Towards a Planning Vision and Strategy Transcending 2030
• Strategic planning has a long history in Hong Kong

• Since the 1970s, the Government has reviewed the territorial development strategy around once every decade

• To embrace new needs and aspirations of society
Hong Kong 2030+ aims to update the territorial development strategy to guide planning, land and infrastructure development, and the shaping of the built and natural environment of Hong Kong beyond 2030.

This update adopts a visionary, proactive, pragmatic and action-oriented approach to respond to the changing circumstances and challenges ahead.

A Public Engagement is being conducted.

Scheduled for completion by 2018.
Hong Kong’s Global Positioning

- Asia’s World City
- A leading financial and business hub with world-class infrastructure

But

- Moderate performance in terms of liveability and innovation

Global Megatrends affecting Hong Kong

Individuals and Society
- Changing demographics with ageing population
- Better education
- More technology and information and communications technology (ICT) enabled

Physical Environment
- Scarcity of natural resources
- Accelerating urbanisation
- Climate change

Global Economy
- Interconnected global economy
- Innovation and technology as key drivers
- Shifting of economic power to the East
- Rise of the global middle class

Source: adapted from KPMG’s Future State 2030: The Global Megatrends shaping Governments
Regional Context

• A strategic regional gateway reaching most parts of Asia within 5 hours’ flying time, and located within a “3-hour living circle of the Greater Pearl River Delta” and a “one-hour intercity traffic circle”

• Major regional transport infrastructure in Hong Kong to be completed in the coming years will strengthen regional connectivity and economic interactions

• Further development potential under the China (Guangdong) Pilot Free Trade Zones in Qianhai, Nansha and Hengqin, and “Belt and Road”

Data Source: Airport Authority Hong Kong

Reaching Half of the World’s Population Within 5 Hours’ Flying Time
Hong Kong

A growing and ageing population and a shrinking labour force

Aspiration for enhancing liveability

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

Keen competition in the global and regional economy

Innovation and technology and enabling education to increase productivity

Meeting the land requirements and adopting a much longer term view

Providing new transport and other infrastructure

A large quantity of ageing building stock

Readiness for climate change

How can we turn these challenges into opportunities for a better Hong Kong?
Overview of Hong Kong 2030+ Proposals

**Vision**
To become a liveable, competitive and sustainable “Asia’s World City”

**Overarching Planning Goal**
Championing sustainable development with a view to meeting our present and future social, environmental and economic needs and aspirations

**Three Building Blocks**
Three building blocks for achieving the vision and overarching planning goal

1. **Planning for a Liveable High-density City**
2. **Embracing New Economic Challenges and Opportunities**
3. **Creating Capacity for Sustainable Growth**

**Conceptual Spatial Framework**

- **Key Strategic Directions and Key Actions for Building Blocks**
  - One Core: Metropolitan Business Core
  - Two Strategic Growth Areas
  - Three Development Axes
  - Supporting Transport Network

A vision-driven and capacity creating approach for strategic planning of land and space, transport, infrastructure provision and the environment, and for enhancing liveability
Building Block 1: Planning for a Liveable High-density City

Overall Approach

• to optimise development in new development areas
• to retrofit the densely developed urban areas
• to enhance the liveability of our high-density city through promoting eight city attributes

Retrofitting the densely developed urban areas & optimising the new development areas

- A Compact City
- An Integrated City
- A Unique, Diverse and Vibrant City
- A Healthy City
- Leveraging Green and Blue Assets
- Reinventing Public Space and Enhancing Public Facilities
- Rejuvenating the Urban Fabric
- An Inclusive and Supportive City
Building Block 1: Planning for a Liveable High-density City

Major Issue: To Cater for the Needs of an Ageing Society

• Promote “age-friendly” planning and design concepts catering for the elderly’s needs of health care, community and social welfare services and “ageing in place”

Housing for the Elderly

• Promote more diverse housing choices for the elderly by public and private sectors

Universal Design

• Promote the adoption of universal design in private residential developments
• Facilitate age friendly public space

Elderly Services

• Provide land and space for elderly care facilities, preferably on estate basis, complemented by district and community based services

