

# FOCUS







# **HONG KONG 2030+: TOWARDS A PLANNING VISION AND STRATEGY TRANSCENDING 2030**

## Introduction

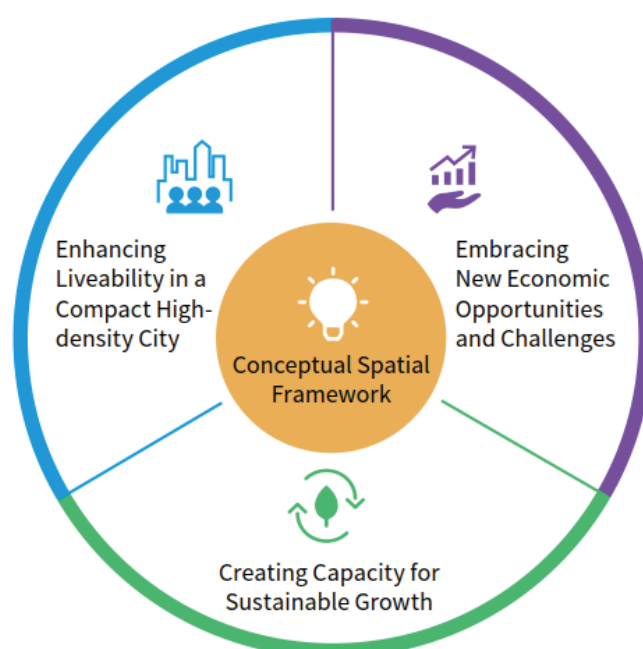
The Development Bureau and the Planning Department promulgated the Final Recommendations of the ‘Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030’ (‘Hong Kong 2030+’) in October 2021. This updated territorial spatial development strategy provides a strategic spatial planning framework for the future planning, land and infrastructure development as well as the shaping of the built and natural environment of Hong Kong beyond 2030.

## Vision and Overarching Planning Goal

We envision Hong Kong to be a liveable, competitive and sustainable ‘Asia’s World City’. Championing sustainable development with a view to meeting our social, environmental and economic needs and aspirations for the present and future generations is our overarching planning goal.

## Three Building Blocks

The vision and planning goal of ‘Hong Kong 2030+’ are underpinned by three building blocks.



*Components of the Territorial Spatial Development Strategy*





## Building Block 1 – Enhancing Liveability in a Compact High-density City

To enhance Hong Kong's liveability in a compact high-density setting, we shall foster a city that caters for development and natural environment, which enables people to lead healthier and low-carbon lives, brings people closer to our blue-green assets and encourages people of all ages and abilities to unleash their fullest potential. We aspire to provide well-planned spatial layout to enable citizens' equal access to the use and enjoyment of the city, and preserve the city's uniqueness and diversity while well maintained our ageing city fabric with timely rejuvenation. To achieve this, we promote Hong Kong as:

- **a healthy and revitalised city** through measures such as promoting active lifestyle, providing adequate community facilities, improving microclimate, and facilitating retrofitting of ageing neighbourhoods;
- **a blue and green city** that allows individuals to live in harmony with the nature and reside within walking distance to blue or green leisure/recreational opportunity;
- **an aspiring and supportive city** that provides an enabling built-environment that is 'pro-child', 'pro-youth', 'pro-family' and 'pro-elderly';
- **an equitable and inclusive city** that enables our population a decent level of living as well as, easy reach to jobs, community facilities and public spaces; and
- **an unique and diverse city** where Hong Kong can become an international metropolis for culture, arts, creativity, sports and events and be proud of its mix of culture, landscapes and city experiences.







## Building Block 2 – Embracing New Economic Opportunities and Challenges

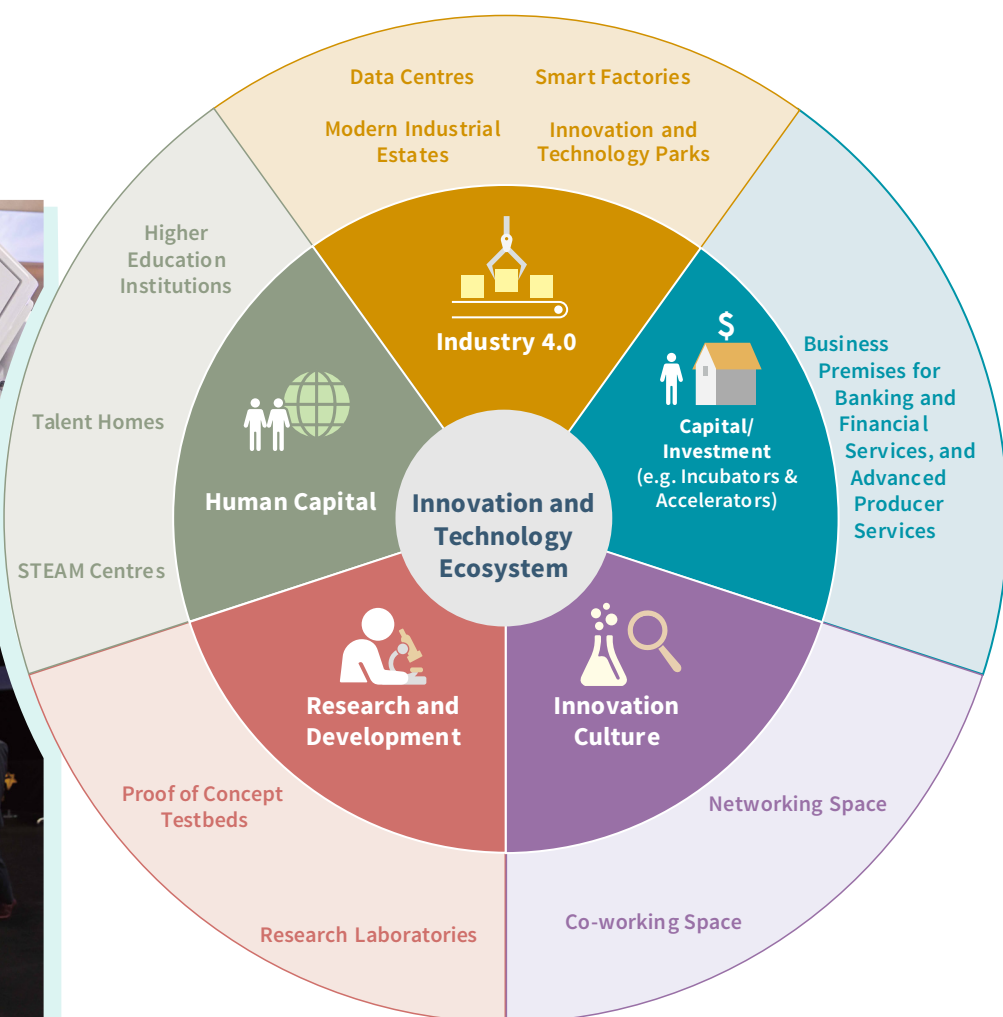
To embrace economic challenges and to tap new opportunities to prosper, we need to be responsive to global megatrends, regional dynamics and development of the Greater Bay Area (GBA), to move our key industries up the value chain, and to diversify our economic base. To this end, we have to provide adequate land supply at strategic locations for different economic activities.

In order to achieve the above, we propose to adopt the following strategic directions:

- creating capacity for sustaining economic growth and broadening the economic base;
- fostering an enabling environment for innovation and technology development and creating a new momentum for economic growth;
- providing a conducive environment for enhancing and optimising human capital; and
- enhancing Hong Kong’s position as a multi-modal transportation hub where people, goods and ideas converge and hence a global and regional nodal point for doing business.



Innovation and Technology Industry



Innovation and Technology Ecosystem





## Building Block 3 – Creating Capacity for Sustainable Growth

To ensure sustainable growth, we have to integrate transport-land use-environmental considerations in strategic planning under a vision-driven and capacity creating approach. This approach is underpinned by the capacity to create developable land, transport and other essential infrastructure in a visionary manner alongside continuous efforts to enhance environmental capacity.

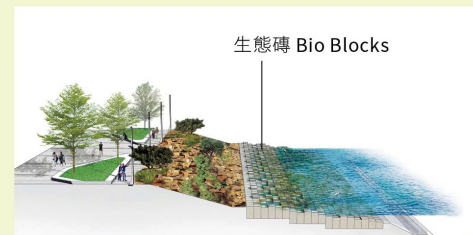
The strategic planning approach encompasses:

- adopting a sustainable and multi-pronged land supply approach for creating development capacity;
- mainstreaming climate change, biodiversity and other environmental considerations in the planning and development; and
- rendering planning support to ensure our city is adequately supported by smart, green and resilient infrastructure.

### 紅樹林生態海岸線 Mangrove Eco-shoreline

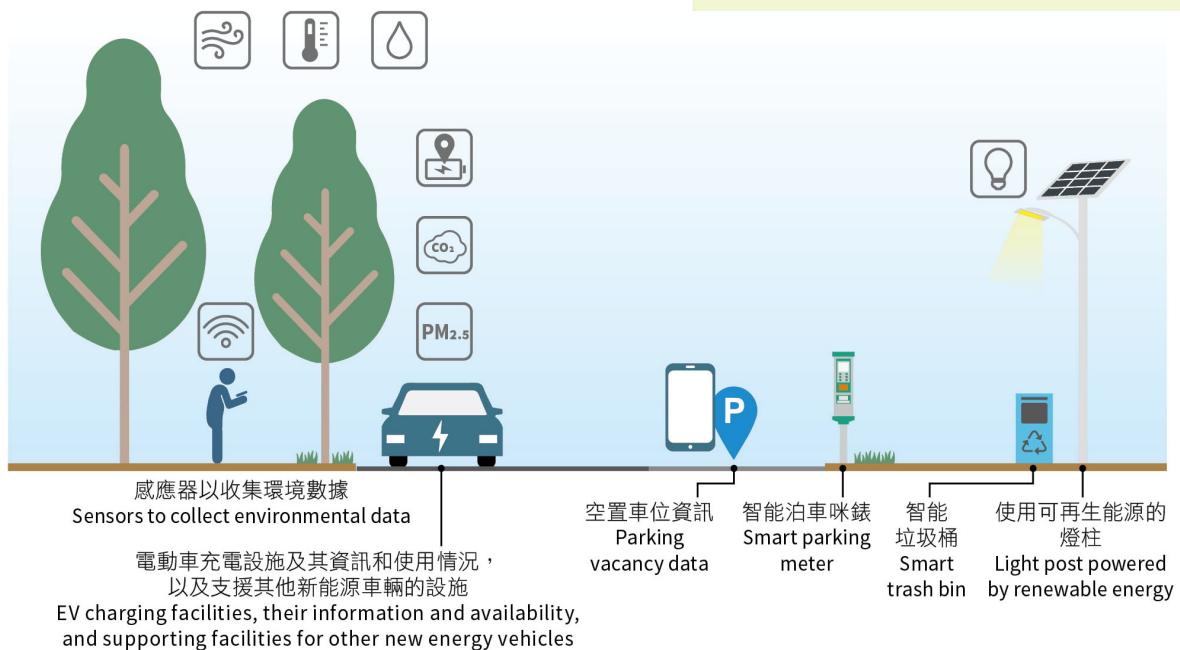


### 岩石生態海岸線 Rocky Eco-shoreline



來源：土木工程拓展署  
Source: Civil Engineering and Development Department

### 智慧社區的圖例 Illustration of Smart Community



Smart, Green and Resilient infrastructure



## Land Requirement and Supply Analysis

'Hong Kong 2030+' projects the latest demand and supply of land for three broad categories of land uses over the projection period (2019-2048), viz housing, economic uses, as well as uses covering Government, Institution and Community (GIC) facilities, open space and transport infrastructure (**Table 1**). It is projected that the overall demand for land would be about 6 200 ha, considerably higher than the initial estimate of 4 800 ha suggested in 2016. This is because the Government has taken a more visionary, forward looking and capacity creating approach in making the projection, assuming:

An enhancement in home space when working out the overall land requirement for accommodating demand for an additional 1 million housing units, which would translate into average living space per person at 20 m<sup>2</sup>/215 ft<sup>2</sup> (after an assumed 10% home space enhancement) and 22 m<sup>2</sup>/237 ft<sup>2</sup> (after an assumed 20% home space enhancement)

Enhancement in the provision targets of GIC facilities, open space and transport infrastructure. For instance, the land per person ratio for open space has been increased to 3.5 m<sup>2</sup>, higher than the existing standard of 2 m<sup>2</sup>

Much stepped up demand for land to drive economic development leveraging on the opportunities arising from the 'National 14<sup>th</sup> Five-Year Plan' and the 'Outline Development Plan for the GBA'. It has assumed, for instance, a demand of at least 340 ha of land for promoting the development of science, innovation and technology-related industries



**Table 1 Overall Land Requirement and Supply Assessment**

	<b>Land Requirement<sup>(i)</sup> (ha)</b>	<b>Committed Land Supply<sup>(ii)</sup> (ha)</b>	<b>Land Shortfall (ha)</b>
<b>Housing Land</b>	<b>1 850-2 020</b>	<b>1 340</b>	<b>510-680</b>
<b>Economic Land</b>	<b>1 080-1 190</b>	<b>370</b>	<b>710-820</b>
<i>Policy-driven uses</i>	860-950	270	590-680
<i>Non-policy-driven uses</i>	220-240	100	120-140
<b>GIC Facilities, Open Space &amp; Transport Infrastructure</b>	<b>2 860-3 000</b>	<b>1 500</b>	<b>1 360-1 500</b>
<i>Policy-driven uses/ Major special facilities</i>	1 370-1 510	710	660-800
<i>Population-related facilities</i>	1 490	790	700
<b>Total</b>	<b>5 790-6 210</b>	<b>3 210</b>	<b>2 580-3 000</b>
	(say <b>5 800-6 200</b> )	(say <b>3 200</b> )	(say <b>2 600-3 000</b> )

- (i) The land requirement figures are only ballpark estimates. The coverage of the updated assessment is not exhaustive. For instance, the non-policy-driven economic uses have not included retail facilities as their demand is highly volatile and the majority of the existing retail facilities in Hong Kong are not standalone developments.
- (ii) The land supply figures are only ballpark estimates based on the assumption that all the projects contributing towards the committed land supply will be implemented smoothly according to the development scale and schedule proposed.





## Possible Solution Spaces

The 'Hong Kong 2030+' also reinforces the adoption of a multi-pronged land supply strategy, setting out overall land supply of 7 300 ha. This estimated supply comprises a committed land supply of 3 200 ha (largely supply to be generated from various land development projects which are ongoing or are at relatively advanced stages of planning) and possible solution spaces (**Table 2**) of about 4 100 ha to be available in the medium to long term to help address the 3 000 ha of land shortfall.

**Table 2** Possible Solution Spaces

Possible Solution Space	Potential Land Supply (in ha)
<b>Lantau Tomorrow Vision</b>	
1. Kau Yi Chau Artificial Islands	1 000
<b>Northern Metropolis</b>	
2. Ngau Tam Mei Land Use Review	80
3. San Tin/Lok Ma Chau Development Node	340
4. New Territories North New Town	1 180
5. Man Kam To	70
6. Additional Land under Northern Metropolis Development Strategy	600
<b>Others</b>	
7. Ma Liu Shui Reclamation	60
8. Redevelopment of Sha Tin Sewage Treatment Works site after relocation	28
9. Tseung Kwan O Area 137	80
10. Lung Kwu Tan Reclamation	220
11. Tuen Mun West (including River Trade Terminal)	220
12. Tuen Mun East	70
13. After use of Lam Tei Quarry	96
14. Sunny Bay Reclamation	80
<b>Total</b>	<b>say 4 100</b>

Note:

The actual development area for each of the above projects will be subject to detailed studies.



概念性空間框架  
Conceptual Spatial Framework

深圳  
Shenzhen

往深圳東及廣東東部  
to Shenzhen East and Guangdong East

往深圳市中心  
to Shenzhen Central

往深圳西及  
珠三角東部  
to Shenzhen West  
and Pearl River  
Delta East

往珠三角西部  
to Pearl River  
Delta West

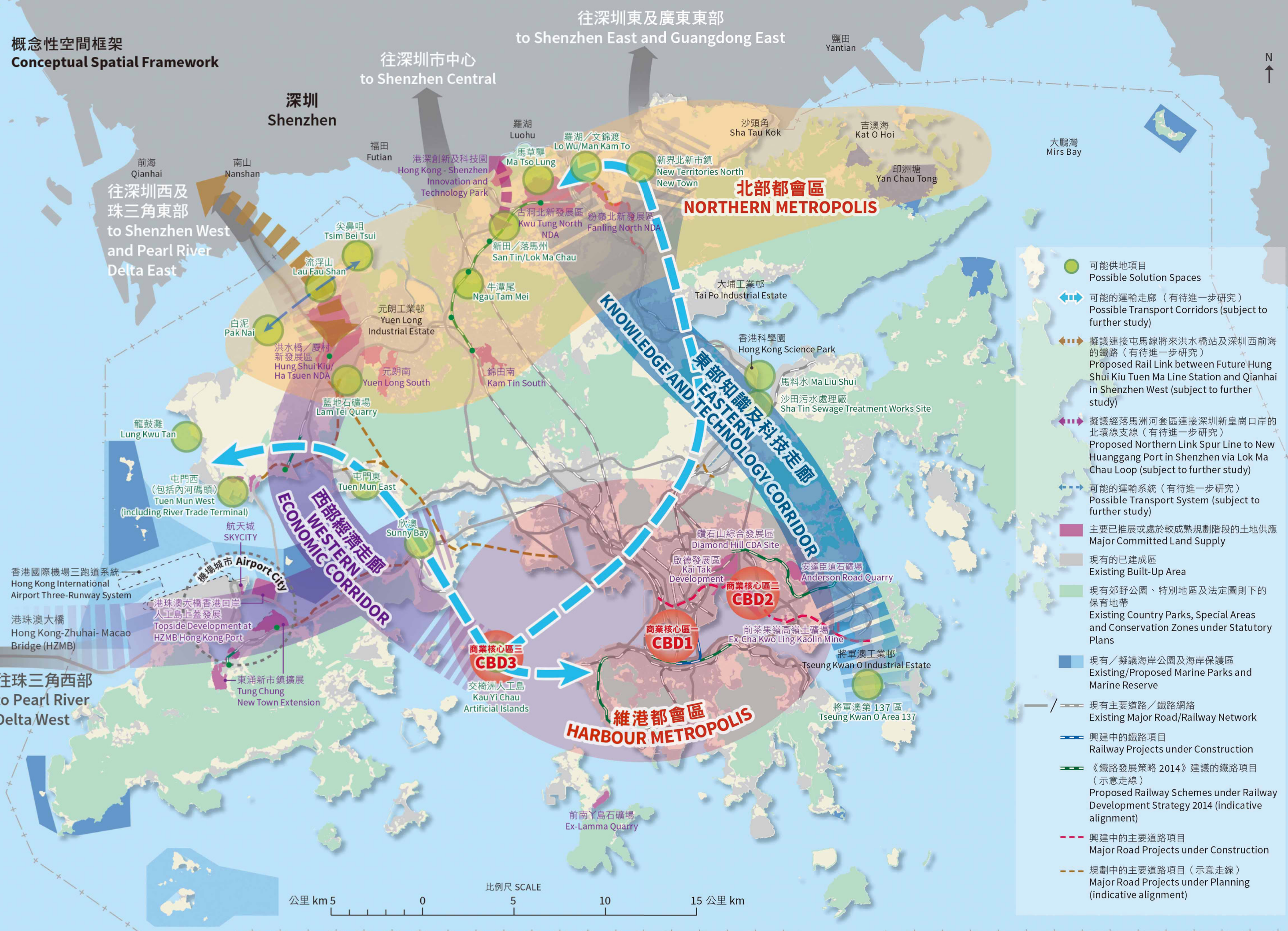
北部都會區  
NORTHERN METROPOLIS

維港都會區  
HARBOUR METROPOLIS

東部知識及科技走廊  
KNOWLEDGE AND TECHNOLOGY CORRIDOR

西部經濟走廊  
WESTERN ECONOMIC CORRIDOR

- 可能供地項目  
Possible Solution Spaces
- ⇄ 可能的運輸走廊 (有待進一步研究)  
Possible Transport Corridors (subject to further study)
- ⇄ 擬議連接屯馬線將來洪水橋站及深圳西前海  
的鐵路 (有待進一步研究)  
Proposed Rail Link between Future Hung  
Shui Kiu Tuen Ma Line Station and Qianhai  
in Shenzhen West (subject to further  
study)
- ⇄ 擬議經落馬洲河套區連接深圳新皇崗口岸的  
北環線支線 (有待進一步研究)  
Proposed Northern Link Spur Line to New  
Huanggang Port in Shenzhen via Lok Ma  
Chau Loop (subject to further study)
- ⇄ 可能的運輸系統 (有待進一步研究)  
Possible Transport System (subject to  
further study)
- 主要已推展或處於較成熟規劃階段的土地供應  
Major Committed Land Supply
- 現有的已建成區  
Existing Built-Up Area
- 現有郊野公園、特別地區及法定圖則下的  
保育地帶  
Existing Country Parks, Special Areas  
and Conservation Zones under Statutory  
Plans
- 現有/擬議海岸公園及海岸保護區  
Existing/Proposed Marine Parks and  
Marine Reserve
- / — 現有主要道路/鐵路網絡  
Existing Major Road/Railway Network
- 興建中的鐵路項目  
Railway Projects under Construction
- 《鐵路發展策略 2014》建議的鐵路項目  
(示意走線)  
Proposed Railway Schemes under Railway  
Development Strategy 2014 (indicative  
alignment)
- 興建中的主要道路項目  
Major Road Projects under Construction
- 規劃中的主要道路項目 (示意走線)  
Major Road Projects under Planning  
(indicative alignment)





