



香港 HONG KONG 2030+

跨越2030年的規劃遠景與策略
Towards a Planning Vision and
Strategy Transcending 2030

2021年10月
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跨越 2030 年的規劃遠景與策略 TOWARDS A PLANNING VISION AND STRATEGY TRANSCENDING 2030

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前言 FOREWORD



香港處身於環球經濟、社會和環境翻覆變化的時代。在本地方面，我們面對機遇，也有挑戰。《中華人民共和國國民經濟和社會發展第十四個五年規劃和 2035

年遠景目標綱要》（國家《十四五規劃綱要》）和《粵港澳大灣區發展規劃綱要》為香港經濟增長帶來新動力。另一方面，除了對適切居所的需求上升之外，我們還面臨著前所未有的人口和樓宇「雙老化」現象。

《香港 2030+：跨越 2030 年的規劃遠景與策略》（下稱《香港 2030+》）闡述香港的空間發展策略，強調三大元素，分別是提升宜居度，迎接經

Hong Kong stands in times where profound economic, social and environmental changes are taking place in the world. Locally, we see both opportunities and challenges. The “Outline of the 14th Five-Year Plan for National Economic and Social Development of the People’s Republic of China and the Long-Range Objectives Through the Year 2035” (the National 14th Five-Year Plan) and the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (Outline Development Plan for the GBA) give Hong Kong new impetus for economic growth. On the other hand, apart from coping with rising demand for decent housing, we are facing the unprecedented “double-ageing” of population and building stock.

The “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+)” encapsulates our territorial spatial development strategy which is underscored by three building blocks: enhancing liveability, embracing economic opportunities and challenges, and creating capacity for sustainable growth. The common determinant is our

經濟機遇和挑戰，以及創造容量以達致可持續發展。這三大範疇的工作成效取決於我們創造和善用土地資源的能力。「概念性空間框架」顯示了政府對香港長遠空間發展的宏觀看法。它以創造容量為基礎，確定了增長區、可能供地項目和概念性運輸網絡，為未來做好準備並增強香港的應變能力。

《香港 2030+》代表我們會以堅定的承諾去回應社會的需要和期望，促進共融增長，並同時把握大灣區發展帶來的機會，為世界級大灣區作出貢獻。

《香港 2030+》的願景是使香港繼續成為一個宜居、具競爭力和可持續發展的「亞洲國際都會」。

我期待與社會各界同心協力，實現此策略性空間規劃宏圖，共建豐碩成果，讓市民生活更趨美好。

ability to create and use land resources wisely. The Conceptual Spatial Framework shows the Government’s macro view on Hong Kong’s long term spatial development. It defines growth areas, possible solution spaces and conceptual transport network with the underpinning capacity creating approach to prepare for changes and increase our resilience in the years to come.

Hong Kong 2030+ represents our staunch commitment to responding to local needs and aspirations and fostering inclusive growth while capitalising the opportunities brought by the GBA development and at the same time contributing to a world-class GBA. Our vision for Hong Kong is that it continues to be a liveable, competitive and sustainable “Asia’s World City”.

I look forward to working with different sectors of the community to bring this strategic spatial development plan to fruition for the well-being of our people.

黃偉綸，WONG Wai-lun, Michael, JP

香港特別行政區政府 發展局局長
Secretary for Development, HKSAR Government

概要 OVERVIEW

《香港 2030+》旨在更新全港空間發展策略，不但為香港未來的規劃、土地及基建發展，也為塑造跨越 2030 年的都市和自然環境，提出策略性空間規劃框架。

最終全港空間發展策略反映了 2021 施政報告公布的《北部都會區發展策略》和最新相關的政策

Hong Kong 2030+ is a strategic study to update the territorial spatial development strategy. It provides a strategic spatial planning framework for the future planning, land and infrastructure development as well as the shaping of the built and natural environment of Hong Kong beyond 2030.

The finalised territorial spatial development strategy has reflected the development strategy of the Northern Metropolis unveiled in 2021 Policy Address and the latest relevant policy directions

方針（包括國家《十四五規劃綱要》和大灣區發展），亦考慮了土地供應專責小組 2018 年底提交政府的建議、《香港 2030+》公眾參與活動所收集到的意見及其他相關考慮。最新的全港空間發展策略以三大相互聯繫的元素和一個概念性空間框架組成。

(including those arising from the National 14th Five-Year Plan and the development of the GBA). It has also taken into account the Task Force on Land Supply (TFLS)'s recommendations made to the Government in end 2018, the comments received during the public engagement (PE) of Hong Kong 2030+, and other relevant considerations. The latest territorial spatial development strategy consists of three interconnected building blocks and one conceptual spatial framework.



願景 Vision



成為宜居、具競爭力及可持續發展的「亞洲國際都會」

To become a liveable, competitive and sustainable “Asia’s World City”

總規劃目標 Overarching Planning Goal



倡導可持續發展，以滿足香港現時及未來的社會、環境及經濟需要和期望

To champion sustainable development with a view to meeting our present and future social, environmental and economic needs and aspirations

三大元素 Three Building Blocks



三大元素以實現願景和達致總規劃目標

Three building blocks for achieving the vision and overarching planning goal

各元素的策略方針及措施

Key Strategic Directions and Actions for Building Blocks



提升集約高密度
城市的宜居度

**Enhancing
Liveability in a
Compact High-
Density City**



迎接新的經濟
機遇與挑戰

**Embracing
New Economic
Opportunities
and Challenges**



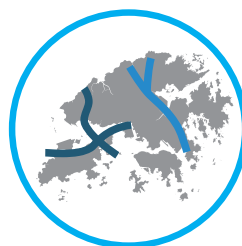
創造容量以達致
可持續發展

**Creating
Capacity for
Sustainable
Growth**

概念性空間框架 Conceptual Spatial Framework



兩個都會區
Two Metropolises



兩條發展走廊
Two Development Axes

智慧、環保及具抗禦力的城市策略

Smart, Green and Resilient (SGR) City Strategy

推展可持續的規劃
及城市設計
**Promoting Sustainable
Planning and Urban Design**

設計綜合智慧、環保及
具抗禦力的基建系統
**Devising an Integrated SGR
Infrastructure System**

促進智慧出行
Fostering Smart Mobility



人口增長及漸趨老化；
勞動力下降
Growing and ageing
population; shrinking
labour force



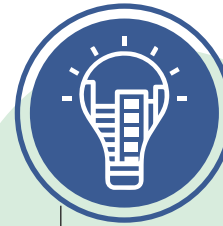
環球及區域經濟競爭激烈；
香港在大灣區的策略定位
Keen global and regional
competition; our strategic
positioning in the GBA



