

## **TASK FORCE ON LAND SUPPLY**

### **Land Supply Initiatives**

#### **PURPOSE**

This paper provides Members with an overview on the Government's multi-pronged strategy on land supply and the latest progress of various initiatives over the short, medium and long term.

#### **MULTI-PRONGED STRATEGY TO INCREASE LAND SUPPLY**

2. Currently, the Government adopts a multi-pronged approach to increase land supply and build up a land reserve. The multi-pronged land supply strategy is underpinned by a robust and flexible approach to create development capacity smartly. Generally, while land with high ecological/ landscape/ historical value needs to be preserved, degraded and deserted areas, land at the fringe of built-up areas and near existing infrastructure, as well as strategic growth areas should be considered for development.

3. There is no single measure that could address the land shortage problem and provide sufficient land to meet all the known and unforeseen development needs. The Development Bureau (DEVB), together with relevant government departments including the Planning Department (PlanD), Civil Engineering and Development Department (CEDD) and Lands Department (LandsD), have been pressing ahead with various initiatives over the short, medium and long term to meet the land requirements. These initiatives can be broadly classified into the following five categories –

- (a) **increase development intensity of developable land:** this mainly concerns allowing the development intensity of individual housing sites to be increased by up to 20% where

planning terms permit, and lifting development restrictions applied to specific areas where it is considered justified and acceptable to do so;

- (b) **change of use of existing land and convert idling reserved sites:** this mainly involves conducting land use reviews of existing land (e.g. government sites and green belt, etc.) to identify potential sites suitable for housing development and initiate change of their uses, and converting to housing and other uses reserved sites with no development plan or for which the original purpose is no longer pursued;
- (c) **facilitate/expedite development/redevelopment on existing land:** this mainly involves expediting the railway property development projects and urban renewal projects, streamlining the development processes to facilitate private development/redevelopment;
- (d) **take forward major land development projects:** this mainly concerns taking forward Planning & Engineering (P&E) studies and works for comprehensive development of new development areas (NDAs) and new town extensions, including the conversion of vast tracts of brownfield sites and squatter areas in the rural New Territories (NT) for more beneficial uses for the community; and
- (e) **explore new sources of developable land/space:** this mainly involves conducting studies to explore new mode or source of providing developable land/space including reclamation outside Victoria Harbour, potential caverns in the territory, underground space in existing built-up areas, and planning for the two strategic growth areas (SGAs) (i.e. East Lantau Metropolis (ELM) and New Territories North (NTN)).

4. Generally speaking, the initiatives in paragraphs 3(a) to (c) aim at increasing short to medium-term land supply (with a time frame of roughly 5 to 10 years), while major land development projects and exploration of new land/space under paragraphs 3(d) to (e) would take time to plan and implement, and will provide land supply for the medium and long-term (10 years or more). All the short, medium and long term land supply initiatives seek to optimise the use of developable land and create land resources for meeting the development needs of Hong Kong

and to improve living environment for our community. Apart from providing land for housing development, at the same time we have to provide adequate supporting infrastructure and community facilities, address the impacts of developments on various aspects including traffic and environment, provide land resources for different economic activities so as to create job opportunities, and address the existing unbalanced spatial distribution of homes and jobs across the territory, particularly in the NT.

5. **Annex A** shows a map indicating the rough location and spatial distribution of the major land supply initiatives. **Annex B** summarises and compares the major initiatives in terms of the estimated developable land area, flat production, economic use gross floor area (GFA), population/employment/development capacity, and years of population intake/GFA availability/development time. We estimate that a total of over 380 000 housing units will be provided in the short-to-medium term, and over 220 000 housing units in the medium-to-long term. This amounts to a total of over 600 000 housing units, and over 8.6 million m<sup>2</sup> floorspace for business, commercial and industrial uses, if all the initiatives could be implemented. The ensuing paragraphs set out the progress of these ongoing efforts.

## **LATEST PROGRESS OF LAND SUPPLY INITIATIVES**

6. Making land available for development is subject to consideration of various technical factors, including traffic impact, environmental (e.g. noise and air quality) impact, air ventilation and visual impact, infrastructural capacity, re-provisioning of affected facilities, site clearance, etc. In many cases, the development may require infrastructural works (e.g. site formation, access road or other infrastructure provision). For land to become developable, it will take an average of 10 to 13 years, and longer time for the phased implementation of major development projects.

<b><i>(A) Short-to-Medium-term</i></b>
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7. The most immediate and effective way to augment housing land supply in the short to medium term is to make more optimal use of the developed areas in the existing urban areas and new towns, as well as nearby land in the vicinity of existing infrastructure, through land use

reviews and increasing development intensity where planning terms permit.

### **Housing Land**

#### ***(1) Land Use Reviews***

8. PlanD has been undertaking land use reviews on the government land currently unleased or unallocated, under Short Term Tenancies or different short-term, Government, Institution or Community (G/IC) and other government uses, as well as Green Belt sites, as part of the on-going efforts to identify more developable sites for housing and other uses in the short to medium term. Through the on-going land use reviews, there are some 210 sites which are mostly estimated to be made available for housing development in the short to medium term, capable of providing over 310 000 flats with over 70% of which are public housing units, subject to timely amendments to the relevant statutory plans and/or completion of the necessary procedures.

9. Rezoning these 210 potential housing sites identified in land use reviews and increasing development intensity where planning terms permit are the key contributors towards achieving the 10-year housing supply target set by the Long Term Housing Strategy, which is 460 000 flats for period from 2017/18 to 2026/27. Nonetheless, even assuming that local consultation and plan amendments could be completed in time, site formation and infrastructure still take time before housing flats could be produced. We expect the bulk of housing production from these sites will be available towards the latter part of the 10-year period, and some will come on stream only after this timeframe.

#### ***(2) Increasing Development Intensity where Planning Terms Permit***

10. The Government announced in the 2014 Policy Address that except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, the maximum domestic Plot Ratio (PR) that can be allowed for housing sites located in other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. It should be noted that the increase in development intensity of individual housing sites is not automatic, and will continue to be subject to necessary approval by the Town Planning Board (TPB) under the statutory planning mechanism where applicable. The increase in the maximum domestic PR of a site will continue to be subject to

relevant planning principles and considerations, and will be pursued only when the various constraints and impacts so arising, if any, could be addressed or mitigated through appropriate measures. Since the inauguration of previous-term Government, TPB has, up to mid-August 2017, approved applications to relax the development intensity of 49 housing sites, leading to an additional supply of about 10 490 units (which include about 4 920 units for the Kai Tak Development (KTD)).

### ***(3) Kai Tak Development***

11. In addition to the general review in paragraph 10 above, the Government also initiated a special review for further increasing the development intensity and enhancing the land use planning in KTD. The two-stage review altogether recommended, among others, an increase of about 16 000 additional residential flats, yielding a total of about 50 000 flats in KTD for accommodating a total population of about 134 000. The statutory planning procedures for the proposed amendments to the Kai Tak Outline Zoning Plan were commenced in early 2017 for completion in early 2018.

