



香港 HONG KONG
2030+

Towards a Planning Vision and
Strategy Transcending 2030

PUBLIC ENGAGEMENT



Foreword



In an era of rapid social, economic and technological change, Hong Kong as an international city in a globalised world is facing huge challenges, both externally and internally. Externally, we are facing fierce global and regional competition. Many of our neighbouring major cities, especially those in the Mainland and Southeast Asia, are advancing quickly to take advantage of the unprecedented economic growth in the eastern hemisphere. Besides, with the completion of several major regional transport infrastructure developments in the coming few years, Hong Kong's geographical connection and economic integration with the fast growing Pearl River Delta region and beyond will be greatly enhanced, giving rise to both opportunities and challenges. Internally, we have a rapidly ageing society and an even more rapidly ageing building stock. There is a pressing need for developable land for housing, economic activities and community facilities. At the same time, there is an ever growing community demand for a better quality of life. Hong Kong needs to respond strategically and swiftly to meet these challenges and to tap into new opportunities.

"Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030", a vision-driven, pragmatic and action-oriented strategic plan, is our response. Our vision for Hong Kong is that it continues to be a liveable, competitive and sustainable "Asia's World City". To this end, the updated territorial development strategy reflects three underlying aims: enhancing liveability in our high-density compact city; embracing economic challenges and opportunities; and creating capacity for sustainable growth.

This strategic plan will guide Hong Kong's planning, land and infrastructure development, as well as the shaping of our built and natural environment, beyond 2030. Our ability to create and use land resources wisely will have a direct bearing on whether the people of Hong Kong can enjoy a more satisfying living environment, with better essential services and facilities, and have a more fulfilling and diverse quality of life, with opportunities for recreation, leisure and culture befitting their individual tastes. Yet, in taking forward development projects, we need to be guided by the concept of sustainability and maintain respect for our environment. This strategic plan is a blueprint for the long-term sustainable development of Hong Kong, which is important for our future, and that of future generations.

I would like to take this opportunity to thank my colleagues of the Planning Department who have been driving the formulation of Hong Kong 2030+, and the various government bureaux and departments, professionals and experts who have provided their valuable input to this strategic plan. This latest update to our territorial development strategy builds upon previous strategic plans. It is a plan that transcends generations and the term of a single government. We are putting this strategic plan to our community for consideration, and I sincerely hope to hear your views on the direction we should take for the future of Hong Kong. Let's work together to plan for a liveable, competitive and sustainable Hong Kong.

A handwritten signature in black ink, appearing to read "Paul Chan". The signature is fluid and cursive, with a long horizontal stroke at the end.

Paul MP Chan
Secretary for Development

About Hong Kong 2030+



Towards a Planning Vision and Strategy Transcending 2030

“Updating the territorial development strategy to guide planning, land and infrastructure development and the shaping of the built environment of Hong Kong beyond 2030”

P.1

About Our City



“Zooming out to the region and the world and zooming into Hong Kong to understand the context and issues”

P.2-18

Aspirations: Our Vision and Planning Goal



“To become a liveable, competitive and sustainable Asia's World City, championing sustainable development as the overarching planning goal”

P.19-21

Building Block 1



“Planning for a Liveable High-density City”

✓ Enhancing liveability in our compact high-density city by retrofitting the densely developed urban areas and optimising development in new development areas

P.22-34

Building Block 2



“Embracing New Economic Challenges and Opportunities”

✓ Equipping Hong Kong with land and space, supporting infrastructure and human capital for the economy to move up the value chain by promoting a diversity of economic sectors, innovation and technology as well as quality jobs with a range of skills

P.35-43

Building Block 3



“Creating Capacity for Sustainable Growth”

✓ Creating development capacity while enhancing the environmental capacity for the sustainable growth of Hong Kong

P.44-61

City Strategy for being SGR

“A Smart, Green and Resilient City Strategy for sustainable development of Hong Kong.”

P.58-59

Conceptual Spatial Framework

- 1 Metropolitan business core around Victoria Harbour
 - 2 Key strategic growth areas
East Lantau Metropolis
New Territories North
 - 3 Emerging development axes
Western Economic Corridor
Northern Economic Belt
Eastern Knowledge and Technology Corridor
- + Supporting transport network with railway transportation as the backbone

P.62-77

Highlights, and Considerations and Choices for the Community

We welcome your valuable views

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About Hong Kong 2030+

Strategic planning has a long history in Hong Kong. "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (Hong Kong 2030+) is a comprehensive strategic study to update the territorial development strategy and provide a spatial planning framework to guide the future planning, land and infrastructure development and the shaping of the built environment of Hong Kong beyond 2030.

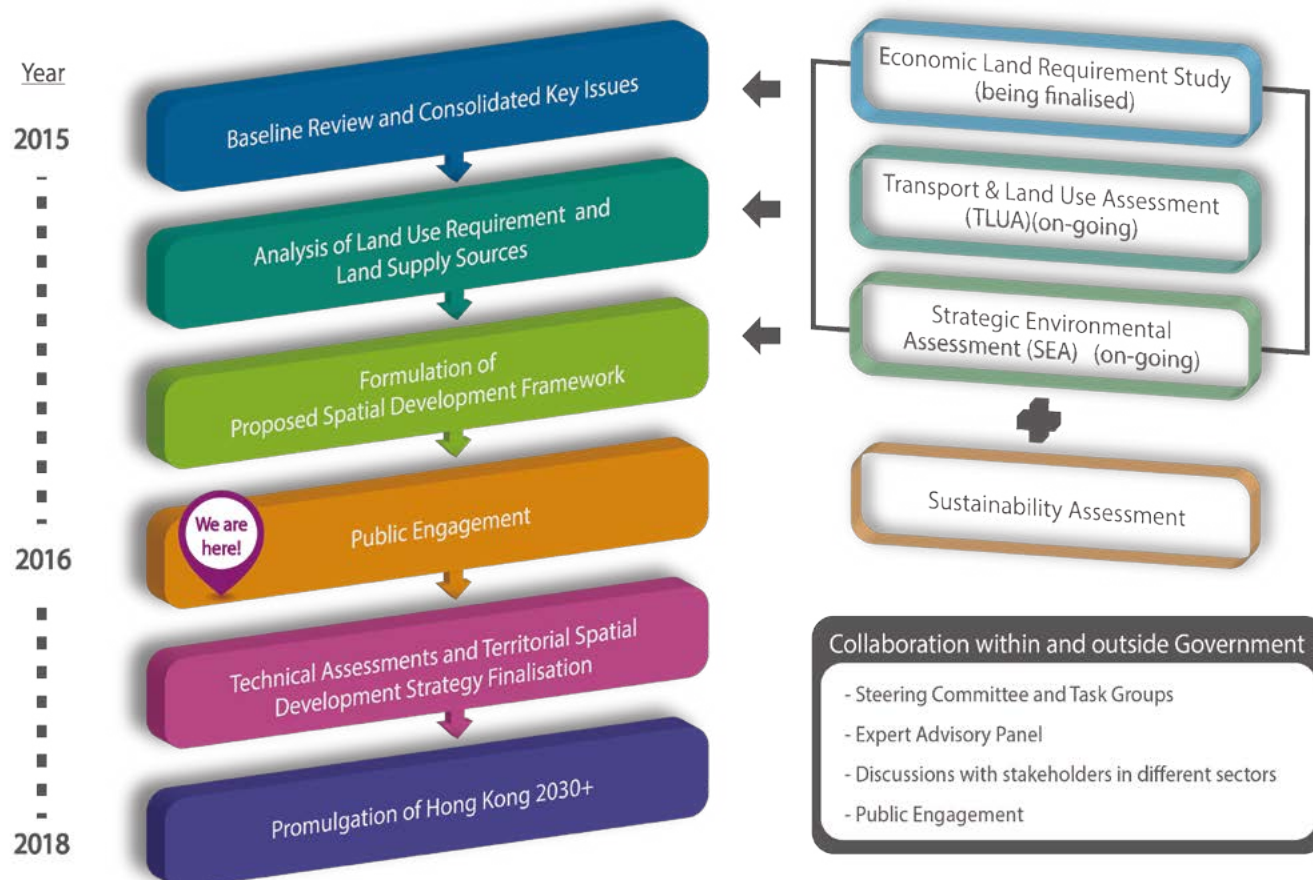
Since the 1970s, we have reviewed the territorial development strategy around once every decade to embrace new needs and aspirations. The last review, "Hong Kong 2030: Planning Vision and Strategy" (Hong Kong 2030), was promulgated in 2007. This update, known as "Hong Kong 2030+", is built on the foundations of Hong Kong 2030 and has revisited the planning strategy and spatial development directions beyond 2030 in the light of the dynamics and challenges ahead. Pursuant to the 2015 Policy Address, the

Hong Kong 2030+ study commenced in early 2015. It is scheduled for completion by early 2018.

Hong Kong 2030+ represents the Government's vision, policy and strategy for the territorial development of Hong Kong beyond 2030. It has adopted a visionary, proactive, pragmatic and action-oriented approach. This is to ensure a focused public dialogue on the key planning issues critical to future development and a timely response to the changing circumstances in and outside of Hong Kong. The proposals and ideas raised in this booklet serve to facilitate public engagement on aspects that Hong Kong has to plan for. We welcome your views.

“ The territorial development strategy is a living document that is constantly updated together with the community. ”

Fig. 1 Major Study Tasks of Hong Kong 2030+



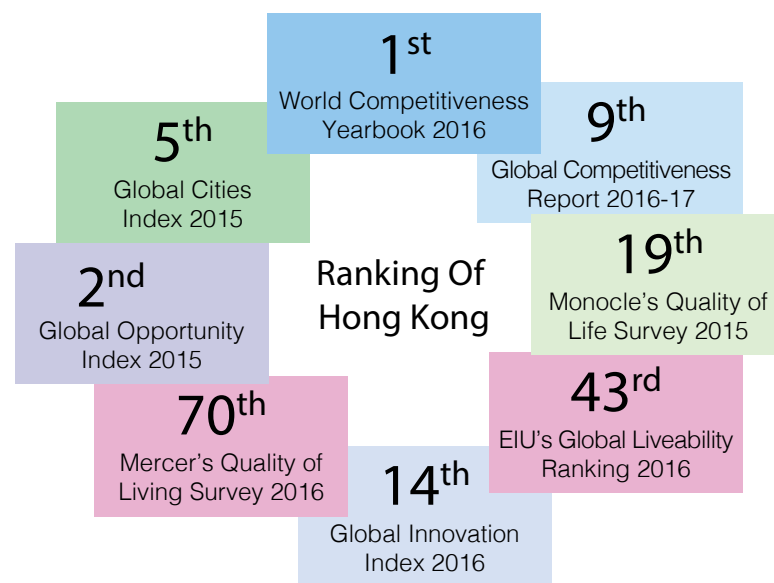


About Our City

Zooming Out: the Global Context

Global Positioning

Hong Kong has been positioning itself as Asia's World City. According to an array of international surveys and global benchmarking indexes, Hong Kong stands out as a highly competitive global city, a leading financial centre and business hub, an attractive tourist destination, a city with a reputable brand, and a city with world-class infrastructure. Some of the comparative advantages are planning-related, such as strategic spatial planning, good international and regional connectivity, compact city form, high urban mobility, a vast expanse of green spaces and large areas of nature and cultural heritage conservation importance. Nevertheless, Hong Kong only has a moderate performance for liveability and innovation, which must be enhanced. In areas where Hong Kong does well, they should be reinforced in future planning to maintain our leading position.



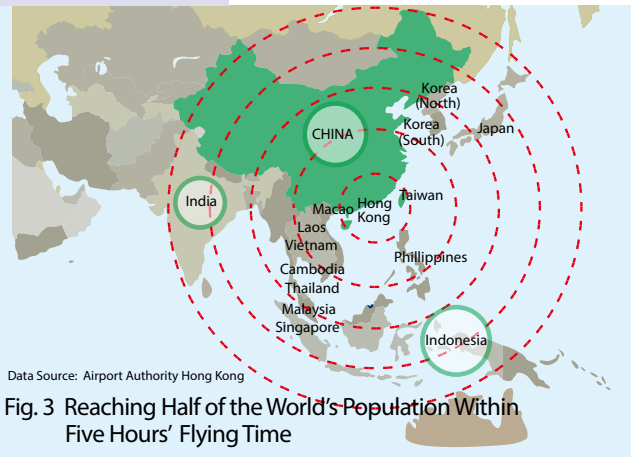
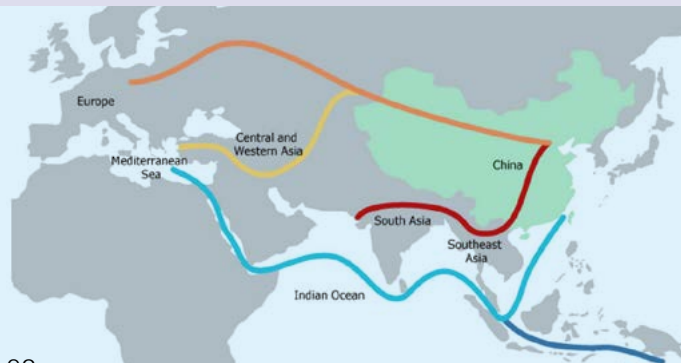
“We need to think globally to rise to global challenges and to maintain our competitive position.”

Global Megatrends

In an increasingly connected world, we need to duly consider the emerging global megatrends that will impact on and bring new opportunities for the future development of Hong Kong.



Source: adapted from KPMG's "Future State 2030: The Global Megatrends Shaping Governments"



The Regional Dimension

“Mega-city regions are the nexus of economic growth. Hong Kong together with the PRD Region will be a mega-city region to tap into the growth potential of the Asia-Pacific.”

Hong Kong is maintaining close social and economic links with the Mainland and Asia. As a leading global city, Hong Kong is strategically located and well-connected by world-class infrastructure as a regional gateway for investment, trade and services to and from the Mainland and the world.

Hong Kong has been in close cooperation with countries in Asia including the member countries of the Association of Southeast Asian Nations (ASEAN) in economic development. Within five hours’ flying time, we can reach most parts of Asia and half of the world’s population.

Within the Greater Pearl River Delta (PRD) Region, a three-hour living circle and a one-hour intercity traffic circle have already emerged with major new infrastructure. These include the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section), Hong Kong-Zhuhai-Macao Bridge (HZMB) and Liantang/Heung Yuen Wai Boundary Control Point

Fig. 4 Infrastructure in the Greater PRD Region



and Link Road under construction. They will foster greater social and economic interactions and economies of scale of the Greater PRD city region.

The National Thirteenth Five-year Plan emphasises deepening cooperation between the Mainland and Hong Kong including Guangdong-Hong Kong-Macao cooperation platforms in Qianhai, Nansha and Hengqin, Guangdong-Hong Kong-Macao Big Bay Area, and the Pan-PRD Region. New initiatives such as China (Guangdong) Pilot Free Trade Zones (FTZs) and the “Belt and Road” initiatives will foster cooperation within the PRD, other parts of the Mainland and other countries in Europe, Africa and Asia, opening up further economic opportunities and development platforms that extend beyond our city boundary.

Fig. 5 One-hour Intercity Traffic Circle



	Hong Kong	PRD	Guangzhou	Shenzhen	Zhuhai
Land area (km ²)	1,106	About 42,000	7,434 (2014)	1,997 (2014)	1,724 (2014)
Population (million)	7.32 (2015)	Over 57 (2014)	13.08 (2014)	10.78 (2014)	1.61 (2014)
Gross Domestic Product (billion)	HKD 2,258 (2014)	RMB 5,765 (2014)	RMB 1,671 (2014)	RMB 1,600 (2014)	RMB 187 (2014)
Air Passenger throughput (million)	68.5 (2015) (HKIA)	-	55.21 (2015) (Baiyun Airport)	39.72 (2015) (Bao'an Airport)	4.7 (2015) (Zhuhai Airport)
Air Cargo throughput (million)	4.38 tonnes (2015) (HKIA)	-	1.54 tons (2015) (Baiyun Airport)	1.01 tons (2015) (Bao'an Airport)	0.026 tonnes (domestic cargo) (2015) (Zhuhai Airport)
Port Cargo throughput ('000 TEUs)	20,073 (2015)	-	17,590 (2015)	24,205 (2015)	1,170 (2014)
		China (Guangdong) Pilot Free Trade Zone	<ul style="list-style-type: none"> Nansha Area, a 60km² district for a world-leading comprehensive service hub, promoting Guangdong-Hong Kong in-depth co-operation, and establishing technology and innovation transfer platform 	<ul style="list-style-type: none"> Qianhai and Shekou Area, a 28.2km² district for modern service, information technology and cultural creative industries 	<ul style="list-style-type: none"> Hengqin Area, a 28 km² district for tourism, leisure and health, business financial services, cultural, science, education, high tech and other industries

Sources : Hong Kong Shipping Statistics, China (Guangdong) Pilot Free Trade Zone and relevant Mainland statistics reports and airport websites



About Our City

Zooming In: Hong Kong



Satellite image of Hong Kong

Area and Topography

1,106 km²: Land Area

1,649 km²: Sea Area

About 20% of land
is steep slopes (i.e. $\geq 30^\circ$ in gradient)

$\geq 30^\circ$



Central Harbourfront

Built Environment

Built-up areas take up 24% of land
of which 26% is reclaimed land
accommodating 27% of
total population



Average population
density of built-up areas
is about
27,330 person/km²

7.32M population*
3.75M jobs
3.91M labour force
59.3M visitor arrivals
(as at 2015)



*The 2014 figure of 7.24M is adopted for analysis purpose

Employment

76% in Metro Area#
24% in the New Territories

Population

59% in Metro Area#
41% in the New Territories

Metro Area covers Hong Kong Island, Kowloon, Tsuen Wan and Kwai Tsing



95% of
office GFA
in Metro Area



114 declared
monuments
1,027 historic
buildings with
confirmed grading
(as at April 2016)



Four decades of
new town development
accommodating
3.4M population



1.64m² average Local Open Space (LO) per person[^]
1.07m² average District Open Space (DO) per person[^]
[^] 4 and 6 out of 18 districts have provisions of LO and DO less than
1m² per person respectively



Stonecutters Bridge

Economy



GDP HKD\$ 2,397 billion (2015)
Per capita GDP HKD\$ 0.3 million
93% of GDP from services sector

FOUR PILLAR INDUSTRIES

58%* of GDP
47%* of total employment
* Based on 2014 figure



Trading and Logistics



Professional and Other Producer Services



Financial Services



Tourism

Natural Environment

443 km²
country parks and special areas

24 km²
marine parks/marine reserves

76 km²
areas zoned
Site of Special Scientific Interest,
Conservation Area or Coastal Protection Area
on statutory town plans



85% of population
within 3km environs of
a country park



90% of population
within 400m from
a park



56 species of
terrestrial mammals



236 species of
butterflies



185 species of
freshwater fish



538 species of
birds

Transport

About 90% of passenger trips
(12.6 million average daily
passenger trips)
by public transport



Rail share of passenger
trips by public transport
>40%



Within 500m from
a rail station



77% of commercial/office GFA
45% of living quarters



Sunset Peak



Mai Po Fishponds

Climate Change



Annual mean sea level
+30mm per decade
on average during
1954-2015



Annual mean temperature
+0.17°C per decade
on average during
1986-2015

Annual greenhouse gas
emission (2013)

Total:
44.4 million tonnes

Per capita:
6.2 tonnes

Carbon intensity:
0.021 kg CO₂-e per
Hong Kong Dollar GDP

Greenhouse gas sources (2013)



68% from electricity
generation (90% of electricity
consumed in buildings)



17% from transport



6% from waste
9% from others



About Our City

Zooming In: Hong Kong

Several salient planning issues will impact on Hong Kong in the years ahead. Together with the global and regional context, they form the basis for formulating the vision, the overarching planning goal and the building blocks of the updated territorial development strategy over the long term.

People

A growing and ageing population and a shrinking labour force

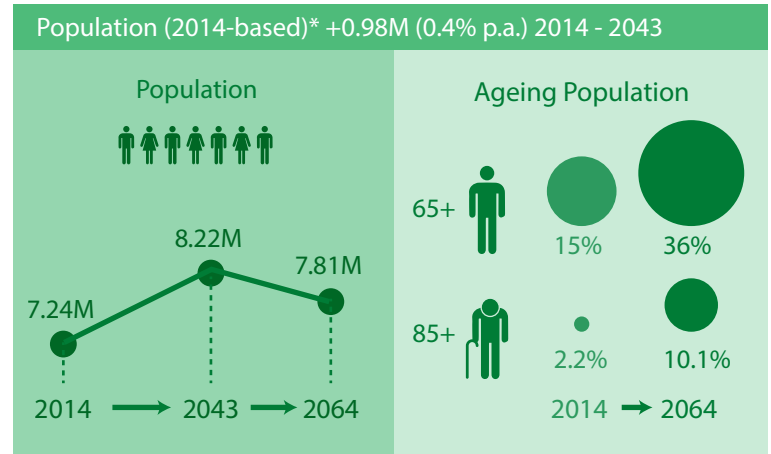
According to the Census and Statistics Department (C&SD) projections released in September 2015, our population will continue to grow over the next 30 years, albeit at a slower rate. It will increase from about 7.24 million in 2014 and peak at about 8.22 million in 2043 before reaching about 7.81 million by 2064. The number of domestic households will grow at a faster rate from 2.43 million in 2014 and peak at about 2.93 million in 2044 before reaching 2.91 million by 2049, mainly due to decreasing household size from an average of 2.9 persons/ household in 2014 to 2.7 persons/ household by 2044.

Our population is ageing quickly. The population aged 65 or over is projected to rise significantly from about 15% in 2014 to about 36% by 2064. The population of the old-old (i.e. aged 85 or above) will rise from the current 2.2% to 10.1% by 2064. The ageing population will reduce our labour force, which currently stands at about 3.6 million (excluding foreign domestic helpers) and is expected to drop very soon from its peak at 3.65 million in 2018 to about 3.11 million by 2064.

These demographic changes and ageing trends, coupled with the uncertain return of non-resident population and significant increase in visitors and cross-boundary travels, will have implications for the planning of land uses (such as housing, community facilities, open spaces and hospitals) and infrastructure.

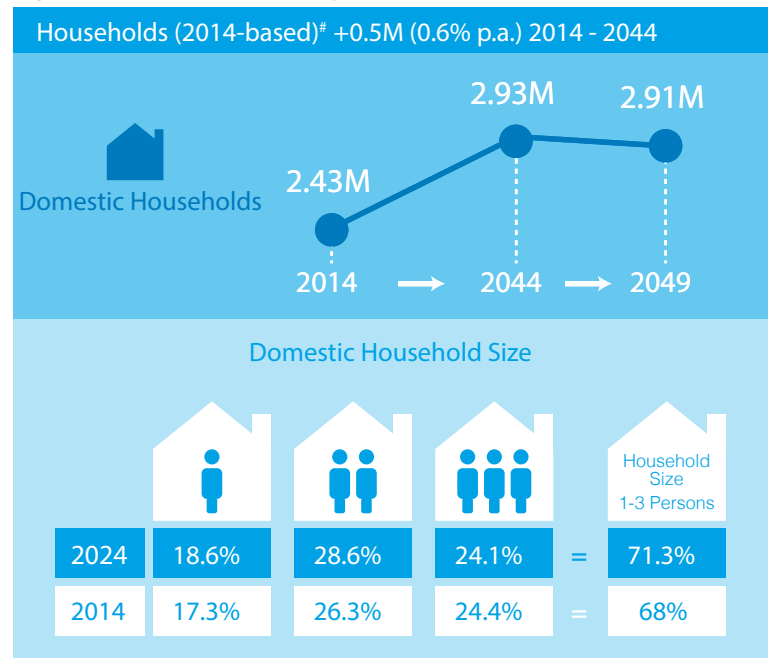
“ Our growing yet ageing population will pose substantial challenges to both society and the economy. ”

Fig. 6 Population Projections



* C&SD: Baseline population projections up to 2064

Fig. 7 Domestic Household Projections



C&SD: Household projections up to 2049



People (cont'd)

Enhancing liveability

Enhancing liveability is important in promoting the health, well-being and quality living environment of Hong Kong people. Enhancing liveability will also strengthen our competitiveness through creating a better environment

18.8M trees planted by the Government, 2001-2011

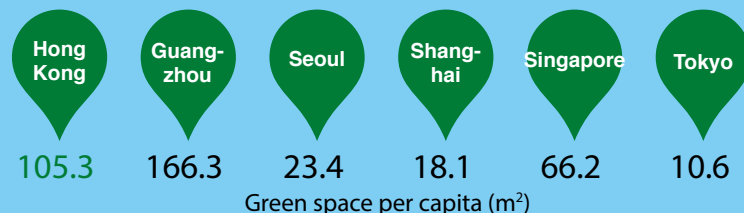
Urban design and landscaping are key components of a quality urban environment. Since the inception of the Greening Master Plan (GMP) programme in 2004, the GMPs for the urban areas have been developed and the greening works recommended for immediate implementation have been completed. The Government is currently developing GMPs for the New Territories.

73km of harbourfront

Victoria Harbour at the centre of the dense urban core is a precious public asset of Hong Kong and a pivotal part of shaping a more liveable urban environment. There is a consensus to enhance Victoria Harbour and its harbourfront areas as an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people and a harbour of vitality. The Government together with the Harbourfront Commission has been working towards this goal.

Fig. 8 Green Space Per Capita

Green space is an integral part of a liveable compact city. Hong Kong performs well in this respect and will continue to maintain this advantage.