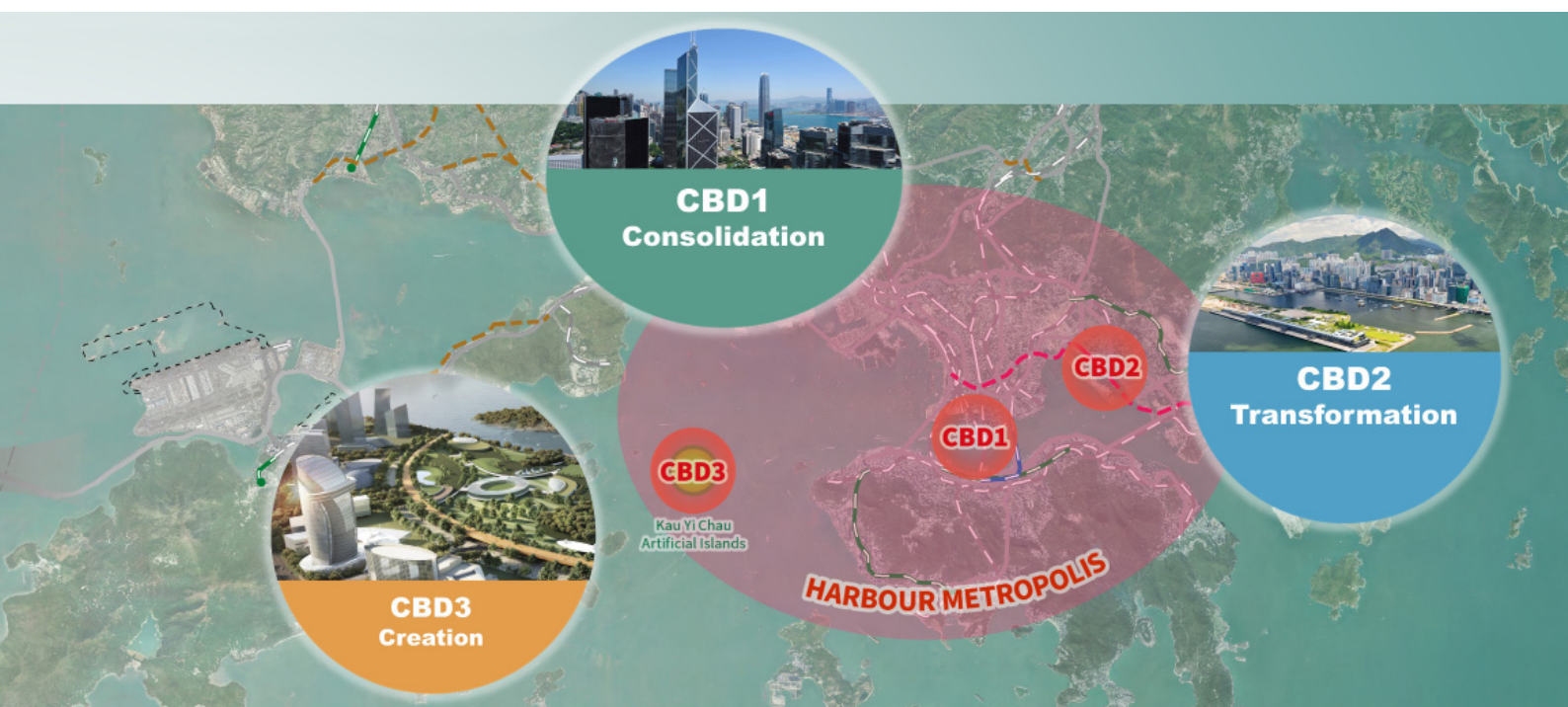
## Conceptual Spatial Framework

A Conceptual Spatial Framework (CSF) has been formulated to incorporate the 14 solution spaces and an indicative strategic transport network to support these new developments. The CSF provides Hong Kong with the capacity to satisfy the estimated land demand, achieves agglomeration of activities and synergistic clusters, offers opportunities for retrofitting the dense urban core and brings jobs closer to homes. The CSF comprises two Metropolises and two Development Axes, namely:

### The Harbour Metropolis

The Harbour Metropolis covers the existing Metro Area and the Kau Yi Chau (KYC) Artificial Islands in the Central Waters. In terms of economic activities, this Metropolis has a competitive advantage in finance/business.

Through stepping up redevelopment and rehabilitation of ageing buildings, providing more open space and GIC facilities, and thinning out the population in the longer term, the liveability of the Metro Area would be enhanced. Economic competitiveness would be further strengthened through consolidating the traditional Central Business District (CBD)1 in Central and the adjoining areas, continuously transforming Kowloon East into a dynamic CBD2, and developing other office/business nodes outside the two CBDs. The KYC Artificial Islands will support the development of the third CBD (CBD3) to complement the other two CBDs.



*Harbour Metropolis*

## The Northern Metropolis

The Northern Metropolis covers Yuen Long and North Districts, including the boundary areas between Hong Kong and Shenzhen with seven boundary control points (BCPs). It comprises a number of major development clusters with transport proposals to enhance their accessibility and inter-connectivity. This Metropolis commands a favourable location for the innovation and technology industry and encompasses rich cultural and natural resources.



*Northern Metropolis*

The key initiatives in the area include:

(a) Expansion of Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA)

To expand the HSK/HT NDA to cover Tsim Bei Tsui, Lau Fau Shan and Pak Nai, with new transport infrastructure serving the expanded area and upgrade the NDA as a modern service centre by leveraging on the expansion of the ‘Qianhai Shenzhen-Hong Kong Modern Service Industry Co-operation Zone’ and a new cross-boundary rail link (Hung Shui Kiu – Qianhai).

(b) San Tin/Lok Ma Chau Development Node (ST/LMC DN)

ST/LMC DN will be expanded and developed into a ‘Technopole’ with housing development.

(c) Expansion of Kwu Tung North New Development Area (KTN NDA)

To expand the KTN NDA northwards to include Ma Tso Lung with a view to increasing residential supply and providing support to the innovation and technology enterprises in the Hong Kong-Shenzhen Innovation & Technology Park (HK-SZ I&T Park).



(d) Lo Wu/Man Kam To Comprehensive Development Node (LW/MKT CDN)

The area has potential for housing and commercial uses by releasing land after co-location of Lo Wu BCP on the Shenzhen side and provision of a new Lo Wu (South) Station.

(e) New Territories North New Town (NTN New Town)

The NTN New Town covers Heung Yuen Wai, Ping Che, Ta Kwu Ling, Hung Lung Hang and Queen's Hill. Apart from housing development, this New Town is suitable for a range of economic uses, including industrial, innovation and technology, commercial/business and modern logistics.

(f) Opening-up of Sha Tau Kok Town

It is proposed to gradually open up Sha Tau Kok Pier for eco-tourism and further open up Sha Tau Kok Town (except Chung Ying Street) in the longer term to pave way for sustainable eco-recreation/tourism in Kat O Hoi and Yan Chau Tong.

## The Western Economic Corridor

The Western Economic Corridor leverages on the international gateway functions in the western part of the territory and the future opportunities to be brought about by the new CBD at KYC Artificial Islands. The Corridor covers the Northwest New Territories in the north (including HSK/HT NDA, Lung Kwu Tan reclamation, Tuen Mun West (including the redevelopment of River Trade Terminal) and Lam Tei Quarry site), North Lantau in the middle (Airport City and Sunny Bay reclamation) and KYC Artificial Islands in the south.



Western Economic Corridor

## The Eastern Knowledge and Technology Corridor

The Eastern Knowledge and Technology Corridor comprises different existing/ planned innovation and technology-related developments, such as existing university cluster, Hong Kong Science Park, Tseung Kwan O and Tai Po Industrial Estates and CBD2 in Kowloon East with agglomeration of co-working spaces and innovation and technology start-ups. The HK-SZ I&T Park at the Lok Ma Chau Loop under construction together with the planned innovation and technology developments at ST/LMC DN and Ma Liu Shui reclamation and Sha Tin Sewage Treatment Works (STW) site after relocation of the STW will fortify this corridor.



*Eastern Knowledge and Technology Corridor*

### Way Forward

Some of the strategic directions proposed under the three building blocks and CSF will require further investigation by relevant bureaux / departments, while some other proposals are being carried out, such as the commissioning of consultancy studies on KYC Artificial Islands, ST/LMC DN, LW/MKT CDN, NTN New Town and reimagining public spaces. All the major proposals as well as land requirement and supply analysis on different land uses would be constantly reviewed to keep abreast of the latest circumstances.



# 2020 AREA ASSESSMENTS OF INDUSTRIAL LAND IN THE TERRITORY

The Planning Department has been conducting a series of Area Assessments of the Industrial Land in the Territory (Area Assessments) since 2000 to obtain an updated utilisation profile of existing private Industrial Buildings (IBs) for forward planning.

The 2020 Area Assessments update the snapshot of the existing private industrial buildings in terms of their utilisation and progress of transformation since the last round in 2014.

# THE INDUSTRIAL STOCK

The 2020 Area Assessments cover IBs under private ownership in “Industrial” (“I”), “Other Specified Uses” annotated “Business” (“OU(B)”), “Residential (Group A)” (“R(A)”), “Residential (Group E)” (“R(E)”) and “Comprehensive Development Areas” (“CDA”) zones.