### ***(4) Railway Property Developments***

12. Railway property development projects form an important source of private housing land supply. In recent years, the successfully tendered railway property development projects have enabled flat production of a significant amount. The Government has collaborated with the MTR Corporation Limited (MTRCL) and 17 projects have been successfully tendered since 2012/13, capable of providing about 26 400 units. MTRCL is a listed company and has the discretion in deciding how to take forward its own property development projects. In view of the tight private housing land supply, we would continue to encourage MTRCL to implement its own projects and have received positive response from MTRCL. Other remaining committed railway property development projects pending tender are capable of providing about 12 000 units in the short to medium term.

### ***(5) Urban Renewal Projects***

13. Since its establishment in 2001, the Urban Renewal Authority (URA) has commenced and implemented 61 redevelopment projects. These projects would provide around 18 500 units. URA introduced in 2016 a holistic and district-based approach for implementing its

redevelopment projects in To Kwa Wan, so as to raise the quality of the environment and improve the road networks by enhancing the overall planning for the community. While redeveloping dilapidated old buildings, we must also explore more effective and efficient ways of addressing the problem of ageing building stock. Having regard to the difficulty in increasing the development density or the lack of residual developable PR in some districts, URA has commenced a district planning study in Yau Ma Tei and Mong Kok which aims to explore how to enhance the efficiency of existing land use and redevelopment potential of these districts. The study findings would also serve as the basis for URA to map out new strategies for the regeneration of other older urban areas of Hong Kong. At the same time, URA has commenced a study on building rehabilitation strategies to formulate appropriate and sustainable measures to prolong the life span of the buildings and explore the feasibility of “retrofitting” as a proposal for building rehabilitation.

#### ***(6) Former Diamond Hill Squatter Areas and Quarry Sites***

14. The development of the former Cha Kwo Ling Kaolin Mine (CKLKM) and Anderson Road Quarry (ARQ) sites, as well as the former Diamond Hill Squatter Areas (Tai Hom Village) is in good progress. The CKLKM site will provide 2 270 flats, and the ARQ site is estimated to have a capacity to produce about 9 410 flats. On the other hand, in view of the suggestions from the District Council (DC) and the local communities, we have revised the development proposal for the former Diamond Hill Squatter Areas, which will provide about 4 050 public housing (including both public rental housing (PRH) and Home Ownership Scheme (HOS)) units, as well as other facilities. Altogether the above three sites could provide close to 16 000 housing units. We are also studying the financial viability of a proposal to develop the former Lamma Quarry for mixed residential and recreational uses.

### **Economic Land**

#### ***(7) Conversion of Suitable Government Sites in Core Business Districts (CBDs) into Commercial Use***

15. By converting suitable government sites into commercial use, the sites so released will help increase the supply of commercial floor space, thereby facilitating the development of different types of economic activities. The Government is pursuing the conversion of suitable

government sites in the CBDs into commercial use. In 2016, the Murray Road Public Carpark site in Central and Queensway Plaza in Admiralty were rezoned for commercial/office uses; the Murray Road Public Carpark site was subsequently sold in May 2017. The government site on Caroline Hill Road in Causeway Bay will be released for commercial and other uses. Besides, we are examining the development potential of government sites at the junction of Sai Yee Street and Argyle Street adjacent to Mong Kok East Station for a comprehensive development.

#### ***(8) Energizing Kowloon East***

16. Kowloon East, being the Hong Kong's CBD2, has the potential to supply additional commercial/office floor area of about 4.7 million m<sup>2</sup>, including about 1.8 million m<sup>2</sup> in KTD after the two-stage review and about 560 000 m<sup>2</sup> from the two Action Areas in Kowloon Bay and Kwun Tong. About 1.1 million m<sup>2</sup> of this additional supply would be provided in the next five years.

#### ***(9) New Central Harbourfront***

17. Subject to the progress of various infrastructure works at the new Central harbourfront, the Government will make reference to the recommendations of the Urban Design Study for the New Central Harbourfront and offer sites suitable for commercial development gradually. It is estimated that about 200 000 m<sup>2</sup> of commercial floor area can be provided in total.

#### ***(10) Redevelopment and wholesale conversion of industrial buildings***

18. The Government introduced a series of time-limited revitalisation measures from 2010 to 2016 to optimise the use of old industrial buildings. During the six-year period, a total of 248 applications were received under the revitalisation scheme. As at end-June 2017, 151 applications had been approved, involving about 1.73 million m<sup>2</sup> of converted or new floor space<sup>1</sup>. Among the approved cases, 91 had been executed, of which the works of 44 had been completed. Major uses permitted in the converted buildings include hotel, office, shops and services, eating place, information technology and telecommunications, education institutions, and places of recreation,

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<sup>1</sup> Total GFA of approved cases, excluding cases which were subsequently withdrawn/terminated after approval.

sports and culture. More cases would have their works completed in the coming few years to increase short-term floor space for non-industrial uses. The new-term Government is considering how the revitalisation scheme should be reactivated in a modified form to bring these buildings up to the present fire safety and other building standards while optimising the site usage.

<b><i>(B) Medium-to-Long-term – Major Land Development Projects</i></b>
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19. The Government is striving to take forward as expeditiously as possible a number of land supply projects including but not limited to NDAs and new town extensions, and the review of deserted agricultural land and brownfield sites in the NT. These NDAs and new town extensions are expected to provide close to 200 000 housing units and over 8.6 million m<sup>2</sup> of industrial and commercial floor area between 2023 and 2038. Potential railway property development projects can also provide over 21 000 residential units. In the longer term, we are exploring new sources of developable land such as reclamations on an appropriate scale outside Victoria Harbour, and rock cavern and underground space developments.

***(11) Kwu Tung North and Fanling North NDAs***

20. The Kwu Tung North (KTN) and Fanling North (FLN) NDAs, as extensions to the Fanling/Sheung Shui New Town, will provide about 60 000 new flats, with 60% for public housing (including both PRH and HOS), and about 840 000 m<sup>2</sup> of industrial and commercial floor area. Subject to further funding approval from the Legislative Council (LegCo) Finance Committee, the main construction works for the Phase 1 of the NDA developments is expected to commence in late 2018 with first population intake by 2023.

***(12) Tung Chung New Town Extension***

21. We strive to take forward Tung Chung New Town Extension (TCNTE) by turning Tung Chung into a distinct community, and leveraging on the future economic opportunities brought by the anticipated completion of various transport infrastructural projects in Lantau, which would help create more jobs for local residents. The TCNTE will provide about 49 400 new flats and 877 000 m<sup>2</sup> of commercial floor area, with the first population intake expected in 2023

and full completion in 2030. It will also provide about 40 000 job opportunities, which could create synergy with the airport and other tourist and business destinations on Lantau. The Government aims to commence reclamation in Tung Chung East in 2018 subject to funding approval by LegCo.

