made to the Electrical and Mechanical Services Department's "Code of Practice on Avoiding Danger from Gas Pipes".

#### 13.6 Telecommunications

There is a new fibre optic cable telephone system with a telephone exchange at Tung Chung which also serves the Area.

### 14. CULTURAL HERITAGE

There are no declared monuments, graded buildings or recorded site of archaeological interest within the Area.

### 15. IMPLEMENTATION

15.1 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 (LandsD) and the various licensing authorities.

- 15.2 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. Disposal of sites is undertaken by LandsD. Land formation and the provision of infrastructure will be co-ordinated by CEDD in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. 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, if any, together with the supporting facilities will be built by the Housing Authority or other relevant agents.
- 15.3 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 layout plans, and the guidelines published by the Board. The layout plans will be available for public inspection at PlanD. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of PlanD. 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 and the Technical Services Division of PlanD. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

**TOWN PLANNING BOARD**  
**\_\_\_\_\_ MARCH 20198**