



# PLANNING DEPARTMENT

## Annual Report 2019/2020



- **Brownfield Sites in the New Territories**
- **Enhancing Public Awareness on Planning Enforcement**
- **Development of a Common Spatial Data Infrastructure – Built Environment Application Platform – Feasibility Study**





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# *VISION, MISSION & VALUES*





## VISION

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

## MISSION

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

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

We are committed to :

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

## VALUES

### *Proactive and Facilitating*

Taking the initiative to facilitate the implementation of suitable development and redevelopment projects.

### *Open and Accountable*

Encouraging the community to be involved in the planning process and being accountable to the community.

### *Professional and Visionary*

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

### *Effective and Efficient*

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



# *DIRECTOR'S MESSAGE*





## DIRECTOR'S MESSAGE



Welcome to our online Annual Report, which documents the major planning initiatives and achievements of the Department in 2019.

We have continued to devote our steadfast efforts in increasing land supply to meet the housing and development needs of Hong Kong. To this end, we have taken initiatives to increase land and housing supply in short and medium terms through designation of appropriate land use zonings on statutory town plans. Since 2019, we have completed the zoning amendment procedures for 11 sites with a potential supply of about 13 400 housing units. Cumulatively, we have rezoned a total of 139 sites for residential uses since 2010, providing a total of about 198 100 housing units.

We have also taken opportunities to review the development potential of suitable sites with a view to optimizing land uses. In the Planning and Engineering Study for Housing Sites in Yuen Long South, for example, the development potential of the public housing sites has been suitably optimized, resulting in a 15% increase in flat production, reaching a total of 32 850 residential units.

As part of the Government's multi-pronged land supply strategy, unleashing the development potential of brownfield sites was another focus of our work. We completed the feasibility study for 'Existing Profile and Operation of Brownfield Sites in the New Territories' (the Brownfield Study) in November 2019. Of the brownfield sites that were not covered by New Development Areas (NDAs) or other development projects, about 450 hectares were considered to have a relatively higher development potential. As announced in the 2019 Policy Address, the Department is assessing, by phases, their suitability for public housing development. The first phase review of the 160 hectares of brownfield sites close to existing infrastructure has been completed, with eight brownfield clusters shortlisted for onward engineering feasibility studies. We will continue to examine the remaining 290 hectares of brownfield sites in the next phase of review to be completed by the end of 2020. The relevant Town Planning Board (TPB) Guidelines No. 13F have also been promulgated to channelize open storage and port back-up uses to appropriate locations. Having regard to the spatial distribution of the brownfield sites revealed in the Brownfield Study, suitable clusters were re-classified in the TPB Guidelines No. 13F to offer room to accommodate brownfield operations displaced by the development of NDAs or government projects.



We have also contributed to building a smart city under the Government's 'Common Spatial Data Infrastructure' (CSDI) initiative to develop an enabling platform for better use of geospatial data. To put forth the initiative of CSDI development, we have completed a feasibility study on 'Development of a Common Spatial Data Infrastructure – Built Environment Application Platform' (the CSDI-BEAP Study), which has examined the overall development framework for the BEAP and recommended potential built environment applications with test cases to demonstrate the feasibility of implementation for relevant Government departments.

In the realm of strategic planning, we have substantially completed the 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030'. With a view to enhancing liveability and healthy living, we commenced two spin-off studies on re-imagining public spaces and promoting active design for healthier lifestyle in Hong Kong. The former aims to review the concept of open space and holistically uplift open space experience for the public, while the latter seeks to mainstream active design considerations in the planning and development regime.

We are glad that our work and efforts are well recognized by the industry in granting awards to the Department. In collaboration with the Civil Engineering and Development Department, the Department won the Certificates of Merits from the Hong Kong Institute of Planners Awards 2019 for planning work of excellence on 'Pilot Study on Underground Space Development in Selected Strategic Urban Area'. Furthermore, 'From Brown to Green – Hung Shui Kiu New Development Area' was enlisted the Green Building Award 2019 Research and Planning Category Finalist. In addition, the CSDI-BEAP Study was chosen as the best Asia Pacific Smart City project under the 'Urban Planning and Land Use' category of the International Data Corporation Smart City Asia Pacific Awards 2020.

Last but not least, I would like to thank all my colleagues for their professionalism, and dedication and perseverance in delivering the public service. In facing the challenges ahead, we will continue to plan for the best interest of our community.

Raymond Lee, JP

Director of Planning

# EVENTS IN BRIEF







# FEBRUARY

## Cross-boundary Travel Survey 2017

The Department has been carrying out regular Cross-boundary Travel Surveys since 1999 to collect statistical information on the characteristics of cross-boundary trips and trip makers. The 2017 Survey is the tenth round of Survey, and its results were released by the Department in a publication entitled 'Northbound Southbound 2017' in February. The Survey was carried out at 11 boundary control points in November 16-29, 2017. During the two-week survey period, daily averages of 720 000 cross-boundary passenger trips (including 666 700 trips between Hong Kong and the Mainland and 53 300 trips between Hong Kong and Macao) and 46 100 vehicle trips between Hong Kong and the Mainland were recorded. The information collected is used for updating inputs to government's planning work relating to cross-boundary travel.

**2017 跨界旅運統計調查**  
**Cross-boundary Travel Survey**

調查日期 Survey Period:  
**16.11.2017 - 29.11.2017**

由香港特別行政區政府規劃署進行  
Conducted by the Planning Department of  
the Government of the Hong Kong Special Administrative Region

訪問對象 Target Respondents:  
跨界旅客及駕車司機  
Cross-boundary Passengers and  
Vehicle Drivers

地點 Locations:

- 香港國際機場  
Hong Kong International Airport
- 港澳客運碼頭  
Hong Kong-Macau Ferry Terminal
- 中國客運碼頭  
Hong Kong-China Ferry Terminal
- 屯門客運碼頭  
Tuen Mun Ferry Terminal
- 紅磡管制站  
Hung Hom Control Point
- 羅湖管制站  
Lo Wu Control Point
- 落馬洲支線管制站  
Lok Ma Chau Spur Line Control Point
- 落馬洲管制站  
Lok Ma Chau Control Point
- 文錦渡管制站  
Man Kam To Control Point
- 沙頭角管制站  
Sha Tau Kok Control Point
- 深圳灣管制站  
Shenzhen Bay Control Point

查詢 Enquiries:  
(香港電話號碼 Hong Kong telephone numbers)  
**(852) 2856 4523**  
**(852) 2231 4708**

本署網址 Our Website:  
[www.pland.gov.hk](http://www.pland.gov.hk)

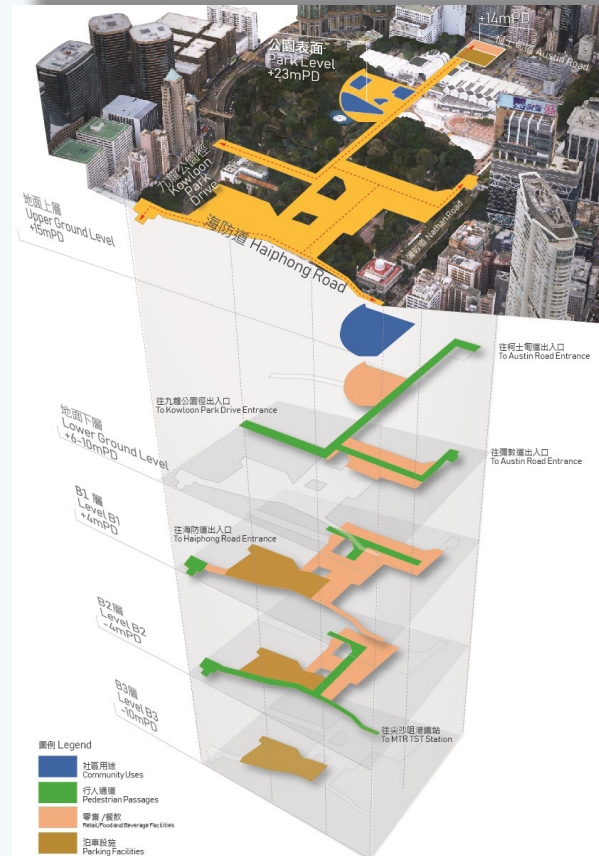
香港特別行政區政府 規劃署  
Planning Department  
The Government of the Hong Kong  
Special Administrative Region

Cross-boundary Travel Survey 2017

## MAY

## Pilot Study on Underground Space Development in Selected Strategic Urban Areas

The Stage 2 Public Engagement Exercise (PE2) was conducted from May 22 to August 21, 2019 to exchange views with stakeholders and members of public on the overall planning and the design strategies of the proposed conceptual underground development scheme in Kowloon Park. A variety of activities including briefing sessions, focus group meetings, walking tours and roving exhibitions were carried out. We are currently analysing the public comments received in PE2 for refinements to the scheme.



Pilot Study on Underground Space Development in Kowloon Park



Virtual Reality technique applied in a Roving Exhibition



## JULY

### *Preliminary Land Use Study for Lam Tei Quarry and the Adjoining Areas – Feasibility Study*

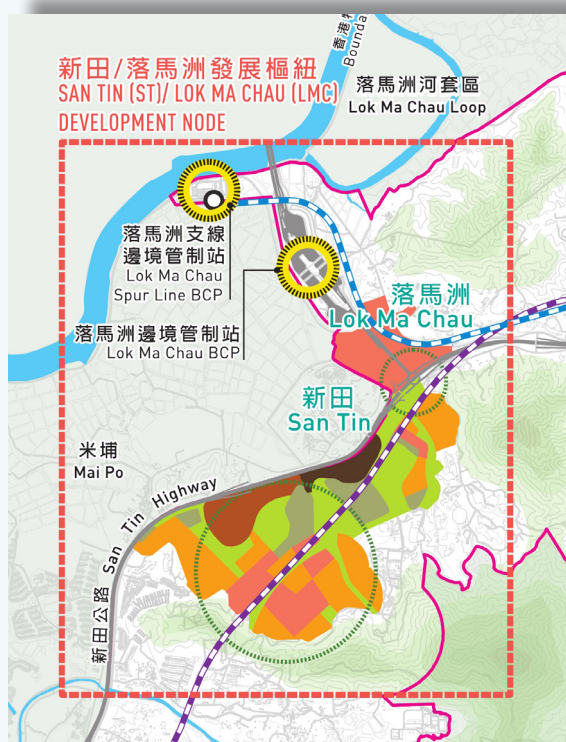
Jointly commissioned by the Department and the Civil Engineering and Development Department (CEDD), the Study aims to examine the development potential and identify the future land uses of the Lam Tei Quarry Site and its adjoining areas including integrated development with two Strategic Cavern Areas. A Land Use Concept Plan supported by preliminary technical assessments will be formulated.



*Lam Tei Quarry and the Adjoining Areas*

## SEPTEMBER

### *Study on Phase One Development of New Territories North – San Tin / Lok Ma Chau Development Node – Feasibility Study*



*San Tin/Lok Ma Chau Development Node*

Jointly commissioned by the Department and the CEDD, this 18-month Study aims to derive a comprehensive planning and engineering framework for development and implementation of the San Tin/Lok Ma Chau Development Node as Phase One Development of New Territories North. The Study will examine the proposals of the previous studies and the brownfield sites within the Study Area, carry out land use review, conduct planning and technical assessments, and formulate a Preliminary Outline Development Plan. The findings and recommendations of the Study will form the basis for a detailed engineering study at a subsequent stage.

## *2019 Area Assessments of Industrial Land in the Territory*

Since 2000, the Department has undertaken area assessments of industrial land in the territory on a regular basis in every four to five years. In September 2019, the Department started the new round of study to obtain an overview on the latest utilisation of private industrial buildings and consider planning of industrial land to meet the changing needs of economic land uses and optimise the utilisation of land resources. The Study comprises on-site questionnaire surveys and in-house planning assessments, and is scheduled for completion in late 2020.



*Private industrial buildings*

## **OCTOBER**

### *Enhancement of Cross-boundary Transport Model – Feasibility Study*

The Study, which commenced in October 2019, aims to improve the structure of the Cross-boundary Transport Model currently used by the Department, and to update the latest cross-boundary passenger and vehicular movement characteristics for projecting travel demands between Hong Kong and the Guangdong Province. This model provides useful information to support land use and infrastructure planning by the Department and other relevant bureaux and departments.

### *Urban Design Guidelines Revamp*

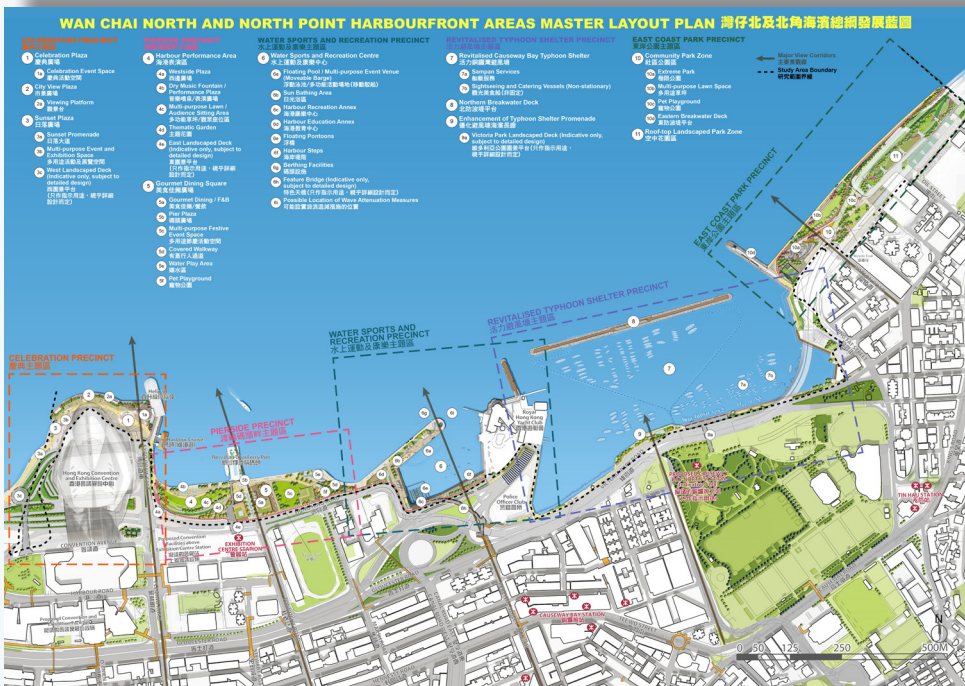
The Study was commissioned by the Department in October 2019. The purpose of the Study is to restructure the Urban Design Guidelines (UDG), Chapter 11 of the Hong Kong Planning Standards and Guidelines, to a more adoptable and user-friendly document. Opportunity would be taken to incorporate some of the urban design initiatives of the 'Hong Kong 2030+: Towards A Planning Vision and Strategy Transcending 2030' and other emerging urban design related concepts into the UDG. The Study is scheduled for completion in late 2020.



# DECEMBER

## Urban Design Study for the Wan Chai North and North Point Harbourfront Areas

Victoria Harbour is an important natural and cultural asset in Hong Kong. Comprising valuable reclaimed land centrally located along the coastline, Wan Chai North and North Point harbourfront represents a unique opportunity for 're-connecting' people to the waterfront. The Study has worked out a sustainable urban design framework and formulated harbourfront enhancement proposals to guide the future development and enhancement of the harbourfront areas for public enjoyment. An Information Digest for easy comprehension of the proposals by the public, as well as the Final Report and other reference materials have been promulgated and uploaded onto the Department's website at <https://www.pland.gov.hk>.



Recommended Master Layout Plan for Wan Chai North and North Point Harbourfront Areas



Indicative Rendering of Wan Chai North and North Point Harbourfront

## *Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation*

To address the public comments received after the promulgation of Recommended Outline Development Plan (RODP), a planning and engineering review on the development intensity of Yuen Long South was jointly commissioned by the Department and CEDD in December 2018. Supported by the concerned technical assessments, a Revised RODP has been prepared with maximum plot ratio of some housing sites and the industrial sites suitably intensified from 4.85 to 6.5 and 4 to 5 respectively. The review study has been substantially completed in 2019.



*Artist Impression of Yuen Long South Development*



# *Focus*





# BROWNFIELD SITES IN THE NEW TERRITORIES

## *Background of Study*

At present, a vast amount of former agricultural land in the New Territories (NT) is mainly occupied by open storage yards, warehouses and other industrial/rural workshops. We refer such land as 'brownfield sites' or 'brownfield land'. The operations on brownfield sites are generally of low land utilisation efficiency, may not be compatible with neighbouring residential uses, and often cast environmental and traffic issues. On the other hand, these operations play a role in supporting various important industries in Hong Kong including port and logistics, vehicle repairing, waste recycling and construction.

The Planning Department commissioned a consultant in April 2017 to carry out the 'Study on Existing Profile and Operations of Brownfield Sites in the New Territories' (the Study) in order to capture a snapshot of comprehensive profile and spatial distribution of the brownfield sites in the NT as well as to understand the nature, site characteristics and operational details of the brownfield sites. The Study was completed and its findings were published in November 2019.

## *Definition of Brownfield Site*

Back in the 1960s, apart from pockets of village-type settlements and woodland/hilly areas, most of the land in the NT was agriculture land. There were more than 10 000 hectares of active farmlands in the NT at that time.

The decline of agricultural activities in Hong Kong since the 1970s has left many pieces of these farmlands unattended, and the rapid port and logistics development in Hong Kong in the 1980s sparked a wave of conversion of these lands into storage of container boxes and other port back-up uses. The proliferation of brownfield sites on abandoned agricultural land further spawned, largely as an unintended consequence of the court judgement of the *Melhado case* in 1983, and led to serious degradation of the rural landscape. Against this background and taking into account the findings of field and questionnaire surveys as well as stakeholder interviews, the Study formulated a definition for brownfield sites, which is “**primarily agricultural land in the NT which has been formed and occupied by industrial, storage, logistics and parking uses.**”



The brownfield sites can be categorised into ten different industries as follows:

- (i) **Construction Industry** – covers mainly open storage and warehouse of construction materials and/or machinery, some of which are large and heavy that can only be stored in open-air and large sites. Concrete batching plants and asphalt batching plants as well as works areas and site offices are also within this category.



- (ii) **Logistics Industry** – covers modern and general logistics operations. They are mainly in the form of logistics centres and container freight stations. Many of the operations involve the import and export trade, with some providing services related to international/regional distribution of goods, e-commerce, cold storage and other value-added services.

- (iii) **Port Back-up (Container Related) Industry** – covers storage of empty/laden containers, parking of container vehicles and repairing of containers.



- (iv) **Waste Recycling Industry** – covers open storage/warehouse/workshop for collection, storage, dismantling, processing and/or distribution of recyclables such as paper, metal, plastic, waste electrical and electronic equipment/parts, etc.

- (v) **Vehicle Repairing and Related Industry** – covers mainly vehicle repair workshops for private and/or commercial vehicles.



- (vi) **Vehicle Scrapping Industry** – covers workshops for disassembly of vehicles and open storage/warehouse for scrapped vehicles and/or vehicle parts.



- (vii) **Rural Industries** – covers a wide range of rural workshops, including food processing (e.g. noodles, dairies, soy sauce, bean curd, lard boiling, meat roasting), metalware processing, ice manufacturing, paper product processing, chemical processing, etc.

- (viii) **Vehicle Parking** – covers parking of private and/or commercial vehicles operating on a commercial basis<sup>1</sup>.



- (ix) **General Warehouse / Storage** – covers warehouse and open storage of general goods that does not belong to the above industries. It also covers warehouse and open storage sites on which main items/materials involved cannot be clearly identified.

- (x) **General Workshops** – covers workshops engaging in activities that cannot be classified in the above industries, such as repairing of machines and electrical appliances. It also covers workshop sites on which the main activities engaged cannot be clearly identified.



<sup>1</sup> Excludes parking solely for container vehicles, which is categorised under port back-up (container related) industry.



## Survey Approach and Methodology

With reference to helicopter aerial photos, satellite images and unmanned aerial vehicle photos, land which were likely brownfield sites were identified by the consultant for on-site field and questionnaire surveys to confirm their status and usage. During site visits, field surveyors of the consultant recorded site information (including uses and operational characteristics), conducted questionnaires with operators, and verified the boundaries of individual operations.

The field and questionnaire surveys were conducted from August 2017 to July 2018. Among the 7 373 active brownfield sites identified, 3 420 were successfully interviewed. The response rate of the questionnaire surveys was 46%.



*Parcels of Brownfield Sites were screened with Reference to Aerial Photo*



*Questionnaire Survey with Brownfield Operator*

## Profile of Brownfield Sites in The New Territories

### Spatial Distribution of Brownfield Sites

The survey finds a total of 1 414 hectares (7 373 sites) of active brownfield sites in the NT. The majority (75%) of brownfield sites are found in North West New Territories (NWNT), followed by North East New Territories (NENT) (23%), South East New Territories (SENT) (1.4%), and South West New Territories (SWNT) (0.6%) (**Figure 1**).