Ageing Population

65+ 15% 36%
85+ 2.2% 10.1%
2014 → 2064
Building Block 1: Planning for a Liveable High-density City

Major Issue: Tackling the Ageing Buildings

- A large bulk of rapidly ageing building stock
- Continue to facilitate redevelopment, rehabilitation, revitalisation and preservation initiatives
- Need to step up efforts and policies for the rejuvenation of the dilapidated urban areas

326,000
private housing units aged 70 or above by 2046

Nearly 300 times of the building stock of the same age in 2015
Building Block 1:
Planning for a Liveable High-density City

Major Issue: Leveraging Green and Blue Assets and Promoting a Healthy City

• Form the “green and blue asset system” networks by integrating green and blue space planning, eco-corridors, and green and blue infrastructure

• Incorporate urban climatic and air ventilation considerations into planning and urban design

• Embrace the “active design” concept to promote physical activities and healthy lifestyles, e.g. promote walking and cycling

Conceptual Spatial Framework for Green and Blue Space Planning
Building Block 1: Planning for a Liveable High-density City

**Major Issue: Enhancing Living Space**

- Allow buffer in the development capacity for the possibilities and flexibility for considering options to improve home space

- Adopt a higher ratio of 3.5 m² per person for planning for the land requirement for Government, Institution or Community uses to enhance public facility provision (currently 2.2m² for Sha Tin New Town)

- Adopt a higher ratio of a minimum 2.5 m² per person for planning for the land requirement for open space to improve living space (currently a minimum of 2m²)
Building Block 2: Embracing New Economic Challenges and Opportunities

Overall Approach

• To move up the value chain, diversify economic base and provide jobs requiring a range of skills
• To provide land and space to address existing shortfall, and to enhance economic capacity and resilience for coping with unforeseen economic opportunities and challenges

Key Strategic Directions

- Adequate Land and Space for Economic Growth
- A Diversity of Economic Sectors and Quality Jobs of a Range of Skills
- Innovation, Technology and Collaboration
- Sufficient and Suitable Human Capital
- Adequate and Timely Provision of Supporting Infrastructure
Outstanding Long Term Land Requirement for Economic Uses

Market-driven uses
(Grade A offices, general business, industrial uses and special industries)

Policy-driven economic uses

About 300 ha
Ballpark and conservative estimates which have not yet included some uses like retail and spaces required for higher education and MICE use in the long term

- Need to plan more land and space for the pillar industries, emerging industries, modern industries, innovation and technology uses, Small and Medium Enterprises, innovation start-ups and creative industries
- Provide new tourist attractions, more high-grade hotels and more exhibition and convention facilities
- Take forward the Agricultural Park initiative and review the existing farmland for preserving farmland with good agricultural rehabilitation potential

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

<table>
<thead>
<tr>
<th>Market-driven uses</th>
<th>Policy-driven economic uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade A Offices</td>
<td></td>
</tr>
<tr>
<td>General Business</td>
<td></td>
</tr>
<tr>
<td>Special Industries</td>
<td></td>
</tr>
<tr>
<td>Existing Clusters</td>
<td>Major Planned/Commit Projects</td>
</tr>
</tbody>
</table>
| Potential Solution Spaces for Meeting Shortfall |}

Remarks:

- Existing clusters of floor space over 1 million m² in GFA.
- The size of existing clusters is proportional to the scale.
- Existing clusters of floor space between 0.5 and 1 million m² in GFA.
- Location shown on the plan is indicative only.
Overall Approach

- To adopt an enhanced strategic planning approach embracing creation of development capacity (land and space for development, transport and other infrastructure) and environmental capacity (including natural environment and relevant city development strategy) in a holistic manner.

- Create sufficient and timely capacity with buffers to meet various social and economic development needs. Avoid land and infrastructure provision posing major bottlenecks for development as at present.