居所與就業空間
分布不均
Imbalanced spatial
distribution of
homes and jobs

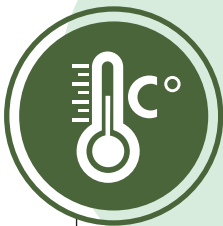


大量老化樓宇
Large quantity of
old building stock



善用創新科技提升生
產力
Enabling innovation
and technology to
enhance productivity

機遇與挑戰 OPPORTUNITIES AND CHALLENGES



應對氣候變化
Responding to
climate change



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



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



提升宜居度
Enhancing liveability

我們希望：

- ✓ 滿足估計約 3,000 公頃的土地短缺
- ✓ 建設宜居和智慧、環保及具抗禦力的新社區
- ✓ 改善稠密舊區
- ✓ 推動更健康生活
- ✓ 提供更好和更多的休憩空間和社區設施
- ✓ 成為長者友善的社區
- ✓ 創造「住大啲」的機會
- ✓ 規劃新就業樞紐，令居所與工作地點更接近
- ✓ 提升藍綠資源系統以成為自然大都會
- ✓ 成為能適應氣候變化和生物多樣性城市
- ✓ 改善香港內部和與世界各地，特別是大灣區的交通連繫
- ✓ 鞏固香港作為國際金融、航運、貿易中心、全球離岸人民幣業務樞紐、國際資產管理中心及風險管理中心、亞太區國際法律及解決爭議服務中心、國際航空樞紐、國際創新科技中心、區域知識產權貿易中心，以及中外文化藝術交流中心的定位

We aim to :

- ✓ Satisfy the estimated land shortage of about 3,000 hectares
- ✓ Build liveable and SGR new communities
- ✓ Retrofit dense and old urban core
- ✓ Promote healthier lifestyle
- ✓ Provide better and more open spaces and community facilities
- ✓ Become an age-friendly community
- ✓ Create opportunities for larger homes
- ✓ Plan new employment nodes and bring jobs closer to homes
- ✓ Enhance blue-green systems to develop City within Nature
- ✓ Contribute to a “Climate-ready” and biodiverse city
- ✓ Improve overall connectivity within Hong Kong and the rest of the world, particularly the GBA
- ✓ Bolster Hong Kong's positioning as “an international financial, transportation and trade centre, global offshore Renminbi business hub, international asset management centre and risk management centre, centre for international legal and dispute resolution services in the Asia-Pacific region, international aviation hub, international innovation and technology hub, regional intellectual property trading centre, and East-meets-West centre for international cultural exchange”





元素一 Building Block 1

提升集約高密度城市的宜居度 Enhancing Liveability in a Compact High-density City

為在集約高密度的城市布局下提升香港的宜居度，我們要營造一個容納發展和自然環境的城市，讓市民享有更健康 and 低碳的生活，同時拉近我們和藍綠資源的距離，並鼓勵不同年齡和能力的人充分發揮潛能。我們期望透過規劃好空間布局，讓廣大市民皆可使用及享受市內各地方，同時妥善保養並適時更新日漸老化的城市肌理，保存城市的獨特性和多元性。

To enhance Hong Kong's liveability in a compact high-density setting, we shall foster a city that caters for development and natural environment, which enables people to lead healthier and low-carbon lives, brings people closer to our blue-green assets and encourages people of all ages and abilities to unleash their fullest potential. We aspire to provide well-planned spatial layout to enable citizens' equal access to the use and enjoyment of the city, and preserve the city's uniqueness and diversity while our ageing city fabric is well maintained with timely rejuvenation.



《香港 2030+》期望展示香港作集約高密度可持續發展的潛力，成為領先全球的典範。
Hong Kong 2030+ seeks to showcase the potential for Hong Kong to lead by example as a global exemplar of compact high-density sustainable development.

已建設區人口密度 Population Density in Built-Up Area

總土地面積
Total land area
1,114 平方公里
km²

已建設區總面積
Total built-up areas
280 平方公里
km²



全港 Whole territory

約每平方公里
About **26,700** 人
person/km²



九龍 Kowloon

約每平方公里
About **60,500** 人
person/km²



港島北 Hong Kong Island North

約每平方公里
About **53,000** 人
person/km²

資料來源：規劃署 Data Source: Planning Department (PlanD)

我們必須為前所未見的人口和樓宇雙老化情況作好應對。

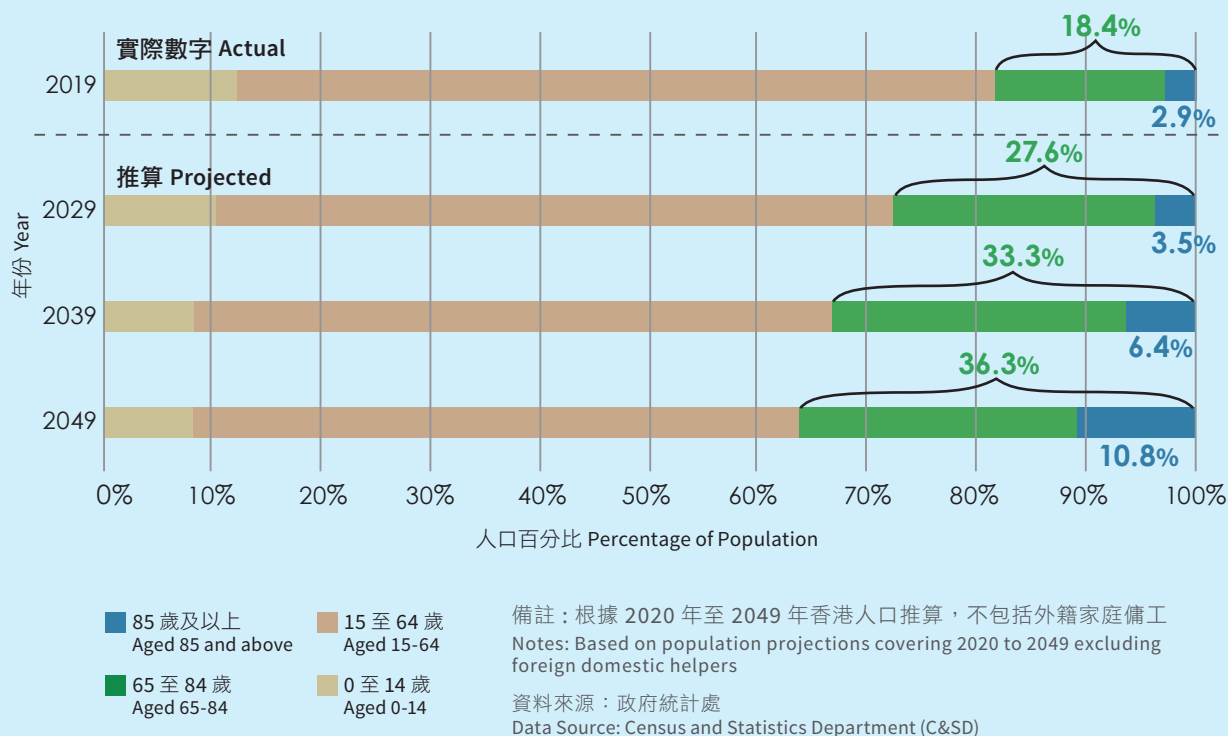
We must gear up for the unprecedented double ageing of population and building stock.

