

**Minutes of 1127<sup>th</sup> Meeting of the  
Town Planning Board held on 4.11.2016**

**Present**

Permanent Secretary for Development  
(Planning and Lands)  
Mr Michael W.L. Wong

Chairman

Professor S.C. Wong

Vice-Chairman

Mr Lincoln L.H. Huang

Professor K.C. Chau

Dr Wilton W.T. Fok

Mr Ivan C.S. Fu

Mr Sunny L.K. Ho

Ms Janice W.M. Lai

Mr Dominic K.K. Lam

Mr Patrick H.T. Lau

Mr Stephen H.B. Yau

Dr F.C. Chan

Mr David Y.T. Lui

Dr Frankie W.C. Yeung

Mr Peter K.T. Yuen

Mr Philip S.L. Kan

Dr Lawrence W.C. Poon

Mr K.K. Cheung

Mr Wilson Y.W. Fung

Dr C.H. Hau

Mr Thomas O.S. Ho

Mr Alex T.H. Lai

Mr Stephen L.H. Liu

Professor T.S. Liu

Miss Winnie W.M. Ng

Ms Sandy H.Y. Wong

Mr Franklin Yu

Chief Engineer (Works), Home Affairs Department

Mr Martin W.C. Kwan

Deputy Director of Environmental Protection (1)  
Environmental Protection Department

Mr C.W. Tse

Principal Assistant Secretary (Transport)<sup>3</sup>  
Transport and Housing Bureau  
Mr Andy S.H. Lam

Director of Lands  
Ms Bernadette H.H. Linn

Director of Planning  
Mr K.K. Ling

Deputy Director of Planning/District  
Mr Raymond K.W. Lee

Secretary

**Absent with Apologies**

Mr H.W. Cheung

Ms Christina M. Lee

Mr H.F. Leung

Dr Lawrence K.C. Li

**In Attendance**

Assistant Director of Planning/Board  
Ms Lily Y.M. Yam

Senior Town Planner/Town Planning Board  
Ms Wendy W.L. Li

**Agenda Item 1**

[Open meeting]

**Confirmation of Minutes of the 1122<sup>nd</sup> meeting held on 27.9.2016**

[The meeting was conducted in Cantonese.]

1. The minutes of the 1122<sup>nd</sup> meeting held on 27.9.2016 were confirmed without amendments.

**Agenda Item 2**

[Open meeting]

**Confirmation of Minutes of the 1125<sup>th</sup> meeting held on 24.10.2016**

[The meeting was conducted in Cantonese.]

2. A Member commented that there was a minor typo regarding his initials in the draft minutes of the 1125<sup>th</sup> meeting. The Chairman suggested that the minutes of the 1125<sup>th</sup> meeting held on 24.10.2016 were confirmed, subject to the rectification of the typo. Members agreed.

**Agenda Item 3**

**Matters Arising**

[The meeting was conducted in Cantonese]

- (i) **Approval of Draft Plan**

[Open Meeting]

3. The Secretary reported that on 18.10.2016, the Chief Executive in Council approved the draft Yuen Long Outline Zoning Plan (OZP) under section 9(1)(a) of the Town Planning Ordinance. Upon approval, the OZP was renumbered as S/YL/23 and the approval was notified in the Gazette on 28.10.2016.

(ii) Reference Back of Approved Plans

[Open Meeting]

4. The Secretary reported that on 18.10.2016, the Chief Executive in Council referred the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/20 and Sha Tin OZP No. S/ST/32 to the Town Planning Board for amendment under section 12(1)(b)(ii) of the Town Planning Ordinance. The reference back of the OZPs was notified in the Gazette on 28.10.2016.

(iii) New Town Planning Appeal Received

Town Planning Appeal No. 8 of 2016

Proposed Minor Relaxation of Site Coverage Restriction (from 15% to 24%)

for Permitted Place of Recreation, Sports or Culture Use in

“Other Specified Uses” annotated “Sports & Recreation Clubs” Zone,

Kowloon Cricket Club, Cox’s Road, Tsim Sha Tsui, Kowloon

(Application No. A/K1/251)

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[Open Meeting]

5. The Secretary reported that the following Members had declared interests on the item for owning properties in the area or for having affiliations with Urbis Limited (Urbis) and Ramboll Environ Hong Kong Limited (Environ) which were two of the consultants of the applicant:

Ms Christina M. Lee - her company owning properties at Kimberley Road, Tsim Sha Tsui and spouse owning a carpark space at 1 Austin Road West, Tsim Sha Tsui

Mr Ivan C.S. Fu ] having current business dealings with Urbis

Ms Janice W.M. Lai ] and Environ

Mr Franklin Yu - having past business dealings with Urbis

6. As the item was to report the receipt of a new town planning appeal, the meeting agreed that the above Members should be allowed to stay in the meeting. Members noted that Ms Christina M. Lee had tendered apologies for being unable to attend the meeting and Mr Franklin Yu had yet to arrive at the meeting.

7. The Secretary reported that a Notice of Appeal was received by the Appeal Board Panel (Town Planning) on 4.10.2016 against the decision of the Town Planning Board (the Board) to reject the review of Application No. A/K1/251.

8. The application was for the proposed minor relaxation of site coverage restriction (from 15% to 24%) for a permitted place of recreation, sports or culture use in “Other Specified Uses” annotated “Sports & Recreation Clubs” zone on the approved Tsim Sha Tsui Outline Zoning Plan (OZP) No. S/K1/28, which was approved with conditions by the Metro Planning Committee of the Board on 22.1.2016.

9. On 25.2.2016, the applicant applied for a review of approval condition (b), i.e. the submission and implementation of tree preservation and landscape proposal including lawn grass planting proposal on the whole roof floor to the satisfaction of the Director of Planning or of the Board.

10. The application was rejected by the Board on 22.7.2016 for the following reasons:

- (i) the applicant failed to demonstrate that the compliance of approval condition (b) was technically infeasible; and
- (ii) the approval of the review application would undermine the Board’s intention to ensure that the loss of the existing green lawn would be compensated at the application site.

11. The hearing date of the appeal was yet to be fixed. The Secretary would act on behalf of the Board in dealing with the appeal in the usual manner.

(iv) Appeal Statistics  
[Open Meeting]

12. The Secretary reported that as at 4.11.2016, the appeal statistics were as follows:

Allowed	:	35
Dismissed	:	147
Abandoned/Withdrawn/Invalid	:	194
Yet to be Heard	:	12
Decision Outstanding	:	1
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Total	:	389

(v) Submissions Received in respect of the Draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/30  
[Open Meeting]

13. The Secretary reported that one of the representations in respect of the draft Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) was submitted by the South Horizons Estate Owners' Committee (SHEOC) (R605) and Dr Wilton W.T. Fok had declared interest for owning a property in South Horizons. As the item was to discuss the treatment of the submissions received, Dr Wilton W.T. Fok should be allowed to stay in the meeting. Members agreed.

14. On 27.9.2016, the Town Planning Board (the Board) considered the representations and comments on the draft Aberdeen & Ap Lei Chau OZP and agreed to defer making a decision on the OZP pending provision of additional information by the relevant government departments. After the meeting, the Secretariat received two letters on 28.9.2016 with regard to the OZP.

15. Hong Yip Service Company Limited, who was not a representer, submitted a letter to object to the rezoning of the Lei Nam Road site for private residential development. As the submission made by Hong Yip Service Company Ltd. was received outside the 2-month public inspection period of the OZP, according to section 6(3) of the Town Planning Ordinance, it should be treated as not having been made. Members agreed.

16. Dr Chan Ka Lok, who was a representer (R571) attended the hearing session on 27.9.2016, noted that the Board had already deferred making a decision on the OZP. He requested that the Board should invite comments on the proposed private residential development at Lei Nam Road from the public upon receipt of the additional information. He also invited Members to attend a residents' meeting in Ap Lei Chau to listen to the views of the local residents in respect of the OZP. Members noted that government representatives would present the additional information to the Board in a meeting on 18.11.2016 and representers/commenters who attended the hearing session on 27.9.2016 would be invited to the meeting as a continuation of the question and answer (Q&A) session of the hearing of the OZP. Regarding the invitation to attend the residents' meeting, Members also noted that the Board had not previously attended any such meeting organized by local residents. Members agreed that a reply would be given to Dr Chan Ka Lok advising him of the meeting to be held on 18.11.2016 and that Members would not attend the residents' meeting.

(vi) [Confidential Item. Closed Meeting]

17. This item was recorded under confidential cover.

18. As the attendees of Agenda Item 4 had not yet arrived at the meeting, the Chairman proposed and Members agreed to proceed with Agenda Items 5 to 6A and, if applicable, procedural matters (Agenda Items 7 to 9) first.

#### Tuen Mun and Yuen Long West District

#### **Agenda Item 5**

[Open Meeting]

Request for Deferment of Review of Application No. A/YL-HT/1036

Proposed House (New Territories Exempted House – Small House) in “Recreation” and “Village Type Development” Zones, Lot 603 S.A ss.6 in D.D.125, Tseung Kong Wai, Ha Tsuen, Yuen Long, New Territories

(TPB Paper No. 10201)

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[The item was conducted in Cantonese.]

### **Agenda Item 6**

[Open Meeting]

Request for Deferment of Review of Application No. A/YL-HT/1037

Proposed 5 Houses (New Territories Exempted Houses – Small Houses) in “Recreation” Zone, Lots 603 S.A ss.1, 603 S.A ss.2, 603 S.A ss.3, 603 S.A ss.4 and 603 S.A ss.5 in D.D. 125, Tseung Kong Wai, Ha Tsuen, Yuen Long, New Territories

(TPB Paper No. 10202)

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[The item was conducted in Cantonese.]

