HONG KONG 2030

planning vision and strategy

STAGE 3 PUBLIC CONSULTATION

Consultation Booklet

PLANNING CHOICES FOR OUR FUTURE

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INTRODUCTION

This consultation booklet:

> explains the key assumptions for the future development of Hong Kong used in the Study on Hong Kong 2030 : Planning Vision and Strategy (the HK2030 Study)
> presents options to meet future development requirements and their implications
> invites public views on the proposed development options and other "what if" scenarios

The above forms the key tasks of Stage 3 of the HK2030 Study, following extensive research and public consultation undertaken in Stages 1 and 2. The reports of these earlier public consultations were released to the public in November 2001 and November 2002 respectively, and are available on our homepage at http://www.info.gov.hk/hk2030.

WHAT WILL OUR FUTURE BE LIKE?

Forecasting the future is an exercise of guesswork plus logical deduction at most. It is conceivably shaped by our aspirations about what the future would be like.

In the HK2030 Study, we have devised a future development scenario by:

> portraying a vision for Hong Kong
> taking into account community aspirations about Hong Kong's future development
> making assumptions, or "educated guesses", on such areas as population, employment and amount of land required for strategic infrastructure

A VISION TOWARDS SUSTAINABLE DEVELOPMENT

Hong Kong should position itself as "Asia's World City". It must establish itself as one of the world's great international cities and a leading city in Asia, making best use of its developing relationship with the Mainland. To be a successful world city, Hong Kong must strive to achieve a strong internationally oriented service economy and gain access to a workforce with specialised skills and knowledge that, in turn, attracts other skilled people and specialised resources to reinforce our competitive position. It must develop world-class "hard" infrastructure (such as transportation and telecommunications) and "soft" infrastructure (such as education and training), and must be able to provide a high quality of life that enables retention and attraction of the best of talent. Above all, it must provide its inhabitants with a sense of belonging and pride conducive to building a socially cohesive society.

To this end, various policies have been initiated in education, care for elders, conservation, environmental protection, tourism and co-operation with the Mainland. We need a spatial planning framework to support and help achieve these strategic objectives and policies.

More importantly, we believe that Hong Kong's long-term vision must centre on achieving economic prosperity and quality of life without compromising the resources and needs of future generations. The HK2030 Study has therefore adopted sustainable development as an overarching goal .

PROPOSED FUTURE ROADMAP

To realise our vision and goal and to be in line with community views received, the HK2030 Study puts forth three major planning directions which provide a useful basis for presenting our major development proposals and possible choices for our future roadmap.

DIRECTION I: PROVIDING A QUALITY LIVING ENVIRONMENT

Over the past 40 odd years, Hong Kong has been subject to intense development pressure resulting from rapid population and economic growth. The Government has responded to such pressure through launching massive land production, public housing and infrastructure programmes. These efforts have led to a substantial rise in living standards and community aspirations for a better quality environment.

As shown in our earlier consultation exercises, many people in the community are beginning to ask, for example, why our beautiful harbour is so inaccessible to the public, why Hong Kong cannot have better and more open space and buildings of varying designs, and why our natural resources and heritage cannot be better preserved. With the outbreak of SARS, some have also asked whether our development intensities are too high.

There is a clear community desire to pay more attention to improving the quality of our physical environment. Enhancing the quality of our living environment is, therefore, fundamental to all future development, which cannot be compromised. The following are the key requirements we strive to meet:

> good urban design

> protection of the Victoria Harbour and enhancement of waterfront areas

> conservation of natural and cultural heritage

> provision of sports, recreation and cultural facilities

> sustainable use of land resource

Good Urban Design

To promote Hong Kong's image as a world-class city and to enhance the quality of our built environment, we support the adoption of a set of broad design principles as recommended in the recent "Study on Urban Design Guidelines for Hong Kong" to help create a high-quality environment. Better urban design will be achieved through better landscaping and greening; provision of open space networks, breezeways and view corridors; implementing stepped building heights; protecting the ridgeline; providing an attractive, pedestrian friendly environment; improving the public realm in existing business districts; and encouraging a more interesting city form with due regard to local character and topography. Moreover, good urban design and planning can help provide better access for the disabled and elderly to various facilities, as well as more passive open spaces which are geared to their needs. It can also help foster an interesting street culture and more personal interactions within the neighbourhood.

The urban design guidelines put forward for public consultation last year provide a broad framework as well as more detailed principles to guide the preparation of plans and development proposals at the macro and micro levels. These urban design guidelines will be followed when we design the proposed New Development Areas (NDAs).

Protection of the Victoria Harbour and Enhancement of Waterfront Areas

Our overall planning framework will ensure that Victoria Harbour, an important asset for Hong Kong, will be protected and enhanced for the enjoyment of local people and tourists alike.

The Central Reclamation Phase III (CRIII) Project and the Wan Chai Development Phase II (WDII) Project are the two last reclamation projects on the northern shore of the Hong Kong Island. On the other side of the Harbour, the Government is currently reviewing the extent of reclamation associated with the Southeast Kowloon Development. These will be the very last reclamation projects in Victoria Harbour. Previous reclamation plans in Tsuen Wan Bay and Western District have been dropped. A formal announcement has also been made to abandon an earlier idea to reclaim Kowloon Point and Tsim Sha Tsui East. Suitable amendments will be made to the relevant town plans to display the Government's commitment to ensure against encroachment onto the Harbour.

While continuous effort will be devoted to the protection of the Harbour, of equal importance is improvement to the waterfront. Over the years, we have seen high-rise buildings and roads built right up to the waterfront and the public have been denied direct access to the Harbour. It is an impediment to developing our harbourfront into a world-class waterfront. Our vision is to make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong. We want it to be a harbour for the people and a harbour of life. The projects mentioned above will enable the provision on both sides of the Harbour of corridors for access to the waterfront and promenades for the enjoyment of the public and tourists.

After extensive public consultation, key planning principles and ideas have been set out in the report of the "Planning Study on the Harbour and its Waterfront Areas" published in March 2003. The "Study on Urban Design Guidelines" mentioned above has also promoted the creation of a more attractive and accessible waterfront.

Conservation of Natural and Cultural Heritage

Hong Kong is endowed with beautiful landscapes and a rich variety of natural resources. It is our planning intention to conserve the beautiful countryside of, for instance, Sai Kung, Lantau and many of the outlying islands. At the same time, opportunities for compatible recreational uses will be explored to ensure that these regions will remain as recreational and leisure gardens of Hong Kong, as well as important resources for eco-tourism. In particular, as Hong Kong is surrounded by water, it has the favourable environment to develop water sports in places like Stanley and Sai Kung. The development of cycling tracks in the New Territories would enable the public to enjoy recreation as well as the landscape in the areas.

In dealing with local planning, natural landscape features can be enhanced through the designation of "landscape/view corridors", which connect scenic hills and waters. In addition, the concept of "green corridor" is proposed to integrate fragmented conservation areas and protected sites. This involves connecting valuable ecological resources to provide linkages to natural habitats. To further improve on the overall framework for nature conservation in the light of constant development pressure, the Government is conducting a review on the existing nature conservation policy and, in July 2003, launched a three-month public consultation exercise to collect public views on ways to enhance the conservation efforts.

Furthermore, we will adopt a holistic approach in conservation of cultural heritage and historical buildings/sites. In addition to giving appropriate protection to historical buildings, we hope to be able to conserve clusters of heritage buildings, streets and areas, thus preserving the cultural ambience and enhancing the community's sense of belonging.

Provision of Sports, Recreation and Cultural Facilities

To establish Hong Kong as a cultural and entertainment hub in Asia, we will develop an integrated arts, cultural and entertainment district in West Kowloon. We will bring in more private-sector participation, international expertise and professionalism in the operation and management of facilities, giving the district a cosmopolitan aura.

In line with our policy to promote more active participation in major international sports events, the Government will be pursuing the proposal to construct a multi-purpose stadium at the former Kai Tak Airport (Southeast Kowloon), and review the use of the Hong Kong Stadium in So Kon Po.

Sustainable Use of Land Resource

Urban Renewal

The aim of the Urban Renewal Authority (URA) is to improve our older urban areas in a holistic manner. It will redevelop dilapidated buildings with unsatisfactory and substandard living conditions. It will also preserve buildings of heritage value and carry out comprehensive replanning and restructuring for the priority projects, which will, at the same time, enhance the provision of local open space and community/welfare facilities. Moreover, the Hong Kong Housing Authority has carried out comprehensive redevelopment on its older public housing estates to provide better quality housing with modern facilities, thereby improving the environment of these areas.

