**WoC 02/17**
**(For discussion on 16 February 2017)**

**Women's Commission**

# Hong Kong 2030+:
# Towards a Planning Vision and Strategy Transcending 2030

## Purpose

This paper briefs Members on the key findings and recommendations of the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (Hong Kong 2030+).

## Background

2. The territorial development strategy provides a spatial planning framework to plan and guide land and infrastructure development, and the shaping of the built environment. Since the 1970s, we have reviewed the territorial development strategy around once every decade to embrace new needs and aspirations. The last review entitled "Hong Kong 2030: Planning Vision and Strategy" (HK2030) was promulgated in 2007 and set out the broad directions for land supply and town planning up to 2030. In an era of rapid social, economic and technological changes, Hong Kong as an international city in a globalised world is facing a number of challenges both externally and internally, including fierce global and regional competitions, changing drivers of economic growth, climate change, growing and ageing population[1], increasing but smaller domestic households[2], 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. For the sustainable development of Hong Kong, there is a need for the Government

[1] According to the Census and Statistics Department's (C&SD) latest population projections published in September 2015, Hong Kong's population is expected to reach its peak at 8.22 million by 2043 (an increase by 0.98 million from 2014). Proportion of population aged 65 or above is projected to increase from about 15% in 2014 to about 36% in 2064, while that of aged 85 or above is projected to increase from about 2.2% to about 10.1% during the same period.

[2] According to C&SD's latest domestic household projections published in October 2015, Hong Kong's domestic household is expected to reach its peak at 2.93 million by 2044 (an increase by 0.5 million from 2014), while the average household size is expected to decrease from 2.9 persons to 2.7 persons during the same period.

to adopt a visionary, pragmatic and action-oriented approach to tackle the planning issues critical to Hong Kong's future, and to formulate a robust territorial development strategy in the light of the latest planning circumstances and challenges ahead. Against this background and as announced in the 2015 Policy Address, the Planning Department (PlanD) commissioned the Hong Kong 2030+ study in January 2015 to provide an update to the HK2030.

## Hong Kong 2030+

### (a) Vision and Planning Goal

3. Building upon the foundation of Hong Kong 2030, Hong Kong 2030+ aims to examine the strategies and feasible options for the overall spatial planning, land and infrastructure development, and the shaping of the built and natural environment for Hong Kong beyond 2030. 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+. While major studies and indices on global and international competitiveness still show that Hong Kong is maintaining its status as one of the leading global cities, there are signs that Hong Kong's development, capacity and quality of living have been gradually lagging behind in many aspects[4]. Besides, there is scope to further improve our liveability, better cater for the needs of different age groups in an ageing society, and enhance its edge as a compact high-density city[5].

4. We need a stronger focus on strengthening our position as 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**

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[3] The positioning of Hong Kong as "Asia's World City" was first spelt out by the Commission on Strategic Development in its report entitled "Bringing the Vision to Life – Hong Kong's Long-term Development Needs and Goals" published in 2000.

[4] Hong Kong ranked 1st in the World Competitiveness Yearbook 2016, 2nd in the Global Opportunities Index 2015, 5th in the Global Cities Index 2015 and 9th in the Global Competitiveness Report 2016-17, but 14th in the Global Innovation Index 2016, 19th in the Monocle's Quality of Life Survey 2015, 43th in the EIU's Global Liveability Ranking 2016 and 70th in Mercer Quality of Living Survey 2016.

[5] A compact city provides convenience to its dwellers, reduces unnecessary travels, prevents urban sprawl, creates economies of scale, facilitates exchange of information and ideas, and contributes to vibrancy of the city. Compact city development is also considered sustainable at The United Nations Rio+20 Conference, and in studies such as the LSE Cities' study on "Going Green: How Cities are Leading the Next Economy". Hong Kong has decades of experience in compact city development and is highly successful in this respect.

**Sustainable Growth"**, and a **conceptual spatial framework** that translate these building blocks in spatial planning terms, are proposed under Hong Kong 2030+. An overview of the three building blocks and the conceptual spatial framework is set out as follows.

## (b) Three Building Blocks

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

5. Providing a quality living environment is challenging for a high-density city such as Hong Kong. In pursuit of a liveable compact high-density city and guided by sustainability principles[6], 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 spaces[7] 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

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[6] These sustainability principles include responsive urban design concepts, green building development, green neighbourhoods, quality open spaces, enhanced walkability, smart travel choices, and green mobility options, which will help create a comfortable, healthier and low-carbon living environment, a better environment and a thriving local economy.

[7] "Green assets" refers to the green spaces in Hong Kong such as country parks, open spaces and recreation spaces which are partly or completely vegetated and often used for nature conservation, recreational and/or amenity purposes. "Blue assets" refers to water bodies including harbour, rivers and streams, conservation-related water space (such as wetlands, marine parks and marine reserves), water sports centres, beaches, reservoirs and artificial lakes.

(v) promote an inclusive and supportive society through planning sensitively for all, irrespective of age and ability.

Highlights of Building Block 1

6. In order to plan for the 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"[8] 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.

7. We also see the scope to reinvent public space and enhance public facilities with a view to uplifting Hong Kong's liveability. To this end, Hong 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 $m^2$ and 2.5 $m^2$ per person for the strategic planning of G/IC and open space land requirements respectively[9]. This would help meet the public aspirations for more community facilities and open space, enhance living space in general, and provide scope to meet specific policy initiatives to improve provision of certain facilities[10].

8. One aspect for the rejuvenation of urban fabric is urban regeneration, particularly the renewal or redevelopment of buildings and structures. 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. The redevelopment of residential buildings usually

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[8] "Universal design" refers to the design approach to universally accessible standard in which all products, environments and communications will allow for the widest spectrum of people in our communities regardless of diversity, age and ability.

[9] For the older generation new towns such as Sha Tin, the provision of G/IC land uses (excluding those special uses/facilities which are considered as policy-driven), is estimated to be about 2.2 $m^2$ per person, while such provision for the newer generation new towns like Kwu Tung North New Development Area is higher at 3.5 $m^2$ per person. Separately, the current provision standard of open space under the Hong Kong Planning Standards and Guidelines is 2 $m^2$ per person.

[10] Examples include more space for kindergartens to support the policy to provide free and quality kindergarten education; redevelopment of old/substandard schools into ones that provide an environment for "joyful" learning and teaching; setting up science, technology, engineer and mathematics (STEM) Education Centres for school students at strategic locations; providing functional spaces in the vicinity of universities/agglomeration of enterprises/school clusters; and more neighbourhood elderly care facilities.

takes a long lead time mainly due to the need for amalgamating the fragmented ownership, re-housing/decanting and compensation arrangements, as well as going through the necessary development procedures. Given the enormous magnitude of ageing building stock and the current modest scale of urban renewal, we have to step up urban regeneration efforts to rejuvenate the extensive old urban fabric to improve the living environment.

***Building Block 2: Embracing New Economic Challenges and Opportunities***

9. The Gross Domestic Product (GDP) growth in Hong Kong has been relatively modest in recent years, when our neighbouring cities are advancing quickly. While the four pillar industries continue to underpin the bulk of our economy and employment[11], there are emerging industries leveraging the global trends, and in which Hong Kong enjoys clear advantages over it regional counterparts[12] On the other hand, our geographical connection and 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. The building up of our land reserve would also help enhance the capacity for coping with the economic opportunities and challenges, providing diversified choices of premises for our industries and services, and creating quality jobs with a range of skills. The key strategic directions for this building block therefore include:

(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

[11] The four pillar industries in Hong Kong are financial services, tourism, trading and logistics, and professional and other producer services. As at 2014, they contributed over half of Hong Kong's GDP and nearly half of Hong Kong's total employment.

[12] Examples include cultural and creative industries, innovation and technology industries, environmental industries, and testing and certification services.

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 of Building Block 2

10. Among others, there is 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. Besides, we need 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. We may support business start-ups through facilitating the provision of lower cost government premises, as well as partnerships with private enterprises and non-governmental organisations. Moreover, to spur innovation and technology, we should endeavour 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***

11. 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. The key strategic directions for the building block include:

(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 of Building Block 3

12. 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. Past experience indicates that there is a long lead time from planning to realisation of land development. It would thus be prudent to plan well in advance for sufficient capacity with spare and to build in additional buffer and contingency in the overall land use planning under the proposed vision-driven capacity-creating to strategic planning approach.

13. 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 4,800 hectares (ha)[13]. 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.

