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Towards a Planning Vision and
Strategy Transcending 2030

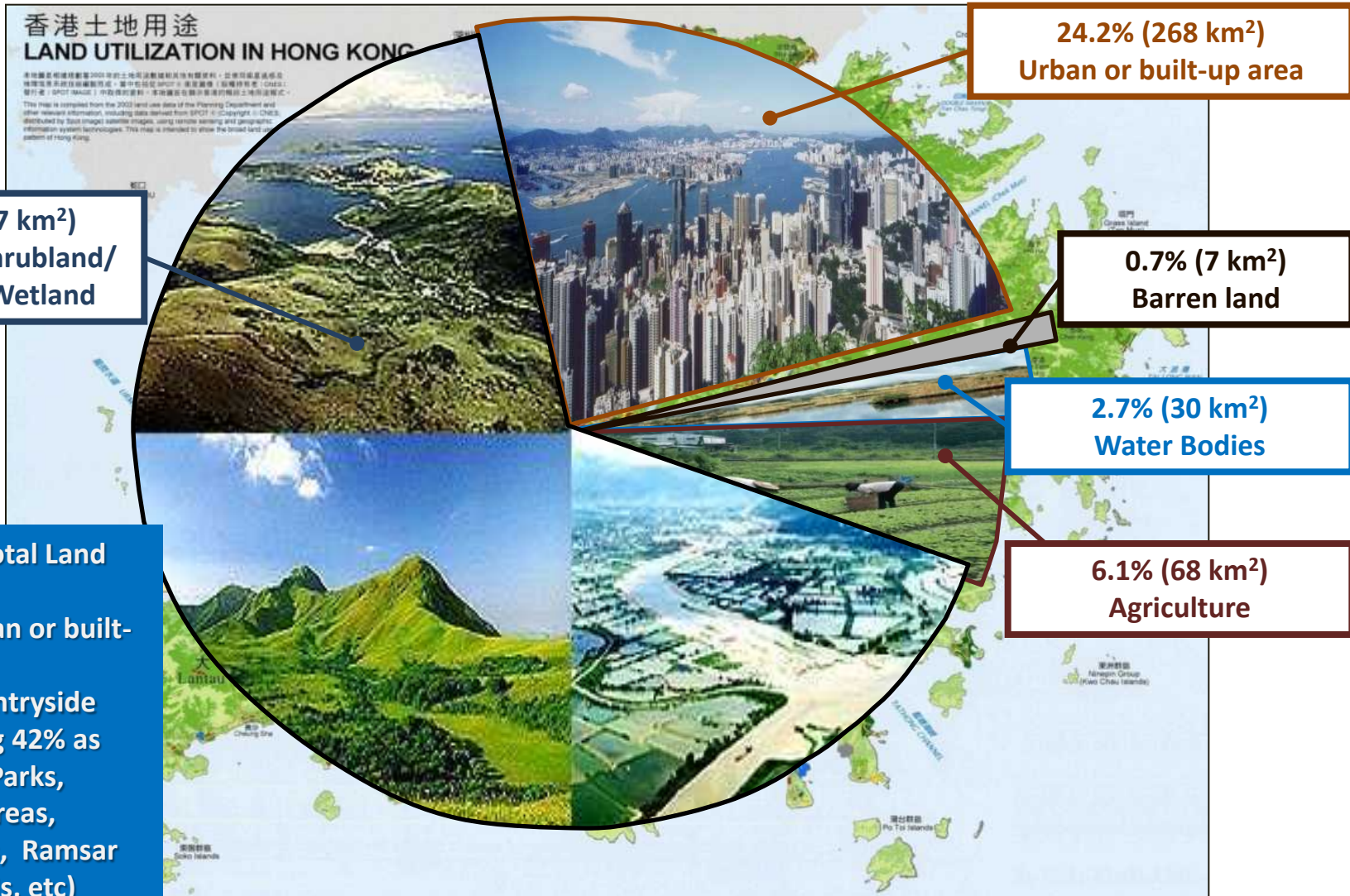
Hong Kong – Vienna Dialogue : Smart Urban Planning – The Vienna Smart City Framework and Hong Kong's '2030+' Strategies

K K Ling, JP, FHKIP, RPP
Director of Planning



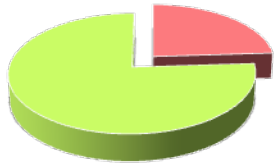
Planning Department

Land Utilisation in Hong Kong



Our Developed Land

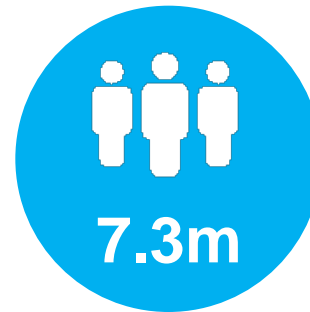
Total land area: **1,110km²**



24% (268km²)

Built-up

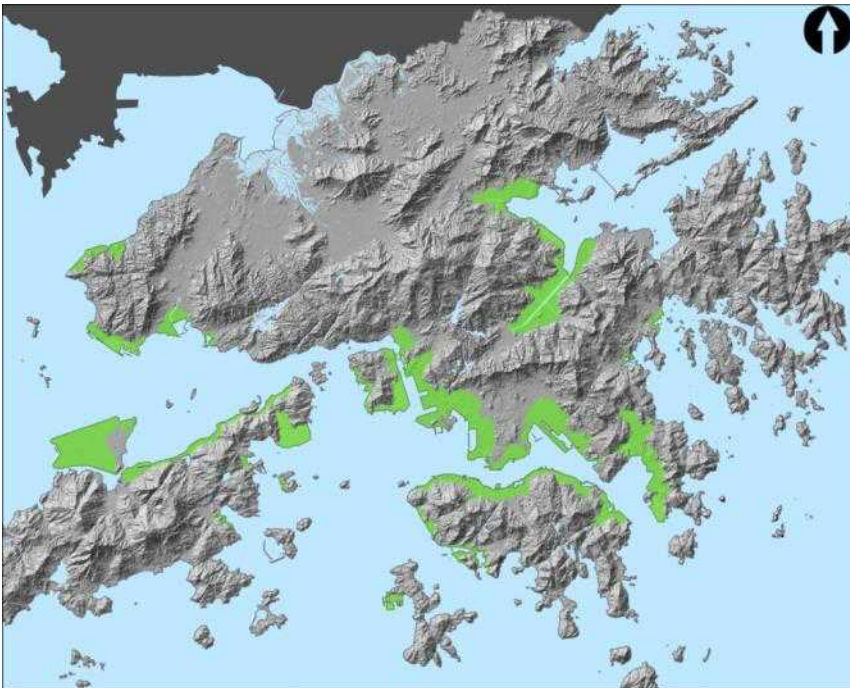
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7.3m