19. The Secretary reported that as the two applications under Agenda Items 5 and 6 were for the same use, the application sites were located adjacent to each other and they were represented by the same representative, the two applications could be considered together. Members agreed.

20. The Secretary reported that Ms Janice W.M. Lai had declared interest on the two items as her spouse was a shareholder of a company which owned two pieces of land in Ha Tsuen. As the applicants had requested for deferment of consideration of the two review applications, the meeting agreed that Ms Janice W.M. Lai could stay in the meeting.

21. The Secretary reported that on 13.10.2016, the applicants’ representative wrote to the Secretary of the Board and requested the Board to defer making a decision on the review applications for one month in order to allow time for preparation of further information to support the review applications. It was the first request from the applicants for deferment of the consideration of the review applications.

22. Members noted that the justifications for deferment met the criteria for deferment as set out in the Town Planning Board Guidelines on Deferment of Decision on Representations, Comments, Further Representations and Applications (TPB PG-No. 33) in that the applicants needed more time to prepare further information in support of the review applications, the deferment period was not indefinite and the deferment would not affect the interests of other relevant parties.

23. After deliberation, the Board agreed to defer a decision on the review applications for one month, pending the submission of further information by the applicant. The Board also agreed that the review applications should be submitted for its consideration within three months upon receipt of the further submission from the applicants. If the further information submitted by the applicants was not substantial and could be processed within a shorter time, the applications could be submitted to an earlier meeting for the Board's consideration. The Board also agreed to advise the applicants that the Board had allowed a period of one month for preparation of the submission of further information, and no further deferment would be granted unless under very special circumstances.

Fanling, Sheung Shui and Yuen Long East District

**Agenda Item 6A**

[Open Meeting]

Request for Deferment of Review of Application No. A/YL-NSW/242

Proposed Comprehensive Development with Wetland Enhancement (including House, Flat, Wetland Enhancement Area, Nature Reserve, Visitors Centre, Social Welfare Facility, Shop and Services) as well as Filling of Land/Pond and Excavation of Land in "Other Specified Uses" annotated "Comprehensive Development and Wetland Enhancement Area 1" and "Site of Special Scientific Interest (1)" Zones, Lots 1520 RP, 1534 and 1604 in D.D.123 and Adjoining Government Land, Nam Sang Wai and Lut Chau, Yuen Long, New Territories  
(TPB Paper No. 10210)

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[The item was conducted in Cantonese.]

24. The Secretary reported that the application was submitted by Kleener Investment Limited, Nam Sang Wai Development Company Limited, Community Wetland Park Foundation Limited and Lut Chau Nature Reserve Foundation Limited, with the first two being subsidiaries of Henderson Land Development Company Limited (Henderson), and Masterplan Limited (Masterplan), AECOM Asia Company Limited (AECOM), LWK & Partners (HK) Limited (LWK), MVA Hong Kong Limited (MVA) and Urbis Limited (Urbis) were five of the consultants of the applicants. The following Members had declared interests on the item:

- |                     |   |
|---------------------|---|
| Ms Janice W.M. Lai  | - having current business dealings with Henderson, AECOM and Urbis                  |
| Mr Ivan C.S. Fu     | - having current business dealings with Henderson, Masterplan, AECOM, MVA and Urbis |
|                     | - being the director and shareholder of LWK   |
| Mr Stephen L.H. Liu | - having current business dealings with Henderson and LWK                           |
| Mr Patrick H.T. Lau | - having current business dealings with Henderson and AECOM                         |
| Dr C.H. Hau         | - having current business dealings with AECOM                                       |
| Ms Sandy H.Y. Wong  | - owning a house in Fairview Park, Yuen Long  |
| Dr Lawrence K.C. Li | - co-owning with spouse a house at Palm Springs, Yuen Long                          |

- being the Treasurer of the Hong Kong Polytechnic University which had obtained sponsorship from Henderson before
  
- Mr Franklin Yu - having past business dealings with Henderson, AECOM and Urbis
  
- Mr Dominic K.K. Lam - having past business dealings with Henderson and AECOM
  
- Ms Christina M. Lee - being the Secretary-General of the Hong Kong Metropolitan Sports Events Association that had obtained sponsorship from Henderson before
  
- Professor K.C. Chau - being an employee of the Chinese University of Hong Kong which had obtained a donation from a family member of the Chairman of Henderson before
  
- Mr H.F. Leung ] being employees of HKU which had received  
Dr Wilton W.T. Fok ] a donation from a family member of the  
] Chairman of Henderson before
  
- Professor S.C. Wong - being an employee of HKU which had  
(*The Vice-chairman*) received a donation from a family member of  
the Chairman of Henderson before
  
- being the Chair Professor and Head of the Department of Civil Engineering of HKU where AECOM had business dealings with some colleagues and had sponsored some activities of the Department before

- Mr Peter K.T. Yuen - being a member of the Board of Governors of the Hong Kong Arts Centre which had received a donation from an Executive Director of Henderson before
- Mr Wilson Y.W. Fung - being a Director of the Hong Kong Business Accountants Association which had received sponsorship from Henderson before

25. As the applicants had requested deferment of consideration of the review application, the meeting agreed that the above Members could stay in the meeting. Members noted that Ms Christina M. Lee, Mr H.F. Leung and Dr. Lawrence K.C. Li had tendered apologies for being unable to attend the meeting and Mr Franklin Yu had yet to arrive at the meeting.

26. The Secretary reported that on 7.9.2016 and 1.11.2016, the applicant's representative wrote to the Secretary of the Town Planning Board (the Board) and requested the Board to defer making a decision on the review application for two months in order to allow time for the preparation of further information to address the comments of the Agriculture, Fisheries and Conservation Department (AFCD). It was the second request from the applicant for deferment of the consideration of the review application.

27. Since the first deferment, the applicants had submitted a draft ecological assessment for AFCD's consideration and attended several meetings with AFCD, the latest being 25.10.2016. More time was required to prepare responses to adequately address AFCD's concerns.

28. Members noted that the justification for deferment met the criteria for deferment as set out in the Town Planning Board Guidelines on Deferment of Decision on Representations, Comments, Further Representations and Applications (TPB PG-No. 33) in that the applicants needed more time to prepare further information to address departmental comments, the deferment period was not indefinite and the deferment would not affect the interests of other relevant parties.

29. After deliberation, the Board agreed to defer a decision on the review application for two months, pending the submission of further information by the applicants. The Board also agreed that the review application should be submitted for its consideration within three months upon receipt of the further submission from the applicants. If the further information submitted by the applicants was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Board's consideration.

30. Since it was the second deferment of the review application, the Board also agreed to advise the applicants that the Board had allowed a total of four months for preparation of submission of further information, and no further deferment would be granted unless under very special circumstances.

#### Procedural Matters

#### Agenda Item 7

[Open Meeting]

Information Note and Hearing Arrangements for Consideration of Representations and Comment on the Draft Tseung Kwan O Outline Zoning Plan No. S/TKO/23  
(TPB Paper No. 10203)

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[The item was conducted in Cantonese.]

31. The Secretary briefly introduced the Paper. On 24.6.2016, the draft Tseung Kwan O (TKO) Outline Zoning Plan (OZP) No. S/TKO/23 was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments mainly involved the rezoning of a site at the south-eastern part of TKO Area 137 from "Other Specified Uses" ("OU") annotated "Deep Waterfront Industry" to "OU" annotated "Desalination Plant" (Amendment Item A). During the two-month exhibition period, two representations were received, which were subsequently published for three weeks and one comment was received.

32. R1 objected to Amendment Item A as there was inadequate information provided in the Rural and New Town Planning Committee (RNTPC) paper in relation to the proposed amendments to the approved Tseung Kwan O OZP No. S/TKO/22 to support the rezoning of the site for desalination plant use and that the rezoning would jeopardise the future development of TKO Area 137 to be reviewed soon. R2 expressed concerns on the development of the proposed government building in TKO Area 67 and the proposed refuse collection point in TKO Area 72, and proposed to reserve land in TKO south for the development of bazaar, public wet market and cooked food centre. In accordance with section 6(2) of the Ordinance, a representation should indicate the particular matter in any of the amendments to which the representation related. Since R2 was not related to any of the amendment items on the OZP, R2 should be considered as invalid and be treated as not having been made in accordance with section 6(3)(b) of the Ordinance. C1, which was submitted by R1, expressed the same views as those of R1.

33. Since the amendments incorporated in the OZP involved only the proposed desalination plant development and there were only one valid representation and one comment received, which were also submitted by the same person, the full Board was recommended to hear them without resorting to the appointment of a Representation Hearing Committee. Consideration of the representations and comment by the full Board was tentatively scheduled for 16.12.2016.

34. After deliberation, the Board agreed that:

- (a) R2 was considered invalid; and
- (b) the representation and comment should be considered by the Board itself.

## **Agenda Item 8**

[Open Meeting]

Submission of the Draft Fanling/Sheung Shui Outline Zoning Plan No. S/FSS/21A under Section 8 of the Town Planning Ordinance to the Chief Executive in Council for Approval (TPB Paper No. 10204)

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[The item was conducted in Cantonese.]