14. 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. With capacity and contingency properly and adequately planned ahead, we will have the flexibility and manoeuvrability to adjust the pace and quantum of land development projects to tie in with changing circumstances over a time span of decades. Similarly, the strategic planning of transportation and other infrastructures should be geared towards generating sufficient and timely capacity with contingency in support of the spatial distribution of development capacity. 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.

## (c) Proposed Conceptual Spatial Framework

### *Guiding Principles*

15. To translate the above three building blocks into spatial planning terms, a conceptual spatial framework is proposed under Hong Kong 2030+ (see **Plan 1**), with regard to the land supply and demand assessment, the spatial distribution of the existing, planned and committed developments, transport infrastructure, environmental conditions and the following guiding principles:

[13] The land requirement has yet to factor in any contingency to cater for unforeseen circumstances, other policy initiatives that are unknown at this stage and any long term vision for enhancing liveability, etc.

(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.

16. 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. The proposed framework would prepare Hong Kong for sustainable growth with better living environment, while meeting the various social and economic development needs. 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***

17. 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. Being only about 4 km away from Hong Kong Island West, ELM could be efficiently connected to the existing CBD, reinforcing the existing business core around Victoria Harbour and creating a new metro front in the territory.

18. Functionally, the three CBDs could complement one another. 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***

(i) East Lantau Metropolis
*(Population: about 400,000 to 700,000; Employment: about 200,000)*

19. 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. Spatially, this SGA tallies with the overall westward shift in centrality of the regional development pattern. It also provides a new platform to leverage the new and improved regional transport connections extending from the main urban area to the Pearl River Delta (PRD) east and west.

(ii) *New Territories North*
*(Population: about 255,000 or 350,000; Employment: about 215,000)*

20. 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***

(i) Western Economic Corridor

21. With various strategic transport infrastructures in place[14], 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.

(ii) Eastern Knowledge and Technology Corridor

22. The Eastern Knowledge and Technology Corridor comprises six universities[15], 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.

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[14] Including the Hong Kong International Airport and the Three-Runway System under construction, the Hong Kong Shenzhen Western Corridor, the River Trade Terminal, the HZMB and other elements of future strategic transport infrastructure (e.g. Tuen Mun-Chek Lap Kok Link).

[15] Including the Chinese University of Hong Kong, City University of Hong Kong, Education University of Hong Kong, Baptist University, Hong Kong Polytechnic University and Hong Kong University of Science and Technology.

(iii) Northern Economic Belt

23. The Northern Economic Belt commands a strategic location with the presence of six existing boundary crossings[16] 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***

24. The proposed supporting transport network for the conceptual spatial framework, in particular the two SGAs, i.e. ELM and NTN, is shown on **Plan 2**. Subject to further detailed study, 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.

25. 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

[16] The six existing boundary crossings are Shenzhen Bay Port, Lok Ma Chau Station, Lok Ma Chau, Lo Wu, Man Kam To and Sha Tau Kok.

under this scenario.

## Institutional Setup for Taking Forward Hong Kong 2030+

26. 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 bureaus and departments based on the overall strategic framework of Hong Kong 2030+.

## Public Engagement

27. 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. A folder containing various PE materials (including three PE booklets on the main content of the study and the preliminary concepts of the two SGAs; the PE pamphlet and the view collection form) is enclosed as **Annex** for Members' reference.

28. During the PE, we will 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+.

## Next Steps

29. Taking into account the public views collected during the six-month PE, preferred spatial development option(s) will be formulated for further technical assessments under the on-going Transport and Land Use Assessment and Strategic Environmental Assessment, as well as the Sustainability Assessment to be commissioned, to broadly evaluate the social, economic and financial impacts thereof. The updated territorial development strategy will be finalised having

regard to the technical assessment findings and public views. It is expected that the entire study on Hong Kong 2030+ would be completed in 2018.

**Advice Sought**

30. Members are invited to note and offer views on the key findings and recommendations of Hong Kong 2030+.

**ATTACHMENTS**

**Plan 1** Conceptual Spatial Framework for Hong Kong 2030+

**Plan 2** Supporting Transport Network

**Annex** PE Folder

(i) PE Booklet - "Hong Kong 2030+ - Towards a Planning Vision and Strategy Transcending 2030"

(ii) Annex of PE Booklet - "Preliminary Concepts for the East Lantau Metropolis"

(iii) Annex of PE Booklet - "Preliminary Concepts for the New Territories North Development"

(iv) PE Pamphlet

(v) View Collection Form

**Development Bureau**
**Planning Department**
**February 2017**

# Conceptual Spatial Framework for Hong Kong 2030+

to Shenzhen Central

to Shenzhen East and Guangdong East

to Shenzhen West and PRD East

to PRD West

Shenzhen

Lok Ma Chau Loop

Fanling North NDA

NTN New Town

NTN Man Kam To

Heung Yuen Wai / Ping Che / Ta Kwu Ling / Hung Lung Hang / Queen's Hill

Yuen Long Industrial Estate

Hung Shui Kiu NDA

NTN San Tin / Lok Ma Chau

Northern Economic Belt

Kwu Tung North NDA

Kwu Tung South

Tai Po Industrial Estate

Hong Kong Science Park

Ma Liu Shui

Yuen Long South

Kam Tin South

North-South Transport Corridor

Eastern Knowledge and Technology Corridor

Western Economic Corridor

NWNT - Lantau-Metro Transport Corridor

Lung Kwu Tan

Tuen Mun Areas 40 & 46

North Commerical District on Airport Island

Siu Ho Wan

Sunny Bay

Southwest Tsing Yi

Diamond Hill CDA Site

Anderson Road Quarry

Kai Tak Development

CBD2

CBD1

Extended North-South Transport Corridor

ELM CBD3

Kau Yi Chau

One Metropolitan Business Core

Hong Kong International Airport Three-runway System

Hong Kong International Airport

Hong Kong - Zhuhai - Macao Bridge

Tung Chung New Town Extension

ELM Mui Wo

Topside Development at HKBCF Island of HZMB

ELM Hei Ling Chau

Tseung Kwan O Industrial Estate

Tseung Kwan O Area 137

Ex-Cha Kwo Ling Kaolin Mine

Ex-Lamma Quarry

HKSAR Boundary

km 0 5 10 15 km

SCALE

**LEGEND**

- East Lantau Metropolis (ELM) Preliminary Concept
- New Territories North (NTN) Preliminary Concept
- Proposed Transport Corridors (subject to further study)
- Potential Near-shore Reclamation Sites outside Victoria Harbour
- Existing/Proposed Marine Parks or Marine Reserve
- Draft Boundary of the Proposed Marine Park for the IWMF Phase 1 (subject to amendment)
- Major Committed / Under Planning Land Supply*
- Existing Built-up Area
- Existing Conservation Area
- Proposed Country Park
- Existing Transport Network
- Railway Projects under Construction / Planning (indicative alignment)
- Road Projects under Construction
- Road Projects under Planning (indicative alignment)

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

*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, Lok Ma Chau Loop, Kwu Tung North NDA, Fanling North NDA, Anderson Road Quarry, Diamond Hill CDA Site, Ex Lamma Quarry, Ex Cha Kwo Ling Kaolin Mine, Tuen Mun Areas 40 & 46, Kwu Tung South and Tseung Kwan O Area 137