我們應該建設長者友善社區以推動「積極樂頤年」和「居家安老」。

We shall build age-friendly communities to promote “Active Ageing” and “Ageing in Place”.

2019 年至 2049 年香港居民按年齡組別劃分的推算人口

Distribution of Hong Kong Resident Population by Age, 2019-2049

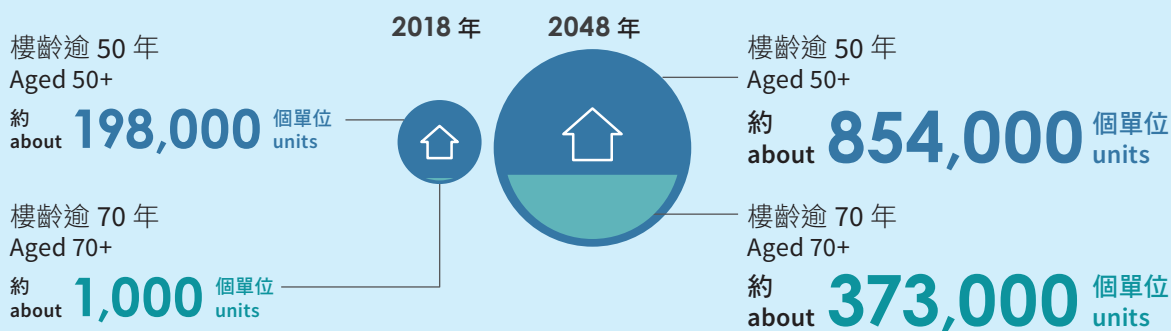


我們建議採取雙管齊下的方法，從策略性空間規劃層面應對樓宇老化問題，即發展宜居新區從而提供重置空間以重建稠密的都市核心區。

We propose a two-pronged approach to tackle the ageing building stock problem at the strategic spatial planning level, i.e. developing liveable new districts whereby decanting space is provided for redeveloping the dense urban core.

大量老化私人住宅單位

A Large Stock of Old Private Residential Flats



備註：假設自 2018 年沒有樓宇被拆卸
Note: Assuming no demolition from 2018 onwards
資料來源：規劃署
Data Source: PlanD

策略方針 STRATEGIC DIRECTIONS



健康活力的城市 Healthy and Revitalised City

我們應改善都市微氣候及改造老化的社區，從而提升城市樓宇狀況。此外，我們應提供足夠的土地興建合適設施，以促進全民健康及提升香港人的體能活動。

We shall improve urban microclimate and facilitate retrofitting of ageing neighbourhoods in order to refine the built fabric of the city. We shall also provide adequate land for construction of suitable facilities to promote health and enhance physical activities of Hong Kong people.



優化空間規劃和設計以改善都市微氣候
Improve the urban microclimate of the city
through optimising spatial planning and design



透過合適的城市設計以鼓勵市民追求活力、健康和低碳的生活方式
Encourage all to pursue active, healthy and low-carbon lifestyles through suitable urban design



抓緊機遇以地區為本方式改造舊區
Seize opportunities to retrofit the decaying urban areas under an area-based approach

提供足夠的土地，以便強化醫療服務，例如醫院、基層醫療設施、疫情下的隔離設施，以及提供更多長者設施以應對老齡化人口
Provide adequate land to strengthen healthcare services, e.g. hospitals, primary healthcare facilities, quarantine facilities under the pandemic, as well as enhance provision of elderly facilities amid an ageing population



推廣體能活動和促進健康
Promote physical activity and health

相片來源：康樂及文化事務署

Photo Source: Leisure and Cultural Services Department



葵青地區康健中心
Kwai Tsing District Health Centre



富藍綠資源的城市 Blue and Green City

香港擁有豐富的綠化空間和蔚藍水體，是提升城市宜居度和可持續發展的主要元素。相對於主要國際城市，香港將享有較高人均綠化空間比率，市民可從居所步行至藍綠休憩康樂設施。

Hong Kong is well-endowed with green spaces and water resources, which are key components for the liveability and sustainability of our city. Hong Kong people shall enjoy a high green space per capita ratio which compares favourably to those of the major world cities, and where our residents will live within walking distance to a blue or green leisure/recreational opportunity.



將藍綠元素引入新建及現有發展區，提升市民健康與福祉，締造香港為自然大都會
Bring blue and green features to new and existing development areas to enhance the health and well-being of citizens and to make Hong Kong a City within Nature



充分利用機會作城市綠化
Optimise opportunities for urban greening



翠屏河活化工程
Tsui Ping River Revitalisation Project

相片來源：渠務署
Photo Source: Drainage Services Department



重塑都市環境中的「藍綠資源系統」，例如活化水體
Reinvent the 'Blue and Green Systems' in the built environment, such as revitalisation of water bodies



改善位處現有藍綠空間的康樂及配套設施，並提高其可達性
Upgrade the recreational and supporting facilities at existing blue and green destinations and enhance their accessibility



具抱負及互助的城市 Aspiring and Supportive City

香港將構建利民的建築環境，達致「愛護兒童」、「支持青年」、「支援家庭」和「關懷長者」，讓不同年齡層的人士都能綻放潛能。

Hong Kong shall create an enabling built environment, that is “pro-child”, “pro-youth”, “pro-family” and “pro-elderly”, allowing people of all ages to fulfil their fullest potential.



