

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

Summarized from a briefing paper prepared by the Development Bureau and Planning Department, February 2017

BACKGROUND (p.1)

- A spatial planning framework to plan and guide land and infrastructure development, and the shaping of the built environment.
- Since 1970s, reviewed the territorial development strategy around once every decade
- 2007: Hong Kong 2030: Planning Vision and Strategy
- External and internal challenges: fierce global and regional competitions, changing drivers of economic growth, climate change, growing and ageing population, increasing but smaller domestic households, strong land demand for housing, economic activities and community facilities, a rapidly ageing building stock, demand for environmental protection, and rising aspiration for a better quality of life.

VISION AND PLANNING GOAL (p.2)

- The positioning of Hong Kong as “Asia’s World City”³ and the overarching goal of sustainable development as enshrined in HK2030 remain as the vision and planning goal in Hong Kong 2030+.
- A liveable, competitive and sustainable Asia’s World City. To this end, three building blocks, namely “**Planning for a Liveable High-density City**”, “**Embracing New Economic Challenges and Opportunities**” and “**Creating Capacity for Sustainable Growth**”, and a conceptual spatial framework that translate these building blocks in spatial planning terms, are proposed under Hong Kong 2030+

THREE BUILDING BLOCKS

Building Block 1: Planning for a livable high-density city (pp.3-5)

Hong Kong 2030+ proposes to enhance the quality of the overall living environment and optimise the use of limited land and space through a two-pronged approach, i.e. optimising the new development areas and retrofitting the densely developed urban areas. From the land use and planning perspective, the following key strategic directions are proposed:

- (i) promote a compact, integrated, unique, diverse, vibrant and healthy city with an urban form and urban design concepts appropriate for Hong Kong;
- (ii) leverage our vast expanse and diversity of green and blue spaces⁷ to enhance biodiversity, public appreciation and enjoyment as well as urban ecology;
- (iii) reinvent the public space and enhance the public facilities in uplifting our liveability;
- (iv) rejuvenate the urban fabric amid a large stock of rapidly ageing buildings; and
- (v) promote an inclusive and supportive society through planning sensitively for all, irrespective of age and ability.

Highlights

- ***Ageing society***: Hong Kong 2030+ proposes adopting the concepts of “age-friendly” planning and design and facilitating “ageing in place”, which include promoting more diverse housing choices available for the elderly; facilitating the adoption of “universal design” in both public and private residential developments; and providing elderly services, particularly long-term care services, preferably on an estate basis complemented by district and community based services if deemed necessary and appropriate.
- ***Public space and facilities***: Kong 2030+ proposes to enhance the land and space provision for government, institution or community (G/IC) uses and open space, by adopting higher ratios of

3.5 m² and 2.5 m² per person for the strategic planning of G/IC and open space land requirements respectively

- **Urban regeneration:** The bulk of Hong Kong's existing building stock was erected in the 1970s to 80s. As a rough estimate, the number of private housing units aged 70 years or above will increase by nearly 300 times from about 1,100 units at present to about 326,000 units by 2046... to step up urban regeneration efforts to rejuvenate the extensive old urban fabric to improve the living environment.

Building Block 2: Enhancing new economic challenges and opportunities (pp.5-6)

Economic integration with the Mainland and Asia are expected to be fortified with the completion of several major regional transport infrastructure in the coming few years, new initiatives under the Guangdong Free Trade Zones and "Belt and Road", as well as the cooperation with member countries of the Association of Southeast Asian Nations. To embrace future challenges and new opportunities, Hong Kong needs to move up the value chain and diversify our economic base. Key strategic directions:

- (i) adequate land and space for growth - to plan for adequate land and space to address current shortfalls and meet future demand, and to create strategic economic nodes to enhance our economic capacity and resilience;
- (ii) a diversity of economic sectors with quality jobs with a range of skills - to adapt to the trend towards a knowledge-based economy, and to provide favourable condition to promote niche sectors and emerging industries while strengthening the pillar industries;
- (iii) innovation, technology and collaboration – to offer platform and conditions to promote innovation, technology and collaboration between economic sectors;
- (iv) sufficient and suitable human capital – to provide relevant education and training facilities and the right conditions to nurture/attract/retain valuable human resources and talents; and
- (v) adequate and timely provision of supporting infrastructure – to provide better rail, road and air connectivity and infrastructure support