To arrest urban decay, proper building maintenance and rehabilitation is also necessary. The active participation of private owners in the maintenance and renovation of buildings is of vital importance. The Government and the URA are studying various ways to encourage and facilitate owners to manage and rehabilitate old buildings for more sustainable usage.

Regeneration of Old Industrial Areas

Since the late 1970's, many labour intensive manufacturing activities have been relocated to the Mainland, leaving many industrial buildings in the Metro Area[1], which are well served by infrastructure, obsolete and under-utilised. This has caused wastage of precious land resources and degradation of the urban environment.

It has been suggested that some of the old industrial buildings be turned into "arts villages" and "book cities" to further the development of creative and cultural industries, which would in turn promote economic growth, provide more employment opportunities and room for creativity and literary appreciation for our young people.

In addressing the issue of surplus industrial land, the Government has taken a number of measures such as broadening the scope of uses allowable within industrial zones and rezoning surplus industrial land for other uses. These measures involve little Government action and are less resource demanding. However, the effectiveness of these measures is subject to market force. Problems associated with fragmented ownership, obsolete site and street layouts and industrial-residential interface have also affected the pace of regeneration.

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[1] The Metro Area comprises Hong Kong Island, Kowloon, and the Tsuen Wan and Kwai Tsing District.

Some people suggested that the Government could take more proactive measures, such as carrying out resumption, to help expedite the process of industrial area rejuvenation. While resuming an entire industrial area may be exceedingly expensive, resumption of selected sites could be conducted to remove obsolete buildings, improve layouts and meet up for the shortfall of amenity/open space. This would, in turn, stimulate redevelopment and speed up area-wide regeneration. However, selective resumption would still incur substantial costs. We have undertaken, for illustration purposes, a case study of an obsolete industrial area in San Po Kong near Choi Hung Road to examine how selective resumption could help the revitalisation process. A conceptual layout for the area is proposed with a view to giving it a facelift. The case study has examined how the conceptual layout might be implemented through selective resumption and has assessed the financial implications.

Rural Planning and Land Management

There are some 76,000 hectares of rural land in the New Territories (excluding the New Towns). The rural land, on one hand, provides resources for recreation and tourism development, space for rural activities, and a reserve for meeting long-term development needs. On the other hand, many parts of the rural area are also endowed with a high quality landscape and a rich natural asset of flora and fauna that warrant protection. The development and conservation objectives appear to be conflicting at times and they need to be well balanced and managed to bring about a quality countryside.

Better utilisation of rural land is hampered by:

- a lack of infrastructure to support implementation of zoned uses
- a lack of incentives for private land owners to manage their lands which are zoned for “non-development” purposes, such as agriculture and conservation
- the sprawling of small house development with huge land requirements, posing constraints to long-term development
- presence of open storage and port back-up activities, overtaxing the infrastructural capacities and degrading the environment

These problems have originated from multiple causes, including historical, social, economic/financial and current Government policies such as the Small House Policy. Despite substantial Government efforts, such as cleaning up environmental "black spots", carrying out rural improvement works and enforcing the law on unauthorised developments, the environmental improvements are rather limited and piecemeal because these measures are generally remedial in nature.

Some people have suggested that the Government could take more proactive measures to address these complex issues. A holistic approach involving policy review, new implementation mechanism and land management practices with adequate funding support would be a possible option. This alternative for a holistic land management system, however, requires significant resources and extensive private participation.

DIRECTION II: ENHANCING ECONOMIC COMPETITIVENESS

In the light of growing globalisation and rising competition among cities and regions, it is important to capitalise on our advantages and sustain the growth of our economy. We need to enhance our financial services, logistics, tourism, and producer and professional services. We also need to support development of other important growth sectors, such as creative industries.

Premier Office Development

One of the key strategic planning issues is to ensure the demand for premier office space could be effectively met. The market will continue to take the lead while Government will facilitate the process by ensuring that our land use planning and land disposal systems are flexible and efficient. According to the known supply of premier office space, supply can meet demand in the next decade or so. In the longer term, we need to identify alternative opportunities to meet the additional demand.

Port Development

The Port of Hong Kong is a key growth engine of our economy. In 2002, our port ranked first in the world with a container throughput of 19 million twenty-foot equivalent units (TEUs), representing a 7% growth over 2001. It accounts for a significant share of the total cargoes in Southern China.

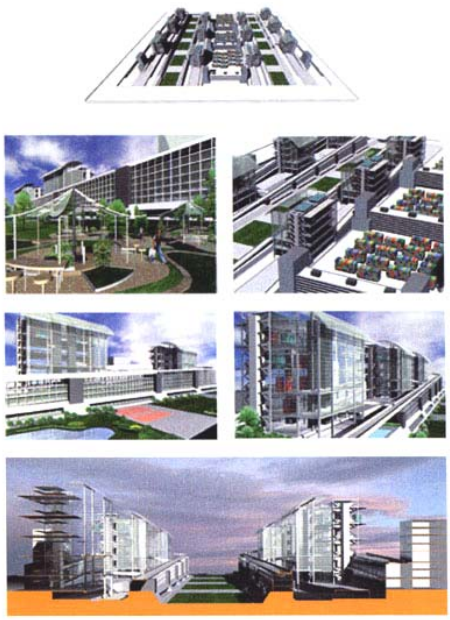
As a result of the rapid economic growth in Southern China (particularly in the Pearl River Delta (PRD) area), the Closer Economic Partnership Arrangement (CEPA) and Mainland's accession to the World Trade Organisation, the existing container terminals may not have sufficient capacity to meet long-term needs. In terms of provision of new container terminal facilities, the on-going "Study on Hong Kong Port Master Plan 2020" (HKP2020 Study) commissioned by the Government will address the timing for provision and recommend the best location.

Airport Development

It is anticipated that aviation demand will continue to grow and the annual passenger and cargo growth could be in the range of 5% to 6% up to year 2020. The Hong Kong International Airport Master Plan 2020 (formulated by the Hong Kong Airport Authority in 2001) found that aviation demand up to 2020 could largely be met by enhancements within the confines of the existing airport, supported by new logistics facilities in North Lantau.

However, given the growth trends in air traffic flows and our vision that Hong Kong should become the aviation hub of Southern China, it is possible that the capacity of the existing two runways could become saturated in about 2020. There may be a need for an additional runway and transport infrastructure beyond this time-frame. Early discussions are needed on how additional facilities should be provided to tie in with the long-term airport development.

Logistics Park



Modern logistics facilities at Chek Lap Kok, Tsing Yi (behind Container Terminal 9) and North Lantau have been proposed to enhance Hong Kong's position as a regional logistics and supply chain management centre. The proposal at North Lantau is intended to capture the area's locational advantage of multi-modal transport, including direct and efficient air, land and sea links with the Mainland, in particular with the west of PRD, which will be connected by the Hong Kong-Zhuhai-Macao Bridge, which is being studied jointly by Hong Kong and Mainland authorities.

Tourism Development

Tourism is an important economic sector and a major source of employment opportunities. With the continuous growth of international, inter-regional and domestic travel demand, and the ongoing measures to attract international visitors and facilitate the entry of Mainland tourists into Hong Kong, it is envisaged that the total visitor arrivals could rise to about 37 million by 2011, 47 million by 2016 and some 70 million by 2030, of which two-thirds could be from the Mainland. Due to the many uncertainties associated with these figures, the forecast growth of visitors will need to be monitored and reviewed regularly.

To maintain Hong Kong's position as a premier city destination in the region, we will continue to enhance our tourism facilities, including promoting the development of new attractions and tourism infrastructure, to enable us to appeal to visitors of different markets with different interests. A number of new major attractions are expected to be completed in 2005. These include the Hong Kong Disneyland, the Tung Chung Cable Car System and the Hong Kong Wetland Park.

In the medium to long term, tourism developments in different parts of the territory, together with existing facilities and projects in progress, will contribute to the development of new clusters of attractions. Ocean Park will be the nucleus of the Hong Kong Island South tourism node. On Lantau, facilities under construction and those being planned will make Lantau the focus of tourism and recreational facilities in Hong Kong. The proposed West Kowloon Cultural District, enhancements to existing facilities along the Tsim Sha Tsui waterfront and the new cruise terminal at the former Kai Tak Airport will contribute to making Kowloon another major tourist cluster.