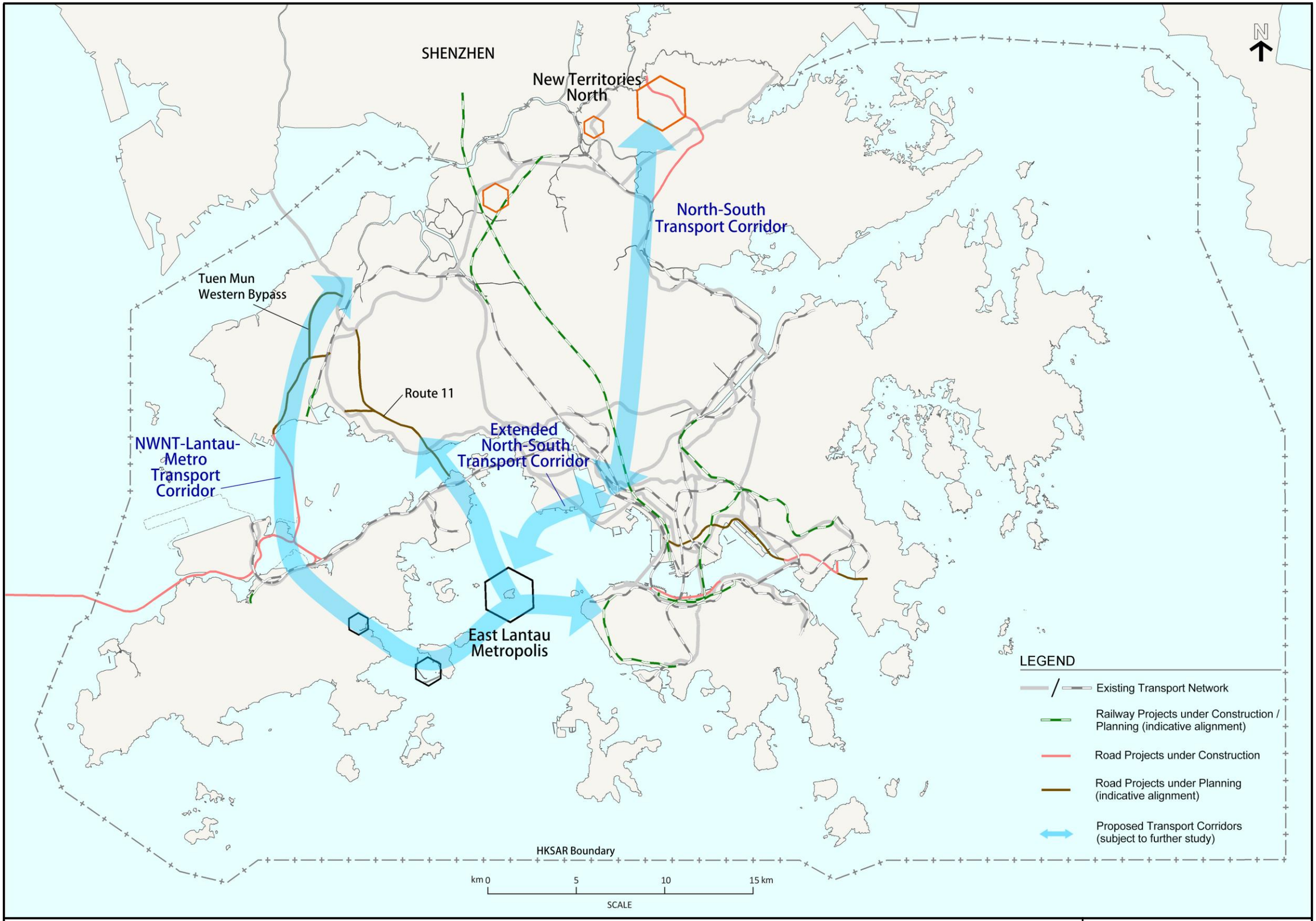
DEVELOPMENT BUREAU

PLANNING DEPARTMENT

Plan No. M / SP / 16 / 465

DATE 28. 12. 2016

PLAN 1




# Supporting Transport Network

DEVELOPMENT BUREAU

PLANNING DEPARTMENT

Plan No. M / SP / 16 / 461

DATE 28. 12. 2016

PLAN 2


# 婦女事務委員會簡報會
# Briefing for the Women's Commission

二零一七年二月十六日
16 February 2017

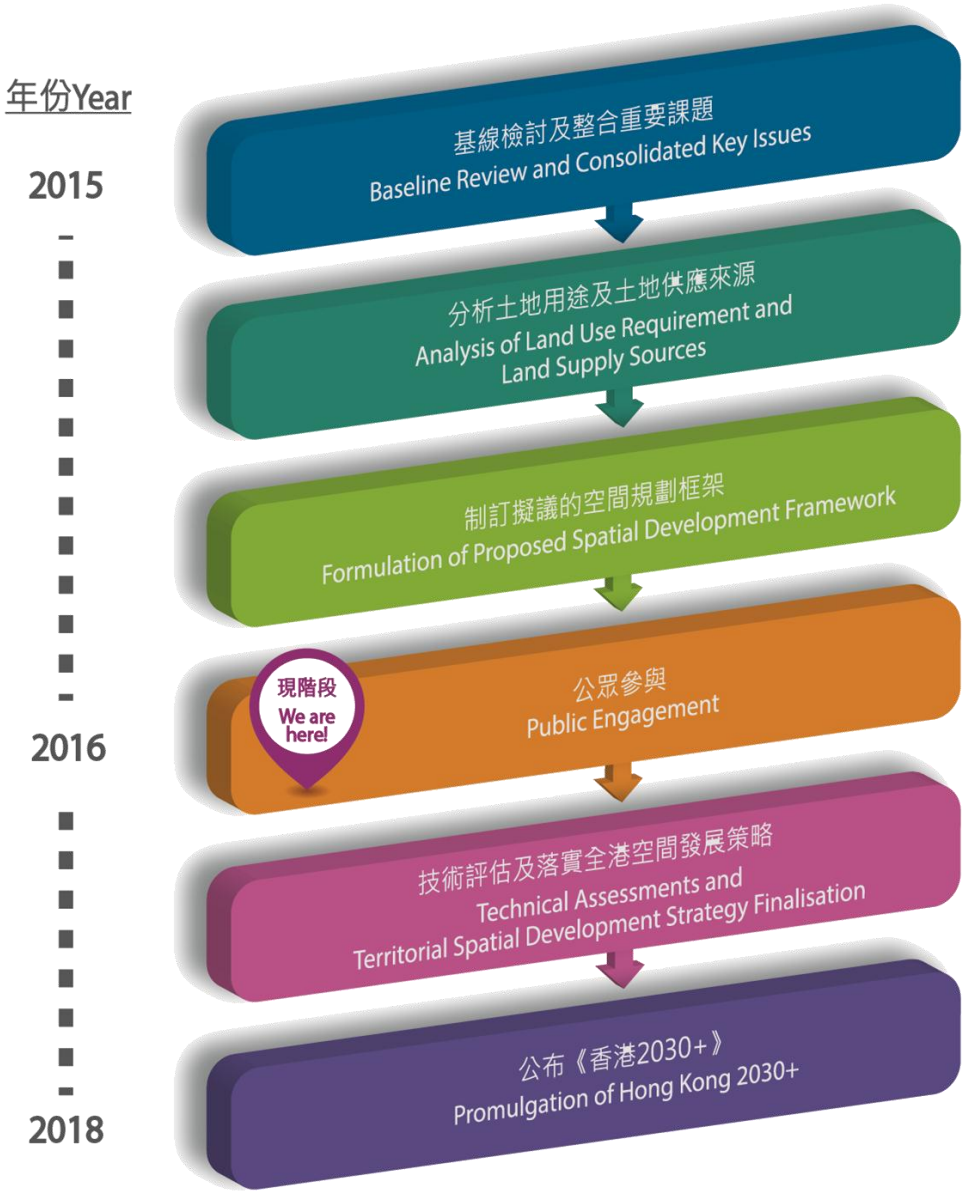
香港 2030+
跨越2030年的規劃遠景與策略

Towards a Planning Vision and Strategy Transcending 2030

發展局
Development Bureau

規劃署
Planning Department

# 背景
# Background




- 《香港2030+》旨在更新全港發展策略，為香港未來的規劃、土地、基建發展，以及為塑造跨越2030年的建設及自然環境提供指引
  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

- 《香港2030+》現正進行為期6個月的公眾參與至今年4月底
  A 6-month public engagement is being conducted for Hong Kong 2030+, lasting until end April 2017

# 放眼世界及區域鄰近地區
# Global Dimension and Regional Context

## 個人與社會 Individuals and Society

人口老化
Ageing population


教育水平提升、
更高期望及
精於使用科技
Better educated, higher aspirations, more technology enabled

## 地理環境 Physical Environment

天然資源短缺
Scarcity of natural resources

城市化步伐加速
Rapid urbanisation

氣候變化
Climate change

## 全球經濟 Global Economy

互聯互通的全球經濟
Interconnected global economy

經濟重心向東移
Shift of economic power to the East

全球中產階級興起
Rise of the Global Middle Class

創新科技為關鍵的驅動力
Innovation and technology as key drivers

# 全球大趨勢
# Global Megatrends

# 區域鄰近地區
# REGIONAL DIMENSION

區域門廊
Regional gateway

五小時內飛抵全球半數人口聚居的地方
Reaching half of the world's population within 5-hour flying time

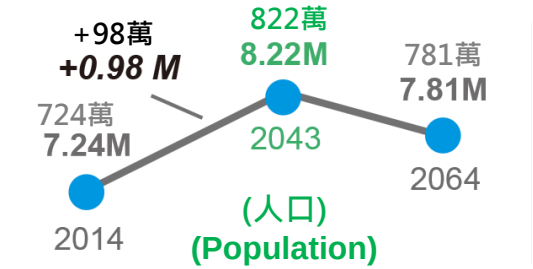
大珠三角洲地區內的「三小時生活圈」及「城際一小時交通圈」
3-hour living circle and 1-hour intercity traffic circle within the Greater Pearl River Delta

