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Vision, Mission and Values

Vision

We plan to make Hong Kong an international city of world prominence

Mission

We make Hong Kong a better place to live and work in

To achieve our mission, we seek to promote, working in partnership with our community, sustainable development to achieve a vibrant economy, a quality environment and social progress both now and in the future.

We are committed to :

- a. formulating sustainable development strategies and plans
- b. guiding the use and development of land
- c. facilitating suitable development and redevelopment
- d. encouraging community involvement and support

Values

Proactive and Facilitating

taking the initiative to facilitate the implementation of suitable development and redevelopment projects

Open and Accountable

encouraging the community to be involved in the planning process and being accountable to the community

Professional and Visionary

acting creatively to find immediate and long-term solutions as we do our work competently, ethically, objectively and fairly for the people we serve

Effective and Efficient

providing planning systems and frameworks that are user friendly and enable development that will benefit the community to proceed expeditiously

Director's Message

This is the first time I write this message in my role as the Director of Planning. The year 2010 was a hectic and challenging year for the Department. Building on the initiatives that the Department has committed, we have made further progress in a number of areas, namely, improving the quality of the living environment, undertaking strategic planning matters, strengthening coordination in regional development and engaging the community.

To improve the quality of the living environment, we have continued our effort in the review of development intensity and building height together with the incorporation of other development parameters in appropriate land use zones on the statutory plans. Due considerations are made to air ventilation assessment, visual impact and urban design criteria in the review process. In 2010, we have completed the review of 13 statutory plans which amounts to a total of 27 statutory plans since 2007. We aim to complete the review exercise in the next few years.

To better utilise our land resources for the benefit of the community at large, we have sought the Town Planning Board's endorsement in principle on the recommendations of the 2009 Area Assessment of Industrial Land as a broad basis for rezoning under-utilised industrial land to residential, business and other uses.

Countryside conservation also forms part of our effort to safeguard the quality of our living environment. In July 2010 we have published 5 draft Development Permission Area



(DPA) Plans covering the land that would be released from the Closed Area in the northernmost part of the New Territories. They were to conserve the rural character of the areas, provide land for village development, strengthen nature conservation, promote recreation and cultural tourism as well as facilitate appropriate development along major cross-boundary transport corridors.

In response to the public concern on the protection of Country Park enclaves, we also published 4 DPA plans for some of the enclaves such as the Tai Long Sai Wan so as to provide interim statutory planning control to safeguard the natural and landscape character of the areas in 2010. Work on the preparation of DPA plans to include further enclaves under statutory planning control will continue in the coming years.

To protect the rural New Territories, we have also stepped up enforcement action against unauthorized developments (UDs) particularly in areas with high ecological and

Director's Message

conservation value. Apart from issuing statutory notices requiring the discontinuation of the UD's, reinstatement notices were issued with a view to restoring the green amenity of the affected areas.

In terms of strategic planning, we have conducted the second stage public engagement on the North East New Territories New Development Areas Study in 2010. Taking into account the views received, action is in hand in the preparation of the recommended outline development plan with a view to conducting the third stage public engagement in 2011. We have also started the Stage 1 community engagement for the Hung Shui Kiu New Development Area Planning and Engineering Study in order to collect public views on the study scope and key issues that need to be taken into account in the Study to be commenced in 2011. These New Development Areas were identified in the Hong Kong 2030 Study to meet our long-term housing and development needs.

The past decade has witnessed a rapid growth in interaction between Hong Kong and the Mainland. We have completed and published the results of the 6th Cross-boundary Travel Survey Report in September 2010. Together with the previous 5 surveys, this series of surveys has provided very useful inputs to our transport model and information on the changing characteristics of cross-boundary trips

and socio-economic profiles of trip-makers in the past ten years.

At the regional perspective, the joint planning and engineering study between Hong Kong and Shenzhen Governments on the Lok Ma Chau Loop reached the Stage 1 Public Engagement, which was conducted concurrently in Hong Kong and Shenzhen in late 2010. As a follow-up to the Greater Pearl River Delta Region Study completed in 2009, we again joined with the planning authorities of Guangdong and Macao to carry out a study with a view to promoting and enhancing the liveability of the Pearl River Bay Area.

We have continued to engage the community in a wide spectrum of planning matters, ranging from local area studies and proposals to strategic developments. Apart from public forum, briefings, consultation meetings and roving exhibitions which we usually organize in our engagement exercises, we have launched a pilot Public Participation Geographic Information System (PPGIS) for the Lau Fau Shan Area Improvement Study by presenting the planning concepts/proposals onto satellite images in a dynamic and interactive mode to facilitate visualization and understanding of the proposals on the internet. This pilot PPGIS scheme is our new e-engagement initiative of providing planning information on the internet to the general public.

Director's Message

To provide a quality venue to meeting the public, the entire Annex to the Low Block of City Hall in Central is being converted to a permanent Planning and Infrastructure Exhibition Gallery. The works is in good progress and is expected to be completed in mid-2012. To maintain our present service, we have moved to an Interim Gallery on the ground floor of the Murray Road Multi-storey Carpark Building.

Looking ahead, there would no doubt be full of challenges. Nevertheless, I am proud to have the unfailing support of highly professional and dedicated staff to assist me in delivering timely and quality services to the community. With their continued support, I am sure the Department would be able to meet the challenges that lie ahead.

Jimmy C F LEUNG, JP
Director of Planning

Events in Brief

2010

January to December

- ▶ Review of Outline Zoning Plans to impose building height restrictions and to improve general living environment
- ▶ Publication of the Draft Tai Long Sai Wan DPA Plan and Three Other DPAs to bring the Country Park Enclaves under land use control

March

- ▶ Study on the Enhancement of the Lau Fau Shan Rural Township and Surrounding Areas – Stage 2 Community Engagement

April

- ▶ Hong Kong Island East Harbour-front Study - Stage 2 Public Engagement
- ▶ Study on Action Plan for the Bay Area of the Pearl River Estuary

July

- ▶ Publication of the Five Draft Development Permission Area (DPA) Plans for the Closed Area

August

- ▶ Amendments to Hong Kong Planning Standards and Guidelines (HKPSG) on Conservation

September

- ▶ Cross-boundary Travel Survey 2009
- ▶ Survey on Business Establishments in Kowloon East
- ▶ Public Consultation on Notional Redevelopment Scheme for West Wing of Central Government Offices
- ▶ 2009 Area Assessments of Industrial Land in the Territory

November

- ▶ Stage 1 Public Engagement for the Planning and Engineering Study on Development of Lok Ma Chau Loop – Investigation
- ▶ Stage 1 Community Engagement for the Hung Shui Kiu New Development Area Planning and Engineering Study
- ▶ New Urban Renewal Strategy and setting up of the First Pilot District Urban Renewal Forum
- ▶ Awards received

2010

January to December

Review of Outline Zoning Plans (OZP) to Impose Building Height Restrictions and to Improve General Living Environment

Work on review of the OZPs started in 2007 for 58 OZPs that do not contain comprehensive development restrictions in regulating the height profile of our built environment and improving the townscape of the city. Priority in the review has been given to areas of special setting and character such as areas around Victoria Harbour and within view corridors to important ridgelines, potential land sale sites and areas subject to high development or redevelopment pressure. In 2010, 13 OZPs have been reviewed to incorporate building height and other development restrictions in appropriate land use zones, which amounts to a total of 27 OZPs and part of 3 OZPs since 2007. The review of OZPs will continue in the coming years.



Photomontage showing Building Developments
under Building Height Restrictions in Cheung Sha Wan

Events in Brief

March

Study on the Enhancement of the Lau Fau Shan Rural Township and Surrounding Areas – Stage 2 Community Engagement

The Stage 2 Community Engagement for the Study took place from March to May 2010 to seek the public views on the proposed planning framework and conceptual schemes. Taking into account the views/comments collected from the public and the stakeholders, we would proceed to the final reporting stage to further develop and finalize the enhancement proposals. Preliminary technical assessments would be undertaken to ascertain the feasibility of the proposals and the implementation arrangements would also be proposed. The recommended planning framework and improvement schemes would be promulgated after the completion of the Study.



Community Engagement Forum

April

Hong Kong Island East Harbour-front Study - Stage 2 Public Engagement

The Stage 2 Public Engagement Programme of the Study was held in April to June 2010 to solicit public views on the initial options of enhancement proposals with a view to assessing the general acceptability of the proposals, evaluating the pros and cons of each option and identifying alternative enhancement proposals, if any. Major activities included an engagement workshop, a questionnaire survey, two roving exhibitions, and briefings to statutory and advisory bodies and local residents. The views collected in the Stage 2 Public Engagement would serve as inputs for preparing the preferred option of enhancement proposals. The public would be engaged at the Stage 3 Public Engagement on the preferred option to be undertaken in the first half of 2011.



Roving Exhibition

Study on Action Plan for the Bay Area of the Pearl River Estuary



Public Consultation Forum

The Study was jointly commissioned by the Hong Kong, Guangdong and Macao Governments to promote the liveability of the Bay Area and optimize the living environment for the people of the three places. The study is expected to be completed in 2011.

Events in Brief

July

Publication of Five Draft Development Permission Area (DPA) Plans for the Closed Area

Based on the recommendations made in the Study on the Land Use Planning for the Closed Area, five draft DPA Plans covering the closed area in the northernmost part of the New Territories including Ma Tso Lung & Hoo Hok Wai, Man Kam To, Ta Kwu Ling North, Lin Ma Hang and Sha Tau Kok were gazetted in July 2010. The DPA Plans provided an interim statutory planning framework to conserve the rural character of the areas, provide land for village development, strengthen nature conservation, promote recreation tourism, retain good agricultural land for agricultural purposes and facilitate cross-boundary infrastructural development. The draft DPA Plans will be replaced by OZPs within three years.



Closed Area

August

Amendments to Hong Kong Planning Standards and Guidelines (HKPSG) on Conservation

The revision to the planning standards and guidelines on conservation under Chapter 10 of HKPSG was promulgated in August 2010. The revision was to update information on the current conservation policies and practices.



Hong Kong National Geopark



Former North Kowloon Magistracy revitalized as Savannah College of Arts and Design

Events in Brief

August

Publication of the Draft Tai Long Sai Wan DPA Plan and Three Other DPA Plans to bring the Country Park Enclaves under land use control

The illegal excavation and vegetation clearance in Tai Long Sai Wan, Sai Kung had aroused public attention and called for the need to put these enclaves, which were excluded from the boundary of Country Parks, under statutory planning control. In this regard, the draft Tai Long Sai Wan DPA Plan was gazetted in August 2010 to provide an interim statutory planning control to safeguard the natural and landscape character of the area. Pending detailed analysis and studies to establish the appropriate land use zones, the entire area covered by the DPA Plan was designated "Unspecified Use". The DPA Plan will be replaced by OZP within three years. Moreover, three other DPA plans covering Pak Lap, So Lo Pun and Hoi Ha were gazetted in September 2010. Work on preparation of further DPA plans to put the enclaves under statutory planning control will continue in the coming years.

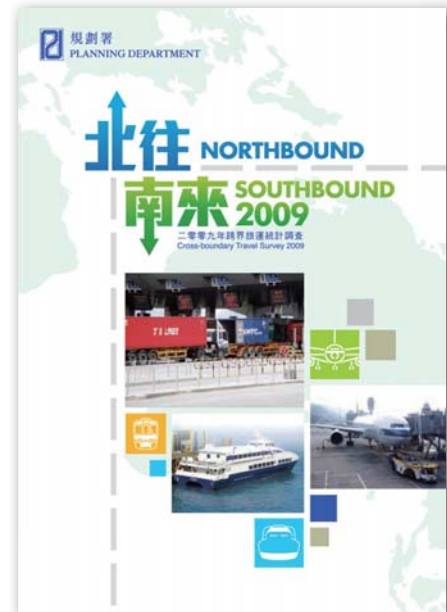


Tai Long Sai Wan

September

Cross-boundary Travel Survey 2009

Cross-boundary travel surveys have been conducted by the Planning Department once around every two years since 1999 to collect up-to-date statistical information about the characteristics of cross-boundary trips (consisting of both passenger trips and vehicle trips) as well as the socio-economic profiles of the trip-makers. Results of the survey conducted at the end of 2009 were released in September 2010.



Cross-boundary Travel Survey 2009

Survey on Business Establishments in Kowloon East



Buildings in Kowloon Bay

The Study, commenced in late September 2010, is scheduled for completion in the second quarter of 2011. It aims to collect and analyze the profile of the business establishments in different types of premises in Kwun Tong and Kowloon Bay, and their history and aspirations regarding choices of premises and business location. Information collected will provide useful input to the planning of office land supply.

Events in Brief

September

Public Consultation on Notional Redevelopment Scheme for West Wing of Central Government Offices (CGO)

The CGO is one of the projects under the 'Conserving Central' initiative announced in the 2009-10 Policy Address. A public consultation exercise on a notional scheme to redevelop the West Wing of CGO into a public open space and commercial development was jointly undertaken by Development Bureau and Planning Department from September to December 2010. Major activities included organizing public exhibitions and briefing sessions to stakeholders and relevant professional institutes and attending interviews by television and radio programmes. Public hearing and forum were also organized by the Legislative Council Panel on Development and Central and Western District Council respectively. Views received are being consolidated for refining the proposed scheme.



Public exhibition at IFC Mall in Central

2009 Area Assessments of Industrial Land in the Territory

The 2009 Area Assessments was the third comprehensive assessment of industrial land in the territory undertaken by Planning Department, aiming to find out how the floor space of existing industrial buildings in the "Industrial" ("I") and "Other Specified Uses" annotated "Business" ("OU(B)") zones is being utilised and to review the land reserved for these two zones. A full survey of more than 37 000 industrial units in the "I" zones and a sample survey of about 34 000 out of 57 500 industrial units in the "OU(B)" zones were undertaken. Based on the findings, the Assessments recommended rezoning of about 59.7ha of industrial land. The Town Planning Board in September 2010 endorsed in principle the recommendations of the Assessments as a basis for rezoning of industrial land to other uses.



Survey of Industrial Units

November

Stage 1 Public Engagement for the Planning and Engineering Study on Development of Lok Ma Chau Loop – Investigation

The Stage 1 Public Engagement of the Study was conducted concurrently in Hong Kong and Shenzhen between November 2010 and January 2011 to solicit public views on the Preliminary Outline Development Plan (PODP) of the Loop and the development proposals of the adjacent areas in both cities. Major activities included public forum, consultation meetings and roving exhibitions. Views received would be consolidated for refining the PODP and the development proposals of the adjacent areas. The Study is scheduled for completion in 2012.



Public Forum

Stage 1 Community Engagement for the Hung Shui Kiu New Development Area (HSK NDA) Planning and Engineering Study

Preparatory works for the commencement of the Study has been undertaken by Planning Department and Civil Engineering and Development Department in the third quarter of 2010. In order to collect public views on the study scope and key issues including the vision, strategic role/function and planning principles of the HSK NDA as early as possible, the Stage 1 Community Engagement was launched in November 2010 in advance of the Study. A pamphlet has been distributed to arouse community discussions on these key issues. During November to December 2010, six briefings/presentations were given to boards and committees. Upon commencement of the Study, a public forum would also be held to gauge views from the wider community.