Total no. of IBs:

**1 342**

Total industrial land:

**480.9 ha**

Total gross floor area (GFA):

**27.24 million (M) m<sup>2</sup>**

## Overall Account

There has been a decrease in the overall industrial stock in the territory since the 2014 Area Assessments. The drop occurred in all zones except “OU(B)” (**Figure 1**). The net decrease in IBs (-106 IBs) was mainly resulted from the exclusion of those IBs that had been converted / redeveloped or are undertaking wholesale conversion/redevelopment to non-industrial uses. The decrease in industrial land from about 509.7ha in 2014 to 480.9ha in 2020 (-28.8ha) was mainly due to rezoning for non-industrial uses. Tuen Mun, Kwai Chung and Tsuen Wan, Fo Tan, Cheung Sha Wan and Eastern Kowloon are key suppliers, each providing more than one million sq.m. industrial floorspace.

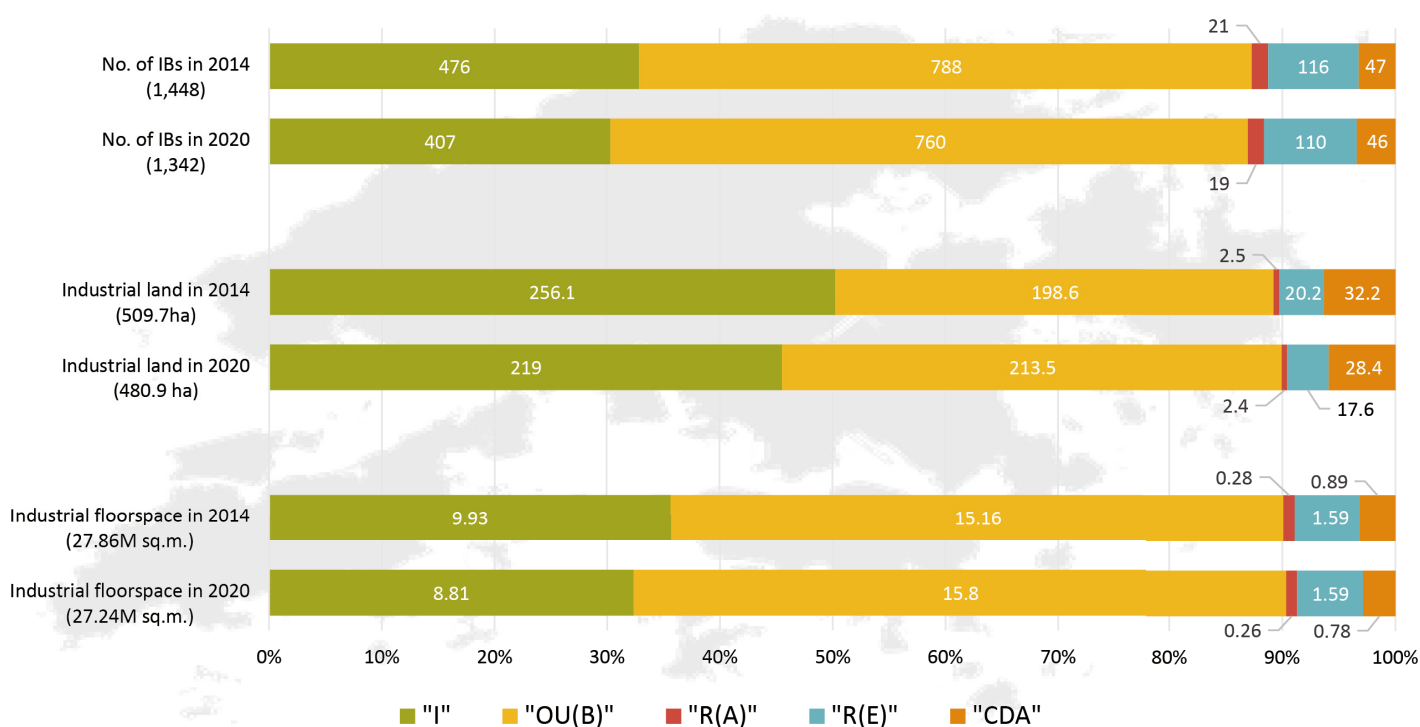


Figure 1: Comparison of the Number of IBs, Industrial Land and Industrial Floorspace between 2014 and 2020



## Building Age, Ownership and Condition

About two thirds of the IBs (i.e. 880 IBs) were built before 1987 and about 60% were situated in “I” and “OU(B)” zones in metro areas. More than 28% of the pre-1987 IBs (i.e. 254 IBs) were under single ownership<sup>1</sup>, mainly in Eastern Kowloon and Tsuen Wan. Despite the aging stock, most of the IBs were in fair (about 89%) or good (about 7%) condition.

*Majority of the pre-1987 IBs under single ownership are located in Eastern Kowloon and Tsuen Wan*

## Vacancy

The overall vacancy rates<sup>2</sup> of private flatted factories and private storage buildings in 2020 were 6.4% and 5.4% respectively. Vacancy rates have been maintained at relatively low level (below or equal to 6.8%) since 2015.

# KEY FINDINGS AND OBSERVATIONS

An on-site survey to collect information of IBs was conducted from December 2019 to December 2020. The findings are approximated from the surveyed units (some 45 753 units) under stratified sampling.

## Usage

**The predominant uses of IBs were still industrial, occupying more than half (about 58%) of total IB floorspace**

Nearly half of the IB floorspace was occupied by warehouse/storage (Figure 2). The overall usage pattern is similar to that of 2014 noting the share of office decreasing from 28% to 25% with a corresponding increase in other non-industrial uses (e.g. shops and services).

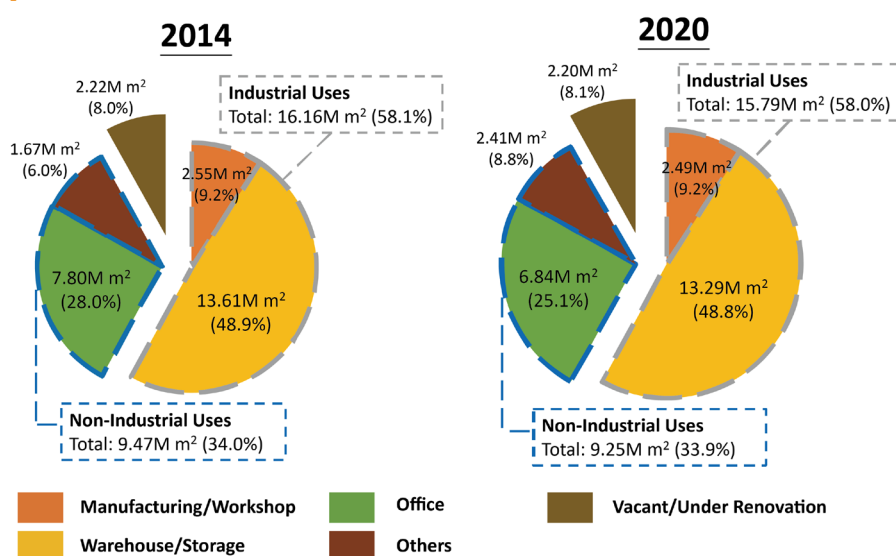


Figure 2: Overall Uses in IBs

1. Source: the Land Registry (data as at June 2020).

2. Source: Rating and Valuation Department's Hong Kong Property Review

## Industrial Uses

Among warehouse/storage uses, the largest share was for general storage and these IBs were mainly located in Tsuen Wan/Kwai Chung and Eastern Kowloon. For the more specialised logistic warehouses, they were more often found in Tuen Mun, Kwai Chung and Shek Mun.

## Office in IBs

Some 17.6% of the IB floorspace (about 4.79M m<sup>2</sup>) were occupied by units solely as office without ancillary workshop, warehouse or other industrial uses. These office premises were mainly located in Eastern Kowloon, Cheung Sha Wan, Hung Hom and Chai Wan Kok.

## ‘Others’ and Emerging Uses

Shop and services uses held a notable share of about 3.2% of the total IB floorspace, mainly located in Eastern Kowloon and Cheung Sha Wan. There was also a marked increase by about 85.7% and 25% in floorspace occupied by data centre and research and design centre respectively. Data centre in IBs contributed some 52% of the total data centre floorspace supply in Hong Kong<sup>3</sup>. Floorspace occupied by place of entertainment and recreational related usages had doubled since 2014 Area Assessments (**Figure 3**).

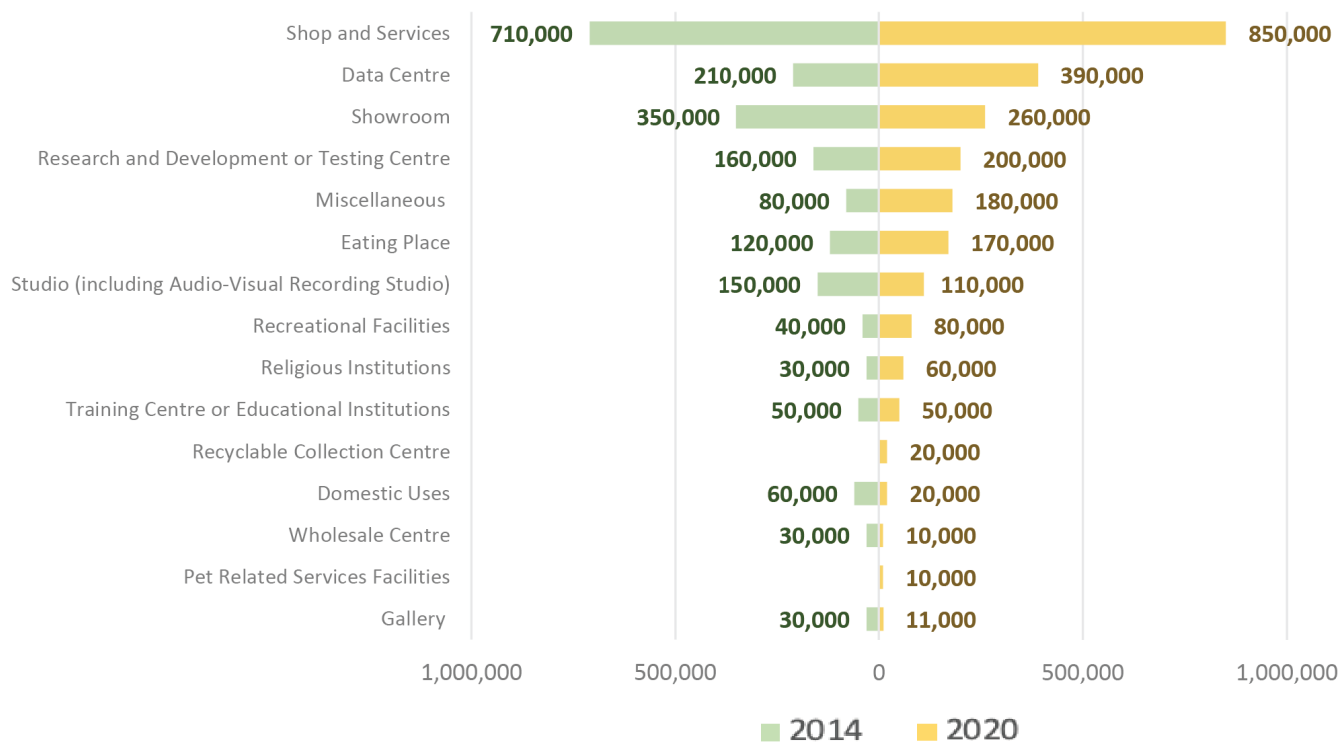
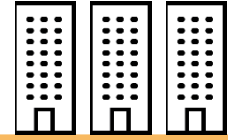


Figure 3: Breakdown of ‘Others’ Uses in IBs (GFA in m<sup>2</sup>)

3. The total supply of data centre in Hong Kong is 743 000 m<sup>2</sup>. Source: “Update on Data Centre Development in Hong Kong” LC Paper No. CB(1)644/19-20(01).