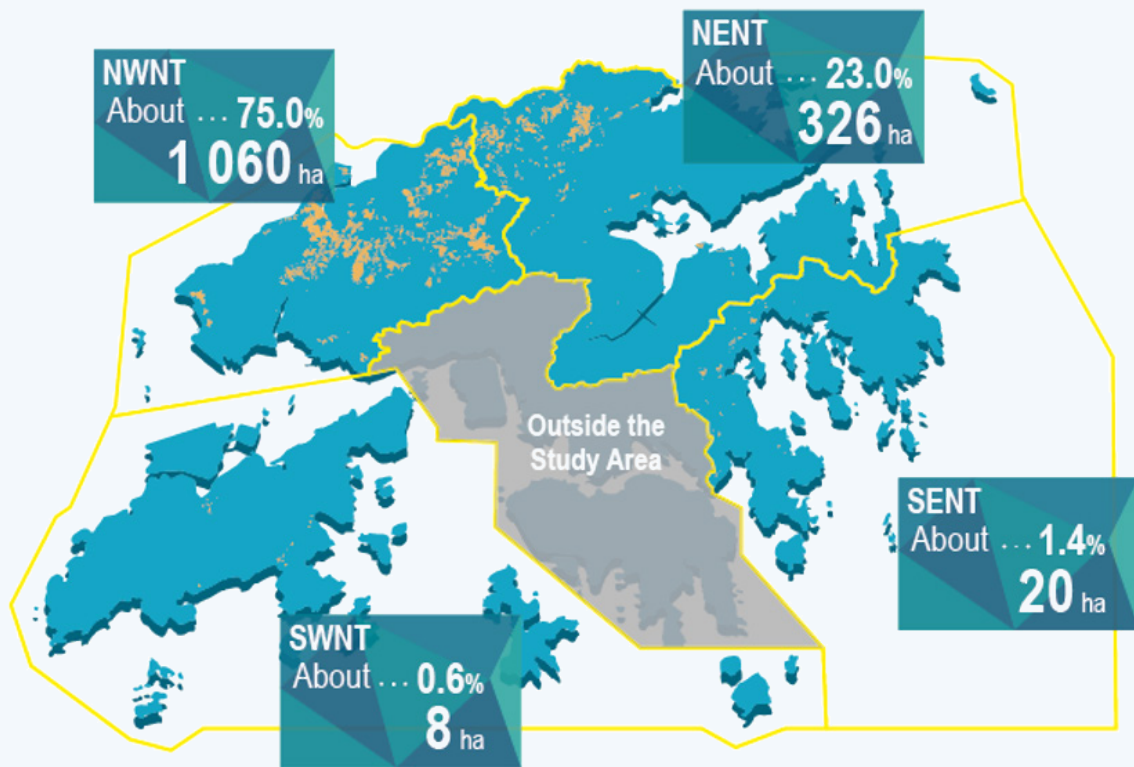


Figure 1: Distribution of Brownfield Sites by Sub-Region (in percentage and hectare)

The major industries found in brownfield sites in SENT and SWNT are construction industry and vehicle repairing industry which mainly serve the local market/local needs. In NENT, construction, general warehouse/storage, and waste recycling industries occupied the largest areas of brownfield sites. In NWNT, the major industries are general warehouse and storage, construction, and logistics.



Inactive Brownfield Sites



The survey also finds a total of about 165 hectares (996 sites) of inactive brownfield sites (i.e. sites formed but found vacant or with vacant structure(s) not in operation during the surveys), which are mostly intermixed with brownfield sites.

Among the active and inactive brownfield sites taken together, 653 hectares of brownfield sites are under active planning or re-planning through New Development Areas (NDAs) / Potential Development Areas (PDAs) in Kwu Tung North (KTN) and Fanling North (FLN), Hung Shui Kiu / Ha Tsuen (HSK / HT), Yuen Long South and New Territories North, while about 120 hectares are covered by government projects under active planning and about 30 hectares are under known development projects initiated by the private sector. These altogether make up 51% of the total brownfield area, underlining our long-held position that development involving brownfield sites has been an important component of Government's multi-pronged land supply strategy. For those brownfield sites with no known development plans, 76 hectares are within conservation-related zones, and the remaining 700 hectares are scattered around different parts of the NT, with their possible development potential under review. A breakdown is at **Table 1** below.

**Table 1 Breakdown of Brownfield Sites (active and inactive)**

Brownfield Sites		Area (ha)
<b>(I)</b>	<b>Covered by NDAs / PDAs projects</b>	<b>653 (41%)</b>
	- Hung Shui Kiu/Ha Tsuen	- 246
	- New Territories North	- 243
	- Yuen Long South	- 94
	- Kwu Tung North and Fanling North	- 70
<b>(II)</b>	<b>Covered by other development projects</b>	<b>150 (10%)</b>
	- Projects by Government	- 120
	- Projects by private sector	- 30
<b>(III)</b>	<b>Within conservation-related zones</b>	<b>76 (5%)</b>
<b>(IV)</b>	<b>Remaining</b> <i>(Possible development potential under review as announced in 2019 Policy Address)</i>	<b>700 (44%)</b>

## Distribution of Industries on Brownfield Sites

As regards the distribution of industries among the total active brownfield site area, general warehouses/storage industry which takes up 26.8% has the largest share (379 hectares), followed by industries of construction (367 hectares, 26%), logistics (186 hectares, 13.2%), vehicle repairing and related industry (137 hectares, 9.7%), vehicle parking (106 hectares, 7.5%), port back-up (container related) (88 hectares, 6.2%), and waste recycling (85 hectares, 6%) (Figure 2). Brownfield sites in port back-up (container related) industry have the largest average site size of about 5 790 m<sup>2</sup>, while vehicle repairing and related industry have the smallest, which is about 1 250 m<sup>2</sup>.

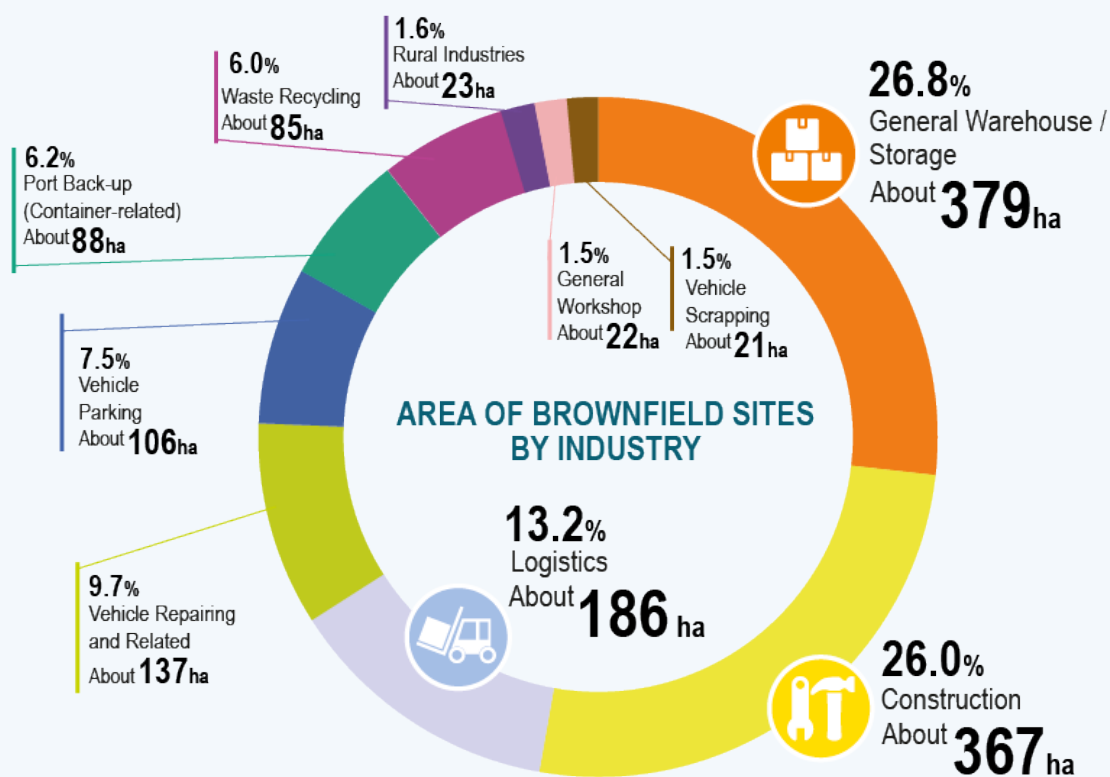
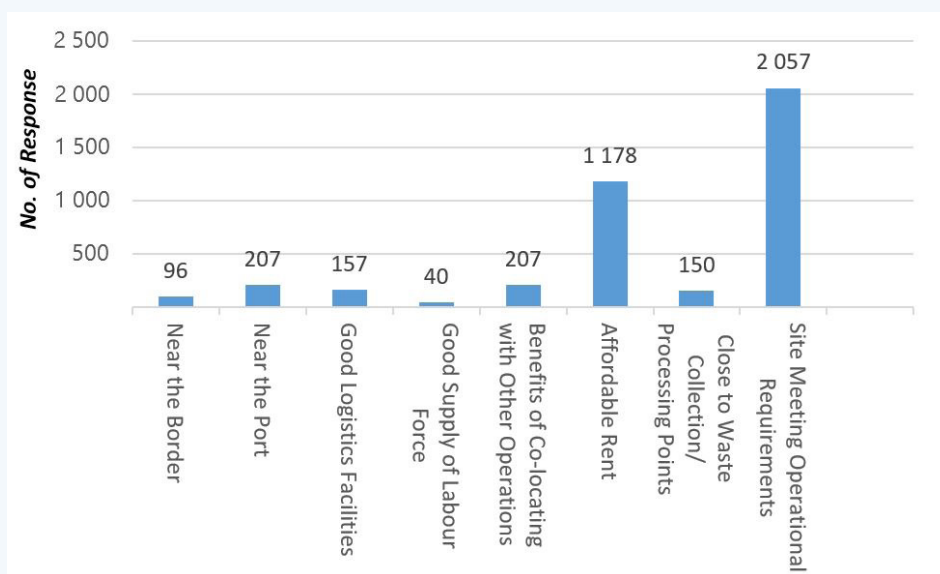


Figure 2: Distribution of Area of Brownfield Sites by Industry (in percentage and hectare)

### Economic Implications

As shown in **Figure 2** above, the 1 414 hectares active brownfield sites accommodated a wide range of industries, including construction machinery and materials storage, logistics and port back-up, vehicle repair, vehicle parking, recycling, rural industries, and other general open storage and warehouses. Notwithstanding the lower land efficiency and the need for addressing environmental and traffic impacts, these operations have been relying heavily on brownfield sites as main operating grounds in view of the affordable rent as well as operational and locational considerations (**Figure 3**). The snapshot median and average monthly rents were around \$3 and \$3.90 per ft<sup>2</sup> respectively at the time of the Study. In general, higher rents were observed in logistics, port back-up and general warehouse/storage industries. In a way, brownfield sites are filling a gap in land supply for industrial operations which are unable to find or afford accommodation in the main urban areas.



Multiple responses are allowed in this question.  
 Figure 3: Reasons of Choosing Current Brownfield Location

With a view to understanding the major industries involved in brownfield sites in detail, interviews were conducted with relevant associations and professional institutions in major industries involved in brownfield sites, including construction, logistics, port back-up, waste recycling, vehicle repairing and rural industries. Stakeholders' views are summarised as follows:

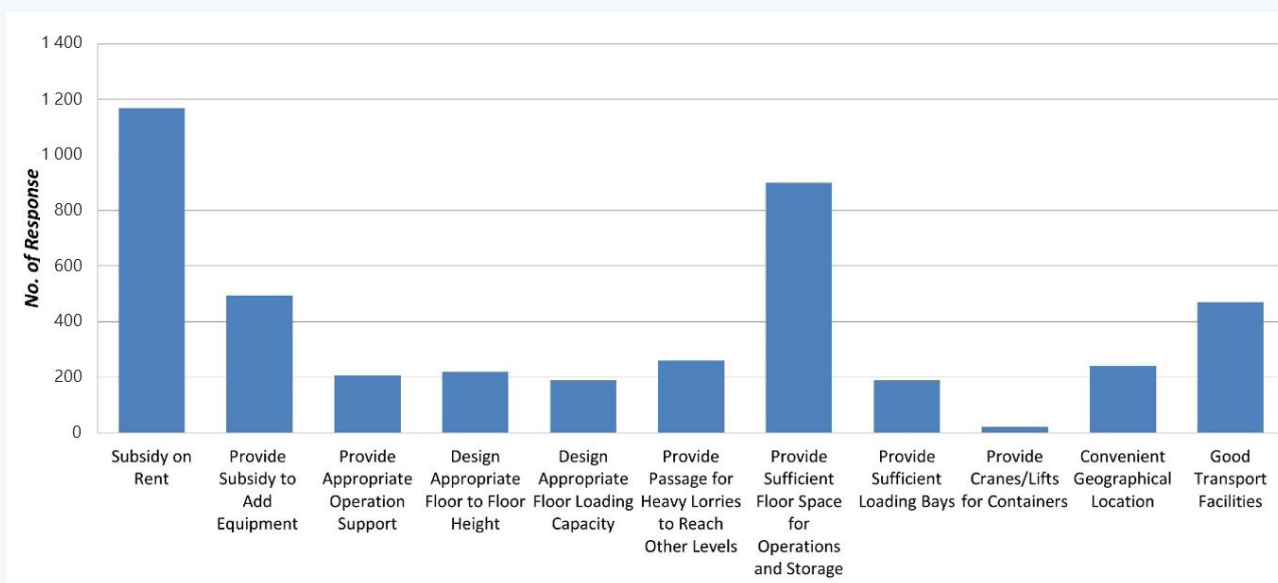
- (i) **Construction Industry:** The major reasons of the industry for using brownfield sites included heavy floor loading and high floor-to-floor height requirements, lack of suitable locations in other forms, and convenient and accessible location. The ideas of constructing specially-designed multi-storey buildings (MSBs) and Construction Industry Hubs (CIHs), and centralising construction related uses in a hub setting as well as development of caverns to house construction-related operations were supported. There were, however, reservations with regard to future management issues, as well as admission criteria and facilities provided in MSBs/CIHs being not suitable for their needs.

- (ii) **Logistics and Port Back-up Industries:** As expressed by the stakeholders, there had been a decline in the number of container yards on brownfield sites but there was increasing demand for local/regional distribution of goods, third-party logistics and business-to-customer goods distribution. Brownfield sites offered the industry benefits in operation efficiency, low rental cost and locational advantage. MSBs for logistics use must have a large floor plate, high ceiling height and wide ramps, be equipped with enough container vehicle bays, parking and turnaround space. However, there was doubt on the benefits and effectiveness of MSBs to accommodate container storage use, particularly in terms of floor height, loading capacity and operational difficulties.
- (iii) **Waste Recycling Industry:** The stakeholders expressed that their industry was export-oriented and vulnerable to changes in the Mainland policies or changes in overseas market. The industry should be upgraded from simple sorting and storage of recyclables to development of manufacturing operations to upcycling of local waste. The reasons for locating recycling operations at brownfield sites included cheap rent, convenient road access, availability of storage space, proximity to supporting facilities, and separation from residential developments. The recycling industry would prefer open storage which allows sizeable space for storage of renewable resources. In particular, waste recycling operations handling very heavy/bulky materials (e.g. ferrous metal) or using bulky machinery would not be suitable to be accommodated in MSBs due to their requirements for floor loading and ceiling height. The operation cost in MSBs is also a concern.
- (iv) **Vehicle Repairing and Related Industries:** The industries mainly provide local services. One key issue of the industry is that whether the operators could be centralised in a single or a few major cluster(s) to enjoy the advantages from economy of scale and business chains. Taking advantage of the availability of brownfield sites, there are established clusters of vehicle industry in Kam Tin and Pat Heung. The stakeholders were concerned about the possible high rent of MSBs and opined that the management of MSBs should be government-led. Repairing workshops for heavy goods vehicles and liquefied petroleum gas vehicles should be separately located.
- (v) **Rural Industries:** The stakeholders stated that their operations, mainly serving the population and industries in Hong Kong, were essential and should not be overlooked. For small or medium enterprises operators, cheap rent is their primary consideration, or their operations cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. MSB would not be attractive to them if the rent was higher than what they paid at present, and some could not be accommodated in MSBs due to their special operational requirements. In case the operations needed to be relocated, some stated that they would close down their business since the profit margin was not high and their next generation did not want to continue their business.



Many brownfield operations play a part in our economy's production chain serving some industries. For example, operations in the logistics industry (accounting for 186 hectares, i.e. 13% of the total) meet the growth of e-commerce and the need for business-to-customer goods distribution. The vehicle repairing and related services (accounting for 137 hectares, i.e. 10% of the total) are serving a genuine demand involving both commercial and private vehicles. At least for now, many see themselves not unwanted economic activities that can be readily phased out or relocated outside Hong Kong (only 3% of respondents in the Study considered it possible to operate outside Hong Kong). They were also providing about 52 110 jobs in total as estimated by the consultant based on questionnaire results suitably extrapolated. General warehouse/storage industry employs the highest number of people amongst all industries (31%, 16 360 jobs), followed by construction industry (25%, 13 140 jobs), logistics industry (15%, 7 820 jobs), and vehicle repairing and related industry (10%, 4 960 jobs).

The ecosystem of these industries are expected to undergo changes when existing brownfield sites are cleared for development or alternative land uses. According to the interviews conducted during the Study, in case of clearance, some 10% of the respondents said they would terminate their business, while 63% said they would find alternative sites to continue operation. Also, 43% said they saw the need to operate at open-air sites. Only about 376 out of the 3 420 respondents (11%) indicated that it was suitable for their operation to relocate to other locations including general industrial buildings, industrial estate, industrial hub and/or specially designed MSBs. “Subsidy on rent” and “sufficient floor space for operation and storage” were cited as the two key factors that would encourage brownfield operators to move into purpose-built MSBs and other specially designed facilities (**Figure 4** below).



Multiple responses are allowed in this question.  
 Figure 4: Factors that Encourage Relocation to Designated Locations or Buildings

## Land Status

The Study notes that a vast majority of brownfield land is under private ownership. In terms of both area and number of sites, the majority of active and inactive brownfield sites are on private land. Among all the active brownfield sites, private land and government land account for 83% and 17% respectively (**Table 2**).

**Table 2 Land Status of Active Brownfield Sites**

Land Status	Area (ha) (About)	%
Private Land	1 180	83.5%
Government Land	234	16.5%
<b>Total</b>	<b>1 414</b>	<b>100.0%</b>

## *Key Issues Pertinent to Brownfield Sites*

### Importance of Brownfield Sites to Their Respective Industries

Brownfield sites play a major role in supporting their respective industries. According to the survey findings and stakeholder interviews, high operational efficiency, unlimited ceiling height to accommodate very tall items, heavy floor loading, locational consideration, and distance from major residential developments (i.e. land use compatibility) are their major reasons for choosing brownfield sites. For the logistics industry, stakeholders point out that there is acute shortage of warehouse space in Hong Kong and brownfield sites, which provide spacious and horizontal working spaces with convenient loading/unloading and parking spaces, offer the industry the benefits in operation efficiency, as well as low rental cost and locational advantage. Brownfield sites are also important for container storage operations due to their operational needs of high height clearance and heavy floor loading. Similar reasons are also observed in the waste recycling industry in which some operations require heavy floor loading for processing of heavy materials (e.g. ferrous metal, tyres) and installation of special machinery (e.g. conveyor belts which need to be sunken into the ground) to facilitate their operations.

### Potential Environmental Impacts from Brownfield Sites in Different Industries

Brownfield sites in different industries would generate different degrees of potential environmental impacts on the surrounding sensitive receivers. While the Study was not required to appraise such impacts in details, based on the field survey findings and qualitative

assessments, it is noted that brownfield sites in the industries of waste recycling, vehicle repairing and related, vehicle scrapping, rural industries, general workshops, port back-up (container related), logistics and construction generate higher potential environmental impact in terms of noise, dust, odour, visual and land/water contamination, while vehicle parking and general warehouses/storage generate lower potential environmental impact.



*Brownfield Operation may cause adverse Environmental Impact and Visual Intrusion*



*Piling up of Construction Materials in Open Storage near Residential Developments*

Based on the degree of potential environmental impacts of active brownfield sites in different industries, as well as the concentration level of residential area adjacent to the active brownfield sites, large, moderate and small scales of environmental impacts from brownfield sites on adjacent residential areas have been identified.