### ***(13) Hung Shui Kiu NDA***

22. With about 441 hectares (ha) of developable land, the Hung Shui Kiu (HSK) NDA will be the next generation new town housing a total population of about 218 000 (including a new population of about 176 000). It will provide about 61 000 additional flats and 6.37 million m<sup>2</sup> of industrial and commercial floor area, creating 150 000 job opportunities. We will take forward the development of the HSK NDA as a regional hub in the North West NT to complement the new towns of Tin Shui Wai, Yuen Long and Tuen Mun for provision of housing, employment opportunities and civic facilities. We have proposed a regional hub around the proposed HSK Station for offices, hotels, retail and other commercial uses with a total GFA of about 1 108 000 m<sup>2</sup> and a district commercial node around Tin Shui Wai Station with a total GFA of about 635 000 m<sup>2</sup>, which would play a pivotal role in fostering economic interaction with other fast growing areas in the Pearl River Delta area.

### ***(14) Yuen Long South Development***

23. We will pursue developments on deserted or damaged agricultural land and rural-based industrial sites in Yuen Long South (YLS) as an extension to the Yuen Long New Town, for meeting housing and other development needs and improving the local rural environment. The project will provide about 28 500 flats and 570 000 m<sup>2</sup> of industrial and commercial floor area.

### ***(15) Re-planning of Tseung Kwan O Area 137***

24. As part of the Government's on-going efforts in identifying suitable areas for the long-term development of Hong Kong, a P&E study was commissioned in end-2016 for the re-planning of Tseung Kwan O Area 137, which is a sizeable piece of land in the urban area with potential for large-scale developments. We will explore in the study the feasibility of residential, commercial and other developments, with a view to making more optimal use of some 80 ha of formed land, after accommodating the proposed desalination plant and taking into account

considerations including the potential environmental impact, as well as traffic and infrastructural capacities.

***(16) Potential Property Developments along Rail Lines***

25. In the medium to long term, potential railway property development projects can provide over 21 000 residential units. Among others, the planned comprehensive residential and commercial development at the Siu Ho Wan Depot Site is expected to provide no less than 14 000 residential flats, with associated commercial and community facilities. The development parameters will be kept under review with regard to the results of on-going studies, with a view to optimising the utilisation of the site. The Government plans to commence statutory planning procedures for the relevant area in 2017/18, and will follow up with the MTRCL as appropriate on the various ongoing technical studies, Environmental Impact Assessment procedures and other follow up work.

26. Another medium to long term potential railway property development is the topside development above West Rail Pat Heung Maintenance Depot, which is estimated to provide about 6 000 units. In collaboration with the MTRCL, the Government will continue to explore the development potential of railway stations and related sites along existing and new railway lines to make optimal use of such land.

***(17) Development of Brownfield Sites and Deserted Agricultural Land in the NT***

27. DEVB aims to formulate a policy framework to tackle brownfield sites in a holistic manner, with the objectives of optimising land utilisation, rationalising land uses, supporting the development of industries that are needed in Hong Kong, and improving the rural environment. Making optimal use of brownfield sites is indeed one of the main directions in the Government's multi-pronged land supply strategy. It is estimated that a total of about 340 ha of brownfield sites would be released by the KTN/FLN NDAs, HSK NDA and YLS developments. The potential development areas in the NT North are estimated to cover another 200 ha of brownfield sites.

28. To explore further opportunities in developing brownfield sites and rationalising the distribution of brownfield operations, PlanD has commenced a comprehensive survey in 2017 on the distribution and uses of brownfield sites in the NT. The study findings will provide a fuller

picture of brownfield sites in the territory and the brownfield operations thereon. CEDD has also commissioned feasibility studies to examine how brownfield operations that are needed in Hong Kong could be accommodated in a land-efficient manner such as relocated to multi-storey buildings, taking HSK NDA as a pilot case. The studies are expected for completion within 2018.

29. In tandem with New Agriculture Policy, the Food and Health Bureau and DEVB will commence a study on Agricultural Priority Areas to identify relatively large area of quality agricultural land and formulate policies and measures for promoting the rehabilitation of fallow agricultural land and improving the rural environment. The study will also provide guidance on where deserted agricultural land no longer suitable or required for agricultural purposes could be released for consideration of other uses including comprehensive planning for integrated development. Separately, the engineering feasibility study of establishing an Agri-Park has been completed with DC consultation conducted in July 2017.

### ***(18) Developing and Conserving Lantau***

30. We promulgated the “Sustainable Lantau Blueprint” in June this year, which embraces the overarching principle of “Development in the North; Conservation for the South”. Major economic and housing developments are planned in North Lantau and ELM, while Northeast Lantau will be developed into a node for leisure, entertainment and tourism. The predominant part of Lantau, particularly South Lantau, will be for conservation, leisure, cultural and eco-tourism purposes. Overall speaking, with the development of three smart and low-carbon communities<sup>2</sup> and two commercial and employment clusters<sup>3</sup>, Lantau has the potential to house a total population of about 700 000 to one million and create about 470 000 job opportunities.

31. Insofar as economic land is concerned, the North Commercial District (NCD) development of the Airport Authority Hong Kong, which occupies an area of over 25 ha, will make the area a hotel, retail, dining and entertainment destination. The Hong Kong Boundary Crossing Facilities (HKBCF) Island of Hong Kong-Zhuhai-Macao Bridge (HZMB)

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<sup>2</sup> The three smart and low-carbon communities include TCNTE, Siu Ho Wan Development and ELM.

<sup>3</sup> The two commercial and employment clusters comprise the area around Hong Kong International Airport (HKIA), including HKIA Three-Runway System, NCD on Airport Island, Topside Development at HKBCF Island and TCNTE, as well as ELM.

can also provide a floor area up to 500 000 m<sup>2</sup> for economic uses. As for Northeast Lantau, it will be developed into an area for leisure, entertainment and tourism through reclamation in Sunny Bay, complemented by the Hong Kong Disneyland. All these together will provide a cluster of economic land uses with synergy effect in the medium to long term.

<b><i>(C) Medium-to-long-term Land Supply – Other Initiatives on Economic Land Uses</i></b>
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32. Apart from taking forward NDAs and new town extension catering also economic land uses apart from meeting housing needs, we have also embarked on specific initiatives supplying land for economic uses in the medium to long term.

***(19) Land for Innovation and Technology Development and New Industries***

33. We endeavour to meet the land requirements for innovation and technology development and new industries in support of the policy objectives of the Innovation and Technology Bureau and other relevant bureaux to promote development of relevant sectors and industries. At present, the Hong Kong Science Park, the three industrial estates in Tai Po, Yuen Long and Tseung Kwan O, the Cyberport and other related facilities cover a total area of about 250 ha for innovation and technology development. We have earmarked additional land in KTN NDA, HSK NDA and Wang Chau, and have initially identified suitable land near the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) for exploring the development of Science Park and/or Industrial Estates (SP/IEs). The Hong Kong Science and Technology Park Company (HKSTPC) has engaged a consultant to conduct preliminary study to examine if the areas are suitable for the development of SP/IEs. It is expected that the preliminary study will be completed by the end of 2017.