Highlights

- **Smart production:** a need to plan more appropriate and affordable accommodations to cater for the small and medium enterprises (SMEs), especially the innovation start-ups and SMEs, as well as high-tech industries, in promoting "re-industrialisation" and Hong Kong's migration from traditional labour-intensive industry to smart production.
- To be robust in responding to the fast-growing economic trends such as the development of financial technology, smart production and services, global supply chain, e-commerce, as well as energy-saving and green technologies.
- Support business start-ups through facilitating the provision of lower cost government premises, as well as partnerships with private enterprises and non-governmental organisations.
- To provide land and space with due respect to the tech-ecosystem and locational requirements, to promote entrepreneurship, business start-ups and incubation under a comprehensive approach, noting that this direction would also require close collaboration between the Government, relevant sectors/industries, academia and research institutions, etc.

Building Block 3: Creating capacity for sustainable growth (pp.6-8)

Hong Kong needs to create more development capacity with supporting transport and other infrastructure, and at the same time to enhance and regenerate our environmental capacity for sustainable growth. This requires an enhanced strategic planning approach to spatial development, embracing creation and regeneration of capacity in terms of more space for development, better living environment, transportation and other infrastructures, and the rich natural environment in a

holistic manner. The enhanced approach aims not only to cater for the foreseeable land use demands, but also to proactively plan in advance for capacity to enhance the quality of our living environment, to cater for potential demands and unforeseen circumstances, as well as to respond to possible changes and challenges in a timely manner. Key strategic directions:

- (i) create development capacity and optimise the use of land through a multi-pronged, robust and flexible approach by according a higher priority to reviewing and releasing degraded areas, as well as sites at the fringe of built-up areas that are deserted or have low conservation, buffer and public enjoyment value;
- (ii) optimise transport and other infrastructure capacity through the provision of new/improved infrastructure, wider use of public transport, demand management and better home-job distribution;
- (iii) improve the environment and create/enhance/regenerate environmental capacity through integrating biodiversity consideration into planning and decision making as well as environmental improvement; and
- (iv) adopt a smart, green and resilient (SGR) city strategy that permeates all aspects of land use, transport and infrastructure planning for building a future-proofing city, supported by a common spatial data infrastructure and information and communications technology infrastructure.

Highlights

- Land and space has been a major factor constraining the development of Hong Kong in various aspects including housing provision, economic activities, community facilities and leisure and recreation space.
- Taking into account the anticipated demand and foreseen circumstances for housing, economic uses, G/IC uses, open space and transport facilities, the base case aggregate land requirement under Hong Kong 2030+ is estimated to be more than 4,000 hectares (ha). It is estimated that the existing, committed and planned developments, together with redevelopment of existing built-up areas, could only meet about 3,600 ha of the land requirement. Broadly speaking there is an anticipated land shortfall of at least 1,200 ha in the long run against the estimated land requirement. To plan in advance to cater for this outstanding land demand, two strategic growth areas (SGAs), as elaborated in paragraphs 19 and 20 below, are proposed.
- The enhanced strategic planning approach of creating capacity would not only allow us to meet the estimated long-term land requirements, but also provide us the room or buffer to turn the visions of improving living space, enhancing living quality, averting demographic challenges, strengthening community services, and capturing economic opportunities into reality... As environmental sustainability is key to planning for a compact and liveable high-density city, we should also pursue means to create, enhance and regenerate the environmental capacity that would enable more development capacity to be accommodated in a sustainable manner.

PROPOSED CONCEPTUAL SPATIAL FRAMEWORK

Guiding principles (p.9)

- (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;
- (iii) enhance the spatial distribution of population and jobs through the creation of economic activities and employment nodes in new SGAs to create jobs for a range of skills, bring jobs closer to homes and improve the sustainability of communities; and

(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 proposed conceptual spatial framework focuses on future development with **one metropolitan business core, two SGAs and three development axes**, while conserving the natural assets and enhancing liveability.
- It 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 and employment, the relative proportion of population and jobs in the Metro Area would be broadly reduced from about 59% to about 45% and from about 76% to about 62% respectively. The corresponding share in the New Territories would increase from about 41% to about 55% for population and from about 24% to about 38% for employment.