3.8m



Reclamation in Hong Kong

6,954ha

reclaimed land
(6% of total land area)

53%

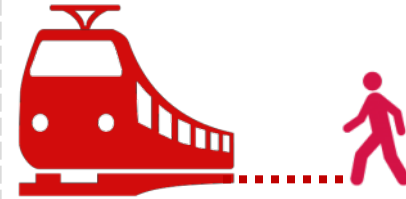
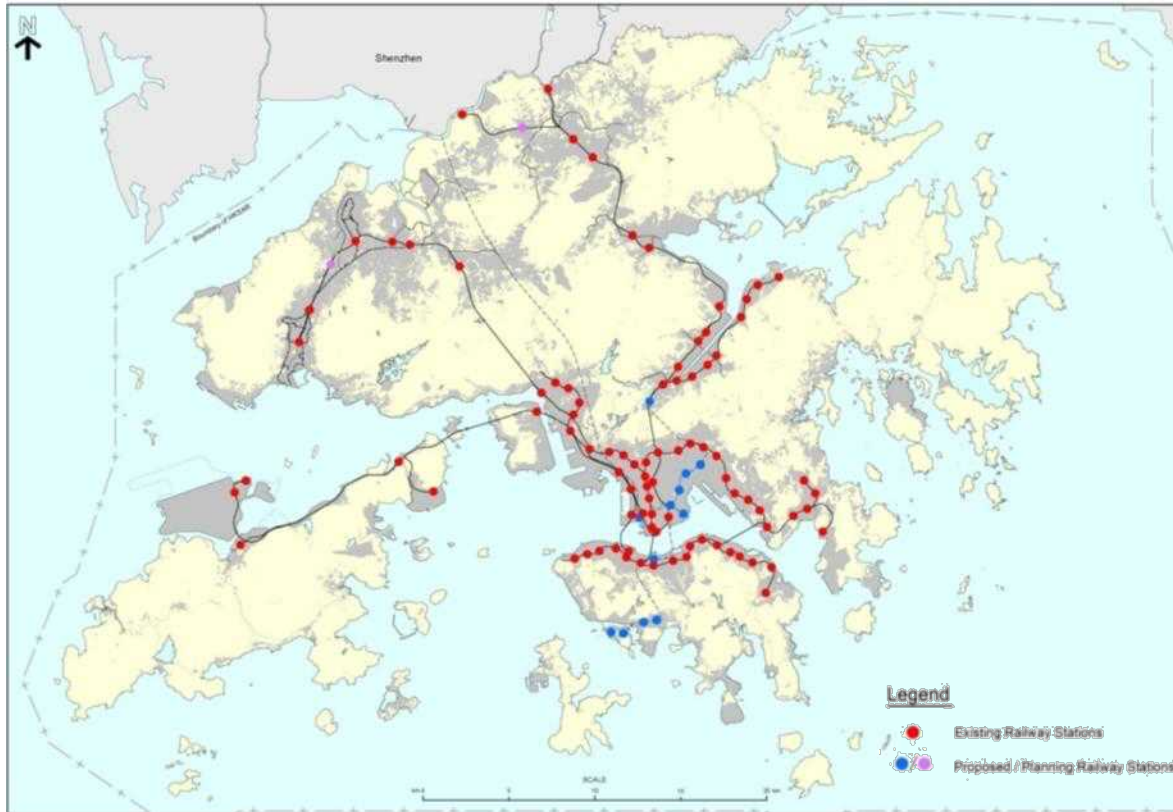
of non-reclaimed
land has a gradient

- Over **70%** of office floor spaces
- About **50%** of the commercial floor spaces (mainly retail)
- **27%** of our population