35. The Secretary reported that that one of the representation sites (Amendment Item A) was for a proposed public housing development to be undertaken by the Housing Department (HD), which was the executive arm of the Hong Kong Housing Authority (HKHA). Two of the representers, R3 (City Jet Development) and R7 (Hong Kong and China Gas Company Limited (Towngas), were subsidiaries of Henderson Land Development Company Limited (Henderson); and Masterplan Limited was the consultant of R3. BMW Concessionaires (HK) Limited (BMW) was related to R4/C2 (Marksworth Limited); and Meinherdt Consulting Engineering Limited (Meinherdt) was one of the consultants of R4/C2. The following Members had declared interests on the item:

- |  |   |   |
|--|---|---|
| Mr H.F. Leung  | - | being a member of the Tender Committee of HKHA and being employee of the University of Hong Kong (HKU) which had received a donation from a family member of the Chairman of Henderson before |
| Ms Bernadette H.H. Linn<br><i>as Director of Lands</i>                               | - | being a member of HKHA  |
| Mr K.K. Ling<br><i>as Director of Planning</i>                                       | - | being a member of the Strategic Planning Committee (SPC) and the Building Committee of HKHA   |
| Mr Martin W.C. Kwan<br><i>as Chief Engineer (Works),<br/>Home Affairs Department</i> | - | being the representative of the Director of Home Affairs who was a member of the SPC and the Subsidised Housing Committee of HKHA   |
| Ms Janice W.M. Lai   | ] | having current business dealings with HKHA and  |
| Mr Patrick H.T. Lau  | ] | Henderson   |
| Mr Stephen L.H. Liu  | ] |   |

- Dr C.H. Hau ] having current business dealings with HKHA  
Mr Thomas O.S. Ho ]
- Mr Ivan C.S. Fu - having current business dealings with Henderson  
and Masterplan and past business dealings with  
HKHA
- Mr K.K. Cheung - his firm having current business dealings with  
Towngas
- Mr Alex T.H. Lai - his firm having current business dealings with  
Towngas
- Mr Franklin Yu - having past business dealings with HKHA and  
Henderson and Meinherdt
- Mr Dominic K.K. Lam - having past business dealings with HKHA
- Mr Lincoln L.H. Huang - his firm having current business dealings with  
BMW
- Dr Lawrence W.C. Poon - his spouse being an employee of HD but not  
involved in planning work
- Professor S.C. Wong ] being employees of the Chinese University of  
Professor K.C. Chau ] Hong Kong (CUHK) or HKU which had  
Dr Wilton W.T. Fok ] received a donation from a family member of the  
Chairman of Henderson before
- Ms Christina M. Lee - being Secretary-General of the Hong Kong  
Metropolitan Sports Events Association which  
had received sponsorship from Henderson before

- Mr Peter K.T. Yuen - being a Member of the Board of Governors of the Hong Kong Arts Centre which had received a donation from an Executive Director of Henderson before
- Mr Wilson Y.W. Fung - being a Director of the Hong Kong Business Accountants Association which had obtained sponsorship from Henderson before
- Dr Lawrence K.C. Li - being the Treasurer of the Hong Kong Polytechnic University which had obtained sponsorship from Henderson before

36. As the item was procedural in nature and no discussion was required, the meeting agreed that the above Members could stay in the meeting. Members noted that Ms Christina M. Lee, Mr H.F. Leung and Dr Lawrence K.C. Li had tendered apologies for being unable to attend the meeting and Mr Franklin Yu had not yet arrived at the meeting.

37. The Secretary briefly introduced the Paper. On 29.1.2016, the draft Fanling/Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/21 was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). Nine representations and 226 comments were received. After giving consideration to the representations and comments under section 6B(1) of the Ordinance on 23.9.2016, the Town Planning Board (the Board) noted the supporting representations and decided not to propose any amendment to the draft OZP to meet the representations under section 6B(8) of the Ordinance. As the representation consideration process had been completed, the draft OZP was ready for submission to the Chief Executive in Council (CE in C) for approval.

38. After deliberation, the Board:

- (a) agreed that the draft Fanling/Sheung Shui OZP No. S/FSS/21A and its Notes at Annexes I and II of the Paper respectively were suitable for submission under section 8 of the Ordinance to the CE in C for approval;

- (b) endorsed the updated Explanatory Statement (ES) for the draft Fanling/Sheung Shui OZP No. S/FSS/21A at Annex III of the Paper as an expression of the planning intention and objectives of the Board for the various land-use zonings on the draft OZP and issued under the name of the Board; and
- (c) agreed that the updated ES was suitable for submission to the CE in C together with the draft OZP.

### **Agenda Item 9**

[Open Meeting]

Submission of the Draft Kuk Po, Fung Hang and Yung Shue Au Outline Zoning Plan No. S/NE-KP/1A under Section 8 of the Town Planning Ordinance to the Chief Executive in Council for Approval  
(TPB Paper No. 10207)

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[The item was conducted in Cantonese.]

39. The Secretary reported that the following Members had declared interests on the item:

- |                   |   |
|-------------------|---|
| Mr Alex T.H. Lai  | - his firm having current business dealings with Mr Andrew Chan (representative of World Wide Fund for Nature Hong Kong (WWF(R1))), Mr Cheung Man Yin (R12), Mr Peter Sung (R44) and Mr David Lee (R97) |
| Mr K. K. Cheung   | - his firm having past business dealings with WWF (R1)  |
| Mr Thomas O.S. Ho | - personally knowing Mr Paul Zimmerman (C1 and co-founder and Chief Executive Officer of Designing Hong Kong Limited (R4))  |

40. As the item was procedural in nature and no discussion was required, Members agreed that the above Members could stay in the meeting.

[Mr Franklin Yu arrived to join the meeting at this point.]

41. The Secretary briefly introduced the Paper. On 19.2.2016, the draft Kuk Po, Fung Hang and Yung Shue Au Outline Zoning Plan (OZP) No. S/NE-KP/1 was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). A total of 97 representations and two comments were received. After giving consideration to the representations and comments under section 6B(1) of the Ordinance on 7.10.2016, the Town Planning Board (the Board) decided not to propose any amendment to the draft OZP to meet the representations under section 6B(8) of the Ordinance. As the representation consideration process had been completed, the draft OZP was ready for submission to the Chief Executive in Council (CE in C) for approval.

42. After deliberation, the Board:

- (a) agreed that the draft Kuk Po, Fung Hang and Yung Shue Au OZP No. S/NE-KP/1A and its Notes at Annexes I and II of the Paper respectively were suitable for submission under section 8 of the Ordinance to the CE in C for approval;
- (b) endorsed the updated Explanatory Statement (ES) for the draft Kuk Po, Fung Hang and Yung Shue Au Outline Zoning Plan No. S/NE-KP/1A at Annex III of the Paper as an expression of the planning intention and objectives of the Board for the various land-use zonings on the draft OZP and issued under the name of the Board; and
- (c) agreed that the updated ES was suitable for submission to the CE in C together with the draft OZP.

**General**

**Agenda Item 4**

[Open Meeting]

Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030

(TPB Paper No. 10200)

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[The meeting was conducted in Cantonese.]

**Presentation and Question Sessions**

43. The following government representatives were invited to the meeting:

Ms Phyllis C.M. Li - Deputy Director of Planning/Territorial,  
Planning Department (DD/T, PlanD)

Ms Amy Y.M. Cheung - Assistant Director of Planning/Territorial  
(AD/T), PlanD

Miss Winnie B.Y. Lau - Chief Town Planner/Strategic Planning  
(CTP/SP), PlanD

44. The Secretary reported that a letter submitted by Save Lantau Alliance seeking the uploading of documents including technical assessment reports relating to “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+) for public inspection was received by the Secretariat before the meeting. The letter was circulated for members’ reference at the meeting.

45. The Chairman extended a welcome and invited the representatives of PlanD to brief Members on the Paper.

46. Ms Phyllis C.M. Li, DD/T, said that the purpose of the briefing was to provide Members with the key findings and recommendations of Hong Kong 2030+, which aimed to update the territorial development strategy (TDS) to guide planning, land and infrastructure

development, and the shaping of the built and natural environment of Hong Kong beyond 2030. A six-month public engagement (PE) for Hong Kong 2030+ was launched on 27.10.2016 to collect public views from different sectors of the community on the updated TDS. Members' views on Hong Kong 2030+ were welcome.

47. With the aid of a PowerPoint presentation, Miss Winnie Lau, CTP/SP, made the following main points as detailed in the Paper:

#### Background

- (a) the last TDS review entitled "Hong Kong 2030: Planning Vision and Strategy" (HK2030) was promulgated in 2007. PlanD commenced the Hong Kong 2030+ Study in January 2015 to update HK2030;
- (b) building upon the foundation of HK2030, Hong Kong 2030+ adopted a visionary, proactive, pragmatic and action-oriented approach to respond to the changing circumstances and challenges ahead;

#### *Global & Regional Dimensions*

- (c) Hong Kong had been positioning itself as Asia's World City. While Hong Kong stood out as a leading financial centre and business hub, it had a moderate performance for liveability and innovation. There were a number of emerging global megatrends that would impact on and bring new opportunities for the future development of Hong Kong, such as climate change, scarcity of natural resources, changing drivers of economic growth, shifting of economic power to Asia and changing demographics with ageing population;
- (d) Hong Kong was a strategic regional gateway reaching most parts of Asia within 5 hours' flying time, and was located within a "3-hour living circle" and a "one-hour intercity traffic circle" of the Greater Pearl River Delta (PRD). The major regional transport infrastructure to be completed in the coming years would strengthen Hong Kong's regional connectivity and

economic interactions. New initiatives including the China (Guangdong) Pilot Free Trade Zones (FTZs) in Qianhai, Nansha and Hengquin and the “Belt and Road” would further the development potential of Hong Kong;

*Internal Dimension*

- (e) Hong Kong was facing a number of problems and challenges internally, including a growing and ageing population and a shrinking labour force, a large quantity of ageing building stock, strong land demand for housing, economic activities and community facilities, an imbalance in home-job spatial distribution and rising aspirations for enhancing liveability;
- (f) the vision of Hong Kong 2030+ was to strengthen Hong Kong’s position as a liveable, competitive and sustainable Asia’s World City, while the overarching planning goal was to champion sustainable development with a view to meeting Hong Kong’s present and future social, environmental and economic needs and aspirations. In that connection, three building blocks, namely “Planning for a Liveable High-density City”, “Embracing New Economic Challenges and Opportunities” and “Creating Capacity for Sustainable Growth”, and a conceptual spatial framework that translated those building blocks in spatial planning terms, were proposed under Hong Kong 2030+;
- (g) an overview of the three building blocks and the conceptual spatial framework were summarised as follows:

*Building Block 1: Planning for a Liveable High-density City*

- the overall approach under the first building block entailed optimising the new development areas and retrofitting the densely developed urban areas. The liveability of the high-density city would be enhanced through promoting eight city attributes as the key strategic directions, making Hong Kong compact; integrated; unique, diverse and vibrant; healthy; inclusive and supportive; where green and blue assets were harnessed;

where public space could be enjoyed by all; and where the ageing urban fabric was rejuvenated;

### *Major Highlights of Building Block 1*

#### *Ageing Society*

- according to the latest estimates, one in three Hong Kong residents would be 65 or above in 30 years' time. The proportion of population aged 65 or above was projected to increase from about 15% in 2014 to about 36% in 2064, while the figure of aged 85 or above would rise markedly from about 2.2% to about 10.1% during the same period. To plan for the ageing society, Hong Kong 2030+ proposed adopting the concepts of "age-friendly" planning and design and facilitating "ageing in place", which included promoting more diverse housing choices available for the elderly; facilitating the adoption of "universal design" in both public and private residential developments; and providing elderly services, particularly long-term care services;

#### *Ageing Buildings*

- it was estimated that the number of private housing units aged 70 years or above would increase by nearly 300 times from about 1,100 units at present to about 326,000 units by 2046. As such, there was a need to continue to facilitate redevelopment, rehabilitation, revitalisation or preservation initiatives and to step up urban regeneration efforts and policies to rejuvenate the dilapidated urban areas;

#### *Leveraging Green and Blue Assets and Promoting a Healthy City*

- Hong Kong was well endowed with green and blue assets. The former referred to the green spaces such as country parks, open spaces and recreation spaces, while the latter referred to water bodies including harbour, rivers and streams, conservation-related water space (such as

wetlands, marine parks/reserves), beaches, reservoirs, etc. It was proposed that “green and blue asset system” networks be formed by integrating green and blue spaces, blue-green infrastructure and eco-corridors under a conceptual spatial framework for green and blue space planning. For creating a healthy city, it was proposed to incorporate urban climate and air ventilation considerations into planning and urban design as well as embracing the “active design” concept to promote physical activities and healthy lifestyles, e.g. promoting walking and cycling;

### *Enhancing Living Space*

- buffer should be allowed in the development capacity for the possibility and flexibility for considering improvements of living space including home space. There was also scope to reinvent public space and enhance public facilities with a view to uplifting Hong Kong’s liveability. Hong Kong 2030+ proposed to enhance the land and space provision for government, institution or community (GIC) uses and open space, by adopting higher ratios of 3.5m<sup>2</sup> and a minimum of 2.5m<sup>2</sup> per person for the strategic planning of GIC and open space land requirements respectively;

### *Building Block 2: Embracing New Economic Challenges and Opportunities*

- the overall approach under Building Block 2 entailed mainly moving up the value chain and diversify economic base of Hong Kong and to provide jobs requiring a range of skills, especially for the youth; and providing land and space to address existing shortfall and enhancing economic capacity and resilience for coping with economic opportunities and challenges. There was an estimated outstanding long-term land requirement of 300 ha, taking into account the land demands of market-driven uses (including Grade A offices, general business, industrial uses and special industries) and policy-driven economic uses;

- the key strategic directions for the building block included planning for adequate land and space for growth; creating strategic economic nodes; providing favourable conditions to promote niche sectors and emerging industries while strengthening the pillar industries; nurturing, retaining and attracting sufficient and suitable human capital; and providing adequate and timely provision of supporting infrastructure;

#### *Major Highlights of Building Block 2*

- there was a need to plan for more appropriate and affordable accommodations to cater for the small and medium enterprises (SMEs), especially the innovation start-ups as well as high-tech industries, in promoting “re-industrialisation” and Hong Kong’s migration from traditional labour-intensive industry to smart production. Besides, new tourist attractions, more high-grade hotels and exhibition and convention facilities would be provided. The Agricultural Park initiative would also be taken forward;

#### *Building Block 3: Creating Capacity for Sustainable Growth*

- an enhanced strategic planning approach was adopted under Building Block 3, which involved embracing the creation of development capacity (in terms of more space for development, transport and other infrastructure) and environmental capacity (including the natural environment and a Smart, Green and Resilient (SGR) City Strategy) in a holistic manner. The key strategic directions for the building block included, amongst others, creating sufficient capacity timely with buffers to meet various social and economic development needs and to avoid the situation where the bottlenecks for development were caused by the lack of land and infrastructure provision as at present. Notwithstanding that, implementation of individual projects would continue to be evaluated in accordance with the established mechanism, taking into account cost-effectiveness and resource priority;

### *Major Highlights of Building Block 3*

#### *Long-term Land Requirements*

- taking into account the anticipated demand and foreseen circumstances for housing, economic uses, G/IC uses, open space and transport facilities, the base case aggregate land requirement was estimated to be more than 4,800 ha. The existing, committed and planned developments such as the Kai Tak Development (KTD), Fanling North (FLN) and Kwu Tung North (KTN) New Development Areas (NDAs) and Yuen Long South could only meet about 3,600 ha of the land requirement, giving an anticipated land shortfall of at least 1,200 ha (roughly equivalent to the size of four KTD sites);
- to address such outstanding land demand, two strategic growth areas (SGAs) (i.e. East Lantau Metropolis (ELM) and New Territories North (NTN) with a total development area of 1,720 ha) were proposed, the details of which would be presented shortly;

#### *Creating Development Capacity*

- a multi-pronged and flexible approach was proposed under Building Block 3 to create development capacity, with priority accorded to reviewing and releasing degraded areas such as brownfield sites, sites at the fringe of built-up areas that had low conservation, buffer and public enjoyment value, and creating SGAs. Sizeable SGAs were considered an effective way to create development capacity as they would have the advantages of comprehensive planning and achieving economies of scale for cost-effective production of land, provision of necessary infrastructure and creating new communities;

#### *Supporting Transport and Infrastructure Capacity*

- another key strategic direction for Building Block 3 was to optimise

transport and other infrastructure capacity. Transport capacity could be created through minimising or managing demand such as better home-job spatial distribution to reshape travel pattern, the provision of new/improved infrastructure and wider use of public transport. The annual growth rate of private vehicles had been on the rise in the last 20 years (from 1995 to 2015), averaging to about 3% per annum. That increase was significant when compared with the annual increases in the number of domestic households and population for the same period, standing at 1.7% and 0.8% respectively. If the growth rate of private vehicles was unmanaged, the number of private cars could be over 1.2 million in the year 2041, doubling the current number of private vehicles. Private vehicles growth and use should therefore be managed for sustainable development;

- an integrated SGR infrastructure system to enhance smart use of resources, the synergy effect and land efficiency should be promoted;

#### *Creating, Enhancing and Regenerating Capacity*

- the environmental capacity should be created/enhanced/regenerated through integrating biodiversity consideration into planning and decision making as well as environmental improvement. Measures to enhance biodiversity included protecting areas of high ecological values, revitalising water bodies and abandoned farmland, setting up nature park, promoting urban ecology, and introducing eco-shorelines and other blue-green infrastructure;

#### *SGR City Strategy*

- the SGR city strategy included three aspects of the built environment, i.e. promoting sustainable planning and urban design; fostering smart mobility; and devising an integrated SGR infrastructure system. It would be supported by a common spatial data/information and communications technology (ICT) infrastructure. The strategy would

better prepare Hong Kong for tackling the key urban challenges of the 21<sup>st</sup> century, notably climate change;

*Conceptual Spatial Framework*

- (h) to translate the above three building blocks into spatial planning terms, a conceptual spatial framework was proposed, focusing on future development with one metropolitan business core, two SGAs and three development axes, while conserving the natural assets and enhancing liveability;
- (i) the conceptual spatial framework could provide the maximum housing capacity for a population of 9 million. That would provide a 10% buffer as compared with the estimated peak population of 8.22 million for Hong Kong by 2043, according to the latest baseline population projections of the Census and Statistics Department (C&SD). That buffer could be translated into manoeuvring spaces to enable more spacious living environment such as larger flats as well as more public spaces and GIC facilities for enhancing liveability and could meet unforeseen demand for land. As a whole, the built-up area under Hong Kong 2030+ would increase from the current 268km<sup>2</sup> to 324km<sup>2</sup>, while more ecologically important land areas and waters would be under statutory protection. The economic capacity would be enhanced and more jobs would be closer to home by increasing the job opportunities in the non-metro area from 24% to 38%. Liveability would be enhanced through better provision of GIC and open space, leveraging green and blue assets, regenerating the old urban fabric, reinventing the public spaces, and providing a quality environment supportive to all ages;

*Metropolitan Business Core (MBC)*

- (j) the MBC covered the traditional Central Business District (CBD1), Kowloon East (namely CBD2) and, subject to new strategic transport links to the main urban areas and other parts of the territory, CBD3 in the ELM as an extended urban core in the longer term. The MBC would reinforce the traditional CBD1 for focusing on high value-added financial services and advanced

producer services and would transform Kowloon East into CBD2 as an alternative locational choice for enterprises. The proposed CBD3 would become a new and smart financial and producer services hub. The three complementary CBDs together with secondary nodes would help strengthen Hong Kong's position as a global financial and business hub;