# Characteristic of Industrial Units

**99 619** no. of units in 1 342 IBs

- Average size: 273.4 m<sup>2</sup>
- Common size: 80m<sup>2</sup> or less
- 2.7% of total units were subdivided

## Years of Occupation

- Over 40% occupied 5 years or less
- 35% occupied for over 10 years (mainly by manufacturing/workshop operators)



## Occupier of units

67% tenants  
33% owners

**21.9%** of floorspace in IBs were used by owner-occupiers

## Intention to relocate

91.6% units had no intention to relocate

## Start-ups in IBs

### IBs are preferred by for start-ups, especially for operations related to industrial uses

Around 14.1% of the units (i.e. 10 832 units) were occupied by start-ups<sup>4</sup>. Among them, about 40.7% were associated with import/export, wholesale and retail trades business and other non-manufacturing business (about 29.3%) such as “professional, scientific and technical activities”, “accommodation and food service activities”. A higher proportion of start-ups were manufacturing/workshop in nature including food and beverage, vehicle repairing and washing and facemask. Start-up companies were mainly found in Eastern Kowloon, Kwai Chung and Tsuen Wan.

About **6.9%** of floorspace in IBs were occupied by start-ups, representing **1.88M m<sup>2</sup> GFA**

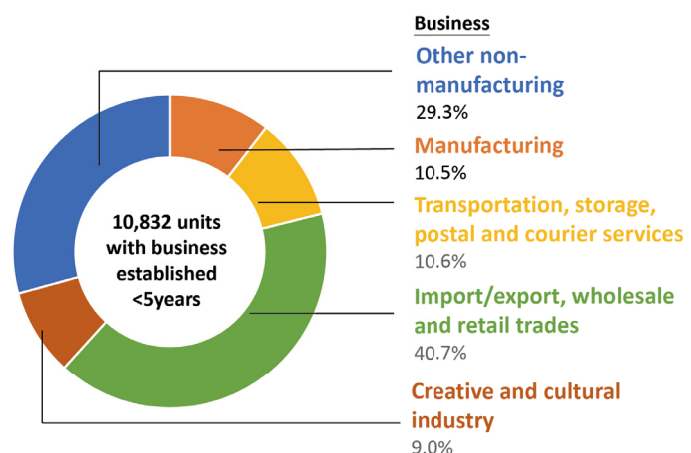


Figure 4: Associated Business of Start-ups in IBs

4. The usage and business profile of ‘Start-ups’ is defined as companies registered for no more than 5 years in the Survey. There is no express definition for ‘start-up’. The years of company establishment is therefore adopted from one of the requirements of Hong Kong Science and Technology Parks’ Incubation programme which aims to help start-up to set off their businesses. (Source: <https://www.hkstp.org/what-we-offer/incubation-and-acceleration-programmes/incubation/hkstp-incubation/>).

## Cultural and Creative Industry

The relevant businesses pertinent to cultural and creative industry (CCI)<sup>5</sup> in IBs include publishing, audio/ video production, advertising/ marketing, specialised design, cultural education, and creative/ performing arts. It can be seen from **Figure 5** that the CCI had a share of some 3.5% (about 0.82M m<sup>2</sup>) of floorspace in IBs in form of shop and services and art studio grouped under 'Others'.

About 3.5% of floorspace in IBs were associated with cultural and creative industry business, representing 0.82M m<sup>2</sup> GFA

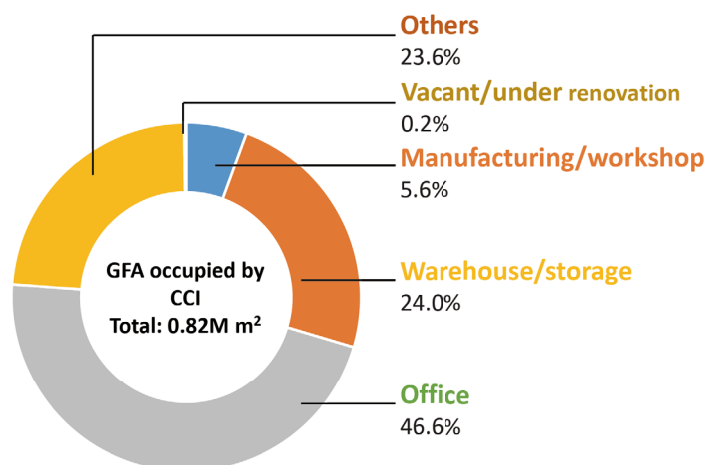


Figure 5: Floorspace Occupied by CCI in IBs

## Small and Medium Enterprises (SMEs) in IBs

SME refers to manufacturing business which employs less than 100 persons, or non-manufacturing business which employs less than 50 persons. Among SME, there are micro-enterprises SME, which are defined as business that employs less than 10 persons.

As at March 2021, there were over 340 000 SMEs in Hong Kong, constituting more than 98% of total number of business establishments.

These SMEs occupied 16.71M m<sup>2</sup> or 61.3% of total floorspace in IBs. Their usage pattern differed from the territorial one, notably a higher proportion in shop and services and were mainly associated with import/ export, wholesale and retail trades business.

Almost 80% (71 172) of the surveyed units were found occupied by SMEs, within which a majority (56 833) were micro establishment, employing less than 10 persons. Some other 18.9% (16 869) of the surveyed units, typically warehouse, involved no workers (**Figure 6**).

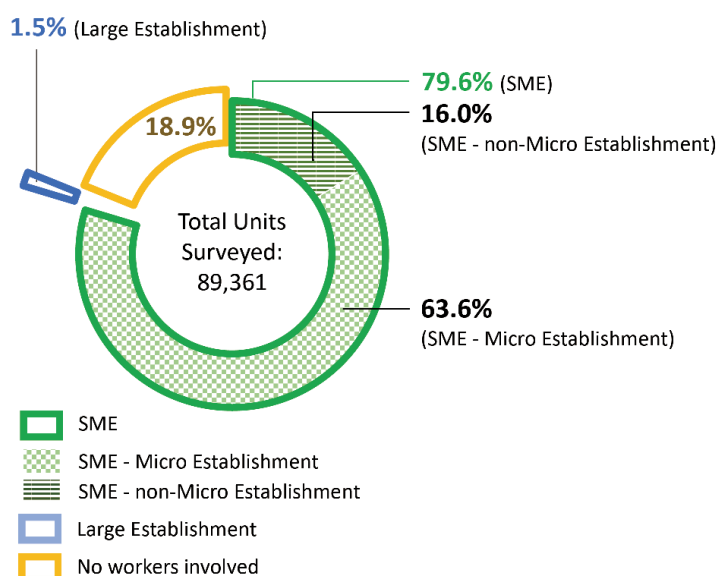


Figure 6: Size of Establishments in IBs

5. Based on the definition of the Census and Statistics Department (C&SD)



## About 489 000 labour force engaged in IBs, contributing to 12.7% of labour force in Hong Kong

It is estimated that the operations in IB engaged a total of 489 000 employees, contributing to 12.7% of labour force in Hong Kong<sup>6</sup> and a significant portion (61.3%) of floorspace in IBs were found occupied by SMEs.

## PROGRESS OF TRANSFORMATION

Various measures have been provided for to allow greater flexibility in the use of IBs (such as broaden the scope of uses permissible) and better use of the land resources (such as rezoning to “OU(B)” or other zonings).

### “I” Zone

The land zoned “I” represents about 46% of industrial land area covered by the Study and in terms of floorspace, about 32.3% of the total industrial floorspace in IBs under the Study. Since 2014, the industrial stock in terms of land area, number of IBs and floorspace have decreased (**Table 1**).

*Land zoned “I” represent about 46% of the total industrial land covered by the Study*

Following the rezoning efforts as well as policy initiatives on IB Revitalisation Schemes 1.0 and 2.0, 19 IB sites in “I” zones had been converted/redeveloped (or undergoing the works process) into office and/or other commercial uses.

In spatial terms, majority of the “I” areas are located in non-metro areas in New Territories. However, Kwai Chung/Tsuen Wan provided the most industrial GFA (40%) in “I” zone.

**Table 1** IBs in “I” areas

	2014	2020
<b>Land Area (ha)</b>	256.1	219.0
<b>No. of IBs</b>	476	407
<b>GFA (m<sup>2</sup>)</b>	9.93M	8.81M

6. According to C&SD, the labour force and employed persons in Hong Kong were about 3 853 100 and 3 640 100 respectively between April 2021 and June 2021. (Source: <https://www.censtatd.gov.hk/en/scode200.html>)

The usage pattern of IBs in “I” is similar to that of the territory. There is a slight decrease in warehouse/ storage in IBs in “I”, but still occupied a major floorspace in the territory (**Figure 7**).