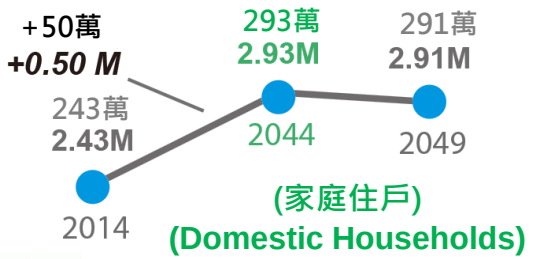
中國（廣東）自由貿易試驗區
China (Guangdong) Pilot Free Trade Zones

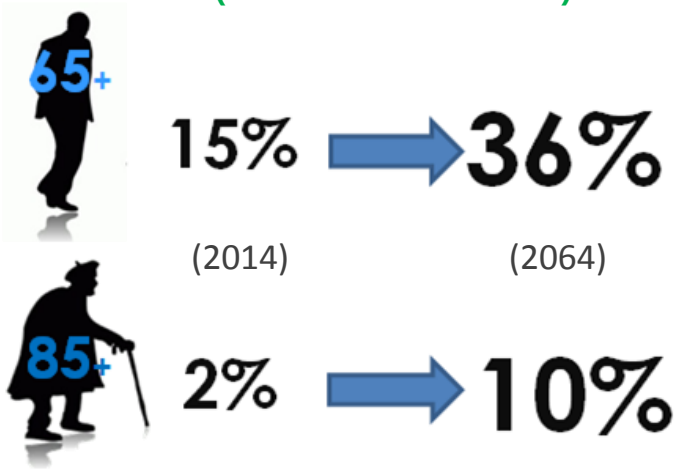
一帶一路
Belt and Road

# 聚焦香港
# Focus on Hong Kong

## 人口增長及漸趨老化，勞動力相應下降
## A growing and ageing population and a shrinking labour force




## 人口與職位地點分布失衡，職業技能層面有限
## Unbalanced spatial distribution of homes and jobs, jobs of limited range of skills


## 為應對氣候變化作準備
## Readiness for Climate Change


### 提升宜居度
### Enhancing liveability

### 提供新的運輸及其他基建
### Providing new transport and other infrastructure

### 應付長遠土地需求
### Meeting long-term land requirement


### 應對環球及區域競爭激烈
### Coping with keen global and regional competition

### 提升生產力
### Increasing productivity

### 更新大量老化樓宇
### Rejuvenating a large quantity of old housing stock

樓齡達70年或以上的私人住宅單位
Private residential units >70 years old


## 我們如何能把這些挑戰轉化為機遇，令香港變得更美好？
## How can we turn these challenges into opportunities for a better Hong Kong?

# 《香港2030+》 建議概覽
# Overview of Hong Kong 2030+ Proposals

## 願景 Vision

成為宜居、具競爭力及可持續發展的「亞洲國際都會」
To become a liveable, competitive and sustainable "Asia's World City"

## 總規劃目標 Overarching Planning Goal

倡導可持續發展
Championing sustainable development

## 三大元素 Three Building Blocks

三大元素以實現願景和達致總規劃目標
Three building blocks for achieving the vision and overarching planning goal

1 規劃宜居的高密度城市 Planning for a Liveable High-density City

2 迎接新的經濟挑戰與機遇 Embracing New Economic Challenges and Opportunities

3 創造容量以達致可持續發展 Creating Capacity for Sustainable Growth

各元素的主要策略方針及措施
Key Strategic Directions and Actions for Building Blocks

## 概念性空間框架 Conceptual Spatial Framework

一個都會商業核心圈 One Metropolitan Business Core

兩個策略增長區 Two Strategic Growth Areas

三個發展軸 Three Development Axes

運輸配套網絡 Supporting Transport Network

**以願景帶動、創造容量的方式， 策略性地規劃土地和空間、運輸、基建、以及自然環境，提升宜居度**
**A vision-driven and capacity creating approach for strategic planning of land and space, transport, infrastructure provision and the environment, and for enhancing liveability**

# 1

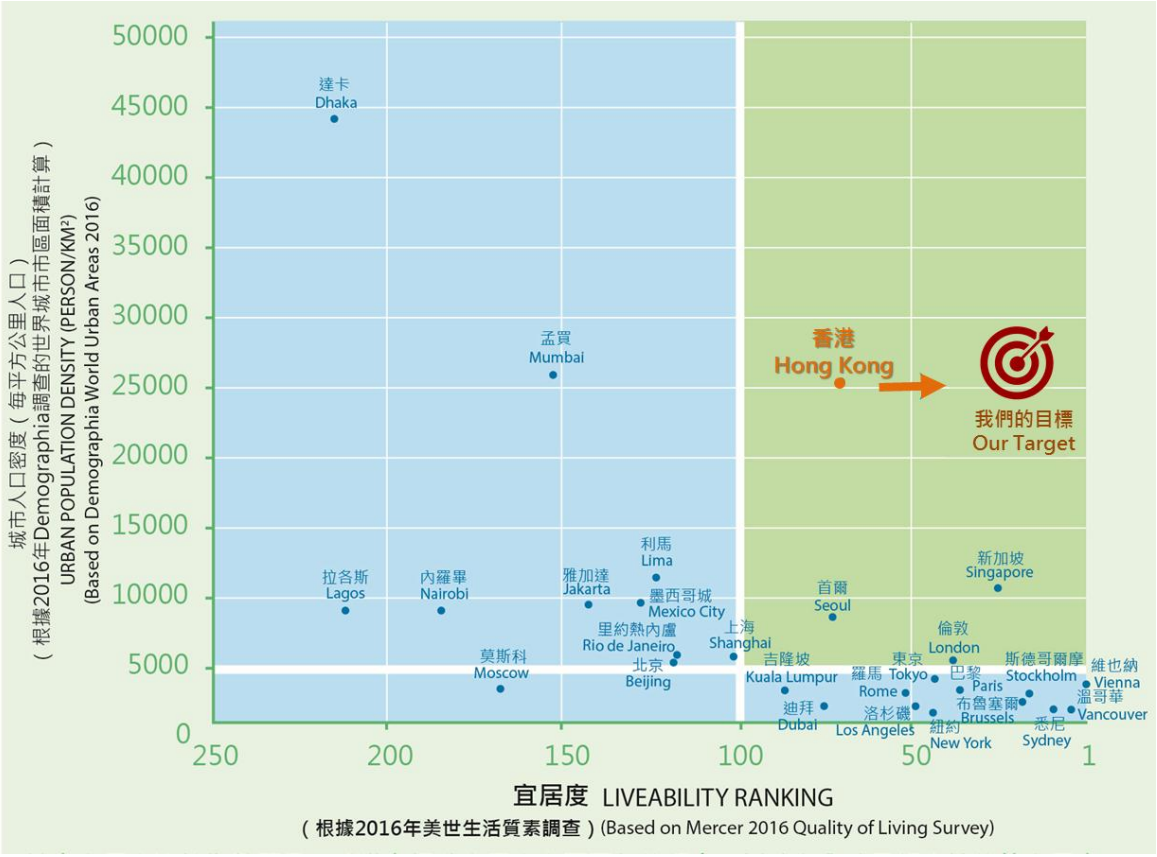
## 規劃宜居的高密度城市
## Planning for a Liveable High-density City







# 宜居度的表現
# Performance of Liveability




宜居度指那些有助於提升人們對個人和集體福祉的感覺，以及影響對一個居所的滿意度的獨有空間、社會和環境的特徵和素質

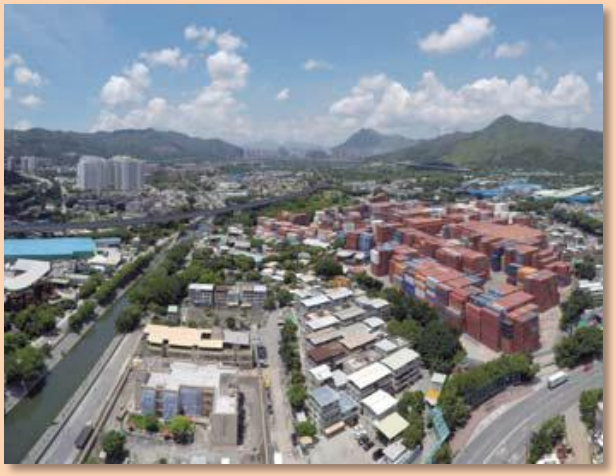
Liveability refers to those spatial, social and environmental characteristics and qualities that uniquely contribute to people's sense of personal and collective well-being and to their sense of satisfaction in being the residents of that particular settlement