The continuous growth of visitors to Hong Kong is expected to cause the demand for visitor accommodation to grow in tandem. The supply of visitor accommodation will be regularly reviewed to ensure that relevant Government policies and the land use planning framework will facilitate timely response to the needs of visitors by the market. To cater for the increasing number of Mainland visitors and strengthen Hong Kong's position as a hub for multi-destination travel, there are plans to enhance cross-boundary movements of people, including provision of additional cross-boundary coach terminals and related facilities.

With the growing popularity of eco-tourism and heritage tourism, there are opportunities to make good use of the wealth of natural and cultural heritage of Hong Kong to enrich the experience of visitors. The Government and relevant bodies will continue to develop and package eco-tourism, cultural and heritage tour itineraries, such as making use of our major museums as well as the heritage trails on Hong Kong Island and in the New Territories, for local and overseas visitors. The sustainable development of eco-tourism and cultural tourism calls for sensitivity to the environment and cultural relics, and close co-operation among the Government, the private sector, conservation groups and the community.

Improving the general environmental conditions, such as air and water quality, as well as fostering a distinctive image for Hong Kong (such as being a city that is cosmopolitan and vibrant) through good urban design will also support the growth of the tourism industry.

University Town

During the earlier public consultations, some people suggested that to enhance Hong Kong's competitiveness as a knowledge-based economy, the Government should devote more effort in upgrading its "software", particularly to improve the quality of education and training for local and overseas students. To provide a supportive learning environment, the concept of setting up a "university town" has been explored and presented for public views.

The envisaged university town is a well designed development cluster with, not only teaching campuses, but a mix of housing, shops, parks and other supporting facilities that can enrich campus life and foster a learning atmosphere. Depending on the nature of the universities to be located there, complementary facilities such as research and development (R&D) facilities, performing centres, exhibition halls, museums and galleries etc. could be provided.

In recognition of the limited scope for additional large-scale development to be placed in close proximity to the existing universities, some possible sites in the New Territories such as Kwu Tung or Kam Tin/Au Tau, have been identified for initial examination. It is proposed to expand the current education facilities in Northern New Territories in the longer term to attract more Mainland and international students and skilled professionals to study and work in Hong Kong. The NDAs at these locations will offer better support in the provision of university facilities. Subject to public feedback, further study to enhance the tertiary educational facilities could be taken forward.

DIRECTION III: STRENGTHENING LINKS WITH THE MAINLAND

Our links with the Mainland is our greatest advantage in developing Hong Kong into a world-class city. In particular, the Pearl River Delta (PRD) has undergone over two decades of rapid growth and has accumulated great potential for further economic expansion. The "Greater PRD Region", including such major cities as Guangzhou, Shenzhen, Zhuhai, Macao and Hong Kong, will become a more integrated regional economy. More Hong Kong people will invest, spend, acquire property, travel and settle in the region. More Mainlanders will come to Hong Kong to visit and do business. The increase in economic strength of the region as a whole will provide impetus for Hong Kong's further growth. Hong Kong's economic functions will, in turn, support and enhance development of the region. We are moving towards an interactive region which allows freer flow and pooling of manpower, goods, capital and other resources in response to economic forces. The formulation of our planning strategy is, hence, set against this context.

Improving Cross-Boundary Transport Facilities

To facilitate regional growth and convenient movement of people and goods in the Greater PRD Region, it is important that different ports and airports in the region are well connected by expressway and/or rail networks so that their utilisation can be optimised for long-term sustainability.

Our transportation network, especially cross-boundary links, will be planned with due regard to Guangdong's regional networks (such as PRD Inter-City Rapid Transit) as well as the national transport networks to ensure accessibility and efficiency in connecting Hong Kong to strategic transport nodal points in the PRD and other parts of the Mainland. In addition to the existing and committed transport links, the following transport facilities are proposed:

Hong Kong-Zhuhai-Macao Bridge

- At present, all of Hong Kong's land-based transport connections with the PRD are located on the east bank. There have been discussions in the community over the building of a bridge linking Hong Kong to Pearl River West. We have undertaken a joint consultancy study with Mainland authorities on such a transport link. The study confirms the need for and urgency of a link connecting Hong Kong, Zhuhai and Macao. The governments of the three areas are now preparing to proceed with the advance preparatory works.

Enhanced Rail Linkage between Hong Kong and Guangzhou

- Apart from planning a connection to Pearl River West, we are also studying with Mainland authorities the feasibility of a new express railway linking Hong Kong, Shenzhen and Guangzhou. The Express Rail Link (ERL) aims to improve the connection between Guangzhou and Hong Kong by reducing the travelling time between the two cities to within one hour. The ERL will also enable Hong Kong to hook up with the national and the PRD rail networks.

Enhanced Connection with Eastern Guangdong

- The proposed Hong Kong-Zhuhai-Macao Bridge and ERL, together with the Shenzhen Western Corridor now under construction, will greatly facilitate the integration of Hong Kong with the PRD. To the eastern part of Guangdong, covering areas like Huizhou, we have been relying on the Sha Tau Kok and Man Kam To control points which only provide limited

capacities. Although the current cross-boundary traffic between Hong Kong and the eastern part of Guangdong is comparatively light, it is an area with long-term growth potential. It may therefore be worthwhile to investigate how the eastern linkage could be strengthened over the long term, for example, whether it should be by way of rationalising the current control points or through the provision of a new crossing, which we call the Eastern Corridor. Improvements of the road network in this part of the territory could help open up potential tourism resources at Sha Tau Kok and its vicinity, which have been locked up due to inadequate infrastructure, especially for access.

Use of the Frontier Closed Area

With rapid development in Shenzhen adjacent to the boundary, there are public concerns regarding the contrasting development forms between Hong Kong's Frontier Closed Area (FCA) and Shenzhen and the need to provide better integration.

Despite its size of about 2,800 hectares, there are a number of constraints which considerably limit the development potential of the FCA, including hilly terrain, and the presence of sites of ecological and conservation value, traditional villages and burial grounds. Improvements to accessibility as well as provision of adequate sewerage and sewage treatment facilities will be required before development in some parts of the FCA can take place. Within the FCA, we have identified three locations, i.e. the Lok Ma Chau Loop, Heung Yuen Wai and Kong Nga Po, as having potential for special uses that warrant a boundary location. Other more passive uses, such as eco-tourism and cultural tourism, could also be considered for other parts of the FCA, such as Sha Tau Kok.

Given its proximity to the Lok Ma Chau control point, the Spur Line and Shenzhen's central business district, the Lok Ma Chau Loop (the Loop) has the potential of being developed to a "trade expo" or a special economic node. Subject to the proper provision of cross-boundary facilities and mutual arrangements between Hong Kong and Mainland authorities, the Loop could allow free entry of Hong Kong residents, overseas visitors and Mainlanders. It could reinforce Hong Kong's continued role as "Mainland's springboard to the world" and provide a venue for Mainland provinces/cities (especially those inner provinces/cities in the Western Region) to set up exhibition facilities and offices to attract foreign investments and promote their own products.

At the same time, international firms could establish their bases at the "trade expo" for doing business with the Mainland, such as sourcing activities. The "trade expo" could also serve as a one-stop business centre for legal, accounting and other professional services. As the Loop is located within the boundary of the HKSAR, developing a business centre there could be particularly attractive because the execution of business agreements there could follow and be protected under Hong Kong's legal system.

The Loop may also have the potential to be developed for other economic activities, such as high value-added, high-tech production and logistics activities.

As for Heung Yuen Wai and Kong Nga Po, while there is no immediate development needs, consideration could be given to the development of cargo transit/logistics facilities or entertainment uses in the long term to make use of their strategic locations. Further studies and discussion with relevant stakeholders will be required to ascertain the feasibility of opening up the three FCA locations for development.

KEY ASSUMPTIONS

Based on the above vision targets and broad trends, and taking into account existing policies and known commitments, we have identified the key elements of development and their corresponding land requirements based on which our long-term spatial development patterns could be formulated and assessed. We have also worked out the key growth assumptions relevant to Hong Kong's continuous development including population, employment, growth in air passengers and freight and port cargoes as well as land requirements for major community facilities. These assumptions, which are set out below, are derived from a considerable amount of technical modelling and forecasting work.