促進鼓勵育兒的家庭友善環境
Promote a family-friendly environment
that is conducive to child-raising

提供合宜的居住環境以鼓勵育兒
Decent home space to facilitate child-raising

塑造互助環境並提升空間以讓青年發展所長
Provide a supporting environment and enhance the
capacity for the youth to meet their fullest potential



為年輕企業家和藝術工作者提供的共享工作空間和工作室
Co-working and studio space for young entrepreneurs and artists



青年廣場提供的展覽空間
Exhibition space in Youth Square

促進長者友善的環境以推廣「積極樂頤年」和「居家安老」

Facilitate an age-friendly environment to promote
“Active Ageing” and
“Ageing in Place”



配備通用設計的家居
Home with universal design

相片來源：香港房屋協會 Photo Source: Hong Kong Housing Society



平等共融的城市 Equitable and Inclusive City

市民應能在香港找到安居之所。此外，香港將繼續是發達世界的主要城市中，公共交通使用率最高之一，市民亦可從居所步行至優質休憩空間。

All Hong Kong people shall be properly sheltered. Hong Kong shall also remain having one of the highest public transport usage rates amongst major cities in the developed world, and where our residents will live within walking distances of quality open space that are accessible.



創造發展容量以達致合理的生活水平和享有不同的住屋選擇
Create development capacity to enable a decent level of living and wide housing choices

鼓勵在房屋發展中加入通用設計，以配合居住者的功能性需求

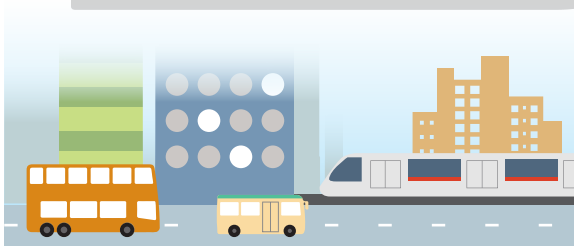
Encourage universal design in housing developments to suit functional needs of occupants

提供便捷行程，把人連繫至就業機會和社區及康樂設施

Enhance easy reach of people to job opportunities and community and leisure facilities



功能性設計以配合不同使用者
Functional design for different users



推動公共空間和公共設施內加入通用和共融設計元素

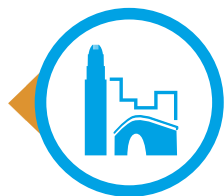
Promote universal and inclusive design in the public realm and public facilities



屯門公園的共融遊樂場
Inclusive playground in Tuen Mun Park



提升休憩用地的質與量
Enhance the quality and quantity of open space



獨特多元的城市 Unique and Diverse City

我們應該促進香港成為文化、藝術、創意、體育和盛事的國際大都會，與此同時展現揉合文化、景觀和城市體驗的傳奇一面。海濱作為我們城市最重要的自然資產，應變得更連貫及易達，讓市民樂在其中。

We shall facilitate Hong Kong to become an international metropolis for culture, arts, creativity, sports and events; and manifest its legendary mix of culture, landscapes and city experiences. As the foremost natural asset of our city, the harbourfront shall become more connected and accessible for public enjoyment.



將香港發展成為國家《十四五規劃綱要》中提出的中外文化藝術交流中心
Develop the city into an East-meets-West centre for international cultural exchange in the National 14th Five-Year Plan

保護並提升維多利亞港及其一帶的環境，使其成為香港最重要的自然和文化資產

Protect and enhance the Victoria Harbour and its setting as Hong Kong's foremost natural and cultural asset



倡導和諧的「城—鄉—郊—野」共融脈絡以彰顯我們的獨特性和多元性
Champion the harmonious "Urban-Rural-Countryside-Nature" continuum to accentuate our uniqueness and diversity



城 Urban



鄉 Rural



郊 Countryside



野 Nature

透過保護和推廣城市特色、都市面貌和文化遺產，維持城市的獨特性
Sustain the city's uniqueness by safeguarding and promoting distinctive urban characters, townscape qualities and heritage features





元素二 Building Block 2

迎接新的經濟機遇與挑戰 Embracing New Economic Opportunities and Challenges

我們需要積極面對全球大趨勢、不斷變化的區域形勢及大灣區發展，使香港的主要產業邁向高增值發展和使香港經濟基礎更多元化，以迎接未來的經濟挑戰和新機遇。為此，我們需要為不同的經濟活動在有利的位置提供充足的土地供應，我們亦需要營造有利的環境，以便充份利用創新科技並提升人力資源，推動經濟增長。

To embrace economic challenges and to tap new opportunities to prosper, we need to be responsive to global megatrends, regional dynamics and development of the GBA, to move our key industries up the value chain, and to diversify our economic base. To this end, we have to provide adequate land supply at strategic locations for different economic activities. We also need to plan for a conducive environment that can harness innovation and technology and enhance our human capital to grow our economy.