*Two SGAs*

- (k) the basic concept of the ELM, which would have a development area of about 1,000 ha, was to bridge Hong Kong Island and Lantau and to create a new metro-front by developing a metropolis with a CBD, mainly through creating artificial islands by reclamations in the ecologically less sensitive waters near Kau Yi Chau and the Hei Ling Chau Typhoon Shelter, and making better use of the underutilised land in Mui Wo. The population of the ELM and the number of jobs to be created were estimated to be about 400,000 to 700,000 and 200,000 respectively under the preliminary concepts;
- (l) as for the NTN involving a development area of about 720 ha, the aim was to develop a new generation new town at Heung Yuen Wai/Ping Che/Ta Kwu Ling/Hung Lung Hang/Queen's Hill, and two development nodes at San Tin and Man Kam To through comprehensive planning and more efficient use of brownfield sites and abandoned agricultural land. The NTN would also accommodate modern industries and economic uses preferring a boundary location. According to the preliminary concepts, the population of the NTN and the number of jobs to be created were estimated to be about 255,000 or 350,000 and 215,000 respectively;

*Three Emerging Development Axes*

- (m) three development axes, namely the "Western Economic Corridor" (WEC), "Eastern Knowledge and Technology Corridor" (EKTC) and "Northern Economic Belt" (NEB), would be consolidated under the proposed spatial framework:

- WEC would capitalise on the international and regional gateway location and strategic transport infrastructure (e.g. the Three-Runway System, the Hong Kong-Zhuhai-Macao Bridge (HZMB), and the River Trade Terminal) in West Hong Kong. Hung Shui Kiu, Tuen Mun, Yuen Long South and various developments in North Lantau were new launchpad for growth;
- EKTC comprised six universities, industrial and service support centres, and high-technology and knowledge-based industries (e.g. research and development (R&D) industries and science park). It would leverage the existing high technology industries and tertiary institutions cluster, and additional knowledge and technology developments were proposed in various areas including Tseung Kwan O, KTN, Lok Ma Chau Loop, Ma Liu Shui and near Liantang/Heung Yuen Wai Boundary Control Point (LT/HYWBCP); and
- NEB, comprising six boundary crossings and LT/HYWBCP under construction as well as NTN development, would be suitable for warehousing, R&D, modern logistics and other supporting uses and emerging industries to create new employment centres in NTN;

*Supporting Transport Network*

- (n) the proposed supporting transport network for the conceptual spatial framework involved both railway and highway developments, entailing a Northwest New Territories (NWNT)-Lantau-Metro Transport Corridor in Hong Kong West and another proposed North-South Transport Corridor from northeast New Territories (NENT) to Kowloon, depending on the scale of the NTN development. The former corridor would enhance connectivity between the metro core, Lantau and NWNT and provide an alternative connection to the airport and NWNT. Subject to transport need and detailed study, the proposed NWNT-Lantau-Metro Transport Corridor might be extended northwards to Shenzhen West for further connectivity and functional integration between Hong Kong West and Shenzhen;

*Institutional Setup for Taking forward Hong Kong 2030+*

- (o) the strategic directions proposed under Hong Kong 2030+ and the associated key actions covered a wide array of policy areas. To ensure that the proposals of Hong Kong 2030+ could be carried forward to timely actions, it was proposed that a high-level steering structure within the Government be set up for co-ordinating, prioritising and monitoring relevant initiatives among bureaux and departments based on the overall strategic framework of Hong Kong 2030+; and
- (p) a six-month PE for Hong Kong 2030+ was launched on 27.10.2016 until 30.4.2017 to widely canvass public views on the updated TDS. It was expected to be completed by 2018.

[Dr Frankie W.C. Yeung arrived to join the meeting at this point.]

48. As the presentation by PlanD's representative had been completed, the Chairman invited questions and comments from Members.

49. Some Members raised the following questions and comments:

*Differences between HK2030 and Hong Kong 2030+*

- (a) the major differences between HK2030 promulgated in 2007 and the current Hong Kong 2030+ in terms of assumptions and visions and whether integration with the Mainland had been a key influential factor;
- (b) there might be scope for Hong Kong 2030+ to be more visionary and forward looking. Whether liveability was the main focus of Hong Kong 2030+, rather than economic development;

*Quantitative Forecasts*

- (c) the basis in deriving the various quantitative forecasts on the needs of housing and land;

*Hong Kong's Competitiveness*

- (d) Hong Kong's competitiveness in the Asia market had been somewhat undermined due to soaring prices, including ever-rising rents. Hong Kong should be proactive in addressing the problem of high prices to enhance its competitiveness. Whether the methodology used in measuring the competitiveness of Hong Kong against other Asian cities and the assumptions adopted could be explained;

*Relationship with Policy Initiatives and Projects/Reviews/Studies*

- (e) how would the proposals under Hong Kong 2030+ relate to the various on-going reviews/studies and policy initiatives of the Government, including the Railway Development Strategy 2014 (RDS 2014), review on the existing agricultural policy, and whether taking forward the proposals under Hong Kong 2030+ would require further study or new policy initiative;

*Planning for the Ageing Population*

- (f) whether further details could be provided on how Hong Kong 2030+ would address the needs of the ageing population of Hong Kong;

*PE*

- (g) to facilitate public understanding and comments on Hong Kong 2030+ during the PE stage, more concrete information justifying the need for Hong Kong 2030+ should be provided. That could include, for example,
  - (i) the tasks completed and difficulties encountered in respect of the previous HK2030;
  - (ii) how Hong Kong 2030+ would be more visionary and forward looking;
  - (iii) the basis for the various proposals (e.g. planning

for economic uses and the areas for SGAs), coupled with more supporting numerical figures for easy understanding. In addition, more options should be put forward to the public to solicit more views, e.g. maintaining current living space versus pursuing more conservation of the natural environment ;

*Accessibility to Green Assets versus Conservation*

- (h) whether a balance could be struck in enhancing public access to green assets and conservation of those areas;

*Alternative Tourism and Industries*

- (i) given Hong Kong's richness in green and blue assets, if Hong Kong was to maintain as Asia's World City, whether eco-tourism could be promoted in Hong Kong. Whether special venues with supporting facilities could be provided to hold international events e.g. sailing competition;
- (j) whether innovative industries being promoted under Hong Kong 2030+ would include those relating to therapeutic and specialised surgical treatments;

*Logistics Industry*

- (k) Hong Kong's competitiveness in logistics industry amongst other neighbouring cities had been on the decline, as Hong Kong's container port only ranked fifth in the world while Ningbo rose to the fourth place. The port cargo throughout 2015 had dropped by about 13% as compared with that recorded in 2014. Whether there was scope to review some of those areas currently occupied by the nine container terminals (CTs) for alternative uses in the future due to shrinking demand;

*Other Issues*

- (l) whether the use of electric vehicles and the creation of above-ground open spaces (e.g. above covered roads/pedestrian walkways/railway tracks) had been considered in the planning proposals of Hong Kong 2030+; and
- (m) whether natural disasters including earthquakes had been catered for under Hong Kong 2030+.

50. In response, Ms Phyllis C.M. Li, DD/T, PlanD made the following responses to Members' questions and comments:

*Differences between HK2030 and Hong Kong 2030+*

- (a) HK2030, completed in 2007, had placed emphasis on sustainable development, which embodied three main objectives, i.e. providing a quality living environment, enhancing Hong Kong's economic competitiveness, and strengthening links with the Mainland. Since then, major changes had taken place in the last decade, many of which were rapid and disruptive, including the following:
  - the emergence of an 'interconnected global economy', which was being led by innovation and technology (I&T). Hong Kong, being an external orientated economy, had been transformed from a manufacturing-based economy to a modern-services economy. To maintain Hong Kong's competitiveness amid the global megatrends, Hong Kong's economy would need to move up the value chain and leverage I&T as the new driver for growth; and
  - in terms of Hong Kong's competitiveness in relation to other Mainland and Asian cities, Hong Kong had been having a modest increase in GDP per capita in recent years, when the neighbouring cities were advancing quickly. As provided in the PE booklet attached to the Paper, while Hong Kong's GDP per capita was 42,327(US\$), the figures of Shenzhen and Seoul were 25,365(US\$) and 29,311(US\$) respectively while Singapore's GDP per capita was

52,888(US\$), exceeding that of Hong Kong. Hong Kong had to enhance its competitiveness. Leveraging the new development policy initiatives and increase in economic interactions with the nearby major cities in the Mainland and Asia were also necessary;

(b) to response to the changes and to create more opportunities, Hong Kong 2030+ adopted a visionary, proactive, pragmatic and action-oriented approach, while striking a balance between development and conservation. The major differences when compared with HK2030 were as follows:

- in terms of the overall approach, a vision driven capacity creating approach was adopted in Hong Kong 2030+ rather than a demand responsive one meeting just the forecasted land use demands;
- in terms of planning objectives, planning for a liveable high-density city was the foremost building block under the Hong Kong 2030+. Besides improving the built environment, enhancing liveability involved, inter alia, increasing living and public spaces, enhancing public facilities and meeting the socio-economic needs of the community including those of different age groups;
- a lot of work had indeed been done for incorporating the concept of liveability into Hong Kong 2030+. It was highly challenging to enhance liveability in a city of high density. While railway would remain as the backbone of the public transportation system to enhance urban mobility, both physical and functional integration within the city would be further promoted by adopting three-dimensional urban design to achieve an integrated city. To promote a healthy city, apart from integrating “green and blue asset system” networks, urban climate and air ventilation considerations should be incorporated into planning and urban design. Besides, “active design” concept should be embraced in urban design and building design to promote physical activities and healthy lifestyles, e.g. walking and cycling. Universal design would be promoted for

inclusive mobility. Easy access to nature through better integration between the countryside, rural and urban areas would also be conducive to promoting health and well-being;