34. In addition, 87-ha of land in Lok Ma Chau (LMC) Loop has been reserved for the development of the Hong Kong/Shenzhen Innovation and Technology Park. Related higher education, cultural and creative, as well as other complementary facilities will also be provided at the LMC site, creating unprecedented space and opportunities for the development of innovation and technology in Hong Kong and Shenzhen. Statutory planning procedures for the LMC Loop development are underway. Other major land supply initiatives, including the NTN and

the proposed Ma Liu Shui reclamation (together with its adjoining site to be vacated after relocation of the Sha Tin Sewage Treatment Works (STSTW)), will also offer opportunities for considering development of high technology and knowledge-based industries, among other uses.

## ***(20) Logistics and Other Industrial Uses***

35. In addition to innovation and technology development, we also need to plan ahead for suitable land for other industries in the longer run, including but not limited to logistics, storage/warehousing, port-back-up, recycling, waste treatment facilities, vehicle repair trade, construction industries, wholesale food markets, etc. We also need additional land and spaces to enable the diversification and upgrading of local industries. DEVB would explore potential sites suitable for appropriate industrial/logistics uses in areas such as Tuen Mun Areas 40 and 46, Lam Tei Quarry, Tsing Yi, near-shore reclamation sites at Ma Liu Shui and Lung Kwu Tan, cavern developments and the SGA in NTN. To facilitate long-term planning of land for supporting industrial uses, relevant bureaux are conducting studies on the land use requirements for construction industry, recycling industries and waste treatment facilities.

<b><i>(D) Other Land Supply Initiatives</i></b>
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## ***(21) Reclamation outside Victoria Harbour***

36. We will complete the technical studies for the proposed Siu Ho Wan, Lung Kwu Tan and Ma Liu Shui reclamations this year. We intend to seek funding approval for commencing a P&E study for Ma Liu Shui reclamation of about 60 ha as soon as practicable. The study will also consider the future planning of the adjoining 28-ha site vacated after relocation of the STSTW into caverns, with a view to providing land for development of high technology and knowledge-based industries, housing and other uses. To provide land for industrial and other uses, we plan to seek funding approval for commencing a P&E study as soon as possible for Lung Kwu Tan reclamation of about 200 ha. We will also seek funding approval for commencing a P&E study for the proposed Sunny Bay reclamation for leisure, entertainment and tourism developments as early as possible.

## ***(22) Rock Cavern Developments***

37. We target to complete the investigation and design work of relocation of STSTW to caverns progressively from 2017 and onward, and then implement the works as soon as possible in order to release about 28 ha of land at the existing STSTW site for other development uses. Having regard to the public views gauged in the public engagement exercises on the land use options in respect of 6 ha of land released from the relocation of the Sai Kung Sewage Treatment Works, the Sham Tseng Sewage Treatment Works and the Diamond Hill Fresh Water and Salt Water Service Reservoirs to caverns, we will proceed progressively with the next phase of works. We will also commence feasibility studies on the relocation of service reservoirs at Tsuen Wan and Yau Tong in end-2017. Besides, we are following up the study recommendations on the long-term strategy for cavern development, including the carrying out of a technical study on underground quarrying for cavern development, and identification of suitable strategic cavern areas for carrying out P&E studies.

## ***(23) Underground Space Developments***

38. Having completed the Stage 1 public engagement for the Pilot Study on Underground Space Development (USD) in Selected Strategic Urban Areas (SUAs), namely Tsim Sha Tsui West, Causeway Bay, Happy Valley and Admiralty/Wan Chai, we are formulating suitable conceptual schemes for the potential sites for USD, including Kowloon Park, Victoria Park and Southorn Playground in the four SUAs with due consideration to the public views received. We will launch the Stage 2 public engagement in 2018 to gauge public views on the relevant conceptual schemes.

## ***(24) Streamlining Development Control***

39. The Government is committed to streamlining development control and will pursue possible improvements in this direction. As far as land administration processes are concerned, LandsD has reviewed the processes under lease and implemented enhancement measures such as simplification of some lease conditions, alignment with the Buildings Department's standard in respect of a number of items in approving building plan submission under lease and streamlining the procedures in processing lease modification (including land exchange) applications. LandsD has also been reviewing its mechanism of processing building

plans under lease.

***(25) Pilot Scheme for Arbitration on Land Premium***

40. In order to expedite land supply for housing and other uses, the Pilot Scheme for Arbitration on Land Premium was launched for a trial period of two years in October 2014 to facilitate agreement between the Government and private land owners on land premium payable for lease modification/land exchange applications through arbitration.

41. Until mid-August 2017, LandsD had extended a total of 25 invitations, including one completed arbitration case. While agreeing in principle to arbitration, an applicant in another case decided, after consideration, to accept the land premium proposed by LandsD, hence obviating the need for arbitration. The applicants of the remaining 23 cases chose to continue to negotiate premium with LandsD. In addition, LandsD had rejected an application for arbitration involving no increase in residential floor area. Given the limited number of completed arbitration cases, LandsD has extended the Pilot Scheme for two more years from end-October 2016 in order to accumulate more experience. A review will be conducted afterwards.

***(26) Ecological and Technical Studies on Land on the Periphery of Country Parks***

42. In the 2017 Policy Address, the then Chief Executive stated that while increasing the total area of ecological conservation sites and country parks and enhancing their recreational and educational values, the community should also consider allocating a small proportion of land on the periphery of country parks with relatively low ecological and public enjoyment value for purposes other than real estate development, such as public housing and non-profit-making elderly homes. In May 2017, the Government invited the Hong Kong Housing Society (HKHS) to undertake the ecological and technical studies on land on the periphery of country parks. The studies to be undertaken with HKHS's own resources would cover two areas that fall within or lie close to Tai Lam Country Park and Ma On Shan Country Park respectively.

## SUSTAINABLE LAND SUPPLY FOR THE FUTURE

### *Hong Kong 2030+*

43. 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<sup>4</sup>, increasing but smaller domestic households<sup>5</sup>, 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.

44. For the sustainable development of Hong Kong, there is a need for the Government 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, DEVB and PlanD jointly commissioned the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (Hong Kong 2030+) study in January 2015 to provide an update to the "Hong Kong 2030: Planning Vision and Strategy" (HK2030) promulgated in 2007<sup>6</sup>.

45. Building upon the foundation of HK2030, 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" and the overarching goal of sustainable development as enshrined in HK2030 remain as the vision and planning goal in Hong Kong 2030+. We need a stronger

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<sup>4</sup> 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.

<sup>5</sup> According to C&SD's latest domestic household projections published in 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. As a comparison, the magnitude will be equivalent to 3.5 times the number of households in Shatin New Town (excluding Ma On Shan).

<sup>6</sup> The proposals of Hong Kong 2030+ had undergone a six-month public engagement from October 2016 to April 2017. Analyses of the public views received and relevant technical assessments are being carried out for the finalisation of the territorial development strategy.

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 Sustainable Growth", and a Conceptual Spatial Framework that translate these building blocks in spatial planning terms, are proposed under Hong Kong 2030+.

46. Taking into account all 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 ha over the next 30 years. 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. **Annex C** encloses a summary of the Consolidated Land Requirement and Supply Analysis prepared under Hong Kong 2030+.