According to the analysis of the scale of environmental impacts, about 244 hectares of brownfield sites are considered as having large scale of environmental impacts, 737 hectares as having moderate scale of impacts, and 433 hectares as having small scale of impacts.



## Ecological Impacts from Brownfield Sites on Ecological Sensitive Areas



*Access Road of Brownfield Operations adjacent to Fish Ponds*



*Operations adjacent to Fish Ponds create Noise and Affect Feeding Activities*

With reference to the land use zonings related to nature conservation, brownfield sites within/ adjoining ecological sensitive areas have been identified.

It is noted that about 69 hectares of active brownfield sites are located within conservation-related zones. About 45% (31 hectares) are at Pok Wai/Tai Sang Wai and 27% (18 hectares) are at San Tin (to the north of San Tin Highway). The brownfield sites at these two clusters largely fall within Wetland Buffer Area and are in close proximity to wetlands and fish ponds. The brownfield operations at these clusters are creating adverse impacts on the surrounding fish ponds and wetland (e.g. water contamination). The remaining brownfield sites within conservation-related zones mainly fall within 'Coastal Protection Area' and 'Conservation Area' zones scattered in Pui O, Lau Fau Shan and Pak Nai.

## Traffic Impacts of Different Industries

Active brownfield sites in logistics, port back-up (container related) and vehicle parking industries generate relatively more traffic impacts as compared to other industries, mainly due to high traffic flow into/out of the sites. Brownfield sites in the former two industries mainly cluster around (i) San Tin / Lok Ma Chau Development Node, (ii) HSK /HT NDA, (iii) Sha Po Tsuen/Ngau Tam Mei and (iv) KTN and FLN NDAs while brownfield sites in the latter industry scatter at different parts of the NT.



*Informal and Narrow Rural Track shared by Pedestrians and Vehicles*



*Unloaded Materials and Vehicles blocked the Pedestrian Paths and Entrance of a Brownfield Site*

### Possible Development Potential of Brownfield Sites

For the remaining 700 hectares of brownfield sites outside NDAs/PDAs or other areas involving known development projects, the consultant has attempted to provide a broad-brush assessment of their possible development potential based on three criteria, namely strategic location, transport connectivity and size of brownfield clusters. The consultant considers that brownfield sites within walking distance (i.e. 500 metres) to existing new towns and major highways, and with a size of at least two hectares may likely have higher possible development potential than others. The grouping is shown in **Table 3** below.

**Table 3 Classification of 700 Hectares Remaining Brownfield Sites by Possible Development Potential Identified by the Consultant**

Possible Development Potential	Major Locations of Brownfield Sites	Area of Brownfield Sites
High	Sha Po Tsuen, Shap Pat Heung, Ping Shan, Tai Hang, Lam Tei, etc.	160 ha
Medium	Ngau Tam Mei, Lau Fau Shan, etc.	290 ha
Low	Shek Kong, Pat Heung, etc.	250 ha
<b>Total remaining brownfield sites</b>		<b>700 ha</b>

The preliminary analysis on the development potential of brownfield sites under the Study is only broad-brush and preliminary, which has only taken into account a few factors, including their proximity to existing new towns, proximity to highways and major roads, and size of clusters. Others factors including territorial planning strategies, land use compatibility, environmental, social and economic considerations, and planned transport and other infrastructures would need to be assessed for a more comprehensive analysis in identifying the development potential of brownfield sites.

## *Way Forward*

### **In-house Assessment on Development Potential of Brownfield Sites Outside NDAs/Other Development Projects**

For the remaining 700 hectares with no known development plan, as announced in the Chief Executive's 2019 Policy Address, the Department is assessing by phases, taking into account such considerations as land use compatibility and site constraints, how many of the 450 hectares of brownfield sites would be suitable for public housing development. In this regard, the Department has completed the first phase review of 160 hectares of brownfield sites closer to the existing infrastructure, and shortlisted eight clusters suitable for public housing development. The next step is commencement of engineering feasibility studies on these shortlisted brownfield clusters by the Civil Engineering and Development Department (CEDD). Planning Department is continuing the examination of the remaining 290 hectares of brownfield sites in the next phase of review, with a view to completing the assessment by end 2020.

### **Providing Land or Space to Support Sustainable Development of Industrial Operations**

Unless the affected brownfield operations cease business upon clearance, those who want to stay in the market would become a new source of demand for affordable and suitable operating floorspace for their re-establishment elsewhere. While the Government has stated that there is no 'one-to-one' re-provisioning of the displaced sites, this demand would likely become more pronounced as larger scale resumption of brownfield sites is set to take place in the coming years.

There is therefore a continual need to provide land or space to support sustainable development of the relevant industries, including the brownfield operations to be displaced, with due regard to the benefits of cluster development, need for greater land efficiency and operational requirements for some businesses to operate outdoors. In this regard, CEDD's ongoing studies on multi-storey buildings for brownfield operations may be able to shed light on the means to provide such space. In the longer run, reclamation in Lung Kwu Tan may also provide additional land for such purpose.

Parallel efforts will also be needed to avoid further proliferation of brownfield uses. Based on the findings of the Study, the Town Planning Board has updated and promulgated its guidelines for 'Application for Open Storage and Port Back-up uses under Section 16 of the Town Planning Ordinance (TPB PG No. 13F)' to provide guidance for channelising open storage and port backup uses to more appropriate locations and avoiding their uncontrolled proliferation. Government will continue to combat unauthorised development, with priority given to operations at or near ecologically sensitive areas.



# ENHANCING PUBLIC AWARENESS ON PLANNING ENFORCEMENT

## Background

In the rural New Territories (NT), it is not uncommon to find agricultural land occupied by uncoordinated uses like open storage, workshop and vehicle park. Sometimes, filling of land/pond and excavation of land are involved. In many cases, these are unauthorised developments (UDs) under the Town Planning Ordinance (the Ordinance) causing environmental degradation and problems such as flooding, traffic hazards and nuisance to nearby residents. To prevent the rural environment from further degradation, since 1991, the Director of Planning as the Planning Authority (PA) has been empowered under the Ordinance to take enforcement actions against UD in the rural NT<sup>1</sup>.

## Enforcement and Prosecution Actions

The Central Enforcement and Prosecution Section (CEPS) of the Planning Department (the Department) is responsible for undertaking enforcement and prosecution actions against UD. To identify possible UD, our staff carries out regular patrol and investigates complaints from the public and referrals from other government departments. In order to expedite action and make the best of use of resources, high priority has been given to patrol and investigate UD in ecologically sensitive and important areas and conservation zones<sup>2</sup>, and those involving filling of land/pond or causing health/safety hazards and adverse environmental nuisances to the public, among others.

Once a UD is confirmed, the PA will serve an Enforcement Notice (EN) to the concerned land owner, occupier and/or responsible person requiring the notice recipients to discontinue the UD by a specified date. Direct prosecution will also be taken if there is sufficient evidence against the person who undertakes the UD. For UD whose continuation could cause health and safety hazard or adversely affect the environment, a Stop Notice (SN) will be issued to require its immediate discontinuance. After curbing UD, the PA may serve a Reinstatement Notice (RN) usually to require removal of the fill materials and grassing the land, so as to restore the site condition and greenery. Compliance Notice (CN) will be issued when the requirements of the said notices are complied with. All these notices will be registered at the Land Registry. Non-compliance with the notices is subject to prosecution.

1 Covered by interim development permission area/development permission area (IDPA/DPA) or the replacement outline zoning plan (OZP). IDPA/DPA plan was prepared to provide interim planning control and development guidance for selected areas pending preparation of OZP.

2 Conservation-related zones include 'Conservation Area', 'Coastal Protection Area', 'Site of Special Scientific Interest', 'Country Park', 'Other Specified Uses (Comprehensive Development and Wetland Enhancement Area)', 'Other Specified Uses (Comprehensive Development to include Wetland Restoration Area)' and 'Other Specified Uses (Nature Park)' as well as 'Green Belt'.

## Need to Enhance Publicity

In the recent years, while the Department has expedited enforcement action against UD, there is an increasing public aspiration on protection of the rural environment. To ensure that the concerned stakeholders, i.e. the land owner, occupier and responsible person are well aware of their responsibilities and legal consequences of contravening the Ordinance, as well as to keep public informed of our enforcement work in the rural NT, we have stepped up efforts in publicity work. Through release of more information and different publicity activities to reach out and interact with the public, they serve to enhance public understanding and their awareness on UD. It can help prevent occurrence of UD, provide a wider deterrent for non-compliance and hence enhance overall effectiveness of work.

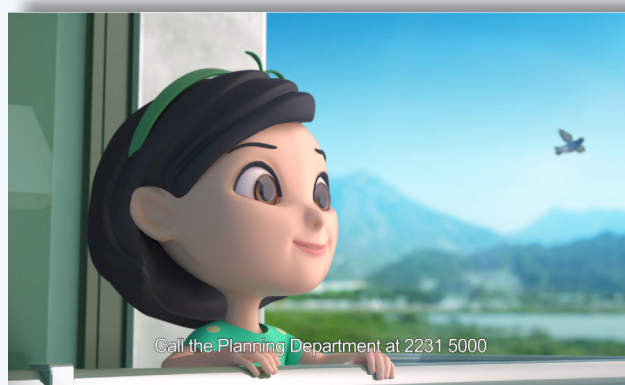


The concerned stakeholders

## New Publicity Materials and Work

### Television (TV) and Radio Announcement

First of all, a newly produced TV and radio announcement on planning enforcement and prosecution has been broadcasted at Hong Kong's major TV and radio channels since August 2018. The TV announcement has also been broadcasted in various locations, such as the City Gallery, Mobile Exhibition Centre, Planning Enquiry Counters and website of the Department as well as website of the Information Services Department to reach out to a wider audience. Through creation of three animated characters representing the land owners, tenants and person responsible under different case scenarios, we can explain the concepts of UD and the legal consequences of undertaking UD to the general public and enhance public awareness particularly the key message of the need to “check before development”.



Screenshots of TV Announcement

## Posters and Pamphlets

Posters and pamphlets are newly designed and are posted on sites with suspected UD to prevent occurrence of UDs. Through simple wordings with graphic presentations, the UDs and the possible prosecution for non-compliance are highlighted so that the concerned stakeholders would not commit an offence under the Ordinance inadvertently. To address common public concerns, leaflets which contained frequently asked questions and answers with graphic demonstration on how to comply with the notices are sent to the concerned stakeholders and local villagers. These materials have also been distributed to relevant Rural Committees (RCs) and District Councils (DCs) for dissemination to the locals and the villagers.



Poster and Pamphlet



Poster on Suspected UD site

Planning Department  
The Government of the Hong Kong Special Administrative Region

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W3C | WCAG 2.0 | 國際網頁標準 | Web For All

### Planning Enforcement and Prosecution

Planning Enforcement and Prosecution > Prosecution

#### Prosecution

- The Authority can instigate direct prosecution under section 20(7) & 20(8) and section 21 against a person who is undertaking or continuing an unauthorized development.
- The Authority can instigate prosecution against the land owner, occupier and person responsible who fail to comply with the Enforcement Notice, Stop Notice, and Reinstatement Notice under section 23(6), and a person who fail to comply with the Notice to obtain information under section 22(8) of the Ordinance.

#### Penalty – Maximum Fine \$1,000,000

- Failure to comply with the Enforcement Notice, Stop Notice and Reinstatement Notice is an offence under section 23(6) of the Ordinance. The fine for a first conviction is up to \$500,000 plus a daily fine of \$50,000 after the expiry of the notice. In the case of a second or subsequent conviction, the fine is up to \$1,000,000 plus a daily fine of \$100,000.
- Any person who fails to provide the information as required under the Notice to Require Provision of Information, provides false information or knowingly omits any particular material commits an offence under section 22(8) of the Ordinance and is liable to a fine up to \$100,000.

#### Prosecution Statistics under the Town Planning Ordinance

Year	2015	2016	2017	2018	2019
No. of Prosecution Cases* (No. of Summons)	45 (108)	65 (192)	56 (199)	62 (227)	95 (271)
Total Fine # (HK\$)	5,001,000	5,285,000	3,491,000	5,788,000	13,650,793

#### Fine in quarterly basis (HK\$)

Quarter	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020
Total #	1,069,000	7,412,800	2,503,780	2,665,213	736,380
Fine per case	25,000 - 210,000	15,400 - 1,077,000	20,000 - 453,000	30,000 - 258,000	29,100 - 270,400

Remarks:  
\* Included cases with conviction record.  
# The total fine included cases imposed with daily fine and is rounded to the nearest thousand. Cases pending to sentence are not included.

Prosecution Statistics on Website

## Website

The information on planning enforcement at the Department's website has been re-organised and is under a dedicated section for easy access. To enhance public understanding, the website is enriched with more information and explanations with photos of real cases to illustrate the objectives, investigation, action priority, enforcement and prosecution action etc. for public easy reference. In addition, to inform public of our enforcement action and to increase deterrence, details of non-compliance cases are released. They include the location and types of UDs and the fine imposed by the Court.



## Publicity through the Estate Agents Authority

To enable the estate agents to note the legal responsibility of the land owners or tenants in undertaking UDs in the rural NT, through the Estate Agents Authority (EAA), a newsletter was issued and relevant information was uploaded onto their website for their licensees' reference. They are advised to draw their clients' attention to check before purchasing and renting the land for development.



**新聞速遞**  
**News Express**

### 涉及違例發展的土地交易

#### Transaction of land involving unauthorised development

規劃署是根據《城市規劃條例》對違例發展進行規管。違例發展包括改變土地用途，以及進行未經許可的作業。

The Planning Department enforces against unauthorised development under the Town Planning Ordinance, which includes change of land use and operation without permission.

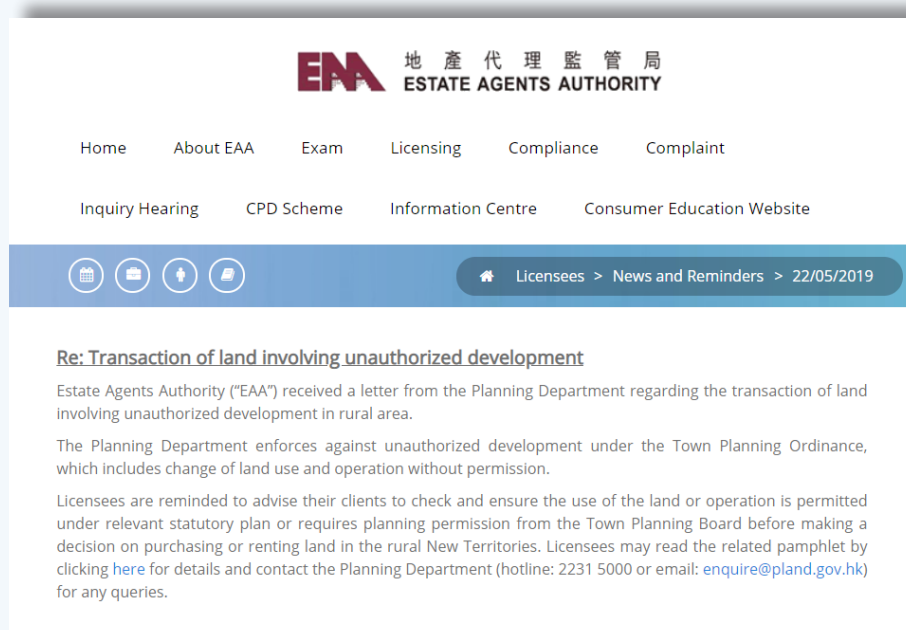
監管局接獲規劃署通知，該署希望提醒各持牌人，應建議客戶在購買或租用新界鄉郊土地前，先查核和確保有關土地用途或作業獲得法定圖則准許或只能在獲得城市規劃委員會的規劃許可後才能進行。

The EAA was notified by the Planning Department that they would like to remind licensees to advise their clients to check and ensure the use of the land or operation is permitted under the relevant statutory plan or requires planning permission from the Town Planning Board before making a decision on purchasing or renting land in the rural New Territories.

請瀏覽本局網頁（進入「持牌人」>「最新消息及提醒」）詳細閱讀相關單張。如有查詢，可聯絡規劃署（熱線：2231 5000或電郵：enquire@pland.gov.hk）

Licensees may read the related pamphlet in detail which is in the EAA website (Licensees > News and Reminders). For queries, please contact Planning Department (hotline: 2231 5000 or email: enquire@pland.gov.hk).

*Planning Department's reminder on EAA's Newsletter*



**EAA** 地產代理監管局  
**ESTATE AGENTS AUTHORITY**

Home About EAA Exam Licensing Compliance Complaint

Inquiry Hearing CPD Scheme Information Centre Consumer Education Website

🏠 Licensees > News and Reminders > 22/05/2019

### Re: Transaction of land involving unauthorised development

Estate Agents Authority ("EAA") received a letter from the Planning Department regarding the transaction of land involving unauthorised development in rural area.

The Planning Department enforces against unauthorised development under the Town Planning Ordinance, which includes change of land use and operation without permission.

Licensees are reminded to advise their clients to check and ensure the use of the land or operation is permitted under relevant statutory plan or requires planning permission from the Town Planning Board before making a decision on purchasing or renting land in the rural New Territories. Licensees may read the related pamphlet by clicking [here](#) for details and contact the Planning Department (hotline: 2231 5000 or email: [enquire@pland.gov.hk](mailto:enquire@pland.gov.hk)) for any queries.

*Planning Department's reminder on EAA's Website*

## Briefings / Sharing Sessions

While posters and pamphlets were disseminated to the locals through relevant RCs and DCs, it is considered more effective to have direct dialogues with the concerned stakeholders to provide explanations on planning enforcement and prosecution work. Several briefings / sharing sessions with relevant RCs and the green/concern groups were conducted between May and November 2019. Through the explanations and discussion on the enforcement matters, the concerned stakeholders have a better understanding of the need of planning control and our planning enforcement work.



*Briefing Session to Ta Kwu Ling RC*



*Briefing Session to Tung Chung RC*

A school talk for secondary school students was also arranged in October 2019 on planning control and enforcement work in the rural NT. The students showed great interest in the enforcement and prosecution matters and also expressed concerns on the protection of environment.

## Submissions to the Court

To facilitate the Court to understand the facts of the cases for sentencing the persons who fail to comply with the notices or undertaking the UD<sup>3</sup>s, the Prosecution have continued to provide relevant information such as the maximum fine of the offence<sup>3</sup>, size / nature / duration of UD<sup>3</sup>s and their impacts to the environment, zoning and planning intention of the UD sites, fine of similar cases and records of the defendants. In recent years, the fine imposed by the Court has generally increased. In most of the cases, a daily fine is also added to the lump sum fine.

## *Enhanced Publicity*

Since stepping up the publicity and adopting a proactive approach in reaching out to the locals and relevant stakeholders in August 2018, it is noted that the public has generally gained a better understanding of the planning control under the Ordinance and also increase their awareness on UD<sup>3</sup>s. There have been more enquiries on the suspected UD<sup>3</sup>s and prevention of the occurrence of UD<sup>3</sup>s. In most cases, the notice recipients have taken action to comply with the notices.

<sup>3</sup> Under the Ordinance, the maximum fine for first conviction is \$500,000 plus a daily fine of \$50,000 after expiry of the notice. For any subsequent convictions, the maximum fine is \$1,000,000 plus a daily fine of \$100,000.

## Stepping up Enforcement and Prosecution Actions

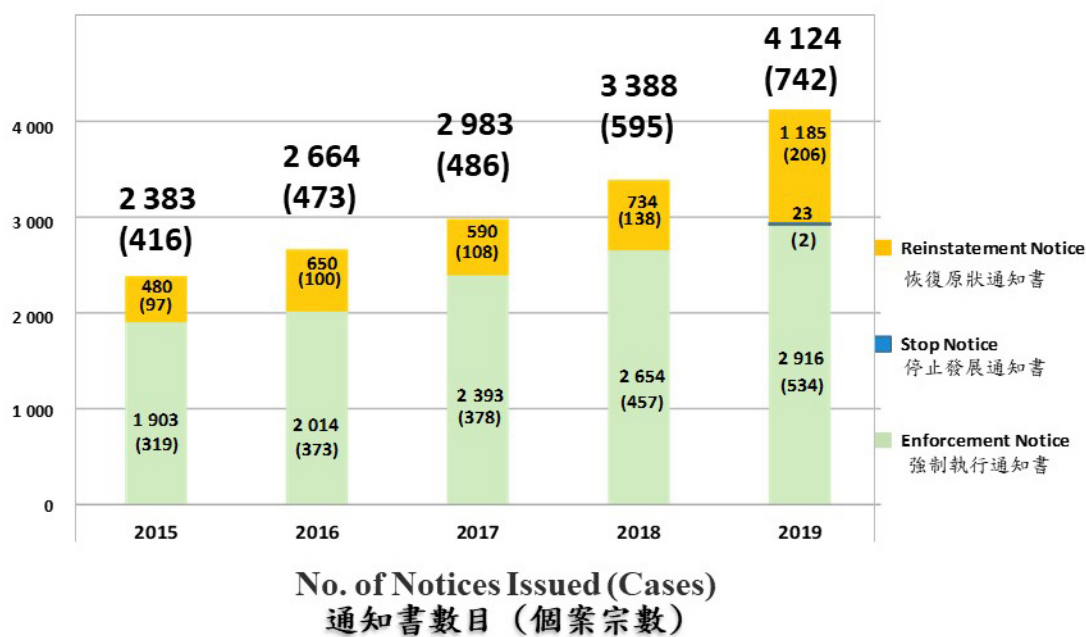
In conjunction with the expedited enforcement action as a result of additional manpower and resources and the reinforcing publicity, the overall efficiency of enforcement work has greatly been enhanced. The number of cases served with EN in the past five years (i.e. 2015 to 2019) has increased by 67% from 319 to 534. Accordingly, the number of ENs issued were increased by 53% from 1 903 to 2 916. Priority action was taken to enforce UD in conservation-related and 'Green Belt' ('GB') zones which constituted about 24% of the EN cases. In 2019, in two cases involving extensive excavation, land / pond filling, a total of 23 SNs were issued to prevent further degradation of the environment caused by the UDs.