Pamphlet of the Stage 1 Community Engagement

Events in Brief

November

New Urban Renewal Strategy (URS) and setting up of the First Pilot District Urban Renewal Forum

The URS review led by the Development Bureau is scheduled for completion in the first quarter of 2011. The Policy Address 2010-11, delivered by the Chief Executive in October 2010, featured the URS as a major Government policy initiative. As one of the emphases of the new URS, the setting up of the first pilot District Urban Renewal Forum (DURF) in Kowloon City has also been promulgated. Planning Department will provide professional planning support and secretariat service to DURF. Preparatory work for the setting up and operation of DURF is in hand.



Draft Urban Renewal Strategy

Awards received

Two projects submitted by Planning Department obtained the Hong Kong Institute of Planners (HKIP) Awards 2010. The Study on "Land Use Planning for the Closed Area" by Studies and Research Section obtained the Silver Award while the "3D Engine for Planning Simulation and Options Generation" by Information Systems and Land Supply Section obtained the Certificate of Merit.

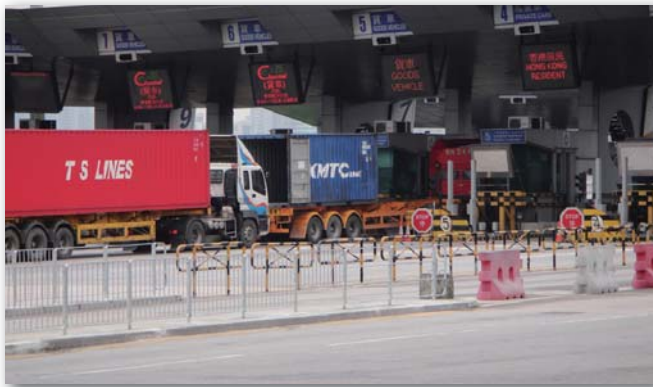


Silver Award Received



Certificate of Merit Received

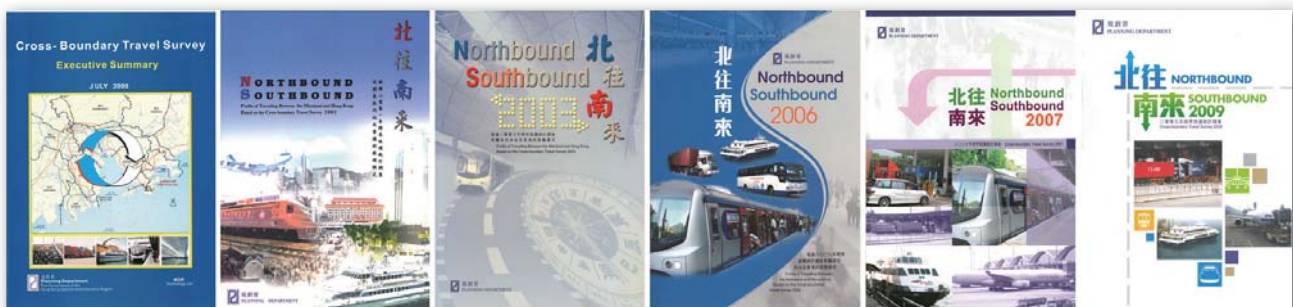
Cross-boundary Travel Survey - A Trend of the Decade



Introduction

The Planning Department has been conducting cross-boundary travel surveys (CBTS) since 1999 to collect information on the characteristics of cross-boundary passengers and drivers. Such surveys were conducted in the subsequent years in 2001, 2003, 2006, 2007 and 2009. The 2009 CBTS was carried out at 11 immigration control points. A total of 55 300 passengers and 15 800 drivers were interviewed during the two-week survey period from 3 to 16 November 2009 to provide information about their cross-boundary trips and their socio-economic characteristics. The information is used for updating inputs to the government planning work relating to cross-boundary travel.

The key results of the cross-boundary surveys and other relevant statistics will be presented in the ensuing paragraphs.

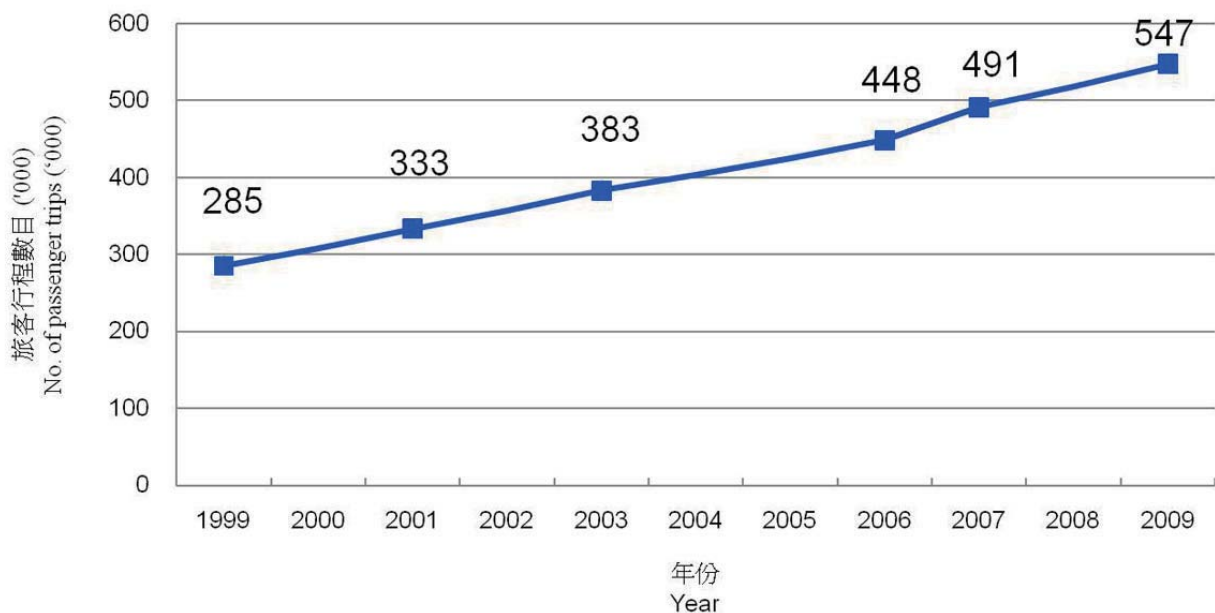


Cross-boundary Travel Survey reports published by the Planning Department

Cross-boundary Passenger Trips



The results of the CBTS in 1999 and 2009 show that the average daily number of passenger trips between the Mainland (ML) and Hong Kong (HK) almost doubled from 284 600 to 546 800, increasing at an average rate of about 7% per annum. This reflects the increasing social ties and broadening economic interaction between the ML and HK during the decade.



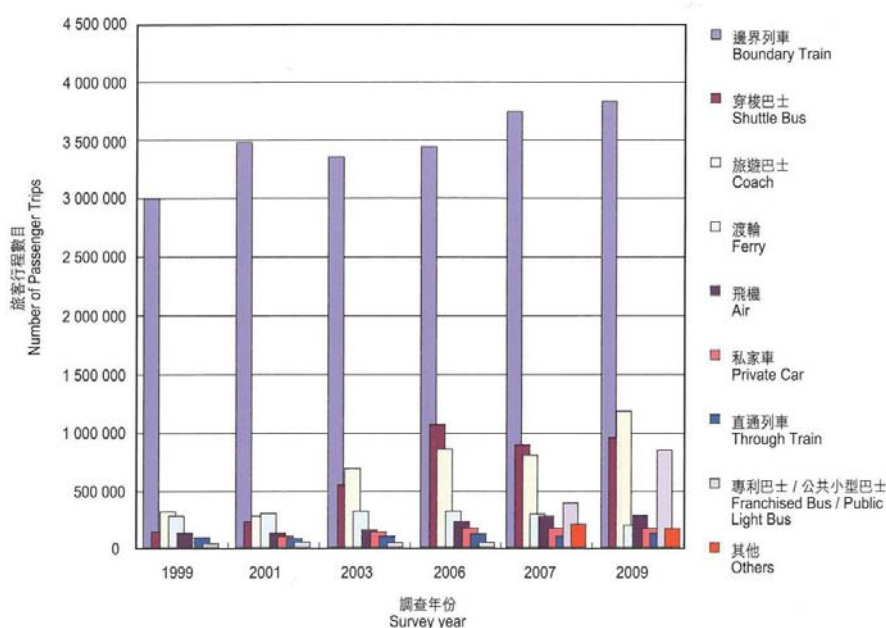
Average daily cross-boundary passenger trips increasing at an average rate of about 7% per annum between 1999 and 2009

Boundary Control Points used by Cross-boundary Passengers

With the Lok Ma Chau Spur Line (LMCSL) and Shenzhen Bay Port (SBP) boundary control points (BCPs) coming into operation in mid-2007; their patronage increased significantly. The proportion of cross-boundary passenger trips via LMCSL BCP increased from 7% of the total in 2007 to 13% in 2009 and those of SBP BCP from 5% in 2007 to 10% in 2009. In comparison, the share of Lo Wu BCP decreased from 51% in 2007 to 43% in 2009 and those of Lok Ma Chau (LMC) BCP from 23% in 2007 to 22% in 2009. It is expected that the shares of LMCSL and SBP would continue to increase.

Transport Modes

The majority of cross-boundary passenger trips were made by land transport modes. In 2003, land transport modes carried 91% of all trips and increased to 94% in 2009. However, trips by rail reduced from about 65% of all modes in 2003 to 52% in 2009. Trips by ferry decreased both in number and share: the average daily ferry passenger trips reduced from 23 300 or 6% of all trips in 2003, to 13 400 or 2% of all trips in 2009. The proportion of trips by air remained at about 3% of all trips between 2003 and 2009.



A high proportion of cross-boundary passengers travelled by rail

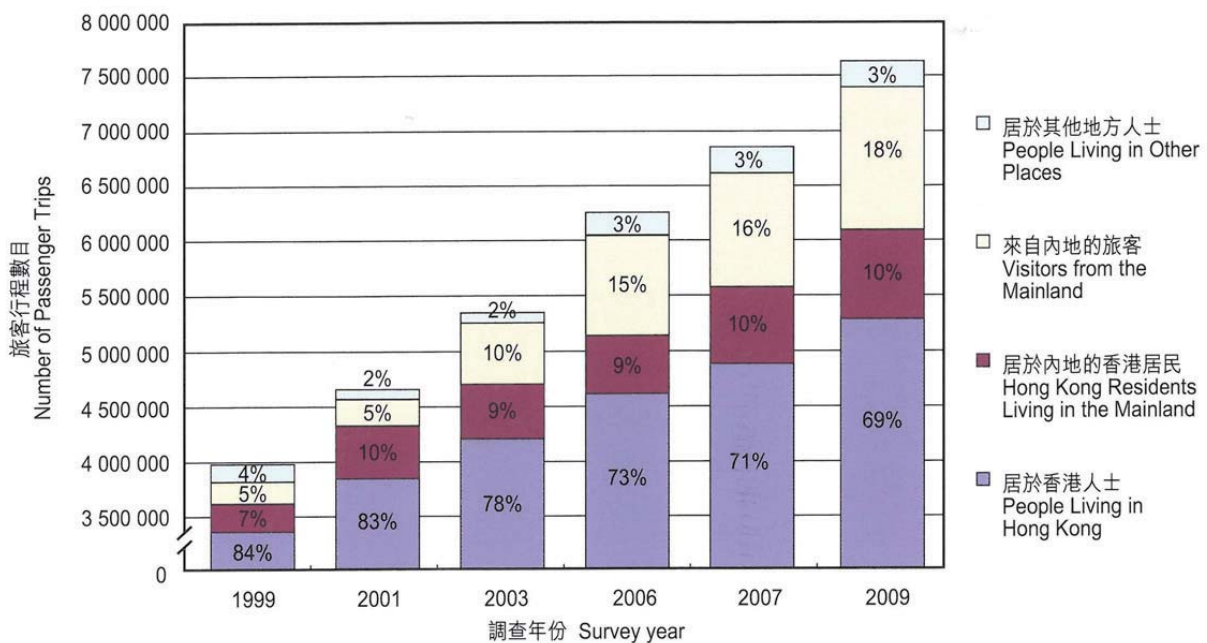
Cross-boundary Passenger Groups

For the analysis of travel characteristics of cross-boundary passengers in the CBTS, the passengers were divided into four groups based on their usual place of residence as follows :

- People living in HK;
- HK Residents living in the ML;
- Visitors from the ML; and
- People living in other places



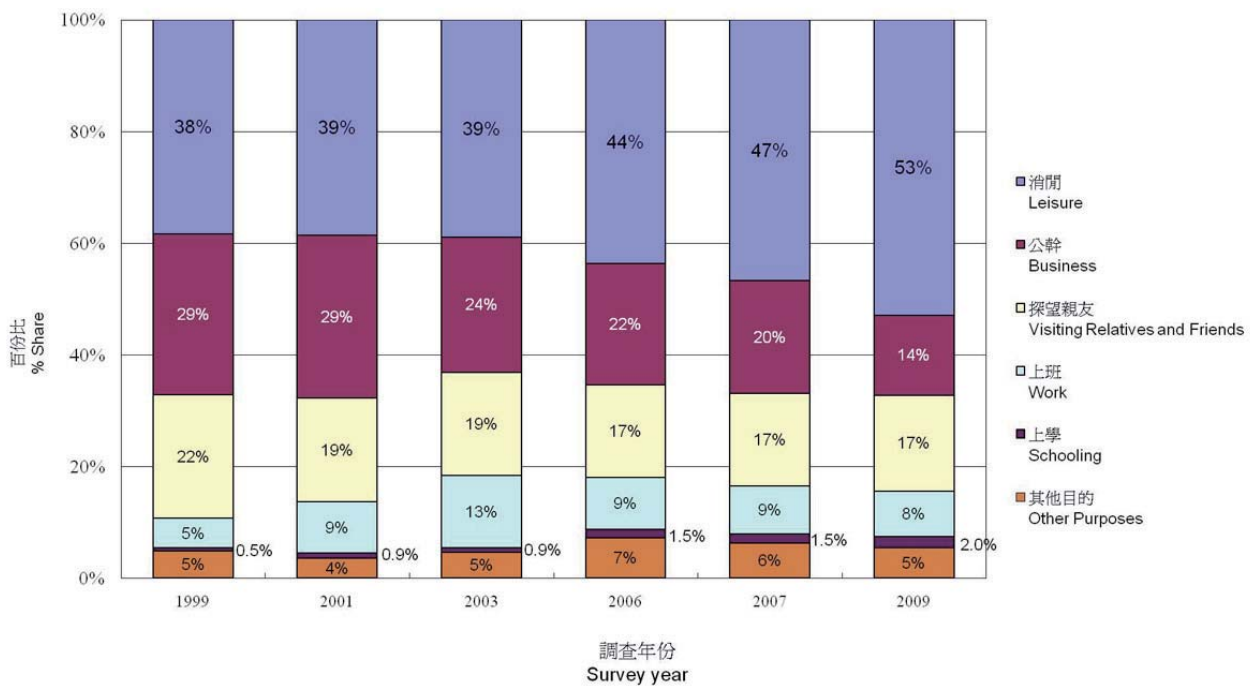
The following chart illustrates the changes in proportions of the four groups of passengers observed in the six CBTSs. "People living in HK" remained as the largest group, constituting 69% of all passengers in the CBTS 2009 but decreasing over the last decade from the highest proportion of 84% in 1999. "Visitors from the ML" shows an increasing trend, changing from 5% in 1999 to 18% in 2009, and has become the second largest group since 2003. This increasing trend was engendered by the implementation of the Individual Visitor Scheme (IVS) for ML visitors in 2003. The proportions of "HK Residents living in the ML" and "People living in other places" remained fairly stable between 1999 and 2009 at around 10% and 3% respectively.