POPULATION AND EMPLOYMENT

The population of Hong Kong is postulated to grow from 6.8 million in 2002 to about 9.2 million in 2030[2]. Additional housing with supporting facilities to accommodate roughly 2.4 million more people would be required by 2030. Moreover, with continued decline in fertility and longer life expectancies, the ageing trend will be prominent.

As a result of the expanding economy (i.e. an average annual GDP growth of 2.5% up to 2030 has been assumed), and in the light of the continuously restructuring process, the employment level in Hong Kong is postulated to grow from 3.2 million in 2002 to about 4 million in 2030. It is however common for the growth to stabilise in a mature economy. The growth of employment in the earlier years is therefore assumed to be slightly faster than in the later years. The salient features of our assumed growth on these key components are presented in Figure 1 and Table 1 below:

[2] The population and employment figures quoted in this booklet are derived from a set of assumptions designed for the HK2030 Study and are not necessarily the same as those used in the official projections made by Census and Statistics Department.

Figure 1

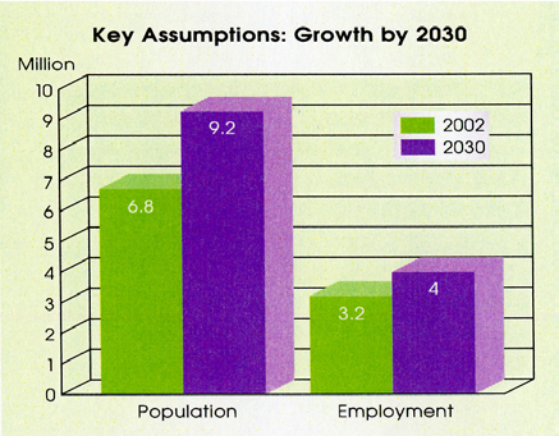


Table 1

Core Components	Assumptions (by 2030)	Key Features on Long-Term Development
Population	9.2 million	• continue to grow but at a slower rate • ageing population with decline in both fertility and mortality rates • more people working and living in the Mainland due to closer interaction • more inflow of expatriate workers • the extent of housing land required depends on our choice of development densities and locations • need to accommodate the additional population by developing an equivalence of six Sha Tin New Towns for housing
Employment	4 million	• the growth is faster initially, then keeps at a steady pace in later years • due to economic restructuring, technological changes and globalisation, there will be higher growth in employment in the tourism, finance, business, trading, and producer and professional services sectors, while growth in other sectors is also anticipated

		• premier office land is required to support expansion of the finance and business services. 3.1 million m^2 floorspace (about 13 Exchange Square complexes) will be required for premier offices • land requirements for emerging industries which call for specially designed accommodation (ranging from logistics, telecommunications to recycling and biological science research activities) assumed to be met by existing and planned provision

The amount of housing land required depends very much on our choice of development intensities and the locations. Similarly, it is vital to provide sufficient land for economic uses at the right time and location to sustain our economic growth and competitiveness. Our challenge is to come up with acceptable development intensities and locations that will bring about a quality living environment and a thriving economy.

STRATEGIC INFRASTRUCTURE

Planning for various strategic infrastructure facilities, which are considered vital to Hong Kong's further growth, has been carried out. A brief account of these strategic facilities is highlighted below:

Facilities	**Assumptions**
Energy/Power	• a gradual change from coal to gas power generation, supplemented by environmentally sustainable sources of energy • co-operation with Guangdong in power generation expected to continue – no major additional land requirements in this respect assumed
Water Supply	• Dongjiang will remain as one of the major sources of raw water, and supply quantity should be commensurate with demand • supplementary water sources include desalination – coastal site for such installation may be required subject to further study
Waste Management	• the feasibility to extend the existing landfills in the New Territories and to develop integrated waste management facility(ies) being examined • the establishment of a Recovery Park in Tuen Mun under planning
Sewage Treatment	• additional sewage treatment facilities as recommended by the Harbour Area Treatment Scheme and review of sewage master plans assumed
Telecommunications	• extension of the Teleport envisaged to cater for long-term requirements

DOMESTIC TRANSPORT INFRASTRUCTURE

Building new transport infrastructure involves huge costs and could generate environmental concerns. Given the already extensive existing road and rail system, in planning for future development, it is important that a robust transport network is devised which could make the best use of the available transport infrastructure and cope with different development patterns. An integrated land use-transport-environmental approach is, therefore, adopted for the Study, aiming at formulating an appropriate development pattern which would minimise the need for additional transport infrastructure. Where the need for new transport infrastructure is well established, due consideration will be given to reduce adverse impacts, especially on the environment.

The major assumptions for domestic transport planning are highlighted below:

- completion of all committed projects as programmed.
- transport projects assumed include:

<u>By 2020</u>
(Road)
- Central Kowloon Route /T2/Western Coast Road
- Lantau Road P1/ Tsing Yi-Lantau Link
- Strategic North-South Link (West) between Northwest New Territories and North Lantau (i.e. Tuen Mun-Chek Lap Kok Link and Tuen Mun Western Bypass)
- Strategic North-South Link (East) between Northwest New Territories and North Lantau (i.e. Route 10 and Tsing Lung Bridge)
- either Route 7 or South Hong Kong Island Line

(Rail)
- West Hong Kong Island Line
- Northern Link

By 2030
(Road)
- Eastern Highway (Northern New Territories to Hong Kong Island)
(Rail)
- North Hong Kong Island Line

It should be noted that the transport projects assumed in the Study are purely used for the strategic assessments of the development options. The need, scope and timing of each of the assumed transport projects would be subject to further review. For example, the need for the Strategic North-South Link (West) between Northwest New Territories and North Lantau would very much depend on the future position of our Airport in the PRD region as well as the extent of future development in North Lantau.

A table summarising the key planning assumptions is at Annex 1.

PLANNING CHOICES

The last round of Territorial Development Strategy Review completed in 1996 assumed our population could reach 8.1 million in 2011. Subsequent to the completion of the review, various land use and transport and sub-regional planning studies (e.g. Planning and Development Studies of Northeast and Northwest New Territories, Metroplan Review, Third Comprehensive Transport Study, Second Railway Development Study, etc.) were conducted on the basis of this assumption.

The latest round of population projection reveals that our population may not grow as fast as forecasted earlier. Therefore, the requirement for extra land to accommodate population growth is no longer that pressing. As a result , several previous housing-related reclamation projects (i.e. Western District, Tsuen Wan Bay and Sham Tseng Bay Reclamations) have been dropped. This also provides the opportunity to re-examine better ways to achieve an optimal development pattern.

In formulating our long-term development patterns, the following are some relevant questions we need to consider:-

(1) Regenerating existing developed sites in the Metro Area or opening up new development areas (NDAs) in the New Territories?

(2) Adopting lower development intensities (e.g. from plot ratio of 8 to 5 in existing built-up areas or from 6.5 to 5 for NDAs)?

(3) Providing jobs in the Metro Area or some closer to homes in the New Territories?

(4) Providing high-quality office space through the growth of the Central Business District or establishing a new office centre?

(5) Where is the best location for new container terminal facilities?

(6) Providing additional cross-boundary transport connections or enhancing the existing ones?

Following an estimate of the land requirements based on the key population and employment assumptions, emerging trends and community aspirations, we have come up with some options on the location and intensity of development of the principal land uses and key infrastructure.

DEVELOPMENT INTENSITY

In respect of development intensity, we consulted the public during Stage 2 of the Study. Many people expressed that the reduction of plot ratio from 8 to 6.5 for NDAs was acceptable, but more attention should be given to the design, layout, connectivity and open space which would greatly affect the quality and character of the living environment.

The SARS incident earlier this year prompted calls from the community for measures to further improve the living environment, including addressing health issues through urban design, for example through improving ventilation. While many urban design objectives may still be achieved in high-density development, we do acknowledge that lower plot ratios could allow more scope for their incorporation.

We have examined the possibility of adopting lower densities for development at various locations, including both NDAs and existing built-up areas. It appears that the problem is most prominent at older districts with obsolete site layouts which were not meant for the high-rise development form we have come to be accustomed to. A case study in North Point has been conducted to examine how different measures, including adopting lower plot ratios for Government sale sites and comprehensive redevelopment of a whole street block, can be applied to incorporate urban design objectives to improve the overall living environment of a

congested old district. The financial implications of these measures, however, remain a key concern.