### ***Two Strategic Growth Areas Beyond 2030***

47. As a strategic blueprint to guide the territorial development and shaping of the built environment, Hong Kong 2030+ proposes a Conceptual Spatial Framework (see **Annex D**) focusing 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 Non-Metro Area<sup>7</sup>. More importantly, the two new SGAs in NTN and ELM could help meet the anticipated land shortfall of at least 1 200 ha in the long run.

48. Apart from meeting the housing needs of Hong Kong, these two new SGAs will allow room for improving liveability, including living

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<sup>7</sup> Based on the planned population and employment, the relative proportion of population and jobs in the Metro Area (including Hong Kong Island, Kowloon and Kwai Tsing/Tsuen Wan) under the proposed Conceptual Spatial Framework would be broadly reduced from about 59% to about 45% and from about 76% to about 62% respectively. The corresponding share in the Non-Metro Area would increase from about 41% to about 55% for population and from about 24% to about 38% for employment.

space and quality of living environment; provide land/space for economic activities to capture opportunities and maintain our competitiveness; provide land/space for community facilities and public realm to cater for an ageing population and promote a healthy city; and provide decanting land/space to cater for the anticipated housing need arising from substantial scale of urban regeneration including redevelopment.

**(i) New Territories North**

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

49. Through comprehensive planning and more efficient use of the brownfield sites and abandoned agricultural land in the NT, the NTN development would provide land for building new communities 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, and developing modern industries and industries preferring a boundary location to capitalise the future LT/HYW BCP, while improving the overall 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.

50. Strategically, with a focus on economic uses and job creation, NTN will provide space for development of economic and employment nodes outside the Metropolitan Business Core and redress the current home-job imbalance of the territory, thereby reducing the burden on the transport system. Spatially, it leverages the strategic transport infrastructure serving and being improved for the area, and its strategic proximity with Shenzhen to capture economic opportunities for Hong Kong. Through the concept of rural-urban integration and the identification of areas of high quality farmland as Agricultural Priority Areas under the New Agricultural Policy, the NTN will strike an appropriate balance between urban and rural uses. It is also expected that some 200 ha of brownfield sites would be released through the development of NTN.

**(ii) East Lantau Metropolis**

*(Population: about 400 000 to 700 000; Employment: about 200 000)*

51. The basic concept of ELM is to create artificial islands by reclamation in the waters near Kau Yi Chau and in the Hei Ling Chau Typhoon Shelter, and to make better use of the under-utilised land in Mui

Wo, with the aim of creating a smart, liveable and low-carbon development cluster. Strategically, it provides expansion room for the Metropolitan Business Core with a new CBD3 at Kau Yi Chau. With its proximity and connection to the existing urban areas concentrated with older buildings, the ELM would also provide much needed decanting space for the redevelopment of the existing urban areas, and could also serve as solution space for exploring more innovative thinking to enhance our urban renewal strategy and to facilitate urban redevelopment. It also provides a key stepping stone to extend the strategic transport (highway and railway) network bridging the main urban areas with Lantau Island, the airport and western NT. Spatially, it tallies with the overall westward shift in centrality of the regional development pattern, and serves as a new platform to leverage development potential spurred by the new and improved transport connections extending from the traditional CBD to the Pearl River Delta east and west. We will seek funding approval from LegCo for commencing strategic studies to explore the feasibility of constructing artificial islands in the central waters, including the development of the ELM, at an appropriate time.

52. The existing niche of Hong Kong as a high-density compact city would be maintained under the Conceptual Spatial Framework of Hong Kong 2030+. Even with the two SGAs fully developed (which are anticipated to be beyond 2030), the total built-up area is expected to increase from existing 270 km<sup>2</sup> to about 324 km<sup>2</sup>, increasing the proportion of built-up area as against total land area from existing 24% to 29% only. However, we would expect the liveability of Hong Kong would be much improved, with more land/space for G/IC facilities and open space, as well as other measures to both enhancing the urban design of newly developed areas and retrofitting the existing urban areas through redevelopment.

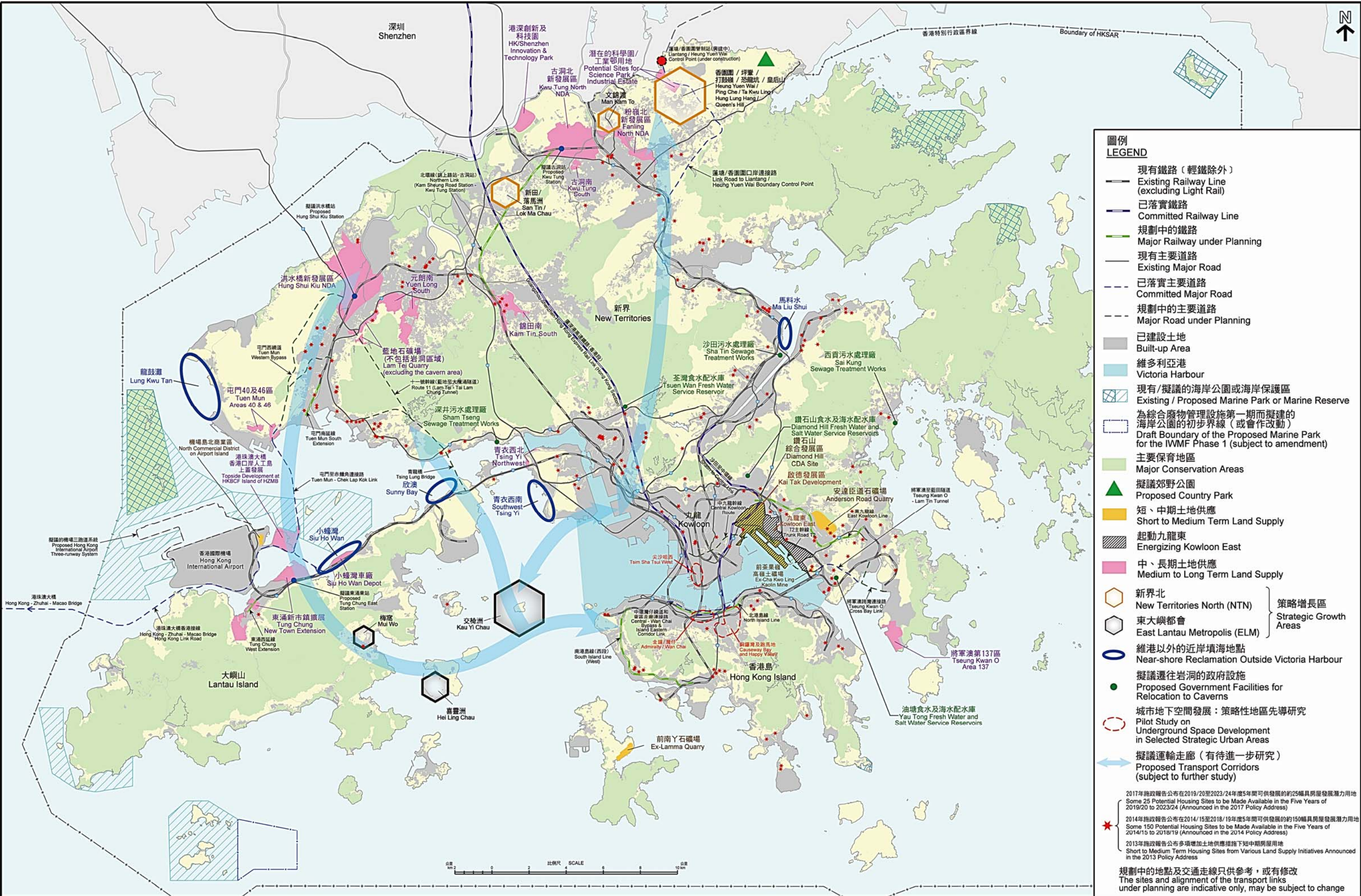
## **OTHER IDEAS ON LAND SUPPLY**

53. Apart from the above land supply initiatives explored, proposed and/or being undertaken by the Government, there are other ideas put forward by various stakeholders or sectors of the community. **Annex E** recapitulates the major ideas for Members' reference.