1996年「聯合國第二屆人類居所會議」通過的《生境議程》
"Habitat Agenda" endorsed at the 1996 "Second United Nations Conference on Human Settlements"

# 規劃宜居高密度城市的整體方向 Overall Approach for Planning for a Liveable High-density City

## 優化新發展區 to optimise development in new development areas

- 審慎的規劃和設計
  prudent planning and design
- 有效利用土地資源
  effective use of land resources



現貌
Before

洪水橋新發展區未來的面貌
Future of Hung Shui Kiu New Development Area

## 改造發展稠密的市區 to retrofit the densely developed urban areas

- 更新殘舊而稠密的地區
  rejuvenating obsolete densely developed areas
- 改善連接性、都市通透度及都市氣候
  improving connectivity, urban permeability and urban climate
- 應對綠化、公共空間和公共設施不足
  addressing inadequacies in greening, public space and public facilities

舊貌
Before

觀塘市中心未來的面貌
Future outlook of Kwun Tong Town Centre

# 規劃宜居高密度城市的整體方向 Overall Approach for Planning for a Liveable High-density City

透過促進**八項城市特質**，提升高密度城市的**宜居度**
Enhance the **liveability** of our high-density city through promoting **eight city attributes**


獨特、多元及充滿活力的城市
**A Unique, Diverse and Vibrant City**

相互緊扣的城市
**An Integrated City**

健康的城市
**A Healthy City**

集約的城市
**A Compact City**

善用藍綠自然資源
**Leveraging Green and Blue Assets**

重塑公共空間及
改善公共設施
**Reinventing Public Space and Enhancing Public Facilities**

更新都市結構
**Rejuvenating the Urban Fabric**

共融互助的城市
**An Inclusive and Supportive City**

# 集約的城市
# A Compact City

採用集約的發展模式，並以鐵路運輸為骨幹，輔以其他公共交通工具和良好的行人和單車網絡
Underscoring compact development with railway as the backbone, complemented by other modes of public transport and good pedestrian and cycling networks

鼓勵創新地使用城市空間、互相協調的混合用途、及切合需要的城市設計概念
Fostering innovative use of urban spaces, compatible land use mix and responsive urban design concepts

> 可持續及高效率的發展模式
> A sustainable and efficient form of development

**主要策略方針**
**Key Strategic Directions**

- 妥善管理發展密度 Managing density
- 促進互相協調的混合用途 Promoting compatible land use mix
- 有效益地運用城市空間 Fostering efficient use of urban spaces
- 採用切合需要的城市設計概念 Adopting responsive urban design concepts
- 採用集約的發展模式 Underscoring compact development

# 相互緊扣的城市
# An Integrated City

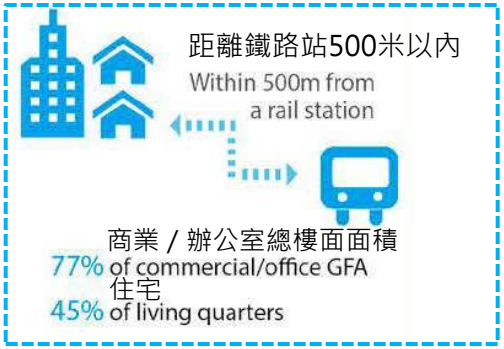
與工作地點、企業、社區設施，以及大自然有良好的連繫
Good connectivity with workplaces, businesses, community facilities and nature

鼓勵智慧的出行選擇及環保出行
Promoting smart travel choices and green mobility

**主要策略方針**
Key Strategic Directions

連接性 Connectivity
便利行人 Walkability
便利單車使用者 Cyclability
可達性 Accessibility
通透度 Permeability


**可達性的概念框架**
**The Conceptual Framework on Accessibility**



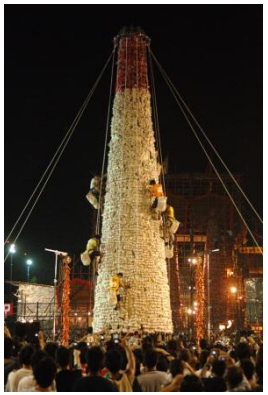
# 獨特、多元及充滿活力的城市
# A Unique, Diverse and Vibrant City

加強我們獨有的城市特色，包括多元城市景致、物質和非物質文化遺產、城市標記及「城、鄉、郊、野共融」脈絡

Enhancing our unique city characters including diverse cityscape, tangible and intangible heritage, city icons and "urban-rural-countryside-nature" continuum

營造地方特色，以及讓市民在生活模式、消閒活動，以至居所方面均有更多的選擇

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



**主要策略方針**

Key Strategic Directions

推廣獨有的城市特色
Promoting unique city characters

營造活力
Creating vibrancy

彰顯多元化
Embracing diversity

# 健康的城市
# Healthy City

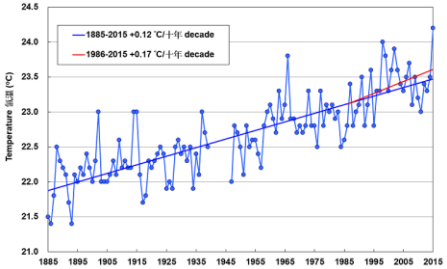
在進行規劃時，加入都市氣候及空氣流通的考慮因素
Incorporating urban climatic and air ventilation considerations into planning

採納「動態設計」概念，以鼓勵市民多做運動和注重個人健康，以及促進大自然和康樂設施的易達性
Embracing the "active design" concept to promote physical activities and healthy lifestyles, and promoting easy access to nature and recreational facilities

## 都市環境常見的健康問題
Common Health Issues in the Urban Environment

**疾病**
**Diseases**

**熱衰竭有關的健康問題**
**Heat stress-related health problems**




**缺乏運動**
**Lack of exercise**

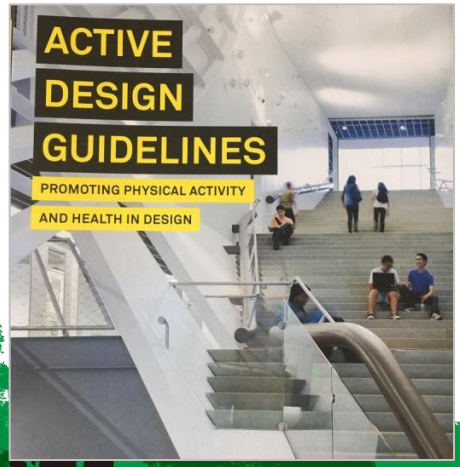
**空氣質素**
**Air quality**

## 主要策略方針
Key Strategic Directions

把都市氣候及空氣流通納入考慮因素，以改善都市氣候
Improving the urban climate by incorporating urban climatic and air ventilation considerations