In the light of the multitude of costs and benefits involved, it is very difficult to determine the most appropriate level of development intensity for our city. It will be, by and large, a community choice and a balanced view has to be struck as to whether, if so where, density reduction measures, such as lowering of plot ratios, should be applied.

Lower-Density Development

Key Considerations:-

- *offers opportunities for a more spacious living environment and better urban design in the densely populated areas*
- *the "loss" of floorspace resulted from plot ratio reduction or rezoning will need to be compensated by advancing the development of additional NDAs in the New Territories; the extent of reduction in residential densities would therefore affect the timing for and scope of requiring the NDAs*
- *may affect the efficiency in the use of land and infrastructure, the economic value of land and the viability of some infrastructure and redevelopment projects*

Higher-Density Development

Key Considerations:-

- *less spacious living environment with imposing building bulk*
- *more efficient use of land and infrastructure and less intrusion on land with conservation value*
- *shorter travelling distances with facilities close at hand*
- *promotes walking and less use of motorised transport*
- *more economical and requires less land for NDAs*

LOCATION FOR NEW HOUSING

Hong Kong's existing development pattern is characterised by a dense urban core with a number of new town developments. Its rugged topography has confined development to only about 20% of the total land area. Currently, about 60% (4.1 million) of our people live in the Metro Area, vis-à-vis 2.7 million in the New Territories.

Metro Oriented

This option gives priority to optimising the use of land and infrastructure in the Metro Area. Housing land to meet demand by 2020 will largely be provided within the built-up areas, with deferred implementation of NDAs in the New Territories.

Key Considerations:-

- *more efficient use of land in the Metro Area*
- *less commuting as more jobs are available in the Metro Area*
- *cost of developing additional NDAs and infrastructure is spread over a longer time-frame, thus reducing immediate financial pressure*
- *greater flexibility for development programming if population grows more slowly*

New Territories Oriented

This option provides a more even territorial distribution of the additional housing supply. Earlier development of NDAs could slow down the process of intensification at the Metro Area. In view of the constraints to development, including rugged topography and presence of ecological and other valuable resources, we do not envisage further opportunities for the

development of the kind of large-scale new towns we have built in the past. Instead, NDAs will be smaller-sized nodal developments to accommodate a population of about 100,000 each, developed around key transport facilities such as rail stations.

Key Considerations:-

- *offers more opportunities for lower density development in the Metro Area*
- *building up population in the NDAs and allows earlier optimisation of planned infrastructure in the Northern New Territories*

PREMIER OFFICE

To consolidate Hong Kong's status as an international financial centre and a regional business centre, we must plan ahead to ensure adequate supply of suitably located land for premier offices and accommodation for general business uses. It is envisaged that an additional 3.1 million m^2 of premier office space may be required between now and 2030, although demand in the earlier part of the study period is expected to be met by existing vacant stock, projects under construction and other projects which are under firm planning. We expect that some of the longer-term demand will be met by private redevelopment at the Central Business District (CBD), together with new development at a few Government sites. However, there may still be a need to identify further opportunities.

Central Business District Extension

One option is to continue the growth of the existing CBD along the northern shore of Hong Kong Island towards the west through incremental redevelopment of under-utilised Government sites, and sustain the on-going spread of high-grade office development at Quarry Bay and North Point through private initiatives.

Key Considerations:-

- *better utilisation of existing infrastructure*
- *better economy of scale and agglomeration of supporting services*
- *prudent approach in times of uncertain market trends*
- *limited scope for expansion*
- *greater generation of local and cross-harbour traffic*

New Premier Office Centre

While some high-grade offices could be generated via redevelopment of existing buildings, the scope of this provision is limited due to the fact that, other than in the case of a few prominent sites which are held under single ownership, the majority of the sites in the CBD comprises properties in multiple ownership or are too small to accommodate high-grade office developments. Moreover, there is only limited supply of Government land within the CBD, and the existing uses would need to be relocated before redevelopment could commence. Another option is therefore to establish an office centre, for example, at the former Kai Tak Airport site to provide a well-designed urban environment to produce quality offices.

Key Considerations:-

- *greater flexibility in designing the premier office centre*
- *good harbour view with complementary tourism and sporting facilities*
- *reduce cross-harbour work trips and ameliorate traffic growth in the existing CBD*
- *substantial investment by the Government*

GENERAL BUSINESS USES

It is also anticipated that an additional 5.5 million m^2 of floorspace for general business uses may be required by 2030.

Private-led Business Development

One option is to allow the continued redevelopment of old industrial buildings, conversion of old industrial buildings and/or redevelopment of old office buildings by the private sector to meet the requirements.

Key Considerations:-

- *piecemeal and sporadic in scale and less conducive to major restructuring*
- *more gradual and responsive to market changes*
- *less costly in terms of public investment*

New Employment Node at NDA

As some 80% of our employment is concentrated in the Metro Area, it may be beneficial to provide some job opportunities closer to places of residence in the New Territories. Another option is therefore, on top of private developments/redevelopments in the Metro Area, to establish an employment node, say, in Hung Shui Kiu to provide floorspace for general business uses, assuming a smaller portion of industrial buildings in the Metro Area would be redeveloped for such uses.

Key Considerations:-

- *part and parcel of the development package for the NDA*
- *more even distribution of jobs to match with the population built-up make better use of spare capacities in transport infrastructure*
- *costly land resumption and site formation works for the NDA*

PORT DEVELOPMENT

Port development will play an important role in enhancing Hong Kong's position as a trade, transportation and logistics hub. Different options for port locations present different opportunities for synergies with other planned developments. Therefore, the relative performance of the possible sites will be carefully considered in the assessment.

The Port Development Strategy Review 2001 confirmed that future port expansion should be confined to the western waters of Hong Kong. Four possible locations were identified. One of the sites (i.e. the Lantau East site) has however been rendered non-feasible due to the Hong Kong Disneyland development. The other three locations are now being studied under the HKP2020 Study.

The Southwest Tsing Yi site option offers opportunities for expansion of current port facilities. Although there are steep hills located immediately to the northeast, the site has a longer continuous coastline, thus providing possible scope for more berths for container vessels. However, it is much constrained by the topography and the existing uses such as the oil terminal facilities which have to be relocated if new port facilities were to be built there. While this option offers favourable synergies with the existing container terminals and back-up areas, we have to balance the costs with the benefits in considering the site selection.

Another option is to site new container terminal facilities to the west of the Hong Kong International Airport (Northwest Lantau option). The port facilities at Northwest Lantau could provide a relatively larger area of land for designing a more efficient layout. Its proximity to the Hong Kong International Airport and the proposed Hong Kong-Zhuhai-Macao Bridge will facilitate a high degree of logistics inter-modality. The possible ecological impacts are, nevertheless, a key concern.

A new container terminal at Tuen Mun West would be better connected with Shenzhen, especially upon completion of the Shenzhen Western Corridor and Deep Bay Link. However, the water depth at this location is insufficient to cater for the increasing large container vessels that will come on stream in the next decade or so. Moreover, this option could also cause ecological impacts to the waters in the vicinity.

SPATIAL DEVELOPMENT PATTERNS

Having examined the implications of the various planning choices, we have consolidated the core components under two broad development patterns for a more comprehensive assessment. While planning choices are numerous, the proposed development patterns have largely been structured upon recommendations of past and current studies as well as community views which we gathered in earlier stages of the HK2030 Study. The focus of the HK2030 Study is to critically re-examine the past development proposals, with particular reference to the timing and priority for implementation. It does not, however, imply that we cannot propose more drastic changes, although the implications have to be fully recognised. It should also be noted that the broad proposals of these patterns are not mutually exclusive, although the common ones may still vary in detail.

Some of the land use proposals (for example, on-site improvements at the airport, logistics facilities, tourism /cultural facilities, cross-boundary transport, environmental and strategic infrastructure) have been studied or are being studied in different contexts. These proposals will be taken forward as the common elements under both development patterns.

The differentiating elements in terms of timing, intensity and approach of the key spatial components under the two broad development patterns are highlighted below.

CONSOLIDATION PATTERN

This pattern assumes sites in the urban areas will be developed first and no NDAs in the New Territories will be completed before 2020. The provision of housing land to meet the medium-term demand will mainly be generated from developments at the former Kai Tak Airport, existing vacant or under-utilised sites, urban renewal schemes (assuming more redevelopment and less rehabilitation) and redevelopment of other existing buildings within the built-up areas.