## **ADVICE SOUGHT**

54. Members are invited to note the Government's ongoing efforts for increasing land supply in the short, medium and long term. In the course of further Task Force discussions, Members are invited to consider how the land supply strategy may be strengthened through introduction of other measures and refinement of existing initiatives.

**Development Bureau**  
**1 September 2017**



主要土地供應措施  
Major Land Supply Initiatives

**圖例**  
**LEGEND**

- 現有鐵路（輕鐵除外）  
Existing Railway Line (excluding Light Rail)
- 已落實鐵路  
Committed Railway Line
- 規劃中的鐵路  
Major Railway under Planning
- 現有主要道路  
Existing Major Road
- 已落實主要道路  
Committed Major Road
- 規劃中的主要道路  
Major Road under Planning
- 已建設土地  
Built-up Area
- 維多利亞港  
Victoria Harbour
- 現有/擬議的海岸公園或海岸保護區  
Existing / Proposed Marine Park or Marine Reserve
- 為綜合廢物管理設施第一期而擬建的海岸公園的初步界線（或會作改動）  
Draft Boundary of the Proposed Marine Park for the IWMF Phase 1 (subject to amendment)
- 主要保育地區  
Major Conservation Areas
- 擬議郊野公園  
Proposed Country Park
- 短、中期土地供應  
Short to Medium Term Land Supply
- 起勁九龍東  
Energizing Kowloon East
- 中、長期土地供應  
Medium to Long Term Land Supply
- 新界北  
New Territories North (NTN)
- 東大嶼都會  
East Lantau Metropolis (ELM)
- 維港以外的近岸填海地點  
Near-shore Reclamation Outside Victoria Harbour
- 擬議遷往岩洞的政府設施  
Proposed Government Facilities for Relocation to Caverns
- 城市地下空間發展：策略性地區先導研究  
Pilot Study on Underground Space Development in Selected Strategic Urban Areas
- 擬議運輸走廊（有待進一步研究）  
Proposed Transport Corridors (subject to further study)

2017年施政報告公布在2019/20至2023/24年度5年間可供發展的約25幅具發展潛力用地  
Some 25 Potential Housing Sites to be Made Available in the Five Years of 2019/20 to 2023/24 (Announced in the 2017 Policy Address)

2014年施政報告公布在2014/15至2018/19年度5年間可供發展的約150幅具發展潛力用地  
Some 150 Potential Housing Sites to be Made Available in the Five Years of 2014/15 to 2018/19 (Announced in the 2014 Policy Address)

2013年施政報告公布多項增加土地供應措施下短期發展房屋用地  
Short to Medium Term Housing Sites from Various Land Supply Initiatives Announced in the 2013 Policy Address

規劃中的地點及交通走線只供參考，或有修改  
The sites and alignment of the transport links under planning are indicative only, may be subject to change

**Overview of Land Supply Initiatives**

<b>(I) Short to Medium Term Land Supply Initiatives</b>			
	<b>Estimated Developable Land Area (about) (ha)</b>	<b>Estimated Flat Production / Economic Use GFA (about)</b>	<b>Estimated Population Intake/GFA Availability</b>
<b>Land Use Reviews - Some 25 Potential Housing Sites (2019/20-2023/24)</b> (2017 Policy Address)	~100 (including about 10 Green Belt sites of about 50 ha)	60 000+ units (>80% public housing units)	Depending on circumstances of individual sites
<b>Land Use Reviews - Some 150 Potential Housing Sites (2014/15-2018/19)</b> (2014 Policy Address)	~350 (including about 70 Green Belt sites of over 150 ha)	210 000+ units (>70% public housing units)	Depending on circumstances of individual sites
<b>Increasing Land Supply – 42 Potential Housing Sites</b> (2013 Policy Address)	~50	40 000 units (>60% public housing units)	Depending on circumstances of individual sites
<b>Kai Tak Development</b>	320 (total planning area)	Flat no.: 50 000 units  Commercial GFA: 2.3 million m <sup>2</sup> @	2014 and after
<b>Diamond Hill CDA Site</b>	7.42	4 050 units (all public housing)	Starting from 2020/21
<b>Ex-Cha Kwo Ling Kaolin Mine</b> (included in the some 150 sites announced in 2014 Policy Address)	3.29 (residential area)	2 270 units (public/private: about 1:6)	Starting from 2023/24
<b>Anderson Road Quarry</b> (included in the some 150 sites announced in 2014 Policy Address)	40	9 410 units (public/private: about 2:8)	Starting from 2023/24
<b>Ex-Lamma Quarry</b>	20	1 900 units (public/private: about 4:6)	2024 - 2025

<b>(I) Short to Medium Term Land Supply Initiatives</b>			
	<b>Estimated Developable Land Area (about) (ha)</b>	<b>Estimated Flat Production / Economic Use GFA (about)</b>	<b>Estimated Population Intake/GFA Availability</b>
<b>Kam Tin South Public Housing Development</b>  (included in the some 150 sites announced in 2014 Policy Address)	19	9 000 units	2025 and after
<b>Railway Property Developments – Committed Projects*</b>	18	12 000 units	Depending on circumstances of individual sites
<b>Urban Redevelopments Implemented by URA#</b>	2.38	3 310 units	Depending on circumstances of individual sites
<b>Energizing Kowloon East</b>	7.00	Commercial GFA: 680 000 m <sup>2</sup>	Starting from 2023/24
<b>New Central Harbourfront</b>	19	Commercial GFA: 200 000 m <sup>2</sup>	Depending on circumstances of individual sites
<b>Total (approximate)</b>	-	<b>Flat no.: 380 000+ units</b> <b>Economic use GFA: 2 million+ m<sup>2</sup></b>	-

**Notes:**

\* Excluding West Rail Pat Heung Maintenance Depot site and potential property developments (e.g. Siu Ho Wan Depot).

# Based on URA's commenced residential projects with projected tender invitation timetable in the 5 years from 2017/18 to 2021/22.

@ This is the estimated total commercial GFA in KTD, which comprises about 1.8 million m<sup>2</sup> of commercial floor area, as well as about 0.5 million m<sup>2</sup> of government office floor space under planning and commercial/government office floor space currently in use.