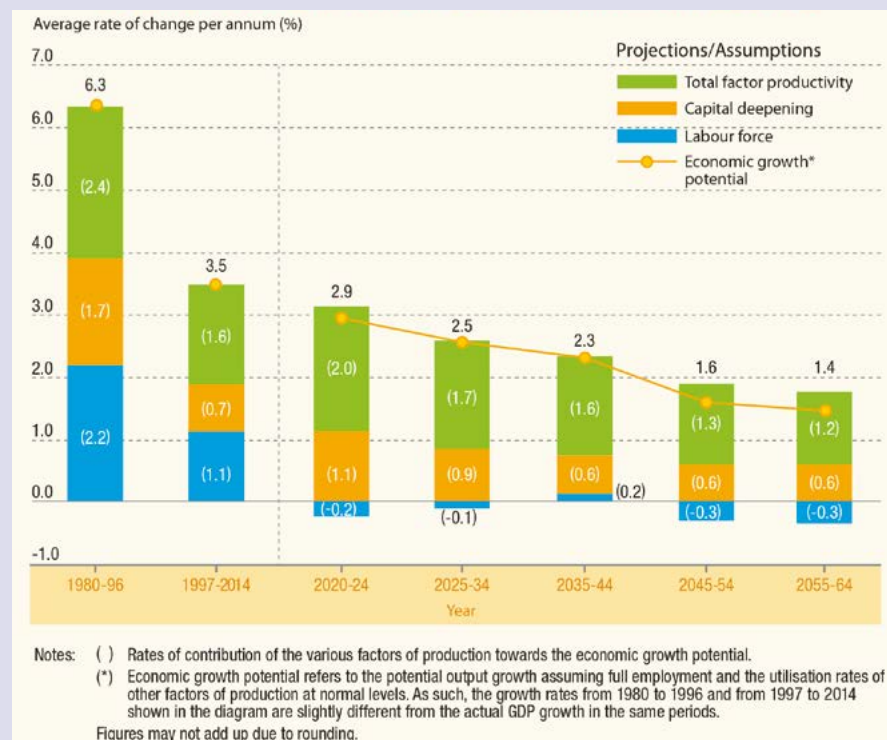
Source: Asian Green City Index (2011), a research project conducted by the Economist Intelligence Unit, sponsored by Siemens

Enabling education and technology to increase productivity

Human capital is fundamental to sustaining growth. We will have to depend more on increasing productivity amid the ageing and shrinking labour force. How to unleash the potential of our local workforce, retain/attract local and overseas talents, and plan for supply of land/premises to cater for a high value-added and knowledge-based economy will be some of our major challenges.

“ Enhancing liveability will promote our well-being while human capital is fundamental to sustained growth. ”

Fig. 9 Economic Growth will be Dragged by an Insufficient Labour Force

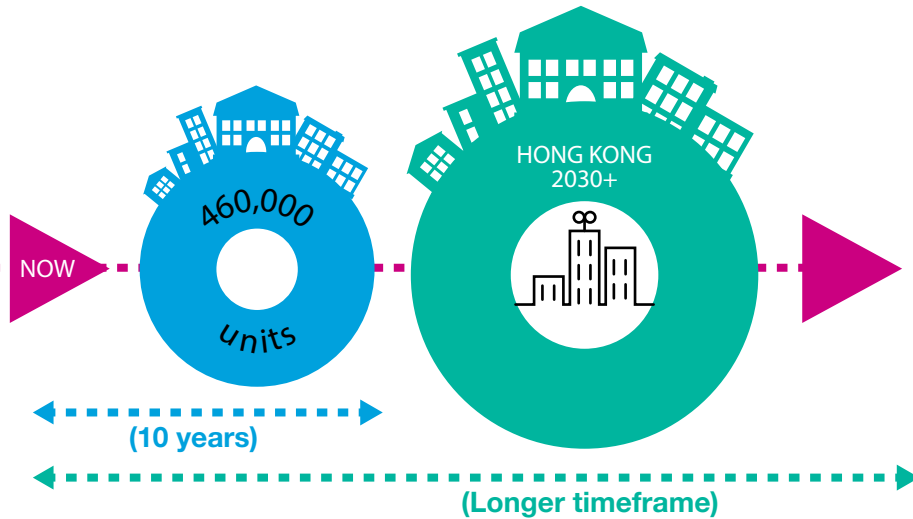


Source: Extracted from a consultation document on retirement protection (2015)



About Our City

Zooming In: Hong Kong



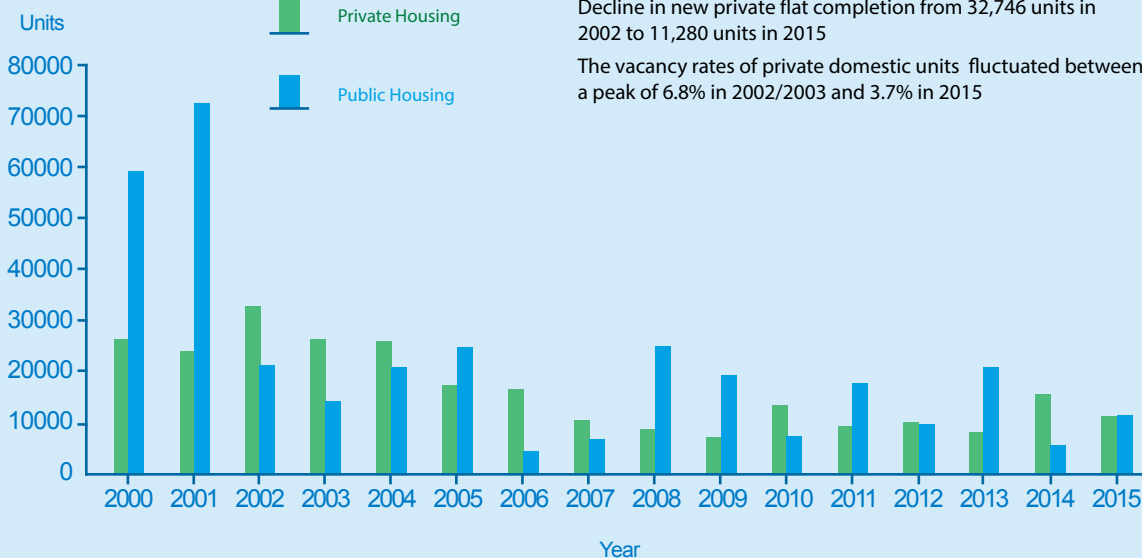
Growth in housing demand

The Government has adopted 460,000 units as the total housing supply target for the 10-year period from 2016/17 to 2025/26 under the Long Term Housing Strategy (LTHS). Hong Kong 2030+ will consider the housing demand of the community over a much longer timeframe based on roughly the same methodology adopted in LTHS.

“ The bulk of housing land demand mainly originates from projected new households, inadequately housed households, and rapidly ageing building stock. ”

Decline in housing supply in the past decade

Fig. 10 Flat Completion (2000-2015)



Increase in Domestic Households

2.93M

domestic households in 2044 (+0.5M from 2014)
(Not including households with mobile residents* only. 229,200 mobile residents at the end of 2015.)

2.7 persons

average domestic household size in 2046
(-0.2 persons from 2016)

* Hong Kong Permanent Residents who have stayed in Hong Kong for at least 1 month but less than 3 months during the 6 months before or for at least 1 month but less than 3 months during the 6 months after the reference moment, regardless of whether they were in Hong Kong or not at the reference moment

Ageing Building Stock

Large quantity of old buildings

326,000

private housing units aged 70 or above (completed in 1976 or before) in 2046 (about 300 times of the stock of the same age in 2015)

Old private building units will be concentrated in urban areas (over 60,000 units aged 70 or above by 2046 in Yau Tsim Mong district).
Redevelopment of old buildings requires overcoming multiple ownerships and land to provide for the displaced households.

Inadequately housed in Sub-divided Units (SDUs)

87.6K

households in SDUs (2015)

10.3m²

median floor area of SDUs in 2015

Source: Census and Statistics Department

Living Space

Public Rental Housing (PRH)

32m²

average internal floor area* (IFA) per unit in 2015

13m²

average living space per person (IFA) in 2015[^]

*IFA refers to the area contained within the enclosing walls of a unit measured to the interior face of the external wall or separating wall.

[^] The average living space per person of all PRH households. The living space per person of each PRH household is defined as the ratio of the internal floor area of the PRH flat occupied by the PRH household to the number of authorised persons in that household.

Private Housing

80%

of flats in 2015 are below 70m² saleable area* (SA)

57m²

average flat size (SA) in 2015

20m²

average living space per person (SA) in 2015 (derived by dividing 57m² by average household size (2.9))

#SA is defined as the floor area exclusively allocated to the unit. It includes balconies, verandas, utility platforms and other similar features, but excludes common areas, such as stairs, lift shafts, pipe ducts, lobbies and communal toilets. Bay windows, flat roofs, top roofs, stairhoods, cocklofts, gardens, terraces, yards, air-conditioning plant rooms, air-conditioning platforms, planters/flower boxes and parking spaces are also excluded.

Photo credit: Mr. Lo Loi
Building After Building, Kowloon Bay
Outstanding Award of City Impression
@ Your Neighbourhood Photographic Competition



About Our City

Zooming In: Hong Kong

Economy

Keen competition in the global and regional economy

Hong Kong's pace of economic growth has been lagging behind some of its large neighbouring cities. Globally, the driver of economic growth has shifted to knowledge and innovation and the growth potential towards the East. Regionally, Hong Kong has maintained a close economic relationship with the Mainland, ASEAN and other foreign countries. We should enhance the capacity for innovation to underpin competitiveness. We should also harness new economic opportunities arising from the shift of economic potential, better regional connectivity and functional integration, the Guangdong Pilot FTZs, and the "Belt and Road" initiatives.

As a global financial hub, a choice location for corporate headquarters and a regional business and logistics hub, Hong Kong has already transformed from a manufacturing-based economy to a modern-services economy, with the services sector accounting for about 93% of the GDP and about 88% of total employment in 2014. To move ahead amidst keen global and regional competition, we need to broaden our economic base while retaining our four pillar industries[#]. In particular, we need to move up the value chain in future economic transformation and to:

- (i) promote new emerging industries, especially those knowledge and technology-based and high value-added industries (e.g. innovation and technology, energy saving and green technologies, modern industries, smart production, and advanced manufacturing industries);
- (ii) facilitate innovation start-ups, riding on an emerging entrepreneurship around the world and technopreneurship in particular;
- (iii) support the small and medium enterprises (SME) accounting for over 98% of local business units to move up the value chain; and
- (iv) nurture local talents and attract those from overseas.

In the light of the above, the ever-rising rents and the declining vacancy rates for almost all types of commercial and industrial premises in recent years, we should plan more suitable and affordable land use to meet the increasing demand from various economic activities, facilitating business entry to Hong Kong, and supporting the innovation start-ups.

[#]Hong Kong's four pillar industries are trading and logistics, financial services, tourism, and professional and other producer services. They accounted for about 57.5% and 47.5% of Hong Kong's GDP and total employment, respectively, in 2014.

“ We need to supply land at the right locations to support continuous growth of the pillar and new industries amidst keen competition in the global and regional economies. We also need to boost a knowledge and technology-based and high value-added economy with innovation and talents as the key drivers of growth. ”





*Nominal GDP per
capita (US\$)*

69,949
Tokyo
(2013)

52,888
Singapore
(2015)

29,311
Seoul
(2013)

42,327
Hong Kong
(2015)

16,553
Shanghai
(2015)

25,365
Shenzhen
(2015)



About Our City

Zooming In: Hong Kong

Transport infrastructure

Requirement for new transport infrastructure

The performance of our strategic highway network is considered satisfactory in general. However, congestion exists at a number of locations including the Cross-harbour Tunnel and Lion Rock Tunnel. The commissioning of Central-Wan Chai Bypass and Route 6 will substantially improve the east-west traffic conditions in the urban areas. However, the resolution of congestion problems elsewhere would require further initiatives.

For the railways, both the North South Corridor[#] and the East West Corridor[#] are expected to show capacity concerns, even with all of the lines under construction and the schemes recommended in the Railway Development Strategy 2014 in operation.

Although public transport takes up about 90% of our daily passenger trips, the number of private vehicles has shown an average annual growth rate of about 3% from 1995 to 2015, against about 0.8% and 1.7% for population and domestic household growth respectively over the same period. Such a trend, in the long run, will not be sustainable in terms of competing road space for private vehicles and other transport modes, land for new roads, car parks and other supporting facilities, and journey time. To address the problems, new transport infrastructure and innovative measures to curb private vehicle growth and reduce private vehicle use should be introduced and expansion of the public transport network, in particular rail-based transport, to support new developments should be pursued.

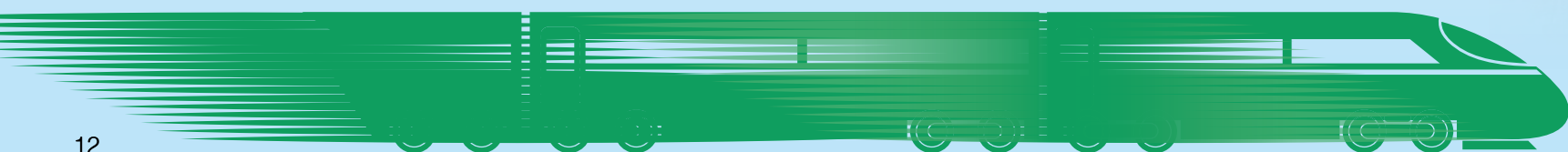
Cross-boundary trips also saw a significant increase with the close ties between Hong Kong and the Mainland. Over the past decade, the average daily cross-boundary passenger trips have increased by more than 50% from 394,000 in 2005 to 610,000 in 2015. New boundary crossing facilities including the Hong Kong-Zhuhai-Macao Bridge, the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section) and the Liantang/Heung Yuen Wai Boundary Control Point are under construction. These facilities will further enhance the connectivity with the Greater PRD Region upon commissioning.

[#] The North South Corridor covers the existing East Rail Line and the future Shatin to Central Link from Hung Hom Station across Victoria Harbour to Admiralty, whereas the East West Corridor comprises the existing West Rail Line, the Tai Wai to Hung Hom section of the Shatin to Central Link and the existing Ma On Shan Line.



Fig.11 Private Vehicles Average Annual Growth Rate (1995-2015)

*If private vehicles continue to grow at 3% per annum, the total number will reach 1.23 million by 2041, i.e. more than double that of 2015



Other Infrastructure

Requirement for other infrastructure

Although the existing public infrastructure is adequate, new or expanded facilities for sewage treatment, waste management and fresh and flushing water supply, and hence more land, are required to support population and economic growth.

For waste disposal, the three existing strategic landfills are anticipated to reach their capacities in the coming years. With the South East New Territories and North East New Territories landfill extension projects in place, the landfills are expected to cope with Hong Kong's ultimate waste disposal need up to mid- or late-2020s. Their capacities and lifespans depend on the waste reduction achievements of other initiatives (as noted in the Hong Kong Blueprint for Sustainable Use of Resources 2013-2022). To tackle the waste management infrastructure problem, measures include the development of the Integrated Waste Management Facility, a network of regional Organic Waste Treatment Facilities and the extension of the three existing strategic landfills. To enable adequate water supply for the growing population, upgrading existing or building new waterworks infrastructure, such as water

treatment works and service reservoirs, will be required. For sewerage, about 93% of the population is served by the public sewerage system. In the Sewerage Master Plans, the sewerage network and sewage treatment facilities are being upgraded on a catchment-by-catchment basis to improve the performance of the whole system. Some older sewage treatment works will be upgraded. The Government is continuing to invest considerable resources in the sewerage infrastructure, such as the Harbour Area Treatment Scheme, to improve the environment.

More importantly, we will not only plan for adequate infrastructure, but also smart, green and resilient infrastructure that should be well-integrated for better synergy and land efficiency.

“ Our city thrives on efficient infrastructure but it needs to be improved in quality and quantity, land efficiency and resilience. ”



T · PARK, Tuen Mun



About Our City

Zooming In: Hong Kong

Environment and ecology

Readiness for climate change



The annual mean temperature of Hong Kong has increased by 0.17°C per decade between 1986 and 2015. The mean sea level has risen by 30mm per decade between 1954 and 2015. High greenhouse gas concentrations and global warming will bring more hot nights, more extreme weather, unstable water resources, sea level rises, storm surge, etc.

Hong Kong's climate change-readiness should be enhanced, which calls for fundamental changes in mindset, a comprehensive planning strategy for a low-carbon city, and actions for mitigation, adaptation and resilience. The Government is taking steps to reduce carbon intensity by 50% to 60% by 2020, compared to the 2005 level. Hong Kong has also set a target to reduce energy intensity by 40% by 2025 compared to the 2005 level. The Government is considering setting new climate change related targets.

Environmental issues



Our air quality is influenced by local emission sources (e.g. power plants, road traffic, and marine vessels) and trans-boundary pollution from regional sources.



The water quality in the eastern side of Hong Kong is generally good, whereas the water quality of the Deep Bay area is less favourable.



Noise pollution remains a common issue in urban and densely populated areas.



There is scarcity in natural resources such as fresh water supply and non-renewable energy.



The siting of essential environmental infrastructure, especially that related to waste and sewage treatment, often faces objection.

“The threats of climate change to humans and the environment are pressing. We need to act promptly to manage such risks and protect our biodiversity.”



Flooding on Wing Lok Street, Sheung Wan in 2008



Sham Wan, Lamma Island

Mai Po Nature Reserve

Nature conservation and biodiversity

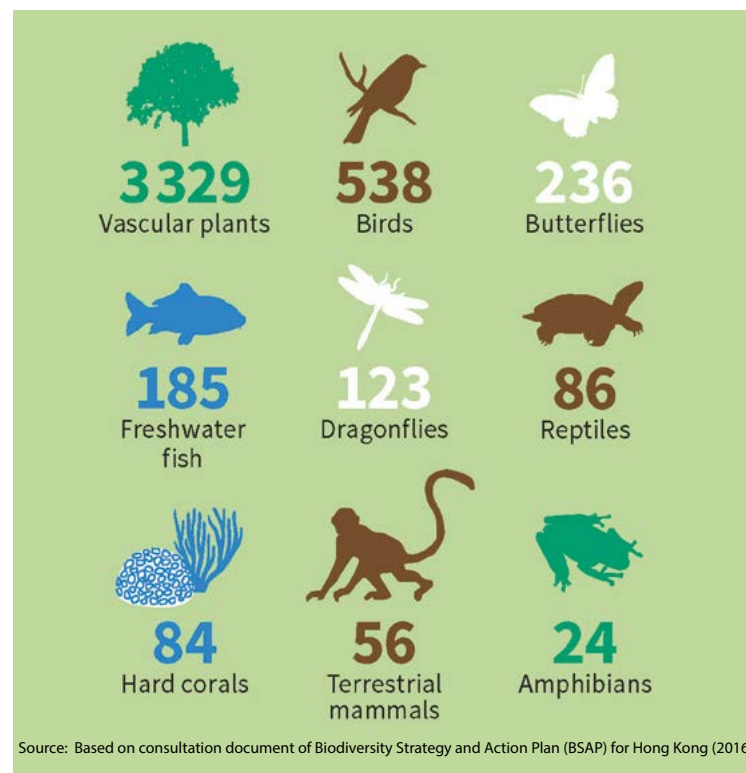


Biodiversity is important because it is a measure of how stable ecosystems are.

The majority of terrestrial habitats with high ecological value are protected by country parks, special areas and conservation zonings on statutory plans, supporting the representative populations of more than 98% of local terrestrial wildlife. Marine habitats are protected by marine parks and marine reserves. Other than the rich and varied fauna, the flora of Hong Kong is diverse in character with more than 3,300 species and varieties of vascular plants.

The Government is committed to developing a five-year Biodiversity Strategy and Action Plan (BSAP) with a view to stepping up conservation efforts and supporting the sustainable development of Hong Kong. Four aspects, namely conservation, mainstreaming, knowledge and community involvement, will form the framework of Hong Kong's first BSAP.

Fig.12 Flora and Fauna in Hong Kong





About Our City

Zooming In: Hong Kong

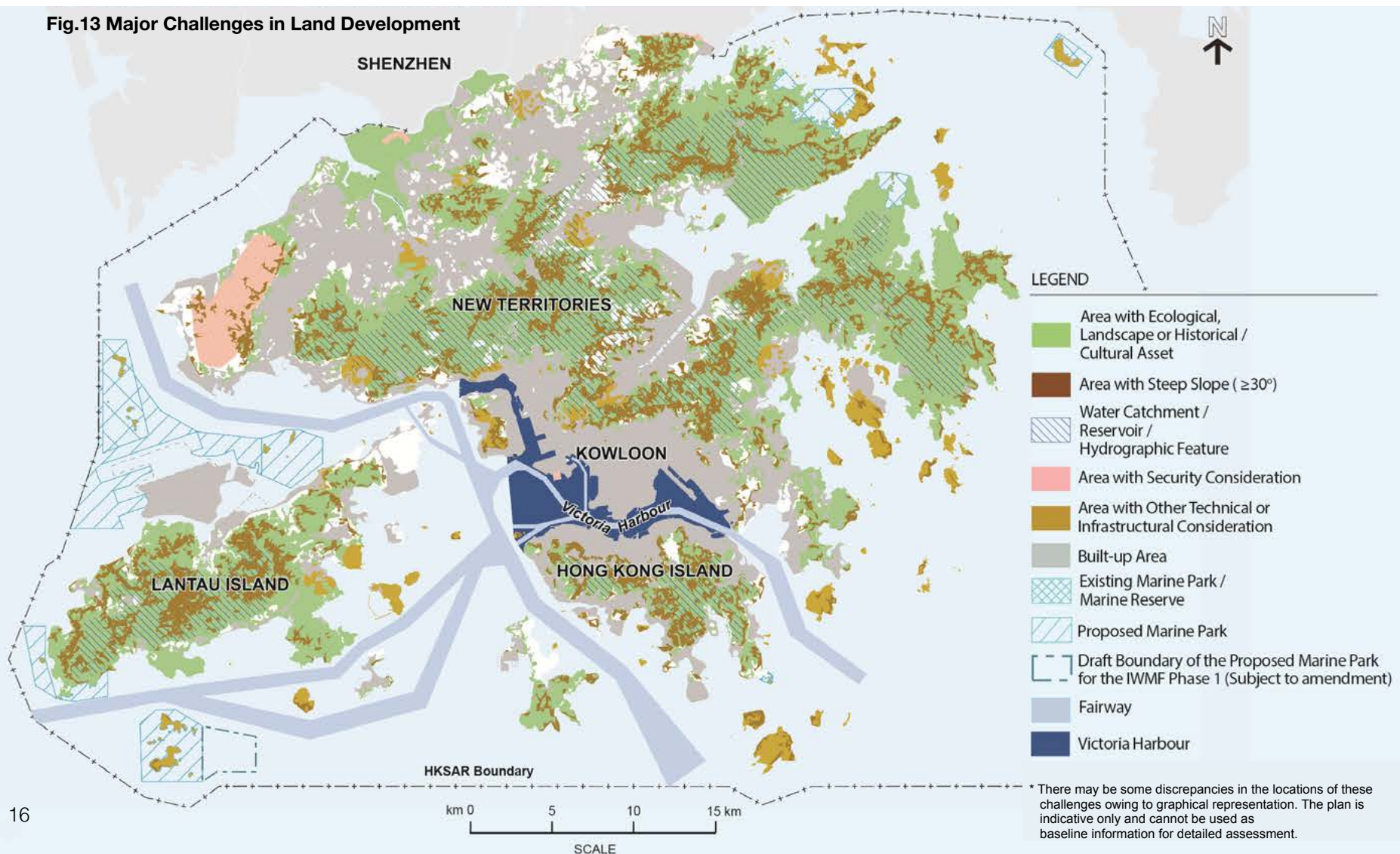
“ More developable land is needed not only to support a still growing population, but also to sustain economic growth and a quality living environment. ”

Land

Currently, the built-up areas take up about 268 km² or 24% of the total land area. Together with the planned development areas and areas under planning studies, the built-up areas will be expanded to about 311 km² or 28% of the total land area. The majority of the remaining 72% of land area comprises natural assets, environmentally or ecologically sensitive areas, hilly terrain, etc. Likewise, the sea area encompasses our working harbour, fairways, natural heritage as well as ecologically sensitive marine habitats. Despite the presence of many constraints, additional developable land has to be identified to redress the shortage of land and space for various uses, to meet the needs of our growing population and economy, and to respond to the aspirations of the community for a quality living environment.

Land production and development take considerable time and require visionary and forward planning. To plan for land and space with the necessary supporting infrastructure and facilities to meet our needs is a key task of Hong Kong 2030+. We neither have a crystal ball nor a perfect model to precisely predict the future long-term land requirements. Yet, we still have to stocktake our needs and work out projections and ballpark estimates for proposing a resilient land supply strategy in support of the territorial development.