To accommodate long-term housing needs, five NDAs in Hung Shui Kiu, Kwu Tung North, Fanling North, Hung Shui Kiu North and Kam Tin/Au Tau will be required beyond 2020, developed to a maximum domestic plot ratio of 6.5. As mentioned earlier, these NDAs will be of a much smaller-scale than the existing new towns. In fact, NDA such as Fanling North will only be an extension to the existing Fanling-Sheung Shui New Town.

The provision of premier office and general business space will mainly be market-led. Part of the longer term requirement for high-grade offices will be met by on-going private-sector initiatives in upgrading the Central Business District and surrounding areas, as well as development of a Premier Office Centre at the former Kai Tak Airport.

DECENTRALISATION PATTERN

This mode takes a different orientation and focuses on development of the New Territories in the initial stage. Three "priority" NDAs in Hung Shui Kiu, Kwu Tung North and Fanling North (retaining the currently planned plot ratio of 6.5) will be fully developed before 2020. Development/redevelopment in the Metro Area, in particular the former Kai Tak Airport, will proceed more slowly, spreading over a longer period. Urban renewal will focus on rehabilitation rather than redevelopment. Compared to the other pattern, the process of intensification in

the Metro Area will be slower, therefore achieving in a better living environment. Beyond 2020, four additional NDAs in Hung Shui Kiu North, Kwu Tung South, Kam Tin/Au Tau and San Tin/Ngau Tam Mei, will be implemented.

Regarding employment related uses, this pattern assumes that a new secondary employment node in Hung Shui Kiu (about 0.7 million m^2 of floorspace) and a "trade expo" and/or other special economic activities in the Lok Ma Chau Loop will be in place in the short to medium term. The provision of high-grade offices will mainly be market-led, supplemented by the development of a Premier Office Centre at the former Kai Tak Airport before 2020.

A table summarising the key elements of the two broad development patterns is at Annex 2. The broad locations of the proposed developments are indicated on Plans 1 and 2.

IMPLICATIONS OF DEVELOPMENT PATTERNS

While neither of the two postulated development patterns is inherently right or wrong, they offer different approaches as to how Hong Kong's major land uses could occur. These two patterns differ mainly in terms of scope and timing in the provision of new housing land (and the intensity of development), timing for the provision of the Premier Office Centre at the former Kai Tak Airport, whether a new employment node will be provided in Hung Shui Kiu and whether the Lok Ma Chau Loop will be developed.

A broad comparison of the merits and demerits of the two spatial patterns is highlighted below :

Broad Comparison of the Development Patterns

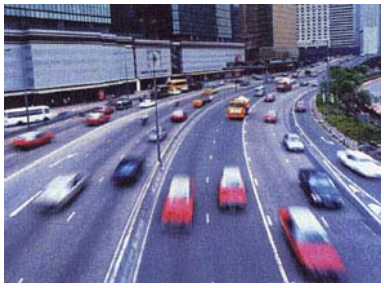
	Consolidation Pattern	**Decentralisation Pattern**
Merits	• best use of developed areas; efficient use of infrastructure in the Metro Area • shorter travel distances; proximity to work; convenient connection to facilities • spreading out the cost of	• offers more opportunities for achieving lower development densities in the Metro Area • building up population in the three NDAs allows earlier provision of infrastructure to the Northern New Territories, eg. rail stations (Hung Shui Kiu Station)

	developing additional NDAs to a longer timeframe, thus reducing the immediate financial pressure • keeping the undeveloped areas untouched, and leaving greater flexibility for future development, particularly in case of slower population growth	Kiu Station) • provides greater diversity of densities, design and built forms through NDA development and allows greater flexibility for adopting environmental measures and facilities • promotes "cleaning up" of degraded countryside and establishment of "Gateway Towns"
Demerits	• less scope to relieve over-crowding in the Metro Area • pressure on the capacity of existing infrastructure in the Metro Area	• requires upfront cost at an early stage • longer travelling time and distances • more resources are required for land resumption and clearance for NDA development

EVALUATION OF THE OPTIONS

We have conducted a broad-brush evaluation of the two development patterns, in terms of their traffic, financial and economic, environmental, land use and social implications. The evaluation was conducted in accordance with the framework developed under Stage 2 of the Study.

In terms of strategic transport demands, there are no major differences between the two development patterns except on the average journey length. In comparison, the Decentralisation Pattern will have an overall average journey length of about 2 to 3% higher than the Consolidation Pattern. However, the differences do not trigger alternative requirements on strategic transport infrastructure. It is envisaged that with all the proposed transport projects introduced, all strategic corridors will be able to cope with the demands. However, in densely populated areas, local traffic problems will have to be addressed separately.



Broad financial and economic assessments indicate that both development patterns would generate more benefits to the community and the Government than costs. Overall speaking, the Consolidation Pattern performs better than the Decentralisation Pattern. The financial assessment, which focuses on net costs and revenue to the Government, reveals that the Consolidation Pattern could yield a higher return due to the need for fewer NDAs, higher revenue from land premiums for the urban sites and earlier financial returns.

The economic assessment, which considers the overall costs and benefits to the whole economy, indicates that the Consolidation Pattern should provide more benefits over the Decentralisation Pattern. However, as assessed under other qualitative economic indicators, the results favour the Decentralisation Pattern because the latter performs better in terms of supporting GDP growth and strengthening the economic base in the key growth sectors. The Decentralisation Pattern could provide greater flexibility in land use planning to meet the

development needs of the growing economy. It also has the potential to enhance linkages with the Mainland by providing employment and housing land closer to the boundary and facilitating the integration of economic and social activities.

The strategic environmental assessment reveals that the Consolidation Pattern performs better mainly because priority is given to the use of development opportunities within the Metro Area, and makes less use of Northern New Territories (which is mainly rural in character) for development. Moreover, due to the more compact development form, the Consolidation Pattern creates less potential adverse impact on the sensitive ecological, heritage and landscape resources in the New Territories. Under both the Consolidation and Decentralisation Patterns, the location of the future port has strong influence on the overall performance. The reason is that further port development might raise concerns on water quality and marine ecology due to the reclamation works it may involve. This will be investigated in detail under the HKP2020 Study.

Relevant studies have already been carried out separately to assess the environmental impacts of major development components (such as the "priority" NDAs) covered by the development patterns. The findings of these studies show that the environmental requirements can generally be met by these proposals, together with suitable mitigations. However, the environmental impacts of those proposed developments not covered by previous studies (such as the Lok Ma Chau Loop) will require further detailed assessment.

Irrespective of the development pattern, the build up of population and economic activities within Hong Kong and across the boundary will inevitably generate pressure on the environment. A number of initiatives have been taken by the Government to improve the conditions. In particular, improvements to the air quality have been observed. However, greater attention may need to be given to such issues as discharge of sewage effluent and disposal of solid waste.

As regards the social aspect, common to both patterns, the provision of adequate housing land and a better living environment would, in broad terms, result in positive impacts. Better urban design, in particular the provision of pedestrian friendly environments and open space networks, would allow better access for the disabled and elderly and foster an interesting street culture and more human interactions. Moreover, both patterns emphasise the need to enhance provision of cultural facilities and the protection of cultural heritage. Comparing the two development patterns, the Decentralisation Pattern will result in lower development intensities in the Metro Area and therefore better spacing between buildings and a better living environment.

From a land use perspective, merits and demerits of the patterns have been explained above. Broadly speaking, the Consolidation Pattern performs better in terms of land utilisation, while the Decentralisation Pattern provides more scope of devising better planning layouts and lowering development intensities.

A preliminary sustainability assessment has been conducted to examine the sustainability implications of the proposed development patterns. The proposals would provide for the necessary infrastructure to facilitate future economic development of Hong Kong. They would also bring some positive impacts on the social aspect in terms of improved living environment and accessibility to facilities. On the other hand, as explained above, some major developments would have potential adverse impacts on the environment and the ecology, and these issues would be examined in detail under the next phase of the Strategic Environmental Assessment study and/or the planning and assessment studies of the relevant proposals. A detailed sustainability assessment would also be carried out at a later stage when we consider the preferred development option, taking into account comments received during the public consultation exercise.

For more detailed information on the various technical assessments and sustainability appraisal, please refer to the HK2030 Study homepage: http://www.info.gov.hk/hk2030.

"WHAT IFs?"