"People living in HK" is the main group of cross-boundary passengers

Trip Purposes

The main trip purposes of the cross-boundary passengers observed in the CBTBs are shown in the following chart. The number of leisure trips increased gradually between 1999 and 2009, and over half of the cross-boundary passengers in 2009 made their trips for leisure. The proportion of trips for visiting relatives and friends remained fairly stable at 17-19% between 2003 and 2009. Business and work trips displayed a declining trend in last few years. This could be related to the worldwide economic downturn and the relocation of industries away from the Pearl River Delta Region. The number of schooling trips was increasing but only constituted a small percentage of the total number of trips.

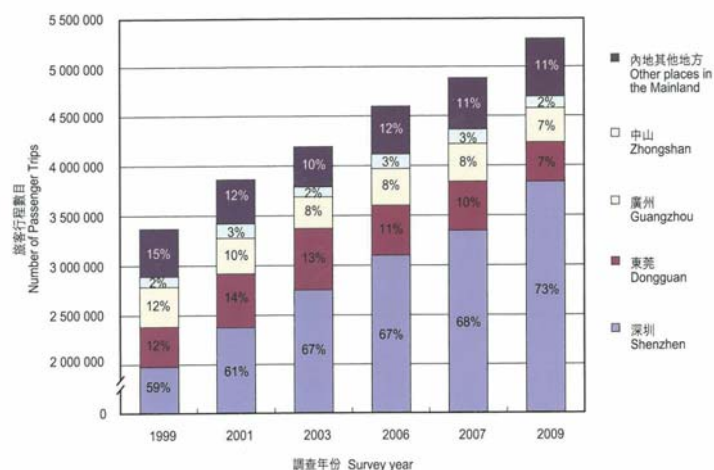


More than half of the cross-boundary passenger trips were made in 2009 for leisure purposes

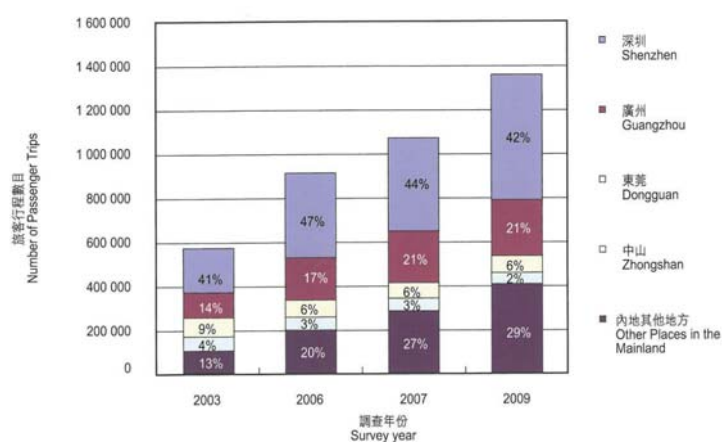
Trip Origins and Destinations

The following charts displays the most popular origins or destinations of trips made by the two largest groups of cross-boundary passengers: "People living in HK" and "Visitors from the ML". Shenzhen and Dongguan were most visited places for the people in HK probably because of their proximity to HK, while the population size and proximity may be the main factors for most of the ML visitors to come from Shenzhen or Guangzhou.

Number of Passenger Trips made by People Living in Hong Kong
by Trip Ends in the Mainland



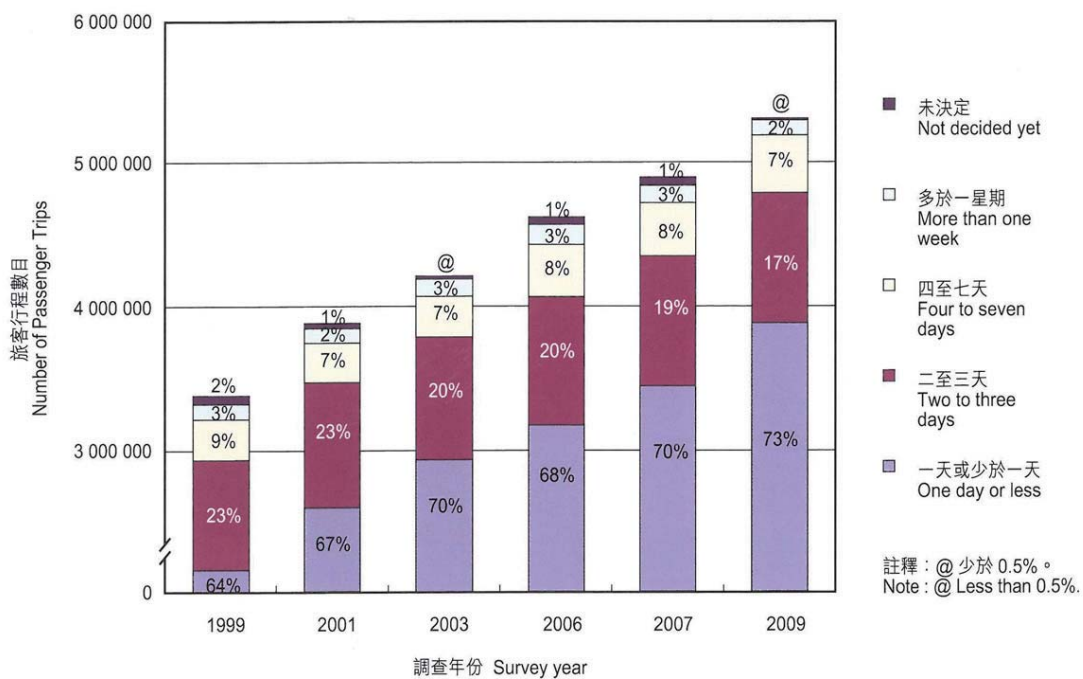
Number of Passenger Trips made by Visitors from the Mainland
by Trip Ends in the Mainland



Shenzhen was the most popular place of origins/destinations
of cross-boundary passengers

Duration of Stay

The chart below shows that people living in HK tended to reduce their duration of stay in the ML and almost three-quarters of the passengers in 2009 stayed one day or less in the ML.

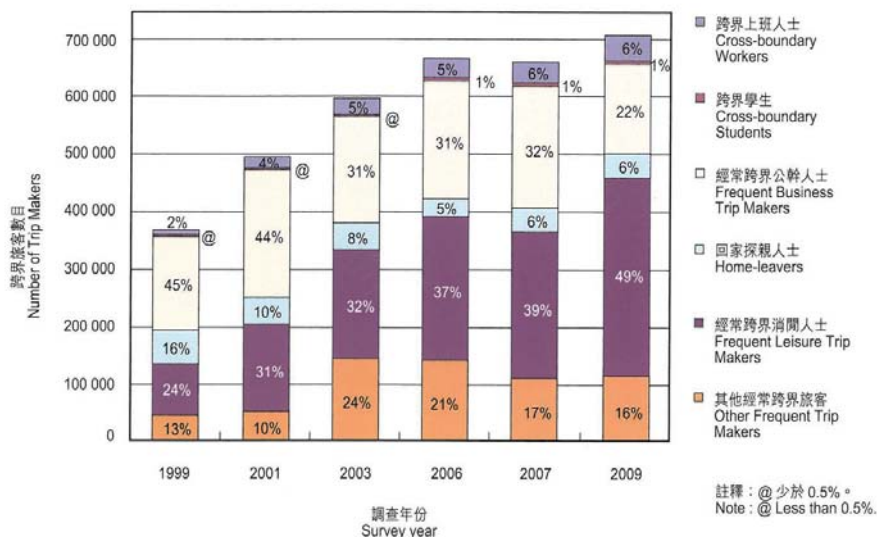


Most cross-boundary passengers completed their journey in one day

Since the implementation of the IVS, short-stay visitors from the ML increased significantly both in terms of number and proportion. In the 2003 survey, 45% of the ML visitors (17 700 persons in daily average) claimed that they would only stay one day or less in HK but this proportion increased to 55% (53 100 persons) in 2009. For the visitors from SZ, 64% of them (9 700 persons) stayed one day or less in 2003 but this proportion increased to 81% (31 400 persons) in 2009. This suggests that it might be more common for ML residents, in particular those living in SZ, to come to HK for short visits. The number of ML visitors who would stay more than one day in HK increased from 21 500 in 2003 to 36 100 in 2007, and further to 44 200 in 2009. However, such figures represent a decrease in proportion from 55% in 2003 to 45% in 2009 in terms of total number of visitors.

Frequent trip-makers

Frequent trip-makers are those who usually travelled at least once a week between HK and the ML. The CBTS 2009 found that there were 708 800 frequent trip-makers and an increase of 7% when compared with the 2007 survey. The following chart shows the types of frequent trip-makers and their number found in the CBTSs. The frequent trip-makers increased steadily from 1999 to 2006 then dropped slightly in 2007 but the increasing trend was found to resume in 2009. Their most common trip purposes were for leisure and business.



About half of the frequent trip-makers made their trips in 2009 for leisure purposes

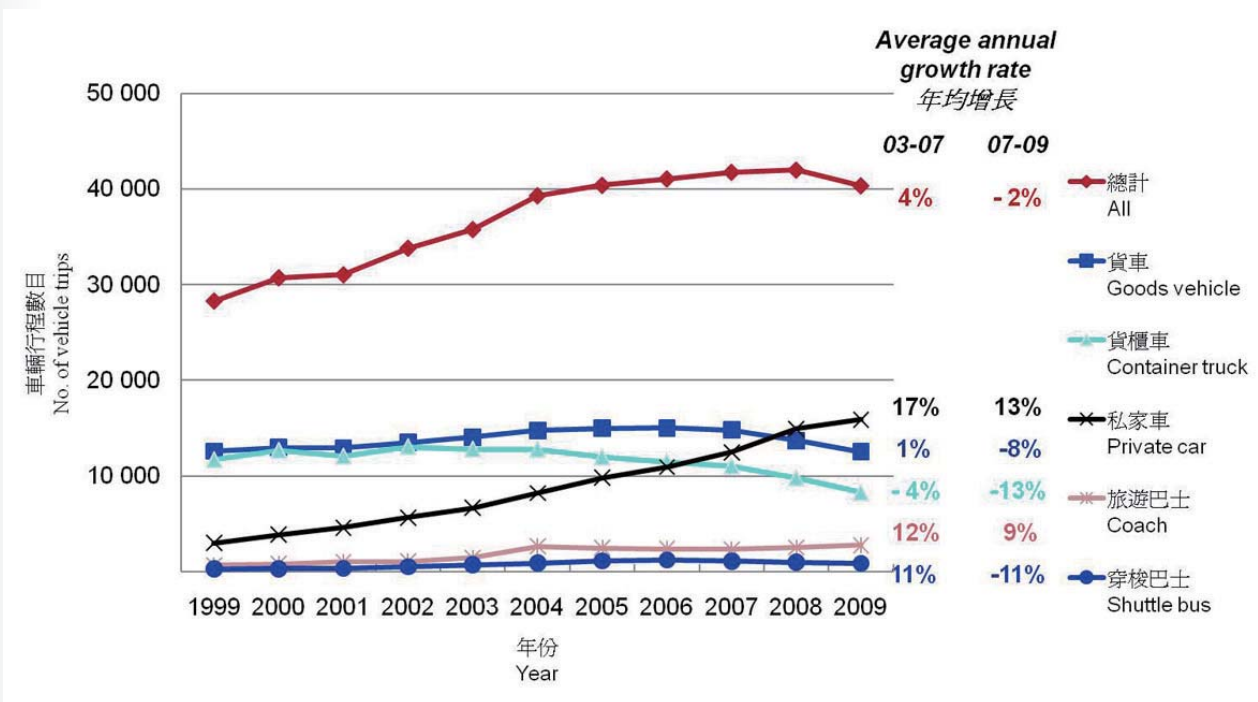
Effect of the Multiple-entry Individual Visit Scheme

The CBTS 2009 found that, amongst the daily average of 36 700 trips to HK by ML citizens residing in Shenzhen, 44% were under the multiple-entry IVS, 13% under the single entry IVS and 43% not under the IVS. About 69% of these trip-makers from SZ claimed that they had increased or would increase their frequency of visiting HK under the multiple-entry IVS, with 31% saying that they had increased or would increase the frequency by more than once a week. With the relaxation of the criteria for applying for multiple-entry IVS, it is expected that there would be more SZ visitors coming to HK and their trip frequency would also increase.

Cross-boundary Vehicle Trips



The following chart illustrates the average number of daily vehicle trips, by vehicle type, that crossed the boundary from 1999 to 2009. The numbers of trips were based on administrative figures of the Immigration Department and the Customs & Excise Department.



Cross-boundary goods vehicle and container truck trips gradually decreased but private car trips increased fast

The total number of average daily vehicle trips dropped by 4% from 42 000 in 2008 to 40 400 in 2009, reversing the increasing trend in the past years. The drop was resulted from the decrease in goods vehicle and container truck trips; the former decreased, on average, by 8% per annum between 2007 and 2009, and the latter by 13%. The drop in the goods vehicle trips could be related to the reduced overseas exports from the Pearl River Delta Region after the economic downturn in 2008. The movements of cross-boundary goods vehicles are affected by economic conditions. With domestic exports and re-exports improving, the number of cross-boundary goods vehicles (including container trucks) saw a rebound by 10% in the first ten months of 2010 compared with the same period in 2009.

Private car trips continued to increase at a fast rate with an average annual rate of 13% between 2007 and 2009. The average daily private car trips increased from 12 500 per day in 2007 to 15 900 per day in 2009. The recent surge in private car trips would be related to the large increase of private car quotas after the opening of SBP on 1 July 2007.

Boundary Control Points used by Cross-boundary Vehicles

Due to its good accessibility, Lok Ma Chau BCP remained as the busiest amongst others, taking up 63% of all vehicle trips in 2009 though it represented a drop compared with 72% in 2007. The share of Man Kam To (MKT) and Sha Tau Kok (STK) BCPs were 13% and 5% respectively, compared with their share of 16% and 5% respectively in 2007. The share of SBP BCP however increased to 18% in 2009 compared with 7% in 2007.



Lo Ma Chau Control Point



Shenzhen Bay Control Point

The usage of BCPs by different vehicle types varied. As MKT BCP is the sole BCP for the import of farming products from the ML, the share of heavy vehicles (goods vehicles and container trucks) there remained at about 90% between 1999 and 2009. With the gradual increase in cross-boundary private car quota at STK BCP, the proportion of private cars increased gradually from 23% in 1999 to 49% in 2009, while the share of heavy vehicles reduced from 72% in 1999 to 38% in 2009. Similar trend was recorded at LMC BCP with the proportion of private cars increasing from 10% in 1999 to 36% in 2009, and heavy vehicles share reducing from 85% to 54%. The share of private cars and heavy vehicles at SBP BCP changed from 56% and 31%, respectively, in 2007 to 68% and 22% in 2009.

Conclusion

Since the economic reform started in the ML in 1978, socio-economic ties between HK and the ML have been growing stronger. With the implementation of new economic and immigration policies such as Closer Economic Partnership Arrangement and IVS, there has been tremendous growth in cross-boundary travel in the last decade. Between 1999 and 2009, cross-boundary passenger and vehicle movements increased at an average annual rate of about 7% and 4% respectively. The CBTSs have been conducted to collect detailed travel characteristics and information of cross-boundary passengers and vehicles. Government departments are using the collected information to plan for facilities and services to meet the anticipated cross-boundary demand.

