

Section IV Planning Strategy and Next Steps

Chapter 16: Outstanding Issues and Conclusion



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“Nil actum reputa si quid superest agendum.”
(Don't consider that anything has been done if anything is left to be done.)

— *M. Annaeus Lucanus*

16.1 Plan Needs to be Followed Through

- 16.1.1 The completion of the HK2030 Study only marks the first milestone of an extended planning process. The recommended planning strategy provides broad directions and concepts, which need to be followed up by further topical studies and eventually translated into relevant district plans, planning guidelines and development programmes as appropriate. Where necessary, further studies and assessments will need to be carried out to look into the environmental acceptance, environmental impact and mitigation measures for individual development proposals.
- 16.1.2 In Chapter 13, we have set out a list of measures that concertedly work towards the three broad planning directions and ultimately the achievement of the vision for Hong Kong. Some of these measures are already being looked into by relevant arms of the Government and can be implemented more readily. However, a number of them still necessitate the overcoming of many hurdles through more detailed studies and deliberations. Taking forward the recommendations of the Study will therefore require close coordination and tight monitoring.

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Ongoing Major Studies

Closed Area

- 16.1.3 We have instigated a planning study for the area (about 2,000 hectares) to be released after the re-delineation of the Closed Area. The study will initially focus on defining the areas/sites of high ecological, landscape and cultural heritage value for conservation and protection. Development opportunities would then be assessed with reference to the strategic location of this area, territorial needs, cross-boundary activities and local aspirations/needs.

Liantang/Heung Yuen Wai Control Point and the Eastern Corridor

- 16.1.4 To strengthen connections with eastern Guangdong and improve the currently sub-standard control points on the eastern side of the boundary, we are conducting a joint study with the Shenzhen authorities to examine the need, function and benefits of developing a new control point at Liantang/Heung Yuen Wai. This is complemented by a parallel study on the associated connecting roads within Hong Kong's territory. The latter study will assess the implications of providing a new control point at Liantang/Heung Yuen Wai and evaluate alignment options and examine the key issues including broad environmental assessment of the connecting roads.

Greater Pearl River Delta Study

- 16.1.5 The Greater PRD Study – a joint effort with the Guangdong authorities – commenced in early 2006 and is targeted for completion in 2008. The study will examine the latest land use pattern, railway and highway proposals, as well as ports and airports facilities within the Greater PRD Region with the intention to derive a development strategy that is beneficial to the entire region. Relevant issues that are important to the governments within this region, including cross-boundary infrastructure, environmental management, co-operation and co-ordination mechanism would be addressed. The study also serves to provide a communication platform for both sides on future planning and development issues.

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Studies on Port and Airport Development

- 16.1.6 New port facilities and expansion plans of the Hong Kong International Airport (HKIA) are not only essential to sustain our economic growth but also critical to the development pattern and overall environmental performance in Hong Kong.
- 16.1.7 As set out in Chapter 11, two locations for Container Terminal No. 10 (CT10) at Northwest Lantau and Southwest Tsing Yi have been put forward under the HKP2020 Study. Currently, a detailed assessment under the Ecological, Fisheries and Water Quality Impact Assessment Study for the Proposed Port Development at North West Lantau is being conducted, scheduled for completion in 2007.
- 16.1.8 Separately, the Hong Kong Airport Authority (AA) released a new HKIA 2025 in December 2006 which recommends, among others, the carrying out of engineering and environmental feasibility studies on the construction of a third runway at the HKIA.
- 16.1.9 We believe that the final decision on both CT10 and a third airport runway will have immense implications for the overall development pattern for Hong Kong. While we have taken into consideration both locational options for CT10 in the HK2030 Study, we do not have adequate detail on the third runway at this stage to carry out any assessment. We will keep in close view of the outcome of AA's studies and consider the need for updating our planning strategy when the results are available.

Discontinuing with the Updating of Sub-Regional Plans

- 16.1.10 As recommended above, some of the proposed measures of the planning strategy should be passed on to the district planning level for more detailed consideration. However, there also exists another tier of planning linking the territorial and the district levels, i.e. the sub-regional planning tier, which provides planning directions for the five sub-regions of Hong Kong, including the Metro Area and four quarters of the New Territories.