To restore the environment particularly in conservation-related and 'GB' zones, more cases are followed up by RNs after issuance of ENs. In the past five years, the number of cases served with RN has increased by 112% from 97 to 206, i.e. 147% increase in the number of RNs from 480 to 1 185. About 49% of these UD sites were in conservation-related and 'GB' zones and the remaining cases were mainly in 'Agriculture' ('AGR') zone (43%).

### Stepping up Enforcement Action 加強執管行動

#### Increase in Cases with EN & RN

增加發出「強制執行通知書」及「恢復原狀通知書」個案





Prosecution actions have also been strengthened against the offenders. In the past three years, the number of notice recipients subject to prosecution has increased from 199 to 271 (36%). Comparing with the fine statistics on the prosecution cases in the past years, it is noted that the fine imposed by the Court has generally increased. The average fine per summons has increased by 83% from \$27,271 to \$49,820 and the maximum fine per summons has substantially increased from \$60,000 to \$220,800 (268%). The Court has also imposed daily fine for continuation of the offence, which ranging from \$200 to \$1,000. This reflects the Court's concerns on the damage caused by the UD's to the environment.

Year 年份	No. of Summons (傳票數目)
2017	199
2019	271

↑ 36%

Average Fine per summons 每張傳票平均罰款	
2017	\$27,271
2019	\$49,820

↑ 83%

Maximum Fine 最高罰款	
2017	\$60,000
2019	\$220,800

↑ 268%

Daily Fine 每日罰款	
2017	\$200
2019	\$1,000

↑ 400%

To further increase the deterrent effect, the Court has recently adopted to convict and sentence the offenders immediately. Defendants who continuously failed to take immediate remedial actions to comply with the notices would be subject to further prosecution. Heavier fine was imposed for repeated offenders. The average fine for defendants with previous conviction records has increased from \$41,572 to \$67,726 per summons (63%).

Clear Record 初犯		With Conviction Record 重犯	
Year	Average Fine per summons 每張傳票平均罰款	Year	Average Fine per summons 每張傳票平均罰款
2017	\$20,531	2017	\$41,572
2019	\$45,324	2019	\$67,726

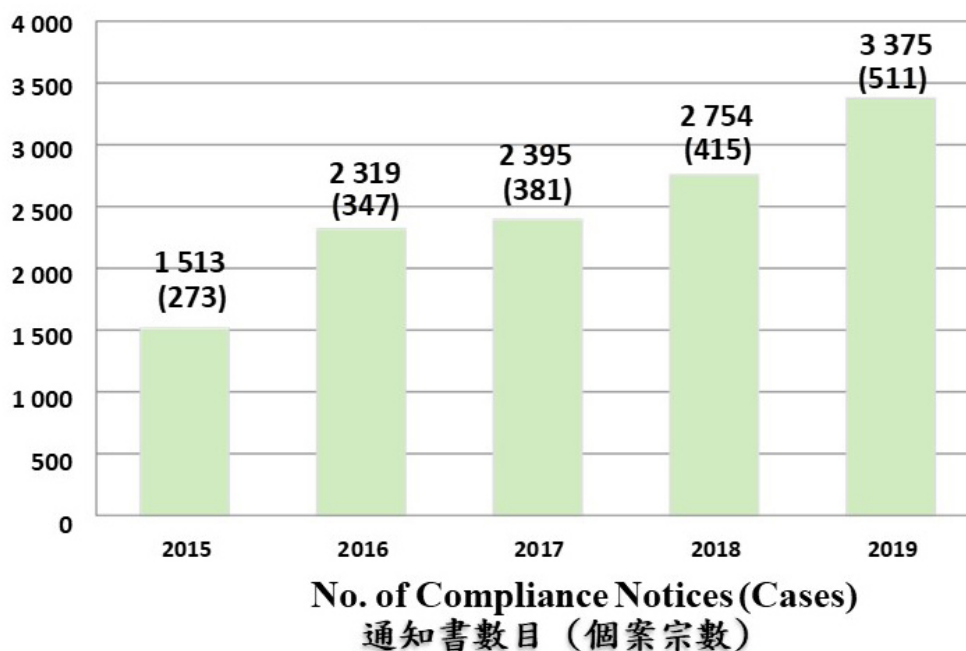
↑ 121%                      ↑ 63%

It should be noted that as a result of the concerted efforts on expediting enforcement and prosecution actions, the notice recipients in general have responded more positively to take action to meet the requirements of the notices and more cases have been closed. This can be reflected in the continuous increase in the number of CNs issued, after compliance with the notices, in the past five years, i.e. from 1 513 to 3 375 (123%).

## **Stepping Up Enforcement Actions 加強執管行動**

### **Increase in the cases with Compliance Notices issued**

增加發出「完成事項通知書」個案



Some recent UD cases with enforcement and prosecution actions

## Deterrence to Offenders of UD

### Case 1

Extensive unauthorised filling of soil not suitable for cultivation purpose in 'AGR' zone in Fu Tei Au (about two hectares of the land area concerned). Enforcement action was taken against the land owners and occupier regarding the discontinuance of UD. Subsequently, prosecution action was taken as the concerned land owners failed to discontinue the UD and follow RN requirements to remove the fill materials and grass the land by a specified date. The land owners in the case were fined a total of \$1,617,300 in 2019. The land was restored and grassed after reinstatement.



*Before Reinstatement*



*Land Restored and Grassed after Reinstatement*

### Case 2

Unauthorised filling of a pond and its adjoining land (about 3 000 m<sup>2</sup>) in 'Conservation Area' zone in San Tin. As the land owners failed to comply with the RN to remove fill materials from the pond and to grass the land, prosecution action was taken against the land owners and they were fined a total of \$211,400 in 2018 and 2019. The pond was restored and the land was grassed after reinstatement.



*Pond and Land Filled*



*Pond Restored and Land was Grassed*



### Case 3

Unauthorised filling of pond (about 2 000 m<sup>2</sup>) in 'GB' zone in Ngau Tam Mei. As the land owners failed to comply with the RN to remove fill materials from the pond, prosecution action was taken against the land owners and they were fined a total of \$55,000. The pond was restored after reinstatement.



*Before Reinstatement*



*Pond Restored*

### **Restoring the Rural Environment**

#### Case 4

Unauthorised filling of land with asphalt and use of land for storage of construction materials in 'AGR' zone in Tai Tong. After serving EN to require discontinuance of the storage use, RN was followed to require removal of hard paving and grassing to restore the land condition. With prompt action taken by the notice recipients, the land was reinstated and no prosecution action needed to be taken.



*Unauthorised Storage Use*



*UD Discontinued*



*Hard Paving Removed*



*Land Reinstated*

### Way Forward

With the rising public aspiration on quality environment in the rural NT and increased efficiency and effectiveness in combating UDs, it is envisaged that planning control work would be more challenging ahead. To increase work effectiveness, other means would be adopted to complement regular site inspection for investigation of UDs. Through wider application of technology, such as the use of Unmanned Aircraft System to take aerial photos for checking and collecting evidences on the UDs, the overall time and resources spent in enforcement work have been reduced. While the Department will continue its best effort to curb UDs under the Ordinance, public awareness on the protection of environment and the need for planning control is essential to help prevention of UDs and hence increase the effectiveness of enforcement work. The Department will continue to explore ways to promote the publicity, particularly to establish dialogue with the locals and villagers and keep the public informed of the work progress on planning control.



*Dialogues between CEPS Staff and Locals/ Villagers on Site*



*Unmanned Aircraft Vehicle for Identifying Potential UD*



# DEVELOPMENT OF A COMMON SPATIAL DATA INFRASTRUCTURE – BUILT ENVIRONMENT APPLICATION PLATFORM - FEASIBILITY STUDY

## *Background*

Sharing and use of spatial data (i.e. data with locational information) is increasingly recognised worldwide as the key to policy-making and driving innovation and value creation society. To facilitate the availability of and access to spatial data, the 'spatial data infrastructure' has been promoting in different advanced economies. In Hong Kong, the initiative of developing a 'Common Spatial Data Infrastructure' (CSDI) has not only been recognised as a pivot means to achieve the strategic vision to plan Hong Kong as a 'Smart, Green and Resilient (SGR) City Strategy' championed under 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030' (Hong Kong 2030+), but also committed as one of the recommended measures to help transform Hong Kong into a world-famed smart city under the 'Smart City Blueprint for Hong Kong' (the Blueprint) released in 2017. The establishment of the CSDI platform, providing a convenient and easily accessible, high quality and updated, spatially-enabled and machine readable data, is indispensable to support development of different applications in addressing the challenges we face in the planning of our urban environment.

To put forth the development of CSDI initiative, the Development Bureau in 2018 completed a consultancy study on the overall strategy for the CSDI implementation, which is to formulate an effective CSDI development strategy for the purpose of land and infrastructure planning development and management in Hong Kong. Meanwhile, Planning Department has also embarked on a feasibility study on 'Development of a Common Spatial Data Infrastructure - Built Environment Application Platform' (the CSDI-BEAP Study) in March 2018 to explore the establishment of the 'Built Environment Application Platform' (BEAP) and use of spatial data in developing built environment applications, following the development strategy of CSDI. The CSDI-BEAP Study was completed in early 2020.

The BEAP would be an integral component of the CSDI which is targeted for full operation by end 2022. From the perspective of operation, the BEAP simulates a 'Kitchen' to provide various built environment-related applications, by tapping data and services from the CSDI (which is akin to a one-stop 'Supermarket'), to make the raw materials (i.e. spatial data) become value-added solutions for shared use by government bureaux/departments, and in a wider context to enable cooperation and co-creation with business sector, academia and the public (**Figure 1**).



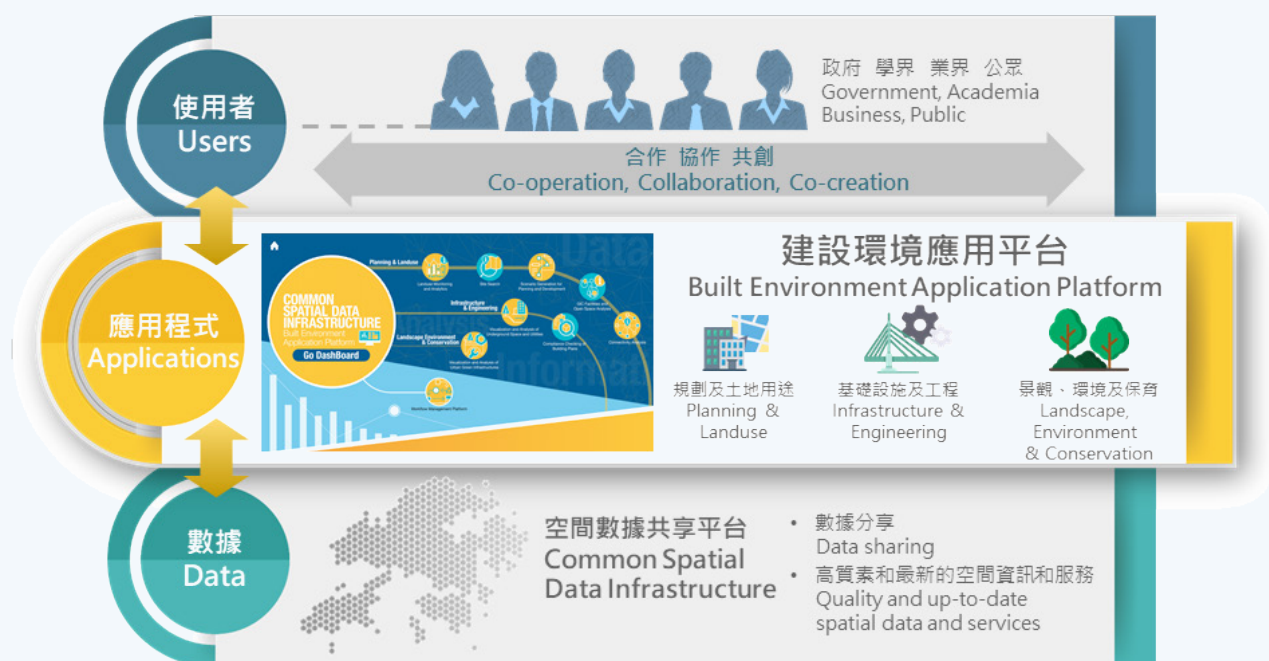


Figure 1 Conceptual Model of the BEAP

### Study Objectives and Process

The Study aims to formulate an overall development framework for the implementation of the BEAP and to recommend the proof-of-concepts for built environment-related applications with test cases to demonstrate their feasibility. With focus on 'Planning and Landuse', 'Infrastructure and Engineering', 'Landscape, Environment and Conservation', the future users are able to access, analyse and visualise built environment-related information via the BEAP. The BEAP is targeted to foster co-operation, collaboration and co-creation within the Government and in a wider context among business, academia and the public to enable application/information sharing and better use of limited resources by providing a number of common and thematic applications. It is envisaged that the benefit of the BEAP will accrue to the development of smart city and the strategic vision to plan Hong Kong as a SGR City under Hong Kong 2030+.

The whole study process comprises two stages. Stage 1 is to undertake a desktop review on international and local experiences and formulate the overall CSDI BEAP development framework. During this stage, various engagement activities including synergy workshop (involving briefing and group discussion on initial application types with the participation of representatives from government bureaux/departments) and consultation meeting with the stakeholders, academic/research institutes, professional institutes and other smart city related organisations were held to solicit and exchange views on the development framework and more importantly, to foster partnership in developing the potential applications of the BEAP. Through these engagement activities, we have come up with a list of the potential application types for further investigation in the Stage 2 of the Study, based on a set of criteria and principles including benefits to more users, user-oriented and policy-driven, scalability, data readiness, etc.

Stage 2 is to identify applications with 'Proof of Concept'<sup>1</sup> (PoC) and develop prototypes to demonstrate their feasibility for implementation to facilitate and support daily business operation of government bureaux/departments. After conducting technical review and close liaison with the relevant government bureaux/departments, academia and other parties/organisations in respect of the user requirements, technology application and data availability, 30 built environment applications<sup>2</sup> are recommended to be selected as PoCs, 10 out of which are further developed into prototypes to demonstrate the feasibility. To facilitate exchange of views and solicit the feedbacks, a number of demonstrations/sharing sessions have also been organised to brief the representatives from over 20 government bureaux/departments on the scope and key functions of 10 prototype applications (**Figure 2**).



Figure 2 Two-Stage Process of the CSDI-BEAP Study

1 PoC is a realisation of a certain method or idea in order to demonstrate its feasibility.

2 30 PoCs include Landuse Monitoring and Analytics, Site Search, Scenario Generation for Planning and Development, GIC Facilities and Open Space Analysis, Connectivity Analysis, Preliminary Technical Review–Traffic, Preliminary Technical Review–Hazard, Parametric Toolkits for Masterplan Evaluation, Urban Renewal Assessment Tool, Development Tool for Visualisation of Government Information in Augmented Reality (AR)/Virtual Reality (VR) Environment, e-Engagement Tool, Visualisation and Analysis of Underground Space and Utilities, Visualisation of Existing and Planned Development and Infrastructure Projects, Preliminary Technical Checking–Sewage, Preliminary Technical Review–Drainage, Compliance Checking of Building Plans, Work Site Inspection (Engineering), Work Site Inspection (Site Safety), 3D Visualisation of Existing and Planned Developments using AR/VR, Visualisation and Analysis of Urban Green Infrastructure, Preliminary Technical Review–Noise, Preliminary Technical Review–Air Quality, Preliminary Technical Checking–Air Ventilation, Work Site Inspection (Environmental Compliance), Assessment on Green and Blue Provision, Community Resilience to Climate Change, Built Environment Information Dashboard, Workflow Management Platform, Automatic Notification of Data Updating, and City Management Tool.

Based on the recommendations of the Study, 10 prototype applications, which are considered practical and useful in enhancing daily business operation of the government bureaux/ departments, have been developed and found technically feasible in terms of operability and scalability for future implementation under different thematic areas: 'Planning and Landuse', 'Infrastructure and Engineering', 'Landscape, Environment and Conservation' and 'Others' (Figure 3).



Figure 3 10 Prototype Applications under the CSDI-BEAP Study

Besides, key considerations such as whether the applications could promote and foster a co-operation, collaboration and co-creation among government bureaux/departments, business, academia and the public; whether expertise and specific knowledge are required to understand and operate the applications; and whether the required data and technologies are available to support the operation of applications, etc. have been taken into account to accord the priority in launching these prototype applications in the coming years to support the implementation of CSDI. Among the 10 prototype applications, 'GIC Facilities and Open Space Analysis', 'Site Search' and 'Visualisation and Analysis of Urban Green Infrastructure' are prioritised as 'Quick-win Projects' for implementation in short term while the implementation timeline for the remaining prototype applications would be subject to policy directive and the availability of resources. A summary of scope and key functions of the aforesaid three prototype applications is appended below:





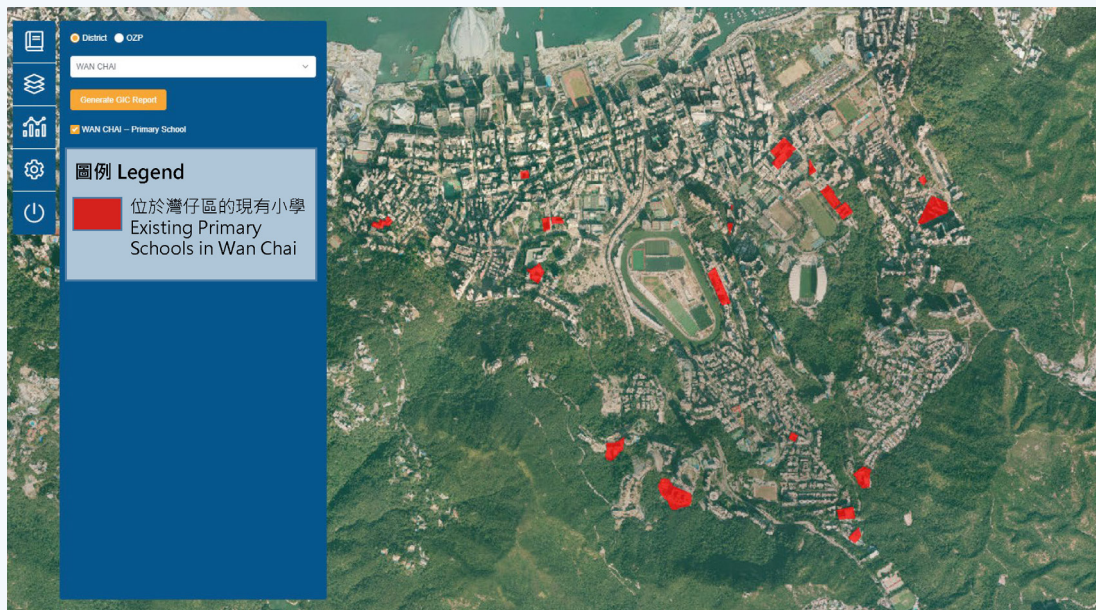
### (i) **GIC Facilities and Open Space Analysis**

The provision of Government, Institution and Community (GIC) facilities and open space is based on various factors such as population and growth, and other socio-economic requirements. Hong Kong Planning Standards and Guidelines (HKPSG) have set out a criteria for determining the scale, location and site requirements of various community facilities and open space.