>20°

Our City Form

Compact, High Density, Transit-oriented City Form



Within **500m**-walkable catchment of railway stations

45%
living quarters



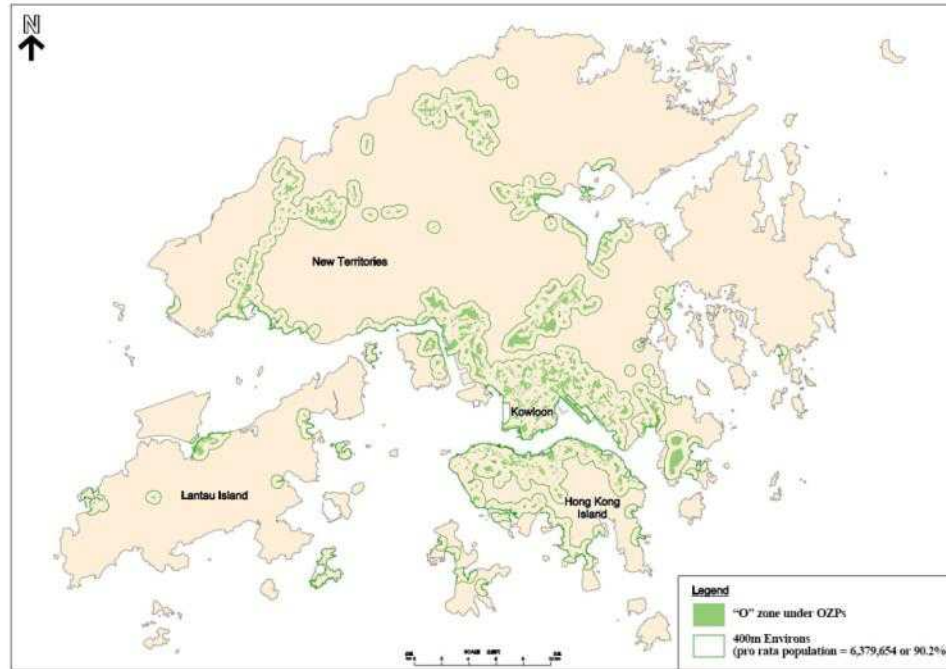
77%
Commercial/
Office space



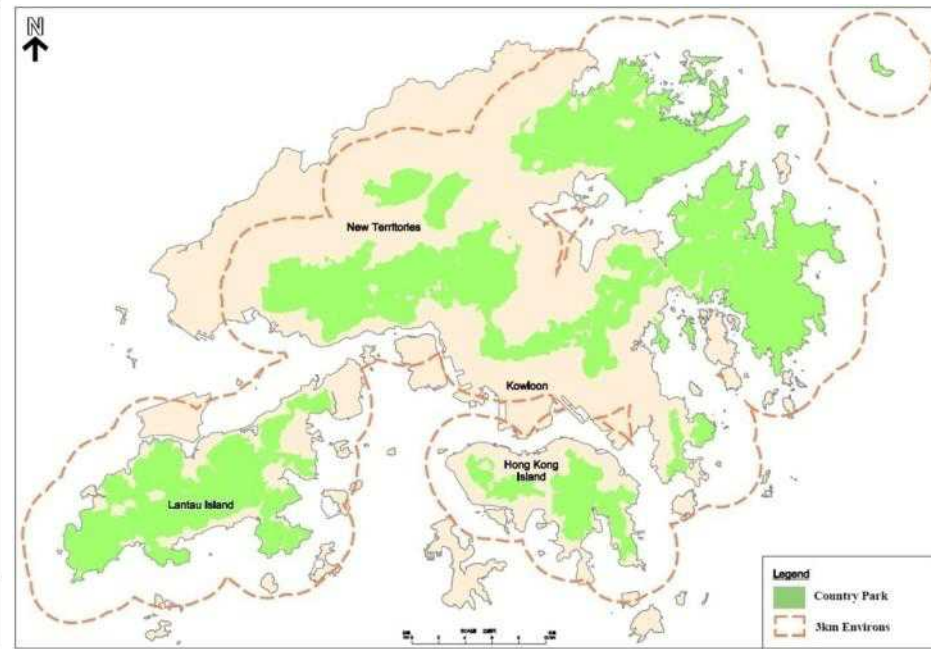
Our City Form

Compact, High Density, Transit-oriented City Form

Areas within 400m of District Parks/Open Space



Areas within 3km of Country Park



110m²

green space per capita



90% of the
population within 400m of
district parks/open space

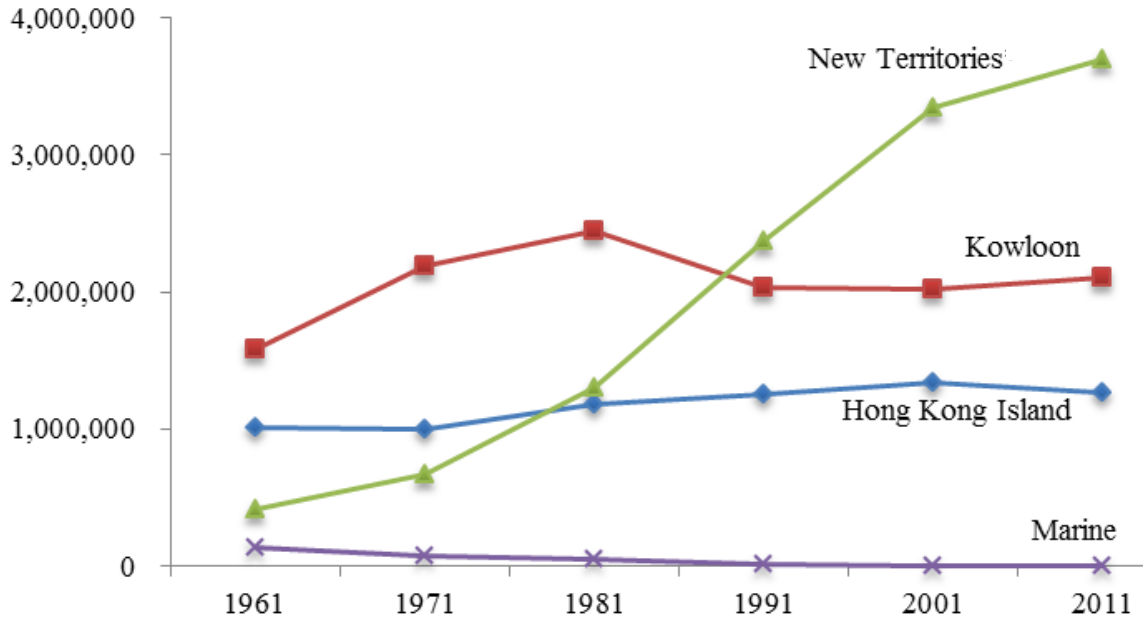


85% of the
population within 3km of
Country Parks

Our Population Distribution

Population Distribution of Hong Kong (1961-2011)

No. of Person(s)



No. of Residents in New Territories.

1961 **0.4M(12.5%)**

New Town Development 1973

2011 **3.7M(52.8%)**

3.3M
are living in New Towns

Population Density



Kwun Tong DC **55,204**
persons/km²

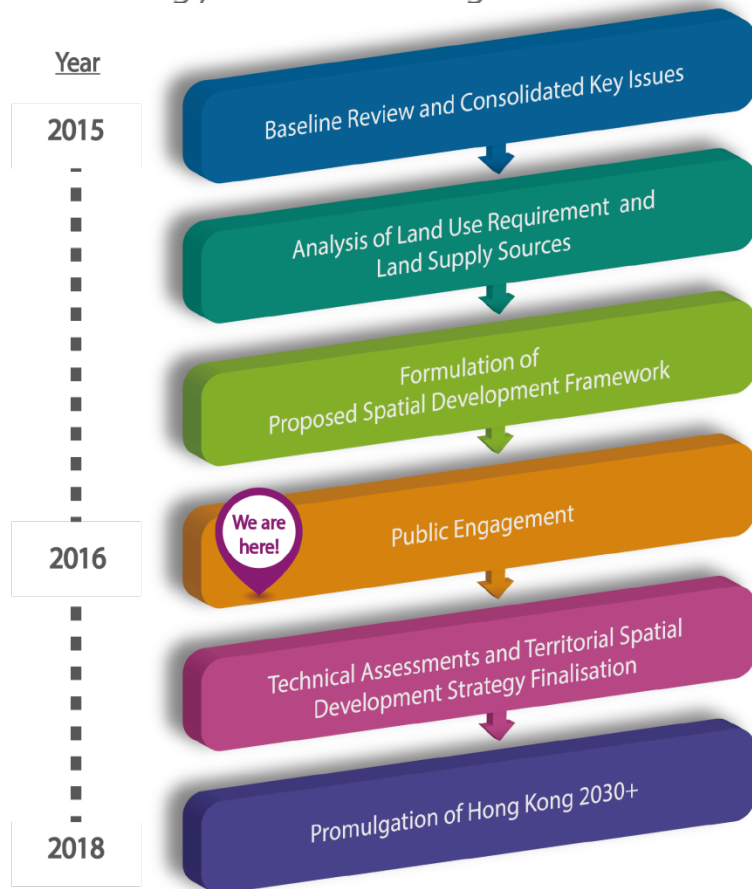
Tin Shui Wai
New Town **66,995**
persons/km²