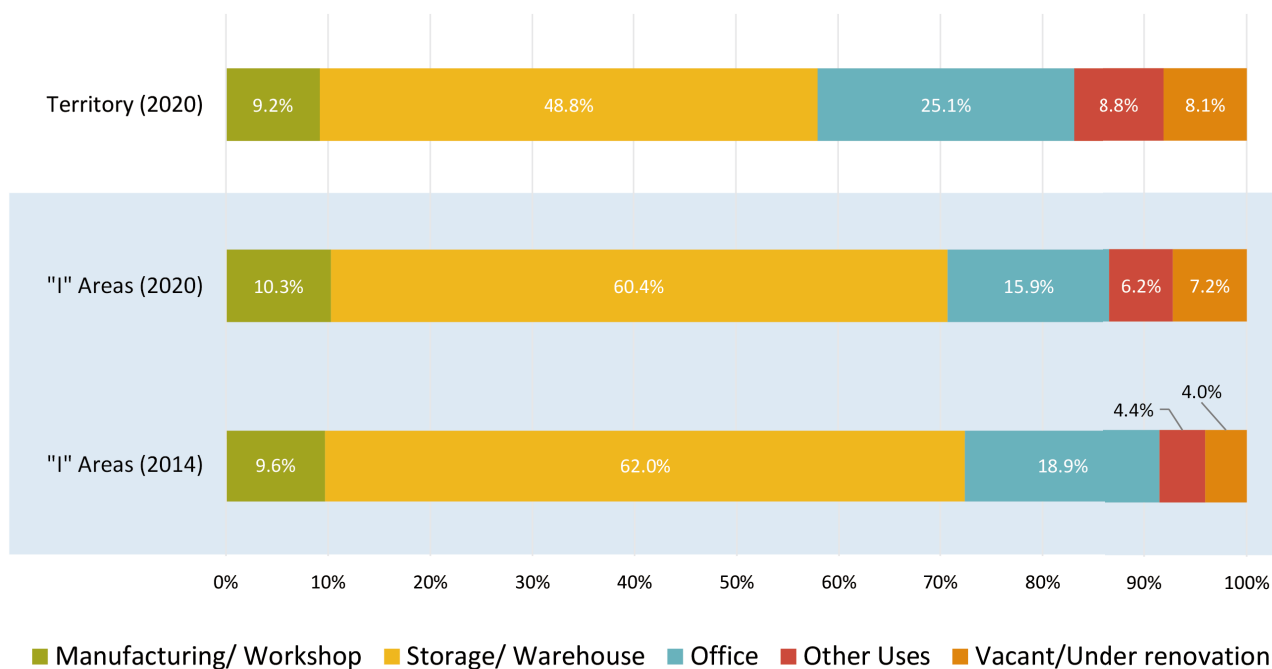


Figure 7: Comparison of Usage in “I” Areas (2020 & 2014) and Territory Pattern

## “OU(B)” Zone

**The overwhelming majority of IBs applied IB Revitalisation Scheme for wholesale conversion or redevelopment were located in “OU(B)” area.**

“OU(B)” zone intends to facilitate new development/ redevelopment of IBs into commercial and/or clean industrial uses. Whilst the total land area of “OU(B)” zones is about the same as that of “I” zones, the number of IBs and total floorspace contained are almost the double of those provided in “I” zones. “OU(B)” sites are mainly located in metro areas.

A total of 76 IB sites in “OU(B)” zones had been converted / redeveloped (or undergoing the works process) into office and/or other commercial uses since 2014. As at 30 September 2021, 46 IBs in “OU(B)” zone were approved for redevelopment under Revitalisation Scheme 2.0. Transformation is more apparent in Eastern Kowloon and Cheung Sha Wan.

**Table 2: IBs provision in “OU(B)” areas**

	2014	2020
<b>Land Area (ha)</b>	198.6	213.5
<b>No. of IBs</b>	788	760
<b>GFA (m<sup>2</sup>)</b>	15.16M	15.81M



Although a notable share of floorspace was occupied by non-industrial uses such as office, as well as shop and services, and showroom grouped under others uses, nearly half of the total floorspace (about 49.3%) was occupied by manufacturing/workshop and warehouse/storage uses, a slight increase from 2014 (**Figure 8**). Office and non-industrial uses was more apparent in Eastern Kowloon and Cheung Sha Wan as these areas are becoming a commercial district with vibrant mixed uses.

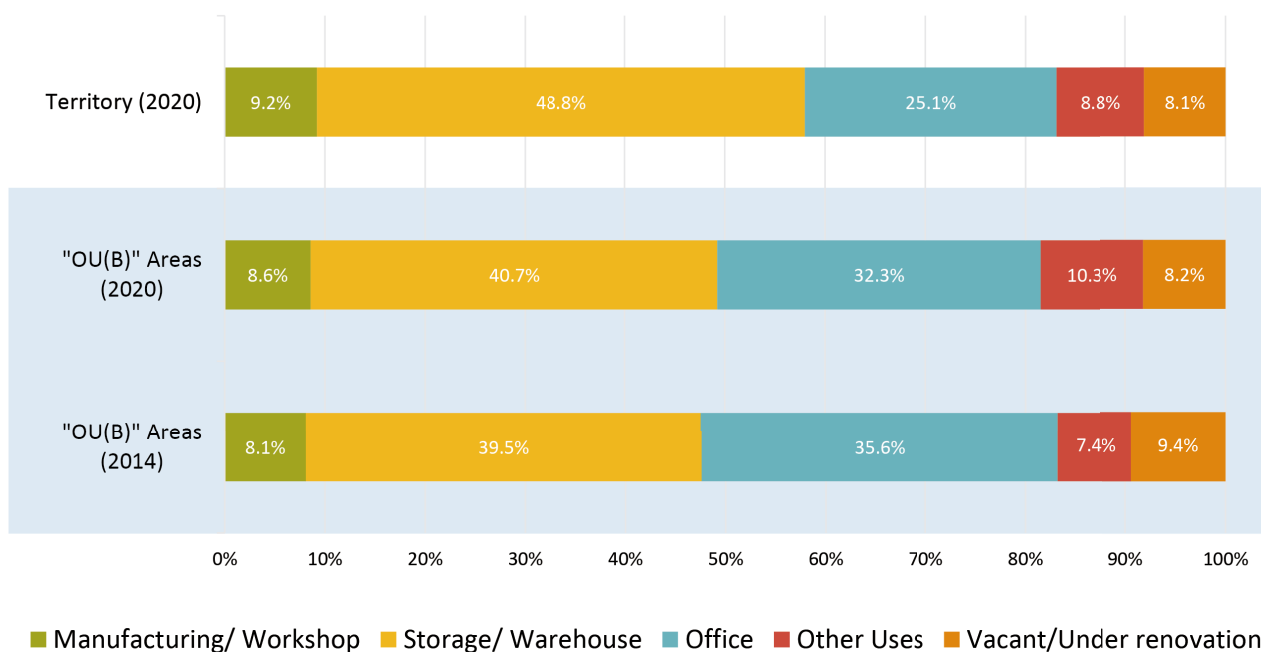
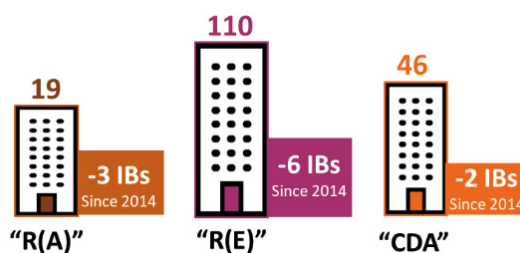


Figure 8: Comparison of Usage in "OU(B)" Areas (2020 & 2014) and Territory Pattern

### "R(A)", "R(E)" and "CDA" Zones

These zones are mainly intended for residential development, with some for commercial or mixed residential/ commercial development. The number of IBs was 175 in the 2020 Area Assessments. A total of 11 IBs sites had been redeveloped or undergoing redevelopment into residential and/or commercial/ retail uses since the last assessment. Usage pattern of IBs in "R(A)", "R(E)" and "CDA" was similar to that of the territory. There was also higher share of floorspace in vacant/under renovation than in the territory (**Figure 9**).



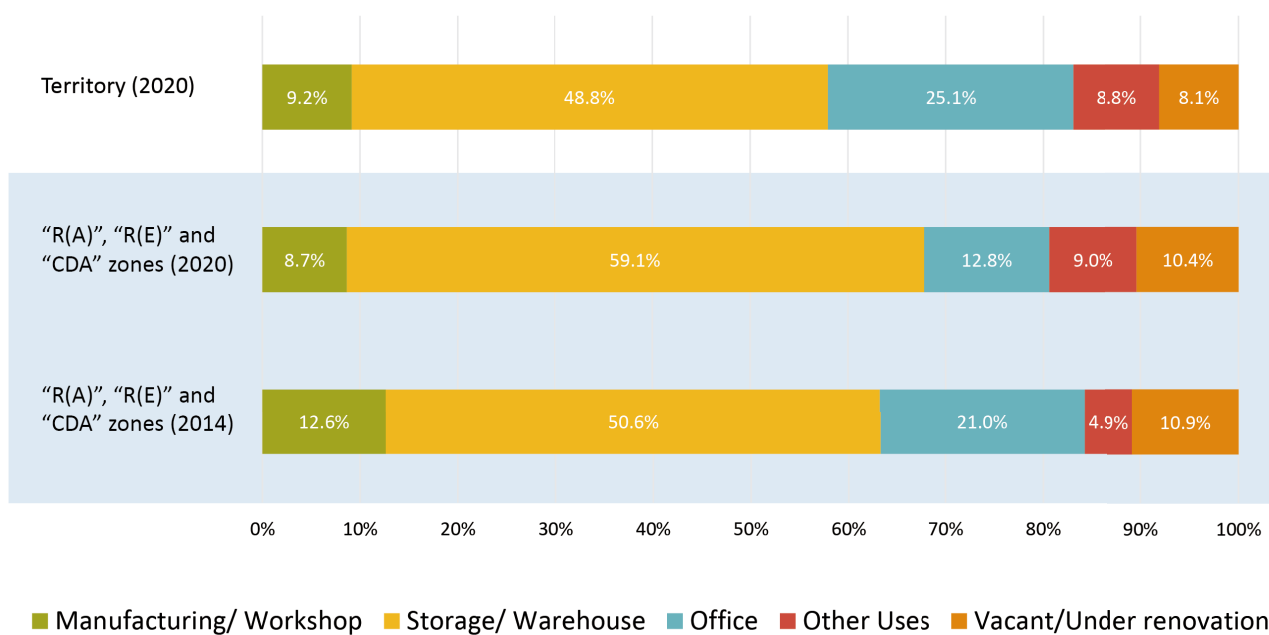


Figure 9: Comparison of Usage in "R(A)", "R(E)" and "CDA" zones (2020 & 2014) and Territory Pattern

## RECOMMENDATIONS

Given the importance of the existing stock of IBs/industrial land in performing its economic functions in meeting changing needs of the society and optimising the use of land resources, a cautious and incremental approach should be adopted in considering further rezoning of "I" land for other purposes. The recommendations of the 2020 Area Assessments are as follows:

- rezoning of "I" zones that already have been undergoing active transformation, such as Sheung Shui Areas 4 & 30, and Siu Lek Yuen to other uses like "OU(B)", "C" and "Residential";
- retaining the "Residential" and "CDA" zones for the concerned industrial areas to continue encouraging and facilitating their transformation; and
- retaining existing "I" and "OU(B)" zones to meet industrial (in particular warehousing) demands, while keeping track of the changing planning context and circumstances of areas to respond to new policy initiatives as well as economic development needs.





