香港 HONG KONG 2030+

TOWARDS A PLANNING VISION AND STRATEGY TRANSCENDING 2030

PUBLIC ENGAGEMENT

"Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (Hong Kong 2030+) updates the territorial development strategy (i.e. "Hong Kong 2030: Planning Vision and Strategy") promulgated in 2007. It serves to guide planning, land and infrastructure development and the shaping of the built environment of Hong Kong beyond 2030. It encompasses the vision and planning goal, the three building blocks of the strategy (i.e. "Planning for a liveable high density city", "Embracing new economic challenges and opportunities", and "Creating capacity for sustainable growth"), and a conceptual spatial framework to translate the building blocks. This pamphlet highlights the major proposals of Hong Kong 2030+ for engagement with the community. We welcome your valuable views.

Three Building Blocks

Conceptual Spatial Framework

About Our City

Aspirations: Our Vision and Planning Goal

Highlights of Hong Kong 2030+

Vision and Planning Goal

Towards a liveable, competitive and sustainable "Asia's World City" with sustainable development as the overarching planning goal

Technical Assessments
(including on-going Strategic Environmental Assessment & Transport and Land Use Assessment)

Supporting Transport Network

Conceptual Spatial Framework

Smart, Green and Resilient City Strategy

Building Blocks

1. Planning for a Liveable High-density City
   Retrofitting the densely developed urban areas and optimising the new development areas
2. Embracing New Economic Challenges and Opportunities
   Tackling the challenges and tapping into new opportunities
3. Creating Capacity for Sustainable Growth
   Creating development capacity while enhancing and regenerating environmental capacity

About Our City
Challenges and Opportunities

Start — 1 — 2 — 3 — 4 — 5 — 6 — 7 — 8 — 9

8 Finalisation of Technical Assessments

9 Complete Hong Kong 2030+ in 2018

Following a review of the global, regional and local contexts, we have formulated our Vision and Planning Goal for Hong Kong 2030+ and proposed Three Building Blocks to achieve them. A Smart, Green and Resilient City Strategy and a Conceptual Spatial Framework for Hong Kong are in the making. These necessitate a supporting transport network and technical assessments, and most importantly, your valuable views. Let's navigate the Hong Kong 2030+ proposals!

Highlights of Hong Kong 2030+

- Urban regeneration and facelift
- Conserve natural assets and create environmental capacity
- Sustainable use of land resources to meet social and economic development needs
- Green-blue assets and a healthy city for wholesome living
- Quality living environment supportive to all ages
- Buffer in development capacity for better living space
- Vision-driven capacity creation for sustainable growth
- Enhanced transport and infrastructure capacity
- Enhanced economic capacity and jobs closer to home
- Compact and rail-based development
- Smart, green and resilient city strategy

Future open space per person target from min 2m² to min 2.5m²

Government, Institution and Community (GIC) and per person provision target 3.5m². Currently 2.2m² for Sha Tin New Town

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

Jobs in the non-Metro Area from 24% to 38%

Future provision of economic space
• Grade A Offices gross floor area (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)

More population and jobs within railway catchment 75% and 85% respectively under the Railway Development Strategy 2014 proposals

About Our City

Just as we shape the world, the world is shaping us

GLOBAL POSITIONING AND MEGATRENDS

Individuals and Society
- Better educated, and technology enabled
- Ageing population

A competitive global city and financial centre but moderate performance in terms of liveability

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

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

REGIONAL DIMENSION
- Reaching half of the world's population within 5-hour flying time
- 3-hour living circle and 1-hour intercity traffic circle within the Greater Pearl River Delta
- Tapping into the growth potential of a mega city region

How can we turn our challenges into opportunities?

LOCAL CONTEXT

A growing and ageing population and a shrinking labour force

(Population): 2014 7.24M; +0.98 M; 2043 8.22M; 2064 7.81M

2064: 65+ 36%; 85+ 10.1%

(Domestic Households): 2014 2.43M; +0.50 M; 2044 2.93M; 2049 2.91M

Readiness for climate change

Buildings account for 90% of electricity consumed

Hong Kong's greenhouse gas emissions 2013: 68% Electricity; 17% Transport; Waste and others

Unbalanced spatial distribution of homes and jobs, jobs of limited range of skills

41% Population in Non-Metro Area

76% Jobs in Metro Area*

* Hong Kong Island, Kowloon, Tsuen Wan and Kwai Tsing

Enhancing liveability

Providing new transport and other infrastructure

Meeting long-term land requirement

1200+ ha outstanding land requirement

Keen global and regional competition

Enabling education and technology

A large quantity of old housing stock

Private residential units >70 years old: Current 1,100; By 2046 326,000

Conceptual Spatial Framework for Hong Kong 2030+

We are optimising the locational advantages of different sectors/industries and the distribution of the population and jobs; and enhancing the capacity of transport, infrastructure and environment for a sustainable, efficient and cost-effective development pattern. A clear spatial framework with a metropolitan business core, two strategic growth areas and three primary development axes; and preserving our natural assets and enhancing our liveability is proposed.