- 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



Towards a Planning Vision and
Strategy Transcending 2030



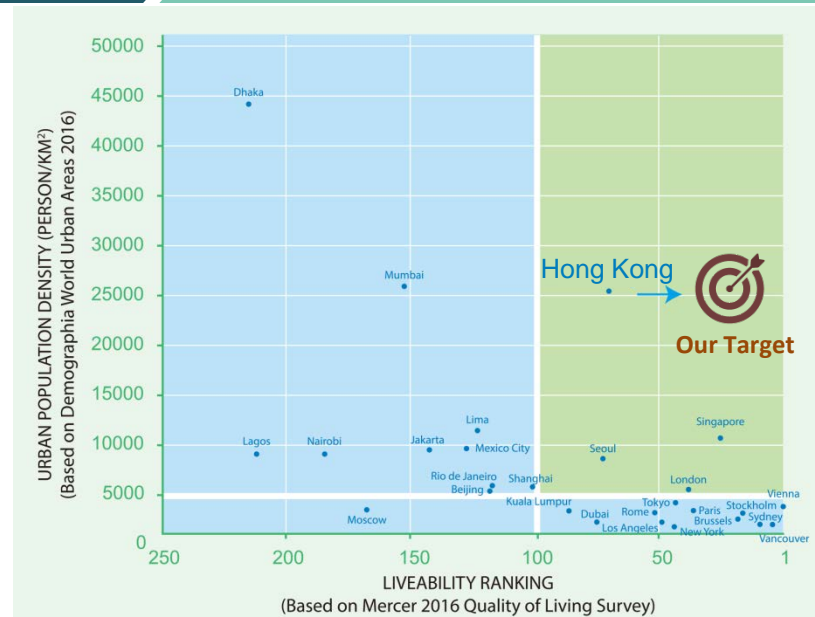
- Hong Kong 2030+ aims to update the territorial development strategy to guide planning, land and infrastructure development, and the shaping of the built and natural environment of Hong Kong beyond 2030
- This update adopts a visionary, proactive, pragmatic and action-oriented approach to respond to 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

- 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"

Infrastructure in the Greater PRD Region





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



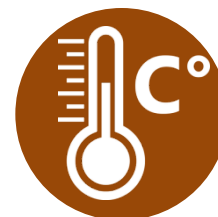
Meeting the land requirements and adopting a much longer term view



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

Key Strategic Directions and Key Actions for Building Blocks

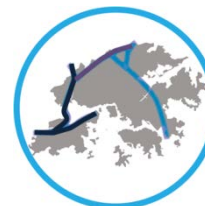
Conceptual Spatial Framework



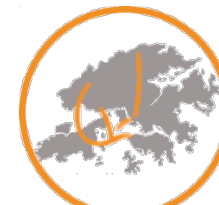
One Core:
Metropolitan Business
Core



**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



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

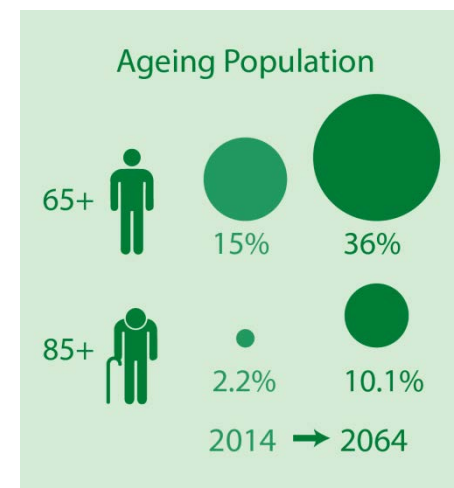


- Promote the adoption of universal design in private residential developments
- Facilitate age friendly public space