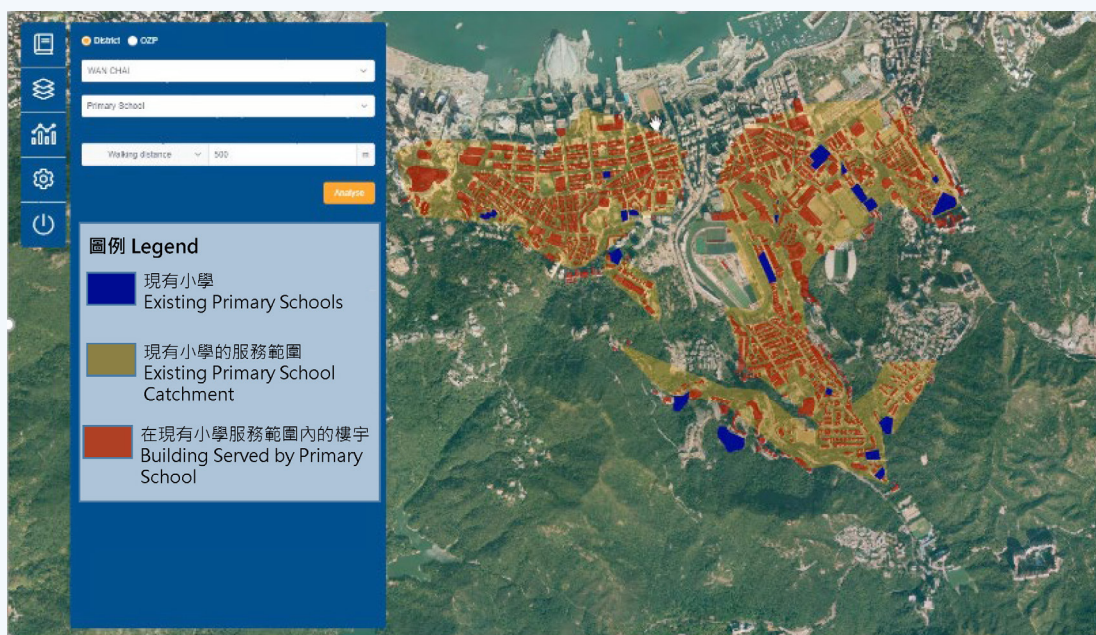
The application provides a tool to easily assess the provision requirements of GIC facilities and open space at district or New Development Area (NDA) level based on population projections, age group, and the standards for each type of community facilities as set out in HKPSG, and to visualise spatial distribution of the existing and planned community facilities and open space via the web-based map interface.

Key Functions (**Figure 4**):

- Generate a summary of table showing the existing and planned GIC facilities and open space based on the input of the population projection in an area and the provision requirements as stipulated in the HKPSG, which facilitates users to better understand and analyse the future demands for the facilities and open space;
- Display spatial location of GIC facilities and open space with supplementary detailed information, such as name and address of the facilities in 2D/3D environment; and
- Conduct service area analysis of GIC facilities and open space, which provides an overview of the extent of services coverage of the facilities and open spaces to facilitate decision-making in particular for planning of new GIC facilities and open spaces.



Display of GIC Facilities and Open Space via Web-based Map Interface



Analysis of Service Areas of GIC Facilities and Open Space

Figure 4 Key Functions of 'GIC Facilities and Open Space Analysis'



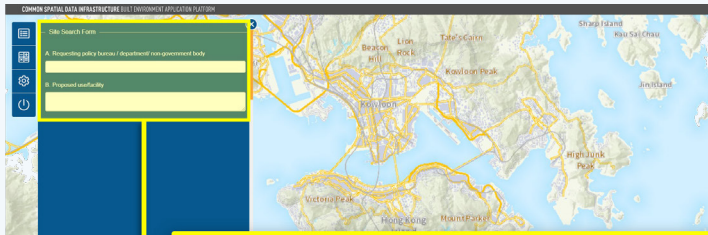
## (ii) Site Search

During planning and design stage of developments, the government bureaux/departments often have to undergo an initial screening exercise to identify the potential suitable sites to meet their specific purpose based on pre-defined searching criteria. Under the current practice, the Planning Department would initiate the site search exercise upon the government bureaux/departments' request. This application aims to revamp the existing site search tool with incorporation of advanced GIS technology and additional criteria including noise level, underground facilities, proximity to schools or hospitals, etc. to enhance the efficiency and accuracy of the searching results, and to provide a one-stop web-based platform to facilitate the government bureaux/departments to submit site search requests.

Key Functions (**Figure 5**):

- Develop a web-based platform for the government bureaux/departments to input required site parameters and submit site search requests to the Planning Department, instead of using conventional methods such as email or memo;
- Perform suitability analysis to find out the potential suitable site of different locations for accommodating specific land use by factoring in various selection criteria;
- Visualise site search results via an interactive GIS platform in 2D/3D environment;
- Retrieve the current and previous site search records for comparison; and
- Prioritise results with weighting of different searching criteria, namely noise level, distance from schools or hospitals, etc. according to the users' preferences.



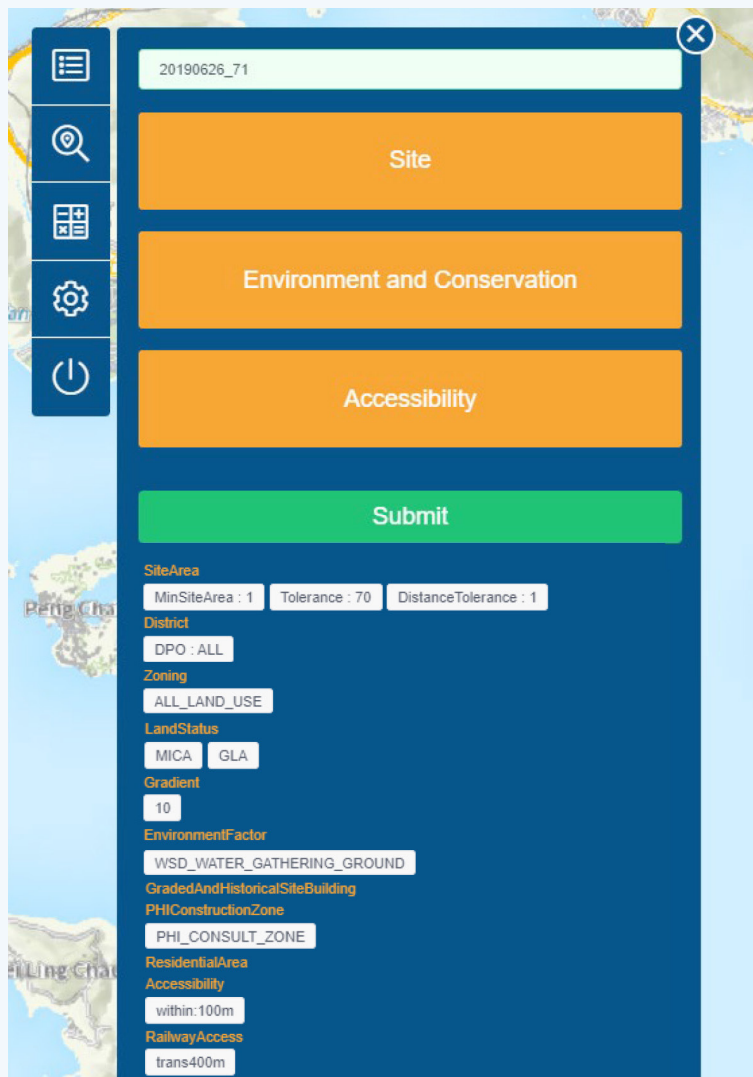


**Site Search Form**

A. Requesting policy bureau / department/ non-government body

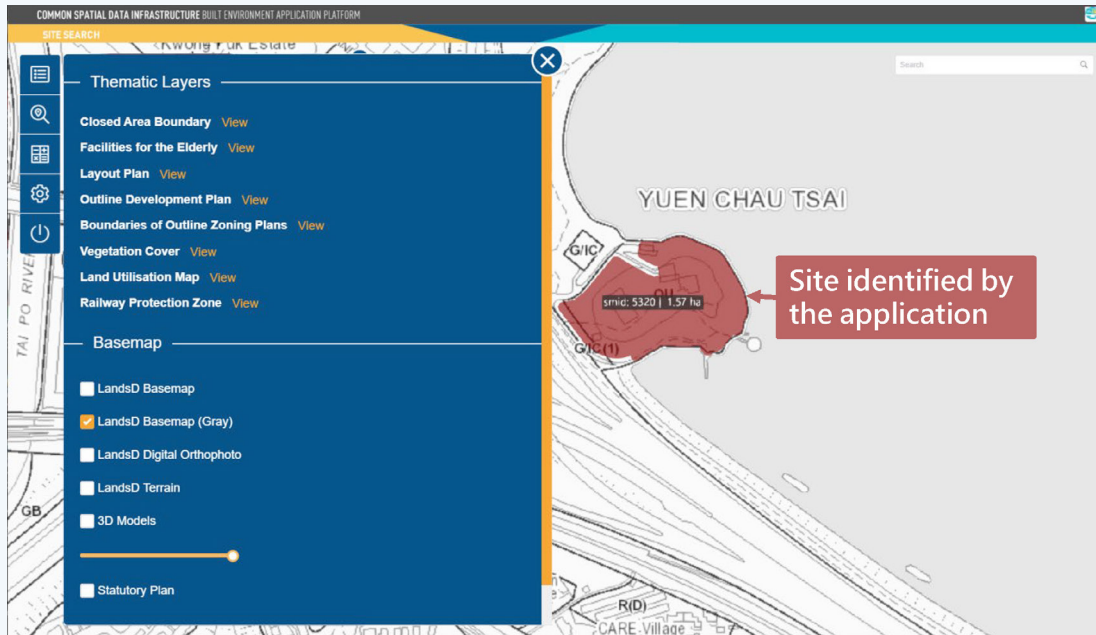
B. Proposed use/facility

*Input of Required Site Parameters*

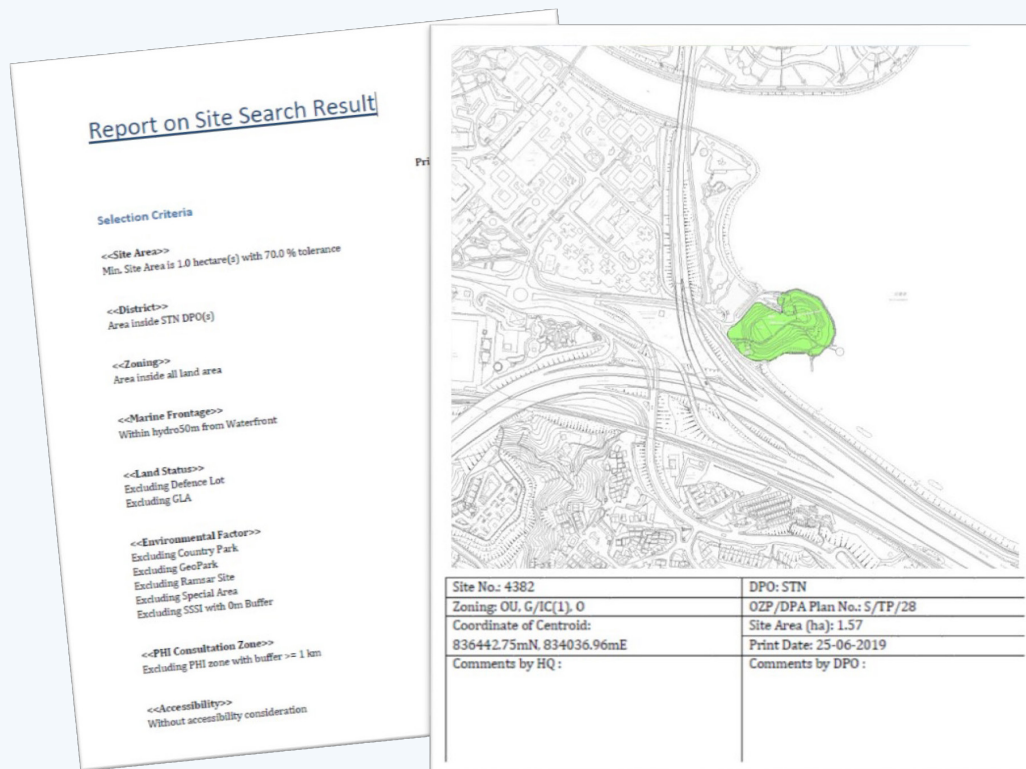


*Selection of Searching Criteria via Site Search Panel Interface*

*Figure 5 Key Functions of 'Site Search'*



Overlay of Different Thematic Data Layers onto Site Search Results (OZP as example)



Generate Report on Site Search Result

Figure 5 (continued) Key Functions of 'Site Search'



### (iii) Visualisation and Analysis of Urban Green Infrastructure

In a high-rise and compact city like Hong Kong, the green and blue assets<sup>3</sup> are the essential components to maintain our place as livable and sustainable city. To take forward the development of functional green infrastructures in Hong Kong, the application aims to provide a web-based common platform for visualising green-related information, academic research results of green-related indices with a view to supplementing more information to facilitate informed decision-making in the course of planning. Not only does the application allow the users to easily comprehend the greenery in the city, but also raise the general awareness of green impact on the city, hence promoting more green-related researches and studies to facilitate quality planning and design.

#### Key Functions (Figure 6):

- Collect and collate different green/blue data in urban area from various sources such as relevant government bureaux/departments and the findings of the academic research, for easy visualisation via the common platform;
- Visualise green-related information and academic research results of green-related indices, such as vegetation cover<sup>4</sup>, vegetation density<sup>5</sup>, tree biomass estimation<sup>6</sup>, green space factor<sup>7</sup> etc., which would serve as supplementary information in the course of built environment planning. For instance, in the process of flooding and resilience, and walkability and pedestrian planning, the relevant trees and planting information such as species, location and size are always regarded as useful reference materials; and
- Perform shadow analysis to allow users to calculate the shadow ratio of a selected area to facilitate local/district planning.

3 Green and blue assets generally refer to urban infrastructure relating to vegetation and water.

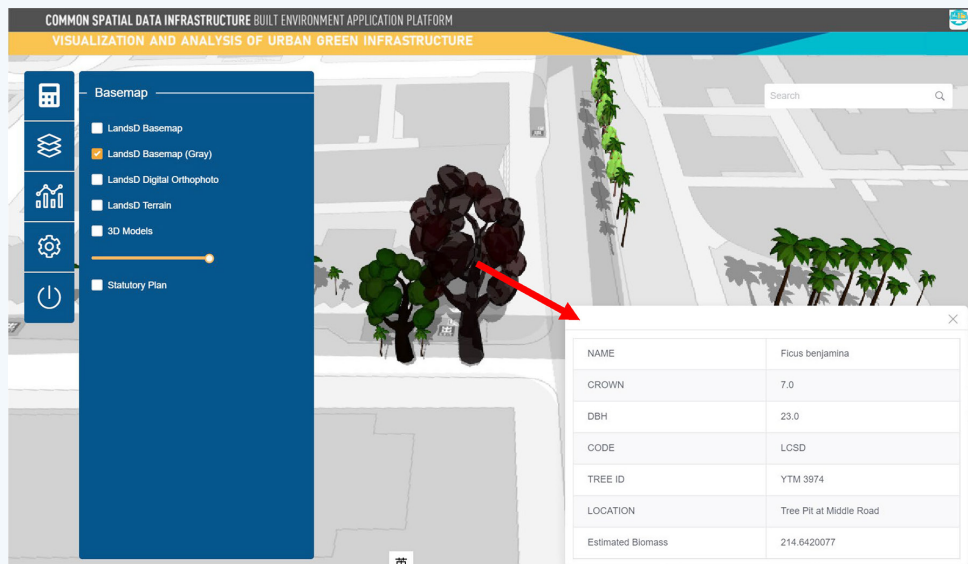
4 'Vegetation Cover' refers to the area covered by vegetation.

5 'Vegetation Density' refers to the quantifiable measure of different layers of vegetation (including tree, shrub and grass) in a particular location.

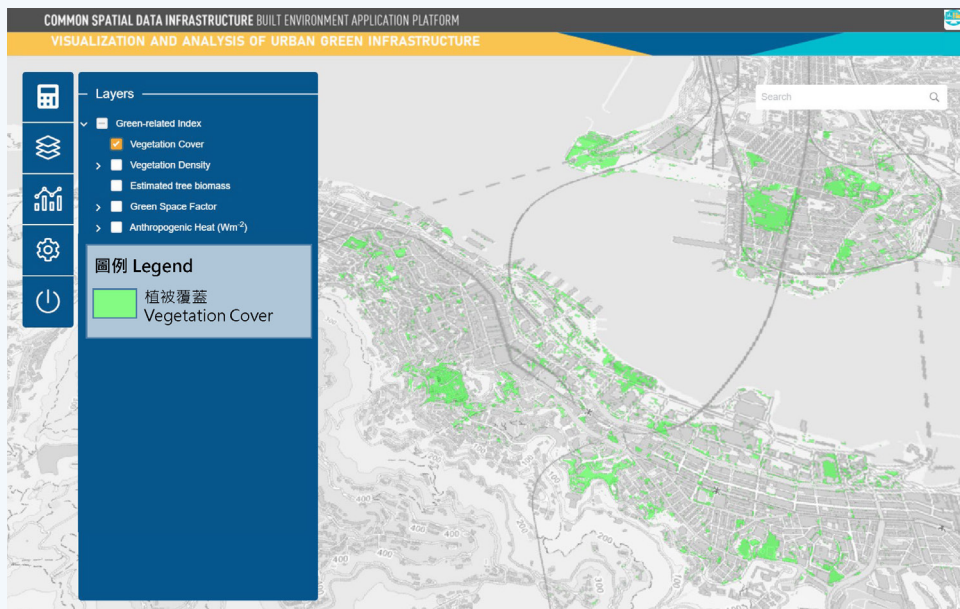
6 'Biomass' refers to the total mass of any organic matter e.g. wood, crops, seaweed, animal wastes, etc., which can be used to estimate the carbon sequestration.

7 'Green Space Factor (GSF)' refers to the quantifiable measure of greenery of an area by assessing a host of green-related factors. In this study, the Consultant has recommended various factors to be taken into account in calculating GSF, namely green roof of buildings, road surface, vegetation, waterbodies, etc.