- in terms of conservation, “no-go areas” were introduced previously in HK2030. Apart from protecting areas of high ecological value, a more proactive approach was adopted under Hong Kong 2030+ by enhancing environmental capacity through measures such as enhancing biodiversity, creating a green and blue assets network, regenerating river channels and irrigation reservoirs, etc;
- in terms of spatial planning, the commercial core would remain in the main urban areas for agglomeration economies of the financial and business sectors. Considering that major commercial activities would prefer a location in the main urban areas, the concept of MBC comprising three CBDs around and near Victoria Harbour to help strengthen Hong Kong’s position as a global financial and business hub was new in Hong Kong 2030+; and
- other new concepts included the three development axes, i.e. the WEC, EKTC and NEB under the proposed spatial framework, the details of which had been provided in PlanD’s presentation earlier. For the EKTC, a site would be explored near the LT/HYWBCP under construction for a possible science park/industrial estate development as a new anchor for I&T development along that corridor. WEC would help capture many development opportunities in Hong Kong West in view of the international and regional gateway position and the strategic transport infrastructure, including the Three-Runway System, HZMB, Hung Shui Kiu, Tuen Mun, Yuen Long South and various developments in North Lantau;
- two large-scale SGAs were proposed under Hong Kong 2030+, i.e. the NTN and the ELM, not just to accommodate the population and economic growth, but also to achieve a better home-job balance

in the territory and better quality of life;

*Quantitative Forecasts*

- (c) expert consultants were appointed in working out the various ballpark estimates on land requirements, including those for market-driven economic uses, which was based on an econometric model. The model itself was mainly based on statistical relationship between floorspace and growth rates of GDP in Hong Kong and Guangdong;
- (d) as for the land requirements for housing, the latest housing supply target (i.e. 460,000 units) for the first ten years (i.e. 2016/17 to 2025/26) stated in the Long Term Housing Strategy (LTHS) Annual Progress Report 2015 was adopted in the assessment. In working out the housing unit requirement beyond the first ten years (2026 to 2046) under Hong Kong 2030+, relevant factors taken into account were the increase in households, households displaced by redevelopment, miscellaneous factors (non-local students, non-local buyers and “mobile residents-only households”) and vacancy rate. The number of households displaced by redevelopment was estimated taking into account the pace of redevelopment in recent years and the great number of old private flats (private flats aged 70 years or above would increase by nearly 300 times from about 1,100 units at present to about 326,000 units by 2046);
- (e) GIC land requirements had taken into account the outstanding shortfalls, forecasted needs arising from the population growth, and future operational and policy driven land requirements according to relevant bureaux and departments;

*Hong Kong's Competitiveness*

- (f) Hong Kong's competitiveness was assessed based on research findings and commonly known benchmarking tools, including a range of competitiveness indexes. The limited supply of land and space, resulting

in rising accommodation costs of commercial premises and at the same time declining vacancy rates of premises as a whole, had reduced Hong Kong's competitiveness. To improve Hong Kong's competitiveness, adequate land and space would need to be provided, together with adequate and timely provision of supporting infrastructure;

*Relationship with Policy Initiatives and Projects/Reviews/Studies*

- (g) the relevant projects/reviews/studies and policy initiatives had been duly taken into consideration in formulating Hong Kong 2030+. For instance, the proposed railway projects under RDS 2014 had been embodied in Hong Kong 2030+. The Northern Link proposed in RDS 2014 would play a major role in the NTN development. Looking ahead, new transport links were proposed in Hong Kong 2030+ to support the SGAs. To support ELM and enhance the connectivity of Hong Kong West as a whole, a NWNT-Lantau-Metro Transport Corridor comprising rails and roads was proposed. Subject to transport need and detailed study, such proposed corridor might be extended northwards to Shenzhen West for further connectivity and functional integration, fortifying WEC;
- (h) the Transport and Housing Bureau (THB) would commission an overall strategic transport study beyond 2030 to follow up the transport proposals under Hong Kong 2030+;
- (i) the New Agricultural Policy, promulgated in 2016, had been taken on board in Hong Kong 2030+. Under the policy, creation of agricultural park, enhancement in agricultural technology, and review of agricultural land with rehabilitation potential were called for;

*Planning for the Ageing Population*

- (j) the ageing society was a major challenge to be tackled under Hong Kong 2030+. The concepts of "age-friendly" planning and design and facilitating "ageing in place", which included promoting more diverse

housing choices available for the elderly; facilitating the adoption of “universal design” in both public and private residential developments; and providing elderly services near their homes, particularly long-term care services, preferably on an estate basis complemented by district and community based services. “Universal design” referred to the design approach to universally accessible standard in which all products/environment/communications would allow for the widest spectrum of people in the communities. The Hong Kong Planning Standards and Guidelines would be correspondingly reviewed to take into account the related concepts and standards on the provision of GIC facilities to better meet the needs of the elderly;

*PE*

- (k) the PE Booklet had provided the public the essential information for comments, and that a chapter was devoted to specific questions concerning the hard choices for consideration by the community to stimulate public awareness and thinking (p.80 -81 of the PE Booklet);
  
- (l) as for the progress pursuant to HK2030, it had recommended proceeding with the North East New Territories NDAs and the Hung Shui Kiu NDA to address the long-term housing demand and provide employment opportunities. To initiate the implementation of the NDAs, “The North East New Territories New Development Areas Planning and Engineering Study “(NENT NDAs Study) was commissioned, leading to the formulation of statutory plans covering the FLN and KTN NDAs. The planning and engineering studies for the Hung Shui Kiu NDA had also recently been finalized and statutory plans would soon be prepared. As explained in the Hong Kong 2030+, East Lantau Metropolis and NTN were selected for development as SGAs after careful consideration, having recognized the need to preserve ecologically sensitive areas, including the waters at the eastern and western parts of Hong Kong where marine parks were located or proposed, and that developable space was limited since many areas had already been

earmarked/committed for NDAs and various development projects. The two areas, especially the NTN, would help optimise the development potential of existing brownfield sites;

*Accessibility to Green Assets versus Conservation*

- (m) the green and blue assets would be preserved and conserved under a conceptual spatial framework. For areas of high ecological value, e.g. the core area of a country park, priority would be given to nature conservation, and the intent was not to attract a large number of visitors. For the neighbouring and fringe areas which were not ecologically sensitive, hiking activities were encouraged and recreational facilities could be provided to enhance public enjoyment. Such strategy had been used in the past and would be maintained under Hong Kong 2030+. It was worth noting 85% of Hong Kong's population were residing within 3km environs of a country park. Nonetheless, there was scope to further improve accessibility of some country parks and that would be further examined under Hong Kong 2030+;

*Alternative Tourism and Industries*

- (n) eco-tourism would promote public enjoyment of Hong Kong's natural resources and its essentially low-density nature was compatible with the rural environment. The proposed multi-functional "green and blue asset system" offered opportunities for eco-tourism as well as diversifying the experience of the visitors. Improvement in connectivity with green and blue spaces would certainly aid eco-tourism;
- (o) Hong Kong had been successful in holding various international events in the last few years, including 'Wine and Dine Festival' and 'Formula E' at the Central waterfront area. Given their iconic, prestigious and convenient locations, the new Central Harbourfront and Wan Chai North and North Point harbourfront under planning would also be suitable venues for holding similar events that would attract a high number of

people. On the other hand, the ELM with the artificial islands could be a suitable base for sailing events;

- (p) whether the industry for therapeutic treatments or preventive medicine would emerge in Hong Kong would depend on market demand in the future. Nonetheless, Hong Kong had the potential to accommodate such type of industry. Some quiet forest areas of Lantau were known to have been used for meditation by the public;
- (q) as for I&T (e.g. nanotechnology and biotechnology), reparative medicine was one of the areas of I&T being actively promoted by the Government. Karolinska Institute had established a centre for reparative medicine at Hong Kong Science and Technology Park (HKSTP) to further accelerate research in stem cell biology, biomedical engineering, biotechnology and regenerative medicine;

#### *Logistics Industry*

- (r) Hong Kong had evolved into a transshipment centre. According to the Hong Kong Port 2030 Study, the existing CTs would need to be maintained at least up to 2030. THB would update the port cargo forecasts regularly to monitor the demand for port facilities;

#### *Other Issues*

- (s) smart city was also being promoted by the Government, and one of the key components was smart mobility, involving the use of electric vehicles and ICT assisted traffic control and route choice. The use of apps to facilitate the charging of electric cars for better management was being explored at HKSTP. Whether infrastructure planning would cater for electric cars in a large scale would be subject to further examination;
- (t) the concept of creating open spaces smartly (e.g. above covered/sunken roads/pedestrian walkways/railway tracks) had been considered and would

be adopted for use more widely, an example of which was the Hung Shui Kiu Station area, where a regional plaza was proposed above a sunken road and a railway reserve. The EFTS in Hung Shui Kiu NDA under a single corridor and sunken junction design and with possible extension to Yuen Long South would eliminate conflicts between pedestrian and road traffic; and

- (u) the occurrence of natural disasters had been considered under Hong Kong 2030+. Under an integrated SGR infrastructure system, situations such as earthquakes, rise in sea level, torrential rainstorms and droughts would be catered for in devising the various infrastructure by the works departments.

51. The Chairman remarked that Hong Kong 2030+ aimed to provide a strategic spatial planning framework to plan and guide land and infrastructure development, and the shaping of the built environment. Whether a type of service such as elderly or medical services would be provided was related to policy. Nonetheless, placing residential uses and GIC facilities in close proximity through suitable spatial planning would help achieve various objectives e.g. facilitating the provision of elderly services near the residence of the elderly.