Elderly Services



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



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

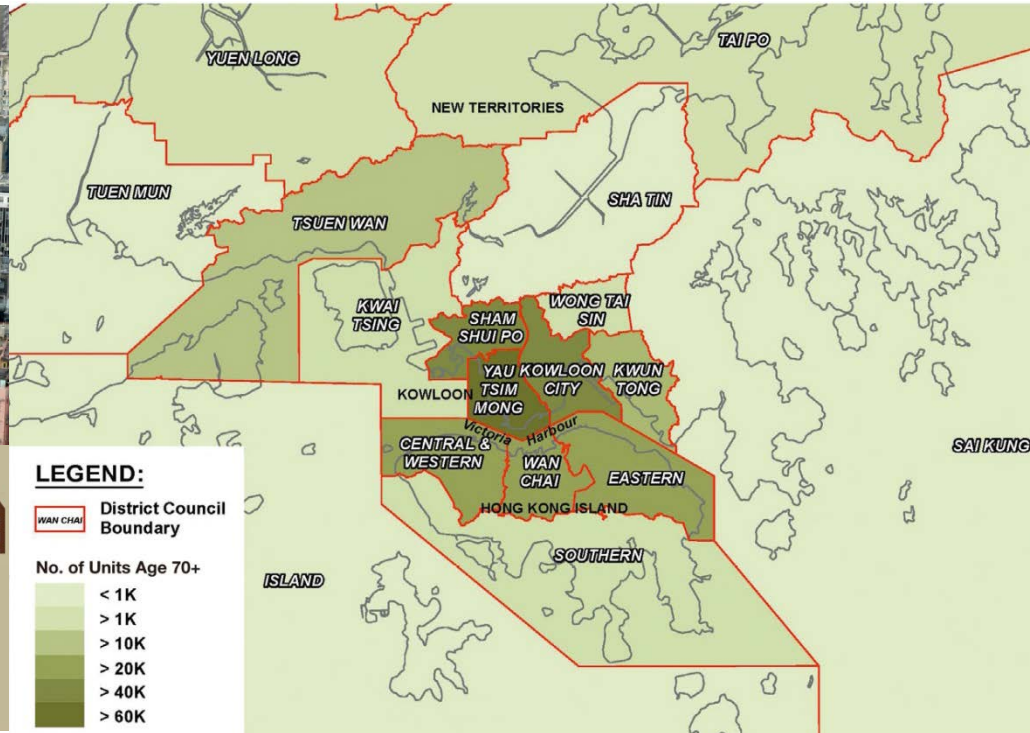


326,000

private housing units aged 70
or above by 2046



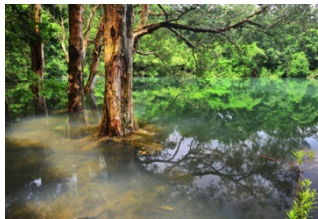
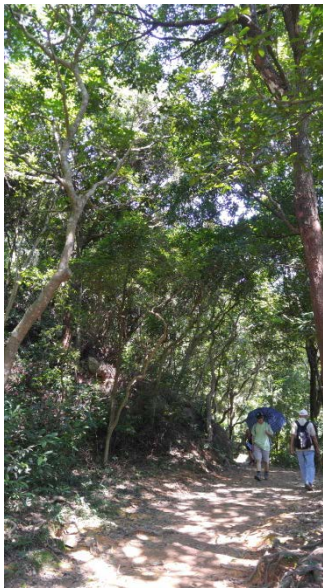
Nearly **300 times** of
the building stock of the
same age in 2015



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



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)



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)

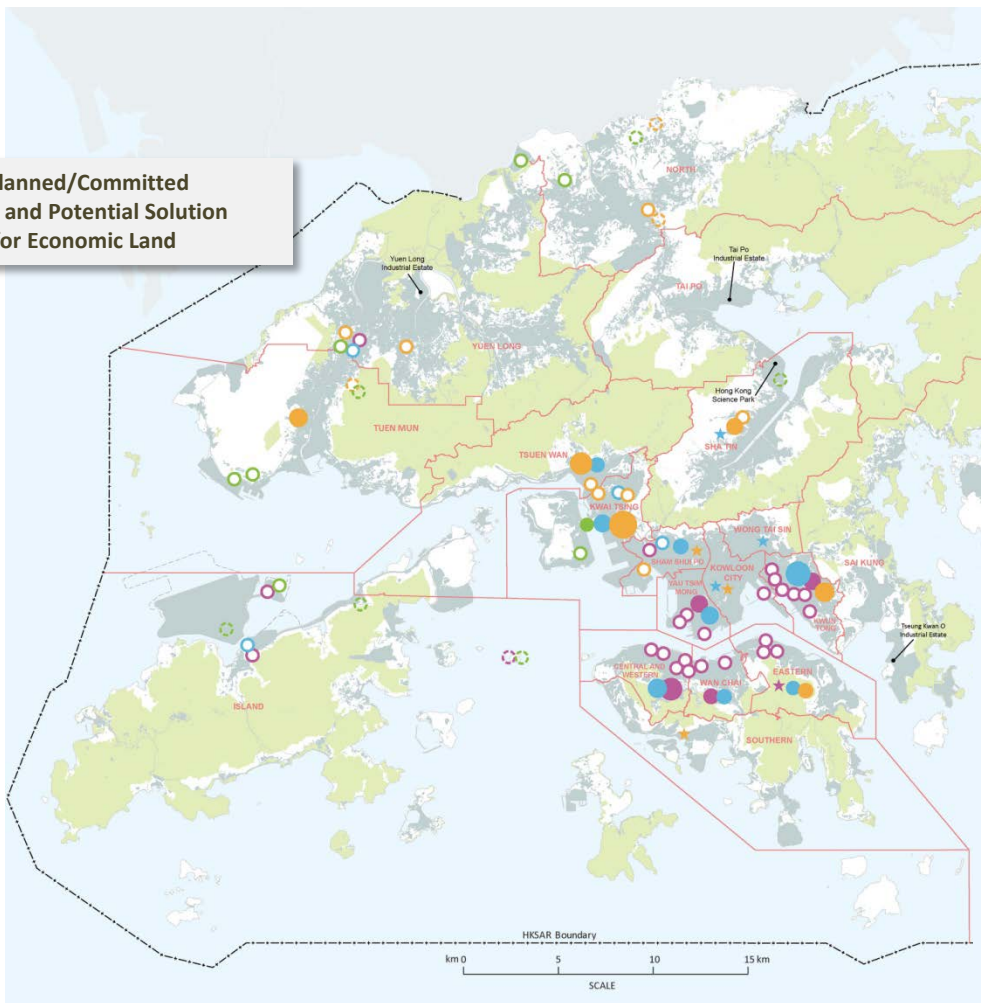


Policy-driven economic uses

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

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



- 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 Agriculture Park initiatives and review the existing farmlands for preservation of farmlands with good agricultural rehabilitation potential

	Existing Clusters	Major Planned / Committed Projects	Potential Solution Spaces for Meeting Shortfall
Grade A Offices	● ★	○	⊗
General Business	● ★	○	—
Industries	● ★	○	⊗
Special Industries	● —	○	⊗

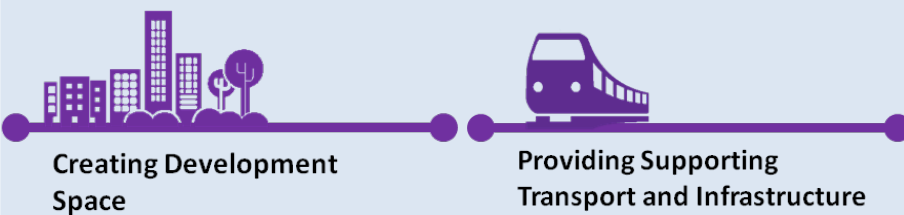
Remarks :