- Implementation of individual projects will continue to be evaluated in accordance with established mechanisms, taking into account cost-effectiveness and resource priority.
Ballpark Estimates of Long-term Land Requirements

- **Total new land requirement (ha)**: 4,800+
- **Total committed and planned land supply (ha)**: 3,600*
- **Outstanding land requirements (ha)**: 1,200+

Housing (200ha)  
Economic Uses (300ha)  
GIC, Open Space and Transport Facilities (700ha)

- To address the estimated long-term land shortfall of at least **1,200 ha**, two strategic growth areas (i.e. East Lantau Metropolis (ELM) and New Territories North (NTN) with a total development area of 1,720 ha) are recommended.

Major development projects include Anderson Road Quarry, Diamond Hill Comprehensive Development Area Site, Ex-Cha Kwo Ling Kaolin Mine, Ex-Lamma Quarry, Fanling North New Development Area (NDA), Kwu Tung North NDA, Kwu Tung South, Hung Shui Kiu NDA, Yuen Long South, Kam Tin South Development (Phase I), Tung Chung New Town Extension and Kai Tak Development.
Creating Development Capacity

- Adopting a multi-pronged and flexible approach to create development capacity
- Optimising the use of land and identifying new land to meet demands, to improve quality of living and to cope with unforeseeable circumstances
Building Block 3: Creating Capacity for Sustainable Growth

Supporting Transport and Infrastructure Capacity

- Providing supporting transport infrastructure
- Managing private vehicles growth and use, and reshaping travel pattern
- Promoting an integrated smart, green and resilient infrastructure system to enhance the synergy effect and land efficiency

Private Vehicles Average Annual Growth Rate (1995-2015)

<table>
<thead>
<tr>
<th>Private vehicles</th>
<th>Domestic households</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>~3%</td>
<td>~1.7%</td>
<td>~0.8%</td>
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</tbody>
</table>

Proposed Environmentally Friendly Transport System in Hung Shui Kiu NDA

Tai Hang Tung Underground Flood Water Storage Tank
Building Block 3: Creating Capacity for Sustainable Growth

Creating, Enhancing and Regenerating Environmental Capacity

**Biodiversity Enhancement**
Protecting areas of high ecological value; revitalising water bodies and abandoned farmland; setting up nature park; advancing urban ecology and urban biodiversity, and promoting eco-shorelines and other blue-green infrastructure

**Environmental Improvement**
Improving air quality through environmentally friendly transport and better wind environment; protecting water gathering grounds; using waste-to-energy approaches to reduce use of resources; restoring degraded areas such as landfills and quarries, etc.

- Revitalising Water Bodies (Sai King)
- Revitalising Farmland (Lai Chi Wo)
- Promoting Urban Ecology
- Protecting Country Park Enclaves (by incorporating into country parks or statutory plans)
- Maintaining Existing Protection Status of Protected Areas (Conservation Areas, Special Areas, etc.)
- Planning for a Low Carbon City (District Cooling System in Kai Tak)
- Reusing Treatment Effluents (Applying Ping Sorge Treatment Works)
- Rehalising restored Landfills (Lam Tin)
- Adopting Waste-to-energy Approach (FWR in Tuen Mun)
- Improving Roadside Environment
A Smart, Green and Resilient City Strategy

The Smart, Green and Resilient City Strategy mainly concerns the built environment and involves:

• Promoting sustainable planning and urban design
• Fostering smart mobility
• Devising an integrated smart, green and resilient infrastructure system
• Setting up a common spatial data infrastructure and ICT infrastructure

Better prepare Hong Kong for tackling the key urban challenges of the 21st century, notably climate change.
Spatial Development Pattern 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 Development (Phase I), 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
Metropolitan Business Core

Reinforce the traditional Central Business District (CBD1) focusing on high value-added financial services and advanced producer services.

Transform Kowloon East into CBD2 as an alternative locational choice for enterprises.

Create CBD3 at the proposed East Lantau Metropolis (ELM) near Hong Kong Island West as a new and smart financial and producer services hub.

- Three complementary CBDs together with 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.
Conceptual Spatial Framework for Hong Kong 2030+

2

Strategic Growth Areas

(1) ELM: to bridge Hong Kong Island and Lantau and to create a new metro-front by developing a metropolis with a CBD, mainly through reclamation in ecologically less sensitive waters near Kau Yi Chau and in Hei Ling Chau Typhoon Shelter, and making better use of the under-utilised land in Mui Wo.