Fig.13 Major Challenges in Land Development



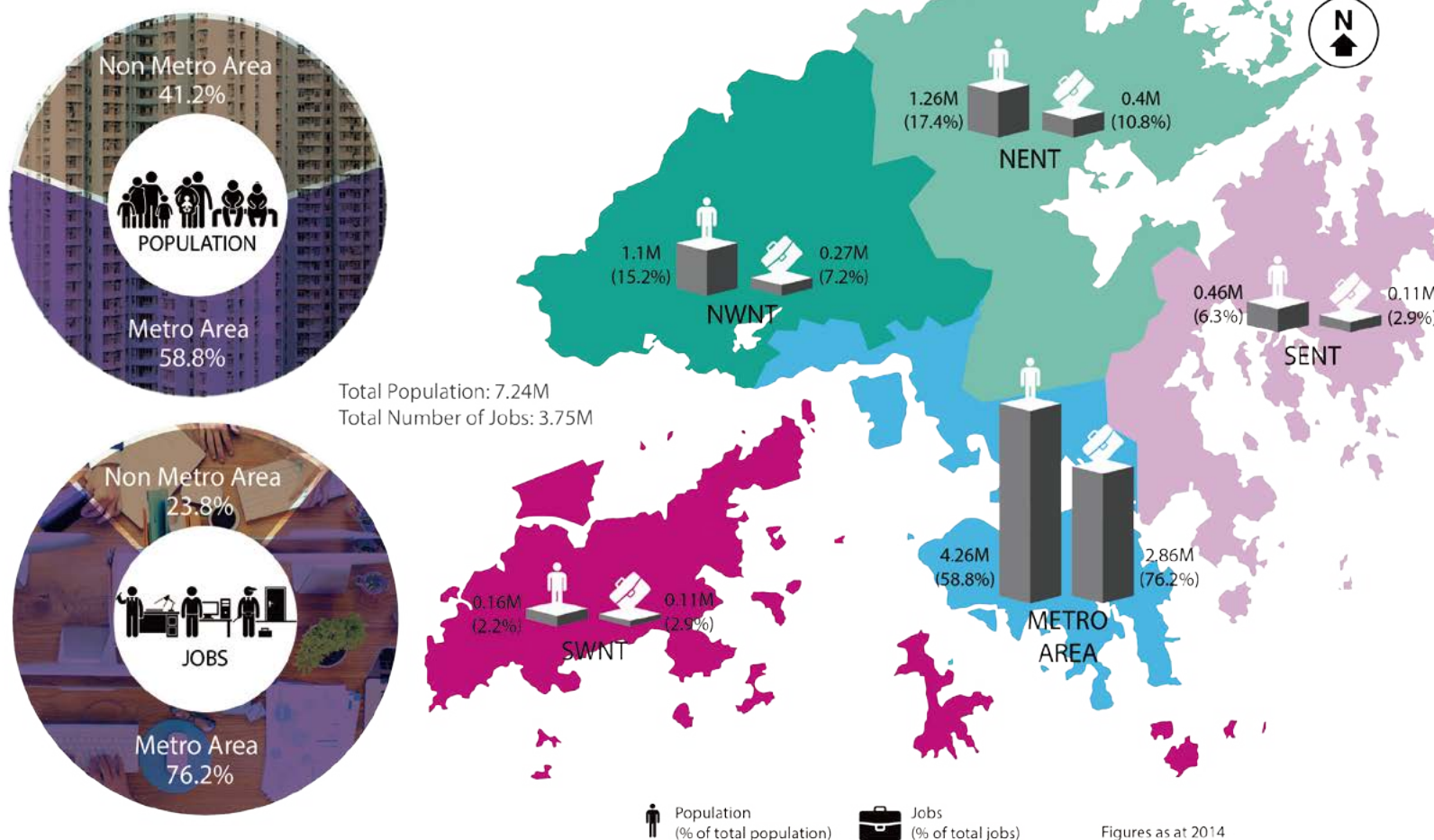
“ Imbalance in home-job spatial distribution can be redressed by good land use planning, bringing multiple benefits in terms of transport performance, environmental quality, productivity, quality of life, etc. ”

Imbalance in home-job spatial distribution and jobs of a limited range of skills

The New Territories (excluding Tsuen Wan and Kwai Tsing) house about 41% of the population, but provide only 24% of the jobs. The imbalance in the spatial distribution of the population and jobs has resulted in congestion of key commuting corridors, longer home-to-work journeys, and hence more energy consumption, more carbon emissions, less family and leisure time, lower productivity, deterring some people from joining the labour force. Our employment is concentrated in the services sector, in particular the four pillar industries. As such, we should consider creating a diversity of new employment opportunities, pulling more economic activities to areas with limited existing economic activities, creating economic nodes of sufficient scale in new growth areas, and connecting the population to employment centres. Moreover, the new growth areas should be strategically placed to capitalise on new development opportunities.



Fig.14 Spatial Distribution of the Population and Jobs



How can we turn these challenges into opportunities for a better Hong Kong?

A growing and ageing population and a shrinking labour force

Hong Kong has a growing and ageing population and a shrinking labour force, posing substantial challenges to society and the economy.



Meeting land requirement and adopting a much longer-term view

A large amount of developable land is needed to meet the needs of our growing population, our economy, and the aspirations of society to maintain the sustainable development of Hong Kong. The long lead time required for land creation necessitates planning with a long-term vision.



A large quantity of old building stock

Hong Kong has a rapidly ageing building stock in large quantity, posing challenges for urban regeneration.



Imbalance in home-job spatial distribution and jobs with a limited range of skills

The imbalance in spatial distribution of homes and jobs entailing transport, environmental and social problems should be addressed. Jobs of broader range of skills should also be provided.



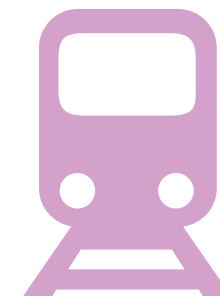
Keen competition in the global and regional economy

Economic transformation and new economic opportunities arising from better regional functional integration with the Greater PRD Region and ASEAN member countries, the China (Guangdong) Pilot FTZs, "Belt and Road" initiatives, etc should be harnessed.



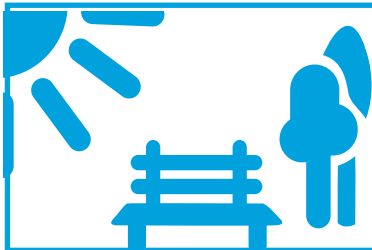
Providing new transport and other infrastructure

New transport and other infrastructure as well as improvements are essential to support new development. Measures to minimise demand for new transport and other infrastructure (e.g. manage car ownership and use and traffic flow patterns) and side effects (e.g. air and noise pollution, greenhouse gas emission and land intake) should be explored.



Need for enhancing liveability

Enhancing liveability is important to promoting the well-being of the Hong Kong people and to attracting talents and businesses.



Innovation and technology and enabling education to increase productivity

Education, innovation and technology are instrumental to increasing productivity amidst shrinking labour force.



Readiness for climate change

Our climate change-readiness should be strengthened through enhanced actions for mitigation, adaptation and resilience.



“ Our Aspirations

Our vision and planning goal will drive the strategy and directions of future planning and development of Hong Kong

”



Our Aspirations

Hong Kong 2030 has undergone an elaborated envisioning and engagement process. It has adopted a long-term vision to strengthen our position as “Asia’s World City”, first spelt out back in 2000 by the Commission on Strategic Development, which considered that “Hong Kong should not only be a major Chinese city but also could become the most cosmopolitan city in Asia, enjoying a status comparable to that of New York in North America and London in Europe”. Hong Kong has been positioning itself as such.

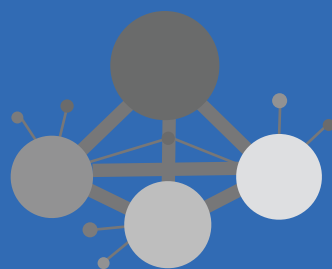
Major benchmarking indexes show that Hong Kong has achieved the status of a leading global city on par with other major cities. However, its performance in liveability stays moderate. There is room for improving liveability while consolidating our global strengths. There should be a stronger focus on better quality of life in our future plan and strengthening our position as a liveable, competitive and sustainable “Asia’s World City”.

Vision

Our vision is to become a liveable, competitive and sustainable “Asia’s World City”.

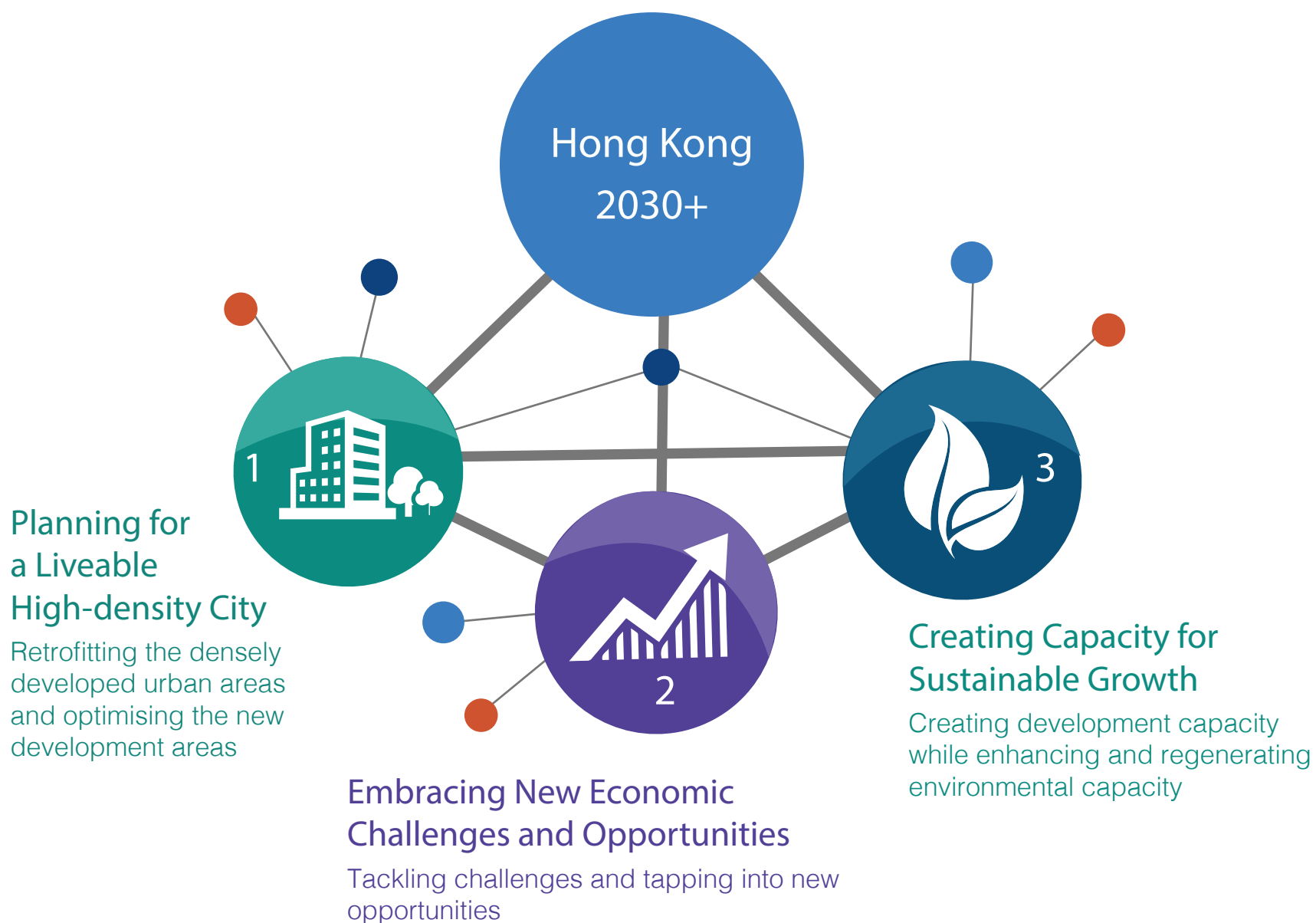
Overarching Planning Goal

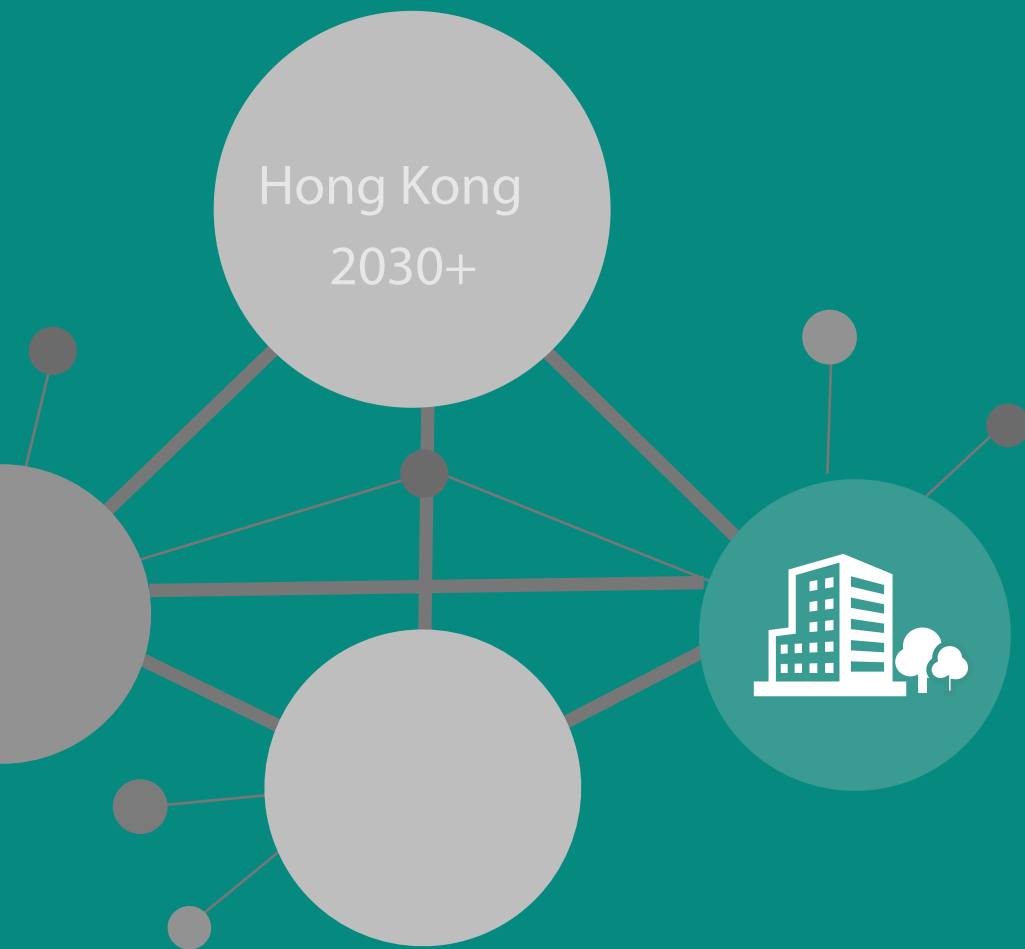
Our planning goal is to champion sustainable development with a view to meeting our present and future social, environmental and economic needs and aspirations.



Building Blocks of the Territorial Development Strategy

Three building blocks of the territorial development strategy are proposed for achieving the vision and overarching planning goal. These building blocks are translated into spatial terms in a conceptual spatial framework.





BUILDING BLOCK **1**

Planning for a Liveable High-density City

Liveability concerns elements of a city that contribute to the quality of life and well-being of its people. The compact high-density development model has made Hong Kong a highly convenient, efficient, vibrant and diverse place with extensive green and blue spaces. Yet, there are various side effects. How can we enhance liveability in a high-density setting? The scopes and approaches for densely developed areas and new development areas would vary.



Building Block 1 Planning for a Liveable High-density City

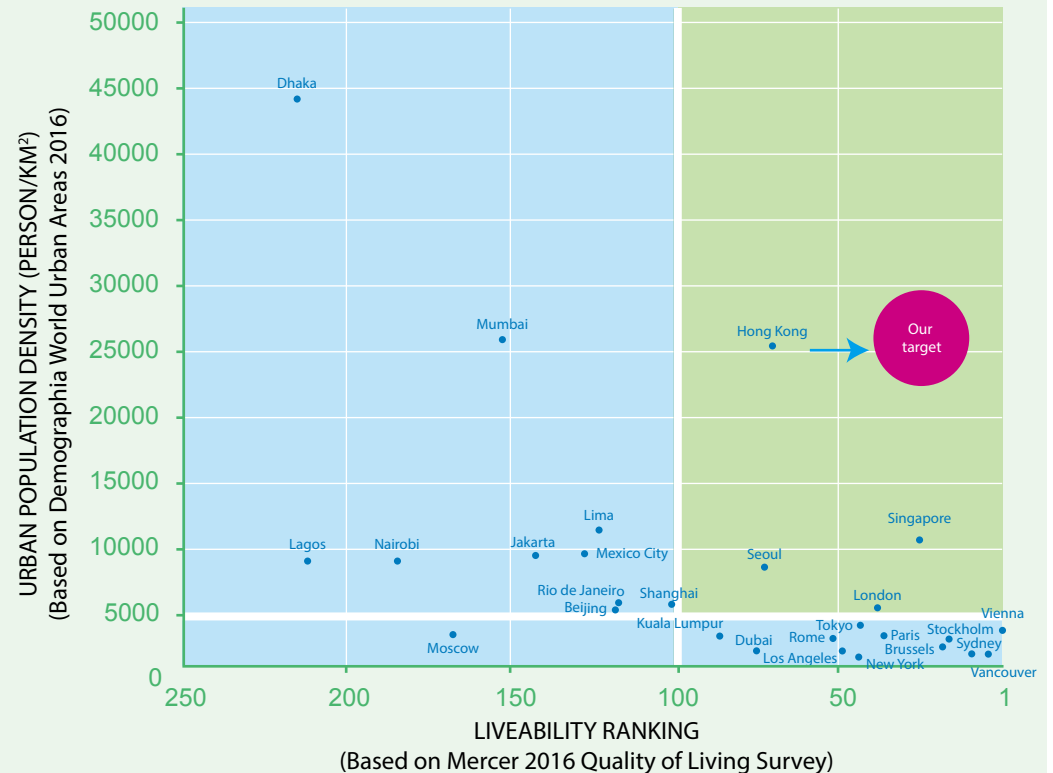
Hong Kong has evolved into a compact high-density city, partly by necessity due to limited developable land and partly by integrated land use-transport-environment planning.

Hong Kong has achieved the status of a leading global city. However, the comparative matrix of urban density and liveability of major cities shows that our performance in liveability remains moderate. There is room for improving liveability and addressing the side-effects of high-density development, such as small home spaces, small working spaces, high costs of accommodation, congestion, street canyons, heat island effects, etc.

There is no precedent of high-density and high-liveability cities. Eight components are proposed for improving our liveability in the high-density city context of Hong Kong. A quality living environment is one that is compact; integrated; unique, diverse and vibrant; healthy; and inclusive and supportive. It is also a place where green-blue assets are appreciated by the public; where the public space can be enjoyed by all; and where our ageing city fabric is well maintained with timely rejuvenation. To this end, a two-pronged planning and urban design approach is required to retrofit densely developed urban areas, and to optimise development in new development areas.



Fig.15 Comparative Liveability Matrix



The comparative liveability index shows that Hong Kong should step up efforts for a higher level of liveability with a view to becoming a leading liveable high-density city.

Data Sources:
Demographia World Urban Areas 12th Annual Edition: 2016:04, Demographia
Mercer 2016 Quality of Living Ranking, Mercer
10 Principles for Liveable High-density Cities: Lessons from Singapore, Urban Land Institute

“As a compact high-density city, Hong Kong is efficient and prudent in its use of resources, but we need to improve its liveability and meet the challenges in this context.”



Wong Nai Chung Gap



Building Block 1

Planning for a Liveable High-density City

The approach to enhancing liveability in our compact high-density city includes retrofitting the densely developed urban areas and optimising development in new development areas. We seek to preserve and enhance the positive attributes of high-density development, while addressing and improving the less satisfactory ones.

“ To achieve sustainable development, we need to retrofit the densely developed urban areas, and optimise development in new development areas. ”



Future Outlook of Kwun Tong Town Centre

The retrofitting approach is targeted at improving the conditions of the existing built environment in the densely developed urban areas. This essentially includes rejuvenating obsolete densely developed areas, improving connectivity, urban permeability and the urban climate, and addressing inadequacies in greening, public space and public facilities, etc. These tasks are particularly important as a substantial portion of our population is residing within the old urban areas, which have a large and growing stock of ageing buildings.



Future Outlook of Hung Shui Kiu New Development Area

The optimisation approach involves making the best of our new development areas through prudent planning and design and the effective use of land resources. In comprehensive planning for a larger area, there is greater scope to adopt best practice planning and design concepts, such as compact rail-based development, a good mix of daily convenience, urban living close to nature, and smart, green and resilient districts, etc. With about 1 million residents expected to move into new town extensions/ new development areas, optimising these areas could significantly enhance Hong Kong's liveability.





Building Block 1

Planning for a Liveable High-density City

A Compact City

A compact city is a highly sustainable and efficient form of development*. It provides convenience, reduces unnecessary travels, and prevents urban sprawl. The high concentration of people, goods and services reduces land intake, creates economies of scale, facilitates exchange of information and ideas, spurs innovation and contributes to vibrancy of the city. Hong Kong is successful in this respect.

We propose to continue to underscore a compact development model with railway transportation as the backbone, complemented by other modes of public transport and good pedestrian networks. The crux is to manage density properly, striking an appropriate balance between adequate housing and other land supply through optimisation and ensuring a liveable environment. We seek to promote efficient use of urban spaces by innovative means, compatible development at various levels, and responsive urban design concepts to create a quality living environment.

* Compact city development is considered sustainable by the United Nations Rio+20 Conference and in studies such as the London School of Economics Cities's study on "Going Green: How Cities are Leading the Next Economy".

Key Strategic Directions	Key Actions
Managing density	<ul style="list-style-type: none"> To adopt a two-pronged approach: retrofit the densely developed urban areas and achieve an optimal density in new development areas
Promoting compatible land use mix	<ul style="list-style-type: none"> To promote compatible land use mix through responsive land use planning
Fostering efficient use of urban spaces	<ul style="list-style-type: none"> To unlock development potential through innovative use of land, especially underground spaces
Adopting responsive urban design concepts	<ul style="list-style-type: none"> To use relevant urban design concepts such as building height gradation, density differentials, open spaces and green-blue networks to create a liveable high-density urban environment
Underscoring compact development	<ul style="list-style-type: none"> To underscore transit-oriented, compact development with railway as the backbone of the public transport system



“ We will continue underscoring the compact city through a compact transit-oriented development pattern that is sustainable, efficient and cost-effective. ”



Building Block 1

Planning for a Liveable High-density City

An Integrated City

“An integrated city with good connectivity and convenient access to facilities could reduce travel needs and lessen impacts on the environment.”

The city works like an ecosystem. Different components are inter-related, both physically and functionally. They have to be well-connected and integrated for a city to perform well. The notion of “integration” is not only about integrating land use, transport and environmental considerations. It also embraces easy access to work, businesses, public amenities, neighbourhood facilities, recreational opportunities, nature, etc. Central to this notion is to enhance urban mobility and to promote physical and functional integration.

In addition to promoting connectivity by rail, road and waterborne transport, we should also promote smart travel choices and green mobility. We should also focus on the most basic and regular form of travel – walking. We propose to continue adopting an integrated land use-transport-environment approach in planning our city to promote an efficient nexus of connected, walkable, cyclable, accessible and permeable spaces.

Key Strategic Directions	Key Actions
Promoting physical and functional integration	<p>Connectivity:</p> <ul style="list-style-type: none"> To enhance connectivity within the urban areas and with the surrounding rural areas, countryside and harbourfront To support mass transit with better pedestrian and feeder connection for seamless connectivity and better use of mass transit To promote smart travel choices by providing better information to pedestrians and road users <p>Walkability:</p> <ul style="list-style-type: none"> To embrace the concept of walkability in the planning and design of the built environment and pedestrian networks To identify schemes to promote walkable streets <p>Cyclability:</p> <ul style="list-style-type: none"> To foster a “bicycle-friendly” environment in new towns and new development areas through smart and innovative measures <p>Accessibility:</p> <ul style="list-style-type: none"> To pursue the conceptual framework of accessibility to promote easy access to public transport, public amenities, neighbourhood facilities, jobs, recreational opportunities, nature, etc. <p>Permeability:</p> <ul style="list-style-type: none"> To enhance permeability of the urban fabric and promote human-scale and fine-grain street grids

Fig.16 The conceptual framework of accessibility





Building Block 1

Planning for a Liveable High-density City

A Unique, Diverse and Vibrant City

A convenient and efficient place is not enough to make it a good place. Hong Kong people and visitors also love to venture into unique, diverse and vibrant places. We will continue to promote the identity of the city, our unique city characters, diversity and vibrancy and sense of place as a global cosmopolitan city. For example, we will leverage Victoria Harbour as our greatest visitor and local attraction, promote coherent cultural clusters around the harbour, protect the harbour setting, appreciate our urban, rural, countryside and natural characters, our tangible and intangible cultural heritage and round-the-clock urban scenery, etc. We need to promote genuine choice in lifestyles and leisure pursuits, to provide accommodation options, and to retain and attract the broadest range of talents and visitors.

“ To celebrate diversity and vibrancy is in essence to celebrate the uniqueness, identity and sense of place of Hong Kong. ”

Key Strategic Directions

Promoting unique city characters

Key Actions

- To safeguard and promote unique urban characters, including city icons, character streets and districts, as well as the unique urban-rural-countryside-nature continuum through district-wide Urban Design Plans
- To create a vibrant world-class harbour and harbourfront for the people under a comprehensive harbourfront plan, promote coherent cultural clusters around the harbour, enhance the land-water interface under a “water-friendly” culture, and protect the visual setting of the harbour with its surrounding mountain backdrops

Key Strategic Directions

Creating vibrancy

Key Actions

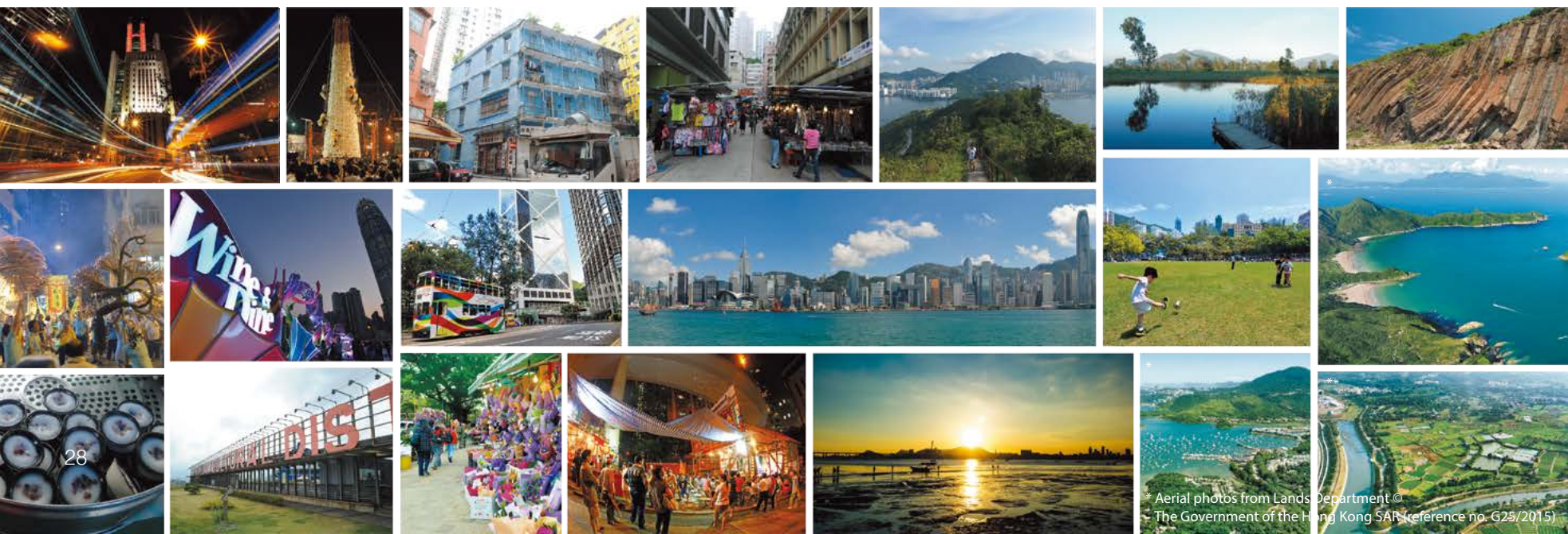
- To encourage compatible use-mix and time-mix through robust design for better synergy
- To promote street vibrancy, inviting streetscapes and good walkability
- To promote cultural diversity, city branding, and building up our soft power

Key Strategic Directions

Embracing diversity

Key Actions

- To conserve heritage buildings and their historic ambience
- To prudently review the existing guidelines on built heritage conservation
- To explore innovative building layouts and designs to cater for changing living, working and leisure space requirements





Building Block 1

Planning for a Liveable High-density City

A Healthy City

The city is our main activity area and is a conducive environment for promoting health and well-being. A healthy city will bring tangible benefits such as improving health, relieving stress, encouraging active ageing, and alleviating the burden on public health services.