香港在國家《十四五規劃綱要》及《粵港澳大灣區發展規劃綱要》的定位

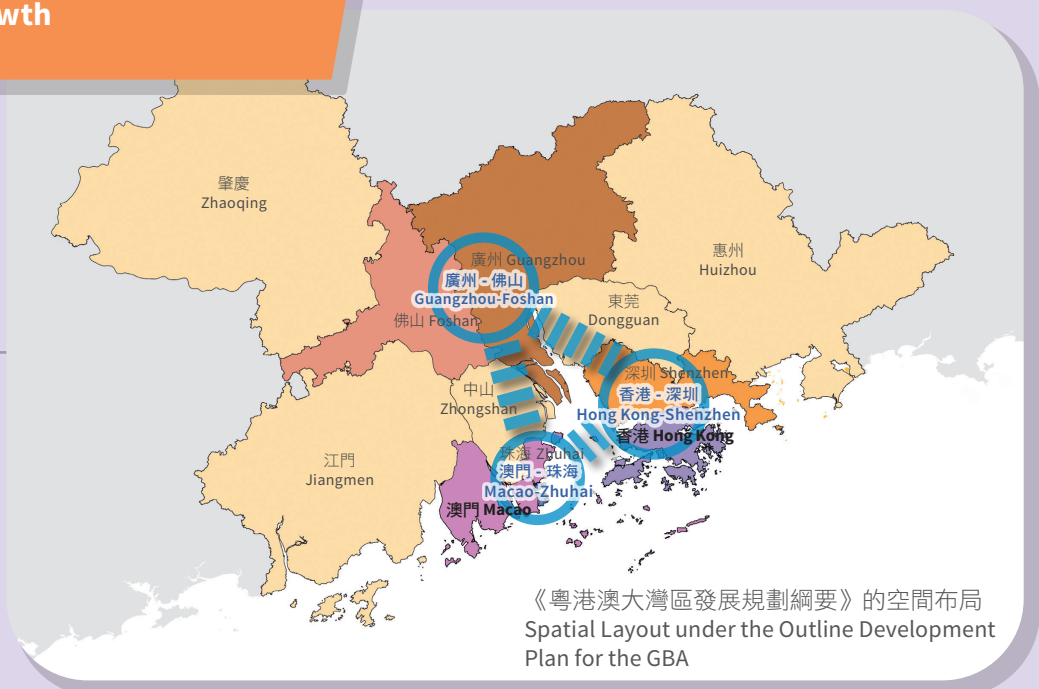
Hong Kong's Positioning under the National 14th Five-Year Plan and the Outline Development Plan for the GBA

把握國家《十四五規劃綱要》和大灣區發展所帶來的機遇，推動經濟增長

Capitalise on opportunities of the National 14th Five-Year Plan and development of the GBA for future economic growth

香港、澳門、廣州和深圳為大灣區的四大中心城市以及區域發展和合作的核心引擎，帶動周邊地區發展。

Hong Kong, Macao, Guangzhou and Shenzhen would be the core cities as well as core engines for regional development and co-operation in the GBA, leading development of nearby regions.



《粵港澳大灣區發展規劃綱要》的空間布局
Spatial Layout under the Outline Development Plan for the GBA

香港在國家《十四五規劃綱要》及《粵港澳大灣區發展規劃綱要》下的定位

- 國際金融、航運和貿易中心
- 全球離岸人民幣業務樞紐、國際資產管理中心及風險管理中心
- 亞太區國際法律及解決爭議服務中心
- 國際航空樞紐
- 國際創新科技中心
- 區域知識產權貿易中心
- 中外文化藝術交流中心

「兩廊兩點」架構體系

國家《十四五規劃綱要》提出完善在大灣區的「兩廊兩點」架構體系，當中包括廣深港、廣珠澳科技創新走廊以及深港河套、粵澳橫琴科技創新極點。「兩廊兩點」架構體系將加強大灣區內的創新科技協同發展。

Hong Kong's Positioning under the National 14th Five-Year Plan and Outline Development Plan for the GBA

- International financial, transportation and trade centre
- Global offshore Renminbi business hub, international asset management centre and risk management centre
- Centre for international legal and dispute resolution services in the Asia-Pacific region
- International aviation hub
- International innovation and technology hub
- Regional intellectual property trading centre
- East-meets-West centre for international cultural exchange

“Two Corridors and Two Poles” Framework System

The National 14th Five-Year Plan proposes improving the “Two Corridors and Two Poles” framework system in the GBA which comprises the Guangzhou-Shenzhen-Hong Kong and Guangzhou-Zhuhai-Macao Science and Technology Innovation Corridors, and the Shenzhen-Hong Kong Loop and Guangdong-Macao-Hengqin Science and Technology Innovation Poles. The “Two Corridor and Two Poles” framework system will strengthen the collaborative development of innovation and technological advancement in the GBA.



策略方針 STRATEGIC DIRECTIONS



創造容量讓經濟可持續增長及擴闊經濟基礎 Create capacity for sustaining economic growth and broadening economic base

為保持香港的競爭力，我們需要提供充足的可發展土地，滿足不同經濟行業在運作和地點方面的要求，從而鞏固主要產業，並透過推動新興產業使我們的經濟基礎多元發展。

To maintain Hong Kong's competitiveness, we shall provide sufficient developable land satisfying the locational and operational requirements of various economic sectors so as to strengthen our key industries and diversify our economic base with new and emerging industries.

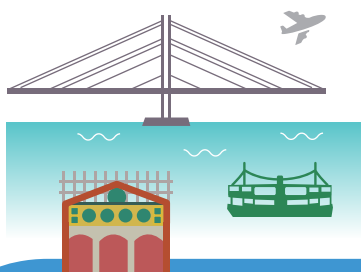


提供多種不同類型的空間，促進各行業發展，包括在商業核心區和其他辦公室樞紐提供寫字樓空間，以及提供較低成本工作場所予中小型企業及初創企業發展

Provide a good mix of spaces for various industries to grow, including office spaces in CBDs and other office nodes and relatively low-cost workplace for small and medium enterprises and start-ups

在接近及可直達策略運輸基建的地方規劃新的物流用地，以提高物流業的競爭力

Plan new logistics sites with direct connection and short distance to strategic transport infrastructure to enhance the competitiveness of logistics industry



提供規劃支援，鞏固香港作為世界級旅遊目的地的地位

Provide planning support to reinforce Hong Kong as a world-class premier tourism destination

提供更多會議及展覽空間，增強香港作為國際會議展覽中心的地位

Provide more convention and exhibition space to strengthen Hong Kong's status as an international convention and exhibition centre





構建有利創新科技發展的環境，為經濟增長創造新動力 Foster an enabling environment for innovation and technology development and create a new momentum for economic growth

提供充足及合適的空間，以形成蓬勃的創新科技生態圈

Provide sufficient and appropriate space to develop a vibrant innovation and technology ecosystem

提供不同而相輔相成的土地用途，利便創新驅動者和培育者之間的互動與合作，以及推動研究成果的商業化和應用。

A complementary mix of land uses to foster interaction and collaboration among innovation drivers and cultivators as well as commercialisation and application of research outputs.