One metropolitan business core (pp.9-10)

The Metropolitan Business Core covers the traditional Central Business District (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 East Lantau Metropolis (ELM) as an extended urban core in the longer term (4 km away from Hong Kong Island West)...

The traditional CBD could focus on highly 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 ELM may offer modern, innovative and quality premises, creating a new financial and producer service hub strongly tied to the Hong Kong International Airport and Hong Kong's connector function in the region.

Two strategic growth areas

East Lantau Metropolis

(population: about 400,000 to 700,000; employment: about 200,000)

The basic concept of 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.

New Territories North

(Population: about 255,000 to 350,000; Employment: about 215,000)

Through comprehensive planning and more efficient use of the brownfield sites and abandoned agricultural land in the New Territories, developing the New Territories North (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.

Three primary axes (pp.11-12)

Western economic corridor

With various strategic transport infrastructures in place¹⁴, the western part of the territory will become an international and regional gateway to Hong Kong. Coupled with strategic projects such as the North Commercial District on Airport Island, topside development at the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB), business/commercial hub in the Tung Chung New Town Extension, commercial/modern logistics development in Hung Shui Kiu New Development Area and modern logistics development in Tuen Mun West, a Western Economic Corridor will emerge and is to be fortified by the proposed ELM. This Corridor is well placed to capture many future economic opportunities in the PRD. With the new

employment opportunities, the large population in the Northwest New Territories (NWNT) could have more jobs closer to homes.

Eastern knowledge and technology corridor

The Eastern Knowledge and Technology Corridor comprises six universities¹⁵, 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, research and development (R&D) institutes, science park, industrial estates) in Kowloon Tong, Tseung Kwan O, Sha Tin, Tai Po, Kwu Tung North and the Lok Ma Chau Loop. A site near the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) under construction will be explored for a new anchor use in the Corridor for possible science park/industrial estate development. The Ma Liu Shui development will also 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 sectors, SMEs and a growing number of start-ups.

North Economic Belt

The Northern Economic Belt commands a strategic location with the presence of six existing boundary crossings¹⁶ and LT/HYW BCP under construction. It is also close to Shenzhen, which is strong in R&D and technological development. It 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 proposed science park/industrial estate near the future LT/HYW BCP 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.

Proposed supporting transport network (pp.11-12)

Railway would be the backbone transportation mode to internally connect the major components of ELM, while externally connecting to Hong Kong Island West, Kowloon West and North Lantau, and further with NWNT via the HKBCF Island of HZMB, thereby forming a new strategic railway corridor between NWNT and the Metro Area via Lantau and ELM. A new strategic highway corridor would also be required to connect ELM eastwards to Hong Kong Island West and northwards to the northeast Lantau/North Lantau Highway, which could then be further connected to NWNT. This strategic transport corridor would also provide alternative access to the airport and the NWNT.

The Northern Link, which is recommended under the Railway Development Strategy 2014, would serve the NTN development in the west. Depending on the scale of the NTN development and subject to further study, a new railway scheme would be required to support the NTN development in the east. For the highway network, if we adopt the development scenario with a lower population while having the employment maximised, 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 NTN development 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.

INSTITUTIONAL SETUP FOR TAKING FORWARD HONG KONG 2030+ (p.13)

The strategic directions proposed under Hong Kong 2030+ and the associated key actions cover a wide array of policy areas. To ensure that the proposals of Hong Kong 2030+ could be carried forward to timely actions, we propose to set up a high-level steering structure within the Government as the institutional setup for co-ordinating, prioritising and monitoring relevant initiatives among bureaux and departments based on the overall strategic framework of Hong Kong 2030+.

PUBLIC ENGAGEMENT (p.13)

A six-month public engagement (PE) for Hong Kong 2030+ was launched on 27 October 2016 until end-April 2017 to canvass public views on the updated territorial development strategy... reach out to different sectors of the community through multiple channels including public forums, topical discussions, briefings, knowledge-sharing sessions, guided visits/workshops, thematic, roving exhibitions, website, etc. to enhance public understanding of Hong Kong 2030+ and facilitate focused and informed deliberation on the key strategic directions and the conceptual spatial framework proposed under Hong Kong 2030+.