52. The Vice-Chairman raised the following questions and comments:

*Extension of EKTC*

- (a) he welcomed the EKTC proposed under Hong Kong 2030+ and asked whether there was scope for the EKTC to include the University of Hong Kong (HKU) and Cyberport. He declared interest for having affiliation with HKU (being the Chair Professor and Head of the Department of Civil Engineering of HKU);

*Optimising Transport Capacity*

- (b) Building Block 3 called for the optimisation of transport capacity through the provision of new/improved infrastructure, wider use of public transport, demand management and better home-job distribution. The annual

growth rate of private vehicles appeared to be more than 3% and that would pose major challenge in accommodating future increase, and controlling the growth of private cars was supported. To encourage wider use of public transport which would in turn reduce reliance on private cars, better public transport infrastructure and services were necessary and should be carefully considered, especially for the elderly who had special needs and would account for a large portion of the population in future;

- (c) to achieve better home-job distribution so as to help reduce vehicle-based commuting needs, which would in turn encourage the use of sustainable mode of transport e.g. walking, more detailed or in-depth analysis on the educational level of the residents and jobs' specifications should be carried out;

*PE*

- (d) at the PE stage, the public should also be made more aware of the need to take public transport and the concept of a 'walkable city' should be promoted; and

*Urban Renewal/Redevelopment*

- (e) whether ageing buildings being considered under Hong Kong 2030+ had included those ageing public housing estates of high density as the redevelopment of those estates would be extra challenging.

53. In response, Ms Phyllis Li made the following responses:

*Extension of EKTC*

- (a) the proposed extension of EKTC to include HKU and Cyperport would be considered;

*Optimising Transport Capacity*

- (b) the continued increase in private vehicles would take up a significant amount of road surface and require extra car parking spaces which was not sustainable. On the other hand, railway would remain as the backbone of the public transport system under Hong Kong 2030+. With the implementation of the 6 recommended railway lines under the RDS 2014, over 75% of population and over 85% of employment opportunities would be accommodated within the railway catchment;
- (c) the public transport infrastructure including the special needs of the elderly was being reviewed. The Transport Department (TD) was studying how to embrace ‘inclusive mobility’, such as entailing the switching of traffic lights via Octopus cards to ease crossing of the roads by the elderly and providing improvements in accessibility of the public transport provision by universal design measures;
- (d) recognising the possible mismatch between the skills of residents and the nature of jobs provided locally, Hong Kong 2030+ aimed to facilitate a wide range of jobs for the future residents in the SGAs and NDAs, including more I&T jobs and the development of major GIC facilities such as the civic node in Hung Shui Kiu with government offices, hospitals and educational institutions which could enhance local employment;

*PE*

- (e) the use of public transport and the concept of a ‘walkable city’ to enhance liveability as embodied in Hong Kong 2030+ would be promoted under the PE, and examples of which included multi-level pedestrian system and multi-purpose shopping streets in Hung Shui Kiu to achieve good air ventilation, high walkability and vibrant street life; and

*Urban Renewal/Redevelopment*

- (f) many ageing buildings did not have high potential for redevelopment owing to the fact that many had already been developed at a high density. The Government would need to step up urban regeneration efforts and policies.

54. A few more Members raised the following questions and comments:

*Positioning of Hong Kong*

- (a) whether more details could be provided on the positioning of Hong Kong in the Asia region under Hong Kong 2030+ and in relation to the Mainland, which would have a bearing on Hong Kong's positioning;
- (b) by achieving high efficiency, mobility, safety, optimal and innovative urban design, city management and environmental protection in a densely populated city, Hong Kong could serve to pave the way forward as a successful example for other cities to follow;

*NTN Region*

- (c) while the Building Block 2 with the key strategic direction of providing adequate land and space for R&D industries and the ELM were welcome, whether a major employment node could be created in the NTN region to take advantage of its proximity to Shenzhen and PRD;

*Conservation and Recreation*

- (d) noting the increase in the protected/preserved areas of the marine environment was contributed by planned/committed projects, whether there was scope to provide additional conservation measures in respect of the marine environment, such as new coastal protection areas in Sai Kung;

- (e) as improvement in accessibility to country parks might not always be conducive to bringing more people into country parks as hiking or visiting countryside was generally a personal choice or habit, increasing the green and blue assets within the urban areas should be explored, including those unmanaged “Green Belt” (“GB”) sites on the Outline Zoning Plans (OZPs), a good example was Hung Shui Kiu NDA where the local streams and green areas were highly accessible to the general public and residents;
- (f) whether some country park areas were considered of low ecological value under Hong Kong 2030+ and as such were included as part of the development proposals;

*PE*

- (g) whether the local stakeholders would be actively consulted on Hong Kong 2030+ to achieve effective community engagement;

*Technical Assessment Reports*

- (h) whether technical assessment reports relating to Hong Kong 2030+ as called for by Save Lantau Alliance would be provided to the public before the end of the PE exercise to facilitate public understanding and comments;

*Other Suggestions/Clarifications*

- (i) whether the current restrictive built form of village houses could be modified to achieve more efficiency and hence increasing land capacity;
- (j) it would be desirable to have some policy initiatives and proposals for those Frontier Closed Areas (FCA) e.g. Sha Tau Kok;

- (k) whether Shek Kong Airfield (SKA) could be released for development to meet land supply; and
- (l) Mui Wo was an ecologically sensitive area and the proposed ELM with the artificial islands near Mui Wo would need to address the environmental aspect carefully.

55. In response, Ms Phyllis Li made the following responses:

*Positioning of Hong Kong*

- (a) the positioning of Hong Kong had been elaborated under Hong Kong 2030+. While Hong Kong had been positioning itself as Asia's World City and Hong Kong had stood out as a highly competitive global city, a leading financial centre and business hub, it only had a moderate performance in liveability and innovation. On the other hand, Hong Kong's geographical connection and economic integration with Mainland and Asia were expected to be fortified with the completion of several major regional transport infrastructure in the coming few years, new initiatives under the Guangdong FTZs and "Belt and Road", as well as the cooperation with member countries of the Association of Southeast Asian Nations (ASAN). Therefore, Hong Kong should position itself as a liveable, competitive and sustainable "Asia's World City";
- (b) Hong Kong had the potential to showcase liveability in a high-density city for other cities to follow;

*NTN Region*

- (c) NEB, comprising six boundary crossings and LT/HYWBCP under construction as well as NTN development, stretching from San Tin to Lok Ma Chau and Heung Yuen Wai, could provide ample opportunities for warehousing, R&D, modern logistics and other support uses and emerging

industries to create new employment centres in NTN;

*Conservation and Recreation*

- (d) the figures concerning the protected/preserved areas were inclusive of spaces covered by relevant ordinances and statutory zones such as Country Parks, Marine Parks and “Coastal Protection Area” (“CPA”) but other green spaces such as those under “GB” were excluded. The scope for providing additional conservation measures in respect of the marine environment could be further explored. Creating and increasing environmental capacity was indeed one of the key objectives under Hong Kong 2030+. Proactive measures included restoring water bodies while enhancing their ecological value;
- (e) Hong Kong 2030+ strived to protect the country park areas, which included many of the green assets. Existing country parks were continued to be protected under the conceptual spatial framework;

*PE*

- (f) during the PE, different sectors of the community including those in the welfare, environmental and economic sectors and the 18 district councils would be consulted through multiple channels such as public forums, topical discussions and briefings to facilitate focused and informed deliberation;

*Technical Assessment Reports*

- (g) while both Transport and Land Use Study and Strategic Environmental Assessment relating to Hong Kong 2030+ were on-going, the key initial findings had been incorporated into Hong Kong 2030+. As the two studies were on-going, the study reports were not available for public inspection. An overall sustainability assessment (SA) would commence, pending the public comments to be received during the PE stage. The

various topical papers of Hong Kong 2030+ explaining the analysis, research findings and study proposals in detail would be progressively uploaded to the dedicated website;

*Other Suggestions/Clarifications*

- (h) many lots in indigenous villages zoned “Village-type Development” (“V”) were piecemeal in nature and were subject to infrastructural constraint. They were not suitable for comprehensive development. In the NTN, in view of the scattered patches of active farmland intermingled with brownfield sites, a more harmonious approach to foster urban-rural-nature integration was adopted. That involved preserving the rural and natural features in the NTN, comprising topographic landmarks, village type developments, cultural heritage and farming activities and integrating them with newly planned residential and employment nodes;
- (i) the current planning regime for Sha Tau Kok under the relevant OZP and the military role of the SKA were respected under Hong Kong 2030+; and
- (j) for the Mui Wo component of the proposed ELM, the concept was to make better use of the underutilised sites and reclaimed land near the ferry pier, including the bus depot, the sewage treatment plant and loading/unloading facilities, etc. A further review of the ecological condition of the Mui Wo area would be conducted in the future to ensure no adverse impact on the ecologically sensitive areas.

[The meeting was adjourned for a short break of 5 minutes.]

[Professor K.C. Chau, Dr Wilton W.T. Fok, Mr David Y.T. Lui and Mr C.W. Tse left the meeting at this point.]