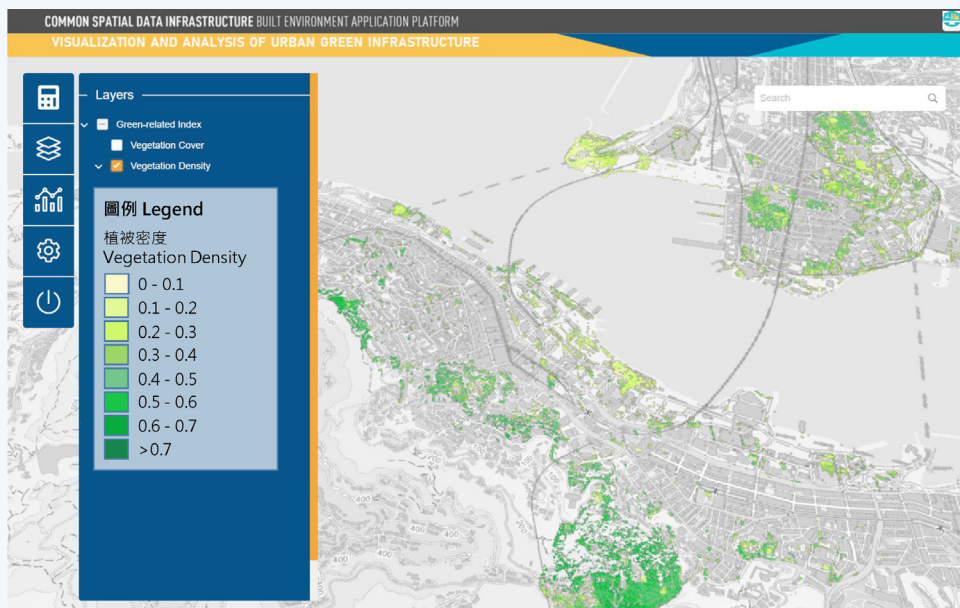




Display of Individual Tree Information





Display of Vegetation Cover in Selected Areas






Display of Vegetation Density in Selected Areas

Figure 6 Key Functions of 'Visualisation and Analysis of Urban Green Infrastructure'

Apart from the above three prototype applications, brief description of the objectives/functions of the remaining seven prototype applications are shown below:

Prototype Application	Objectives/Functions
<p><b>Landuse Monitoring and Analytics</b></p> 	<p>The Government has been facing challenges on how to effectively detect land use changes from time to time to identify possible unauthorised development. The application is an integrated platform for stockpiling multi-source, -level and -date images, which can be accessed and visualised by users, as well as facilitating land use classification and detection of land cover change with the aid of Artificial Intelligence (AI) technology. It adopts the integrated approach for collecting image data from 'space', 'sky' and 'land', which are referred to satellite images, aerial photograph, images captured by unmanned aerial vehicles (UAVs), site photos and scanned images taken by moving vehicles, to enhance the accuracy of the methodology in undertaking land use classification and detection of land cover/height level change.</p>
<p><b>Scenario Generation for Planning and Development</b></p> 	<p>To facilitate land use planning, a scenario generation tool has been developed that allows users to generate a preliminary landuse scheme (with building massing) in 3D environment for NDAs or a particular area based on the pre-defined development parameters. The application embraces functions to modify the development schemes and visualise the instant results upon alteration in development parameters such as plot ratio, number of building blocks or storey, etc. and to conduct compliance checking of the proposed schemes against relevant planning and building guidelines/regulations.</p>

Prototype Application	Objectives/Functions
<p data-bbox="172 309 539 394"><b>Compliance Checking of Building Plans</b></p> 	<p data-bbox="593 309 1436 920">Throughout the whole building design and construction process, extensive effort and resources are often required to conduct checking of various building plans against relevant guidelines/regulations. To promote the wider and fuller use of Building Information Modelling (BIM) technology that is currently a key lever to accelerate the productivity in the building and construction sector, this application provides functions to help extract the required information from BIM projects to facilitate compliance checking against the prevailing regulations such as statutory planning restrictions, fire safety, etc. in the course of the vetting process of building plan submissions, thus saving time and resources for tedious manual checking.</p>
<p data-bbox="172 981 488 1016"><b>Connectivity Analysis</b></p> 	<p data-bbox="593 981 1436 1447">The importance of pedestrian-oriented development has been well recognised by the Government in improving and reinforcing city attractiveness and citizen well-being. This application provides a common platform (i) to display the pedestrian network connection and associated facilities in 2D/3D environment, (ii) conduct walkability analysis to enhance the pedestrian environment and land use planning, and (iii) to encourage sharing practices and research results from the academia or other organisations to promote walkability in the community.</p>
<p data-bbox="172 1507 552 1637"><b>Visualisation and Analysis of Underground Space and Utilities</b></p> 	<p data-bbox="593 1507 1436 1973">Hong Kong has encountered land supply shortage problems for years and thus making good use of underground space could help relieve the pressure of land supply. The application integrates relevant information to produce an interactive 3D underground space and utilities platform that visualises the existing underground space development, structure and utility network etc., to assist the government bureaux/departments in underground space planning through identification and visualisation of various possible constraints, and to facilitate underground utilities planning and checking.</p>




Prototype Application	Objectives/Functions
<p><b>Workflow Management Platform</b></p> 	<p>There are a number of consultancy studies commenced every year to provide expertise data/information, technical solutions, analyses, etc. to support informed policy decision making. The study briefs and related tender documents of these consultancy studies are often required to be circulated among various government bureaux/departments with professional disciplines for their input and advice and the process involved would be time-consuming and tedious. To streamline the whole circulation process, this application provides a collaborative platform to establish workflow management for different government bureaux/departments to tender their comments/advice on the draft study brief of the consultancy studies. Through the platform, the users are able to gain access to the previous briefs/tender documents of various projects/studies and other relevant information for reference.</p>
<p><b>Built Environment Information Dashboard (Figure 7)</b></p>	<p>Although some government websites such as the GeoInfo Map, Hong Kong GeoData Store and MyGovHK are available for the public to comprehend a wide range of city data, there is a lack of a dedicated platform for browsing the built environment-related information, which would be of the public interest. This application not only serves as a landing page to access to all the BEAP applications, but also provides a common platform with a map interface that displays built environment-related data and key performance indicators (KPIs) in dashboard format based on information/data gathered from the BEAP applications, such as the vegetation cover and the buildings with different age in district level. Through the application, the users are able to customise the information including the legends and the content of the KPIs to be displayed as well as perform data correlation analysis by selecting various data from a repository of the datasets such as the relationship between building age and population structure in district level.</p>



Figure 7 Landing Page to the BEAP Applications

## Looking Ahead

The CSDI-BEAP Study has well demonstrated the feasibility of developing the built environment-related applications, leveraging the spatial data and innovative technology to support and deliver tangible benefits to facilitate the works of the government bureaux/ departments and other relevant parties under the CSDI initiative. The BEAP has a potential to be developed into a collaborative platform for the Government, business, academia and research institutes to foster interdepartmental and multilateral co-operation as well as to serve as a foundation of various types of spatially and digitally enabled built environment-related applications for planning and design formulation, decision making, resource and efficiency management, and delivery of high quality services to the public. Through the continuous development of applications, the establishment of the BEAP would enhance innovation, knowledge and value creation for different segments of the populace in long term.

The success of the BEAP would depend on the collaboration, co-creation and co-sharing of various applications between different parties. With the implementation of the BEAP, it is envisioned that an eco-system (**Figure 8**) would be created with the use of different technologies and applications such as BIM, remote sensing, data analytics, scientific modelling and other geospatial systems, where the government bureaux/departments, academia, professionals, business and different sectors of the community can co-operate, collaborate and co-create under the atmosphere. When the BEAP is in place, not only government bureaux/departments, but also the researchers from local universities and private sector should be encouraged to share their

research & development results and applications via the platform. To ensure the applications with quality in respect of the interoperability and functionality and be in line with the purpose of the BEAP, entry criteria including objectives and benefits of the applications, technical, and financial and management considerations need to be taken on board before incorporation of the future built environment applications developed by the Government or other external parties/ organisations into the BEAP.



Figure 8 An Eco-system of the BEAP

In future, to reap the greater benefit and maximise the synergy effects, the BEAP together with the built environment applications should be implemented along with the timeline of the CSDI. With the establishment of the BEAP, it would enhance the efficiency and transparency for decision making in planning and development, and boost up the usage and benefits of the CSDI, thereby supporting the smart city development of Hong Kong.








# *ABOUT PLANNING DEPARTMENT*





## ORGANISATION

The organisation chart of the Department as at December 31, 2019 is at **Appendix 1**.

Grade	Establishment / Strength *
Town Planner	 293 / 292
Other Professionals (e.g. Engineer, Landscape Architect)	 17 / 16
Survey Officer	 209 / 198
Technical Officer	 166 / 161
General and Others	 239 / 238
<b>Total</b>	<b>924 / 905</b>

\* Including officers on terminal leave

## KEY RESPONSIBILITY

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

We also provide both professional and secretariat services to the Town Planning Board (TPB) to perform its statutory planning functions under the provision of the Town Planning Ordinance (the Ordinance). Readers may wish to refer to the TPB website at <https://www.info.gov.hk/tpb> for a more detailed description of the activities of the TPB.

## PLANNING SYSTEM

We prepare development strategies at the territorial level and various types of statutory and departmental plans at the district/local level. In preparing these plans, reference will be made to the Hong Kong Planning Standards and Guidelines.



## *Territorial Development Strategy*

The territorial development strategy provides a broad territorial planning framework to guide future development and provision of strategic infrastructure and serves as a basis for the planning of strategic growth areas and the preparation of district plans. Building upon the foundation of Hong Kong 2030, 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030' (Hong Kong 2030+) aims to examine the strategies and feasible options for the overall spatial planning, land and infrastructure development, and the shaping of the built and natural environment for Hong Kong beyond 2030. The Department is finalising the updated territorial development strategy having regard to the findings of ongoing technical assessments, the many views received during public engagement and the latest land supply initiatives.

## *Statutory Plans*

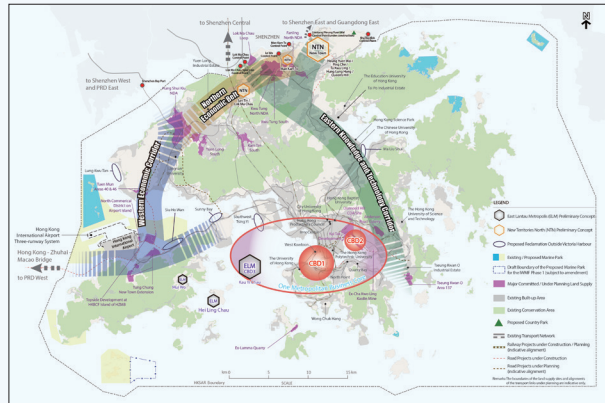
The Department assists TPB to prepare statutory plans in the form of outline zoning plans and development permission area plans under the Ordinance. These statutory plans have the following main functions:

- regulating development through specifying the types of permitted land uses and development parameters on individual parcels of land;
- reserving land for various types of uses; and
- undertaking enforcement and prosecution actions against unauthorised developments in the rural New Territories.

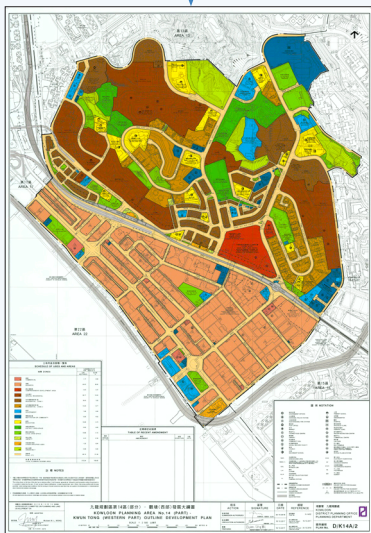
## *Departmental Plans*

The departmental plans in the form of outline development plans and layout plans show more detailed level of planning parameters.

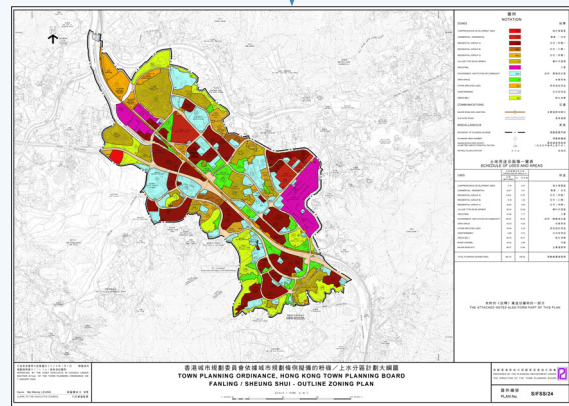
# REGIONAL CO-ORDINATION



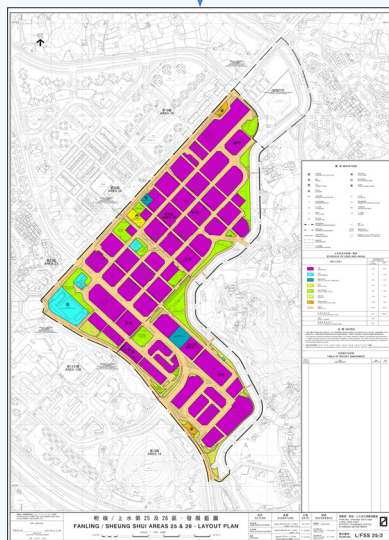
*Territorial Development Strategy  
Proposed Conceptual Spatial Framework under Hong Kong 2030+*



*Outline Development Plan*



*Statutory Plan*



*Layout Plan*



*Hong Kong Planning Standards and Guidelines*



## Land Reservation

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



*Reservation of Land for Open Space*



*Reservation of Land for Government, Institution or Community Facilities*



*Reservation of Land for Commercial Development*



*Reservation of Land for Public Housing*



## URBAN RENEWAL

There has been an ageing building stock in Hong Kong with some parts of our city having a high concentration of old buildings with poor physical conditions and inadequate basic facilities. To address the problem of urban decay and to improve the living environment of the dilapidated urban areas, the Department works closely with the Urban Renewal Authority (URA) and other stakeholders in the planning and processing of the redevelopment, rehabilitation, revitalisation and preservation projects for improving the urban fabrics of the city. In February 2011, the Government promulgated the new Urban Renewal Strategy, which adopts a 'people-first, district-based, public participatory' approach in providing guidance for undertaking urban renewal work in Hong Kong with a view to building a sustainable quality city. In June of the same year, the first pilot District Urban Renewal Forum, an advisory platform with secretariat and professional support provided by the Department, was established in the Kowloon City District for a term of three years, to formulate with public engagement, an Urban Renewal Plan (URP) for Kowloon City from a holistic and integrated perspective. The URP for Kowloon City was submitted to the Government for consideration in January 2014. It provides a framework for urban renewal in the district and serves as a reference for the public and other organisations (including developers, the URA and owners) which might participate in the implementation of the URP. On the basis of the URP, the URA had adopted a holistic and district-based approach in rejuvenating the Bailey Street/Ngan Hon Street/Wing Kwong Street/Hung Fook Street/Kai Ming Street/Sung On Street Area which had been identified as one of the Proposed Redevelopment Priority Areas in the URP. Since 2016, five development



229A-G Hai Tan Street Development-Led Redevelopment Project (DL-1: SSP) – before and after redevelopment

projects and one development scheme have been commenced within the said Area by the URA. Besides, the URA commenced a development scheme at Kai Tak Road/Shau Po Road in February 2019 in which an underground public vehicle park will be provided to address the parking demand in the district. To enhance pedestrian connectivity, a sunken plaza will also be developed to connect with the proposed pedestrian subway across Prince Edward Road East to the Kai Tak Development Area and its future underground shopping street. Apart from the above-mentioned projects, the URA has formulated a proposal for revitalisation, instead of redevelopment, of the building clusters under the Staunton Street/Wing Lee Street project. The URA-owned properties therein will be renovated for co-living space, co-working space, social enterprise and shop and services etc., and a Community Hub with public open space will be built at the existing vacant land within the project area. The related zoning amendments were gazetted in August 2019 to facilitate the implementation of the revitalisation proposal.

## PLANNING STUDIES

Planning studies play a vital role in the formulation of development strategies and planning standards and the preparation of town plans. They serve primarily as a means to investigate, analyse or address planning issues, formulate planning visions, intentions or concepts, and provide a basis for formulating and evaluating proposals. **Appendix 2** shows the consultancy studies undertaken by the Department in 2019.

# Our PERFORMANCE







# AWARDS RECEIVED

## Hong Kong Institute of Planners Awards 2019

'Opportunities Unearthed – Underground Space Development at Kowloon Park' was awarded the Certificate of Merit of the Hong Kong Institute of Planners Awards 2019. The Pilot Study on Underground Space Development (USD) in Selected Strategic Urban Areas has explored the USD potential of four selected strategic areas through an integrated and holistic planning and engineering approach. Kowloon Park within the congested Tsim Sha Tsui West strategic area has been accorded with priority for further consideration of USD. To capitalise on the 'single site, multiple use' model and help achieve spatial integration of surrounding development clusters, a conceptual scheme has been proposed to create a multi-level and multi-functional USD at suitable locations of the park for diversified uses; to provide an all-weather seamless pedestrian network to improve the overall walkability of the area; and to facelift the park for further enhancement of its urban park function.



*Kowloon Park Passage: Pilot Study on Underground Space Development at Kowloon Park*



*Garden on the Community Hub: Pilot Study on Underground Space Development at Kowloon Park*



*Certificate of Merit in the Hong Kong Institute of Planners Awards 2019*



## Green Building Award 2019 – Research and Planning Category

'From Brown to Green' Hung Shui Kiu (HSK) New Development Area (NDA) Planning and Engineering Study was selected as a finalist in the Research and Planning Category of Green Building Award 2019.

HSK NDA Study formulates a feasible, comprehensive and integrated land use framework, transforming 190 hectares of brownfield land into a compact and high-quality sustainable NDA positioned as the Regional Economic and Civic Hub of the North West New Territories. With originality, the HSK NDA will incorporate transformative use of land resources and sustainable environmental improvements. Innovative ideas such as habitat generation, biophilic corridors, Green Transit Corridor (with continuous and well-designed environment friendly transport system, cycling and walk paths) and 'Sponge City' design are introduced. The plan is to achieve a high quality modern town of the 21st Century and the Study was conducted with comprehensive technical assessments, with due account of extensive public and expert opinions. It is also a highly practical plan with sequential, achievable and sustainable implementation phases with due consideration to rehousing needs and reprovisioning of brownfield operations.



*Hung Shui Kiu New Development Area*



*Selected as Finalist in the Green Building Award 2019*

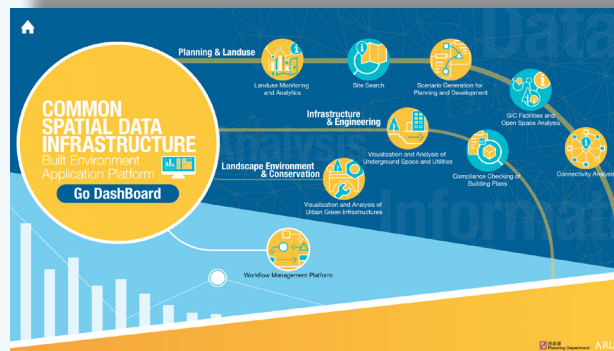


## International Data Corporation (IDC) Smart City Asia Pacific Awards 2020

The feasibility study on 'Development of a Common Spatial Data Infrastructure – Built Environment Application Platform' (the CSDI-BEAP study) was chosen as the best Asia Pacific Smart City project under the 'Urban Planning and Land Use' category of IDC Smart City Asia Pacific Awards 2020. The Government is committed to develop the CSDI to provide government bureaux/departments (B/Ds) as well as the public and private organisations with a digital infrastructure to facilitate sharing of spatial data to support smart city applications. To tie in with the CSDI initiative, the CSDI-BEAP study has explored the establishment of the BEAP and recommended potential built-environment applications focusing on 'Planning and Landuse', 'Infrastructure and Engineering', and 'Landscape, Environment and Conservation' aspects, with test cases to demonstrate the feasibility of implementation to facilitate government B/Ds' work. Upon implementation of the BEAP, it will help foster co-operation, collaboration and co-creation among the Government and in a wider context among business sectors, academia and the public, to enhance efficiency and transparency for decision making in planning and development, thereby supporting Hong Kong to develop as a smart city.



Winner of the IDC Smart City Asia Pacific Awards 2020



Landing Page to the BEAP Applications

## The Ombudsman's Awards 2019

Our colleague Ms Chan Wai Ping was one of the 54 public officers who received the Ombudsman's Awards (Individual Awards) in 2019 in recognition of her exemplary performance in customer service and complaints handling.



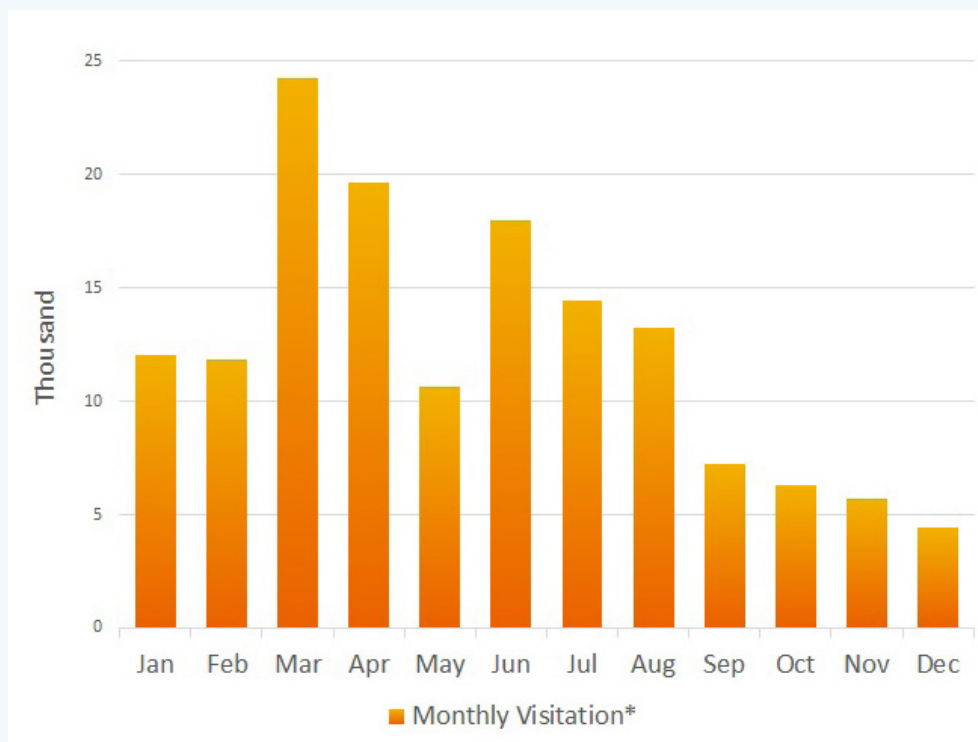
The Ombudsman's Awards

## THE CITY GALLERY

The City Gallery plays an important role in reaching out to the community to promote town planning in Hong Kong, showcasing planning and infrastructure developments now and in future to overseas and Mainland visitors; as well as providing a platform for exchange of professional ideas among planning and development-related professionals.