With the continual growth in the ML economy and increasing social ties between HK and the ML, cross-boundary passenger and vehicle movements are expected to increase substantially in the future. In this regard, new transport infrastructures and BCP such as the Guangzhou-Shenzhen-Hong Kong Express Rail Link, Hong Kong-Zhuhai-Macao Bridge and Liantang-Heung Yuen Wai BCP, are being implemented to enhance the linkage of HK to the transport system in the ML so that people can travel safely, conveniently and quickly between HK and the ML. For better use of these new facilities and long-term planning, CBTS should be carried out regularly to collect updated information on cross-boundary travel.

Further Information

A publication entitled "Northbound Southbound 2009" presenting the key findings of the 2009 survey as well as results of previous surveys can be downloaded from the Planning Department website at <http://www.pland.gov.hk>.

Hong Kong and Guangdong Co-operation on Planning Work - Institutional Arrangement

1. Introduction

China's open-door policies and economic reforms in the last three decades prompted the intensification of socio-economic interactions between Hong Kong and the Mainland, in particular the Pearl River Delta (PRD) Region. Reunification of Hong Kong and China in 1997, China's accession to the World Trade Organization in 2001 as well as the signing of the Closer Economic Partnership Arrangement in 2003 gave further impetus to the growth of an increasingly close relationship.

Under the HK2030 Planning Vision and Strategy completed in 2007, strengthening links with Mainland is highlighted as one of our board directions of development. To this end, an effective platform for communication, coordination and cooperation with our Mainland counterpart is crucial. Given geographical proximity, Hong Kong's relationship with our immediate neighbours, Guangdong at the provincial level and Shenzhen at the municipal level, is the closest. Planning Department has been playing an active role over the past years in both tiers of cooperation.

2. Institutional Arrangements and Major Achievements

2.1 Hong Kong/Guangdong Cooperation

One of the milestones in the Hong Kong/Guangdong cooperation was the agreement made under the Sixth Plenary of the Hong Kong/Guangdong Cooperation Joint Conference (粵港合作聯席會議)¹ held in August 2003, which confirmed tighter coordination between the two sides with the objective to turn

¹ The Hong Kong/Guangdong Cooperation Joint Conference was established in March 1998 to provide a high-level forum to explore and coordinate major initiatives in cooperation between the two places. Since the Sixth Plenary held in 2003, the Joint Conference was held under the co-chairmanship of the Chief Executive of the HKSAR and the Governor of Guangdong.

the Greater Pearl River Delta (GPRD) Region² into one of the world's most vibrant economic hubs in the next 20 years. At the Seventh Plenary of the Joint Conference held in August 2004, the two sides agreed to set up an Expert Group on Hong Kong/Guangdong Town Planning and Development (粵港城市規劃及發展專責小組) to further strengthen co-operation and communication in planning and development issues.

Expert Group on Hong Kong/Guangdong Town Planning and Development

The Expert Group on Hong Kong/Guangdong Town Planning and Development is co-chaired by the Permanent Secretary for Development (Planning and Lands) of Hong Kong and the Director-General of the Department of Housing and Urban-Rural Development of Guangdong (廣東省住房和城鄉建設廳). Comprising representatives from various bureaux/departments³, the Expert Group serves as a major platform for Hong Kong/Guangdong cooperation in regional planning and development. Under the steer of the Expert Group, Hong Kong, Guangdong and Macao has jointly undertaken two cross-boundary planning studies, namely, the "Planning Study on the Coordinated Development of the GPRD Townships" (GPRD Study) (大珠江三角洲城鎮群協調發展規劃研究) and the "Study on Action Plan for the Bay Area of the Pearl River Estuary" (Bay Area Study) (環珠江口宜居灣區建設重點行動計劃).

The GPRD Study

The GPRD Study is the first strategic planning study undertaken jointly by the Governments of Hong Kong, Guangdong and Macao. The objective of the Study is to make suggestion on the formulation of a regional development strategy which would improve the environment, enhance living quality, ensure sustainable development and strengthen the overall competitiveness of the GPRD region. The Study commenced in March 2006. After looking into the opportunities and constraints of the GPRD region and taking into account the "One Country, Two

² A multi-centred city-region comprising Hong Kong, Macao and nine Guangdong cities, namely Guangzhou, Shenzhen, Dongguan, Foshan, Jiangmen, Zhongshan, Zhuhai, Huizhou (Huicheng, Huiyang, Huidong and Boluo only) and Zhaoqing (Duanzhou, Dinghu, Gaoyao and Sihui only).

³ Members from Hong Kong side include the Development Bureau, Planning Department, Transport and Housing Bureau, Constitutional Affairs Bureau, Transport Department, Highways Department, Environmental Protection Department, Agriculture, Fisheries and Conservation Department and other bureaux/departments to participate on a need basis.

Systems” framework, the Study concluded that the three places should work together towards building a “co-ordinated and sustainable world-class city-region which is vibrant, energetic and globally competitive”. To take forward the objectives, the Study recommended three major development strategies, namely the Strategies for Optimizing Spatial Structure (空間結構優化策略); High Accessibility (高可達性策略); and Quality Environment (優質環境策略). The findings of the Study were promulgated at a joint seminar held in October 2009 in Macao.

The Bay Area Study

The Bay Area Study, commenced in April 2010, is a follow-up task arising from the GPRD Study, which focuses on the Bay Area of Pearl River Estuary comprising Hong Kong, Macao and part of the five Guangdong cities abutting Pearl River Estuary (i.e. Guangzhou, Dongguan, Shenzhen, Zhuhai and Zhongshan). This conceptual study aims at providing a common platform for Hong Kong, Guangdong and Macao to discuss and share experiences on planning projects with a view to promoting the liveability of the Bay Area. The focus of the Study is on the preservation of natural environment, history and culture as well as enhancement of living environment. It would put forward principles and directions for reference by the three places when formulating their own policies and measures. Actions to take forward the recommendations of the Study would be formulated by the respective Governments, taking into consideration individual circumstances and in accordance with the established mechanisms. The Study is expected to complete in 2011.



The Bay Area

Framework Agreement on Hong Kong/Guangdong Co-operation (粵港合作框架協議)

The Framework Agreement on Hong Kong/Guangdong Co-operation signed by the two sides on 7 April 2010 is the first document on Hong Kong/Guangdong co-operation ever endorsed by the State Council of China, which has marked an important milestone in the regional development of GPRD. Translating the macro policies of Hong Kong/Guangdong cooperation into concrete measures, the Framework Agreement covers a wide range of topics, including, inter alia, “regional co-operation plans”⁴. The Bay Area Study and the development of Lok Ma Chau Loop Area are amongst the policy initiatives included in the Agreement. The Framework Agreement serves as an action agenda for Hong Kong/Guangdong co-operation and lays a foundation for further cooperation.

2.2 Hong Kong/Shenzhen Cooperation

Since the signing of the “Co-operation Agreement on Recently Initiated Major Infrastructural Projects” (關於近期開展重要基礎設施合作項目協議書) and the “Agreement on Enhancing Co-operation on Town Planning between Hong Kong and Shenzhen” (深港加強城市規劃合作協議) at the Hong Kong-Shenzhen Cooperation Meeting in December 2007, substantial progress and achievements have been attained in various areas of co-operation between the two sides, including the aspects of town planning and cross-boundary infrastructural projects.

Hong Kong-Shenzhen Joint Planning Co-operation Meeting(港深城市規劃聯席工作會議)

The “Hong Kong-Shenzhen Joint Planning Co-operation Meeting” is set up under the “Agreement on Enhancing Co-operation on Town Planning between Hong Kong and Shenzhen”. Under the mechanism, Planning Department of Hong Kong and Urban Planning, Land and Resources Commission of Shenzhen Municipality (深圳市規劃和國土資源委員會) convene regular meetings to facilitate planning cooperation, exchange of information and sharing of working experience among planning authorities of the two sides. A staff exchange programme is also operated, allowing in-depth interflow of planning/technical staff between the two sides.

⁴ The other topics covered in the Framework Agreement include the cross-boundary infrastructural facilities, modern service industries, manufacturing industries and innovation and technology, business environment, quality living area, education and talent, major co-operation areas, as well as mechanisms and arrangements.

Hong Kong-Shenzhen Joint Task Force on Boundary District Development (港深邊界區發展聯合專責小組)

The “Hong Kong-Shenzhen Joint Task Force on Boundary District Development” (“the JTF”) was formed under the “Co-operation Agreement on Recently Initiated Major Infrastructural Projects”. The JTF, co-chaired by the Secretary for Development of Hong Kong and the Executive Vice-Mayor of Shenzhen, is responsible for overseeing and steering studies and planning on cross-boundary projects including the development of the Lok Ma Chau Loop.

The Planning and Engineering Study on Development of Lok Ma Chau (LMC) Loop

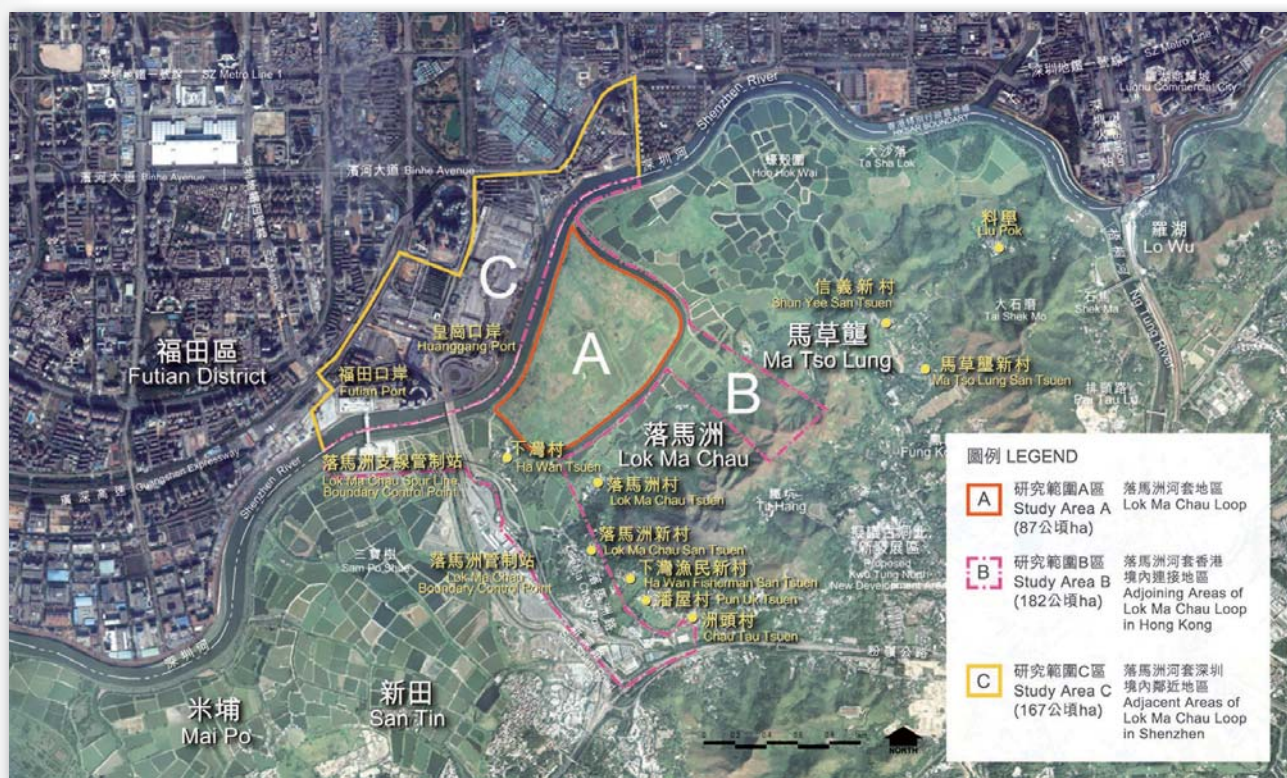
The LMC Loop development is one of the major projects under the cooperation between the Hong Kong and Shenzhen Governments. At the request of the JTF in March 2008, the Governments of Hong Kong and Shenzhen carried out a series of public engagement activities in mid-2008 to collect public views on the future land use of the Loop. It was the first time that the two Governments conducted public engagement exercise concurrently on a common subject. Among the public views received, higher education, research and development of new high technology and cultural and creative industries gained wide public support on both sides.



Public Forum in Hong Kong 2008

At the Hong Kong/Shenzhen Cooperation Meeting in November 2008, both Governments initially considered that higher education might be developed as the leading land use in the Loop with hi-tech R&D facilities, cultural and creative industries incorporated.

In November 2008, the Hong Kong and Shenzhen Governments signed the “Cooperation Agreement on the Undertaking of a Joint Study for the Development of the Loop”. The area covered in the Study comprises the Loop (Area A) and the adjoining areas in Hong Kong (Area B) and Shenzhen (Area C). The study on Areas A and B is led by Hong Kong (i.e. the Planning and Engineering Study on Development of LMC Loop) while the study on Area C is led by Shenzhen. The overall objective of the Study is to formulate a comprehensive plan for developing a sustainable, environmentally friendly, energy efficient and people oriented community in the Loop to the mutual benefits of Hong Kong and Shenzhen.



Study Area of Lok Ma Chau

Hong Kong and Guangdong Co-operation on Planning Work - Institutional Arrangement

The Study commenced in June 2009. A Preliminary Outline Development Plan (PODP) reflecting the land uses agreed by the Hong Kong and Shenzhen Governments was formulated in 2010. A public engagement exercise was undertaken concurrently in Hong Kong and Shenzhen between November 2010 and January 2011 to collect public views on the PODP and development proposals of the adjacent areas. The Study is scheduled for completion in 2012, and the recommendations of the Study would be reported to the JTF for endorsement.



Photomontage of the Preliminary Outline Development Plan



Public Forum in Hong Kong 2010



Public Forum in Shenzhen 2010

3. Conclusion

The past decade has witnessed a rapidly growing interaction between Hong Kong and the Mainland, notably our immediate neighbours, Guangdong and Shenzhen. At a regional perspective, the growing interaction between Hong Kong and the Mainland cities in the PRD and Macao is leading to the emergence of the GPRD City-region as a major development hub in southern China. To a certain extent, the future of Hong Kong relies on how well we can position ourselves to promote and capitalize on GPRD's further development. As a leading global city, Hong Kong has a pivotal role in this regard. On the economic front, we could look beyond our existing roles as "gateway" and "springboard" to actively participate in the region's development. Socially and environmentally, we should not just be "good neighbours" who maintain a cordial relationship, but members of one family who share in the responsibility of making this whole region a liveable home. In the realm of planning, we would mutually share with our Guangdong counterparts those positive values and concepts all along applied by us, including our adherence to a holistic approach of planning and principle of sustainable development as well as the operation of an open planning process; and their experiences and practices in tackling problems in the process of unprecedented rapid urbanization and economic development.