1 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

2 Strategic Growth Areas

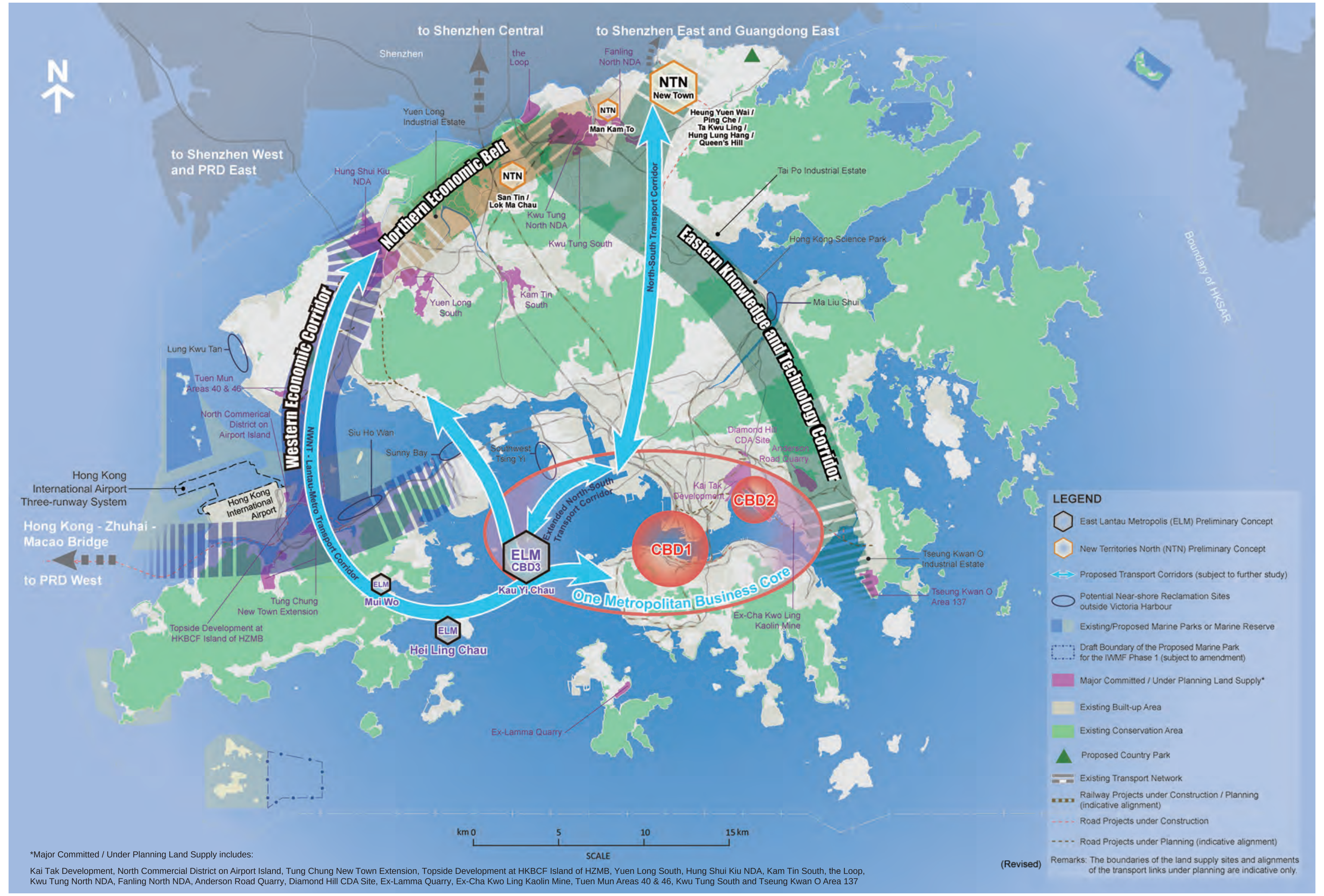
(1) ELM: Bridge Hong Kong Island and Lantau and create a new metro-front by developing a metropolis with a CBD mainly through reclamation in the ecologically less sensitive waters near Kau Yi Chau and the Hei Ling Chau Typhoon Shelter, and making better use of the under-utilised land in Mui Wo