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

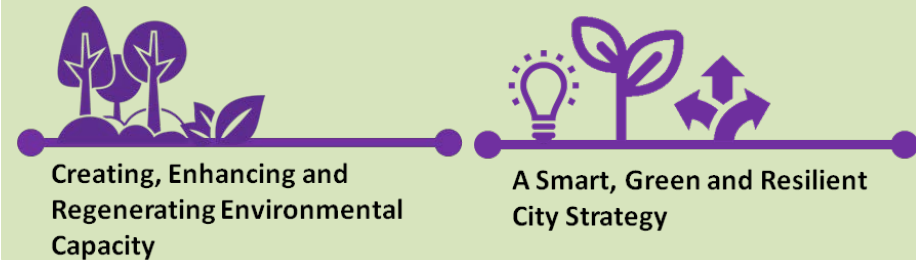
Overall Approach

- 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

Development Capacity



Environmental Capacity



- 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

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



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



Proposed Environmentally Friendly Transport System in Hung Shui Kiu NDA



~3%
Private vehicles



~1.7%
Domestic
households



~0.8%
Population

Private Vehicles Average Annual Growth Rate (1995-2015)



Tai Hang Tung Underground Flood Water Storage Tank

Creating, Enhancing and Regenerating Environmental Capacity

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



Revitalising Water Bodies (Sai King)



Revitalising Farmland (Lai Chi Wo)



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



Promoting Urban Ecology



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

Biodiversity Enhancement

Environmental Improvement

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



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



Reusing Treated Sewage Effluent
(Ngong Ping Sewage Treatment Works)



Revitalising Restored Landfills (Lam Tin)