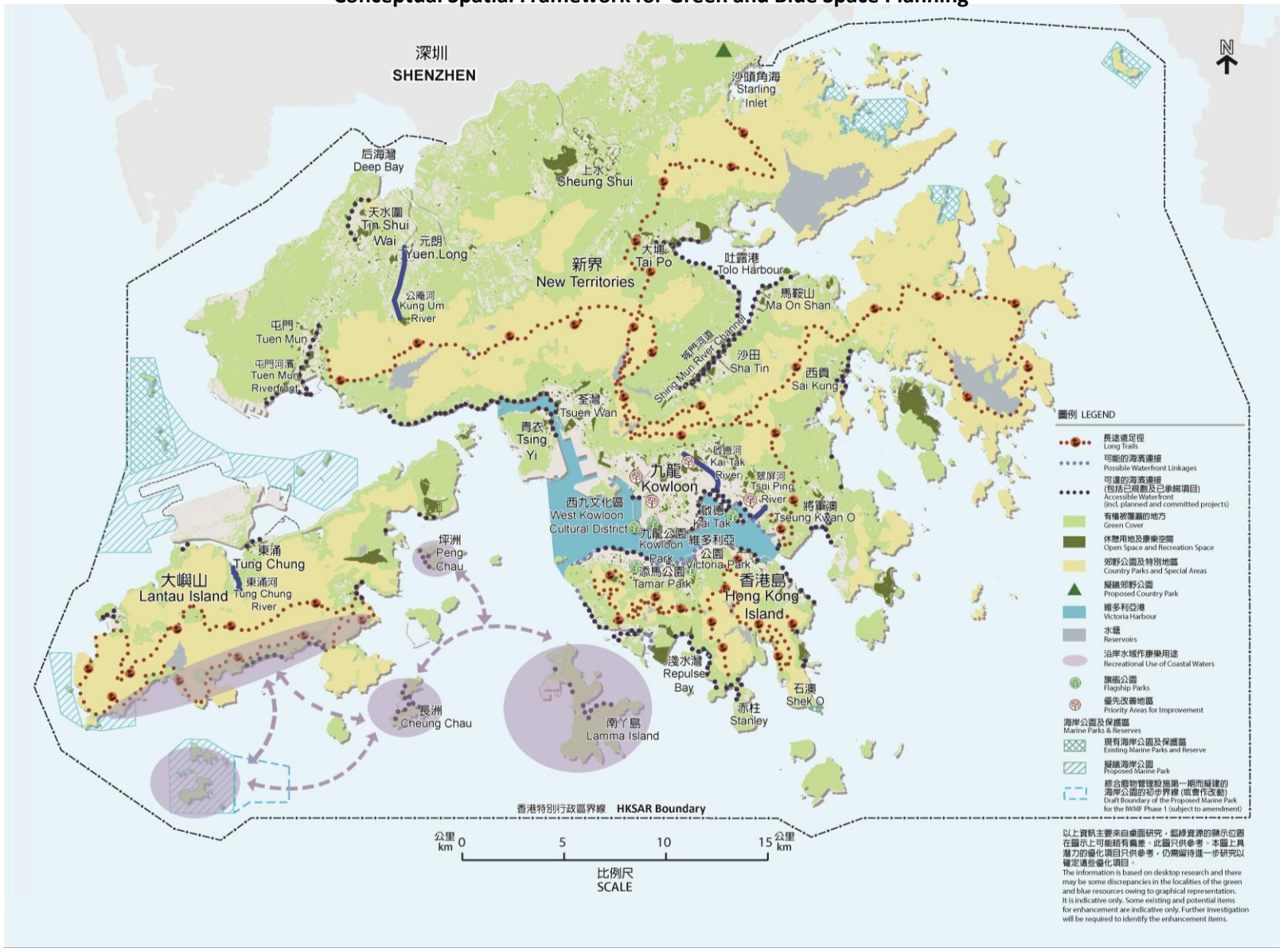
推廣動態設計
Promoting Active Design

**接近大自然與優質建設環境有助促進健康生活**
**Proximity to nature and a good built environment are conducive to healthy living**



# 善用藍綠自然資源
# Leveraging Green and Blue Assets

## 概念性藍綠自然資源空間規劃框架
## Conceptual Spatial Framework for Green and Blue Space Planning



# 善用藍綠自然資源
# Leveraging Green and Blue Assets

**主要策略方針**
**Key Strategic Directions**

## 豐富藍綠自然資源的康樂消閑潛力
**Enriching the recreation and leisure potentials of green-blue assets**

## 加強市民和藍綠自然資源的連繫
**Improving the accessibility between residents and green and blue assets**

## 建立社區綠色網絡
**Cultivating community green networks**

## 設立/改善市區內的旗艦公園
**Establish/improve urban flagship parks**

資料來源 Source: WallpaperUP

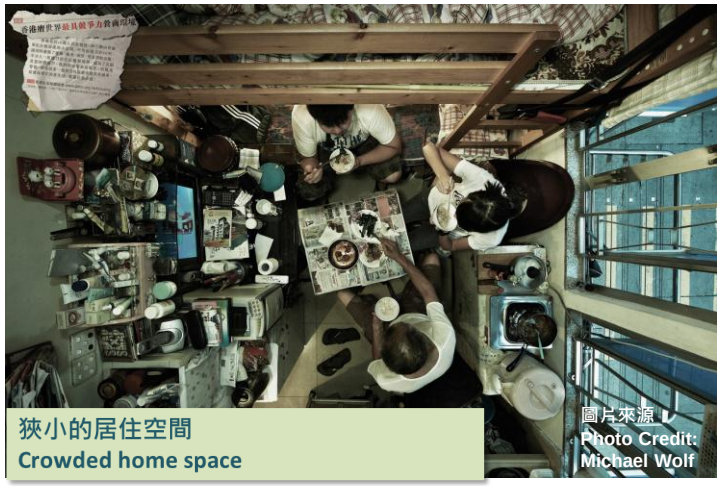
## 推廣可持續發展的都市環境
**Promoting a sustainable built environment**

# 重塑公共空間及改善公共設施
# Reinventing Public Space and Enhancing Public Facilities

**主要策略方針**
**Key Strategic Directions**

為發展容量加入緩衝，為改善生活空間所需的方案提供機會和預留彈性
Allow buffer in the development capacity for the possibilities and flexibility for considering options to improve home space

重塑公共空間的功能、質量、設計和可達性、以及供應和管理等方面
Reinventing public space in terms of functions, quality, design, accessibility, provision, management, etc

狹小的居住空間
Crowded home space

圖片來源：
Photo Credit:
Michael Wolf

圖片來源：
Photo Credit:
香港經濟日報 HKET

圖片來源：
Photo Credit:
南華早報 SCMP

有待改善的公共設施
Public facilities in need of improvement

# 重塑公共空間及改善公共設施
# Reinventing Public Space and Enhancing Public Facilities

改善或重建未符合標準的公共設施，並提升空間供應以應對需求的轉變
Improving or redeveloping substandard public facilities and enhancing space provision to cater for changing needs



根據《香港規劃標準與準則》
人均休憩用地面積: 平均每人2平方米
**Standard for open space provision under HKPSG = 2m² per person**
**(包含1平方米地區休憩用地和1平方米鄰舍休憩用地)**
**(including 1m² for District Open Space (DO) and 1m² for Local Open Space (LO) )**

人均地區休憩用地為 1.07平方米
人均鄰舍休憩用地為 1.64平方米
**1.07m² average DO per person**
**1.64m² average LO per person**

建議未來人均休憩用地目標:
Proposed future open space per person provision target:

由每人**不少於2平方米**增加至
from **min. 2m²** per person to

不少於 min **2.5** 平方米 m²

- 創造合適條件，鼓勵在公共空間進行**社區發展相關的活動**
  Create favourable conditions to encourage the use of public space for **community development-related activities**

# 重塑公共空間及改善公共設施
# Reinventing Public Space and Enhancing Public Facilities

公眾參與合作，政府擔當促進者的角色
Public engagement and collaboration, with the Government serving as an enabler

建議未來人均政府、機構及社區用地目標:
Proposed future Government, Institution or Community (G/IC) land per person provision target:

**3.5** 平方米 $m^2$

**現時沙田新市鎮政府、機構及社區用地供應為人均2.2平方米**
**Currently 2.2$m^2$ per person for GIC land provision in Sha Tin New Town**


以達致以下就提升宜居度的目的　With a view to improving liveability by:

- **改善或重建未符合標準的設施**（例如未符合標準的校舍）
**Improving or redeveloping substandard facilities** (e.g. substandard schools)

- **提升空間供應**（例如幼稚園）
**Enhancing the space provision** (e.g. kindergartens)

- **應對人口的轉變**（例如社區長者護理設施）
**Catering for changing demographics** (e.g. neighbourhood elderly care facilities)

# 更新都市結構
# Rejuvenating the Urban Fabric

- 大量的樓宇正在迅速老化
  A large bulk of rapidly ageing building stock

- 需加強市區更新的力度及政策，以活化殘舊的城市結構
  Need to step up efforts and policies for the rejuvenation of the dilapidated urban areas

**主要策略方針**
Key Strategic Directions

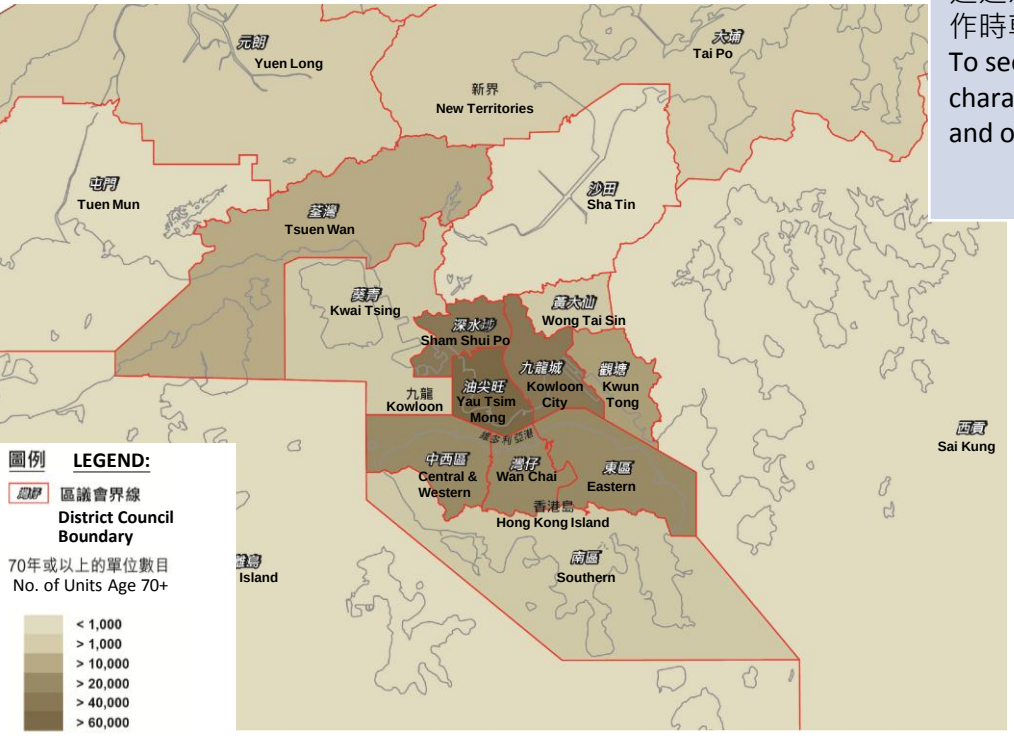
**更新都市結構**
Rejuvenating the urban fabric