The future is highly uncertain. Even with the best-designed scenario, there is always the likelihood of unexpected changes, particularly when the scenario stretches over a considerable period of time. We need to consider alternative "what if" scenarios so that we can quickly respond to changes and thereby enhancing the robustness of our development strategy.

As alternatives can be numerous, we intend to focus initially on the ones which have direct implications on our strategic development plans. Two key components, i.e. population and economic growth, have been considered to derive alternative scenarios for further assessment. Some initial thoughts are summarised as follows:-

HIGH POPULATION AND ECONOMIC GROWTH

In this scenario, we postulate a higher population growth of up to about 9.5 million, coupled with a higher rate of economic growth. As the economy booms, more jobs will be created and more people will be attracted to the territory. This scenario will bring about a significant difference in our land use requirements. We need to explore whether additional NDAs in the New Territories will be required and to reassess the consequential impacts on land for housing and different economic uses, transport requirements and the environment, etc.

LOW POPULATION WITH CONSTANT ECONOMIC GROWTH

This scenario assumes a lower population growth of about 8.6 million but at the same time that Hong Kong is moving much quicker towards a high-value-added, knowledge-based economy, thus maintaining the same level of economic growth as originally assumed (i.e. an average annual GDP growth of 2.5% in the long run). However, some less skilled workers and those who could not afford the high cost of living are assumed to migrate elsewhere. While there will be less pressure for housing land, the mix of housing type and likewise land for different economic activities will be different under this scenario.

OTHERS

Scenarios with lesser impact on the strategic development plans, such as low population growth with a stagnant economy, will also be examined. In addition, sensitivity tests will be undertaken for critical factors other than population and economic factors, if required. We welcome your suggestions on alternative scenarios which you consider most essential for further assessment in Stage 4 of the Study.

HAVE YOUR SAY

We are seeking your views on the key assumptions, the planning options and the two broad Development Patterns, and the alternative "what-if" scenarios outlined in this booklet:

- Are the development assumptions and the major components proposed for the scenarios acceptable?
- What are your views on the possible options and planning choices identified under the two Development Patterns?
- What are your preferences and the reasons for supporting a certain option and Development Pattern?
- What are your views on the option of lowering development intensity?
- Do you have any views on the alternative scenarios to be further assessed in Stage 4?
- Do you have other suggestions or comments?

To enable more informed discussions, technical papers detailing the assumptions for scenario building, formulation of development options, technical assessments and evaluation of options, studies on special themes are available on our homepage. A list of the papers is shown in Annex 3. We welcome and treasure any views or comments that you may have on how our city should be developed to better meet the challenges ahead.

Have your say, please join us in either one of the two public forums to be held on

December 13 and 20, 2003 (Saturday)

Time: 9:00 a.m. to 12:30 p.m.

Place: Auditorium, 5/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong

(Registration will start at 8:45 a.m. The session will be in English and Cantonese, with simultaneous interpretation provided.)

The forums will be followed by a series of focus meetings. The meetings will provide opportunities for more in-depth discussion among the participants, the representatives of concerned Government Departments and the HK2030 Study Team. The details of the upcoming focus meetings will be announced on the HK2030 website at http://www.info.gov.hk/hk2030

All views and comments will be taken into account in the next stage of the Study. Please forward them by March 31, 2004 to:

HK2030 Feedback Co-ordinator
Planning Department
Strategic Planning Section
16/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

Fax No.: (852) 2868 4497
E-mail: sppd@pland.gov.hk

Apart from your written submissions, you are also welcome to visit our electronic Discussion Forum and express your views online at
http://www.info.gov.hk/hk2030.

Annex 1

Summary Table of Key Planning Assumptions*

	2001	2010	2020	2030
Resident Population (million)	6.7	7.6	8.5	9.2
Employment (million)	3.3	3.6	3.9	4.0
Average Annual GDP Growth (%)	-0.4	3.0	2.5	
Accommodation for: - Premier Offices - General Business Uses (million m^2 GFA)	37.5 4.1 33.4	40.8 5.1 35.7	43.7 6.2 37.5	46.1 7.2 38.9
Accommodation for Special Industrial Uses (million m^2 GFA)	3.9	5.0*	5.9*	6.3*
Port Cargo Growth - Ocean Trade - River Trade (million TEUs)	17.9 13.2 4.7	29.7** 21.0** 8.7**	40.6** 30.2** 10.4**	49.5# 36.8# 12.7#
Growth in Air Services Demand - Passengers (million) - Freight (million tonnes)	32 2	53## 5##	87## 9##	105# 14#
Visitor Arrivals (million)	14	37	47	70

Figures shown are cumulative figures

* Based on existing and planned projects, such as the Science Park, Cyberport and the remaining areas of the existing industrial estates.

** Source: Hong Kong Port Cargo Forecasts 2000/2001, Hong Kong Port and Maritime Board, 2001

\# Assuming annual growth of 2%, subject to HKP2020 Study and review by the Hong Kong Airport Authority

Source: Master Plan 2020 of Hong Kong International Airport, Hong Kong Airport Authority, 2001

Annex 2

Key Housing and Employment Components in the Two Spatial Development Patterns

Time-Frame	Consolidation Pattern	Decentralisation Pattern
Up to 2020	**Provision of Housing Land**	
	• former Kai Tak Airport (whole)	• former Kai Tak Airport (partial)
	• urban renewal (more redevelopment, less rehabilitation)	• urban renewal (more rehabilitation, less redevelopment)
	• Government land at existing built-up areas	• Government land at existing built-up areas (fewer than in the other Pattern)

	• no New Development Area in the New Territories	• 3 New Development Areas
		  • Hung Shui Kiu
		  • Kwu Tung North
		  • Fanling North

	Provision of Land for Office/ Business	
	• existing and oncoming supply	• mainly from existing and oncoming supply
	• redevelopment/ conversion of existing industrial buildings	• Premier Office Centre at the former Kai Tak Airport
		• provision of land for office/business uses in Hung Shui Kiu which will lead to a slower pace of redevelopment of old buildings
		• Lok Ma Chau Loop to be developed for a "trade expo" and/or other special economic activities

Time-Frame	Consolidation Pattern	Decentralisation Pattern
Beyond 2020	**Provision of Housing Land**	
	• development at former Kai Tak Airport completed before 2020	• former Kai Tak Airport (remaining areas)
	• urban renewal (more redevelopment, less rehabilitation)	• urban renewal (more rehabilitation, less redevelopment)

	• 5 New Development Areas
	  • Hung Shui Kiu
	  • Kwu Tung North
	  • Fanling North
	  • Hung Shui Kiu North
	  • Kam Tin/Au Tau
		• 4 additional New Development Areas
		  • Hung Shui Kiu North
		  • Kam Tin/Au Tau
		  • Kwu Tung South
		  • San Tin/Ngau Tam Mei

	• Government land at existing built-up areas	• Government land at existing built-up areas
	Provision of Land for Office/ Business	
	• Premier Office Centre at the former Kai Tak Airport	• development of Premier Office Centre completed before 2020
	• private-sector redevelopment for office and general business uses	• private-sector redevelopment for office and general business uses
	• Government land at existing built-up areas	• Government land at existing built-up areas