### Visitation

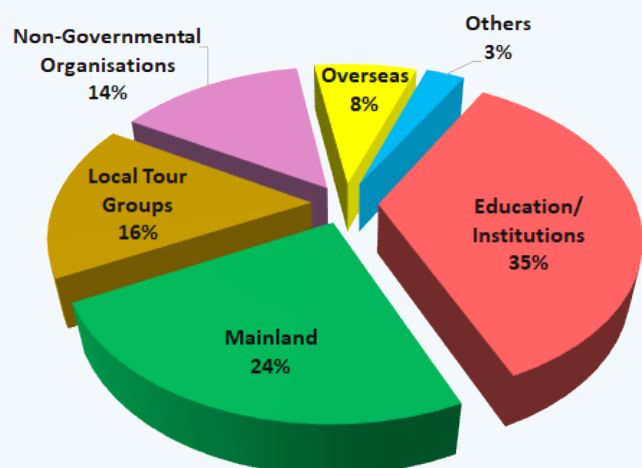
During 2019, the City Gallery received 147 778 visitors with an average daily attendance of about 313 and an average monthly attendance of about 12 315.



The City Gallery - Monthly Visitation (2019)

\* Partial Closure of the City Gallery for Revamping Works since September 2019

The City Gallery provides guided tour services and receives group bookings from schools; community, elderly, children and youth centres; local tours; travel agents; District Councils as well as local, Mainland and overseas visiting groups organised by universities/institutes (or by referrals). In 2019, the City Gallery received a total of 570 groups with 19 351 visitors. The types of visiting groups are shown in the figure.



The City Gallery – Types of Visiting Groups (2019)

The City Gallery showcases planning and infrastructure developments of Hong Kong to the Mainland and overseas delegations. In 2019, the City Gallery received visits to the Department referred by the Constitutional and Mainland Affairs Bureau, Information Services Department and Consulates for Very Important Persons (VIPs) from the Mainland and overseas including government officials and professionals. There were 76 VIP groups with a total of 1 261 visitors visiting the City Gallery in 2019.



*Mr. Raymond Lee, Director of Planning (Middle) introduced the City Gallery to the Sha Tin District Council*



*Mr Raymond Lee, Director of Planning and Ms Maggie Chin, Assistant Director of Planning/ Technical Services introduced the City Gallery to Mr. Scott Edwards, V Cycle HK (Middle)*

*Mr. Ivan Chung, Deputy Director of Planning/Territorial (second to the left) introduced the City Gallery to the delegation of the Shenzhen Nanshan Government*





## Events and Activities

Partnering with different organisations, the City Gallery held thematic exhibitions and related workshops targeting at different sectors of the community. It also served as a venue for public engagement of planning and infrastructure related studies. Among the various events and activities organised, the 16th Venice Biennale International Architecture Exhibition - Hong Kong Response Exhibition: 'Vertical Fabric: Density in Landscape', together with a series of forums and workshops jointly organised by the Department, the Hong Kong Institute of Architects Biennale Foundation and the Hong Kong Arts Development Council from late April to late June 2019 was a signature event well received by the public. Through over 100 tower model bases, the exhibition demonstrated the urban conditions of Hong Kong and explored the freespace through towers.



*16th Venice Biennale International Architecture Exhibition - Hong Kong Response Exhibition: 'Vertical Fabric: Density in Landscape'*



*Exhibition on 'Lantau Tomorrow Vision'*



*Exhibition on 'Safer Living 2.0' – School Ambassador Programme*

Exhibitions and activities held in 2019 included:

Date	Event
February 16, 2019	Joint Hong Kong Institute of Planners - Hong Kong Institute of Landscape Architects Symposium: Lessons from Mangkhut – Climate Resilient Urban Design and Landscape Planning
February 22-28, 2019	Enriching Knowledge Series for Geography Curriculum: Planning and Development of Cavern and Underground Space in Hong Kong
March 2 to April 15, 2019	Exhibition on 'Lantau Tomorrow Vision'
March 15, 2019	Sustainable Development Promotion Awards Prize Presentation
March 19, 2019	32nd Awards Presentation Ceremony of the Sir Edward Youde Memorial Fund – Sharing Session
March 20 to April 22, 2019	16th Venice Biennale International Architecture Exhibition - Hong Kong Response Exhibition: 'Vertical Fabric: Density in Landscape'
April 19 to May 13, 2019	Institution of Civil Engineers Hong Kong Association, Graduates & Students Division, 'Shaping Our Future City 2019' - Presentation and Exhibition
May 11, 2019	Public Seminar on Strategic Planning on Collaborative Development of Hong Kong and Shenzhen in Innovation and Technology Sector
May 13-31, 2019	Exhibition on 'Safer Living 2.0' – School Ambassador Programme
June 1, 2019	Hong Kong Soundscape – A Sound Map Creation Competition Launching cum Award Presentation Ceremony
June 5-12, 2019	Roving Exhibition on 'Stage 2 Public Engagement for the Pilot Study on Underground Space Development in Selected Strategic Urban Areas'
June 20 to August 22, 2019	Consultancy Study on Enhancing Walkability in Hong Kong - Feasibility Study - Engagement Workshop and Focus Group Meetings
July 13 to August 12, 2019	Exhibition on 'Social Innovation Community 4.0'
Every 3rd Sunday of each calendar month	The City Gallery Monthly Workshops



The City Gallery Monthly Workshop





Apart from being an exhibition venue, the City Gallery has strengthened its role as an educational platform for different levels of students as well as for collaborating with professional bodies in holding seminars and talks targeting at the professional audiences. A series of educational programmes have continued and expanded, including:

- The City Gallery Student Ambassador Scheme;
- The City Gallery Thematic School Tours;
- Seminars/site visits for school teachers; and
- The City Gallery Summer Planning School.

Starting from a pilot scheme in 2014, the City Gallery Summer Planning School has been an annual signature programme of the City Gallery and overwhelming support from schools is received every year. The Summer Planning School 2019 was successfully launched in collaboration with the Urban Renewal Authority with four primary schools (59 students) for the 'Little Planners Group' and 22 secondary schools (112 students) for the 'Teen Planners Group'. The Graduation Ceremonies were held on August 24, 2019 as a finale activity for the Summer Planning School 2019.



*The City Gallery Summer Planning School Graduation Ceremony 'Little Planners Group'*



*The City Gallery Summer Planning School Graduation Ceremony 'Teen Planners Group'*





The City Gallery Summer Planning School 'Little Planners Group' Seminar



The City Gallery Summer Planning School 'Little Planners Group' Workshop



The City Gallery Summer Planning School 'Little Planners Group' Guided Tour in City Gallery



The City Gallery Summer Planning School 'Teen Planners Group' Workshop



The City Gallery Summer Planning School 'Teen Planners Group' Site Visit

### *Enhanced Communication with The Public by Social Media*

The City Gallery Facebook fan page was launched on December 21, 2015. In 2019, over 8 485 fans liked the City Gallery Fan Page with over 3 020 454 hit rates. In addition, the City Gallery Instagram page was launched on December 18, 2018. The City Gallery will continue to make use of social media to enhance communication with the public.

### *Revamping Project*

Revamping works involving enhancement of exhibits and facilities for the G/F, 3/F and 4/F of the City Gallery commenced in September 2019 and are targeted to complete by end 2020.





## ENVIRONMENTAL PERFORMANCE

### *Environmental Policy*

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

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

## ***Environmental Management System***

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

### **Planning Department Management Committee**

- to provide directives on environmental policy of the Department.

### **Environmental Management Committee**

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

### **Green Housekeeping Committee**

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

## Green Housekeeping Measures

Planning Department Green Housekeeping Committee (the Committee) continues its efforts in promoting and introducing new green initiatives in the office and enhancing staff's environmental awareness.

A Collect-for-Reuse Programme was organised again by the Committee in September 2019 to promote waste reduction and material reuse practices. 12 boxes of used items, such as clothes, handbags, toys, books, electrical appliances and computer equipment were collected from staff and sent to relevant charity and recycling agents. The active participation of staff in helping the needy through the green activities was encouraging.

The Committee organised the Planning Department 'Green Lifestyle' Wallpaper Design Competition between October 10 and November 1, 2019. Funded as a Staff Motivation Scheme activity, the competition successfully raised staff's environmental awareness.

'Green Lifestyle' Wallpaper Design Competition:



Winner



1st Runner-up



2nd Runner-up



We have closely monitored paper and envelope consumption and reminded colleagues to be environmentally conscious and to minimise paper and envelope usage as far as practicable. The performance of the green office management of the Department in terms of consumption of paper and envelopes in 2019 below:

- a decrease of 0.15% in consumption of paper as compared to 2018; and
- a decrease of 5.58% in consumption of envelopes as compared to 2018.

Other green measures included:

- 481 used toner cartridges disposed of by trade-in;
- 24 756 kilograms of paper collected for recycling. Recycling bins placed in offices to collect used aluminium cans and plastic bottles;
- guidelines circulated to staff regularly to remind them that shark fins and other endangered species should be avoided as cuisines for official banquets or departmental staff activities as an endeavor of environmental protection;
- government/departmental forms uploaded onto the Intranet for staff's easy retrieval; and
- carbon audit conducted in the City Gallery for the period from April 2018 to March 2019 to manage its greenhouse gas emissions.

### ***Conservation-Related Zones***

The scarcity of land resulting in increasing development pressure poses threats to our natural environment. Through zoning designation, we help safeguard our natural environment against undesirable development in areas of high conservation value. As at end of 2019, about 11 948 hectares of land in the territory (or 20% of land within statutory plans) fall within the following conservation-related zones on the relevant statutory plans: 'Conservation Area', 'Site of Special Scientific Interest', 'Country Park', 'Coastal Protection Area', and 'Other Specified Uses' annotated 'Comprehensive Development to include Wetland Restoration Area'; 'Comprehensive Development and Wetland Enhancement Area'; and 'Comprehensive Development and Wetland Protection Area'.

### ***Planning Enforcement against Unauthorised Developments***

Unauthorised developments (UDs) like land/pond filling, storage, workshop, as well as parking uses have led to environmental degradation in the rural New Territories and caused nuisance to the local communities. Problems as incurred such as flooding, environmental pollution, traffic congestion have posed a threat to public safety. Enforcement and prosecution actions

against the UD's are essential to help prevent further degradation of the rural environment (see **Appendix 3** for summary of enforcement and prosecution actions in 2019). To increase public awareness and to keep the public informed of planning enforcement and prosecution actions against UD's in the rural New Territories, the Department have promulgated regular information and publicity materials in television, radio and Planning Department's website. Such information on planning control including the prosecution action has helped to enhance public understanding and increase deterrence on UD's.



*Unauthorised Excavation and Filling of Land in an Area Zoned 'Green Belt' in Clear Water Bay North, New Territories, before Enforcement Action*



*Excavation and Filling of Land Ceased and Land Reinstated after Enforcement Action*

## **Computer Aided Sustainability Evaluation Tool (CASET)**

A computerised decision support system known as CASET has been developed to assist the Government's evaluation of sustainability implications of major strategic policies and projects. The outputs of CASET would provide information on the effects of policies or projects across a number of sectors for decision makers to consider. CASET has also been employed by the Department as one of the means to conduct sustainability assessment of town plans and major planning studies that may bring about significant or prolonged implications on the economic, social and environmental conditions of Hong Kong. In 2019, a total of 15 sustainability assessments were conducted.

## SOCIAL PERFORMANCE

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

### *Public Engagement / Briefing*

After the announcement in 2018 Policy Address by the Chief Executive, the Department, together with the Development Bureau and the Civil Engineering and Development Department, participated in 29 meetings to brief various stakeholders and concerned groups, relevant District Councils and relevant panel/committees of Legislative Council on the Lantau Tomorrow Vision (LTV) to gather their views and support on LTV and its related studies. Since 2019 Policy Address announced to establish a platform for various professionals and young people to take part in the formulation of measures in areas such as urban design, land use, and smart, environment-friendly and sustainable development, three discussion meetings were also held with the young members of the various professional institutes to discuss the related matters. We will continue this kind of dialogue in 2020.

The Stage 2 Public Engagement exercise (PE2) for Pilot Study on Underground Space Development in Selected Strategic Urban Areas was conducted from May 22 to August 21, 2019 to exchange views with stakeholders and members of the public on overall planning and design strategies of the proposed conceptual scheme at Kowloon Park. The major PE2 activities include two briefing sessions for relevant statutory and advisory bodies, three focus group meetings for discussion on specific topics with different stakeholders, two guided tours and a roving exhibition.

### *Planning Department Outreach Programme*

The Outreach Programme to secondary schools has been conducted since 1996-97. Starting from 2016-17, the Programme has been extended to cover primary schools in Hong Kong. In 2018-19, the Programme was further extended to include special schools. The aim of the Programme is to provide more opportunities for the general public, particularly our younger generations, to know more about town planning in Hong Kong and how they can participate in the planning process.

The 2019-20 Outreach Programme officially commenced in September to tie in with the school year. During each school visit, we staged an exhibition under the theme 'Planning for a Better



Place to Live and Work' and provided the school with a package of information materials. Twelves topics of school talks relating to town planning in Hong Kong were provided for selection, e.g. general town planning concepts and practices; planning for New Development Areas; and 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030' (Hong Kong 2030+), etc. The Mobile Exhibition Centre (MEC) will also visit the respective school to complement the Programme. As for visits to primary schools and special schools, a brief talk on planning and a sim-city paper modelling workshop were tailor-made to suit the school students' learning levels.

Exhibitions were also staged in shopping centres and government offices to provide the general public with an opportunity to learn more about the Department and our work. Besides, mobile exhibitions were staged at public venues in various districts, like public parks and public housing estates, with the support of the MEC.

In 2018-19, we visited a total of 47 secondary, primary and special-aided schools, staged exhibitions at three shopping centres, three government offices and 32 other public venues.



*Exhibition at Shopping Centre*

## *The Mobile Exhibition Centre*

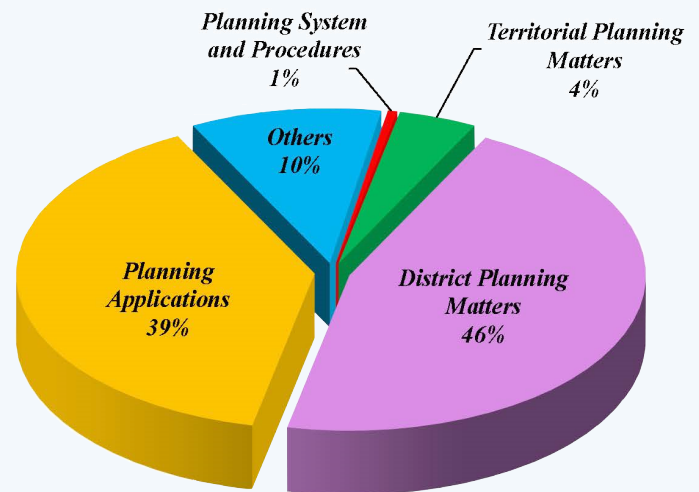
The Department operates a MEC to support the Outreach Programme. The MEC is a vehicle equipped with touch-screen computers and liquid-crystal display monitors using interactive media to provide various types of information on town planning. In 2018-19, the MEC visited public venues and provided support for the school visits. Staff of the Department were also present to answer questions from the public and distribute town planning publicity materials.



*The Mobile Exhibition Centre*

## Planning Enquiry

In 2019, the Department handled 14 084 oral enquiries by telephone or in person, as well as 1 587 straightforward and 568 complicated written enquiries. There were 20 applications for information under the Code on Access to Information handled. Also, there were 1 156 media enquiries replied. All the enquiries processed have met the pledged targets set out in the Department's Performance Pledge. A breakdown of the types of planning matters of the enquiries is shown in the figure.



Planning Enquiry - Types of Planning Matters of Enquiries in 2019

During the year, 23 briefings on different planning topics were given by the Department to various bodies such as visitors from the Mainland and overseas. Examples of topics were 'General Planning System and Practice in Hong Kong', 'New Town Development in Hong Kong' and 'Hong Kong 2030+'.

## Exhibitions

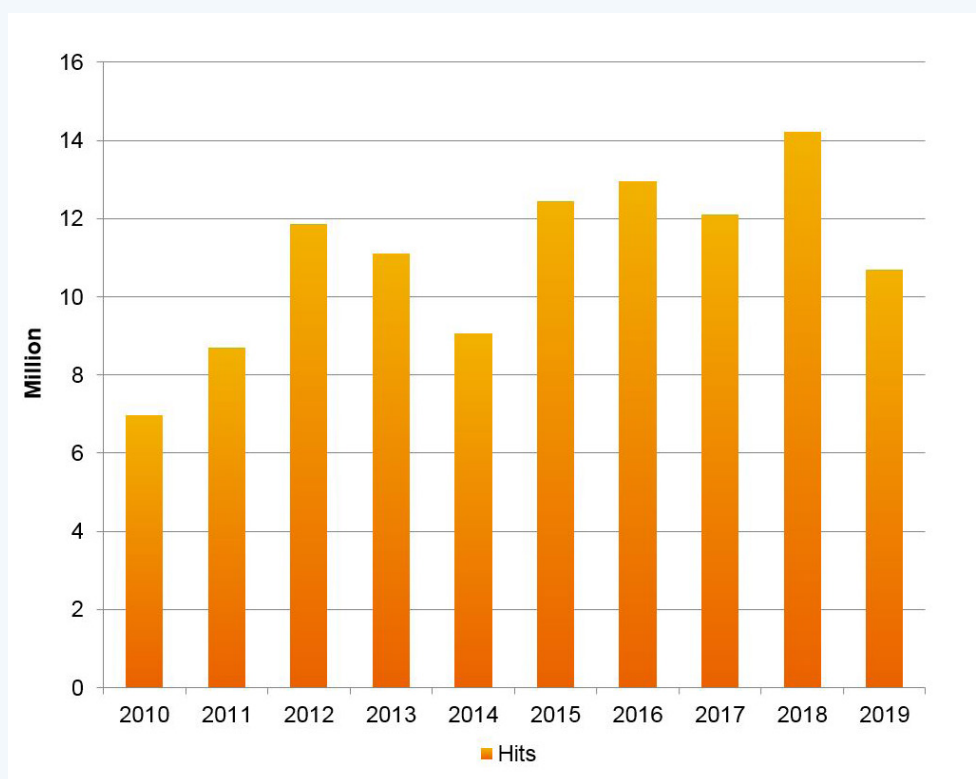
In December 2019, the Department joined the Construction Innovation Expo 2019 (CIExpo 2019) organised by the Construction Industry Council to showcase an array of IT initiatives leveraging on the latest innovation and technology to facilitate smart planning in Hong Kong and our daily planning work under the theme of 'Smart Planning in Digital Era'. During the exhibition, Augmented Reality (AR) was adopted to help illustrate the main features of these IT initiatives, namely Town Planning Information System; Statutory Planning Portal 2; the operation of Unmanned Aerial Vehicle; 3D photo-realistic models and land use classification under Land Utilisation Map in Hong Kong. Besides, the enabling Mixed Reality (MR) technology (i.e. HoloLens) was applied to facilitate demonstration of key functions of the 3D Planning and Design System (e.g. visualisation of multi-layer data in 3D environment, generation of design schemes and use of planning/urban design tools). The exhibition also embraced on-line demonstration of the prototype application developed under the feasibility study of 'Development of a Common Spatial Data Infrastructure - Built Environment Application Platform'.



CIExpo 2019

## Planning Department Website

The website of the Department (<https://www.pland.gov.hk>) contains a lot of useful information which recorded 10 700 951 hits in 2019.



*Hits on the Website of the Department in the Past Ten Years*

## Our Staff

### Staff Development

To widen our staff's exposure and keep them abreast of the current issues and global trends on planning development, we undertook the following activities in 2019:

- 2 647 members of staff attended 157 job-related courses and seminars organised by the Department;
- 1 275 members of staff attended courses and seminars run by the Civil Service Training and Development Institute and other government bureaux/departments;
- 57 members of staff attended six Occupation Safety and Health (OSH) related courses and seminars organised by the Department;
- 113 members of staff attended 35 OSH-related courses and seminars run by the Civil Service Training and Development Institute and other government bureaux/departments;
- 85 members of staff attended 22 local conferences; and



- 29 members of staff attended 20 conferences/seminars/duty visits outside Hong Kong (including the overseas technical visit to Malaysia, Singapore and South Korea, the 12th Making Cities Liveable Conference in Tasmania, Australia, the 14th Conference on Urban Development and Planning, and the Annual National Planning Conference in Chongqing, China).

## Staff Relations and Welfare

We maintain close communication with our staff by:

- holding Departmental Consultative Committee meeting with representatives from 26 grades at regular intervals to provide a channel of communication between the staff and the management;
- having meetings with representatives of staff associations to discuss issues of concern to staff;
- publishing a staff newsletter, 'Planning Voice', to report achievements, news and views of staff;
- holding gatherings to bid retiring officers farewell; and
- open discussion vide an electronic discussion forum among staff on health, environment, information technology, personal sharing, sports/recreation and work/office-related issues.