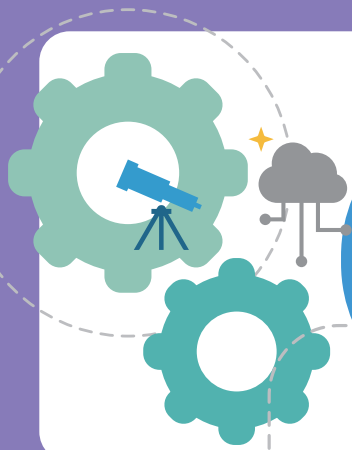


以香港為門戶，在大灣區建設國際創新科技中心
Develop an International Innovation and Technology Hub in the GBA with Hong Kong as a gateway



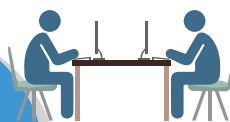
未來在策略性邊境位置的創科發展群，將與內地的創科平台創造協同效應及深化城市間的合作，使香港成為協助內地與全球創新資源接軌的門戶。

New innovation and technology clusters along the strategic boundary location could create synergy with innovation and technology platforms across the boundary and deepen co-operation between cities, assisting the Mainland to connect to global innovation resources through Hong Kong as a gateway.



為創新科技相關的基建及設備提供規劃支援，
例如 5G 基站，數據中心及感應器

**Render planning support for the provision of innovation
and technology related infrastructure and facilities
e.g. 5G base stations, data centres and sensors**



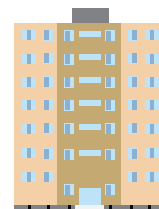
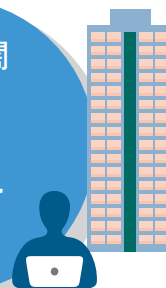
提供有利環境，提升並優化人力資源

**Provide conducive environment for enhancing and
optimising human capital**



提供規劃支援以提升教育及培訓設施，並擴闊
教育種類／培訓機會

**Provide planning support to upgrade
education and training facilities with broader
range of education/ training opportunities**

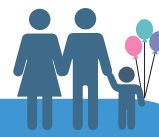


提升宜居度以吸引及保留人才在香港發展

**Improve Hong Kong's liveability to
attract and retain talents**



提供更多幼兒設施，以助母親加入勞動市場
More childcare facilities to facilitate
mothers to join the labour force



釋放本地勞動潛力，尤其是母親和退休人士
**Unleash potential of local workforce especially
mothers and retirees**

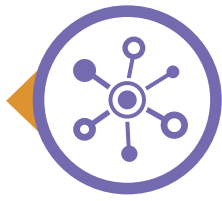
在新市鎮／新發展區引入更多與就業相關的土
地用途，以拉近工作地點與居所的距離

**Bring jobs closer to homes by introducing more
employment-related land uses at new towns/
new development areas**



香港科學園內的「創科斗室」
InnoCell in Hong Kong Science Park

相片來源：香港科技園公司
Photo Source: Hong Kong Science and
Technology Parks Corporation

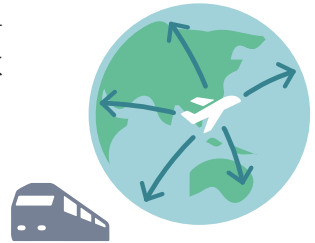


加強香港作為多式聯運樞紐的地位，匯聚人流、物流及融合意念，使香港成為全球和區域營商樞紐

To enhance Hong Kong's position as a multi-modal transportation hub where people, goods and ideas converge and hence a global and regional nodal point for doing business

我們位處發展蓬勃的大灣區，隨着新建設的高鐵和高速公路，「一小時生活圈」已經形成。隨著不斷完善的交通基建，將可進一步促進香港與大灣區、亞洲和世界各地城市之間的居民、貨物、資本、信息和意念的流通。

We are in the flourishing GBA in which an “one-hour living circle” has already emerged with new high-speed rails and highways. With continuous improvement in transport infrastructure, the flow of people, goods, capital, information and ideas between Hong Kong and cities in the GBA, Asia and other parts of the world will be further boosted.



加強香港作為國際航運中心及國際航空樞紐的地位，並著重發展多式聯運連繫
Strengthen our role as an international transportation centre and international aviation hub with greater focus on inter-modal connectivity



機場 Airport

2019 年香港國際機場客運量達到約 **7,150 萬人次**，而貨物吞吐量達到約 **470 萬公噸***，貨運額則達到約 **35,496 億港元**

In 2019, Hong Kong International Airport handled **71.5 million** passengers, and **4.7 million tonnes*** of goods that worth about **HKD 3,549.6 billion**

* 貨運量不包括空運郵件

The amount of freight excludes air mail

資料來源：香港機場管理局；香港貿易發展局；運輸及房屋局

Data Source: Airport Authority Hong Kong; Hong Kong Trade Development Council; Transport and Housing Bureau

透過提升陸路及航空的運輸容量，以促進跨境的人流及物流

Facilitate cross-boundary flow of people and goods by enhancing our air and land transport capacity

全球性多式聯運的門戶
Global Multi-modal Transportation Gateway

管制站 Control Points

2019 年香港陸路貨物吞吐量達到約 **2,040 萬公噸**，而貨運額達到約 **34,130 億港元**

In 2019, **20.4 million** tonnes of goods handled by road transport and they are worth about **HKD 3,413 billion**

港口 Ports

2019 年海運及河運的貨物吞吐量達到約 **2.633 億公噸**，而貨運額達到約 **13,562 億港元**

In 2019, **263.3 million** tonnes of cargoes handled by sea and river transport and they are worth about **HKD 1,356.2 billion**

香港是世界級的運輸樞紐，擁有卓越高效的運輸和物流基礎設施，連通環球物流供應鏈，接載來自世界各地的旅客，服務龐大的海陸空交通量。

Hong Kong is a world-class transportation hub with excellent transport and logistics infrastructure connecting to the world's logistics supply chain and global travellers, serving large volumes of air, sea and land traffic.