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



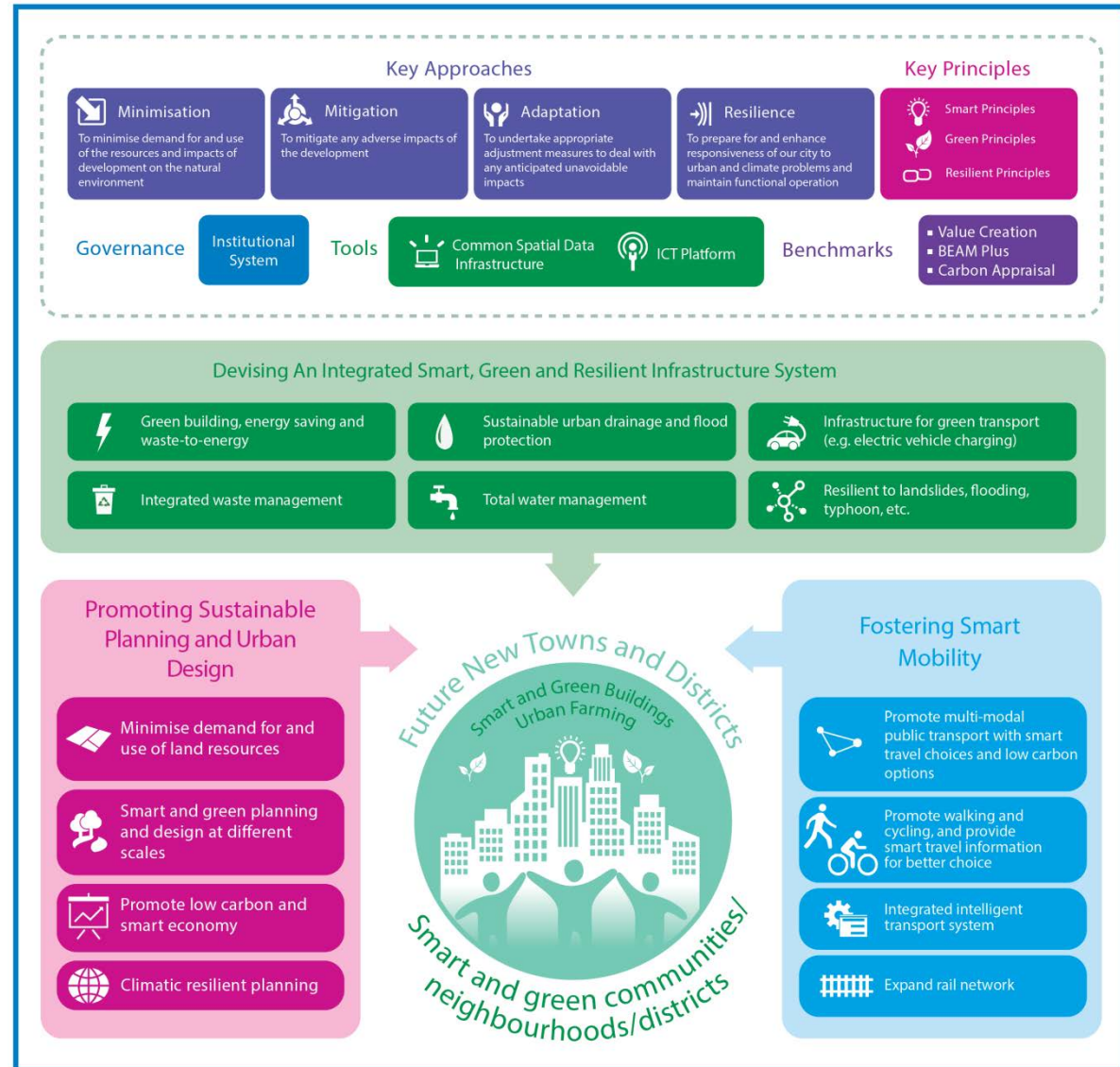
Improving Roadside Environment

A Smart, Green and Resilient City Strategy

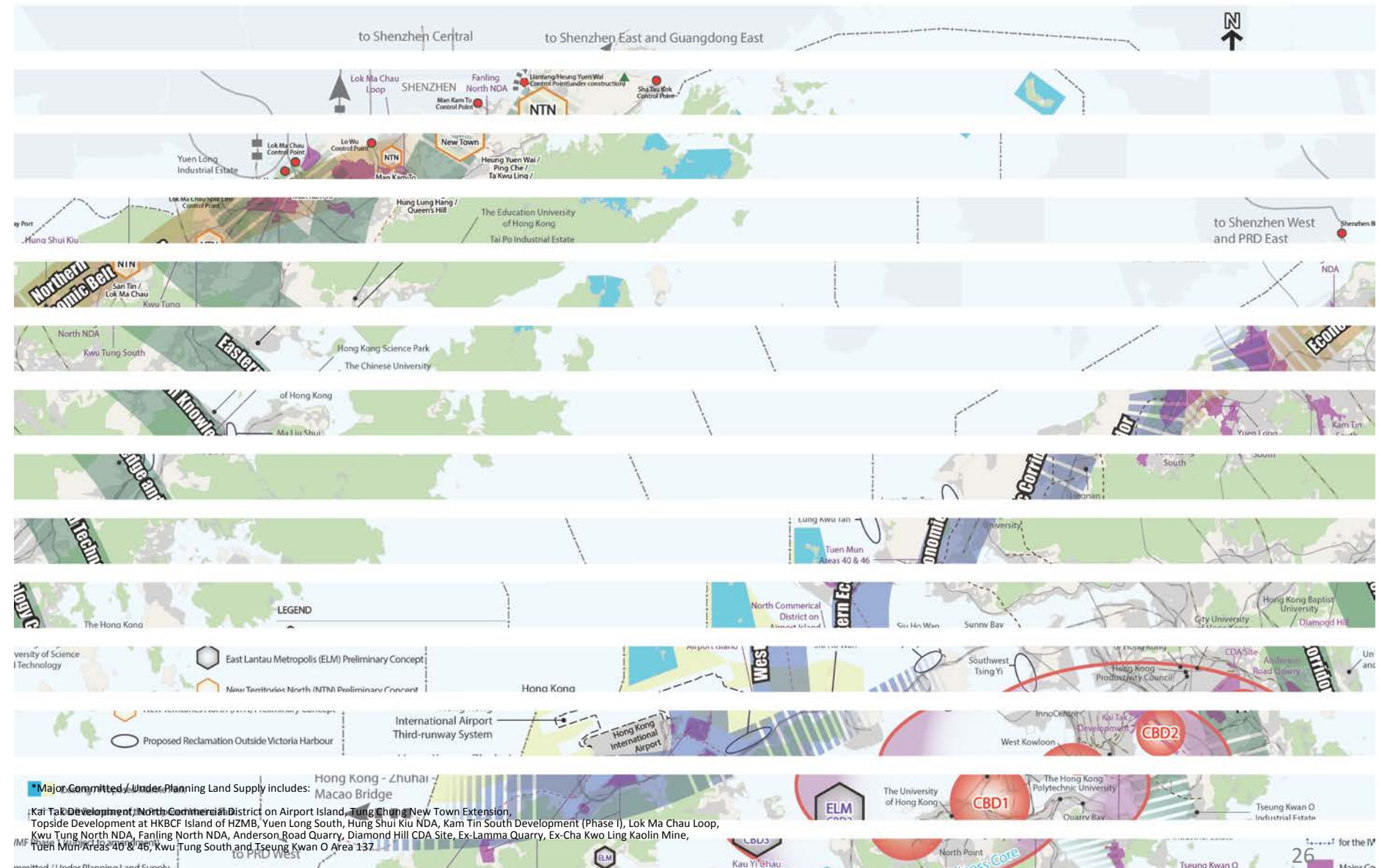
The Smart, Green and Resilient City Strategy mainly concerns the built environment and involves:

- 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+

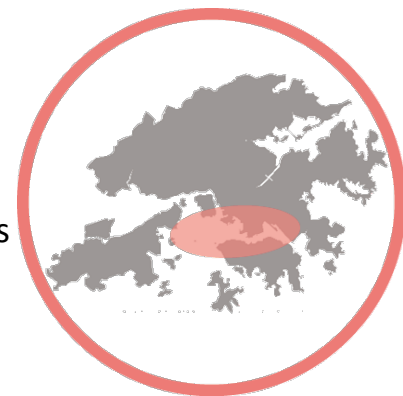


1 Metropolitan Business Core

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



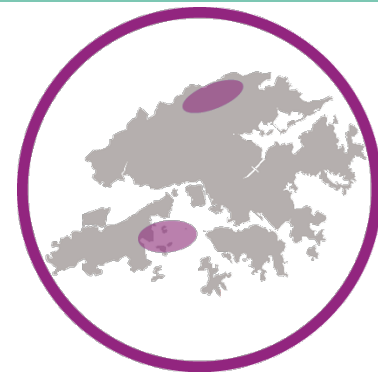
- ✓ Three complementary CBDs together with secondary nodes to strengthen Hong Kong's position as a global financial and business hub
- ✓ Land and space for businesses to move up the value chain, to expand and to start up



2

Strategic Growth Areas

- (1) **ELM:** 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

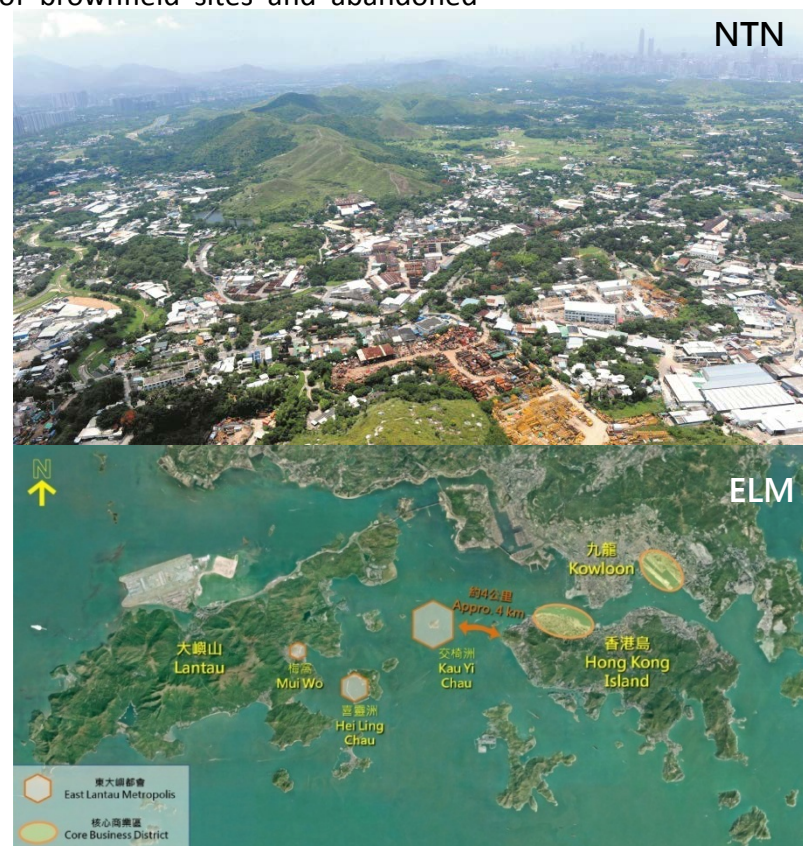


	Development Area (About) (ha.)	Estimated Population (About)	Estimated Employment (About)
ELM	1,000	400,000 – 700,000	200,000
NTN	720	255,000 /350,000	215,000