We propose to incorporate “active design”^{**} considerations in shaping the built environment to promote physical activities and health through responsive urban design and building design by promoting walking, cycling, exercising and a healthy lifestyle. We propose to rekindle our connection with

nature in the city. We propose to strengthen our continued commitment to enhancing biodiversity, promoting environmentally-friendly initiatives, and creating a clean and healthy built environment. To alleviate the urban heat island effect, to improve the urban climate and to respond to climate change, we seek to further incorporate urban climatic and air ventilation considerations in planning and urban design.

^{**}“Active design” is both an approach to and an ethos of promoting physical activity and health through responsive urban design and building design by promoting walking, exercising and recreational pursuits

Key Strategic Directions	Key Actions
Improving the urban climate by incorporating urban climatic and air ventilation considerations	<ul style="list-style-type: none"> ■ To strengthen urban climatic and air ventilation considerations in the planning and design of new development areas and to retrofit the densely developed urban areas having due regard to proposals in the Hong Kong Urban Climatic Planning Recommendation Map ■ To update the current Technical Circular on Air Ventilation Assessment and the relevant Hong Kong Planning Standards and Guidelines (HKPSG)

Key Strategic Directions	Key Actions
Promoting active design	<ul style="list-style-type: none"> ■ To embrace active design in promoting physical activities and health through urban design and building design ■ To appropriately increase open space provision ■ To promote accessibility to recreational facilities (e.g. country parks and sports facilities) ■ To provide a comfortable walking and cycling environment

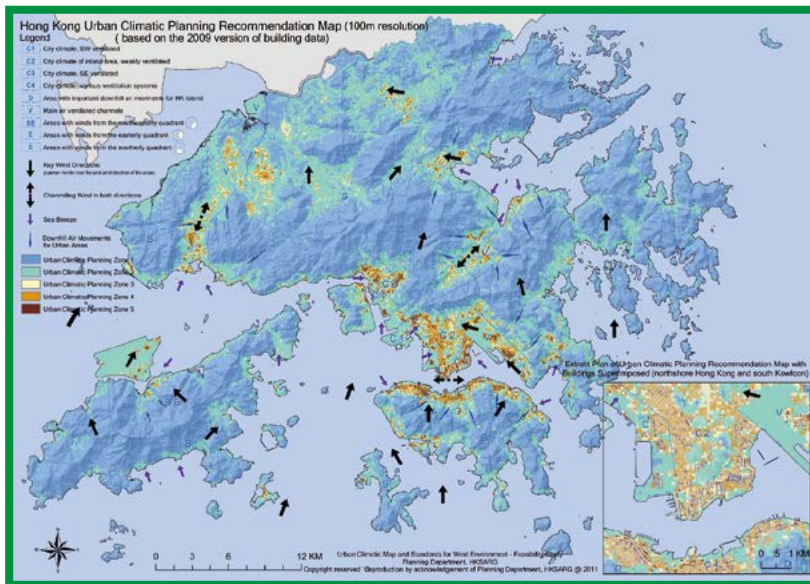


Fig.17 Hong Kong Urban Climatic Planning Recommendation Map

“ We need a physical city environment that is conducive to healthy and active lives.”





Building Block 1

Planning for a Liveable High-density City

Leveraging Green and Blue Assets

The invaluable green and blue assets are multi-functional components of a sustainable city.

Hong Kong is well endowed with green assets and blue water resources such as country parks, public parks, Victoria Harbour, beaches, rivers, streams, wetlands, reservoirs, etc. These green and blue assets should be enhanced and harnessed.

In a compact city such as Hong Kong, natural assets of green and blue spaces should be leveraged in planning the city to provide a quality living environment. We propose to establish a coherent conceptual framework for a territory-wide green and water space plan with associated key strategic directions and actions. These will help achieve a sustainable living environment for public enjoyment and well-being.

“ Our green and blue assets should be enhanced for a quality living environment. ”

Key Strategic Directions

Enriching existing green-blue assets

Key Actions

- To develop better country park access and facilities and to promote greater use and appreciation as appropriate
- To designate/ upgrade flagship parks, open spaces and public spaces
- To activate the harbourfront, to revitalise nullahs/river channels, and to explore the recreational eco-use and climatic-resilient use of coastal waters and non-drinking water reservoirs
- To integrate land development with blue spaces and enhance the land-water interface

Key Strategic Directions

Reinventing the “Green and Blue System” networks

Key Actions

- To form a “Green and Blue System” network in the form of parks, countryside, riverfronts, waterfronts, wetland, green and blue infrastructure, and other water bodies as the core and to be supplemented by eco-corridors

Key Strategic Directions

Cultivating community green networks

Key Actions

- To identify projects for community gardens, gardens in home/ office/ schools and urban farms, and encourage communal open spaces in developments at multiple scales and levels
- To identify urban farming opportunities and to review the provision and guidelines for urban farming

Key Strategic Directions

Developing an urban forestry strategy

Key Actions

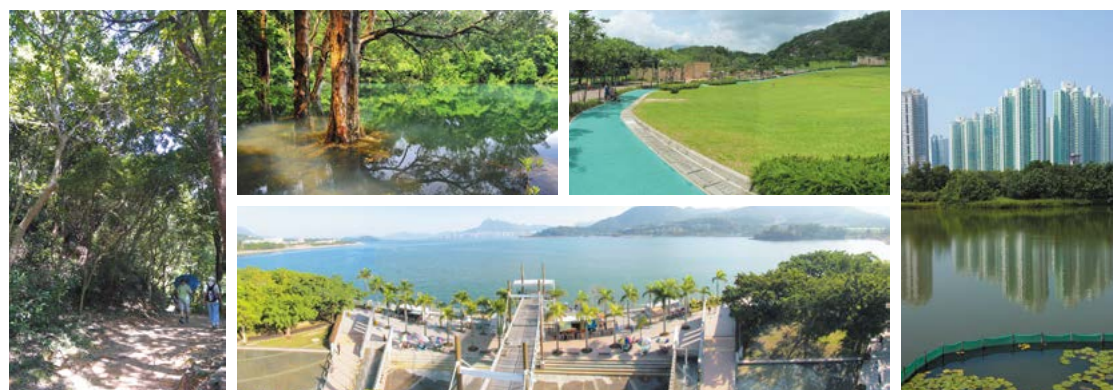
- To develop and implement an urban forestry strategy and management plan
- To develop a street planting improvement plan

Key Strategic Directions

Promoting a sustainable built environment

Key Actions

- To consider green and blue infrastructure for new development areas, and green building design and greening as integral part of the structures of all new government projects
- To explore the feasibility of introducing a “green index”



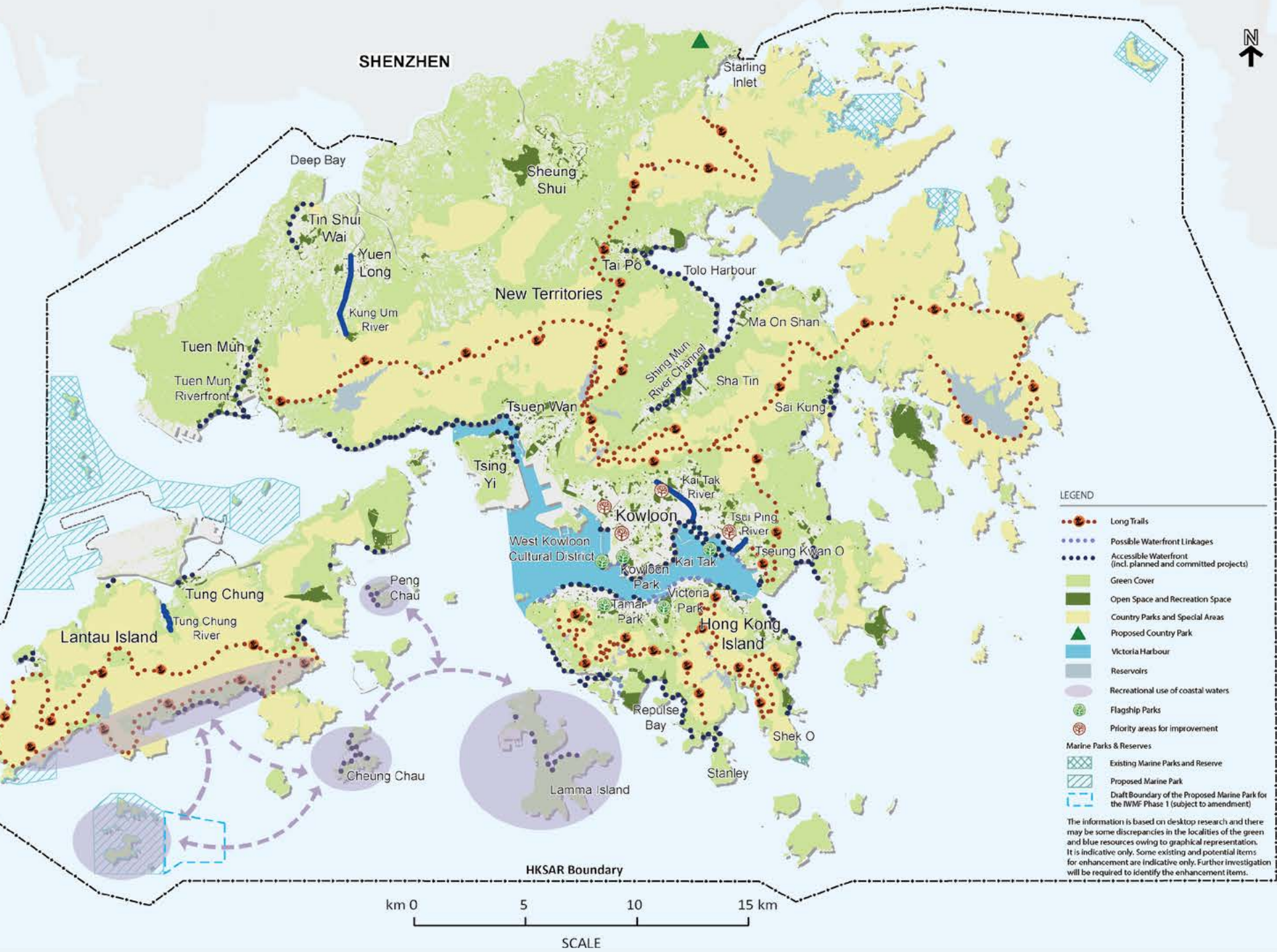


Fig. 18 Conceptual Spatial Framework for Green and Blue Space Planning





Building Block 1

Planning for a Liveable High-density City

Reinventing Public Space and Enhancing Public Facilities

The public space embraces a whole spectrum of spaces from “semi-public” to “public” spaces. It could be “spaces between buildings” (streets, pavements, landscaped decks, footbridges, squares, precincts, etc), parks, podiums, rooftops, country parks, etc.

In a high-density urban living environment such as Hong Kong, there is limited scope for expanding the per capita private space. Public space plays a pivotal role in uplifting our liveability, be it as a meeting place, a place for exercise/ respite or a place for sprouting creative ideas. Good public spaces are effectively extensions of our personal construct of space – “urban commons” that are shared by all, forming part and parcel of the urban experience. There should also be synergy between public and private spaces. Hence, we call for a holistic and open mindset in construing the public space, such as a review of the existing policies, guidelines, functions, designs, provisions and management of public spaces. The Government could play an enabling role in facilitating collaborative efforts and shared contribution in making our public space not only functional, but also welcoming for everyone to enjoy.

There is also a need to improve certain government, institution and community (GIC) facility provisions, for instance to improve or redevelop substandard facilities (e.g. substandard schools), to enhance the space provision (e.g. kindergartens), and to cater for changing demographics (e.g. neighbourhood elderly care facilities), all helping uplift the liveability of the city. As a further step forward, we shall seek to expand our public space when opportunities arise in the course of

revitalisation/redevelopment in the densely populated urban core, and set aside more spaces for public space in new development areas.

Key Strategic Directions	Key Actions
Reinventing the public space	<ul style="list-style-type: none"> To conduct a review of the existing policies, guidance, functions, quality, designs, accessibility, provision and management of public space including public parks and public streets, with a view to embracing public space as a key element of providing a quality living environment
Reviewing open space and GIC facility provisions	<ul style="list-style-type: none"> To explore the scope for appropriately increasing the open space per capita standard under the HKPSG To appropriately review the planning standards for relevant GIC facilities under the HKPSG

“ The public space is an extension of our personal space and therefore should be functional, welcoming and shared by all. ”





Building Block 1

Planning for a Liveable High-density City

Rejuvenating the Urban Fabric

“ Many parts of the dense urban core are in need of rejuvenation, which will be a challenging task. ”

Developed cities such as Hong Kong need to rejuvenate to provide quality living environments. Given the enormous magnitude of ageing building stock and the current modest scale of urban renewal in Hong Kong, it is important to step up the rejuvenation of dilapidated urban areas, the majority of which are in the densely-built urban core. It is challenging to redevelop such a large bulk of rapidly ageing building stock. Redevelopments will continue to require private initiatives. However, the Government has to step up urban regeneration efforts and policies to rejuvenate the extensive old urban fabric to improve the living environment.

Key Strategic Directions

Rejuvenating the urban fabric

Key Actions

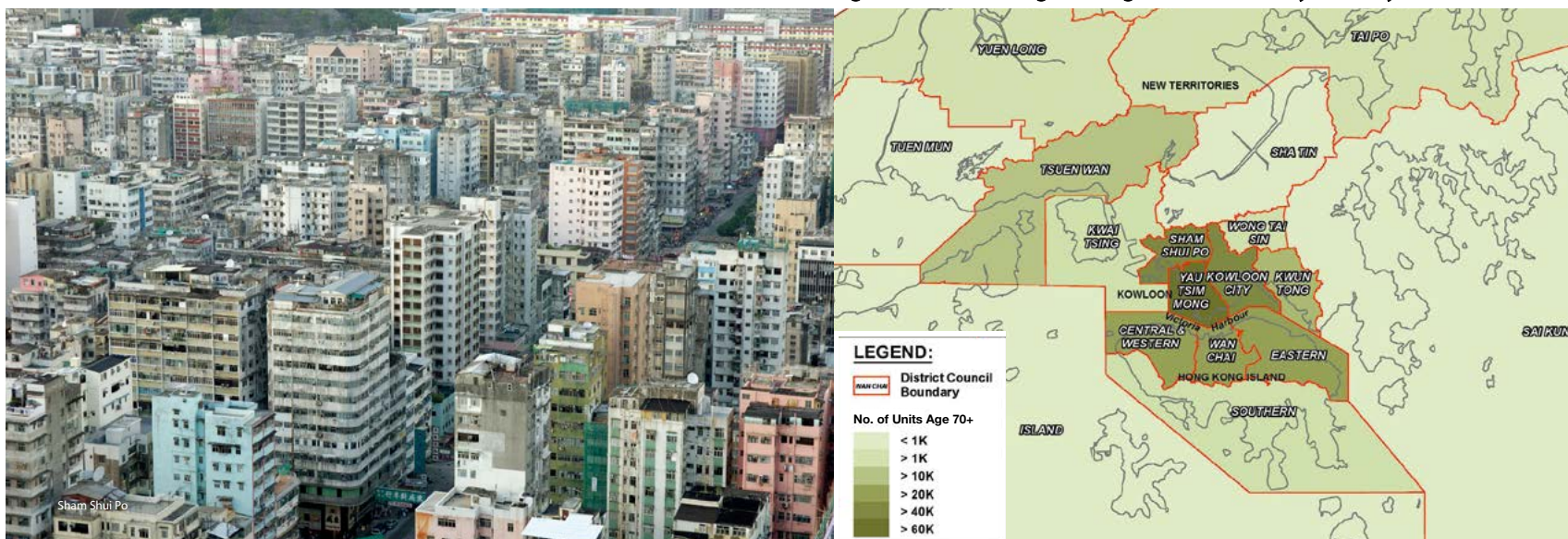
- To boost building management and maintenance initiatives to extend the life span of buildings
- To facilitate redevelopment, rehabilitation, revitalisation and preservation initiatives on both project and area bases
- To seek urban improvements while respecting the neighbourhood characteristics and bonding neighbourhoods through planning, urban design and other means

326,000

private housing units
aged 70 or above by 2046

Nearly **300 times** of the building stock of the same age in 2015

Fig.19 Private Housing Units Aged 70 or Above By 2046 (by District Councils)





Building Block 1

Planning for a Liveable High-density City

An Inclusive and Supportive City

The city is a place for everyone. Socially inclusive planning and design essentially aims to cater for changing requirements in an ageing society, create a family-friendly built environment, and support youth development.

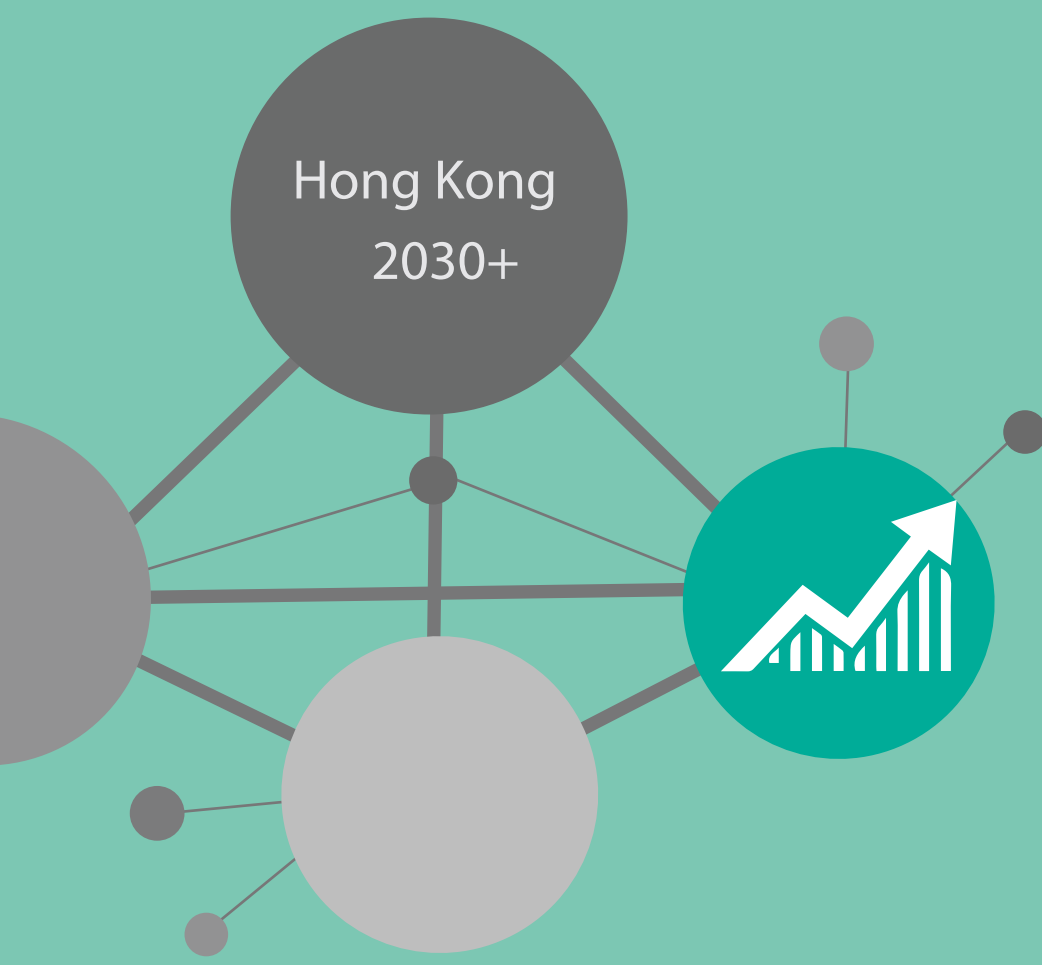
Looking into the future, we propose to promote a socially inclusive and supportive environment for all ages. This includes responding to housing needs and aspirations, providing a variety of housing choices in the public and private sectors, promoting concepts of universal design*, age-friendliness, active ageing and “ageing in place” in the planning and design of the built environment, and providing a supportive environment for families (e.g. parenting, child care and inter-generational support) and nurturing the youth (e.g. joyful learning).

“The built environment has to take care of the needs of all ages. An inclusive plan is a plan to be shared.”



Key Strategic Directions	Key Actions
Strengthening relevant Government policies to support all ages	<ul style="list-style-type: none"> ■ To provide and broaden education, skill training and youth development facilities for the youth ■ To provide employment opportunities with a range of skills for the youth ■ To provide premises to nurture young entrepreneurship (e.g. information and technology development, incubators, accelerators, co-working spaces, creative markets, design markets, etc) ■ To facilitate raising families ■ To review the relevant planning standards of the elderly facilities provision under the HKPSG ■ To promote ageing in place
Addressing the housing needs of all ages	<ul style="list-style-type: none"> ■ To continue adopting universal design in public housing to cater for the needs of the elderly ■ To promote universal design in private housing units (other than the common areas) in building design guidelines to promote ageing in place ■ To encourage a variety of housing choices to be provided by the public and private sectors to enrich options available
Promoting age-friendly public space in the built environment	<ul style="list-style-type: none"> ■ To identify areas for age-friendly public space improvement ■ To encourage universal design in government facilities and in public spaces
Providing a supportive environment for families	<ul style="list-style-type: none"> ■ To increase child care facilities and identify conveniently located sites for child care services ■ To enhance pre-school facilities, in line with free and quality kindergarten education policy

*“Universal design” refers to the design approach to a universally accessible standard in which all products, environments and communications will allow for access by the widest spectrum of people in our communities regardless of diversity, age or ability. Focus should be placed on the design of the private residential units to allow the elderly to live independently and safely (e.g. accessibility of spaces within residential flats by wheelchairs).



Hong Kong
2030+

BUILDING BLOCK **2**

Embracing New Economic Challenges and Opportunities

Hong Kong needs to move up the value chain and build up the land and space supplies required to enhance economic capacity and resilience to cope with unforeseen economic opportunities and challenges.



Building Block 2

Embracing New Economic Challenges and Opportunities

The GDP growth in Hong Kong has been relatively modest in recent years, while some neighbouring large cities are developing quickly.

With Hong Kong's competitive advantages in advanced producer and professional services and the Mainland's vigorous long-term economic policy initiatives, such as Free Trade Zones and "Belt and Road", Hong Kong has strong potentials to position itself as the financial and business hub of the Greater PRD Region and Asia, and to perform the role of connecting between the Mainland and the world in the flow of capital investment, trade and services.

Although the four pillar industries continue to underpin the bulk of our economy and much of our employment, there are emerging industries leveraging the global megatrends and in which Hong Kong enjoys clear advantages over its regional counterparts. We propose five planning aspects for Hong Kong to embrace the economic challenges and opportunities:

- (i) adequate supply of land and space for addressing existing shortfalls and future demand of economic land use;
- (ii) a diversity of economic sectors and quality jobs with a range of skills;
- (iii) promoting innovation, technology and collaboration;
- (iv) sufficient and suitable human capital; and
- (v) adequate and timely provision of supporting infrastructure.

“To equip Hong Kong to meet economic challenges and to tap into new opportunities to prosper, we need to be responsive to global megatrends, to move up the value chain, to create quality jobs, and to encourage collaboration between economic sectors.”



Building Block 2

Embracing New Economic Challenges and Opportunities

Adequate Land and Space for Economic Growth

Providing sufficient developable land and space is the foremost challenge to our economy. We need to provide land to meet the shortfall and future demand from various economic sectors to sustain economic development, to facilitate trade, investment and services for the region with Hong Kong as a base, to facilitate new business entry to Hong Kong, and to provide new employment opportunities. In particular, we seek to cater for the continued demand for office space, especially premier Grade A offices to sustain Hong Kong as a global financial centre, regional business hub and choice location for corporate headquarters.

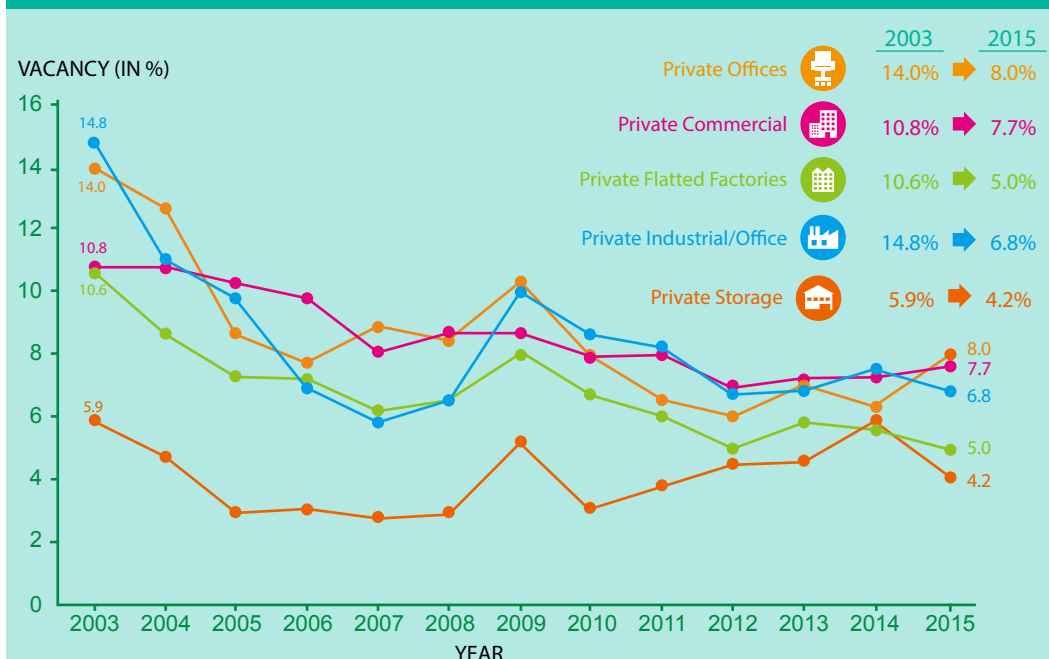
For industrial floor space, we seek to address shortfalls from the short to long term, notably to reserve suitable sites to cater for demand for warehousing, modern logistics and modern industries, to facilitate the upgrade of the industrial sector, and to support the new “re-industrialisation” initiative. For existing industrial premises that are no longer suitable for industrial use, consideration should be given to promoting their transformation and revitalisation to other uses. For tourism, sufficient land and space should be provided to allow the industry to pursue a balanced, healthy and long-term

development, and to move towards diversified and quality-driven high value-added services, with a view to attracting more high-spending overnight visitors.