(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 two potential development areas at San Tin and Man Kam To through comprehensive planning and more efficient use of brownfield sites and abandoned agricultural land

	ELM	NTN
Development Area	~1000 ha	~720 ha
Population	~400k - 700k	~255k or ~350k
Employment	~200k	~215k

*Development phasing and scale to be decided

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



*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, the 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

(Revised) Remarks: The boundaries of the land supply sites and alignments of the transport links under planning are indicative only.

3 Emerging Development Axes

- ✓ Strategic positioning to cater for different economic sectors and to capitalise on locational advantages and the synergy

(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 strengthening the corridor by additional knowledge and technology developments proposed in Tseung Kwan O, Kwu Tung North, the Loop, Ma Liu Shui and near Liantang/Heung Yuen Wai Boundary Control Point

(3) **Northern Economic Belt** – comprising six boundary crossings and an additional one 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

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
- 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

Three Building Blocks of the Territorial Development Strategy

BUILDING BLOCK 1

PLANNING FOR A LIVEABLE HIGH-DENSITY CITY

The compact high-density development model has made Hong Kong highly convenient, efficient and vibrant with extensive green and blue spaces. Yet, there are various side effects such as small home and work spaces, a congested urban environment and urban heat island effect.

There is no precedent of high-density and high-liveability cities. We propose that in the high-density 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 harnessed, where the public space can be enjoyed by all, and where our ageing city fabric is well maintained with timely rejuvenation.

A COMPACT CITY

Underscoring compact development with railway as the backbone, complemented by other modes of public transport and good pedestrian and cycling networks.

Fostering functional and vibrant urban spaces through compatible land use mix and responsive urban design concepts.

AN INTEGRATED CITY

Planning for a physically and functionally integrated city with easy access to workplaces, businesses, public amenities and nature.

Fostering a low-carbon first or last-mile trip to mass transit and a walkable city.

A UNIQUE, DIVERSE AND VIBRANT CITY

Enhancing our unique city character including natural assets, tangible and intangible heritage, city icons and urban-rural-countryside-nature continuum.

Promoting a sense of place and genuine choices of lifestyles, leisure pursuits and accommodation.

A HEALTHY CITY

Incorporating urban climatic and air ventilation considerations into planning.

Embracing the "active design" concept to promote physical activities and healthy lifestyles, and promoting easy access to nature and recreational facilities.

LEVERAGING GREEN AND BLUE ASSETS

Enriching existing green and blue assets through better access and facilities.

Reinventing the "green and blue asset system" networks by integrating green and blue space planning and providing eco-corridors.

Cultivating community green networks (e.g. promoting communal green spaces and urban farming).

Developing and implementing an urban forestry strategy.

Promoting a sustainable built environment (e.g. promoting green and blue infrastructure and exploring the possibility of introducing a "green index").

REINVENTING PUBLIC SPACE AND ENHANCING PUBLIC FACILITIES

Reinventing public space (e.g. public parks and public streets) in terms of functions, quality, design, accessibility, provision, management, etc.

Improving or redeveloping substandard public facilities and enhancing space provision to cater for changing needs.

REJUVENATING THE URBAN FABRIC

Expediting the maintenance and rejuvenation of dilapidated urban areas concentrated in the densely built urban core.

Stepping up efforts and policy on urban regeneration to address a large bulk of old building stock.

AN INCLUSIVE AND SUPPORTIVE CITY

Promoting an age-friendly environment for "active ageing", "ageing in place" and "inter-generational support" (e.g. adequate elderly facilities, public space within easy reach, and universal design in residential flats).

Planning for a supportive environment to nurture the youth (e.g. training and development facilities and premises to nurture young entrepreneurship).

Providing a supportive environment for families (e.g. childcare facilities at convenient locations).

Addressing housing needs of all ages by providing wider and appropriate housing choices.

BUILDING BLOCK 2

EMBRACING NEW ECONOMIC CHALLENGES AND OPPORTUNITIES

To stay competitive, we need to move up the value chain. We need to foster a knowledge and technology-based and high value-added economy with innovation and talents as the key drivers of growth, to cope with new mode of economic production and services, and to create more quality jobs with a range of skills.