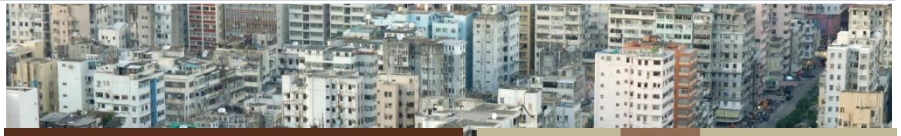
## 主要措施 Key Actions

加強有關樓宇管理及維修的措施，延長樓宇的壽命周期
To boost building management and maintenance initiatives to extend the life span of buildings

在個別項目及地區計劃上，促進重建、復修、活化及保育措施
To facilitate redevelopment, rehabilitation, revitalisation and preservation initiatives on both project and area bases

透過規劃、城市設計和其他措施，以推行市區改善工作，並在推行有關工作時尊重當區特色和鄰里關係
To seek urban improvements while respecting the neighbourhood characteristics and bonding neighbourhoods through planning, urban design and other means



2046年樓齡為70年或以上的私人住宅單位將達
**326,000**
**private housing units aged 70 or above by 2046**

2015年樓齡為70年或以上的私人住宅單位為 **1,100**
**private housing units aged 70 or above in 2015**

差不多相當於2015年同齡單位數量的 **300倍**
Nearly **300 times** of the building stock of the same age in 2015

# 共融互助的城市
# An Inclusive and Supportive City

## 適合各年齡人士需要的建成環境
## A Built Environment Fit for All Ages

- 促進**長者友善的環境**，以實踐「積極樂頤年」、「居家安老」和「跨代支援」等理念
  Promoting an **age-friendly environment** for “active ageing”, “ageing in place” and “inter-generational support” etc

  檢討 / 制訂**安老設施**的規劃標準
  To review/formulate planning standards for **elderly care facilities**

- 充分考慮**年青人的需要**
  Having due regard to the **needs of the youth**

**主要策略方針**
Key Strategic Directions

在政策方面，加強對不同年齡人士的支援
Strengthening relevant Government policies to support all ages

回應各年齡組別的住屋需要
Addressing the housing needs of all ages

在建設環境內推廣長者友善的公共空間
Promoting age-friendly public space in the built environment

為家庭提供支援充足的環境
Providing a supportive environment for families

# 共融互助的城市
# An Inclusive and Supportive City

## 適合各年齡人士需要的建成環境
## A Built Environment Fit for All Ages

- 在公共空間採用「**通用設計**」**概念**，以顧及各年齡人士需要（特別是長者、幼童、傷健人士、婦女等)
  To adopt **"universal design"** in the public realm to cater to the needs of all ages (particularly, the elderly, children, disabled and females, etc)

- 在公共房屋項目繼續採用「**通用設計**」，並促進私人住宅單位內（不僅是公共地方）採用「通用設計」
  To continue adopting **"universal design"** in public housing and promote "universal design" in private housing units (in addition to the common areas)

- 鼓勵公營和私營界別提供更多**不同類型的住屋**，供市民選擇
  To encourage **a variety of housing choices** to be provided by the public and private sectors to enrich options available

(圖片來源：香港房屋委員會)
(Source: HKHA)


*「通用設計」是指一種採納無障礙標準的設計方法，令廣大市民，不論其多元背景、年齡或能力，均可享用到有關設計下的產品、環境及通訊設施。有關建議主要針對私人住宅單位的設計，令長者住戶能獨立和安全地居住（例如確保輪椅用戶能暢通無阻地在住宅單位內自由走動）"Universal design" refers to the design approach to a universally accessible standard in which all products, environments and communications will allow for access by the widest spectrum of people in our communities regardless of diversity, age or ability. Focus should be placed on the design of the private residential units to allow the elderly to live independently and safely (e.g. accessibility of spaces within residential ats by wheelchairs).

## 家庭友善的環境 Family-friendly environment

### 主要關注 Major Concerns

幼兒服務不足：
Insufficient child care services:

- 可能令在職父母離開職場照顧子女
  may cause parents to quit jobs to raise family
- 可窒礙在職婦女生兒育女
  may impede working women from having children

### 主要目的 Key Objectives

- 幫助婦女平衡家庭與工作責任
  Help women balance family and work
- 釋放本地勞動人口的潛力
  Unleash the potential of local labour force

### 主要建議 Major Recommendations

- 確立家庭為社會的基石，促進**家庭友善的環境**
  Affirming family as the cornerstone of our society and providing **a family-friendly environment**
- 在便利的位置提供更多**託兒設施**
  Increasing **child care facilities** at convenient locations
- 改善**學前教育設施**
  Enhancing **pre-school facilities**
- 促進「混合式發展」鼓勵**跨代共融**
  To promote “mixed development” for **inter-generational care**


# 元素二：迎接新的經濟挑戰與機遇
# Building Block 2: Embracing New Economic Challenges and Opportunities

## 整體方向 Overall Approach

- 邁向高增值路線，令經濟基礎更多元化，以及透過加強支柱產業、支援新興產業、促進創新科技與合作，以提供技能層面廣泛的優質職位 To move up the value chain, diversify economic base and provide jobs requiring a range of skills by strengthening pillar industries, supporting emerging industries and promoting innovation, technology and collaboration

- 提供土地和空間應付各經濟產業目前的短缺，以及提升經濟容量及抗禦力，以應付未能預知的經濟機遇和挑戰 To provide land and space to address existing shortfalls, to meet future demands, and to enhance economic capacity and resilience for coping with unforeseen economic opportunities and challenges

- 在都會區以外的地點創造策略性經濟樞紐，拉近工作地點及居所之間的距離 To create strategic economic nodes outside the metro core, and to bring jobs closer to home

- 促進香港作為鄰近地區的服務基地，把握香港未來的主要區域基建設施及與內地和亞洲國家（包括東盟成員國）經濟互動所帶來的進一步發展潛力
  To promote Hong Kong as a base to serve the region, capitalising on major regional infrastructure to be completed in Hong Kong and further development potential arising from increase in economic interactions with the Mainland and countries in Asia (including member countries of ASEAN)

## 主要議題 Major Issues

為各經濟界別提供足夠土地和空間
Adequate Land and Space for Various Economic Sectors

為發展人力資源提供土地、設施基建配套設施
Land and facilities for human capital development and supporting infrastructure

促進地區經濟蓬勃發展
Promote thriving local economy

## 就業及培訓 Employment and Training

- 提供更多**合適的工作空間**，供創意產業及初創企業使用（例如共用工作間等）
  To increase the supply of **suitable workspaces** for creative industries and start-ups (e.g. co-working spaces, etc)

- 提供適切場所，以**培育青年創業**（例如企業培育/加速的相關設施和服務、創意市集及設計市集等）
  To provide suitable premises to **nurture young entrepreneurship** (e.g. incubators, accelerators, co-working spaces, creative markets, design markets, etc)

- 為青少年提供及開拓更多**教育、技能培訓和青年發展設施**，以及創造技能層面廣泛的**就業機會**
  To provide and broaden **education, skill training and youth development facilities** for the youth, as well as create **employment opportunities** with a range of skills

職業專才教育院校
(圖片來源：職業訓練局)
Vocational and Professional Education and Training Institution
(Photo Credit: Vocational Training Council)