We should cater for the land and space requirements for economic and business activities using Hong Kong as a base to serve the region. Given the increasingly close economic interactions within the region, Hong Kong could look beyond its own territory to expand its economic hinterland and create new platforms for economic growth and business opportunities. For example, decanting lower valued-added economic functions, such as back offices, to lower-cost locations in the region would release more land and space in Hong Kong to develop higher valued-added industries.

“To ensure sustainable growth of our economy, we need to provide adequate land and space, not only to address shortfalls but also to meet future demand.”

Fig. 20 Vacancy Rate Across Different Property Types





Building Block 2

Embracing New Economic Challenges and Opportunities

Adequate Land and Space for Economic Growth (cont'd)

Key Strategic Directions

Increasing development capacity for sustaining economic growth and broadening the economic base

Key Actions

- To increase land to support the pillar and emerging industries, in particular for premier Grade A offices
- To retain and suitably enhance the current stock of industrial floor space
- To provide land for modern industries (e.g. smart production and advanced manufacturing), for innovation and technology industries, and for supporting the new “re-industrialisation” initiative
- To increase the supply of suitable workspaces for creative industries and start-ups (e.g. co-working spaces, adaptive reuse of industrial buildings, vacant government premises, etc)
- To provide new tourist attractions, more high-grade hotels, more exhibition and convention facilities, and more spaces/venues for diversified travel experiences for visitors, capitalising on the future strategic transport infrastructure (e.g. the Three-Runway System at the Hong Kong International Airport, the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Hong Kong-Zhuhai-Macao Bridge)
- To encourage regional cooperation on tourism development, taking into account possible long-term changes in visitor structure and characteristics
- To create an adequate land reserve to increase economic capacity and resilience

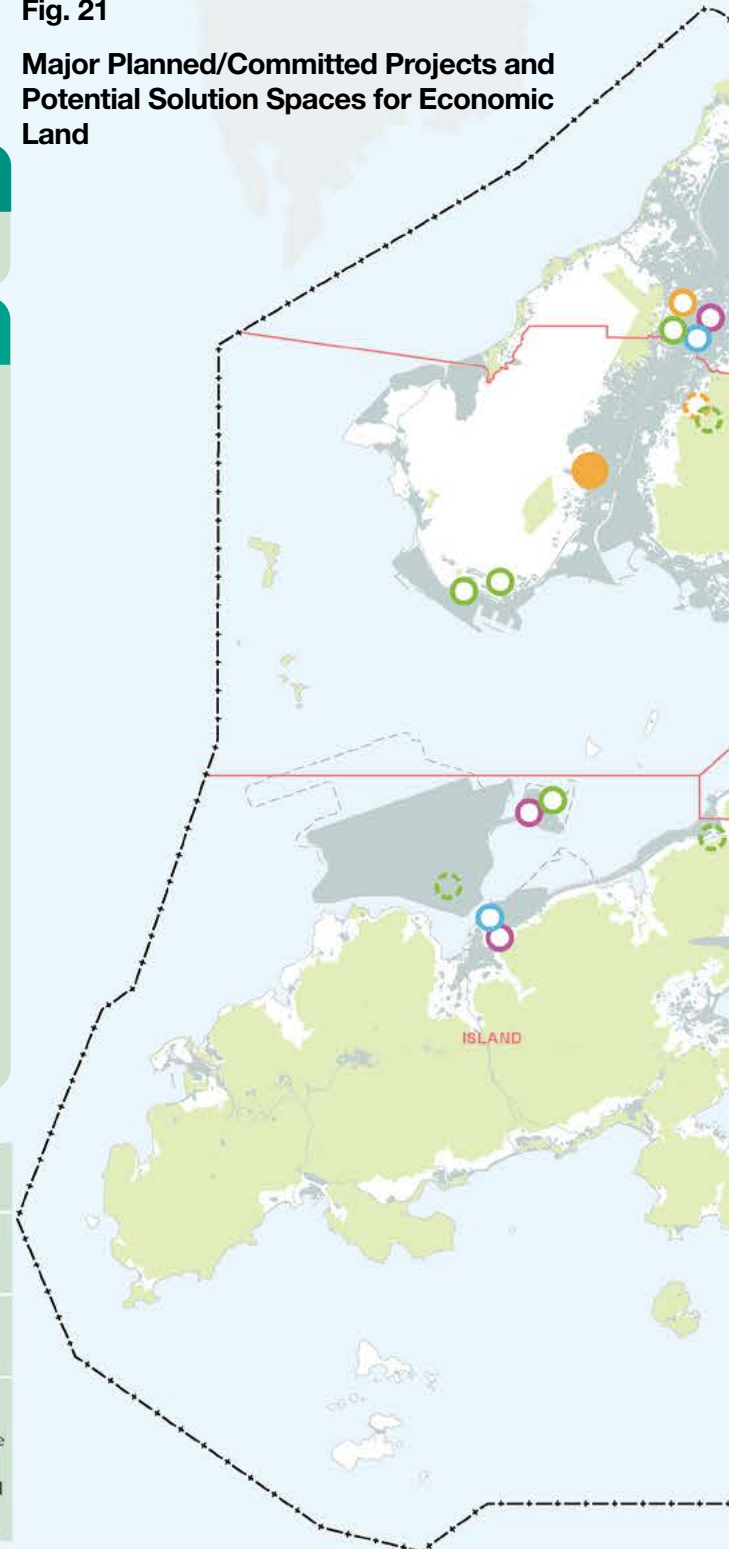


Major Economic Land Uses

Grade A Offices (including CBD and Non-CBD Grade A Offices)
General Business (including non-Grade A offices, and business activities involving no industrial production and having flexible floorspace requirements)
Industries (including manufacturing, general logistics/warehousing and other industrial activities but not “Special Industries”)
Special Industries (including industries that have unique locational or operational requirements because of specific environmental or other considerations. They usually require purpose-built premises of more rigid specifications. Industrial estates, science parks, high-tier data centres, modern logistics and special types of research and development and testing and certification are in this category)

Fig. 21

Major Planned/Committed Projects and Potential Solution Spaces for Economic Land





Building Block 2

Embracing New Economic Challenges and Opportunities

A Diversity of Economic Sectors and Quality Jobs of a Range of Skills

A key challenge for the future is how we can better facilitate the development of various sectors and industries and the creation of more quality jobs and jobs requiring a range of skills. We seek to create new platforms and opportunities by planning for a variety of economic land uses at suitable locations and to support the creation of synergy among relevant industries.

“To enhance economic resilience and adapt to the trend towards a knowledge-based economy, we should provide favourable conditions to promote niche sectors and emerging industries while strengthening the pillar industries.”

Key Strategic Directions

Providing favourable conditions and policy support for pillar and emerging industries

Key Actions

- To strengthen existing pillar industries, to support modern industries (e.g. advanced manufacturing), and to broaden our economic base through emerging industries
- To work with the Innovation and Technology Bureau in taking forward the initiative of upgrading and expanding the existing science park and industrial estates and developing science park/industrial estate use near the future Liantang/Heung Yuen Wai Boundary Control Point
- To work with the Commerce and Economic Development Bureau to provide more MICE spaces
- To work with the Food and Health Bureau/Agriculture, Fisheries and Conservation Department in taking forward the Agricultural Park initiative and in conducting a review of the existing farmland with a view to preserving active farmland and fallow farmland with good agricultural rehabilitation potential

We have to be robust and flexible in responding to fast-growing economic trends, such as the development of financial technology (FinTech), smart production and services, the global supply chain, e-commerce, green technology, etc. We have to cater for emerging sectors such as innovation, technology and modern industries. We have to maintain our competitive edge by holding meetings, incentive travels, conventions and exhibitions (MICE) events and activities, and to attract affluent travellers. There is a global trend of increasing free independent travellers who generally look for unique experiences and living culture. We also have to attract more overnight visitors, in particular high-spending business travellers and visitors. We support the New Agriculture Policy, which promotes the modernisation and sustainable development of local agriculture.

In doing so, we also have to cater for:





Building Block 2

Embracing New Economic Challenges and Opportunities

Innovation, Technology and Collaboration

“ Hong Kong has been lagging behind in the development of innovation and technology. We should offer platforms and conditions conducive to promoting innovation, technology and collaboration between economic sectors. ”

Innovation and technology is envisaged to be the key driver of the global economy in the years ahead. As such, we shall further promote the development of innovation and technology to create new momentum for economic growth and to spur urban innovations. For example, we have to provide suitable land and space for industries adopting advanced technology, and a suitable avenue for the new wave of entrepreneurship in the form of business start-ups, which boldly apply new technologies and open up new markets. We also have to consider adopting smart, green and resilient measures for the production processes and the delivery of products and services.

Moving towards a knowledge-based economy, we need to cater for the developmental needs of universities, higher education and training institutions, science and technology parks, incubation and start-up spaces, and innovation and technology companies. It is vitally important to establish a close collaboration among the Government, relevant sectors/industries, academia and research institutes to ensure collaboration across the sectors. We also need to create the necessary tech-ecosystem and the business linkages of start-ups, the vertical integration of industries and the supply chain of particular industries to ensure that we have the right platforms and conditions to sustain their growth.

Key Strategic Directions

Promoting innovation, technology and collaboration

Key Actions

- To consolidate and foster a knowledge and technology corridor in the eastern part of Hong Kong and to develop a new anchor site for science park/industrial estate use near the future Liantang/Heung Yuen Wai Boundary Control Point
- To provide suitable land and space to cater for the development needs of universities, higher education and training institutions, science and technology parks, incubation and start-up spaces, and innovation and technology companies
- To adopt appropriate planning measures to promote and facilitate a tech-ecosystem, entrepreneurship and business start-ups, and collaboration





Building Block 2

Embracing New Economic Challenges and Opportunities

Sufficient and Suitable Human Capital

Competition for talents is fierce amongst world cities, particularly for the highly mobile financial and professional services, innovation and technology, and creative industries. Looking into the future, Hong Kong needs to maintain its competitiveness by providing an environment conducive to retaining and nurturing home-grown talents, to attracting overseas talents in support of the emerging industries and to unleashing the potential of the existing labour force. This issue is becoming more relevant given our declining labour force due to an ageing population.

Education and training is important for increasing productivity and for coping with the new modes of economic production and services. This will necessitate a broader range of education and training facilities (e.g. science, technology, engineering and mathematics (STEM)) tailored for the finance, business, technology, innovation, design, aviation, tourism and other sectors.

Fig.22 Expat Explorer Ranking of 45 Popular Destinations (extract)

Destination	Overall Rank	Ranks of Specific Aspects		
		Economics	Experience	Family
Hong Kong	13	19	12	18
Singapore	1	2	4	3
Taiwan	14	24	7	15
Thailand	24	37	10	17

Source: Global Report on Expat Explorer – Achieving Ambitions Abroad, HSBC 2016



We need to establish world-class education facilities to build up a pool of talents and to attract overseas investors to Hong Kong. We also need to provide adequate supporting infrastructure, such as specialised or incubation workspaces (e.g. science and technology parks) and suitable accommodation (e.g. co-working spaces) to complement other policy initiatives to nurture and retain talents.

“In face of global competition for talents, we need to provide relevant education and training facilities and the right conditions to nurture, attract and retain valuable human resources and talents.”

Key Strategic Directions

Nurturing and attracting talents

Key Actions

- To provide/reserve the appropriate land to develop a greater and broader range of education/training facilities, including world class teaching facilities, and to upgrade old school premises
- To improve the liveability of Hong Kong in a holistic and comprehensive manner (e.g. by improving environmental quality)
- To offer diverse lifestyles and choices in supporting facilities (e.g. international schools, accommodation, and an efficient and diverse network of commuting options)
- To consider facilitating the provision of government premises and partnerships with private enterprises and NGOs to support and encourage start-ups
- To adopt planning measures to tie in with the five-pronged strategy proposed by the Steering Committee on Population Policy, in particular those for unleashing the potential of local labour force, enhancing the quality of our home-grown talents and attracting talent from outside



Building Block 2

Embracing New Economic Challenges and Opportunities

Adequate and Timely Provision of Supporting Infrastructure

“Increasing global and regional integration calls for better rail, road and air connectivity and infrastructure support. Specific sectors require special facilities to suit their needs.”

Infrastructural support is key to the success of any economy. To support economic growth and increase functional integration with other cities in the region and the world, we need to improve the efficiency of the city, including by transport connectivity (e.g. rail, road and air connectivity), Information and Communications Technology (ICT) enhancement, and infrastructure support (e.g. parking for commercial vehicles, and public transport for tourist attractions and cruise terminal).

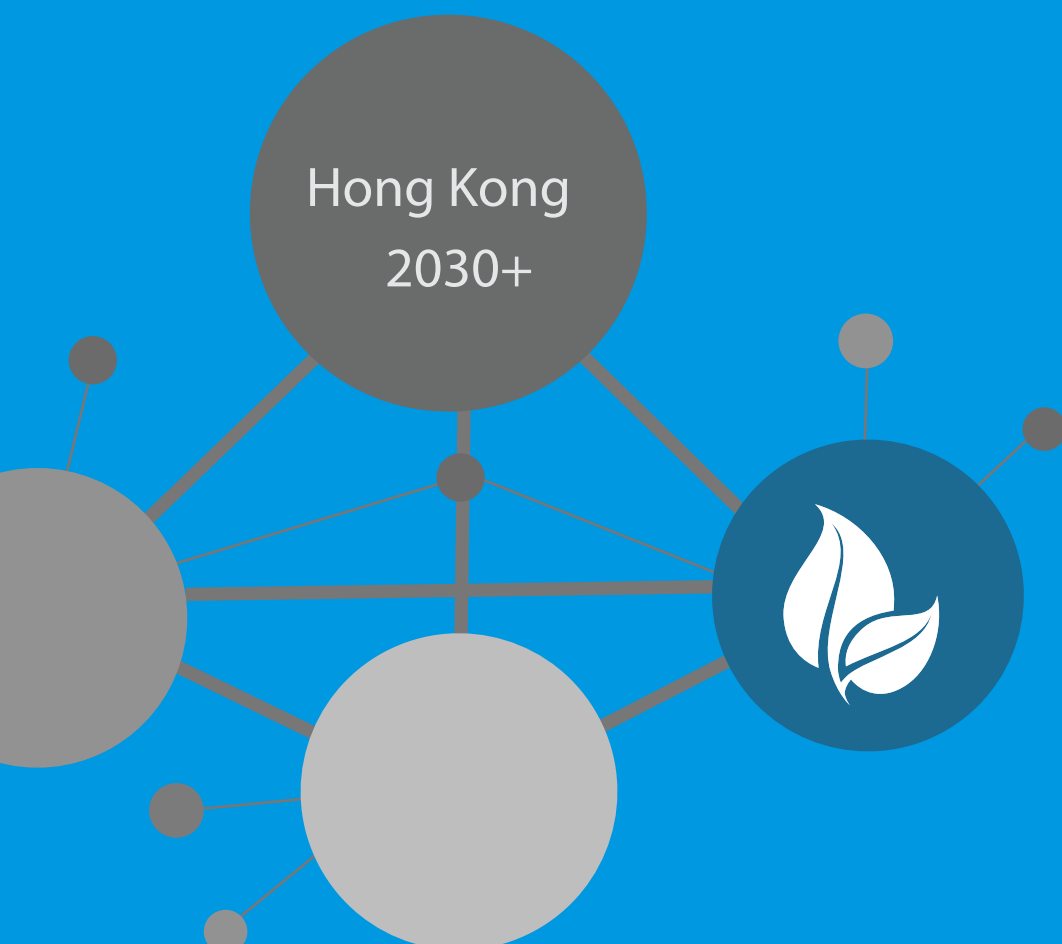
Besides the provision of new infrastructure, we also need to prudently review and enhance and/or regenerate the capacities of the existing supporting infrastructure for our pillar and emerging industries (e.g. broadening the location choice for offices and businesses).

Key Strategic Directions

Providing adequate supporting infrastructure

Key Actions

- To further improve the efficiency and functional and physical connectivity of our city
- To closely monitor the capacities of boundary control and terminal facilities
- To strengthen the public transport of tourist attractions
- To better utilise ICT and free Wi-Fi services including those for helping businesses and tourists



BUILDING BLOCK **3**

Creating Capacity for Sustainable Growth

Sustaining the social and economic development of Hong Kong in the years ahead requires the supply of developable land and space, which has been lagging behind in the last decade. We seek to create development capacity, and at the same time, to enhance our environmental capacity for the sustainable growth of Hong Kong.



Building Block 3

Creating Capacity for Sustainable Growth

Environmental capacity is important to promoting sustainable development and climate change-readiness. It refers to the ability of the physical environment to sustain human activities and biodiversity. Given finite natural resources, it is important not only to ensure that developments do not bring any unacceptable impact on the environment but also to consider how the environment can be enhanced in general.

In the light of the current shortage and anticipated needs and demands, Hong Kong has to increase its capacity of developable land, transport and infrastructure provision, and to make this capacity available in good time. To be resilient, it is important to take a long-term view of this capacity and not to confine it to any definite planning horizon. The planned land and space capacities should be critically monitored and managed and their realisation at the individual project level should be pursued in accordance with the relevant guidelines and established practices. We may even go further by creating a reasonable land reserve (i.e. extra capacities) to cater for unforeseeable needs. This land reserve will always be subject to regular reviews of its long-term uses and can be put to short-term use or used for other beneficial purposes to optimise the use of land resources.

To be sustainable, it is equally important to enhance the environmental capacity for “proactive” improvement and not just “reactive” mitigation of loss. We need to ensure that our land supply choices are diverse and innovative so that we can overcome uncertainties and various constraints. We also need to have the

What are our land needs and demands?



necessary capital investments, innovation, manpower resources, and construction industry support to deliver the land and infrastructure. We need a plan that is balanced, adaptive and robust.

“ We need adequate and timely creation of land and space to meet existing shortfalls and anticipated demands, and a capacity creating strategy that is sustainable, diverse, innovative and resilient. ”





Building Block 3 Creating Capacity for Sustainable Growth

Ballpark Estimates of Long-term Land Requirements

The purpose of creating capacity is to ensure adequate resources to cater for development needs and to plan ahead based on a shared vision and some indicators of future land requirements. We have endeavoured to stocktake the potential long-term land requirement for meeting Hong Kong's social, economic and environmental needs. Creating capacity is important at the strategic planning level. For planning at the individual project level, the actual build up of development need will be taken into account. As the future will only become clearer as we approach it, the crux is to keep monitoring these

estimates and adjusting the pace and quantum of the planned developments as we go along.

“ **The only certainty about the distant future is uncertainty and change. We therefore need to stocktake and to plan ahead.** ”

Housing

Housing land requirement takes into account:

- New domestic household growth
- Existing inadequately housed households
- Households affected by redevelopment
- Miscellaneous demand (e.g. non-local students and buyers)
- Natural vacancy

Need from redevelopment is expected to progressively take up a larger share because of rapid ageing of building stock and decantation needs.



GIC , Open Space and Transport Facilities

A range of government, institution or community (GIC) facilities (including land-extensive environmental infrastructure such as sewage treatment works and waste management facilities), open space and transportation facilities are required to cater for the operation of the city and the livelihood needs of our people.

The current level of provision in existing and planned communities, shortages and estimates from relevant bureaux and departments on major specialised facilities are taken into account when deriving a ballpark estimate.

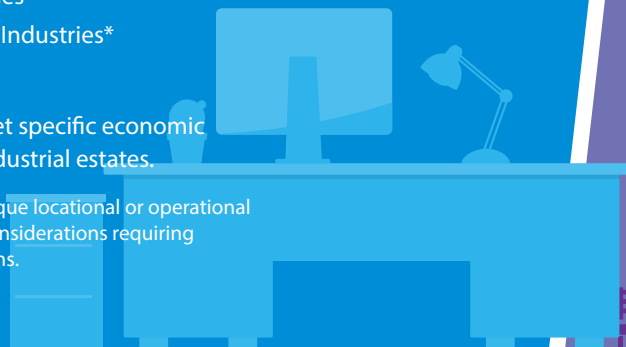
Economic Uses

Economic land requirements are obtained by adopting an econometric model to project five broad types of economic uses:

- CBD Grade A Offices
- Non-CBD Grade A Offices
- General Business
- Industries
- Special Industries*

Additional economic land is required to meet specific economic initiatives such as science/R&D parks and industrial estates.

* Special Industries include industries that have unique locational or operational requirements because of environmental or other considerations requiring purpose-built premises with more rigid specifications.



As a ballpark estimate based on the best available information, the total new land requirement from now into the long term (beyond 2040) would be a minimum of about 4,800 ha. Discounting a supply of about 3,600 ha from the committed and planned projects (which are expected to be fully materialised around the mid-2030s), the outstanding requirement would be **more than 1,200 ha**. This figure may even need to be adjusted upwards because the uses included in the assessment are not exhaustive. As such, new strategic growth areas will need to be identified and planned in a timely manner to address the shortfall.

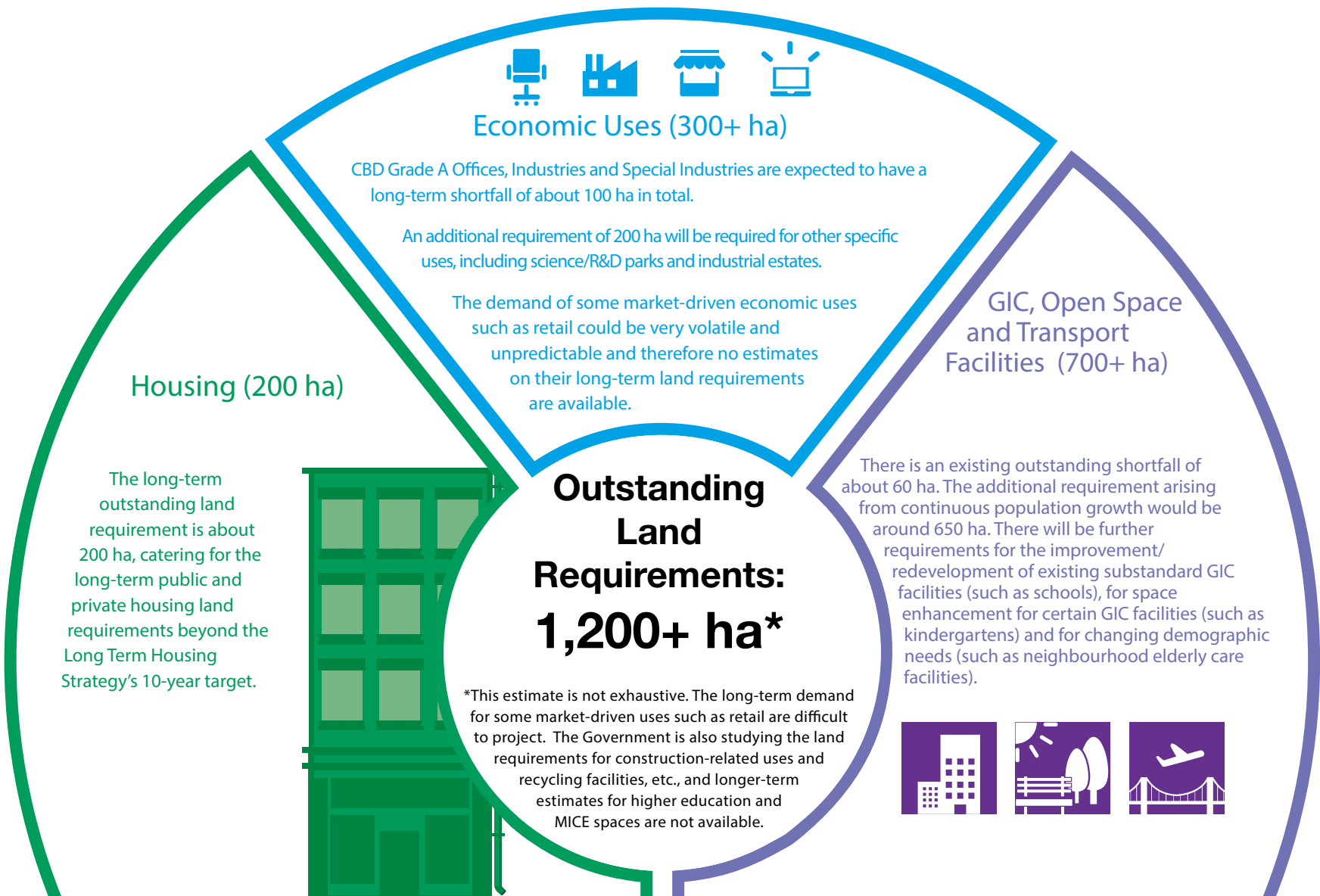
“ **New strategic growth areas need to be planned to meet the estimated long-term outstanding land requirement of more than 1,200 ha.** ”

Total new land requirement: 4,800+ ha

Total land supply from committed and planned projects: 3,600 ha

Major projects include:

- Kai Tak Development
- Kwu Tung North New Development Area (NDA)
- Fanling North NDA
- Hung Shui Kiu NDA
- Yuen Long South Development
- Kam Tin South Development Phase 1
- Tung Chung New Town Extension





Building Block 3

Creating Capacity for Sustainable Growth

Creating Development Capacity

There is wide community support for conserving our valuable ecological, landscape, historic and cultural assets, which include Country Parks, Special Areas, the Ramsar Site, Wetland Conservation Areas, Conservation Areas, Marine Parks, Coastal Protection Areas, Restricted Areas and Sites of Special Scientific Interest and various designated heritage sites. In creating development capacity and optimising the use of land, we propose to accord a higher priority to reviewing degraded areas as well as sites at the fringe of built-up areas that are deserted or have low conservation and public enjoyment value. Moreover, there is a strong case for sizeable strategic growth areas for holistic planning, and for economies of scale in land and infrastructure development.