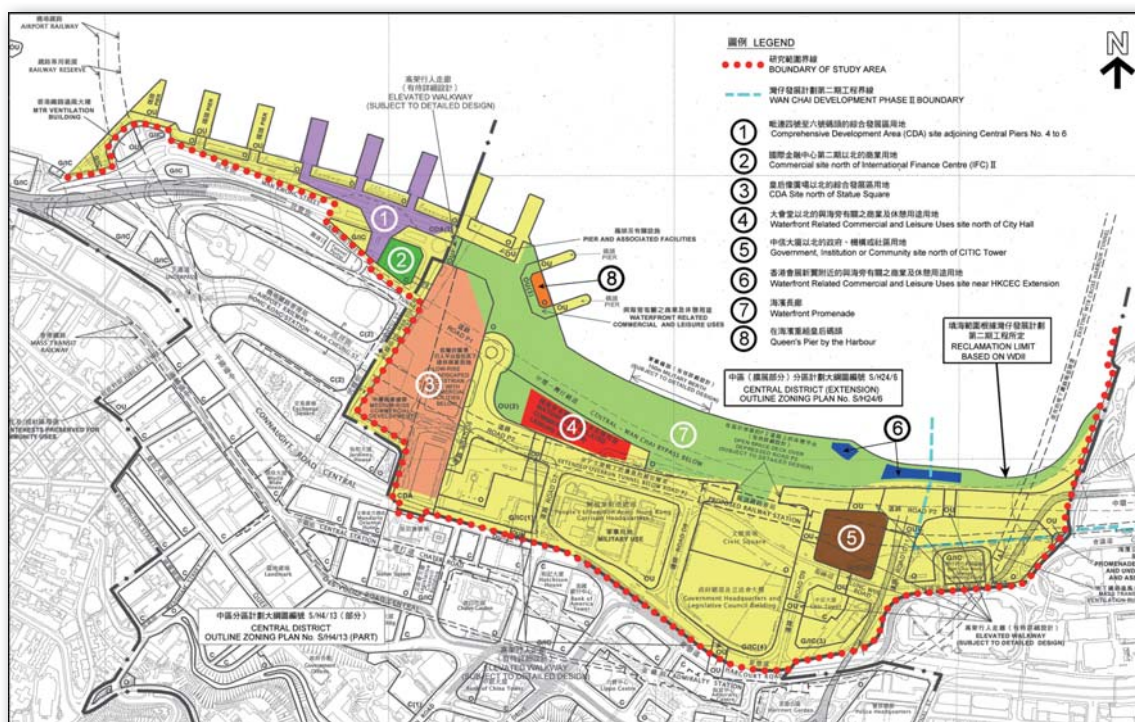
For years, we have been working proactively to foster a closer link with our Guangdong counterparts and successfully established an effective institutional framework for collaboration with them. In view of the nation's rapid development, we anticipate that the scope and depth of our collaboration with Guangdong would increase in future. In regional co-operation with GPRD, we would also need to take a forward-looking perspective taking into account the National 12th Five-Year-Plan to be promulgated in 2011. On the basis of the existing achievements, more efforts would be put to meet the future challenges.

Urban Design Study for the New Central Harbourfront

Background of the Study

The new Central harbourfront stretches from the Central Piers to the west side of the Hong Kong Convention and Exhibition Centre (HKCEC). It includes reclaimed land formed under the Central Reclamation Phase III (CRIII) and Wan Chai Development Phase II (WDII) projects, which are needed for providing land for essential transport infrastructure including the Central-Wan Chai Bypass, and re-provisioning the waterfront facilities affected such as ferry piers. CRIII has been substantially completed in end 2010 and the WDII is targeted for completion in 2017.

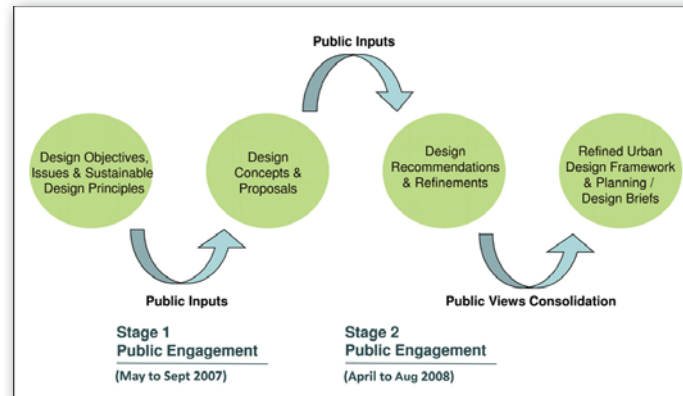
In March 2007, Planning Department commissioned the Urban Design Study for the New Central Harbourfront (UDS) at the request of the Town Planning Board to refine the existing urban design framework for the area and to prepare planning and design briefs for eight key sites to guide their future development. The Study also examined the locations and design ideas for re-constructing the old Star Ferry Clock Tower and re-assembling Queen's Pier.



Study Area and the Key Sites

Engaging the Public

Public engagement had been an integral part of the Study. An open, transparent and collaborative public engagement process was adopted to widely canvass views of the community. Public engagement had been carried out in two stages.



Public Engagement Process

During the course of the Study, the former Harbour-front Enhancement Committee (HEC) had provided support and inputs in the public engagement activities and the design concepts put forth by the study consultants. A dedicated task group, i.e. the Task Group on UDS (TGUDS) was set up under HEC to provide valuable inputs on the public engagement strategy and the design concepts and proposals.

The Stage 1 Public Engagement, which took place from May to September 2007, mainly focused on issues of general principles, including the urban design objectives, urban design issues and sustainable design assessment framework. On the basis of the findings of the Stage 1 Public Engagement, the Stage 2 Public Engagement took place from April to August 2008 to gauge public views on the refined urban design framework and the proposed design concepts for the key sites.

The Stage 2 Public Engagement comprised a wide range of public engagement activities including two large-scale public exhibitions complemented by seven roving exhibitions, a focus group workshop, a community engagement forum, briefing sessions for the relevant public and advisory bodies and all 18 District Councils (DCs). Public views were also collected via comment cards, face-to-face interviews, telephone polls and written submissions. The Public Policy Research Institute of the Hong Kong Polytechnic University was commissioned to provide an independent analysis of the public opinions collected from various sources. The Final Report of the Stage 2 Public Engagement Public Opinion Collection Exercise was completed in December 2009.

Overall Urban Design Vision and Objectives

The urban design vision of the new Central harbourfront is “**to create a Vibrant, Green and Accessible New Central Harbourfront** that is symbolic of Hong Kong and that we are all proud of.”

Based on the urban design vision, the overall planning and urban design objectives are :

- To project a distinctive identity for the Central Business District (CBD) and the harbourfront
- To create an attractive harbourfront with high quality development in a luxuriant landscape setting
- To create a vibrant harbourfront with a mix of uses and diverse activities
- To improve accessibility to the harbourfront
- To ensure a sustainable design and greening
- To create a harmonious visual and physical relationship with the ridgeline, harbour setting and CBD
- To respect the cultural and historical context of Central

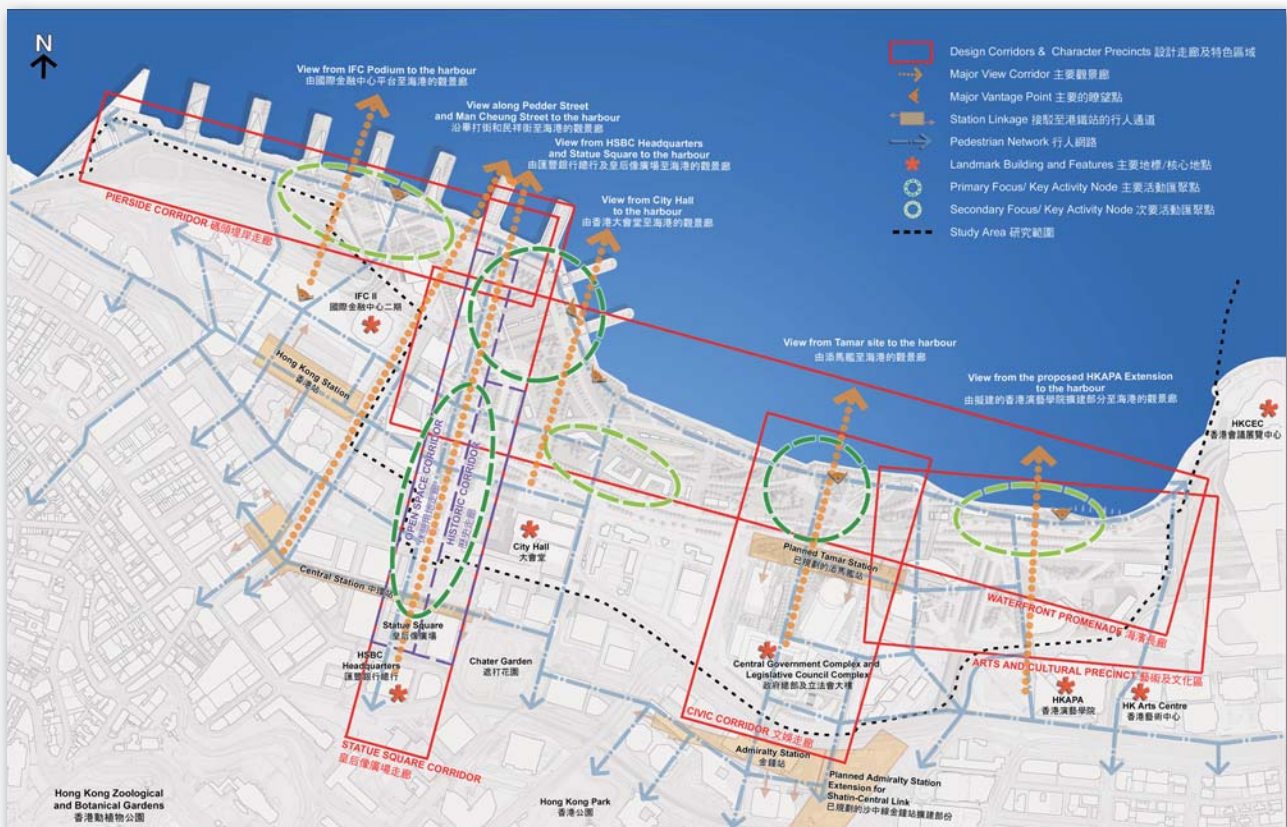


Refined Urban Design Framework

The Refined Urban Design Framework provides a coherent and legible structure of uses, building forms, open space and connectivity in the new Central harbourfront. The whole framework is built upon a waterfront promenade and four principal design corridors, namely

- Pierside Corridor,
- Statue Square Corridor,
- Civic Corridor, and
- Arts & Cultural Precinct.

Each design corridor and precinct has its own character and altogether will create a sense of place for the new Central harbourfront.



Urban Design Framework Plan

The six urban design emphases at the new harbourfront are :

▶ *Diversity and Vibrancy*

- A mix of commercial, retail, recreational, arts, cultural and tourism uses are proposed at different locations.
- Different anchoring public spaces, such as old Star Ferry Clock Tower gallery, Ferry Plaza, Waterfront Event Plaza, and waterfront-related leisure, dining and entertainment facilities are proposed to enhance diversity and vibrancy.

▶ *Development Intensity in Harmony with the Harbourfront*

- To meet public aspirations, the development intensity for various sites has been reduced with more open spaces planned.
- A stepped building height profile, building setbacks and separation between buildings are provided.
- A controlled massing approach has been adopted, with no GFA concessions for public passage, public car park and public transport interchange in order to control the development bulk.
- Provision of car parking, loading and unloading facilities will be kept to the minimum.

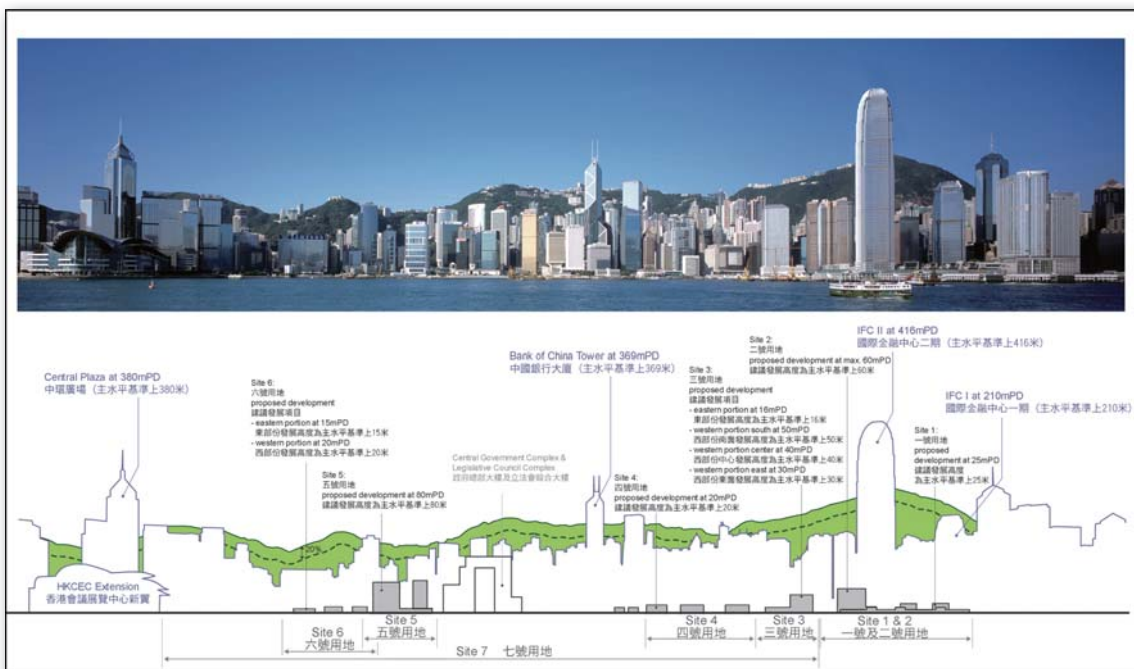
► Respecting the Natural Context and Existing Urban Fabric

- Six visual corridors (VCs) are identified to reinforce the visual linkages with the harbour.



↑ Visual Corridors (VCs)

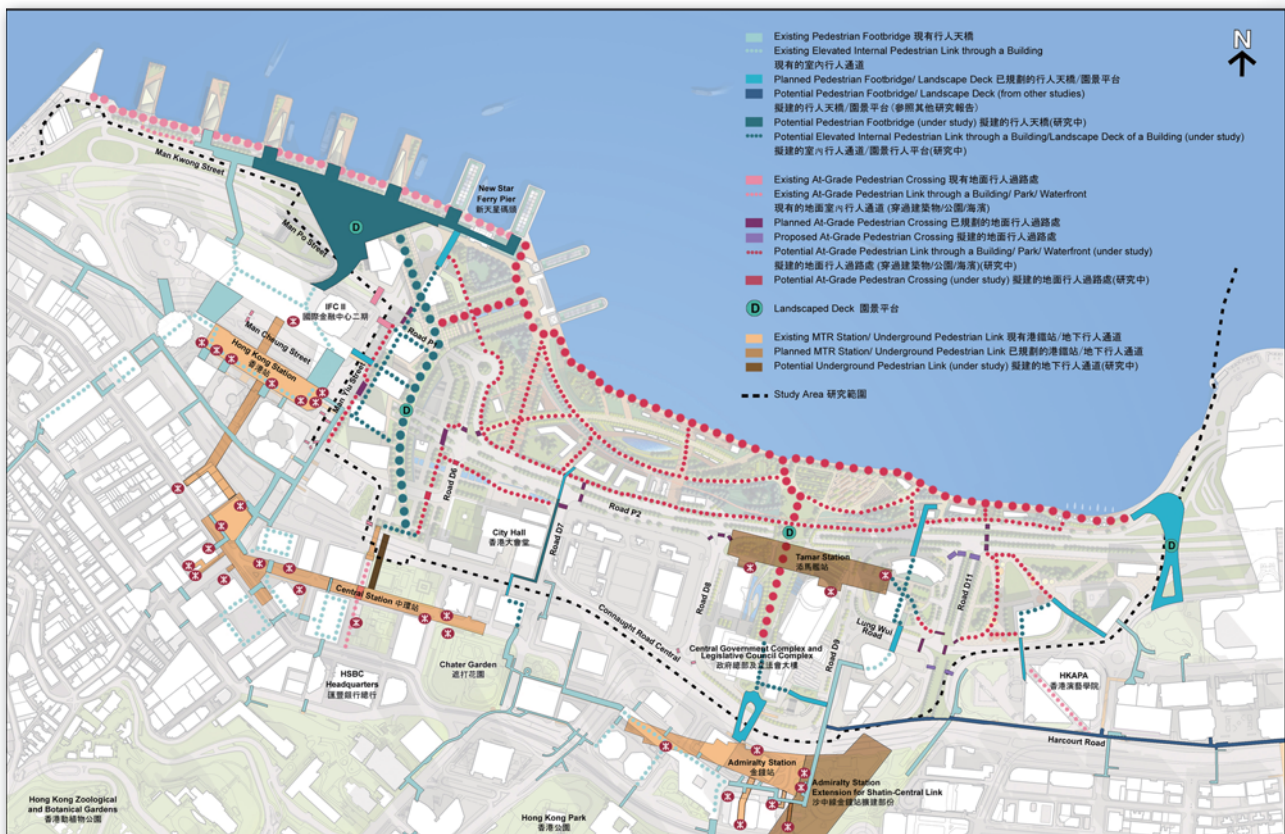
- Varying building heights are proposed to integrate with the ridgeline, harbour view and waterfront setting.
- Low and medium rise buildings are proposed to complement the dynamic skyline.