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- 16.1.11 Sub-regional planning statements were first prepared at a time when Hong Kong was experiencing rapid population and economic growth. One of the intents of such plans is to distribute developments in a more balanced manner, taking into account the characteristics of each sub-region. As sufficient development opportunities to meet the land requirements up to 2030 have been identified under the HK2030 Study on the basis of the previous sub-regional planning studies, there is no need to repeat the task at the sub-regional planning level.
- 16.1.12 The diminishing difference in character of sub-regions has also rendered detailed boundary delineation unnecessary. Besides, the broad directions proposed under the HK2030 Study are equally applicable in all regions. For the above reasons, we consider that updating of sub-regional planning statements will not be necessary.

16.2 Areas to Focus

- 16.2.1 The planning strategy set out in Chapter 13 touches upon a vast number of topics, and recommends further action on many of them. As it will be impossible to look into each of these areas altogether, we believe that some of them should be given priority focus.

New Development Areas

- 16.2.2 We recommend the commissioning of a planning and engineering study on the proposed Three-in-One NDA Scheme to formulate development proposals to cater for the latest planning circumstances, community aspirations and development needs and to carry out relevant environmental and engineering investigations. A similar study for the Hung Shui Kiu NDA is also recommended to be carried out at a later stage.

Measures to Revive the Local Economy

- 16.2.3 Our analysis shows that decay of the physical environment and the vitality of the local economy could be closely connected. Hence, it is construed that improvements to the physical environment could help to revive the local economy, bring in businesses and jobs, and nurture growth of creative industries. This is equally applicable in

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both the urban and rural contexts. Besides, we have also advocated the importance of a “cellular” or “bottom-up” approach in fostering a sense of place and sense of identity among the community. Our priority focus should therefore be on local-area schemes.

- 16.2.4 In the urban context, we have suggested under the planning strategy that further area improvement schemes should be identified, not only for the purpose of improving the pedestrian environment, but also for the sake of urban revitalisation. As such, potential target areas will not be confined to busy districts like Causeway Bay, Mong Kok and Tsim Sha Tsui, but locations which are less vibrant. We recommend that an exercise to identify new area improvement schemes based on the new angle should be undertaken, to be followed up by appropriate area-based studies.
- 16.2.5 Many rural areas and townships also call for our immediate attention. We have recommended a number of beneficial uses of the rural areas, such as uses supporting ecotourism, recreational uses and organic farming. These concepts need to be further articulated under topical studies, especially regarding the benefits, feasibility and mechanism for local application.

16.3 A Planning Framework as the Connector

- 16.3.1 The HK2030 Study, transcended from past territorial planning studies, adopted an approach different from the previous studies. It is an important part of Government’s collaborative effort to achieve our vision as Asia’s world city. Towards this vision, the HK2030 Study aims to provide a spatial planning framework to guide development and the provision of major infrastructure in the next 20 to 30 years. Realisation of our vision, however, relies also on strategies formulated under other policy areas. They must be consistent with each other and the HK2030 Study provides a spatial framework integrating all.

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16.4 A New Approach in Planning

- 16.4.1 Strategic planning like the HK2030 Study is a process of public engagement, highly inclusive of all concerned. It provides the context (especially a long and wide perspective) to facilitate informed, and therefore meaningful, public debates on many of the important issues that would affect the future development of Hong Kong. The output is not merely the plan, but a renewed way of thinking and attitude towards development – a paradigm shift in planning.
- 16.4.2 Our strategy highlights the preference for optimising available development opportunities and being prudent on opening up greenfield land for development. Apart from major developments at Kai Tak and West Kowloon, the theme is to leverage on the existing urban infrastructure, concentrate on the re-use and re-cycling of the old urban fabric and to **do more with less**.
- 16.4.3 We hope to re-shape the conventional wisdom of having a “grandiose plan” to an emphasis on “sustainable growth”. This is in line with the world trend for sustainable development, which is also a principle we heartily embrace. Above all, Hong Kong has a role in helping our country in her quest to match up with the world development. Therefore, we must demonstrate that we have the determination, and the plan, to become a city for true sustainable development.

16.5 Continuous Monitoring

- 16.5.1 We do recognise that circumstances will change over time, and so will community needs and aspirations. The HK2030 Study, as noted earlier, is not meant to set out a detailed blueprint for Hong Kong’s future development, but to provide a robust strategy that can cater for changes. Other than monitoring macro trends, we must also maintain regular dialogues with the public on major planning issues to ensure that this will be a living strategy, constantly being enriched by the intellect and enthusiasm of our people.