“ Land with high ecological, landscape and/or historical value needs to be preserved. Degraded areas, land at the fringe of built-up areas, and strategic growth areas could be considered for development. ”



Tai Po New Town



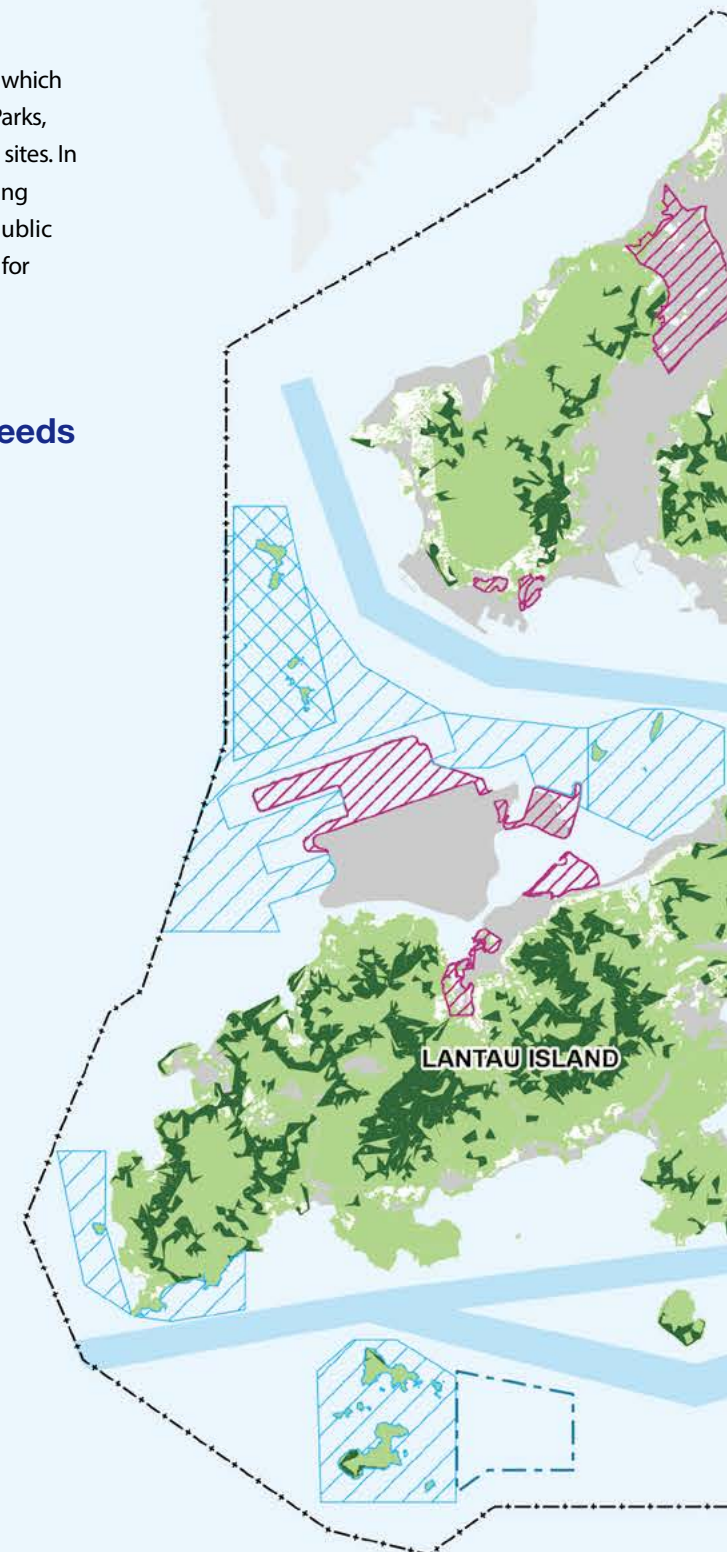
Ma On Shan

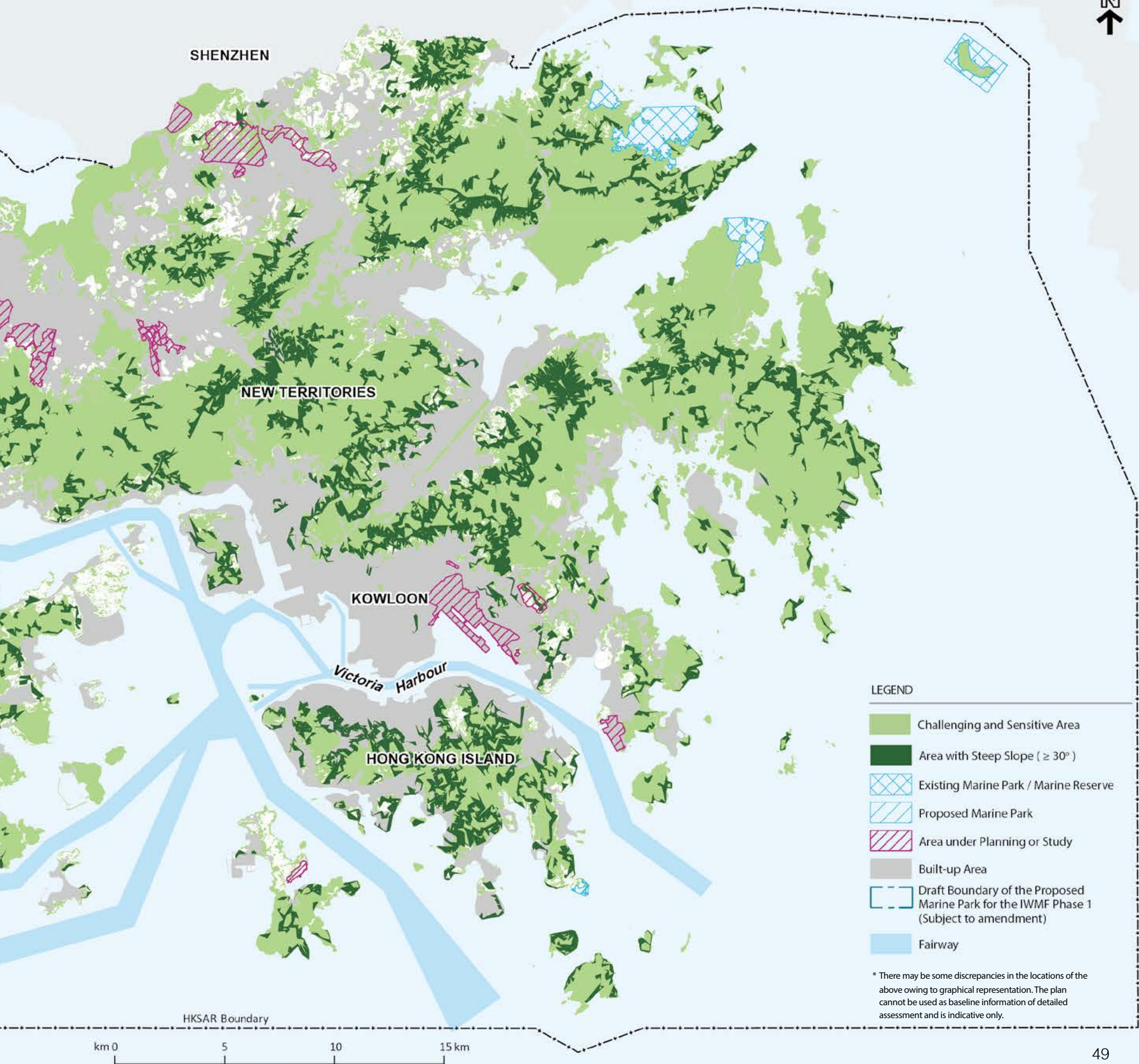


Tung Chung New Town

Aerial photos from Lands Department © The Government of the Hong Kong SAR (reference no. G25/2015)

Fig.23 Considerations for Land Supply in Hong Kong







Building Block 3

Creating Capacity for Sustainable Growth

Creating Development Capacity (cont'd)

In the past, especially before the new millennium, land development in Hong Kong took place more or less in tandem with population and economic growth. However, land development has drastically slowed down in the past decade for various reasons. Between 2000 and 2013, only about 570 ha of land or an average of some 40 ha per annum were reclaimed, substantially lower than the average of about 200 ha per annum between 1985 and 2000. This results in land shortage, rent and price increases, and ever-lower housing, office, commercial and industrial space vacancies.

No single measure can address the land shortage problem and development needs. We therefore propose to adopt a multi-pronged, robust and flexible approach to create the development capacity. We could consider five broad measures:

“ **A multi-pronged land supply strategy and smart use of land resources will ensure robustness and flexibility.** ”

Optimising

- Upzone/rezone suitable sites or convert reserved sites with no development plan/that are no longer used for their original or other purposes
- Increase development intensity taking into account infrastructure capacity and urban design considerations
- Adopt vertical city development by relocating land inefficient uses, such as brownfield operations to multi-storey buildings where practicable
- Move new development areas and new town extensions forward through comprehensive planning and infrastructure upgrading



Comprehensive planning of the New Central Harbourfront

Redeveloping the Murray Road Multi-storey Carpark in Central for commercial use

Swapping

- Relocate land uses not requiring prime locations, such as relocating some GIC facilities, to free up land for residential and economic uses
- Better utilise the land that is not suitable for high-density development, such as restored landfills, to accommodate community and recreational uses
- Identify natural environments of high environmental and ecological value for conservation and enhancement and release land with low conservation value and public enjoyment value for other beneficial uses

Innovating

- Explore more rock cavern and underground space development to release surface areas
- Explore more topside development to optimise use of land
- Explore innovative means of removing technical and infrastructural constraints such as declassifying some Potentially Hazardous Installations by reduction in risk and overcoming geotechnical constraints

Fig.24 The Cavern Master Plan

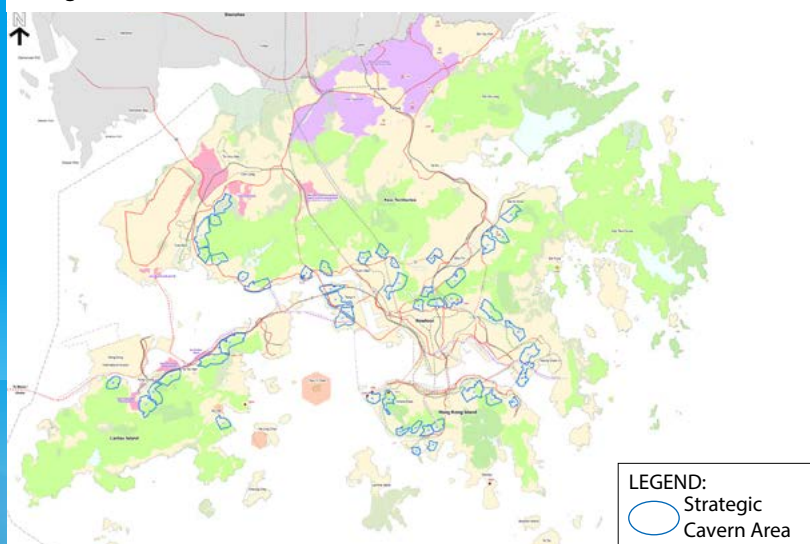


Fig.25 The Four Strategic Urban Areas under the Underground Space Development Pilot Study



Creating

- Reclamation in waters with low ecological and environmental impact outside of Victoria Harbour
- Development of brownfield sites (e.g. open storage yards, recycling yards and industrial workshops) and deserted agricultural land in the rural New Territories that are incompatible with the surrounding areas
- Careful selection of greenfield sites for development giving due regard to conservation value



Life-cycle planning

- Plan early for the beneficial after-use of quarries, landfill sites or other uses of a "temporary" nature to better plan and expedite the release of sites



Building Block 3

Creating Capacity for Sustainable Growth

Providing Supporting Transport and Other Infrastructure Capacity

“ A well-balanced land use plan coupled with demand management measures could help optimise transport and infrastructure capacity. ”

Transport Infrastructure

Studies on new strategic transport infrastructure and improvement to the existing infrastructure will be required to support new strategic growth areas. In addition to land intake, capital investments and recurrent cost considerations, environmental concerns matter. We need to minimise new demand and optimise the capacity of existing/new transport infrastructure.

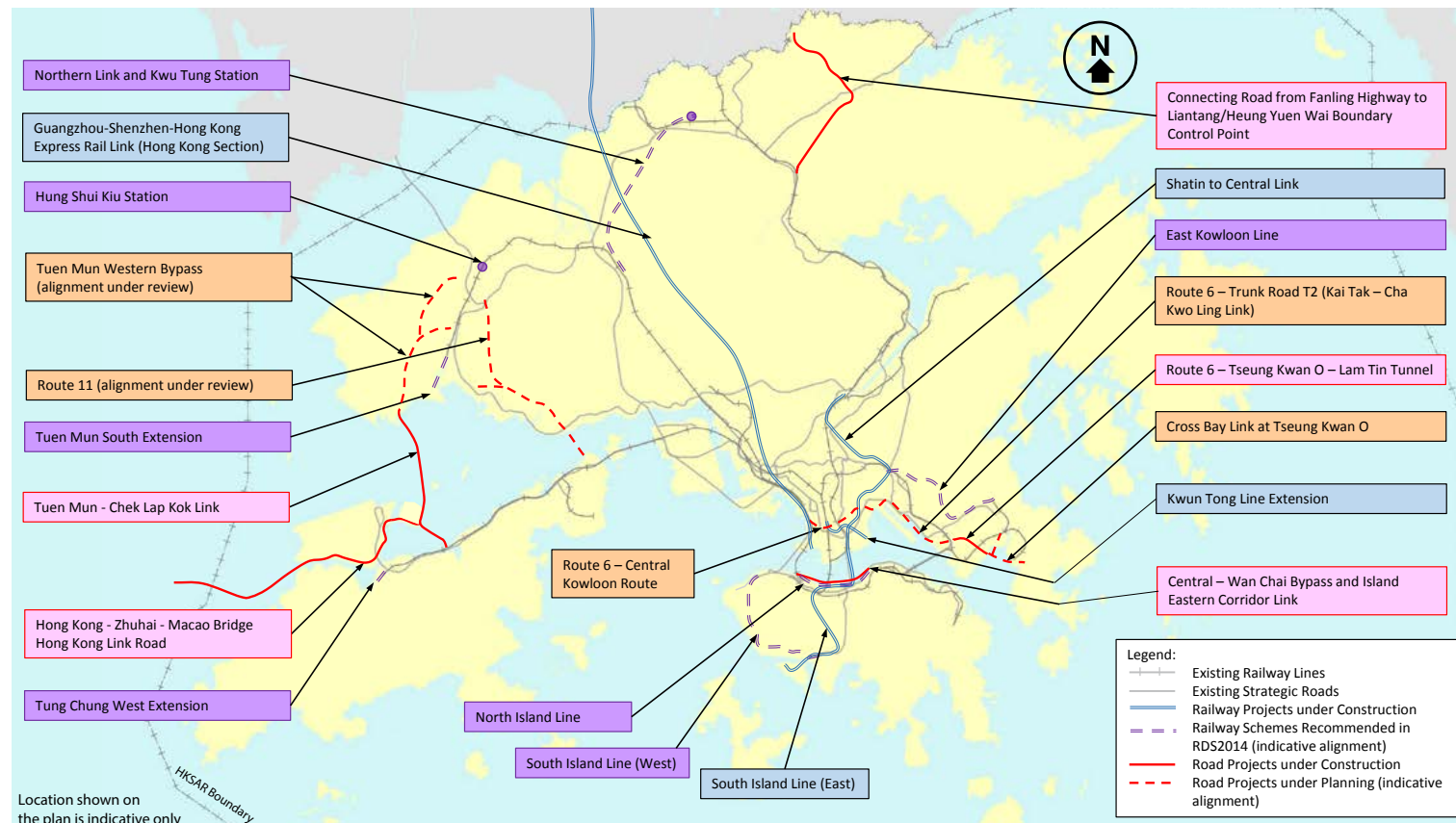
Effective traffic management measures, particularly in managing private car growth and use, are vital. Railway should continue to be the backbone of the public transport system, supplemented by other modes of public transport, walking, cycling and other low-emission transport modes to reduce the carbon

footprint. Better use of public transport should be achieved to reduce reliance on private vehicles.

We also need to reshape the travel pattern to minimise vehicle-based commuting needs. More employment-related land uses should be designated outside of the traditional CBD area to address the spatial mismatch of homes and jobs.

Population and economic activities should be planned within the catchments of public transport nodes.

Fig.26 Existing, Committed and Proposed Railways and Strategic Highways



Other Supporting Infrastructure

We should plan to enhance the capacity of major infrastructure, such as water supply, sewage treatment and waste management, in a timely manner for sustainable growth. The strategic direction is also to minimise infrastructural land demand and resource use (e.g. co-locating different types of waste treatment and transfer facilities, and minimising discharges from infrastructure operations through recycling/reuse measures).

We should pursue an integrated smart, green and resilient infrastructure system (e.g. a district cooling system, electric vehicle charging infrastructure, waste-to-energy conversion, effluent reuse and whole life-cycle carbon assessment). This will minimise environmental impact, improve energy efficiency and enhance our preparedness for climate change.

“ **Integrated infrastructure planning is needed to minimise land demand and to promote a smart, green and resilient infrastructure system.** ”



Shatin Sewage Treatment Works



Tai Hang Tung Underground Flood Water Storage Tank



South East New Territories Landfill



Future Outlook of Hung Shui Kiu New Development Area



Building Block 3

Creating Capacity for Sustainable Growth

Creating, Enhancing and Regenerating Environmental Capacity

The natural environment and biodiversity are crucial to our well-being and health, e.g. providing food and water supplies, regulating microclimates and purifying water. To promote sustainability, the planning framework for creating development capacity needs to go hand in hand with creating, enhancing and regenerating environmental capacity by integrating conservation and biodiversity considerations into planning and decision making and improving our environment. This echoes the Government's initiative to develop a city-level Biodiversity Strategy and Action Plan (BSAP) under the Convention on Biological Diversity.



Revitalising Water Bodies (Sai Kung)



Revitalising Farmland (Lai Chi Wo)



Protecting Country Park Enclaves
(by incorporating into country parks or statutory plans)



Promoting Urban Ecology



Maintaining Existing Protection Status of Protected Areas (Conservation Areas, Special Areas, etc)

Biodiversity Enhancement

Environmental Improvement



Reusing Treated Sewage Effluent
(Ngong Ping Sewage Treatment Works)



Planning for a Low Carbon City
(District Cooling System in Kai Tak)



Revitalising Restored Landfills (Lam Tin)



Improving Roadside Environment

“ We need to incorporate biodiversity considerations and proactively enhance our environmental capacity as an integral part of sustainable growth. ”



Adopting Waste-to-energy Approach
(T · PARK in Tuen Mun)



Urban Living in Balance with Nature
(Hung Shui Kiu New Development Area)



Building Block 3

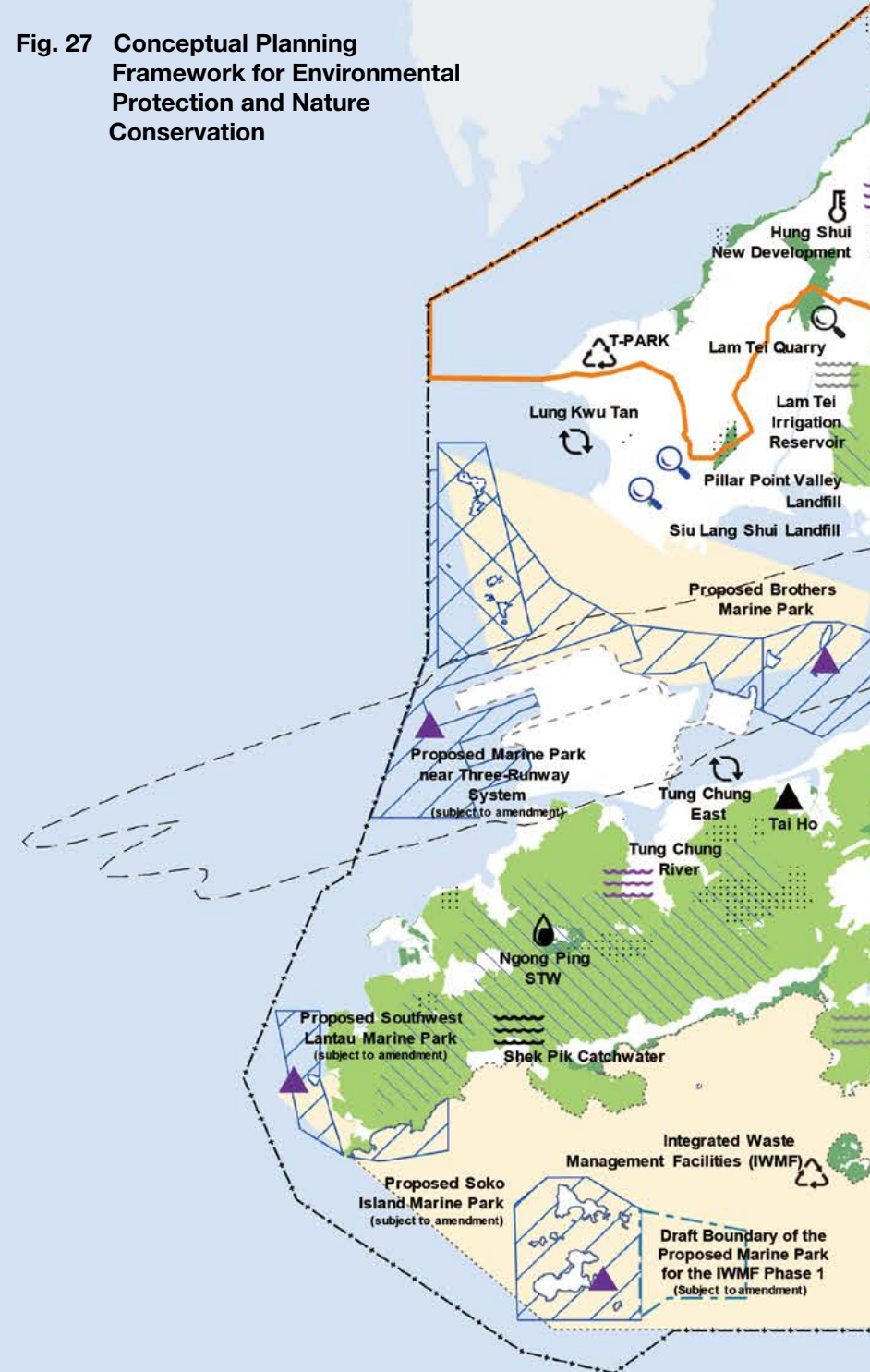
Creating Capacity for Sustainable Growth

Creating, Enhancing and Regenerating Environmental Capacity (cont'd)

The environmentally and ecologically sensitive areas are identified below, where major development is to be avoided. Some potential aspects/areas for creating or regenerating depleting environmental capacity through active conservation and appropriate management, responsive planning and design, minimising resource use and pollution, etc are worth further examination.

	Aspects	Initiatives	
BIODIVERSITY ENHANCEMENT	Country Parks, Marine Parks and Sites of Special Scientific Interest	<ul style="list-style-type: none"> Continuing to protect Taking forward the proposed extensions Country Park Plantation Enrichment 	▲ ▲
	12 Priority Sites and Country Parks (CP) Enclaves	<ul style="list-style-type: none"> Continuing to protect Enhancing conservation value of the 12 Priority Sites through Public-private Partnership (PPP) Scheme and Management Agreement (MA) Scheme under New Nature Conservation Policy Incorporating CP enclaves into CPs or statutory town plans 	▲
	Wetlands/ Marshes	<ul style="list-style-type: none"> Continuing to protect (e.g. Ramsar Site, Wetland Conservation Areas and Wetland Buffer Areas) Identifying areas requiring enhancement 	☩
	Water Bodies	<ul style="list-style-type: none"> Stream/river revitalisation Catchment/reedbed enhancement Irrigation reservoir enhancement 	☩☩☩
	Agriculture	<ul style="list-style-type: none"> Setting up of agricultural park Setting up of nature park Revitalisation of abandoned agricultural land 	☩
	Urban Biodiversity	<ul style="list-style-type: none"> Promoting urban ecology (e.g. enhancing ecological value of urban greenery) 	☩
	Coastline	<ul style="list-style-type: none"> Adoption of eco-shoreline for new reclamation/Conversion of existing seawall into eco-shoreline 	☩
ENVIRONMENTAL IMPROVEMENT	Energy	<ul style="list-style-type: none"> Planning for a low carbon city and a better urban wind environment 	☩
	Air & Noise	<ul style="list-style-type: none"> Reducing air pollutants through environmentally friendly transport and green infrastructure Improvement and preservation of acoustic environment 	☩
	Water	<ul style="list-style-type: none"> Save water campaign Water resources protection and enhancement Seawater desalination to diversify fresh water sources Reclaimed water: reuse of treated sewage effluent Grey water recycling and rainwater harvesting system 	☩
	Waste	<ul style="list-style-type: none"> 4Rs Concept: reduce, reuse, recycle and recover Waste-to-energy approach 	☩
	Degraded areas	<ul style="list-style-type: none"> Comprehensive replanning of brownfields Rehabilitation of quarries Restoration of landfills (Restored landfills available for afteruse development under the Restored Landfill Revitalisation Funding Scheme) 	☩

Fig. 27 Conceptual Planning Framework for Environmental Protection and Nature Conservation







Building Block 3

Creating Capacity for Sustainable Growth

A Smart, Green and Resilient City Strategy

“ The concept of a smart, green and resilient city should permeate all aspects of the built environment, from land use planning to transport, infrastructure and buildings to achieve a sustainable and future-proof city. ”

The signing of the Paris Agreement in 2016 signified a collaborative international commitment to combat climate change. As a global city upholding its environmental stewardship, Hong Kong should better prepare for or even take the lead in embracing the urban challenges of the 21st century, notably climate change. A city strategy based on the smart, green and resilient (SGR) principles is instrumental to achieving this.