The estimated developable land area, flat production, economic use GFA, population intake and GFA availability are subject to changes.

<b>(II) Medium to Long Term Land Supply Initiatives</b>			
	<b>Estimated Developable Land Area (about) (ha)</b>	<b>Estimated Flat Production / Economic Use GFA (about)</b>	<b>Estimated Population Intake/GFA Availability</b>
<b>Kwu Tung North and Fanling North NDAs</b>	320	Flat no.: 60 000 units (public/private: about 6:4)  Commercial/Industrial GFA: 840 000 m <sup>2</sup>	2023 - 2031
<b>Tung Chung New Town Extension</b>	196	Flat no.: 49 400 units (public/private: about 6:4)  Commercial GFA: 877 000 m <sup>2</sup>	2023 - 2030
<b>Hung Shui Kiu NDA</b>	441	Flat no.: 61 000 units (public/private: about 5:5)  Commercial/Industrial GFA: 6.37 million m <sup>2</sup>	2024 - 2038
<b>Yuen Long South Development</b>	183	Flat no.: 28 500 units (public/private: about 6:4)  Commercial/Industrial GFA: 570 000 m <sup>2</sup>	2027 -2038
<b>Tseung Kwan O Area 137</b>	80+	Subject to study	Subject to study
<b>Railway Property Developments – Potential Projects in Medium/Long Term</b> (including Pat Heung Maintenance Depot and Siu Ho Wan Depot)	54	21 000+ units	Subject to study
<b>Topside Development at HKBCF Island of HZMB</b>	HKBCF: 150	Commercial GFA: up to 500 000 m <sup>2</sup>	Subject to study
<b>Total (approximate)</b>	-	<b>Flat no.: 220 000+ units</b>  <b>Economic use GFA: 8.6 million+ m<sup>2</sup></b>	-

**Note:**

The estimated developable land area, flat production, economic use GFA, population intake and GFA availability are subject to changes.

<b>(III) Longer Term Land Supply Initiatives</b>			
	<b>Approximate Land Area Involved (about) (ha)</b>	<b>Approximate Population / Employment / Development Capacity</b>	<b>Approximate Development Time</b>
<b>Reclamations Outside Victoria Harbour</b> (including Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Tsing Yi Southwest, Ma Liu Shui, artificial islands in central waters including ELM)	Sunny Bay: 60 to 100 Lung Kwu Tan: 220 to 250 Siu Ho Wan: 60 to 80 Tsing Yi Southwest: subject to study Ma Liu Shui: 60 artificial islands in central waters (incl. ELM): subject to study, see also item below	All (except ELM) : subject to study  ELM: see item below	Sunny Bay, Lung Kwu Tan and Ma Liu Shui: before 2030  Tsing Yi Southwest, Siu Ho Wan, artificial islands in central waters (incl. ELM): subject to study, see also item below
<b>Cavern and Underground Space Developments</b>	(i) Sha Tin Sewage Treatment Works (STW): 28 (ii) Sai Kung STW, Diamond Hill Fresh Water (FW) & Salt Water (SW) Service Reservoirs (SRs), and Sham Tseng STW: 6 (iii) Tsuen Wan FW SR, Yau Tong FW & SW SRs: 7	Subject to study	Subject to study
<b>(IV) Strategic Growth Areas Proposed under Hong Kong 2030+</b>			
<b>ELM</b>	~1 000	Population: ~400 000 - 700 000  Employment: ~200 000	Beyond 2030
<b>NTN</b>	~720	Population: ~255 000 / 350 000  Employment: ~215 000	Beyond 2030

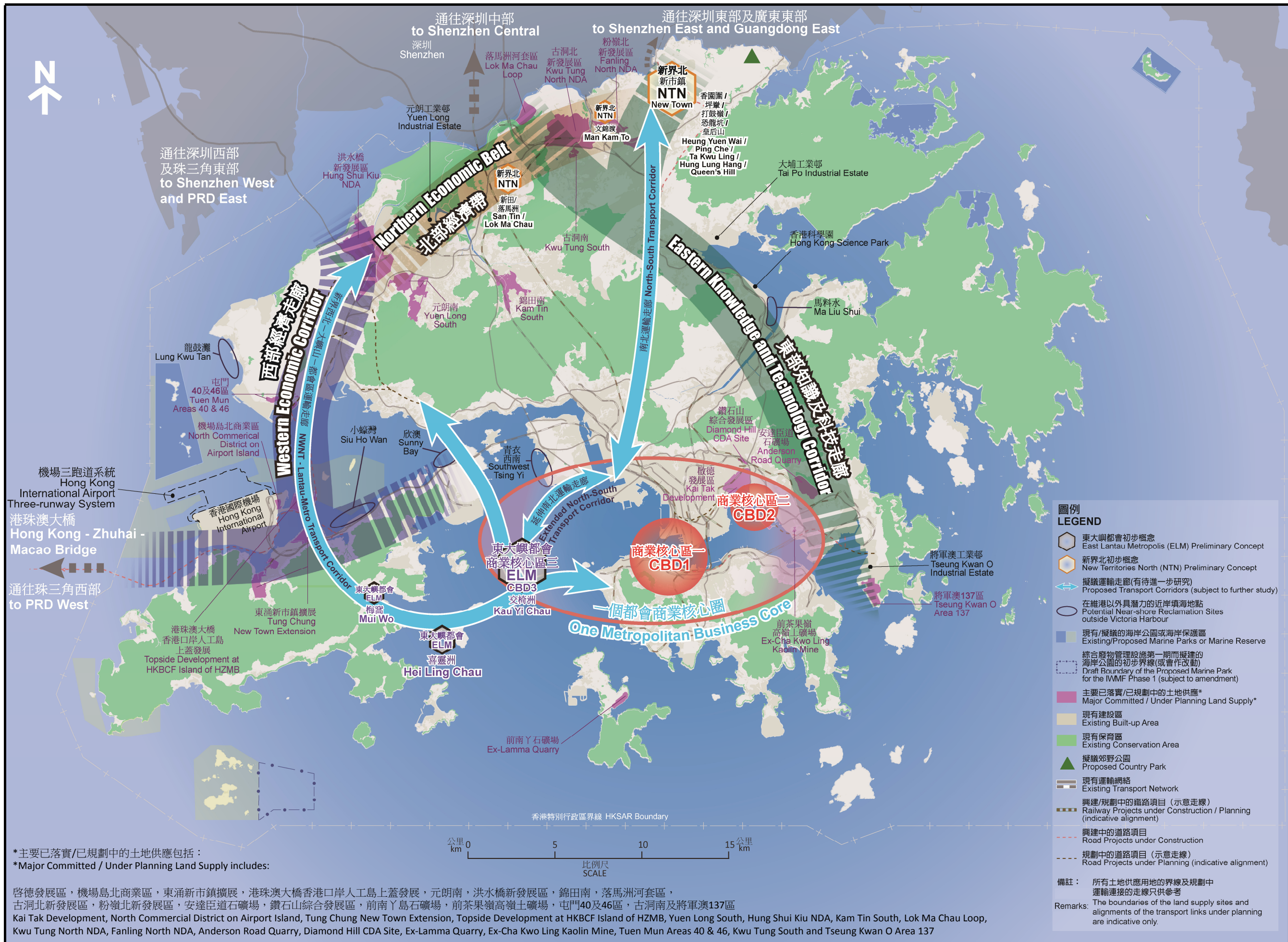
**Note:**

The estimated land area involved, population, employment, development capacity and development time are subject to changes.