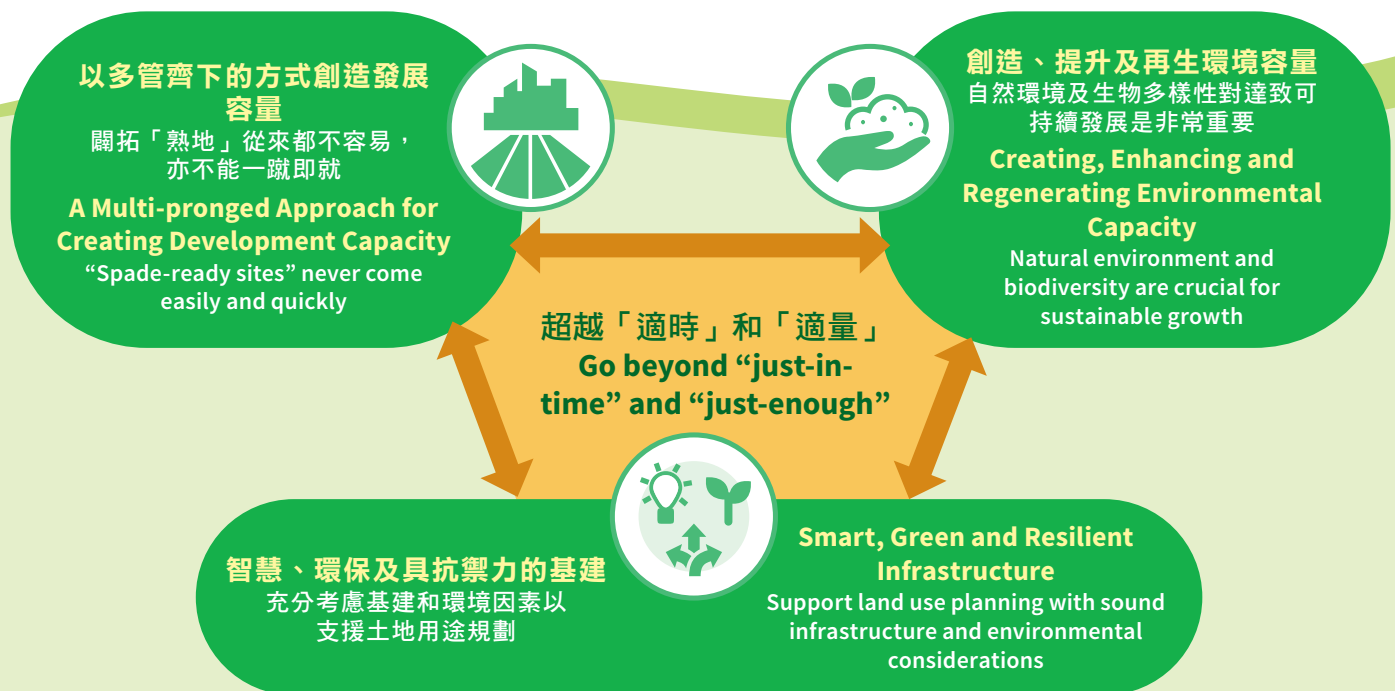
元素三 Building Block 3

創造容量以達致可持續發展

Creating Capacity for Sustainable Growth

為確保香港可持續發展，我們須以願景帶動和創造容量的方式，將運輸 – 土地用途 – 環境的考慮融入策略性規劃。這方式是以前瞻性的手法，創造可發展土地、運輸及其他重要基建的容量，同時持續着力提升環境容量。具備抗禦力和穩健的策略性規劃必須超越「適時」和「適量」，還要具備靈活性，以應付未能預知的未來。

To ensure sustainable growth, we have to integrate transport-land use-environmental considerations in strategic planning under a vision-driven and capacity creating approach. This approach is underpinned by the capacity to create developable land, transport and other essential infrastructure in a visionary manner alongside continuous efforts to enhance environmental capacity. To be resilient and robust, strategic planning must go beyond “just-in-time” and “just-enough” to incorporate flexibility to cater for our unknown future.



策略方針 STRATEGIC DIRECTIONS



創造發展容量

Creating Development Capacity

透過可持續且多管齊下的土地供應方式，讓香港有足夠的土地，應付估算的土地短缺、制定具遠見的政策和迅速回應不可預計的需求。

Through a sustainable and multi-pronged land supply approach, Hong Kong shall have sufficient land to meet the estimated land shortfall, enable visionary policy formulation and make prompt response to unanticipated demands.



採用一套穩健、可持續和多管齊下的土地供應策略並及早展開技術評估和研究，為各類發展提供充足的土地，以提升香港的宜居度，以及回應突如其來的需求及機遇的能力

Pursue a robust, sustained and multi-pronged land supply strategy with early commissioning of technical studies and assessments to ensure sufficient land supply for all kinds of developments so as to enhance the city's liveability and readiness to respond to unforeseeable demands and opportunities



策略性基建規劃應著眼於適時創造充足的容量，以應付可預見的需求，並且預留容量作儲備，以應對未來發展和不可預計的情況

Strategic infrastructure planning shall be geared towards generating sufficient and timely capacity to address foreseeable demands and allowing capacity to cater for future growth and uncertainties



以願景帶動和具前瞻性的方式估算長遠土地需求，以及定期更新

Adopt vision-driven and forward-looking approach in estimating long-term land demand, and undertake regular update



創造容量需要一套完善評估新運輸基建的方法，除其可行性外，須從整體社會的角度評估這些基建在各方面帶來的社會經濟效益。

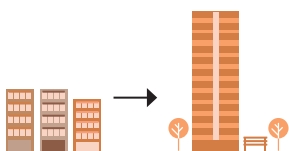
The capacity creating approach calls for a refined methodology to evaluate new transport infrastructure. Other than viability, a full range of socio-economic benefits brought by the new transport infrastructure from the perspective of the community as a whole shall be assessed.

以願景帶動的土地需求 Vision-Driven Land Requirements

房屋 Housing



家庭住戶數目增長
Domestic household growth



提供調遷用地以便加快重建
老化樓宇
Decanting sites to facilitate
stepped-up redevelopment of
ageing building stock

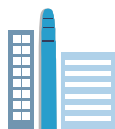
經濟用途 Economic Uses



大灣區發展、「一帶一路」倡議及國家《十四五規劃綱要》所提供的機遇
Opportunities provided by the GBA development, the Belt and Road Initiatives and the National 14th Five-Year Plan



提供土地支持工業（包括建造業及回收再造業）的持續發展
Land for sustainable development of industries (including the recycling industry and construction industry)



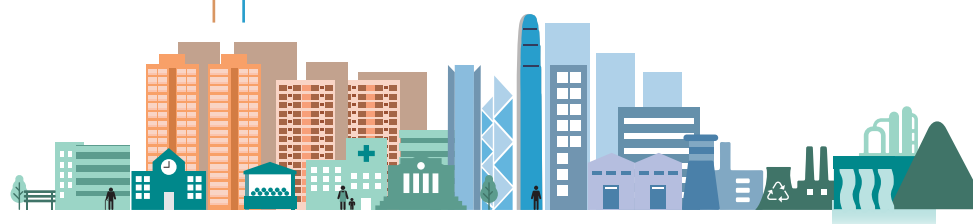
持續土地供應以發展辦公室、一般商業、工業及特殊工業
Sustained land supply for the development of offices, general businesses, industries and special industries