Planning Voice

## Caring Organisation Logo



The Hong Kong Council of Social Service awarded the Caring Organisation Logo (2018-19) to the Department, in recognition of the Department's commitment in caring for the community, caring for the employees and caring for the environment over the past years.

## Inclusive Organisation Logo

The Department continued to participate in the Talent-Wise Employment Charter and Inclusive Organisations Recognition Scheme and implementation of one or more measures to promote the employment of persons with disabilities.



## Promoting Employment of Persons with Disabilities

In 2019, there were 17 persons with disabilities employed by the Department. The Department will continue to provide equal employment opportunities to persons with disabilities with a view to facilitating their integration into the community.

## Awards/ Commendations

### i. Long and Meritorious Service Award Scheme

In 2019, 11, 12 and seven officers were presented with Twenty, Thirty and Forty Years' Meritorious Service Certificates respectively in recognition of their long and meritorious service.



*Long and Meritorious Service Award Scheme*

### ii. Commendation Scheme

In 2019, five officers who have been providing consistently outstanding services in the past years were granted Departmental Commendation Letters.



*Commendation Scheme*



## Planning Department Staff Recreation Club (SRC)

In 2019, the SRC organised a wide variety of recreational activities and social gatherings for staff of the Department. These include:

- practising sessions/competitions of football and lawn bowls; and
- honey wine workshop.



*Football Competition*



*Honey Wine Workshop*

## Planning Department Christmas Party

The largest function of the SRC - the 2019 Christmas Party was attended by 420 guests and staff members. All participants enjoyed a wonderful lunch party and carried away with them lots of fun and laughter.



*Mr Michael Wong, Secretary for Development (seventh to the left), Mr Liu Chun-san, Under Secretary for Development (sixth to the left) and Ms Bernadette Linn, Permanent Secretary for Development (Planning and Lands) (sixth to the right) as guests*





Joyful Christmas Party



Come On, Take a Picture



Yeah, got a Christmas Gift



Big Prize - Director's Hamper



Prize presentation of Hamper Guessing Game



## Community Services / Activities

During the year, the Department participated in a variety of community services / activities.

Organiser	Event
The Community Chest	The Community Chest 50th Anniversary Walk for Millions Central – Wan Chai Bypass 2019 The Community Chest Green Day 2019 Skip Lunch Day 2019 The Community Chest Dress Casual Day 2019 Love Teeth Day 2019/2020
OXFAM Hong Kong	Oxfam Rice Event
RunOurCity Foundation Limited	Hong Kong Stretathon 2019
Hong Kong Youth Hostels Association	Ngong Ping Charity Walk 2019
Hong Kong Amateur Swimming Association	New World Harbour Race 2019
Lifewire Foundation Limited	Lifewire Run 2019



Ngong Ping Charity Walk 2019





*The Community Chest 50th Anniversary Walk for Millions Central – Wan Chai Bypass 2019*





# ECONOMIC PERFORMANCE

## *Territorial Planning*

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

Taking into account the public views received during the public engagement and noting the broad support to many of the proposed directions set out in the 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030', the Department, in collaboration with the relevant bureaux and departments, is strengthening the research and analysis on a number of topics and refining the proposals. In tandem, consultants are finalising the technical assessments, including the Transport and Land Use Assessment, the Strategic Environmental Assessment and the Sustainability Assessment, in support of the formulation of the preferred spatial development pattern.

The 'Study on Existing Profile and Operations of Brownfield Sites in the New Territories - Feasibility Study' and the 'Urban Design Study for the Wan Chai North and North Point Harbourfront Areas - Feasibility Study' were completed and their respective final reports were promulgated in November and December 2019 accordingly.

During the year, we continued to monitor the interaction between Hong Kong and the Mainland. In February 2019, the Department promulgated the results of the Cross-boundary Travel Survey 2017. In late 2019, the Department engaged consultants to carry out a feasibility study to improve the structure of the Cross-boundary Transport Model which is being used for projecting travel demands between Hong Kong and Guangdong Province.

## *District Planning*

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

The Department has also served as an executive arm of the Town Planning Board (TPB) in preparing statutory plans, processing representations and comments on draft statutory plans and processing planning applications for development activities. In 2019, the Department processed 30 statutory plans that were submitted to the TPB or gazetted, including five outline zoning plans involving zoning/rezoning land for residential and other uses. The Department also processed 1 128 representations and comments in 2019. Besides, in 2019, the Department processed 1 124 applications for planning permission, 70 applications for amendments to statutory plans, 1 410 applications for amendment to approved schemes, 7 325 development proposals and 1 954 lease conditions/modifications and short term tenancies/waivers. All these proposals when completed would contribute to the economic development of the territory.

# APPENDICES

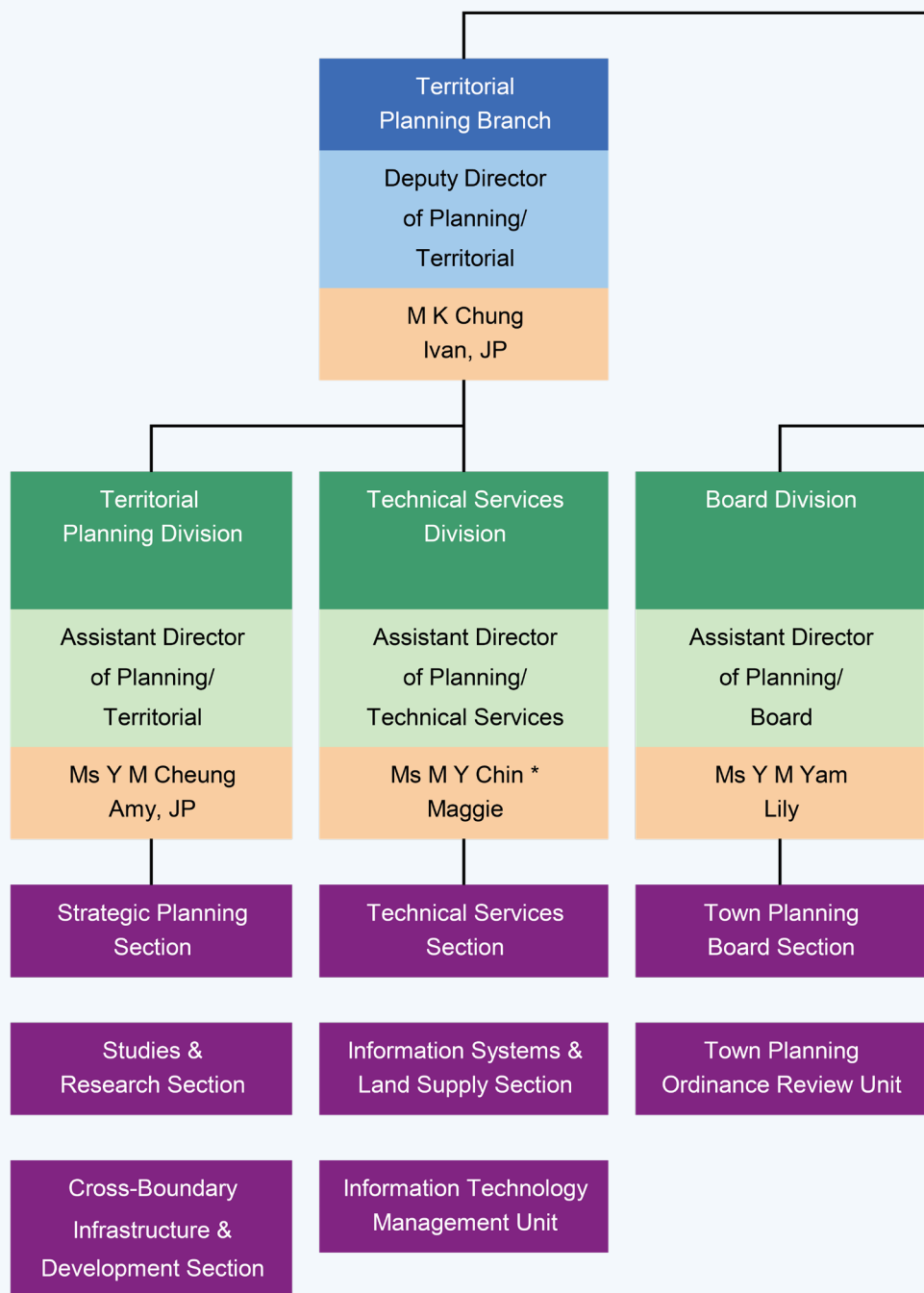




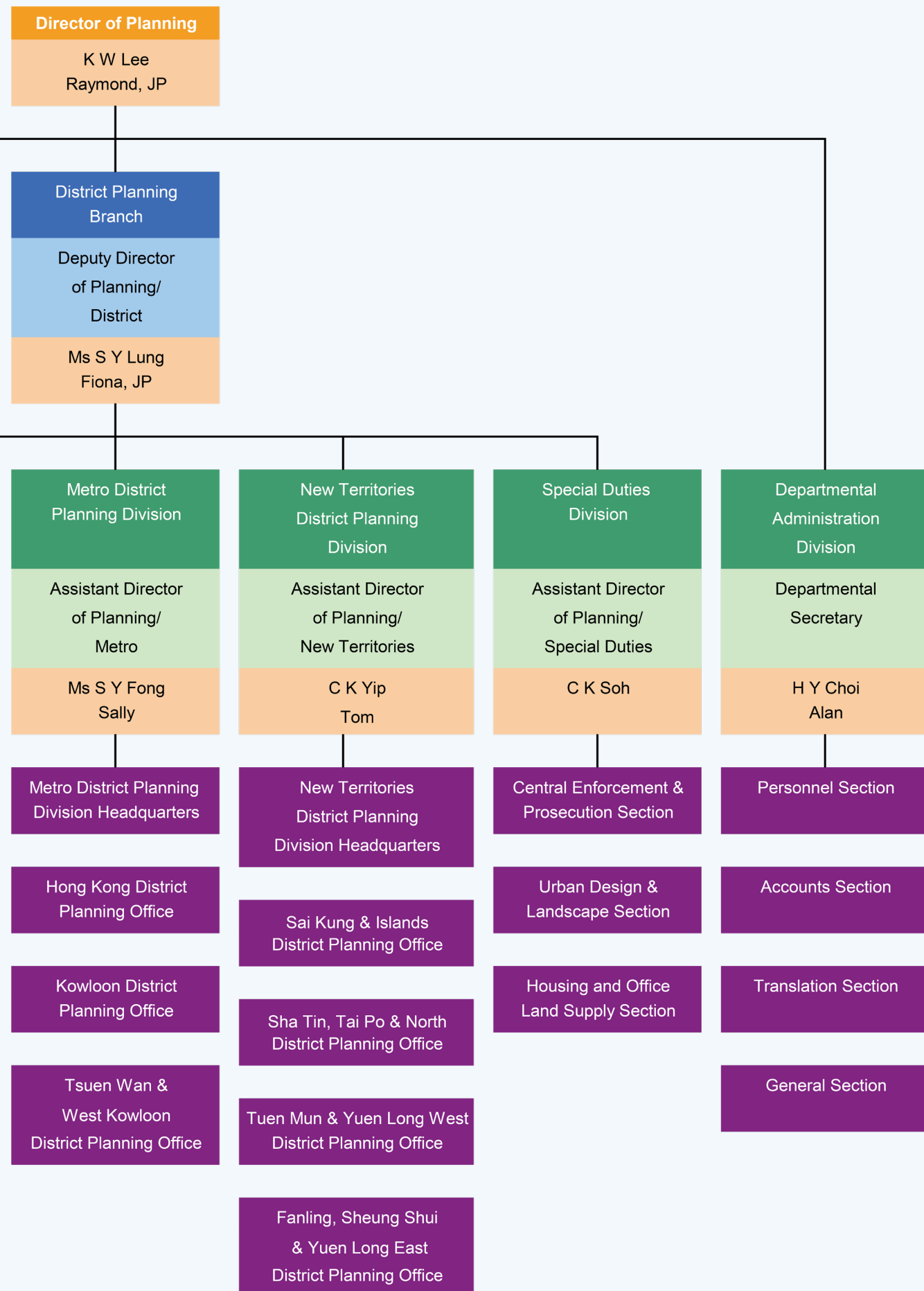


# APPENDIX 1

## Organisation Chart of the Planning Department (as at 31 December, 2019)



\* Departmental Complaints Officer





# APPENDIX 2

## Consultancy Studies undertaken by the Planning Department in 2019

Planning and Engineering Study on Future Land Use at Ex-Lamma Quarry Area at S

Planning and Engineering Study for Housing Sites in Y

Urban Design Study for the W

Strategic Environmental Asses

Transport an

Pilot Study on Undergr

Prelimin



Development of a Common Spatial Data Environment Application Plat

Study on Strategic Cross-Regional Infrastructure in the Region

Urban and Green Design Study of a Commercial Node in Hung Shui Kiu

Study on San Tin /



2012

2013

2014

2015

2016

2017



## APPENDIX 3

### *Statistics of Enforcement and Prosecution Actions Undertaken in 2019*

In 2019, the Central Enforcement and Prosecution Section of the Department investigated a total of 2 053 suspected unauthorised developments (UDs) in the rural New Territories. Among these, 667 were confirmed to be UD. After taking enforcement and prosecution actions, 470 UD (covering about 102 hectares of land) were discontinued. Moreover, a total of 31 UD cases (covering about 6 hectares of land) were subsequently obtained planning permission through the planning application system (**Table 1**).

**Table 1** Number of Unauthorised Developments Discontinued or Obtained Planning Permission in 2019 after Enforcement Actions by Geographical District

Geographical District	No. of Discontinued Cases (ha)	No. of Cases obtained Planning Permission (ha)
North West New Territories	280 (55.38)	25 (5.86)
North East New Territories	157 (42.48)	6 (0.55)
Sai Kung	23 (2.63)	---
Islands	10 (1.78)	---
<b>Total</b>	<b>470</b> <b>(102.27)</b>	<b>31</b> <b>(6.41)</b>

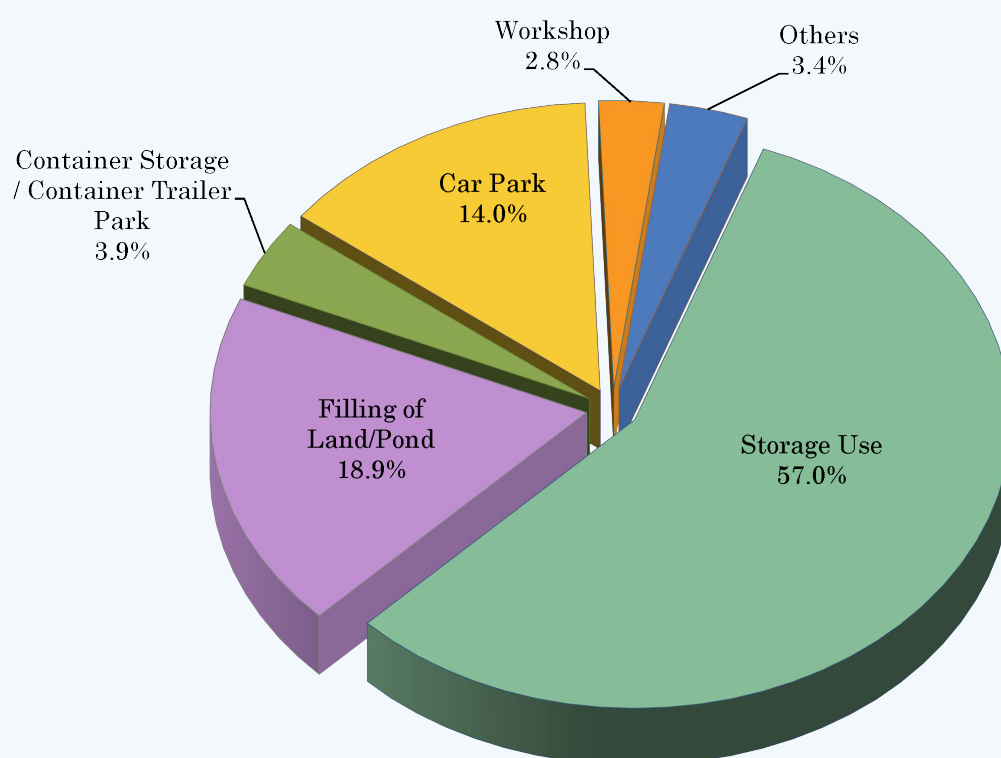
In 2019, enforcement actions were being taken against 751 UD. The geographical distribution of these UD (with land area involved) by type is shown in **Table 2** while **Chart 1** indicates the percentage of UD by type.



**Table 2** Number of Unauthorised Developments Enforced (with Land Area involved) by Geographical District and Type in 2019

Geographical District	Storage Use (ha)	Filling of Land / Pond (ha)	Container Storage / Container Trailer Park (ha)	Car Park (ha)	Workshop (ha)	Others (ha)	Total (ha)
North West New Territories	230 (45.3)	49 (11.9)	6 (7.6)	44 (14.6)	14 (1.2)	20 (3.8)	363 (84.4)
North East New Territories	179 (29.2)	70 (18.2)	22 (3.9)	48 (7.8)	5 (1.1)	5 (1.8)	329 (62.0)
Sai Kung	15 (2.6)	20 (3.9)	---	13 (2.6)	2 (0.1)	1 (0.3)	51 (9.5)
Islands	4 (0.3)	3 (0.6)	1 (0.1)	---	---	---	8 (1.0)
<b>Total</b>	<b>428</b> <b>(77.4)</b>	<b>142</b> <b>(34.6)</b>	<b>29</b> <b>(11.6)</b>	<b>105</b> <b>(25.0)</b>	<b>21</b> <b>(2.4)</b>	<b>26</b> <b>(5.9)</b>	<b>751</b> <b>(156.9)</b>

**Chart 1** Distribution of Unauthorised Developments by Type in 2019



In 2019, 3 975 warning letters/reminders, 2 916 enforcement notices, 1 185 reinstatement notices, 23 stop notices and 3 375 compliance notices were issued to responsible persons of UD<sub>s</sub> (Table 3).

**Table 3** Number of Warning Letters / Reminders and Notices Issued in 2019 by Geographical District

Geographical District	Warning Letter / Reminder (No. of Cases)	Enforcement Notice (No. of Cases)	Reinstatement Notice (No. of Cases)	Stop Notice (No. of Cases)	Compliance Notice (No. of Cases)
North West New Territories	2 099 (417)	1 705 (284)	577 (86)	14 (1)	1 942 (309)
North East New Territories	1 539 (344)	1 035 (219)	509 (102)	9 (1)	1 222 (168)
Sai Kung	207 (42)	98 (22)	97 (16)	---	138 (24)
Islands	130 (18)	78 (9)	2 (2)	---	73 (10)
<b>Total</b>	<b>3 975 (821)</b>	<b>2 916 (534)</b>	<b>1 185 (206)</b>	<b>23 (2)</b>	<b>3 375 (511)</b>

On prosecution action, 271 summonses in respect of 95 cases were laid in 2019. 208 defendants in respect of 85 cases were convicted under section 23(6) of the Town Planning Ordinance (the Ordinance) for non-compliance with notices issued by the Planning Authority. Two defendants in respect of two cases were convicted under section 22(8) of the Ordinance for failing to provide information required by the Planning Authority. (Table 4).

**Table 4** Number of Defendants Convicted in 2019

Convicted Under	No. of Defendants Convicted	No. of Cases	Range of Fine Per Defendant	Average Fine Per Defendant
s.23(6)	208	85	\$1,113-\$220,800	\$1,693*
s.22(8)	2	2	\$20,000-\$30,000	\$25,000
s.20(7) & s.20(8)	0	0	---	---
<b>Total</b>	<b>210</b>	<b>87</b>	<b>---</b>	<b>---</b>

\* Average for 200 defendants, excluded 8 defendants convicted in 2019 but not yet fined.



# CONTACT US

## *Address*

Planning Department  
17/F, North Point Government Offices,  
333 Java Road, North Point, Hong Kong

Hotline (852)2231 5000

Fax No. (852)2877 0389

## *Email*

[enquire@pland.gov.hk](mailto:enquire@pland.gov.hk)  
(General Enquiries and Complaints)

[tspd@pland.gov.hk](mailto:tspd@pland.gov.hk)  
(Comments and Suggestions)



## *Planning Enquiry Counters:*

### **North Point**

17/F, North Point Government Offices,  
333 Java Road, North Point,  
Hong Kong

### **Sha Tin**

14/F, Sha Tin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
New Territories

### **Opening Hours:**

Monday - Thursday 9:00 am - 5:30 pm (no lunch break)

Friday 9:00 am - 6:00 pm (no lunch break)

Closed on Saturday, Sunday & Public Holidays





<https://www.pland.gov.hk/>