As can be seen from the general SGR city framework, SGR embraces a whole array of aspects concerning the built environment, and Hong Kong 2030+ will focus on the scope that is relevant to land use planning, transport, infrastructure and building development.

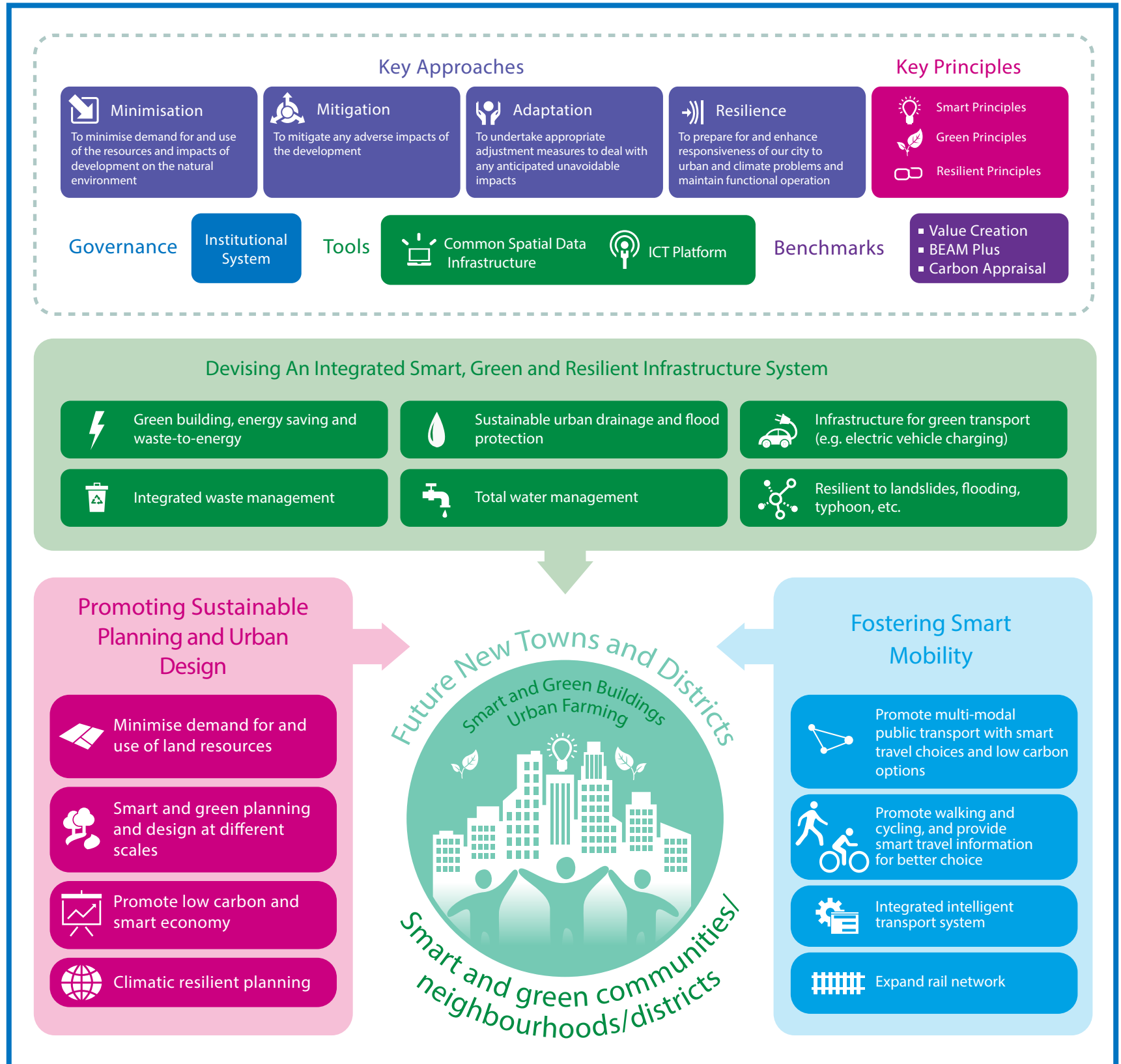
The SGR city strategy includes three aspects of the built environment:

- (i) promoting sustainable planning and urban design;
- (ii) fostering smart mobility; and
- (iii) devising an integrated smart, green and resilient infrastructure system.

It focuses on minimising demand for use of resources, promoting low-carbon smart economy and living, reducing carbon emissions, enhancing city efficiency, promoting business productivity, improving quality of urban living and enhancing climatic resilience. It will be supported by a common spatial data infrastructure and a robust network of ICT infrastructure.

All in all, the strategy calls for an innovative, vigilant, adaptive and forward-looking mindset that permeates all levels, aspects and stages of city planning and development.

Fig. 28 General Smart, Green and Resilient City Framework for the Built Environment





Building Block 3

Creating Capacity for Sustainable Growth

Key Strategic Directions and Actions

Creating Development Capacity

Key Strategic Directions: Optimising land uses

Key Actions

- To upzone/rezone suitable sites
- To relocate uses requiring less prime sites
- To relocate inefficient low-density uses to multi-storey buildings
- To increase development intensity where planning terms permit
- To explore more topside development to optimise use of land
- To explore innovative means to remove infrastructural/technical/geotechnical constraints for unleashing development potential of sites

Key Strategic Directions: Identifying new land

Key Actions

- To conserve and enhance natural environment of high environmental and ecological value and to identify sites with low conservation value and public enjoyment value for more productive uses
- To review brownfield sites and deserted agricultural land in the New Territories
- To explore reclamations on an appropriate scale outside of Victoria Harbour
- To explore more rock cavern, underground space and topside developments
- To plan early for beneficial after-use of quarries, landfill sites or other uses of a temporary nature

Providing Supporting Transport Capacity

Key Strategic Directions: Supporting transport infrastructure

Key Actions

- To continue with the policy of railway transportation as the backbone of the public transport system, complemented by other public transport modes
- To manage car growth and use
- To optimise road-based public transport
- To promote low-carbon, low-emission transport modes

Tuen Mun New Town



*

Sha Tin New Town



*

Providing Supporting Transport Capacity (cont'd)

📍 Key Strategic Directions: Reshaping travel pattern

⚙️ Key Actions

- To promote smart urban growth with jobs closer to home, and walking and cycling to reduce travel needs
- To designate more employment-related land uses in new development areas and outside of the traditional CBD area

Providing Supporting Infrastructure Capacity

📍 Key Strategic Directions: Promoting integrated smart, green and resilient infrastructure

⚙️ Key Actions

- To promote the use of district cooling system, electric vehicle charging infrastructure, waste-to-energy conversion, effluent reuse, etc

📍 Key Strategic Directions: Promoting waste management

⚙️ Key Actions

- To review the land requirements for the recycling industry and the planning of future waste management and transfer facilities
- To promote integrated waste recovery and waste-to-energy facilities
- To explore the co-location of different types of waste treatment and transfer facilities

Creating, Enhancing and Regenerating the Environmental Capacity

📍 Key Strategic Directions: Observing the general environmental improvement and biodiversity enhancement framework

⚙️ Key Actions

- To take forward the initiatives identified in the framework in development and infrastructure planning and nature conservation

A Smart, Green and Resilient City Strategy

📍 Key Strategic Directions: Observing the general SGR city framework

⚙️ Key Actions

- To apply the SGR city framework in territorial planning and the planning of new development areas/neighbourhoods
- To establish an integrated Common Spatial Data Infrastructure and ICT platform

*Aerial photos from Lands Department © The Government of the Hong Kong SAR (reference no. G25/2015)



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Conceptual Spatial Framework

“ To translate the building blocks into spatial planning terms, a clear framework is proposed, focusing on future development with a metropolitan business core, two strategic growth areas and three primary development axes. ”



Conceptual Spatial Framework

Guiding Principles

With regard to land supply and demand assessment, the spatial distribution of existing, planned and committed developments, transport infrastructure, environmental conditions and the following guiding principles, a conceptual spatial framework for the territorial development of Hong Kong is proposed:

- (i) Conserve areas of high ecological and conservation value and pay due regard to environmentally sensitive areas, concentrate development along axes and nodes, and avoid urban sprawl.**
- (ii) Promote the agglomeration of economies, create the necessary critical mass and facilitate the build-up of business ecosystems that will enhance efficiency, business viability, economic performance and collaboration.** We should leverage strategic locations, capture new development opportunities brought by new roads, railway lines and boundary control points, and cluster industries at strategic and highly accessible locations.
- (iii) Enhance the spatial distribution of population and jobs** through the creation of economic activities and employment nodes in new strategic growth areas to create jobs for a range of skills, bring jobs closer to home and improve the sustainability of communities.
- (iv) Enhance liveability** through planning and urban design measures to retrofit congested old urban areas and create smart, green and resilient new development areas. The green and blue assets and urban-rural-countryside-nature continuum concepts will be adopted to bring nature closer to people.

“ A conceptual spatial framework helps guide the planning, land and infrastructural development for a sustainable Hong Kong. ”

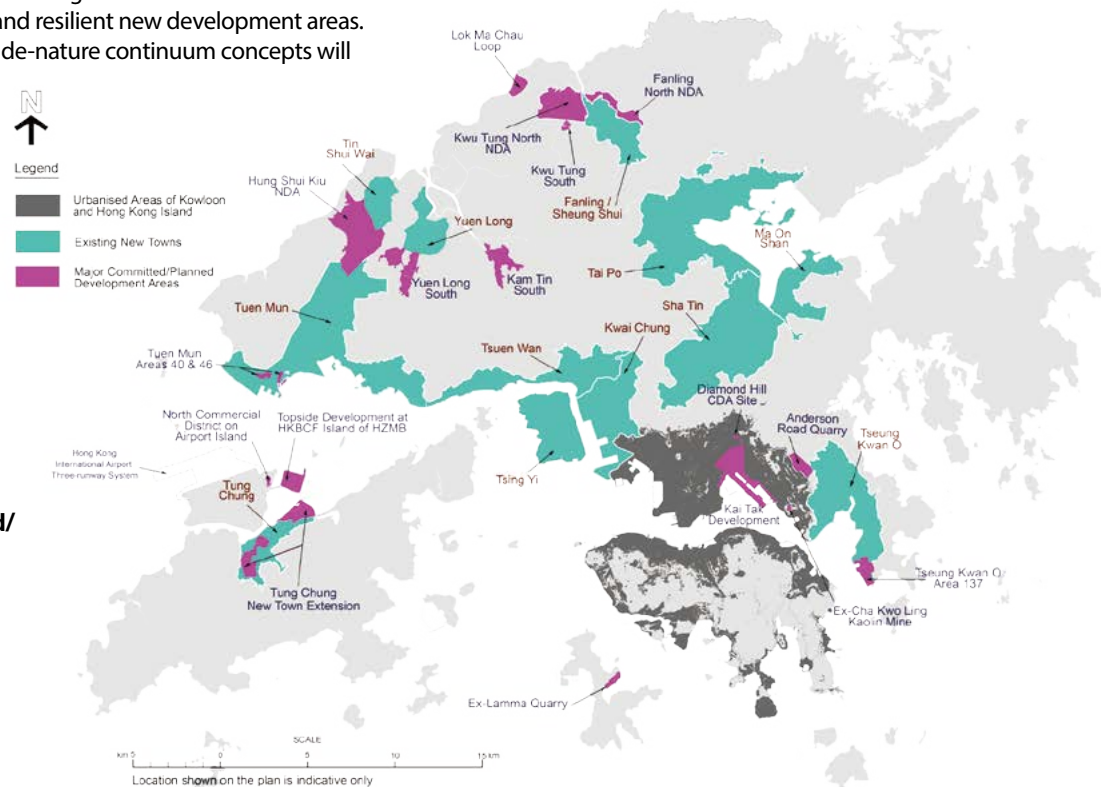


Fig. 29 Existing and Major Committed/Planned Developments



Conceptual Spatial Framework

Spatial Development Pattern

Metropolitan Business Core

- Agglomeration of business activities to create a major hub at the urban core
- Central CBD and Kowloon East CBD2 in the existing Metro Area
- West Kowloon – synergy with the Central CBD and the high connectivity to the Mainland through the Guangzhou-Shenzhen-Hong Kong Express Rail Link
- North Point/Quarry Bay – secondary office node
- Wong Chuk Hang – emerging office and business node
- East Lantau Metropolis (ELM) – CBD3, a new and smart platform for office and business development

Western Economic Corridor

- International and regional gateway supported by strategic transport infrastructure
- Hong Kong International Airport with the Three-runway System and North Commercial District
- Hong Kong-Zhuhai-Macao Bridge (HZMB) with topside commercial development at the Hong Kong Boundary Crossing Facilities (HKBCF) Island
- Tung Chung New Town Extension – new business/commercial hub
- Logistics developments in Tuen Mun West
- Planned commercial/modern logistics developments in Hung Shui Kiu NDA

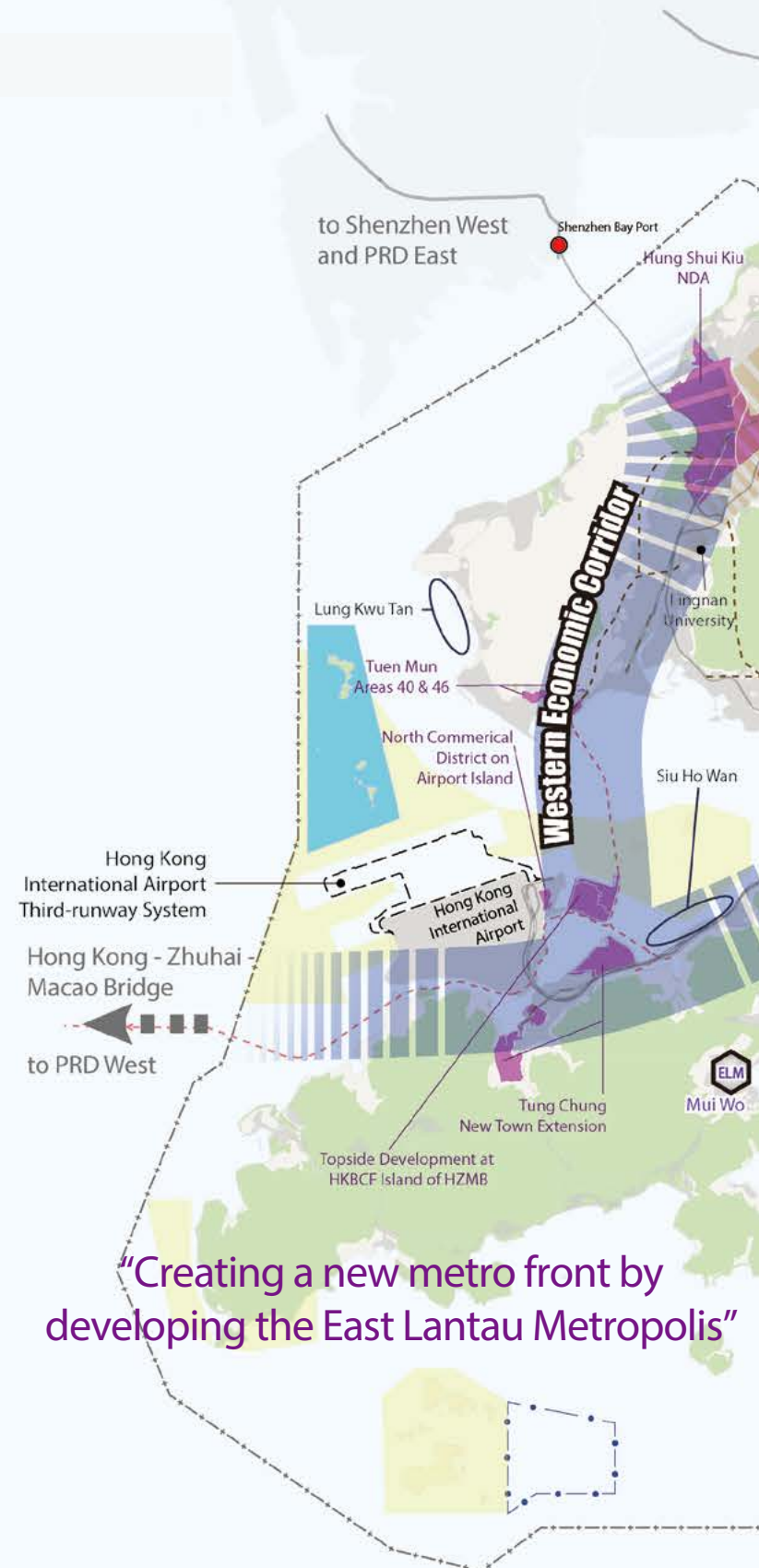
Eastern Knowledge and Technology Corridor

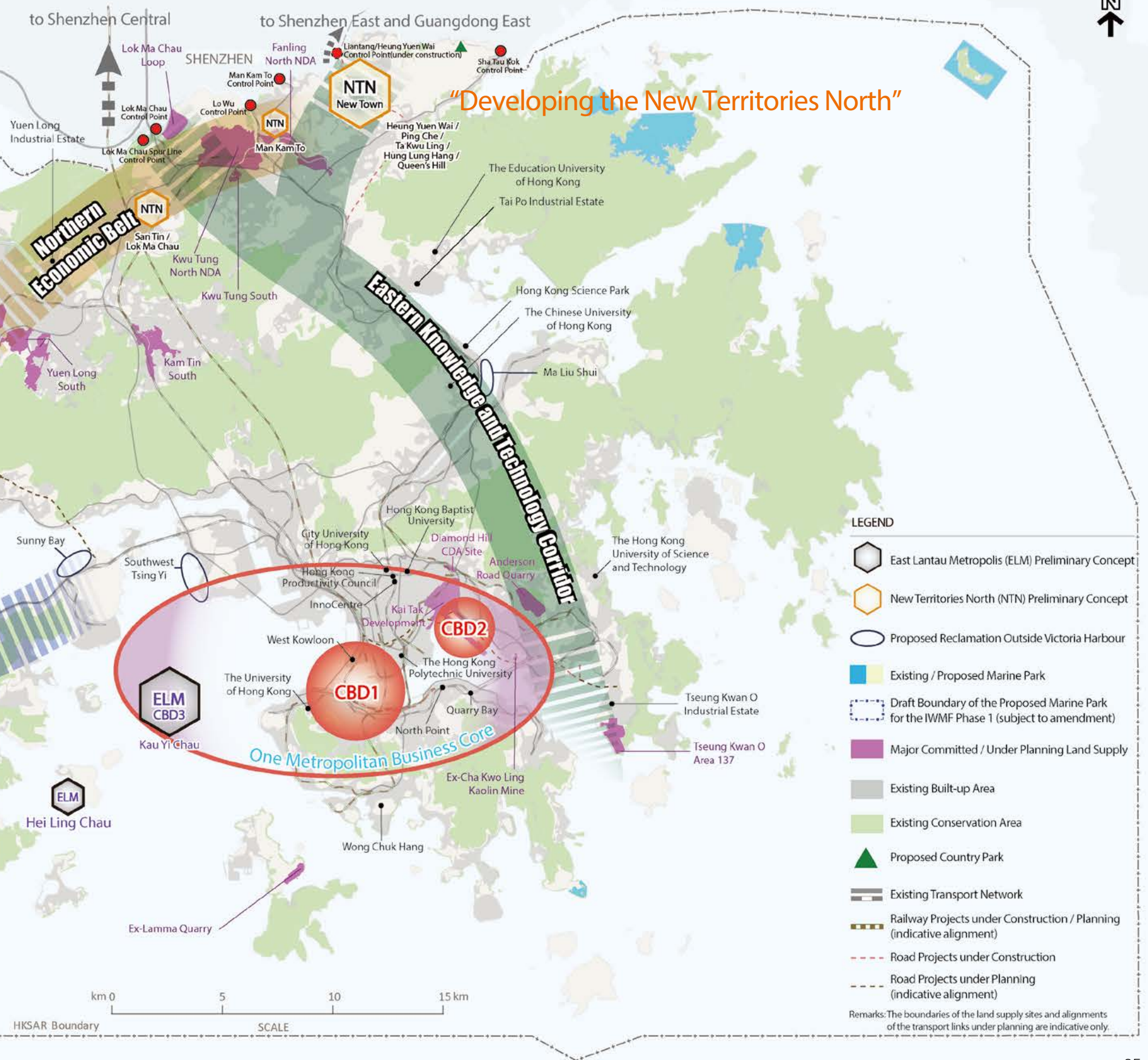
- Development of a tech-ecosystem for high-technology and knowledge-based industries
- Existing science park in Tai Po and possible R&D and higher education facilities at Ma Liu Shui development
- Two existing industrial estates at Tseung Kwan O and Tai Po
- Six existing universities – PolyU at Hung Hom, CityU and HKBU at Kowloon Tong, CUHK at Sha Tin, EdUHK at Tai Po and HKUST at Clear Water Bay
- Industrial and service support facilities at Kowloon Tong – InnoCentre and Hong Kong Productivity Council
- Lok Ma Chau Loop and Kwu Tung North NDA for development of R&D institutes/facilities
- Possible science park/industrial estate development near future Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) within the New Territories North (NTN)

Northern Economic Belt

- Potential for warehousing, R&D and modern logistics capitalising on the strategic location for being in close proximity to Shenzhen
- Six existing boundary crossings at the Shenzhen Bay Port, the Lok Ma Chau Station, Lok Ma Chau, Man Kam To, Sha Tau Kok and Lo Wu, and LT/HYW under construction
- Existing industrial estate at Yuen Long
- Possible developments in the NTN including commercial/retail facilities in San Tin/Lok Ma Chau, modern logistics development at Man Kam To and possible science park/industrial estate development near the future LT/HYW BCP

Fig. 30 Proposed Spatial Development Pattern







Conceptual Spatial Framework

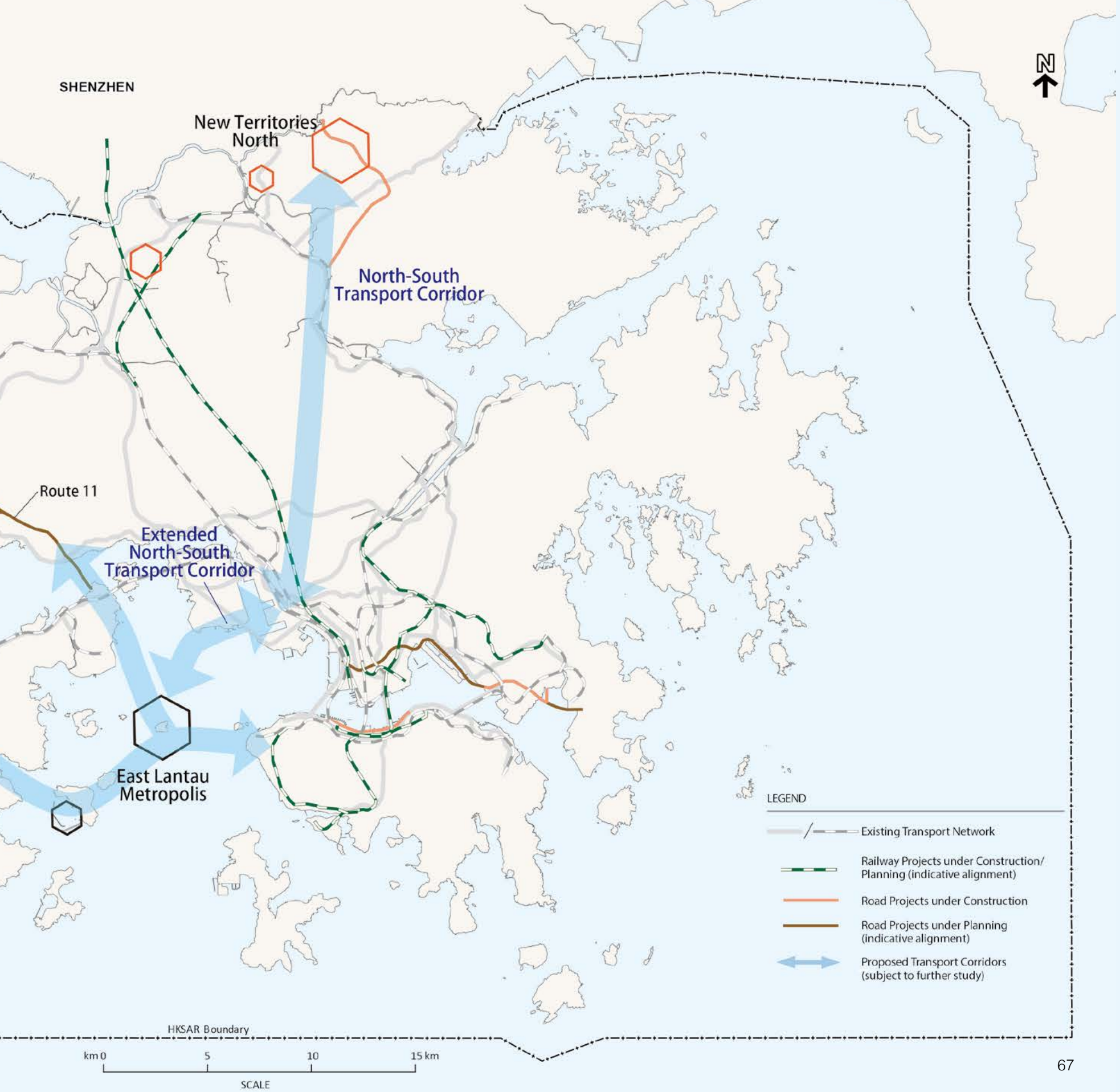
Supporting Transport Network

“ Railway transportation, the environmentally friendly mass transport carrier, will continue to be the backbone, complemented by other public transport services. ”



Fig. 31 Proposed Supporting Transport Network for Spatial Development Pattern

The proposed supporting transport network is a draft conceptual plan and subject to further study.





Conceptual Spatial Framework

“ A clear spatial framework focusing on development within a metropolitan business core, two strategic growth areas and three primary development axes and conserving natural assets. ”



1

Metropolitan business core around Victoria Harbour



2

Strategic growth areas
(the East Lantau Metropolis and the New Territories North)



3

Emerging development axes
(Western Economic Corridor, Eastern Knowledge and Technology Corridor and Northern Economic Belt)

Overview

We are prudent in optimising the locational advantages of different sectors/industries, the distribution of population and jobs, and the capacities of transport, infrastructure and environment for an environmentally conscious,



One Core: Metropolitan Business Core – (1) the traditional CBD focusing on high value-added financial services and advanced producer services; (2) CBD2 as a choice for businesses and enterprises at a new business area under transformation; and (3) CBD3 (the East Lantau Metropolis (ELM)) as a new and smart financial and producer services hub at a strategic location bridging Hong Kong Island and Lantau.