56. A few more Members raised the following questions and comments:

*The Way Forward*

- (a) long-term planning had been, to a very large extent, led by technology or its changes e.g. the invention of vehicles and computers, as technology had played a major role in shaping people's lifestyle. Innovative ideas had been and should continue to be put forth to address future challenges under a restrictive environment, a past example of which was the use of pedestrian walkways to address the problem of inaccessibility in the urban areas. Hong Kong should make good use of its close space connectivity to achieve a highly efficient city;
- (b) sustainability development embodied in Hong Kong 2030+ was supported, as it would play a key role in shaping Hong Kong's future and set a benchmark for assessing Hong Kong's advantages over its counterparts;

*Cultural Development*

- (c) whether Hong Kong 2030+ had placed emphasis on cultural development in Hong Kong. Hong Kong's Chinese opera ranked number one in Asia. More venues should be provided in Hong Kong to cater for cultural development including Chinese opera;

*Living Space*

- (d) whether there were any figures on minimum living space per person in Hong Kong for good liveability, serving as a benchmark for new developments in Hong Kong. The minimum figure, especially if compared with those major cities in the Mainland, would attract interest from the public and public comments, raising awareness on the goal of increasing liveability under Hong Kong 2030+;
- (e) there were some concerns on the relevant figures concerning private housing provided in Hong Kong 2030+. The average living space per person of private housing would be much closer to that of the Public

Housing Estate (PHE) as saleable area was used for the former while internal floor areas was adopted for the latter. The average flat size of private housing was 57m<sup>2</sup>, which might not reflect the actual situation as the majority of flats could be much smaller. To better understand the actual situation, the average flat size derived from the lower 50% of the existing households would be more meaningful. As many residents who were unable to qualify for public housing would need to purchase private housing at a high cost, the average space per person would be very low. Public housing, on the other hand, had a more standardised allocation standard on living space per person. To achieve true liveability, the Government should take vigorous steps to address such problem e.g. revising the entry criteria for public housing to increase the number of eligible applicants;

#### *Transport Provision*

- (f) consideration should be given to the proposal of ‘one fare only’ for all bus and MTR rides between home and destination or cheaper fares for those rides within the same district, which would help encourage use of public transport and reduce the overall number of buses needed;
- (g) public transport was commercially operated in Hong Kong, which might pose challenges in implementing various measures or proposals;

#### *Social Welfare Facilities*

- (h) the Labour and Welfare Bureau (LWB) was tasked to advise on social welfare facilities, including those for the elderly. Whether sufficient social welfare facilities were planned to meet the needs of the community under Hong Kong 2030+ and how Hong Kong could provide a barrier-free environment to enhance its liveability;

#### *Implementation*

- (i) delay in implementing GIC facilities was not uncommon. Consideration should be given to facilitating implementation of the proposals under Hong Kong 2030+;

*PE*

- (j) the PE booklet, its annexes and PE Pamphlet accompanying the Paper were impressive. Whether there were resources devoted for holding impressive exhibitions showing the vision for Hong Kong to enhance public awareness of Hong Kong 2030+;

*Other Comments*

- (k) in planning for new areas for development, special attention should be paid to eliminating incompatible uses (e.g. bars) from residential areas, so as to not to cause nuisances to local residents;
- (l) private vehicles were an expansion of the living space for the middle class. The growth of private cars might not be easily reduced even if public transport was improved;
- (m) the World Health Organisation defined young people as those under 65. Whether Hong Kong 2030+ had catered for such definition; and
- (n) whether Hong Kong 2030+ had taken into account the demand for columbarium use.

57. In response, Ms Phyllis Li made the following responses:

*The Way Forward*

- (a) reinvention and innovation could help achieve sustainable development in Hong Kong, and the global economy landscape and people's lifestyles would continue to be affected by changes in technology. The long-term

planning for Hong Kong would need to respond to the evolving trend in I&T and other new technology in the future and with allowance for flexibility. Hong Kong should continue to leverage on its own advantages as a highly efficient city;

- (b) the overarching planning goal of Hong Kong 2030+ was to champion sustainable development for meeting the present and future social, environmental and economic needs and aspirations, and liveability, economic competitiveness and environmental capacity had been placed at the forefront for a balanced development. An overall SA would be conducted, pending the public comments to be received during the PE stage, for gauging the overall performance and the related way forward for follow-up action;

#### *Cultural Development*

- (c) to enhance liveability, the city would need to be diverse and vibrant and to respect its culture and heritage, which were being promoted under Hong Kong 2030+. We would leverage Victoria Harbour as Hong Kong's greatest visitor and local attraction, and promote coherent cultural clusters around the harbour by integrating a number of key cultural nodes/areas, including the West Kowloon Cultural District and the Central Harbourfront. Hong Kong 2030+ would further examine and beef up various aspects to encourage cultural development in Hong Kong;

[Dr Frankie W.C. Yeung left the meeting at this point.]

#### *Living Space*

- (d) as stated in the PE booklet of Hong Kong 2030+, the average living space per person was about 13m<sup>2</sup> (saleable area) in a PRH and 20m<sup>2</sup> (internal floor area) in private housing in 2015. Globally, there was no standard methodology in deriving the minimum living space per person nor a universally acceptable minimum standard as benchmark for reference.

As for the Mainland, the average living space in Shanghai was 17.5m<sup>2</sup> according to an academic research, which however only accounted for bedrooms only. With a view to uplifting Hong Kong's liveability, the vision-driven creating-capacity approach under Hong Kong 2030+ would provide the necessary space to enable the realization of enhanced living space per person in future developments. That was a subject worth further consideration by the community;

- (e) the figures of average living spaces and flat sizes had been worked out according to the relevant data. Those flats of large sizes only accounted for a small percentage in the overall private housing stock. Although small average flat sizes in the private housing sector were related to the issue of affordability, spatial planning under Hong Kong 2030+ could at the very least provide the opportunity for increasing the living space per person through enhancing the land and space provision proactively;

#### *Transport Provision*

- (f) noted the proposal of 'one fare only' for all public transport, which could be further examined by the relevant bureaux and departments;

[Ms Bernadette H.H. Linn and Mr Andy S.H. Lam left the meeting at this point.]

#### *Social Welfare Facilities*

- (g) PlanD had been closely liaised with LWB for the provision of social welfare facilities to meet the needs of the community under Hong Kong 2030+ including those to cater for the ageing society. To achieve a barrier free environment for all, Hong Kong 2030+ advocated the adoption of "universal design" in both public and private flats;

*PE*

- (h) the PE for Hong Kong 2030+ had commenced and thematic exhibition was showing at City Gallery in Hong Kong, soliciting public views on Hong Kong 2030+;

*Implementation*

- (i) to facilitate the carrying forward of the proposals of Hong Kong 2030+, it was proposed that a high-level steering structure within the Government be set up for co-ordinating, prioritising and monitoring relevant initiatives among bureaux and departments based on the overall strategic framework of Hong Kong 2030+;

*Other Comments*

- (j) careful consideration would be given in devising the appropriate land uses in the development areas to avoid incompatible land uses, and that was more a matter for district planning;

[Dr C.H. Hau, Mr K.K. Cheung and Mr Thomas O.S. Ho left the meeting at this point.]

- (k) Hong Kong 2030+ had defined ageing population as those at 65 or above. Those over 65 were considered 'young old' and those over 85+ were considered as 'old old'. Many 'young olds' were still very energetic and in good health. The special planning requirements for those two groups had been considered under Hong Kong 2030+; and
- (l) columbarium use had been included in the estimated land use requirements for Hong Kong 2030+.

58. Mr K.K. Ling, Director of Planning, made the following main points:

- (a) Hong Kong 2030+ was essentially strategic planning for spatial development. It could not include all proposals in other key public policy areas such as policies on population, IT development and economic development. However, Hong Kong 2030+ would provide a strategic spatial planning framework robust enough to meet the possible spatial implications in the changes of those public policies;
- (b) Hong Kong 2030+ had proactively and pragmatically raised the key problem areas facing Hong Kong, including the ageing population and ageing housing stock, which would need to be addressed in a timely manner. Another highly challenging area of concern was to improve liveability in a densely populated city on a long-term basis. The vision of Hong Kong 2030+ was for Hong Kong to become a liveable, competitive and sustainable “Asia’s World City and the overarching planning goal was to champion the principles of sustainable development. Three building blocks for achieving the vision and planning goal had been proposed, which entailed, inter alia, the adoption of the SGR strategy;
- (c) to translate the three building blocks into spatial planning terms, two SGAs and three development axes as long-term spatial developments were proposed under a conceptual spatial framework. It was vital to plan ahead with those developments to capture the development opportunities (e.g. the ELM with connection to Hong Kong West). It was also important to follow up on issues and conduct studies, leading to the formulation of action plans with timetable;
- (d) there were four key differences between the previous strategic plans including HK2030 and Hong Kong 2030+:
  - while maintaining the “demand responding” approach under the previous strategic plans, Hong Kong 2030+ was more vision driven;

- the previous strategic plans were essentially housing led, and NDAs were recommended in HK2030 to address mainly the housing needs. Whilst housing remained an important driving element, Hong Kong 2030+, on the other hand, was employment led. The emphasis of SGAs and development axes were on employment creation and one of the primary objectives was to achieve a sustainable balance in home-job spatial distribution;
  - compared to adoption of a relatively passive conservation involving a “no-go” approach in HK2030, Hong Kong 2030+ advocated a proactive approach for creating environmental capacity. That could be achieved through enhancing the environmental quality of the “no-go” conservation areas like country parks and also by actions of bringing ecology back to the built-up areas like converting drainage channels into urban streams and the creation of urban forests/woodlands; and
  - whilst the “development oriented” approach adopted in the previous strategic plans would be continued, Hong Kong 2030+ could be described as placing more weight on the “liveability oriented” approach;
- (e) there was no need to develop country parks should the proposals enshrined in the strategic spatial planning framework of Hong Kong 2030+ be progressively carried forward in meeting the forecasted land requirements;
- (f) planning was essentially a continuous process involving both top-down and bottom-up approaches in practice, and should not be deemed as either one of the approaches; and
- (g) Members were welcome to fill in the questionnaire on Hong Kong 2030+, which formed part of the PE. The Board would be further consulted on Hong Kong 2030+ in the near future.

59. The Chairman concluded the discussion and asked the PlanD's representatives to take into account the comments/views of the Members in further developing the proposals under Hong Kong 2030+. He thanked PlanD's representatives for attending the meeting to brief Members on Hong Kong 2030+ and answer Members' questions. They left the meeting at this point.

### **Agenda Item 10**

[Open Meeting]

### **Any Other Business**

[The item was conducted in Cantonese.]

60. A Member asked if daily newspaper cuttings could be provided to Members for their reference. The Chairman said that might have resource implications and suggested that the Secretariat could examine the matter to assess if there was scope to do so. Members agreed.

61. There being no other business, the meeting was adjourned at 12:45 p.m..