ADEQUATE LAND AND SPACE FOR ECONOMIC GROWTH

To provide land at the right locations to meet the current shortfall and continued demand from various economic sectors to sustain economic growth and to create new job opportunities. These include premier offices and premises for modern industries, innovation and technology.

A DIVERSITY OF ECONOMIC SECTORS AND QUALITY JOBS WITH A RANGE OF SKILLS

To enhance economic capacity and resilience, to provide quality jobs with a range of skills, and to adapt to a knowledge and technology-based economy by providing favourable conditions to promote niche sectors and emerging industries while strengthening the pillar industries.

INNOVATION, TECHNOLOGY AND COLLABORATION

To reckon innovation and technology as an important driver of economic growth and to offer platforms and conditions conducive to promoting tech-ecosystems, innovation, technology and collaboration among the economic sectors.

SUFFICIENT AND SUITABLE HUMAN CAPITAL

To provide relevant education and training facilities such as for science, technology, engineering and mathematics (STEM), supporting infrastructure (e.g. science park and co-working spaces) and conditions conducive to nurturing, attracting and retaining valuable human resources and talents.

ADEQUATE AND TIMELY PROVISION OF SUPPORTING INFRASTRUCTURE

Increasing global and regional integration calls for better rail, road and air connectivity, infrastructure support and ICT enhancement.

BUILDING BLOCK 3

CREATING CAPACITY FOR SUSTAINABLE GROWTH

To support population increase and economic growth and improve liveability, we need more land and space, transport capacity, infrastructure capacity and planning in advance. We also need to minimise the demand for and optimise the use of resources for enhancing our capacity for growth in a sustainable way.

Our city is home to many species that are integral to the ecosystem. Championing environmental stewardship and enhancing environmental capacity are critical to sustainable growth.

We propose a vision-driven capacity-creating strategic planning approach, creating development capacity and at the same time enhancing the environmental capacity.

CREATING DEVELOPMENT CAPACITY

Adopting a multi-pronged and flexible approach to create development capacity through optimising the use of land and identifying new land to meet demands, to improve quality of living, and to cope with unforeseeable circumstances:

e.g. exploring the feasibility of accommodating brownfield operations in multi-storey buildings; re-planning of brownfield sites and deserted agricultural land; increasing development intensity taking into account infrastructure capacity and urban design considerations; exploring more rock cavern, underground space development and topside development; and creating land through reclaiming land within waters of low ecological value outside of Victoria Harbour.

Providing and enhancing supporting transport infrastructure and promoting integrated smart, green and resilient infrastructure while managing demands (e.g. bringing jobs closer to home, managing private car growth and use, making sewage effluent, harvesting rainwater, and converting waste to energy) and increasing the land efficiency of infrastructure.

CREATING, ENHANCING AND REGENERATING ENVIRONMENTAL CAPACITY

Benefits provided by the natural environment and biodiversity are crucial to our well-being and health. They include providing food and water supplies, regulating the mirco-climate and purifying water. We seek to create, enhance and regenerate environmental capacity by integrating conservation and biodiversity considerations into planning and decision making, and by improving the environment.

Environmental Improvement

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

Biodiversity Enhancement

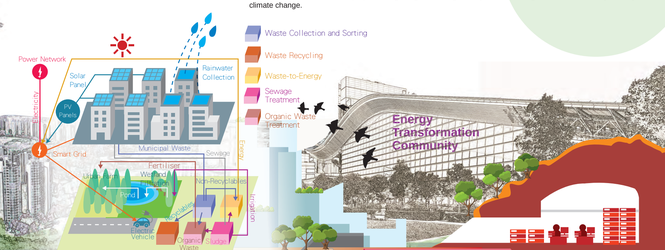
Protecting areas of high ecological value, revitalising water bodies and abandoned farmlands, setting up nature parks, advancing urban ecology and urban biodiversity, and promoting eco-shorelines and other blue-green infrastructure.

A SMART, GREEN AND RESILIENT (SGR) CITY STRATEGY

The SGR city strategy mainly concerns the built environment and involves:

- Promoting sustainable planning and urban design;
- Fostering smart mobility; and
- Devising an integrated smart, green and resilient infrastructure system.

It focuses on minimising demand for and the use of resources, promoting low-carbon smart economy and living, and enhancing city efficiency and business productivity. It is to be supported by a common spatial data infrastructure and ICT infrastructure. It will better prepare Hong Kong for tackling the key urban challenges of the 21st century, notably climate change.



We welcome your views by 30.04.2017

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Thank you

發展局 Development Bureau

規劃署 Planning Department