# **STUDY ON ACTIVE DESIGN FOR HEALTHIER LIFESTYLE - FEASIBILITY STUDY**



## Active City and Active People

“Enhancing liveability in a compact high-density city” is at the forefront of ‘Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030’. One of the strategic directions to build a liveable Hong Kong is to embrace the concept of active design in the planning and design of the built environment to promote active city and active people.

### Hong Kong Faces an Increasing Threat of Non-Communicable Diseases (NCDs)

Hong Kong is one of the places renowned for longevity in the world as measured against life expectancy at birth. Figures show that our adults are mostly physically active, whereas most primary and secondary students were insufficiently physically active.



**93%** of primary and secondary students were insufficiently physically active in 2015/16



**50%** increase in the caseload of the child and adolescent psychiatric teams of the public care system between 2011/12 to 2015/16



**16.8%** of adults had insufficient physical activity relative to the WHO recommendation, as reported in the Health Behaviour Survey 2018/19

According to the “Global Action Plan on Physical Activities 2018-2030 : more active people for a healthier world” issued by the World Health Organisation, regular physical activity is proven to help prevent and treat non-communicable diseases such as heart disease, stroke, diabetes, breast and colon cancer. It also helps to prevent hypertension, overweight and obesity and can improve mental health, quality of life and well-being. Creating active environment is one of the key strategies recommended by the World Health Organisation to promote regular physical activities through safeguarding the rights of

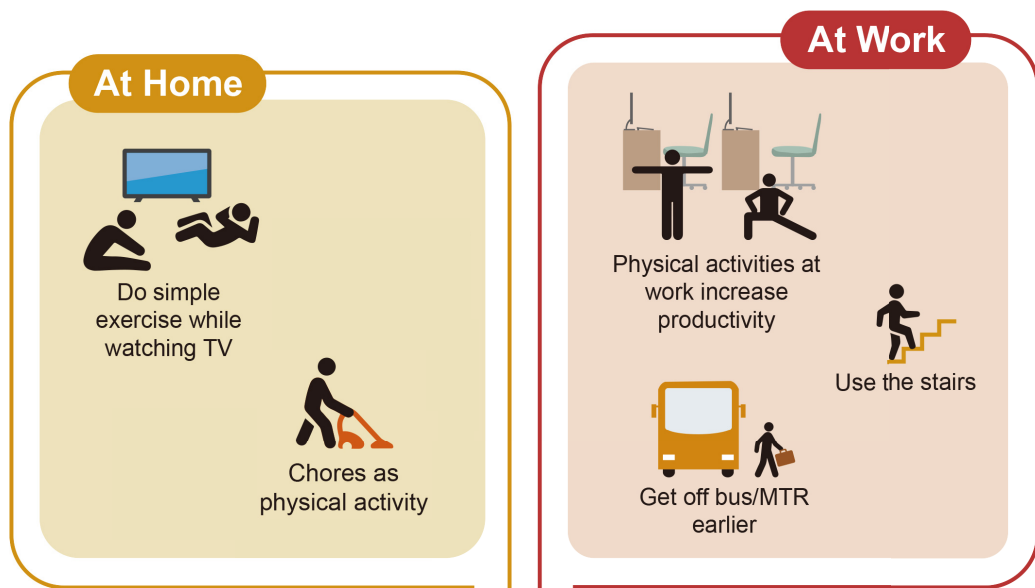
all people, of all ages, to have equitable access to safe place and spaces, in their cities and communities, in which to engage in regular physical activity.

However, Hong Kong still faces an increasing and unprecedented threat of NCDs. In 2019, the major NCDs accounted for about 53% of all registered deaths in Hong Kong, and caused about 99,800 potential years of life lost before the age of 70. It is evident that spatial planning and urban design are effective upstream measures to combat NCDs.

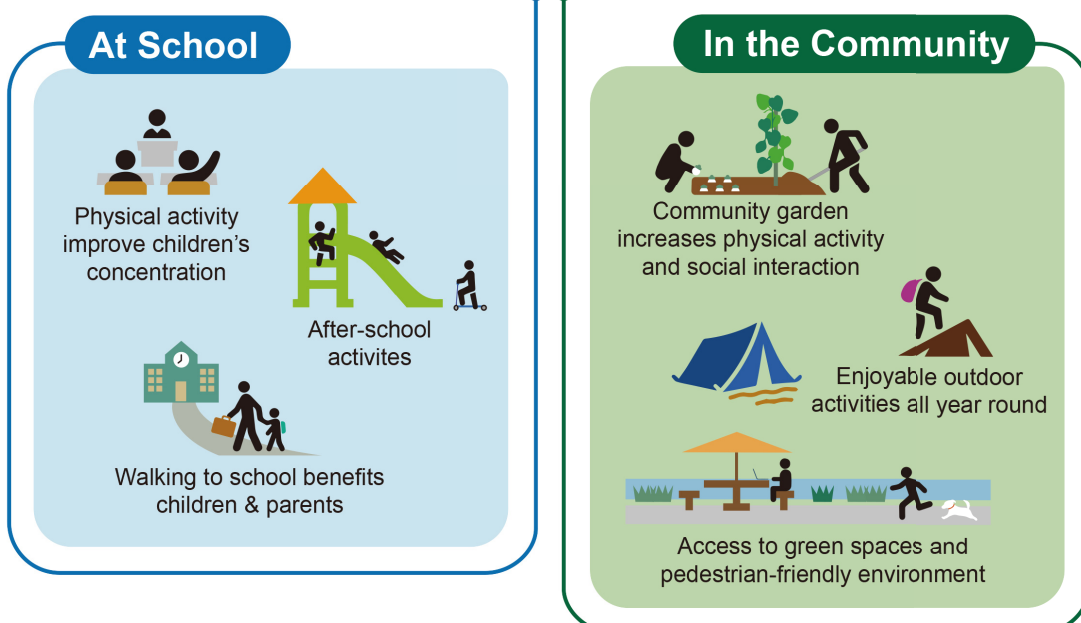


## What is Active Design

The built environment, where we live, work and play, has an important role in providing everyone with more opportunities to increase physical activity. Incorporating active design into the urban landscape and built environment will help integrate physical activity into everyone's daily routine. For instance, providing inviting streetscapes for pedestrians and cyclists and making internal stairs more visible and attractive can induce people to engage in more physical activities, which in turn will help combat non-communicable diseases such as heart diseases, stroke and diabetes.



**REGULAR PHYSICAL ACTIVITY THROUGHOUT THE LIFE-COURSE ENABLES PEOPLE TO LIVE BETTER AND LONGER LIVES**



*How to make physical activity a part of daily life*

## Study on Active Design for Healthier Lifestyle

The Planning Department commenced the ‘Study on Active Design for Healthier Lifestyle’ in February 2020 to establish the need and opportunities for active design in Hong Kong, with focus on the urban landscape and built environment perspectives; explore how active design can be incorporated in the planning and development process to promote healthy lifestyle; and identify cases to piloting the study recommendations.

## Engagement with Stakeholders

During the study process, we obtained valuable and practical ideas from a range of stakeholders, including non-governmental organisations, academia, certification bodies, professional institutes, development-related organisations and government bureaux/ departments.