Height Profile of Developments in New Central Harbourfront

► Ease of Access and Pedestrian Connectivity

- The new Central harbourfront will be easily accessible by a multi-modal transport system with various public transport modes including MTR, buses, taxis, ferries, etc.
- A comprehensive multi-level (underground, at-grade and elevated/landscaped deck) pedestrian network is proposed to help bring people to the harbourfront from different parts of the hinterland.
- A reserve for an environmentally friendly mode of transport is proposed at the waterfront promenade to enhance the east-west connection along the harbourfront.



Pedestrian Network Plan

► Respecting Cultural Heritage

- The Historic Corridor comprising a number of historical sites has been respected and a strong visual connection with the harbour provided.
- Queen's Pier will be re-assembled by the harbour to revive its pier function with memorial elements at its original location, and the old Star Ferry Clock Tower will be reconstructed at its original location.

► Promoting Environmentally Friendly Design and Greening

- Environmentally friendly design features, such as green roofs, green facades, double-layered ventilated facades, water features, energy conservation features are proposed to enhance the environmental quality. A comprehensive greening network and landscape design strategy is also devised.

Planning and Urban Design Concepts for the Key Sites

Taken into consideration the public views received in the Public Engagement and the recommendations of the TGUDS, the MLP and the planning and urban design proposals for the key sites have been finalized. They are summarized as follows :



Master Layout Plan for the UDS

Sites 1 and 2 (North of IFC II)

The sites are to be developed into a distinctive waterfront civic node of high quality design. It will be a “mixed-use” urban precinct featuring low-rise structures for exhibition, retail, entertainment, civic and community uses. A large landscaped deck will connect the CBD to the new harbourfront providing about 1.7ha of public open space. One and a half additional commercial floors for dining, retail and other waterfront related uses are proposed above the Central Piers 4 to 6. The existing public transport facilities will be redistributed to the area in front of Central Piers and other nearby areas to allow more ground level space for street activities.



Sites 1 and 2 (North of IFC II)

Site 3 (North of Statue Square)

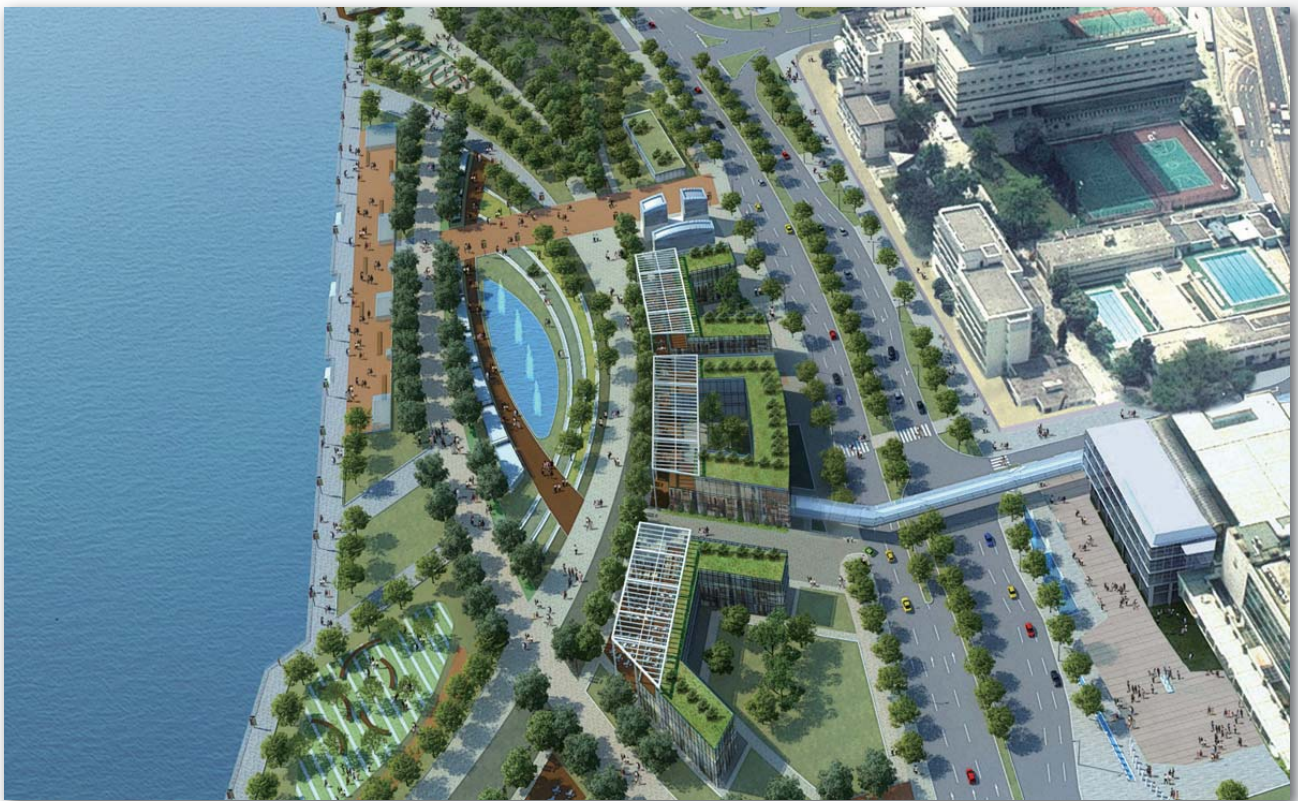
The Site will accommodate a comprehensive retail and office development comprising low to medium-rise building blocks with heights descending towards the harbourfront. A large landscaped deck is proposed to serve as the key uninterrupted open space and pedestrian link from Statue Square to the harbour, while at-grade open space is proposed to the east of the deck to create a green ground level access. The old Star Ferry Clock Tower will be reconstructed at its original location with a new gallery to exhibit the salvaged items of the old Star Ferry pier.



Site 3 (North of Statue Square)

Sites 4 (North of City Hall)

Site 4 is planned for waterfront-related commercial and leisure uses with possible uses such as eating place, place of entertainment, shops, etc. The theme of 'Harbour Place' has been adopted for the Site to add vibrancy and diversity at the waterfront. Small-scale and separated low-rise building blocks surrounded by a series of open courtyard spaces are proposed to create an intimate environment for outdoor and semi-outdoor activities.



Sites 4 (North of City Hall)

Site 5 (North of CITIC Tower)

Office and hotel uses are recommended for Site 5 to reinforce the increasing prominence of Wan Chai North as an extension to the CBD, to enhance connectivity between the adjacent developments and the waterfront promenade, and to add vibrancy to the adjoining Arts and Cultural Precinct.

Site 6 (West of HKCEC Extension)

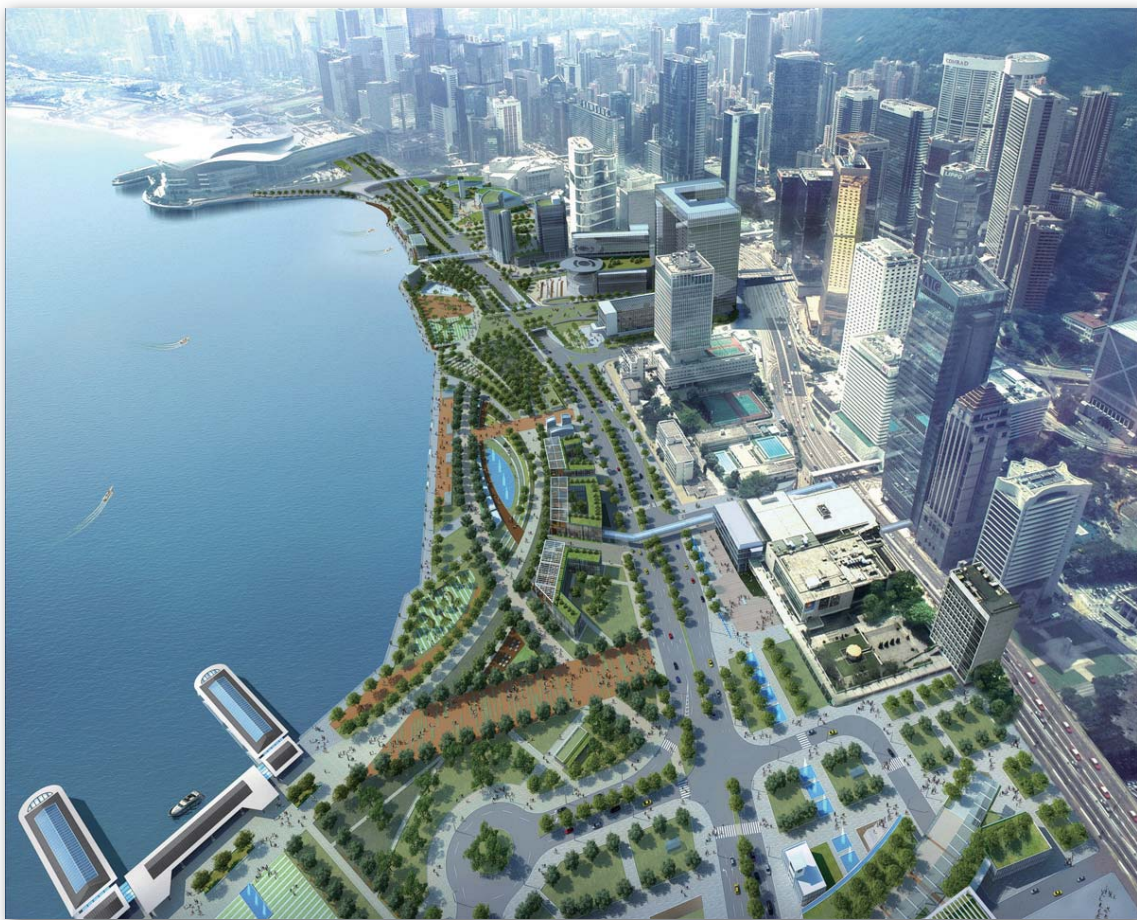
Same as Site 4, Site 6 is planned for small-scale waterfront-related commercial and leisure uses with alfresco dining and restaurants close to the waterfront. Separate low-rise building blocks under the theme of 'Marine Place' are proposed with boardwalks, outdoor seating and outdoor performance to complement the nearby arts and cultural venues.



Site 5 (North of CITIC Tower) & Site 6 (West of HKCEC Extension)

Site 7 (Waterfront Promenade)

The Waterfront Promenade with a total length of 1.3km will provide about 9.9ha of green public space along the new Central harbourfront and a unifying edge of the harbour. It should project an overall identity as the city's green oasis with anchoring nodal attractions such as Ferry Plaza, Waterfront Event Plaza, Marine Place Boardwalk, waterfront alfresco dining facilities, etc. at selected locations for public enjoyment. The waterfront promenade will also serve as a major east-west pedestrian link along the northern shore of Hong Kong Island. A cycle track will be provided for leisure and recreational purposes. The waterfront promenade design will integrate the PLA berth and other utility building structures in a coherent manner and subject to comprehensive planning and design.



Site 7 (Waterfront Promenade)

Site 8 (Reassembly of Queen's Pier)

Queen's Pier will be reassembled between Central Piers 9 and 10 to revive its pier function. To achieve a coherent design and complement Queen's Pier, the exterior of Central Piers 9 and 10 will be renovated to blend in with the architectural style of Queen's Pier.



Site 8 (Reassembly of Queen's Pier)

Planning and Design Briefs

Planning and design briefs have been prepared for the key sites, setting out the planning and design objectives, development parameters, planning requirements and design guidelines for the development of the sites to guide the future development at the detailed design and implementation stage.

The refined urban design framework and planning and design briefs formulated under the UDS will provide a useful basis for developing a new harbourfront which is attractive, vibrant, accessible and symbolic of Hong Kong.

About Planning Department

Organisation

The organisation chart of the Department as at December 31, 2010 is at [Appendix 1](#).

Establishment and Strength

The establishment and strength of different grades in the Department as at the end of 2010 are summarised as follows :

Grade	Establishment	Strength
Town Planner	234	227
Other Professional (e.g. Engineer, Landscape Architect)	11	13
Survey Officer	172	172
Technical Officer	135	135
General and Others	216	210
Total	768	757

Key Responsibility

The Department is responsible for formulating, monitoring and reviewing urban and rural planning policies, plans and associated tasks for the physical development of Hong Kong. It deals with all matters relating to land-use planning at the territorial and district levels.