Two SGAs: with different focuses: (1) bridging Hong Kong and Lantau and creating a new metro front by developing the ELM mainly through reclamation; and (2) developing the New Territories North (NTN) as the future new town of Hong Kong, mainly through comprehensive planning and more efficient use of brownfield sites and abandoned agricultural land.

efficient and cost-effective development pattern. A clear spatial framework focusing future development within a metropolitan business core, two strategic growth areas (SGAs) and three primary development axes is proposed so that our natural assets can be duly conserved.



Three Axes: (1) **Western Economic Corridor** - capitalising on the international and regional gateway and strategic transport infrastructure in West Hong Kong, and increasing economic activities and employment in Hung Shui Kiu, Tuen Mun, Yuen Long South and various developments in North Lantau; (2) **Eastern Knowledge and Technology Corridor** - capitalising on the existing high-technology and knowledge-based industries and tertiary institutions, and strengthening the corridor through additional developments proposed in Tseung Kwan O, Kwu Tung North, the Lok Ma Chau Loop, Ma Liu Shui and near the future Liantang/Heung Yuen Wai Boundary Control Point; and (3) **Northern Economic Belt** - comprising an east-west corridor along the northern part of the New Territories with six existing boundary crossings and an additional one under construction, suitable for warehousing, R&D, modern logistics and other services, and emerging industries.

Apart from addressing housing need, the planned developments and the two SGAs will provide land and spaces for economic uses, community facilities and infrastructure. Through close monitoring of the situation, we will be able to determine the trigger points for moving the two SGAs forward.

The maximum housing capacity of all developments under the proposed spatial framework is about **9 million** in terms of population. It should be emphasised that this figure is not a population target but the possible housing capacity that could be generated under Hong Kong 2030+ on the basis of currently projected domestic households, projected households size, assumed flat size, assumed vacancy rate, and demolition and redevelopment, etc. More importantly, such a capacity could give a 10% buffer for the peak population projected to reach 8.22 million by 2043 under the baseline projections, noting that the buffer could be translated into manoeuvring spaces not only for improving our quality of life, such as through larger housing space, more public amenities and more community facilities, but also allowing us to cope with unforeseeable circumstances including changes in the above projection assumptions.

All in all, the buffer could provide the readiness and flexibility needed to respond swiftly to aspirations and changes.



Conceptual Spatial Framework

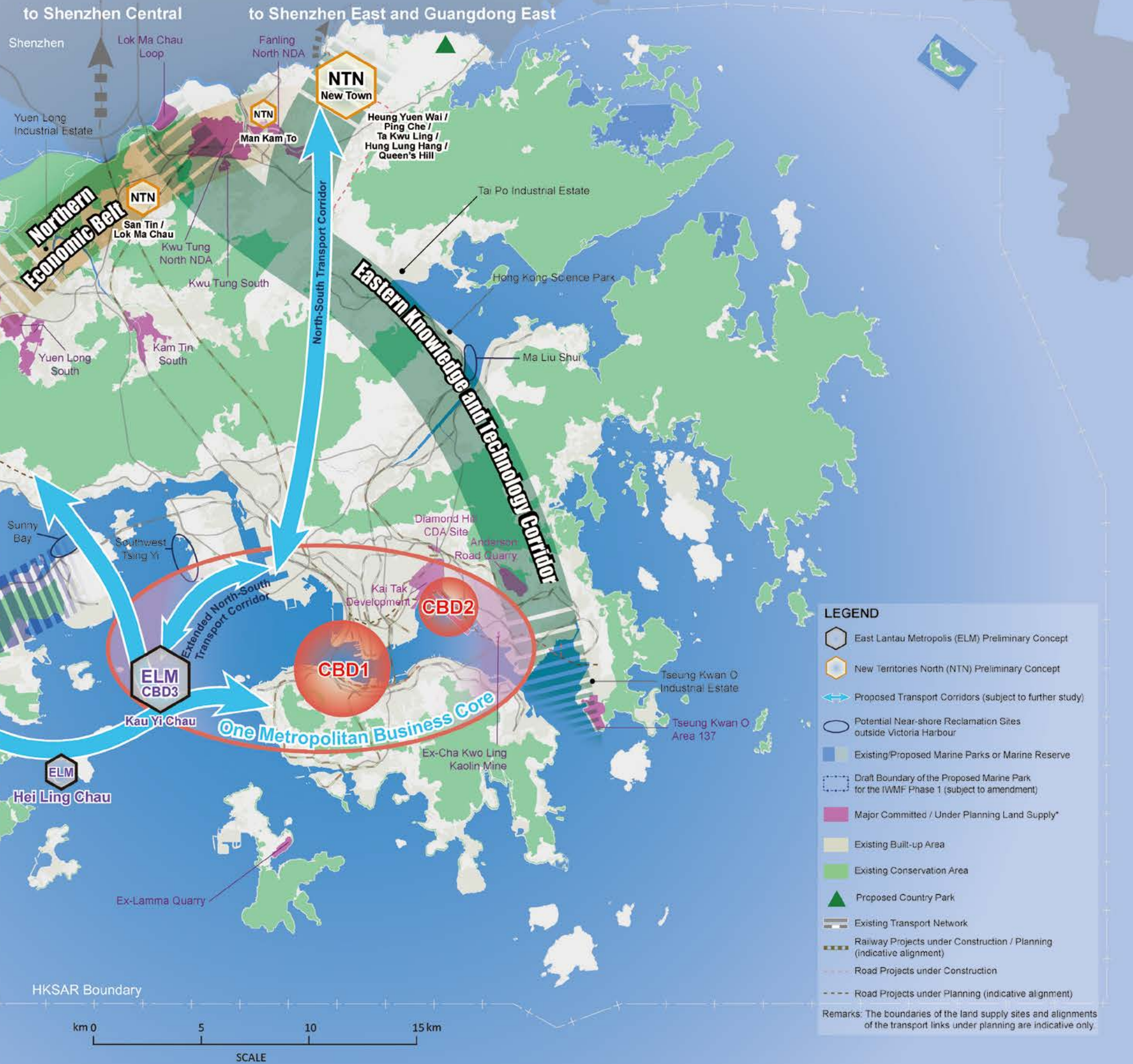
“ We are prudent in optimising the distribution of population and jobs as well as the capacity of transport infrastructure for an environmentally conscious, efficient and cost-effective development pattern. ”



Fig.32 Conceptual Spatial Framework for Hong Kong 2030+

*Major Committed / Under Planning Land Supply includes:

Kai Tak Development, North Commercial District on Airport Island, Tung Chung New Town Extension, Topside Development at HKBCF Island of HZMB, Yuen Long South, Hung Shui Kiu NDA, Kam Tin South, Lok Ma Chau Loop, Kwu Tung North NDA, Fanling North NDA, Anderson Road Quarry, Diamond Hill CDA Site, Ex-Lamma Quarry, Ex-Cha Kwo Ling Kaolin Mine, Tuen Mun Areas 40 & 46, Kwu Tung South and Tseung Kwan O Area 137





Conceptual Spatial Framework

One Metropolitan Business Core

This will cover the traditional CBD, Kowloon East (namely CBD2) and, subject to new strategic transport links to the main urban areas and other parts of the territory, CBD3 in the ELM as an extended urban core in the longer term. Being only about 4 km away from Hong Kong Island West, the ELM could be efficiently connected to the existing CBD, reinforcing the existing business core around Victoria Harbour and creating a new metro front in the territory.

Functionally, the three CBDs could complement one another. The traditional CBD could focus on high value-added financial services and advanced producer services. CBD2 may provide options for businesses and enterprises at a new business area under transformation. The proposed CBD3 at the ELM may offer modern, innovative and quality premises, creating a financial and producer services hub strongly tied to the airport and Hong Kong's connector function in the region, capitalising on the new economic infrastructure and gateway function of Lantau.





Two Strategic Growth Areas

East Lantau Metropolis (ELM) – the basic concept of the ELM is to create artificial islands by reclamations in the waters near Kau Yi Chau and the Hei Ling Chau Typhoon Shelter, and to make better use of the underutilised land in Mui Wo, with the aim of creating a smart, liveable and low-carbon development cluster with a CBD3. Spatially, the area tallies with the overall westward shift in centrality of the regional development pattern. It also provides a new platform to leverage development potential spurred by the new and improved transport connections extending from the traditional CBD to the PRD east and west.

New Territories North (NTN) – through comprehensive planning and more efficient use of the brownfield sites and abandoned agricultural land in the New Territories, developing the NTN would provide land for building new communities and developing modern industries and industries preferring a boundary location while improving the living environment of the existing area. A new town at Heung Yuen Wai/Ping Che/Ta Kwu Ling/Hung Lung Hang/Queen's Hill, together with two potential development areas at San Tin/Lok Ma Chau and Man Kam To have been identified.

Please refer to the Annexes for details of the preliminary concepts of the two SGAs.

“ The two strategic growth areas with different focuses, creating a new metro front and developing the New Territories North, have their own strategic advantages and impetus for development. ”



Conceptual Spatial Framework

Supporting Transport Network for the ELM and the NTN

Subject to further study, both SGAs will be supported by strategic transport infrastructure in the forms of railway and highway (see plan on pages 66 and 67).

ELM

Given the potential population and employment opportunities at the proposed ELM including CBD3, it is crucial to connect the ELM with the existing urban districts through a strategic transport network. Subject to further detailed study, railway would be the backbone transportation mode to internally connect the major components of the ELM, while externally connecting to Hong Kong Island West, Kowloon West and North Lantau, and further with the NWNT via the HKBCF Island, thereby forming a new strategic railway corridor between the NWNT and the Metro Areas via Lantau and the ELM. A new strategic highway corridor will also be required to connect the ELM eastwards to Hong Kong Island West and northwards to the northeast Lantau/North Lantau Highway, which could then be further connected to the NWNT. It would also provide alternative access to the airport and the NWNT. The connection of the ELM to Mui Wo and the North Lantau Highway would be a potential linkage for the even longer term, and subject to the development scale of the ELM.

Subject to transport need and detailed study, the proposed NWNT–Lantau–Metro Rail Corridor may be extended northward to Shenzhen West for further connectivity and functional integration between Hong Kong West and Shenzhen. This corridor would not only be important in supporting the ELM and North Lantau development, but it would also help enhance the resiliency of the airport connection and provide critical connectivity between the metro core of Hong Kong and major growth poles in the PRD Region, thereby buttressing Hong Kong's role as a key city in the Region.

NTN

The Northern Link (NOL), which is recommended under the Railway Development Strategy 2014, would serve NTN development in the west. Depending on the scale of NTN development and subject to further study, a new railway scheme would be required to support NTN development in the east. For the highway network, if we adopt the development scenario with a lower population, the maximum employment and a balanced population level in the NTN would not worsen the peak hour traffic demand in the Tai Lam Tunnel and on the Tolo Highway in general. However, the ultimate phase of development under the scenario with more population would inevitably increase traffic loading of these two strategic highways. Hence, the north-south road linkage would need to be improved under this scenario.





Conceptual Spatial Framework

Preliminary Broad Information for the ELM and the NTN

	<u>ELM</u> “Creating a new metro front”	<u>NTN</u> “Developing the New Territories North”
Development Area	About 1,000 ha (largely through reclamation in the waters near Kau Yi Chau (KYC) and the Hei Ling Chau (HLC) Typhoon Shelter, and making better use of the underutilised land in Mui Wo (MW))	About 720 ha (land-based, for more efficient use of brownfield sites and abandoned agricultural land in the New Territories)
Population	About 400,000 – 700,000	About 255,000 or 350,000
Employment	About 200,000	About 215,000
Key Environmental Concerns	<ul style="list-style-type: none"> ■ Potential air quality impact due to possible strategic road links ■ Hydrodynamic impact, marine ecology, loss of marine water landscape and wetlands (impacts on coral areas around KYC and HLC and on wetlands, and watercourses with high ecological value in the MW fringe should be avoided) 	<ul style="list-style-type: none"> ■ Potential air quality impact due to possible strategic road links ■ Reuse and export of treated sewage effluent to minimise pollution impact on the Deep Bay ■ Possible degradation of rural landscape characters, but opportunity to enhance degraded brownfield sites
Social	<ul style="list-style-type: none"> ■ Relatively lower social impact as reclamation involves no existing development ■ Adopt the rural-urban-nature integration approach to minimise impacts on the existing rural settlements in MW ■ Create considerable and diverse employment 	<ul style="list-style-type: none"> ■ Adopt the rural-urban-nature integration approach to minimise impacts on the existing rural settlements ■ Some existing local businesses and village settlements may still be affected ■ Create employment at the boundary location
Economic Benefits	<ul style="list-style-type: none"> ■ A third CBD ■ Synergies with CBD in Central, Lantau development and new strategic infrastructure ■ Enhance resilience of access to the airport and the NWNT 	<ul style="list-style-type: none"> ■ Land for modern logistics and other special industrial uses at the boundary location
Government Investment (Note: No estimated investment cost due to preliminary stage)	<ul style="list-style-type: none"> ■ Mainly involving reclamation and new infrastructure as well as the relocation of correctional and related facilities on HLC to ensure secured and smooth operation ■ More strategic infrastructure required 	<ul style="list-style-type: none"> ■ Mainly involving land resumption, compensation, clearance, re-housing, relocation, site formation and associated infrastructure ■ Strategic transport infrastructure required for larger scale development
Study Progress	Strategic study to be carried out	Preliminary feasibility study undertaken
Implementation Approach	Comprehensive approach with upfront transport and infrastructure provision	Incremental development approach involving clearance, land resumption, re-housing and relocation, and progressive transport and infrastructure provision



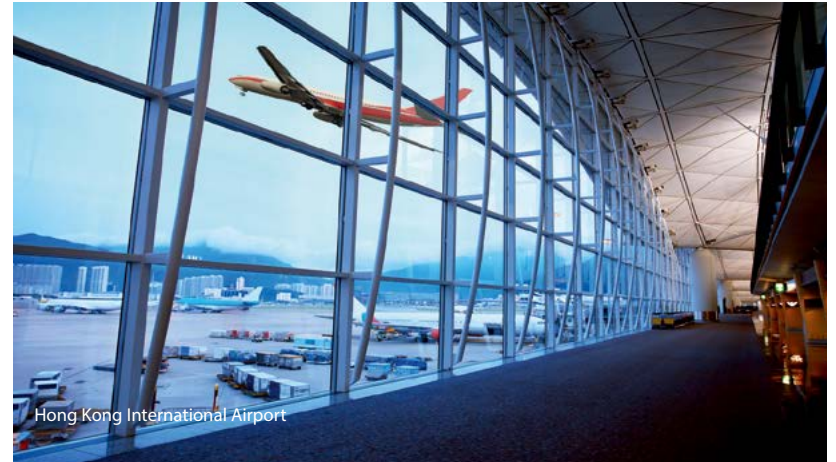
Conceptual Spatial Framework

Three Primary Axes

Western Economic Corridor – with various types of strategic transport infrastructure*, the western part of the territory will become an unparalleled international and regional gateway to Hong Kong. Coupled with strategic projects such as the North Commercial District on Airport Island, Topside Development at the HKBCF Island of the HZMB, business/commercial hub in the Tung Chung New Town Extension, commercial/modern logistics development in the Hung Shui Kiu NDA and modern logistics development in Tuen Mun West, a Western Economic Corridor will emerge. The proposed ELM will further fortify the Corridor. This Corridor is well placed to embrace many future economic opportunities arising from the Guangdong Free Trade Zones and the “Belt and Road” initiatives. With the new employment opportunities, the large population of the NWNT could have more jobs closer to home.

Eastern Knowledge and Technology Corridor – this Corridor comprises six universities (i.e. the Chinese University of Hong Kong, City University of Hong Kong, Education University of Hong Kong, Hong Kong Baptist University, Hong Kong Polytechnic University and Hong Kong University of Science and Technology), industrial and service support centres such as InnoCentre and the Hong Kong Productivity Council, and high-technology and knowledge-based industries such as data centres, R&D institutes, science park, industrial estates, etc in Kowloon Tong, Tseung Kwan O, Sha Tin, Tai Po, Kwu Tung North and the Lok Ma Chau Loop. A site near the future Liantang/Heung Yuen Wai Boundary Control Point will be explored for a new anchor use in the Corridor for possible science park/industrial estate development. The Ma Liu Shui development will offer further potential for development of R&D, higher education, housing and/or other uses. This Corridor could be connected to the CBD2 in Kowloon East complementing the innovation and technology sector, small and medium enterprises and a growing number of start-ups.

* Including the Hong Kong International Airport and the Three-Runway System under construction, the Hong Kong-Shenzhen Western Corridor, the River Trade Terminal and other elements of future strategic transport infrastructure (e.g. the Tuen Mun-Chek Lap Kok Link and the HZMB), etc.



Hong Kong International Airport



Hong Kong Science Park



InnoCentre



Northern Economic Belt –the Belt commands a strategic location with the presence of six existing boundary crossings and one under construction. It is also close to Shenzhen, which is strong in R&D and technological development. Spanning from Lok Ma Chau in the west to the future Liantang/Heung Yuen Wai Boundary Control Point in the east, the Belt will be suitable for warehousing, R&D, modern logistics and other support uses and emerging industries, thereby creating jobs for existing and future communities in the area. The NTN, the proposed SGA, is intended mainly for residential, commercial and other special industrial developments. The proposed science park/industrial estate near the future Liantang/Heung Yuen Wai Boundary Control Point will be at the convergence of the Northern Economic Belt and the Eastern Knowledge and Technology Corridor, thereby inducing greater synergy between the two corridors.

Further Considerations

The ELM and the NTN at their maximum scale could provide a reasonable land reserve to meet demand and to allow us to respond in a timely fashion to any outstanding land requirements beyond 2030. On this basis, a flexible implementation approach will be needed as one or more development components of the two strategic growth areas could be independently triggered to meet the requirement identified nearer the time. Also, the pace and quantity of the development required would be closely monitored so that we could become more prepared for any additional and/or unexpected demand.

Functionally, the new metropolitan business core, the two SGAs and three primary axes, together with other planned/committed projects in the New Territories would prepare Hong Kong for sustainable growth and a better living environment. The territorial spatial planning framework could also help redress the existing unbalanced spatial distribution of homes and jobs for the territory by creating more jobs in the New Territories. Based on the planned population/employment, the relative proportion of population and jobs in the Metro Area would broadly reduce to about 45% and 62% respectively. The corresponding share in the New Territories would be about 55% for population and about 38% for employment. The NWNT-Lantau-Metro Transport Corridor associated with the ELM would also support the Western Economic Corridor and improve the overall connectivity of the western part of Hong Kong at both the local and regional levels.



Kwai Chung Container Terminal



Hung Shui Kiu



Photo Credit: Hong Kong Science and Technology Park

Highlights of Hong Kong 2030+

Vision-driven Capacity creation for sustainable growth

Built-up area:

from **268km²**

to

324km²

Natural areas including ecologically sensitive areas and waters

Existing protected and preserved areas/waters plus such planned areas/waters:

Terrestrial environment:

from **540km²** to **545+km²**

Marine environment:

from **24km²** to **84+km²**

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



Quality living environment supportive to all ages

Green-blue assets and a healthy city for wholesome living

Urban regeneration and facelift

Future G/IC land per person provision target:

3.5m²

(Currently 2.2m² for Sha Tin New Town)



Future open space per person provision target:

from **min. 2m²** per person to

min. 2.5m² per person



Building Block 2: Embracing New Economic Challenges and Opportunities



Future provision of economic space

Grade A Offices GFA

from **about 9Mm²** to **14M+m²**

Market-driven Industries and Special Industries GFA

from **about 20Mm²** to **29Mm²**

Knowledge and Technology Corridor

(with R&D, science park and industrial estate uses)



Building Block 3: Creating Capacity for Sustainable Growth



Sustainable use of land resources to meet social and economic development needs

Conserve natural assets and create environmental capacity

Enhanced transport and infrastructure capacity

Buffer in development capacity for better living space



Enhanced economic capacity and jobs closer to home

Jobs in the non-Metro Area

from **24%** to



Compact and rail-based development

More population and jobs within railway catchment

(75% and 85% respectively under the Railway Development Strategy 2014 proposals)



Smart, green and resilient city strategy



- Smart use of land resources
- Smart mobility
- Integrated smart, green and resilient infrastructure

Conceptual Spatial Framework for Hong Kong 2030+

1 Metropolitan Business Core



- Three complementary CBDs and secondary nodes to strengthen Hong Kong's position as a global financial and business hub
- Land and space for businesses to move up the value chain, to expand and to start up

3 Emerging Development Axes



- Western Economic Corridor
- Eastern Knowledge and Technology Corridor
- Northern Economic Belt
- Strategic positioning to cater for different economic sectors and to capitalise on locational advantages and the synergy

2 Strategic Growth Areas



- Comprehensive planning with a good mix of uses/facilities
- Quality living, work places and business environment
- Economic vitality
- Better home-job balance
- Thriving community
- Balance with nature

Supporting Transport Network



- Enhanced urban mobility and transport networks
- Enhance connectivity between metro core and Lantau
- Alternative connection to the airport and NWNT

Endnotes

Hong Kong 2030+ has taken into consideration a portfolio of available data and past and known trends in making assumptions and estimates. Yet, the world is highly dynamic, and so is Hong Kong. Even though we can make informed assumptions, it is extremely difficult, if not impossible, to gauge the exact pace, extent and nature of change. In particular, innovation and technological advancement may have significant impacts on the ways in which we live, work, do business, pursue leisure, etc. in the long term, and hence affect land use requirements. Land and space would invariably be the carrier of all activities. The crux is to plan in advance and formulate a robust and flexible territorial development strategy for us to embrace change and capture new opportunities.



Choices and Considerations for the Community

On Liveability

Hong Kong could be a high-density and liveable city. Key strategic directions are proposed in Building Block 1. What are your views on some of the key issues?

- To improve the living environment, will the community prefer providing more public spaces and public facilities? Are we prepared to accept the land and cost implications?
- In planning for the development capacity, should we include in the buffer a possibility to improve living environment, e.g. by enhancing home space, public space and community facilities?
- To facilitate ageing in place in an ageing Hong Kong, should we also encourage the adoption of universal design in private residential developments? Should more housing options be provided by the public and private sectors? Are we prepared to accept the land and cost implications?
- While redevelopments will continue to require private initiative, should the Government step up urban regeneration efforts and policies in view of the huge ageing building stock? Are we prepared to accept the social, land and cost implications?

On Economy

For Hong Kong to prosper as Asia's World City, key strategic directions are proposed in Building Block 2. What are your views on some of the key issues?

- Should we provide more industrial land to facilitate innovation and technology development, "re-industrialisation" and the return of our manufacturing sector? Are there any particular industrial activities that we need to cater for in land use planning?
- Should we expand our central business core in the Metro Area?
- How should we help move our economy up the value chain and provide employment opportunities with a range of skills through land use planning?
- Noting the increasingly connected global economy, should we explore the option of looking beyond our own territory to expand our economic hinterland and to create new platforms for economic activities?



On Creating Capacity for Sustainable Growth

To pursue sustainable growth, we seek to increase development capacity and to enhance our environmental capacity in Building Block 3. We also propose to adopt a smart, green and resilient city strategy. What are your views on some of the planning strategies?

- Should we opt for a vision-driven capacity-creating approach to plan in advance for our social and economic development needs?
- Should we also create a land reserve for the unforeseen needs and changing circumstances which will require additional upfront capital investments, manpower resources and construction industry support?
- Should we provide more transport infrastructure which would take up considerable land and investment? Or should we encourage greater use of public transport? What are the possible measures to curb private vehicle growth and use?
- Should we conserve the ecologically sensitive areas?
- While conserving the ecologically sensitive areas, should we also release land adjoining the existing built-up areas with low ecological/buffering/recreation value for compatible developments? Should we create new Strategic Growth Areas?
- Should we step up efforts to build a smart, green and resilient city to prepare for the urban challenges of the 21st century including climate change?

“ In the light of our aspirations and challenges ahead, let’s put our heads together to consider what we should plan for Hong Kong and make wise choices for the community. ”

On the Conceptual Spatial Framework

After decades of development, there are few solution spaces in the main urban area unless we hasten redevelopment and further intensify new developments. What are your views on the proposed conceptual spatial framework?

- Should we retain a compact high-density city form to conserve our protected and ecologically sensitive areas?
- Should we look for infill opportunities in existing built-up areas to take advantage of existing connectivity and clustering of activities, or create new SGAs to help decentralise population and economic activities?
- What are your views on the strategic positioning of the three development axes and the two SGAs? What else should we do to drive these new axes and SGAs?

Your other views and considerations are also welcome.









We Welcome Your Views

To strengthen Hong Kong's position as a liveable, competitive and sustainable "Asia's World City", the Hong Kong 2030+ study has examined the updated statistics, policies, and aspirations of the community.

We sincerely encourage you to consider the key discussion points in this booklet and send us your views **on or before 30 April 2017**. Apart from the issues covered here, you are also welcome to express any other valuable views relevant to long-term spatial development in Hong Kong through the following channels :

Address		Strategic Planning Section, Planning Department, 16/F North Point Government Offices, 333 Java Road, North Point, Hong Kong
Telephone		+852 2231 4726
Fax		+852 2868 4497
Email		enquiry@hk2030plus.hk

During the public engagement period, a variety of public engagement activities, including briefings, sharing sessions, forums, topical discussions, workshops, guided visits and exhibitions, will be organised. Please visit our website for details.



This booklet (with attachments on the preliminary concepts of the ELM and the NTN), a pamphlet, relevant topical papers, and other information on Hong Kong 2030+ are also available from the study's website.

Website



www.hk2030plus.hk

Disclaimer: A person or an organisation providing any comments and suggestions to the Planning Department on the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" will be deemed to have given consent to the Planning Department to partially or wholly publish those comments and suggestions (including the names of the individuals and organisations). If you do not agree to this arrangement, please state so when providing your comments and suggestions.

香港 HONG KONG
2030+

Towards a Planning Vision and
Strategy Transcending 2030



OCTOBER 2016