# 整體方向 Overall Approach

- 優化策略性規劃模式，全面地創造容量，包括創造發展及環境容量，同時管理和減少對資源及基礎設施的需求
  To adopt an enhanced strategic planning approach embracing creation of development and environmental capacity, alongside with managing and minimising the demand for resources and infrastructure

## 發展容量 Development Capacity

**創造發展空間**
**Creating Development Space**

**優化運輸及基建設施**
**Enhancing Supporting Transport and Infrastructure**

## 環境容量* Environmental Capacity*

**創造、提升及再生環境容量**
**Creating, Enhancing and Regenerating Environmental Capacity**

**「智慧、環保、具抗禦力」的城市策略**
**A Smart, Green and Resilient City Strategy**

* 一個環境對維持人類活動和生物多樣性的能力
*The ability of the physical environment to sustain human activities and biodiversity

- 適時創造足夠的容量和儲備，以滿足各項社會及經濟發展需要，以及避免像目前一樣因受制於土地和基建設施而導致發展出現樽頸的情況
  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

- 在推行個別發展項目時，我們會繼續按照既定機制，考慮成本效益和資源運用的優先次序
  Implementation of individual projects will continue to be evaluated in accordance with established mechanisms, taking into account cost-effectiveness and resource priority

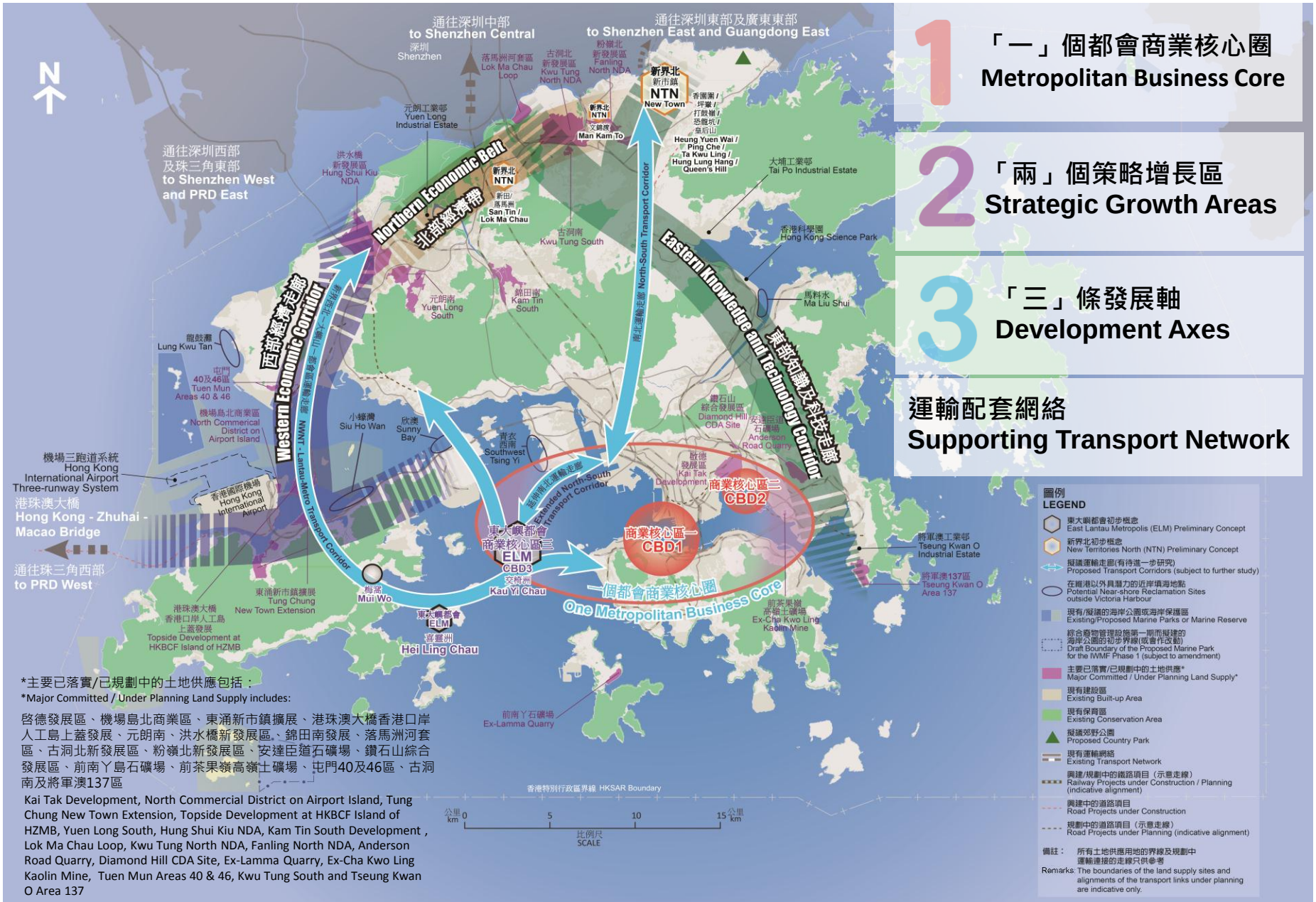
# 長遠土地需求初步估算 Ballpark Estimates of Long-term Land Requirements

| | 新增土地需求的總和 (公頃)<br>Total new land requirement (ha) | 已落實/已規劃的土地供應*(公頃)<br>Total committed and planned land supply* (ha) | 土地供應短缺 (公頃)<br>Outstanding land requirements (ha) |
|---|---|---|---|
| 總數:<br>Total: | **4,800+** | **3,600** | **1,200+** |
| 經濟用途<br>Economic Uses | 500+ | 200 | 300+ |
| 房屋<br>Housing | 1,700 | 1,500 | 200 |
| 政府、機構或社區、休憩用地、運輸和基建設施<br>GIC , Open Space, Transport and Infrastructure Facilities | 2,600+ | 1,900 | 700+ |

- 為不少於**1,200公頃**的長遠土地短缺提供解決空間，建議兩個策略增長區（即總面積達1,720公頃的東大嶼都會及新界北）
  To address the 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 area of 1,720 ha) are recommended

*主要發展項目包括安達臣道石礦場、鑽石山綜合發展地盤、前茶果嶺高嶺土礦場、前南丫島石礦場、粉嶺北新發展區、古洞北新發展區、古洞南、洪水橋發展區、元朗南、錦田南發展(第一期)、東涌新市鎮擴展計劃和啟德發展計劃。
* Major development projects include Anderson Road Quarry, Diamond Hill Comprehensive Development Area Site, Ex-Cha Kwo Ling Kaolin Mine, Ex-Lamma Quarry, Fanling North New Development Area (NDA), Kwu Tung North NDA, Kwu Tung South, Hung Shui Kiu NDA, Yuen Long South, Kam Tin South Development (Phase I), Tung Chung New Town Extension and Kai Tak Development.

# 《香港2030+》概念性空間框架
# Conceptual Spatial Framework for Hong Kong 2030+




*主要已落實/已規劃中的土地供應包括：

*Major Committed / Under Planning Land Supply includes:

啓德發展區、機場島北商業區、東涌新市鎮擴展、港珠澳大橋香港口岸人工島上蓋發展、元朗南、洪水橋新發展區、錦田南發展、落馬洲河套區、古洞北新發展區、粉嶺北新發展區、安達臣道石礦場、鑽石山綜合發展區、前南丫島石礦場、前荃果嶺高嶺土礦場、屯門40及46區、古洞南及將軍澳137區

Kai Tak Development, North Commercial District on Airport Island, Tung Chung New Town Extension, Topside Development at HKBCF Island of HZMB, Yuen Long South, Hung Shui Kiu NDA, Kam Tin South Development , Lok Ma Chau Loop, Kwu Tung North NDA, Fanling North NDA, Anderson Road Quarry, Diamond Hill CDA Site, Ex-Lamma Quarry, Ex-Cha Kwo Ling Kaolin Mine, Tuen Mun Areas 40 & 46, Kwu Tung South and Tseung Kwan O Area 137

# 公眾參與
# Public Engagement

由2016年10月27日至2017年4月尾
進行為期6個月的公眾參與活動
6-month public engagement from
27 October 2016 to late April 2017

包括各種活動，例如：專題展覽、巡迴展覽、公眾論壇、工作坊、專題討論、知識分享研討會及導賞團等
Includes various activities such as thematic exhibition, roving exhibitions, public forums, workshops, topical discussions, knowledge sharing seminars, guided visits, etc

相關資料（包括專題報告）可瀏覽研究網頁
Relevant information (including topical paper) could be downloaded at **www.hk2030plus.hk**

歡迎提出寶貴意見
We welcome your invaluable views


# 謝謝
# Thank you