*Development phasing and scale to be decided

ELM and NTN could be a key to:

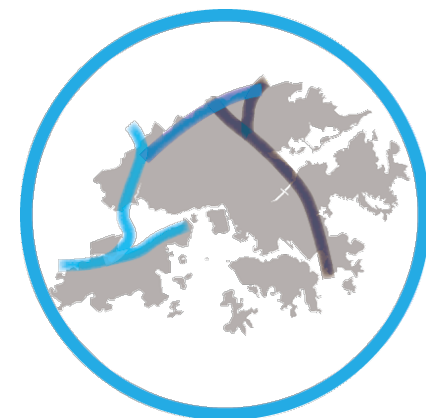
- ✓ provide housing land
- ✓ improve living, work spaces and business environment
- ✓ bring economic vitality
- ✓ achieve better home-job balance
- ✓ enhance community facilities and public spaces to cater for an ageing population
- ✓ harmonise with nature



3

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

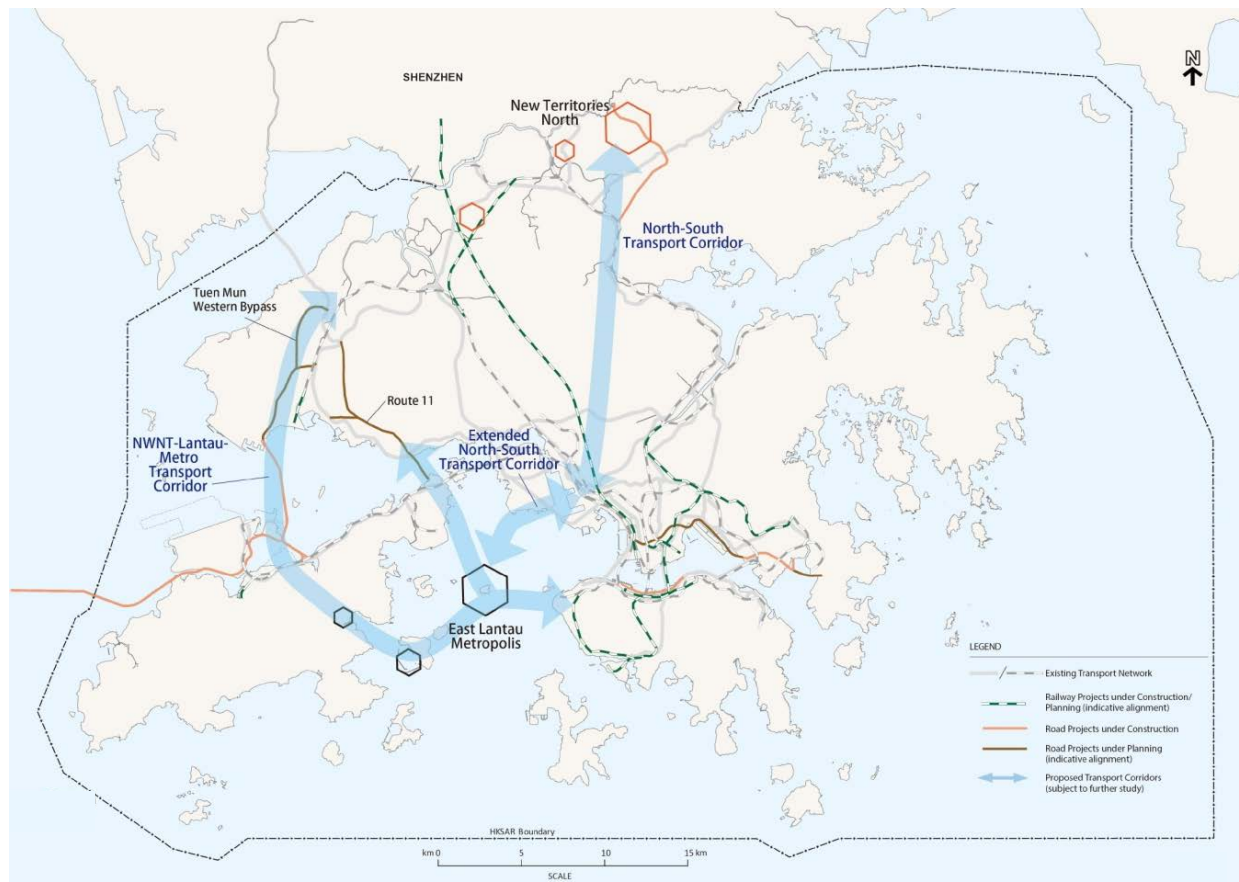
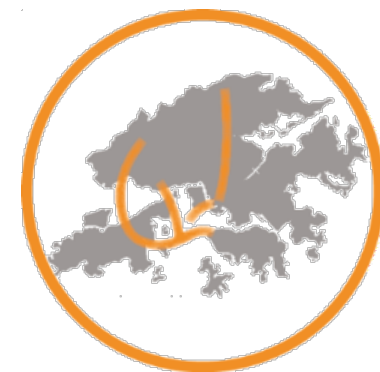


Strategic positioning to cater for different economic sectors and to capitalise on different locational advantages and bring in synergy



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+



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**

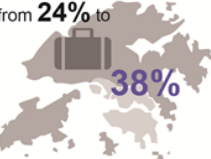
Marine environment:
from **24km²** to **84+km²**



Enhanced economic capacity and jobs closer to home

Jobs in the non-Metro Area

from **24%** to
38%



Compact and rail-based development

More population and jobs within railway catchment

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



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



Quality living environment supportive to all ages

Green-blue assets and a healthy city for wholesome living

Urban regeneration and facelift

Future G/IC land per person provision target:

3.5m²

(Currently 2.2m² for Sha Tin New Town)



Future open space per person provision target:

from min. 2m² per person to
min. 2.5m² per person



Building Block 2: Embracing New Economic Challenges and Opportunities



Future provision of economic space


Grade A Offices GFA
from **about 9Mm²** to **14M+m²**



Market-driven Industries and Special Industries GFA
from **about 20Mm²** to **29Mm²**



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



Building Block 3: Creating Capacity for Sustainable Growth



Conserve natural assets and create environmental capacity

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

Enhanced transport and infrastructure capacity

Smart, green and resilient city strategy



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

Conceptual Spatial Framework for Hong Kong 2030+

Buffer in development capacity for better living space



Vision-driven Capacity creation for sustainable growth



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