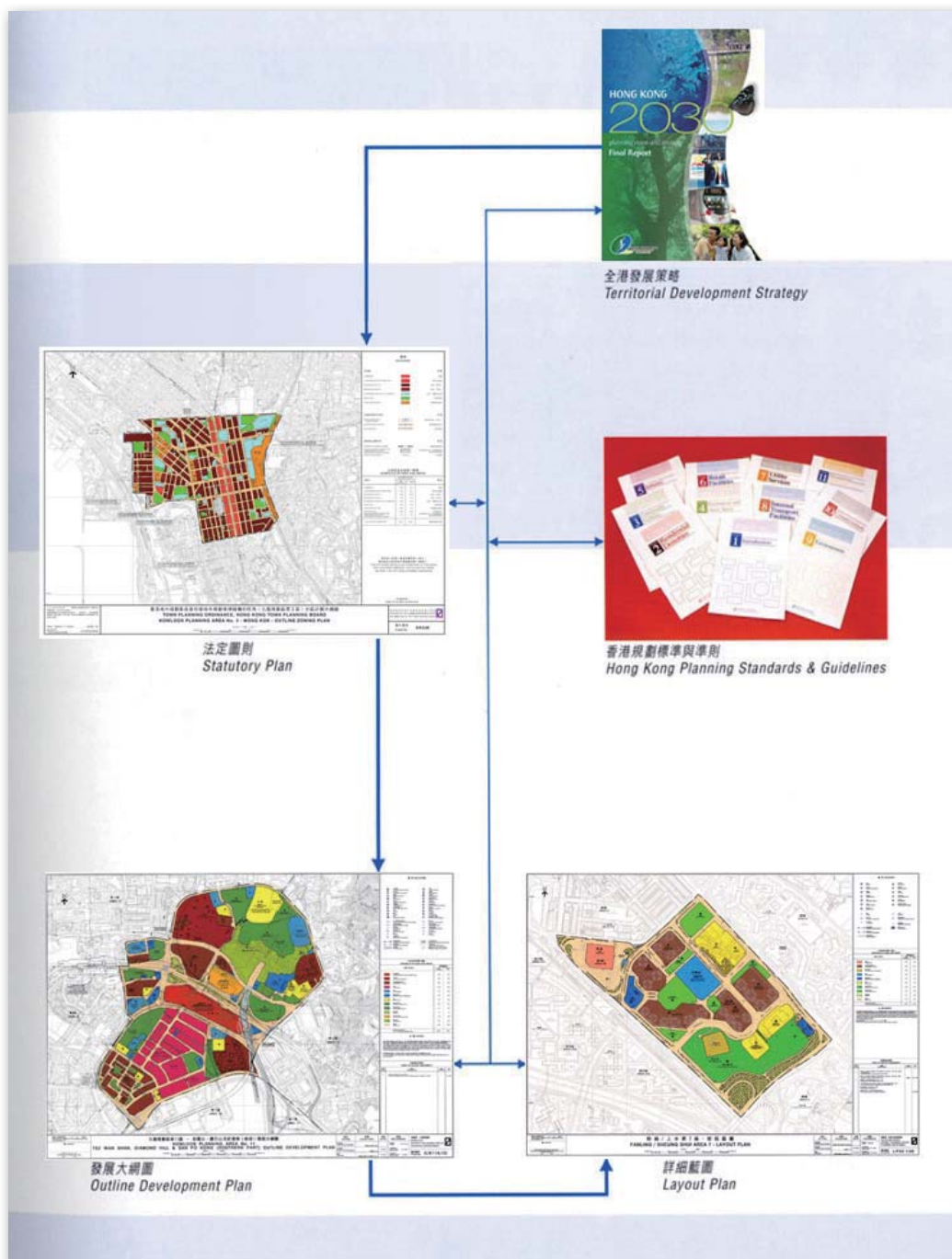
At the territorial level, the emphasis is on medium to long-term planning strategies for the whole territory. At the district level, the emphasis is on forward planning, development control and planning enforcement to meet the district requirements.

We also provide both professional and secretarial services to the Town Planning Board (TPB) to perform its statutory planning functions under the provision of the Town Planning Ordinance. Readers may wish to refer to the [TPB Biennial Report](#) for a more detailed description of the activities of the TPB.

About Planning Department

Hierarchy of Plans

Hong Kong's planning system comprises development strategies at the territorial level and various types of statutory and departmental plans at the district/local level. Guiding the preparation of these plans is the Hong Kong Planning Standards and Guidelines.



Hierarchy of plans

About Planning Department

Territorial Development Strategy

The Territorial Development Strategy aims at providing a broad planning framework to guide future development and the provision of strategic infrastructure in Hong Kong. It also serves as a basis for the preparation of district plans.

Various Types of Town Plans

At the district level, statutory plans in the form of Outline Zoning Plans (OZP) and Development Permission Area (DPA) Plans are prepared and gazetted under the Town Planning Ordinance. These plans :

- regulate development through specifying the types of permitted land-uses and in some cases development parameters on individual parcels of land within Hong Kong;
- reserve land for various types of uses; and
- help monitor the implementation of land-use proposals.

Departmental plans in the form of Outline Development Plans and Layout Plans are also prepared for more detailed planning.

Readers may wish to refer to the schedules of the statutory plans and departmental plans which have been uploaded onto the [Planning Department website](#) for public information.

Hong Kong Planning Standards and Guidelines

It is a reference manual setting out the scale, location and site requirements of various land-uses and facilities. It also encompasses guidelines on nature conservation and urban design. It is used in the preparation of town plans, planning briefs and the scrutiny of development proposals.



Hong Kong Planning Standards and Guidelines

About Planning Department

Land Reservation

Through the preparation of town plans, we reserve suitable sites for various kinds of land uses to satisfy social and economic needs while minimising the adverse impact on the environment.



Reservation of land for Government, institution or community facilities



Reservation of land for commercial development



Reservation of land for public housing



Reservation of land for open space

About Planning Department

Urban Renewal

Some parts of our city have a high concentration of old buildings with poor physical conditions and inadequate basic facilities. The Urban Renewal Authority (URA) is entrusted to undertake urban renewal works according to the policy framework set out in the Urban Renewal Strategy prepared by the Government. A comprehensive and holistic approach, comprising 'redevelopment', 'rehabilitation', 'revitalisation' and 'preservation', is employed to rejuvenate the old urban districts. The Strategy emphasizes the need for a 'people-centred, district-based, public participatory' approach, which involves extensive public consultation and discussions with various stakeholders, and the importance of balancing the interests and needs of all sectors of the community in the urban renewal process. While improving the quality of life of residents in the urban areas remains a primary goal, the vision of urban renewal should embrace the concepts of sustainable development and building a quality of city and be forward-looking to support the development of Hong Kong in the long run.

The Planning Department co-ordinates with URA to ensure the development projects would meet local needs, community aspirations and planning objectives of urban renewal projects. In particular, administrative arrangement has been made for the public inspection of URA's draft development scheme plan prior to consideration by TPB and publication of the plan under the Town Planning Ordinance. In so doing, TPB can consider URA's submission together with the public comments received when deciding whether the draft development scheme plan is suitable for publication under the Town Planning Ordinance. When the development scheme plans are published, members of the public will have another opportunity to make representations and comments on the representations under the Town Planning Ordinance.

About Planning Department

The URA First Street/Second Street Redevelopment Project (Island Crest)



Before redevelopment



After redevelopment

Planning Studies

Planning studies play a vital role in the formulation of development strategies and planning standards and preparation of town plans. They serve primarily as a means to investigate, substantiate or verify planning issues, intentions or concepts, and provide a basis for formulating and evaluating proposals. [Appendix 2](#) is a list of consultancy studies undertaken by the Planning Department in 2010.

Environmental Performance

Environmental Policy

We are committed to contributing to environmental sustainability and promoting a better environment for the community of Hong Kong through the formulation of planning policies and standards, the preparation and implementation of town plans as well as the promotion of green office practices in the Department. To maintain a high standard of environmental performance, we will :

- take full account of the environmental implications of all planning activities;
- facilitate the achievement of a quality-built environment and the protection of natural environment; and encourage environmentally responsible development;
- enforce the Town Planning Ordinance against unauthorised developments which result in adverse environmental impacts;
- comply with the requirements of relevant environmental protection ordinances;
- promote public awareness on environmental sustainability issues;
- cultivate a clean, tidy, healthy and safe office environment; promote and implement green housekeeping measures; and raise staff awareness of their environmental responsibilities through training and publicity programmes; and
- regularly review the environmental aspects and impacts of our planning activities and office practices; and build up the Department's environmental management system.

Our Performance

Environmental Management System

The Department applies an Environmental Management System to undertake the planning, implementation and monitoring of the Department's environmental initiatives and programme in a co-ordinated way.

Environmental Management System of the Planning Department

Planning Department Management Committee (Chaired by Director of Planning)

- to provide directives on environmental policy of the Department

Focus on green management of the departmental businesses

Environmental Management Committee (Chaired by Assistant Director, i.e. the Green Manager of the Department)

- to assist in building up the Department's environmental management system by reviewing the environmental policy for approval by the Planning Department Management Committee; and reviewing, implementing and monitoring environmental actions including environmental objectives, targets and programmes
- to monitor and undertake management review on the performance of the Department's environmental actions in the aspects of its business and office operations
- to assess and advise on training requirement on environmental awareness and practices
- to report the environmental performance of the Department
- to oversee the work of the Green Housekeeping Committee of the Department

Focus on green office management

Green Housekeeping Committee (Chaired by Chief Town Planner)

- to introduce and oversee the implementation of green housekeeping measures of the Department
- to disseminate environmental information of the Environmental Management Committee

Environmental Performance

Green Housekeeping Measures

The Planning Department Green Housekeeping Committee continued its efforts in promoting and introducing new green initiatives in the office and enhancing staff's environmental awareness. The Committee organised a 'Green Office Tips' PowerPoint Design Competition between October and December 2010. Funded as a Staff Motivation Scheme activity, the competition was successful in raising staff's awareness in green issues. The prize-winning entries were promulgated to staff through email.



Winner



1st Runner-up



2nd Runner-up

Our Performance

As in the last eight years, a Collect-for-Reuse Programme was organised in October 2010 to promote waste reduction and material reuse practices. Used clothes, toys, house ware, electrical appliances and computer equipment were collected from staff and sent to relevant charity and recycling agents. The active participation of staff in helping the needy through the green activities was encouraging.



Collect-for-Reuse Programme

The green office management of the Department in terms of consumption of paper and envelopes in 2010 is indicated below :

- There was a decrease of 15.4% in paper consumption in 2010 as compared to 2009.
- There was an increase of 8.8% in respect of consumption of envelopes as compared to 2009. This was mainly due to the increase in the number of public engagement exercises for planning studies undertaken in the year. The Green Housekeeping Committee will closely monitor paper and envelope consumption and remind colleagues to continue to be environmentally conscious and minimise paper and envelope usage as far as practicable.

Environmental Performance

Other green measures include :

- 247 numbers of toner cartridges disposed of by auction;
- 27 700 kg of paper were collected for recycling;
- 26 boxes of used clothes, handbags, shoes, toys and housewares, 18 electrical appliances, 1 computer, 3 monitors, 4 printers, 1 scanner and other accessories were collected for reuse by charitable organisations;
- Green activities to enhance staff's awareness in environmental protection were organised. Jointly organised with the Planning Department Staff Recreation Club, a day trip to Sai Kung Hoi Ha Wan Marine Park and Lions Nature Education Centre was organised on 11 December 2010. This activity was well received by the participants.
- An improvement project was on-going to replace the existing light tubes (T8) in offices by T5 to achieve further energy conservation.
- Guidelines were sent to staff to remind them that shark fins and other endangered species should be avoided as cuisines for official banquets or departmental staff activities as an endeavor of environmental protection.
- Government/departmental forms were uploaded onto the Intranet for easy retrieval by staff.
- The operation of the Department was supported by a fleet of 12 vehicles running on unleaded fuel, liquefied petroleum gas and hybrid synergy of electricity and petrol fuel. The fleet of vehicles ran up a total mileage of about 170 000km in 2010. The vehicles were used for carrying personnel, equipment and materials in performing duties such as undertaking enforcement actions against unauthorised developments, posting of notices in relation to processing of planning applications and site visits/inspections. Vehicles may progressively be replaced by those using hybrid or alternative fuel when they are due for replacement.

Our Performance



Day Trip to Sai Kung Hoi Ha Wan Marine Park and Lions Nature Education Centre

Conservation-related Zones

The scarcity of land and increasing development pressure impose threats to our natural environment. Through zoning designation, we help safeguard our natural environment against undesirable development in areas of high conservation value.

As at end of 2010, about 9 130 hectares (or 21%) of land in the New Territories fall within the following conservation-related zones on the relevant statutory plans : 'Conservation Area', 'Site of Special Scientific Interests', 'Country Park', 'Coastal Protection Area', and 'Other Specified Uses' annotated 'Comprehensive Development to include Wetland Restoration Area'; and 'Comprehensive Development and Wetland Enhancement Area'.

Environmental Performance

Planning Enforcement Against Unauthorised Development

Unauthorised developments (UDs) have led to environmental degradation in the rural New Territories. The UD, such as land/pond filling, open storage of vehicles, containers, construction machineries and materials, as well as container trailer parks and workshops, have caused nuisance to the local communities, incurred problems like flooding, environmental pollution, traffic congestion and may also pose a threat to public safety. Planning enforcement and prosecution against the UD are essential to help prevent further degradation of the rural environment.

Appendix 3 is a summary of the enforcement and prosecution actions undertaken by the Planning Department in 2010. There were also publicity campaign relating to planning enforcement including television and radio announcements of public interest, promulgation of pamphlets and posters, and undertaking outreach education programmes at secondary schools to increase public's awareness, e.g. UD are subject to enforcement and prosecution actions.



Unauthorised land filling before enforcement action



Site cleared and reinstated after taking enforcement action

Our Performance

Computer Aided Sustainability Evaluation Tool (CASET)

A computerised decision support system known as CASET has been developed to assist the Government's evaluation of sustainability implications of major strategic policies and projects. The outputs of CASET would provide information on the effects of policies or projects across a number of sectors for decision makers to consider. CASET has also been employed by the Planning Department as one of the means to conduct sustainability assessment of town plans and major planning studies that may bring about significant or prolonged implications on the economic, social and environmental conditions of Hong Kong. In 2010, a total of 26 sustainability assessments were conducted.

Social Performance

The Department has undertaken programmes and measures to promote public awareness of sustainability issues and to encourage the public to participate in the town planning process. The Department has also strived hard to provide its staff with a safe, healthy and satisfactory working environment, and provision of personal development opportunities to help them meet future challenges. The relevant programmes and measures undertaken by the Department in 2010 are summarised below.

The Hong Kong Planning and Infrastructure Exhibition Gallery

The Hong Kong Planning and Infrastructure Exhibition Gallery (the Gallery) showcases the major planning and infrastructure projects in Hong Kong. The Gallery has been relocated to G/F, Murray Road Multi-storey Car Park Building in Central in June 2009 to make way for renovation at the original site in Edinburgh Place for the permanent gallery project. The Gallery comprises six main sections: Imprint, Hong Kong 2030, New Kai Tak, Transport and Logistics, Sustainable Development and Living Environment. Physical models and interactive exhibits give visitors the latest information on planning and infrastructure development in Hong Kong. Theme exhibitions are also held periodically at the Gallery. For details, please visit the website of the Gallery at <http://www.infrastructuregallery.gov.hk>.



Hong Kong Planning and Infrastructure Exhibition Gallery

Our Performance

Guided tours are conducted in the Gallery for local, Mainland and overseas visitors, primary and secondary schools and community groups. Joint educational programmes with professional institutes and other associations are also regularly organised. The Gallery received about 57 000 visitors in 2010 with 278 guided tours conducted.



Inside the Gallery



Social Performance

Planning Department Outreach Programme

The Outreach Programme to secondary schools has been undertaken since 1996. The objective of the Outreach Programme is to provide more opportunities for the general public, particularly our younger generations, to know more about town planning in Hong Kong and how they can participate in the planning process.



School Visit

The 2010/2011 Outreach Programme was officially started in September. During each school visit, we stage an exhibition and provide the school with a package of information materials. A talk would also be given to the students on a town planning topic chosen by their teacher.

Exhibitions are also staged in shopping centres and public venues located in various districts to provide the general public with the opportunity to learn more about the Department and the work we do.

In 2010, we visited a total of 39 schools, 4 shopping centres and 22 other public venues.



Exhibits welcomed by students

Our Performance

The Mobile Exhibition Centre

The Department has a Mobile Exhibition Centre (MEC) to support the Outreach Programme. The MEC is a LPG vehicle with an eye-catching bright yellow appearance. It is equipped with touch-screen computers and plasma monitors with interactive media that provide various types of information on town planning. In 2010, the MEC visited public housing estates and public venues as well as provided support for the school visits. Staff were there to answer questions and distribute publicity materials.



Mobile Exhibition Centre



Students visiting the Mobile Exhibition Centre

Social Performance

User Liaison Group

Since 1994, members of the public have been invited to join the Department's User Liaison Group for a term of two years. The role of the Group is to monitor the work performance of the Department against the targets set out in the Performance Pledge, and to consider suggestions for improving the Department's services to the public. During the year, regular meetings and visit to places of interest had been organised for the Group.