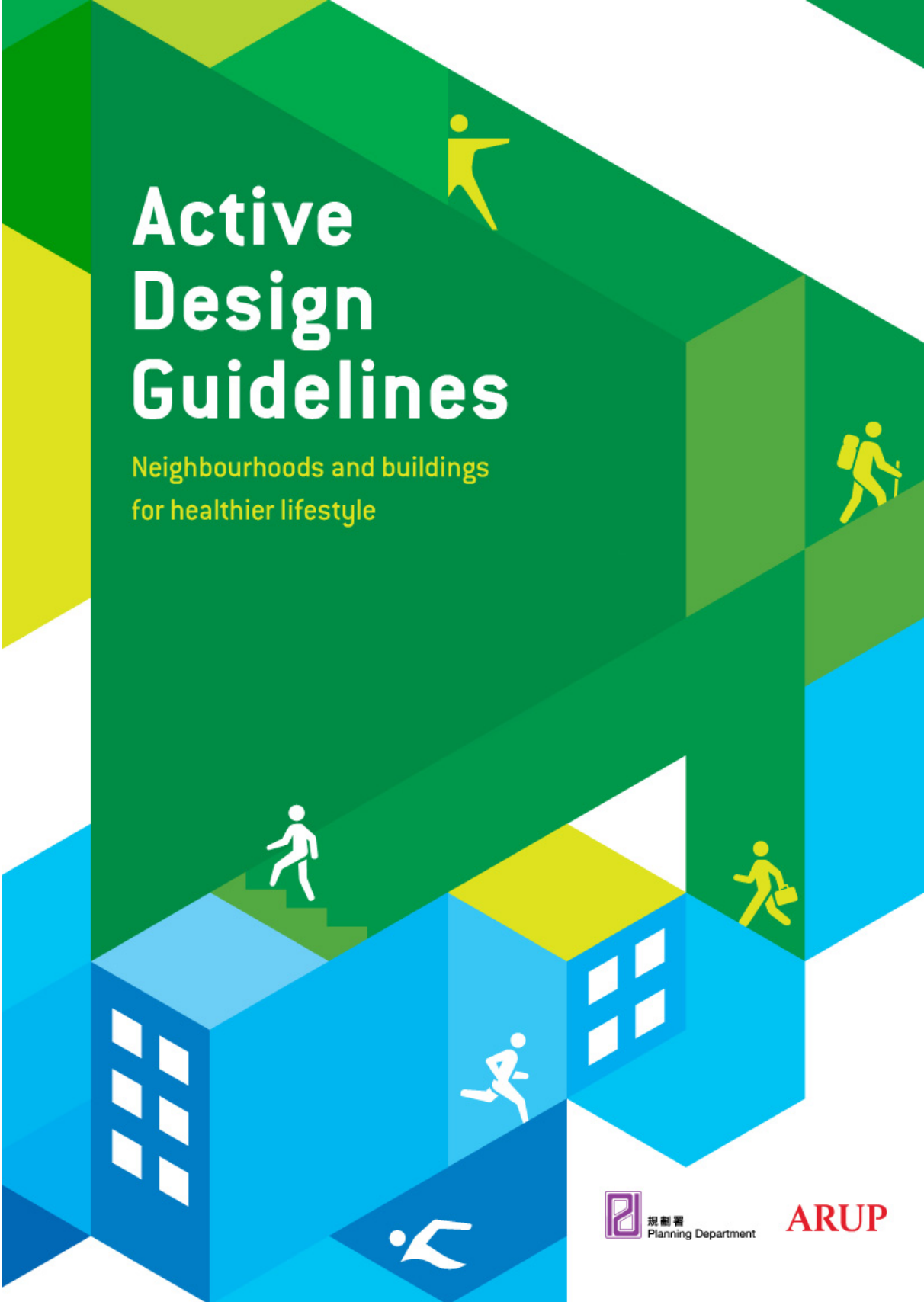
## The Active Design Guidelines

Apart from stakeholder engagement, desktop research has been undertaken to identify factors that would be conducive to more physical activity level of Hong Kong people. These factors included flexibility of space, accessibility, inclusiveness, safety, outdoor comfort, etc. An advisory “Active Design Guidelines” (“ADG”) are being drawn up for creating a built environment for all residents of Hong Kong, regardless of age and fitness level, to make more active choices. The “ADG” target at the built environment professionals, relevant government bureaux / departments and related organisations in the public and private sectors who desire to work in collaboration to promote a healthier lifestyle.

The “ADG” are divided into the neighbourhood and building levels with four topics for each level. The key elements of each topic are summarised below.







# Active Design Guidelines

Neighbourhoods and buildings for healthier lifestyle



*The Active Design Guidelines*

# Neighbourhood Level

Active design at the neighbourhood level requires consideration of the provision of active destinations to accommodate both intentional and unintentional activities as well as the access to such destinations. The availability of active destinations, the ease of access thereto and the journey encountered enroute will ultimately help raise the public's awareness of living in an active city with plenty of opportunities to engage in physical activity. Active mode of transport (e.g. walking and cycling) also represents opportunities to incorporate physical activity into daily routine.



ACTIVE DESIGN GUIDELINES  
AT NEIGHBOURHOOD LEVEL

- 1 ACTIVE CITY
- 2 ACTIVE DESTINATIONS
- 3 ACTIVE WALKING JOURNEY
- 4 ACTIVE MOBILITY

The 4 topics at the Neighbourhood Level





# 01

## Active City

Creating an active city is to develop a vision to achieve active design objectives during the early planning and design stage. Clustering and co-location of land uses and developments can create preconditions for walkable and cycleable neighbourhoods. Waterfront areas can be shaped as iconic features of an active city while access and exposure to natural green and blue assets should also be promoted.

*Incorporate active design elements in the early planning and design stage*

# 02

## Active Destinations

Active Destinations create a space where people are attracted to carry out physical and recreational activities. Playful, safe, inter-generational and inclusive design with weather protection and outdoor thermal comfort contribute to an appealing active destination which enables people of all ages and abilities to adopt an active lifestyle.



*Active destination attracts people carrying out different activities*

# 03

## Active Walking Journey

To further increase the likelihood of people visiting the active destination, the walking experience to and from the active destination would be equally important. It is to build on the culture of walking and encourage people to walk more often for sustained distance and along more physically challenging routes, such as via outdoor stairs. The pedestrian environment should be safe and sheltered, with good navigation for pedestrians to orientate themselves.



*Colourful painting and patterns on ground prompts spontaneous activities*



*Provision of bike parking and maintenance tools encourages cycling*

# 04

## Active Mobility

Incorporating active modes of transport such as walking and cycling as part of daily routine can increase physical activity levels. There should be appropriate infrastructures and supporting facilities to encourage walking and cycling as part of daily commutes and to be the first / last mile journey to public transport nodes.

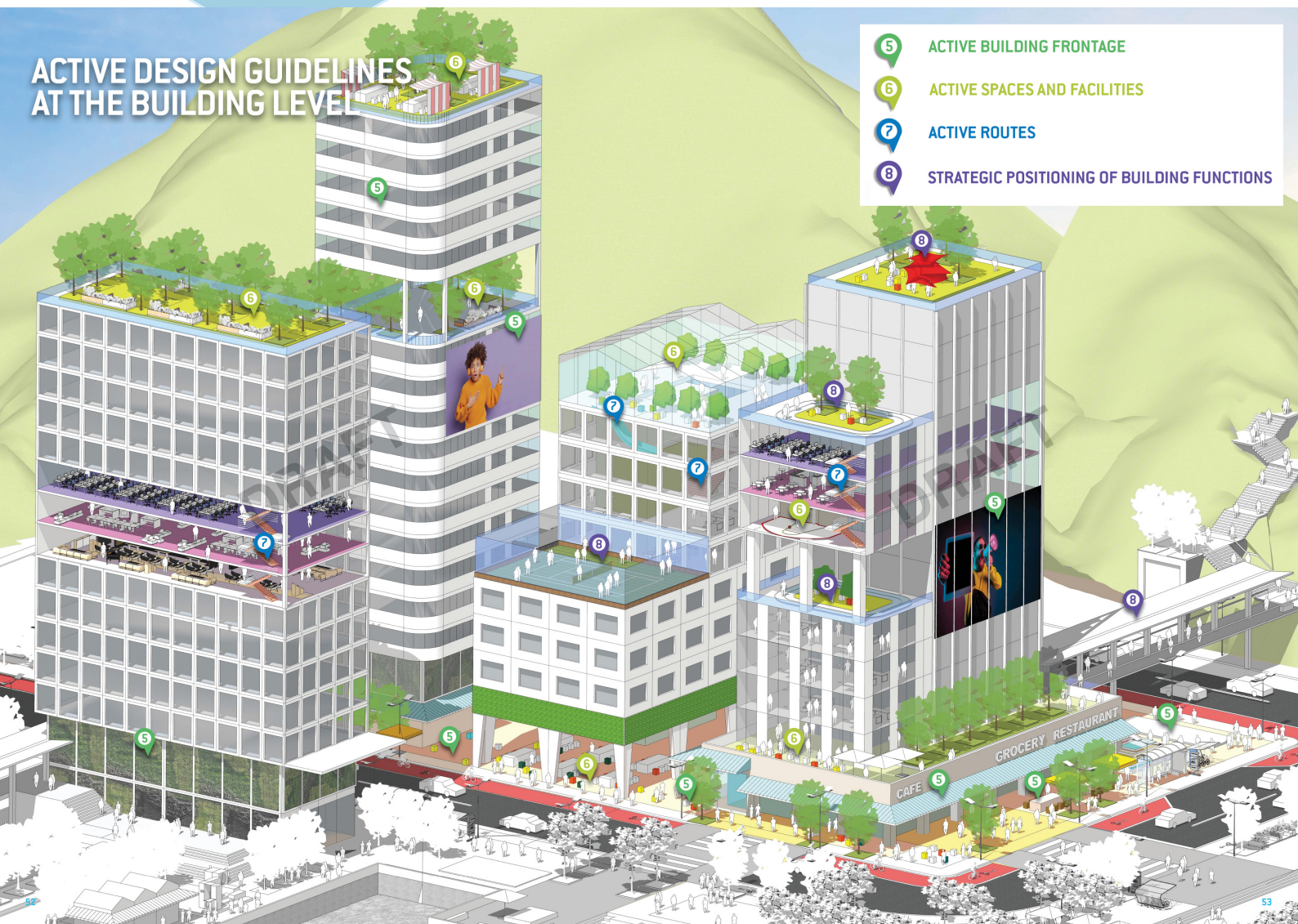


# Building Level

Active design at the building level refers to interventions to a building and development. It requires holistic consideration of the provision and positioning of active spaces and facilities together with active routes within building to encourage building users more movement throughout the day. It also considers that building frontages can contribute to a vibrant and safe pedestrian realm.

## ACTIVE DESIGN GUIDELINES AT THE BUILDING LEVEL

- 5 ACTIVE BUILDING FRONTAGE
- 6 ACTIVE SPACES AND FACILITIES
- 7 ACTIVE ROUTES
- 8 STRATEGIC POSITIONING OF BUILDING FUNCTIONS



*The 4 topics at the Building Level*





*Active building frontage enhances pedestrian experience*

# 05

## Active Building Frontage

Building frontages with vibrant street activities have a high degree of impact on the quality of the pedestrian environment and pedestrian experience. There is positive impact of visually transparent façades in contributing to a vibrant and safe street environment. These elements play a role in creating preconditions for the “Active Walking Journey” as well.

# 06

## Active Spaces and Facilities

Active spaces and facilities within buildings can refer to podium and sky garden, rooftop spaces, exercise and multi-purpose rooms. Provision of active spaces and supporting facilities can create preconditions for more physical activities and active commuting. Flexibility of use, thermal comfort and inter-generational design should be considered in making the spaces at the building level for various physical activities.



*Rooftop space meets demand for different physical exercises*

# 07

## Active Routes

Hong Kong is a vertical city defined by high-rise buildings. As many people live or work in multi-storey buildings, this presents opportunities to encourage building users to take active routes between different destinations and levels within a building or development. There should be integration of different connections to create active routes within a building in order to encourage people to walk more as part of daily intentional and unintentional physical activity.



*Visible stair with natural light encourages movements to different levels*



*Connection with attractive social space increases impact of an active route*

# 08

## Strategic Positioning of Building Functions

The strategic positioning of certain frequently visited or popular destinations at the building level can increase incidental activity which can cumulatively contribute to greater activity levels during the day. Complementary spatial positioning of building functions can also encourage physical activity through the use of active routes.



2030+

## Way Forward

The ADG formulated under the Study serves as a good reference for promoting active design in the planning and development process. To help visualise the application of “ADG”, the Study has identified two pilot cases, one at neighbourhood level (i.e. a walking loop between the MTR Tung Chung Station and the waterfront promenade) and at building level (i.e. a transitional housing project in Hung Hom), to illustrate how the area/site can be transformed into active destinations, active route, and active spaces and facilities, etc. Let’s work together to shape an active Hong Kong and live a healthy life.