Annex 3

Papers/Information Notes Uploaded to the HK2030 Website

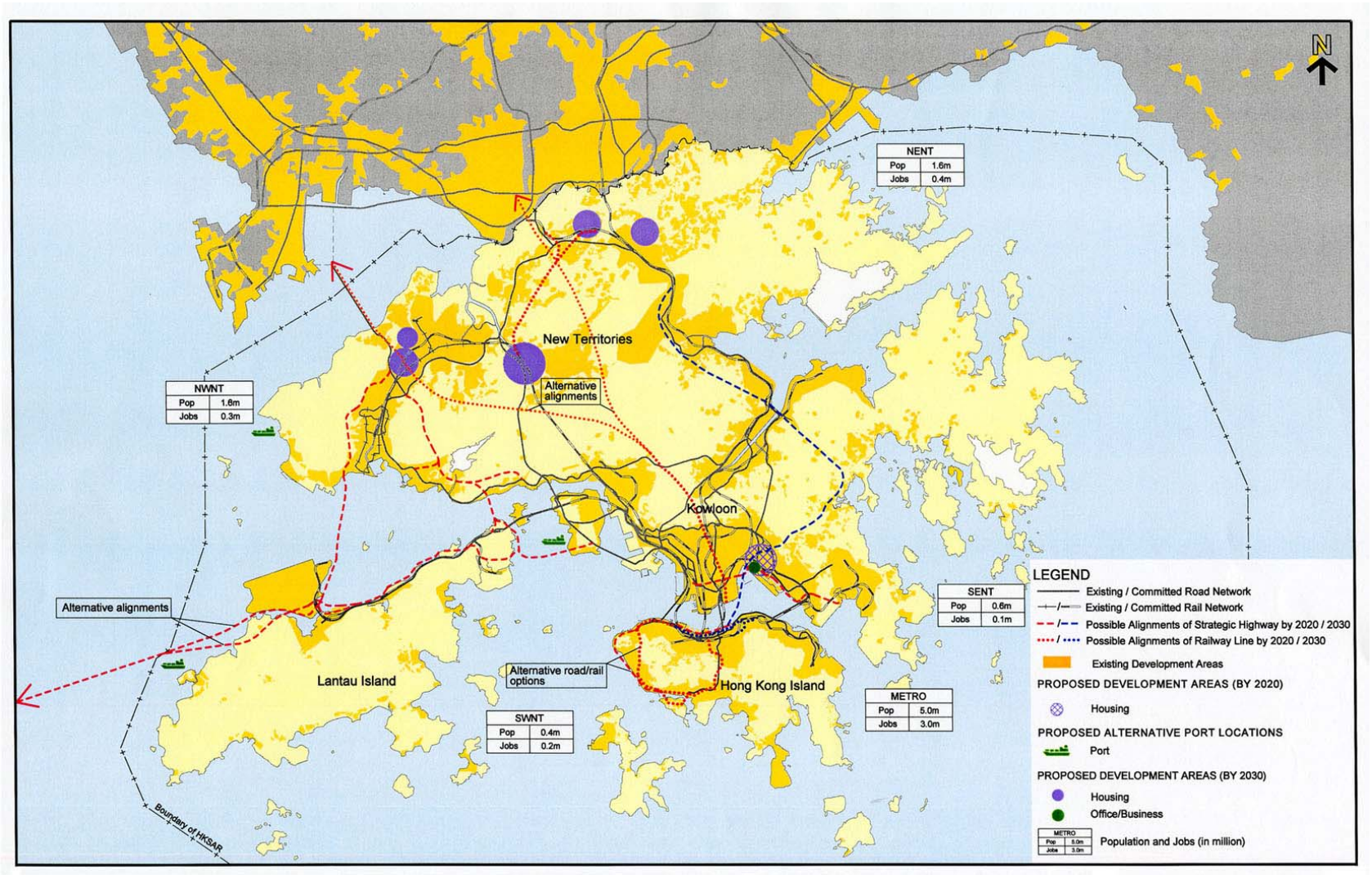
A number of working papers and information notes have been prepared in the course of the work of Stage 3 of the HK2030 Study, including detailed forecasting methodologies and results, as well as explanations and rationale for some of the proposals under the options. There are also reports covering the technical assessments of options.

To facilitate better understanding by the public of this work and support informed debate, these papers and information notes have been uploaded to the HK2030 website at http://www.info.gov.hk/hk2030. The titles are listed below:

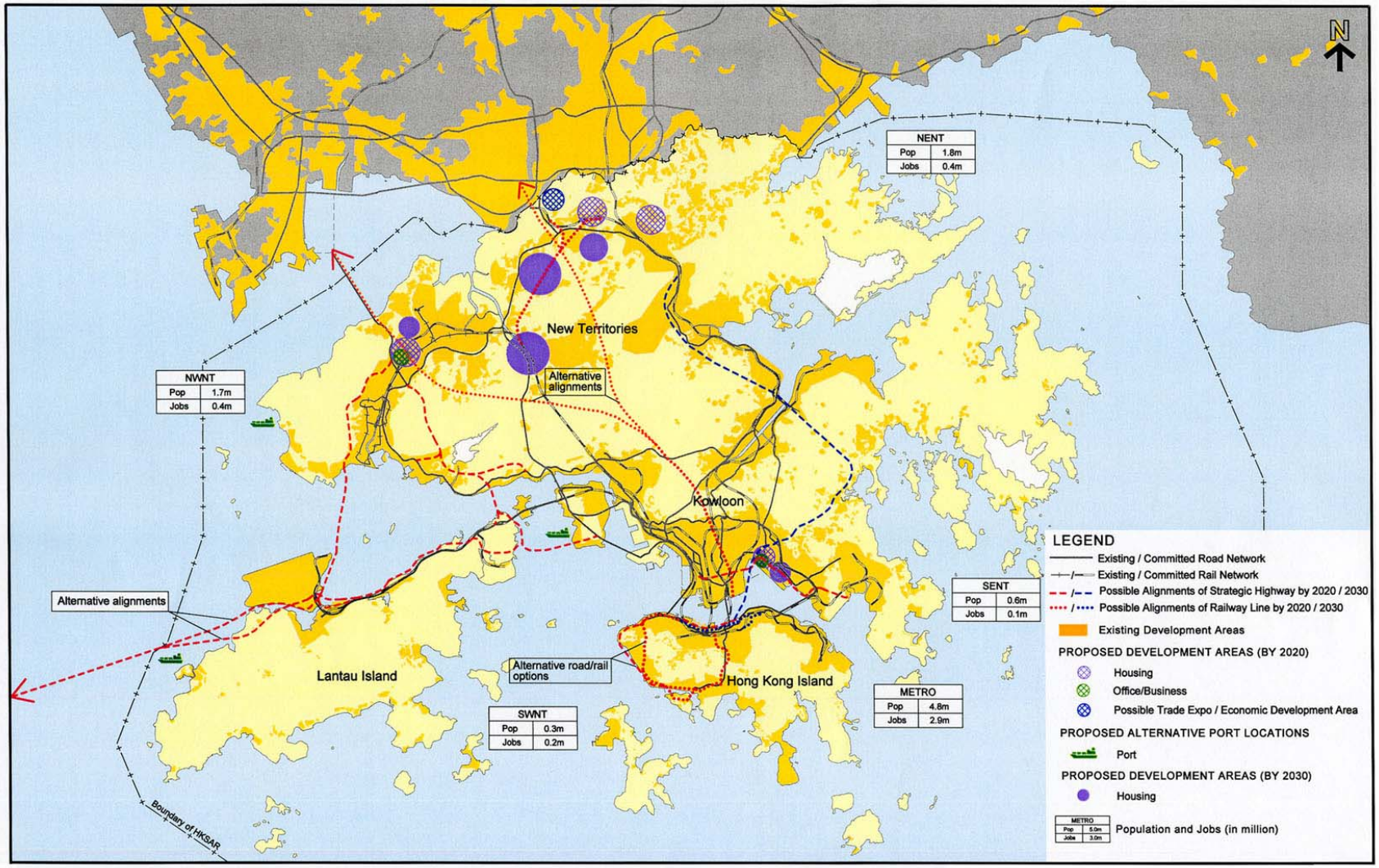
1. Different Approaches to the Formulation of Scenarios
2. Reference Scenario
3. What If Scenarios
4. Demand Forecast of Employment Use Floorspace
5. Development Options under the Reference Scenario
6. Initial Transport Assessment of Development Options
7. Strategic Environmental Assessment of Development Options
8. Economic and Financial Assessment of Development Options
9. Review of Residential Densities – Concept and Case Study
10. Possible Conversion of Industrial Buildings for Loft Apartments
11. Regeneration of Industrial Areas in Metro Area – Case Study at San Po Kong
12. Development Potential of Frontier Closed Area
13. Additional Cross-boundary Link to the Eastern Part of Guangdong Province (Eastern Corridor)
14. Implications of the Chief Executive's 2003 Policy Address for the HK2030 Study
15. Implications of Population Policy for the HK2030 Study
16. Port Development Strategy Review 2001 – Executive Summary
17. Hong Kong - Zhuhai – Macao Bridge
18. Consultancy Study on the Broad Land Use Pattern of the Pearl River Delta - Executive Summary

Note: Other supplementary technical documents/information notes will also be uploaded. Please visit our website for the latest information.

PLAN 1 CONSOLIDATION PATTERN



PLAN 2 DECENTRALISATION PATTERN



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Satellite Image of the Pearl River Delta Region

Annex

A copy of this document is kept at the Legislative Council Library.
Please contact the Legislative Council Library if you wish to refer to this document.