User Liaison Group

Our Performance

Planning Enquiry

In 2010, the Department handled 16 201 oral enquiries by telephone or in person, as well as 1 564 straightforward and 563 complicated written enquiries. These oral and written enquiries had excluded 36 applications under the Code on Access to Information. Also, there were 1 295 recorded media enquiries. All enquiries were processed within the targets set in the Department's Performance Pledge. Breakdown of the subject matters of the planning enquiries is shown in following figure.

Public Enquiries on Planning Matters in 2010

Type	Percentage
Territorial Planning Matters	3%
Planning System and Procedures	11%
Planning Applications	26%
District Planning Matters	37%
Others	23%
Total	100%

During the year, 94 briefings on various planning topics were given by the Department to various bodies such as visitors from the Mainland and overseas.

Social Performance

Our Staff

Staff Development

To widen our staff's exposure and to keep them abreast of the current issues and global trends on planning development, we have undertaken the following activities in 2010 : -

- nominating 1 657 staff to attend 95 job-related courses and office seminars organised by the Department;
- nominating 654 staff to attend courses and seminars run by the Civil Service Training and Development Institute and other government bureaux/ departments;
- nominating 111 staff to attend 32 local conferences; and
- nominating 41 staff to attend 20 conferences/courses/theme visits outside Hong Kong.



Computing tutorial

Our Performance

Staff Relations and Welfare

We maintain close communication with our staff by :

- holding Departmental Consultative Committee meeting, which is made up of representatives from 25 grades, at quarterly intervals to provide a channel of communication between the staff and the management;
- having ad-hoc informal meetings with representatives of staff associations to discuss issues of concern to staff;
- publishing a staff newsletter, 'Planning Voice', to report achievements, news and views of staff; and
- setting up an electronic discussion forum to facilitate open discussion among staff on health, environment, information technology, personal sharing, sports/recreation and work/office-related issues.



Planning Voice

Social Performance

Staff Motivation Scheme

In 2010, a 'Green Office Tips' PowerPoint Design Competition was held under the Staff Motivation Scheme.

Long and Meritorious Service Award Scheme

In 2010, 26 and 21 officers were presented with Twenty and Thirty Years' Long and Meritorious Service Certificates respectively in recognition of their long and meritorious service.



Thirty Years' Long and Meritorious Service Certificates



Our Performance

Commendation Scheme

In 2010, seven officers who had made substantial contributions towards enhancing the efficiency and the image of the Department were granted Departmental Commendation Letters.



Departmental Commendation Letter



Social Performance

Planning Department Staff Recreation Club

In 2010, the Club organised a wide variety of indoor and outdoor recreational activities and social gatherings for staff of the Department. These include :

- practising sessions/competitions of badminton, basketball, football and lawn bowls; and
- a day trip to Sai Kung Hoi Ha Wan Marine Park and Lions Nature Education Centre.



PlanD SRC Football Competition 2010

Planning Department Annual Christmas Party

The largest function of the Club - the 2010 Christmas Party was attended by about 480 guests and staff members. All participants enjoyed a wonderful lunch party and carried away with them lots of fun and laughter.

Our Performance



Happy moment



Drinking competition

Community Service

The Department is committed to community service and participates actively in charity events. A summary of various charity events is as follows :-

- The Community Chest's Dress Special Day, New Territories Walk, Green Day, Love Teeth Day, Community Assistance Raised by Employees (CARE) Scheme and Skip Lunch Day; and
- 'Buy Oxfam Rice, Enrich Life' and 'Oxfam Trailwalker 2010' organised by Oxfam Hong Kong



Oxfam Trailwalker 2010

Economic Performance

Territorial Planning

The Department has undertaken territorial planning and planning studies, including researches with a cross-boundary dimension, to provide guidance and direction for long-term development and investment in Hong Kong.

In 2010, the Department completed and published the results of the 6th Cross-boundary Travel Survey and the Area Assessments of Industrial Land in the Territory.

During the year, the Department was also heavily engaged in the second stage community/public engagement on the Study on the Enhancement of the Lau Fau Shan Rural Township and Surrounding Areas, and the Hong Kong Island East Harbour-front Study respectively. The views collected will serve as inputs for the preparation of the enhancement proposals.

We have also started the Stage 1 community engagement for the Hung Shui Kiu New Development Area Planning and Engineering Study in order to collect public views on the study scope and key issues that need to be taken into account in the Study to be commenced in 2011.

The Stage 1 public engagement of the joint planning and engineering study between Hong Kong and Shenzhen Governments on the Lok Ma Chau Loop was conducted concurrently in Hong Kong and Shenzhen in late 2010. As a follow-up to the Greater Pearl River Delta Region Study completed in 2009, we joined with the planning authorities of Guangdong and Macao to carry out a study with a view to promoting and enhancing the liveability of the Pearl River Bay Area.

Our Performance

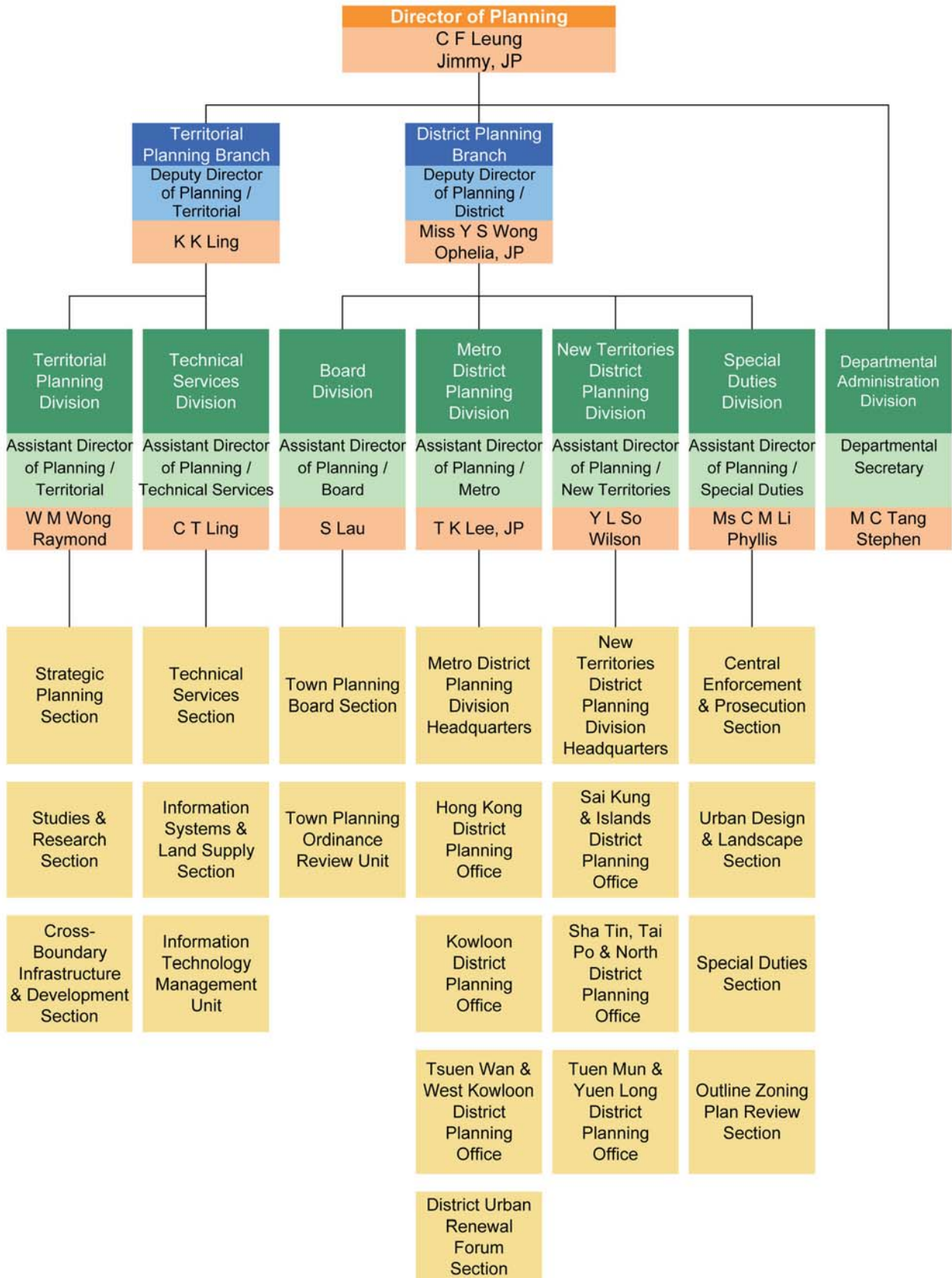
District Planning

At the district level, the Department has undertaken district planning work, including the execution of various statutory town planning functions, to provide a rational pattern of land use to promote and guide development in different parts of the territory.

The Department has also served as an executive arm of the Town Planning Board in processing planning applications for development activities. In 2010, the Department processed 744 applications for planning permission, 29 applications for amendments to statutory plans, 360 applications for amendment to approved schemes, 2 810 development proposals and 2 527 lease conditions/modifications and short term tenancies/waivers. All these proposals when completed would contribute to the economic development of the territory.

Appendix 1

Organisation Chart of the Planning Department (as at December 31, 2010)



Appendices

Appendix 2

Consultancy Studies Undertaken by the Planning Department in 2010

Commenced in 2001

Name of Consultancy Study	Start Date	Completion Date
Study on Planning for Pedestrians	03/2001	12/2010

Commenced in 2006

Name of Consultancy Study	Start Date	Completion Date
Urban Climatic Map and Standards for Wind Environment – Feasibility Study	07/2006	mid-2011

Commenced in 2007

Name of Consultancy Study	Start Date	Completion Date
Land Use Planning for the Closed Area	09/2007	07/2010
Urban Design Study for the New Central Harbourfront	03/2007	early 2011

Commenced in 2008

Name of Consultancy Study	Start Date	Completion Date
North East New Territories New Development Areas Planning and Engineering Study - Investigation	06/2008	2011

Appendices

Commenced in 2009

Name of Consultancy Study	Start Date	Completion Date
Study on the Enhancement of the Lau Fau Shan Rural Township and Surrounding Areas	02/2009	early 2011
Study on the Enhancement of the Sha Tau Kok Rural Township and Surrounding Areas	04/2009	mid-2011
Hong Kong Island East Harbour-front Study – Feasibility Study	05/2009	mid-2011
Planning and Engineering Study on Development of Lok Ma Chau Loop – Investigation	06/2009	2012
Cross-boundary Travel Survey 2009	09/2009	09/2010

Commenced in 2010

Name of Consultancy Study	Start Date	Completion Date
Study on Action Plan for the Bay Area of the Pearl River Estuary	04/2010	2011
Survey on Business Establishments in Kowloon East	09/2010	Q2 2011
Consultancy Study on Establishment of Simulated Site Wind Availability Data for Air Ventilation Assessments in Hong Kong	10/2010	04/2012

Appendices

Appendix 3

Statistics of Enforcement and Prosecution Actions Undertaken in 2010

In 2010, the Central Enforcement and Prosecution Section of the Department investigated a total of 1 301 suspected unauthorised developments (UDs) in the New Territories. Among these, 372 were confirmed to be UD. After taking enforcement and prosecution actions, 236 UD (covering about 52 hectares of land) were discontinued. Moreover, a total of 75 UD cases (covering about 49 hectares of land) were regularised through the planning application system. Table 1 indicates the number of UD discontinued or regularised with land areas involved.

Table 1 : Number of Unauthorised Developments Discontinued or Regularised in 2010 after Enforcement Actions by Geographical District

Geographical District	No. of Discontinued Cases (ha)	No. of Regularised Cases (ha)
North West New Territories	175 (42.0)	63 (27.8)
North East New Territories	58 (8.6)	12 (20.7)
Sai Kung	3 (1.2)	---
Islands	0 (0)	---
Total	236 (51.8)	75 (48.5)

Appendices

As at December 31, 2010, enforcement actions were being taken on 568 UD's. The geographical distribution of these UD's (with land area involved) by type is shown in Table 2 while Table 3 indicates the percentage of UD's by type.

Table 2 : Number of Unauthorised Developments Enforced (with Land Area involved) by Geographical District and Type as at December 31, 2010

Geographical District	General Open Storage (ha)	Filling of Land / Pond (ha)	Container Storage / Container Trailer Park (ha)	Car Park (ha)	Workshop (ha)	Others (ha)	Total (ha)
North West New Territories	183(30.7)	48(19.7)	32 (27.7)	37(8.2)	39(7.2)	68(16.3)	407(109.7)
North East New Territories	92(12.2)	31(7.8)	1(0.4)	14(1.8)	3(0.5)	6(1.7)	147(24.4)
Sai Kung	4(0.5)	3(0.9)	---	2(0.4)	---	5(1.1)	14(3.0)
Islands	---	---	---	---	---	---	---
Total	279(43.4)	82(28.4)	33(28.1)	53(10.4)	42(7.7)	79(19.1)	568(137.1)

Table 3 : Distribution of Unauthorised Developments by Type as at December 31, 2010

Type	Percentage
General Open Storage	49%
Filling of Land / Pond	15%
Container Storage / Container Trailer Park	6%
Car Park	9%
Workshop	7%
Others	14%
Total	100%

Appendices

Appendix 3

In 2010, 3 625 warning letters/reminders, 2 071 enforcement notices, 299 reinstatement notices and 1 617 compliance notices were issued to responsible persons of UDs. Table 4 shows the number of warning letters/reminders and notices issued in different districts.

Table 4 : Number of Warning Letters / Reminders and Notices Issued in 2010 by Geographical District

Geographical District	Warning Letter/Reminder (No. of Cases)	Enforcement Notice (No. of Cases)	Reinstatement Notice (No. of Cases)	Stop Notice (No. of Cases)	Compliance Notice (No. of Cases)
North West New Territories	2 858(422)	1 653(223)	192(22)	---	1 214(154)
North East New Territories	752(172)	413(82)	104(22)	---	385(64)
Sai Kung	15(8)	5(2)	3(2)	---	18(6)
Islands	---	---	---	---	---
Total	3 625(602)	2 071(307)	299(46)	---	1 617(224)

On prosecution action, 166 summonses in respect of 47 cases were laid in 2010. 145 defendants in respect of 52 cases were convicted under section 23(6) of the Town Planning Ordinance (the Ordinance) for non-compliance with notices issued by the Planning Authority. Three defendants in respect of three cases were convicted under sections 20(7) and 20(8) of the Ordinance for undertaking/continuing UD's. Four defendants in respect of four cases were convicted under section 22(8). Table 5 gives a summary of the number of defendants convicted with fines in 2010.

Table 5 : Number of Defendants Convicted with Fines in 2010

Convicted Under	No. of Defendants Convicted	No. of Cases	Range of Fine Per Defendant	Average Fine Per Defendant
s.23(6)	145	52	\$3,000 - \$100,000	\$21,700
s.22(8)	4	4	\$2,500 - \$3,000	\$2,875
s.20(7) & s.20(8)	3	3	\$4,000 - \$30,000	\$14,667
Total	152	59	---	---

Contact Us

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North Point

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333 Java Road, North Point
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Sha Tin

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New Territories

Opening Hours :

Monday - Thursday 9:00 am - 5:30 pm (no lunch break)
Friday 9:00 am - 6:00 pm (no lunch break)
Closed on Saturday, Sunday & Public Holidays