**Summary of the Consolidated Land Requirement and Supply Analysis**  
**under Hong Kong 2030+**

	<b>Estimated Land Requirement (ha)</b>	<b>Estimated Land Supply (ha)</b>	<b>Estimated Shortfall (ha)</b>	<b>Remarks</b>
<b>(i) Economic Uses</b>	<b>458</b>	<b>202</b>	<b>256</b> <b>(about 300)</b>	
<i>Market-driven</i>	<i>201</i>	<i>121</i>	<i>80</i>	<ul style="list-style-type: none"> <li>The negative supply of land for “Industries” is mainly due to the redevelopment of existing industrial buildings for non-industrial uses.</li> <li>The relevant estimated land requirement does not include two economic land uses which are anticipated to have surplus land supply, i.e. Non-CBD Grade A Offices and General Business.</li> </ul>
<i>CBD Grade A Offices</i>	<i>27</i>	<i>18</i>	<i>9</i>	
<i>Industries</i>	<i>37</i>	<i>-17</i>	<i>54</i>	
<i>Special Industries</i>	<i>137</i>	<i>120</i>	<i>17</i>	
<i>Others</i>	<i>257</i>	<i>81</i>	<i>176</i>	The land supply for “Industries” mainly includes land for port back-up facilities and Industrial Estates.
<i>Industries</i>	<i>248</i>	<i>81</i>	<i>167</i>	
<i>Commercial Facilities</i>	<i>9</i>	<i>-</i>	<i>9</i>	
<b>(ii) Housing</b>	<b>1 670</b>	<b>1 440</b>	<b>230</b> <b>(about 200)</b>	The land supply mainly includes the housing land in the various short to medium term land supply initiatives and medium to long term land supply initiatives under items (I) and (II) of <b><u>Annex B</u></b> .
<b>(iii) G/IC Facilities, Open Space and Transportation Facilities</b>	<b>2 592</b>	<b>1 872</b>	<b>720</b> <b>(about 700)</b>	
<i>Major G/IC, Open Space, Transportation and Other Government Special Facilities</i>	<i>1 448</i>	<i>1 020</i>	<i>426</i>	The land supply mainly includes various committed/planned/under advance planning G/IC facilities (e.g. education, medical, recreational/

				leisure facilities), open space, transportation and other government facilities.
<i>Population-related G/IC, Open Space, Transportation and Other Government Facilities</i>	<i>1 078</i>	<i>852</i>	<i>226</i>	Population-related facilities generally refer to the G/IC facilities, open space, transportation and other government facilities planned with reference to population under the “Hong Kong Planning Standards and Guidelines”.
<i>Outstanding Shortfalls for G/IC, Open Space, Transportation and Other Government Facilities</i>	<i>66</i>	<i>-</i>	<i>66</i>	Mainly include the outstanding land shortfalls of the facilities provided according to the relevant B/Ds or the “Hong Kong Planning Standards and Guidelines”.
<b>Total</b>	<b>4 720 (about 4 800)</b>	<b>3 514 (about 3 600)</b>	<b>1 206 (about 1 200)</b>	



**Other Ideas on Land Supply Put Forward  
by Various Stakeholders or Sectors of the Community**

**(i) Developing Sites Now on Short Term Tenancy, Temporary Government Land Allocation and “Undetermined” Land Use Zonings**

While the Government’s on-going land use reviews have already covered government land currently unleased or unallocated, under Short-Term Tenancies (STTs) or different government uses, there have been continued call for more optimal use of the sizeable STT (e.g. fee-paying public carpark) and government sites (e.g. works sites, vacant school premises, sites on “Undetermined” zones the long-term land uses of which are subject to detailed planning studies).

**(ii) Tapping into the Land Reserves of Private Property Developers**

2. There have been calls for initiatives to facilitate the utilisation of land reserves of private property developers. More optimal and efficient use of private land, especially those in the New Territories, could be another potential source of land supply in meeting the pressing housing needs of the community.

**(iii) More Reclamations outside Victoria Harbour**

3. Apart from the Siu Ho Wan, Lung Kwu Tan, Ma Liu Shui and Central Waters reclamations being studied by the Government, some have suggested that large-scale reclamations should also be considered for Cheung Chau South, Lamma Island and Po Toi Island, etc. Cheung Chau South reclamation in particular was considered by some as having the potential for relocating the Kwai Tsing Container Terminals.

**(iv) Reclaiming the Reservoirs**

4. Some suggest to release and reclaim reservoirs for large-scale housing development. One recent study recommended that the Plover Cove Reservoir in Tai Po could be filled up and converted into a new town.

#### **(v) Making Alternative Uses of Private Recreation Sites**

5. Some have suggested the Government to make use of sites held under Private Recreational Leases to provide the much needed housing and other public facilities.

#### **(vi) Relocation or Consolidation of Large-Scale Recreation Facilities**

6. It has been suggested that large-scale public recreation facilities should be relocated or consolidated (with possibly topside developments) to free up prime sites for housing or other developments.

#### **(vii) Developing “Village Type Development” Zones**

7. Some have proposed converting suitable “Village Type Development” zones for large-scale higher-density housing developments, and there are also calls for a review of the small house policy serving indigenous villagers.

#### **(viii) Relocation of the Kwai Tsing Container Terminals**

8. Some sectors of the community propose to relocate the Kwai Tsing Container Terminals, which could provide sizeable formed land in the urban area with close proximity to major infrastructures, for residential and other more pressing developments. Some have also suggested that Lantau, Cheung Chau and Lung Kwu Tan could be possible locations for the relocation.

#### **(ix) “Topside Development” over the Container Terminals**

9. Instead of relocating the Kwai Tsing Container Terminals which may take considerable time and resources, some have proposed that housing be built on elevated platforms above the container terminals, such that the existing logistics and port operations, which play an important role in supporting the economic activities and providing employment opportunities in Hong Kong, could be kept in-situ while maximising the usage of the massive terminal site.

#### **(x) Developing Country Parks**

10. Country parks currently account for about 40% of the total land area of Hong Kong. In view of the pressing housing and land demand, there have been suggestions that a small proportion of land on the periphery of country parks could be considered for alternative development.

**(xi) Expediting the Development of “Comprehensive Development Area” Sites**

11. Some consider that the long delays in some “Comprehensive Development Area” (“CDA”) projects are tying up the potential supply of private housing units. It has been suggested that the Government should re-examine the existing “CDA” sites and look into ways to expedite their development, especially for those which have significant implementation difficulties and slim chances of successful implementation.

**(xii) Developing Military Sites**

12. Considering that some military sites are sizeable and located in prime locations close to major infrastructures, some have suggested that the Government should seek the approval of the Central People’s Government for releasing some of the military sites for housing and other developments.