(2) New Territories North (NTN): develop a new generation new town at Heung Yuen Wai/Ping Che/Ta Kwu Ling/Hung Lung Hang/Queen’s Hill, and modern industries and economic uses preferring a boundary location at San Tin and Man Kam To through comprehensive planning and more efficient use of brownfield sites and abandoned agricultural land.

<table>
<thead>
<tr>
<th>Development Area (About) (ha.)</th>
<th>Estimated Population (About)</th>
<th>Estimated Employment (About)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ELM</td>
<td>1,000</td>
<td>400,000 – 700,000</td>
</tr>
<tr>
<td>NTN</td>
<td>720</td>
<td>255,000 / 350,000</td>
</tr>
</tbody>
</table>

*Development phasing and scale to be decided

ELM and NTN could be a key to:

- provide housing land
- improve living, work spaces and business environment
- bring economic vitality
- achieve better home-job balance
- enhance community facilities and public spaces to cater for an ageing population
- harmonise with nature
Emerging Development Axes

(1) Western Economic Corridor – capitalising on the international and regional gateway and strategic transport infrastructure in West Hong Kong, Hung Shui Kiu, Tuen Mun, Yuen Long South and various developments in North Lantau as new launchpad for growth

(2) Eastern Knowledge and Technology Corridor – leveraging the existing high technology industries and tertiary institutions cluster, and additional knowledge and technology developments proposed in Tseung Kwan O, Kwu Tung North, Lok Ma Chau Loop, Ma Liu Shui and near Liantang/Heung Yuen Wai Boundary Control Point (LT/HYWBCP)

(3) Northern Economic Belt – comprising six boundary crossings and LT/HYWBCP under construction as well as NTN development, suitable for warehousing, research and development (R&D), modern logistics and other emerging industries to create new employment centres in the northern New Territories

Strategic positioning to cater for different economic sectors and to capitalise on different locational advantages and bring in synergy
Conceptual Spatial Framework for Hong Kong 2030+

Supporting Transport Network

- A proposed northwest New Territories (NWNT)-Lantau-Metro Transport Corridor in Hong Kong West
- A proposed North-South Transport Corridor from northeast New Territories (NENT) to Kowloon, depending on the scale of the NTN development
- Subject to transport need and detailed study, the proposed NWNT-Lantau-Metro Transport Corridor may be extended northwards to Shenzhen West for further connectivity and functional integration, fortifying the Western Economic Corridor

-Enhance urban mobility and transport networks
-Enhance connectivity between metro core and Lantau
-Alternative connection to the airport and NWNT
Conceptual Spatial Framework for Hong Kong 2030+

LEGEND:
- East Lamma Metropolis (ELM) Preliminary Concept
- New Territories North (NTN) Preliminary Concept
- Proposed Transport Corridors (subject to further study)
- Potential transport corridors outside Victoria harbour
- Existing/Proposed Marine Parks or Marine Reserve
- Coastal boundary of the Proposed Marine Park for the IWMP Phase 1 (subject to amendment)
- Major committed/under planning land supply
- Existing Built-up Area
- Existing Conservation Area
- Proposed Country Park
- Existing Transport Network
- Railway Projects under Construction/Planning (indicative alignment)
- Road Projects under Construction
- Road Projects under Planning (indicative alignment)

Remarks: The boundaries of the land supply areas and alignments of the transport lines under planning are indicative only.
Highlights of Hong Kong 2030+

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 users)

Building Block 3: Creating Capacity for Sustainable Growth

More population and jobs within railway catchment
(76% and 85% respectively under the Railway Development Strategy 2014 proposals)

Conserve natural assets and create environmental capacity

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

Enhanced transport and infrastructure capacity

Vision-driven Capacity creation for sustainable growth

Conceptual Spatial Framework for Hong Kong 2030+

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

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

Enhanced economic capacity and jobs closer to home
- Jobs in the non-Metro Area: from 24% to 38%

Built-up area:
- 268km² to 324km²
Public Engagement

6-month public engagement from 27 October 2016 to late April 2017

Relevant information could be downloaded at www.hongkong2030plus.hk

We welcome your views
Thank You