提供空間整合棕地作業
Space for consolidating brownfield operations



提供土地以支持新興產業發展（例如創新科技產業和文化及創意產業）
Land for supporting the development of emerging industries (such as innovation and technology, and cultural and creative industries)



政府、機構及社區設施、休憩用地及運輸基建 GIC Facilities, Open Space and Transport Infrastructure

政策主導 Policy-driven



提供更多土地發展醫院及醫療相關設施
More land for hospitals and health-related facilities



預留空間以應對環保交通工具設施需求的增加，例如電動車充電設施
Space catering for the greater demand for green transport facilities, for example, charging facilities for electric vehicles



提供土地作智慧、環保及具抗禦力的基建設施
Land for smart, green and resilient infrastructure

人口相關 Population-related



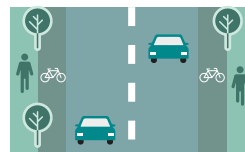
政府、機構及社區設施的土地比率
每人 3.5 平方米
Land ratio for GIC facilities
3.5m² per person

為現時及未來人口優化政府、機構及社區設施
Enhance GIC facilities for existing and future population



休憩用地的土地比率
每人 2 平方米 → 每人 3.5 平方米
Land ratio for open space
2m² per person → 3.5m² per person

為現時及未來人口提供更多休憩用地
More open space for existing and future population



運輸基建的土地比率
每人 6 平方米
Land ratio for transport infrastructure
6m² per person

為現時及未來人口提供更佳的步行和騎單車環境及新的交通連繫
Better walking and cycling environment and new transport links for existing and future population



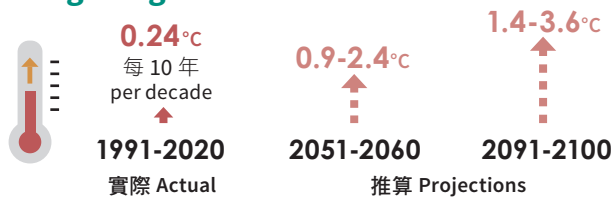
創造、提升及再生環境容量 Creating, Enhancing and Regenerating Environmental Capacity



自然環境及生物多樣性對我們的健康和福祉至為重要。創造、提升及再生環境容量是創造容量是達致可持續發展不可或缺的一部分。全球不斷增加的人口及人類活動對生物多樣性及環境造成嚴重威脅；而全球氣候變化問題亦使情況加速惡化。秉承改善環境的使命，我們需要在規劃及發展過程中把氣候變化、生物多樣性和其他環境考慮因素主流化，並積極管理特定具高生態價值的地區，以助我們達致可持續發展的環境及於 2050 年前實現碳中和。

The natural environment and biodiversity are crucial to our well-being and health. Integral to creating capacity for sustainable growth is the need to create, enhance and regenerate environmental capacity. Continued increase in world population and human activities causes serious threat to biodiversity loss and environmental degradation. Aggravating this threat is global climate change. To uphold environmental stewardship, we need to mainstream climate change, biodiversity and other environmental considerations in the planning and development process and proactively manage selected areas of high ecological value, thereby contributing to environmental sustainability and achieving carbon neutrality before 2050.

年平均氣溫 – 香港將更趨炎熱 Annual mean temperature – Hong Kong will become hotter



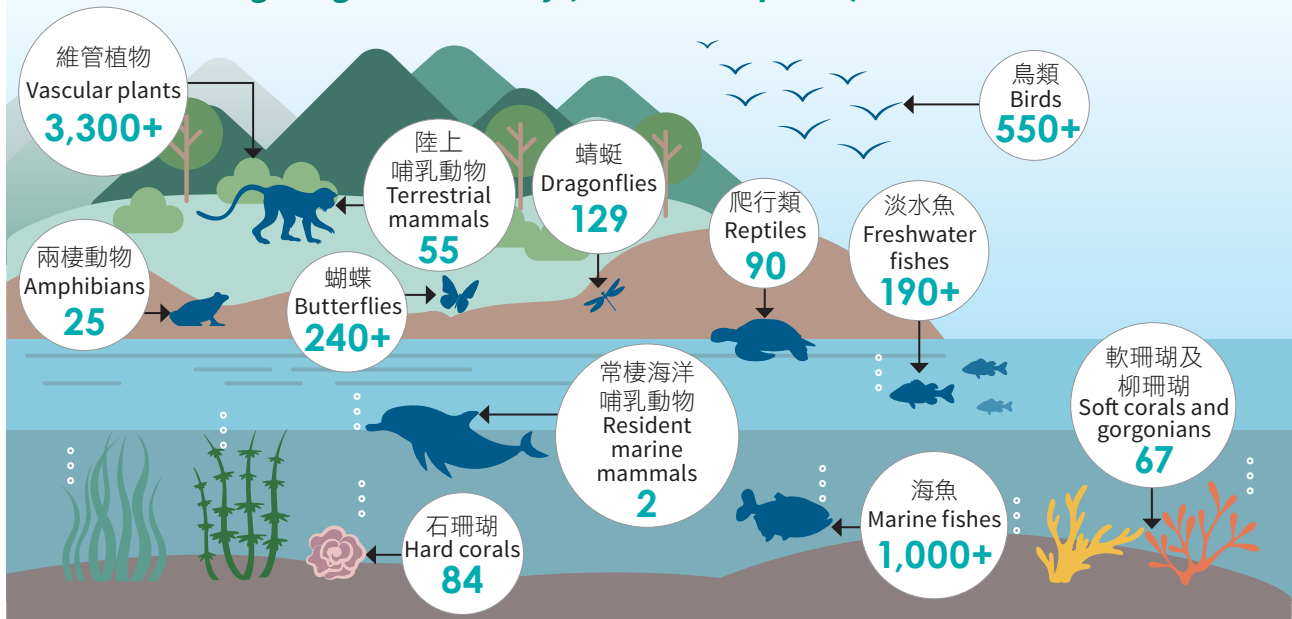
資料來源：環境局；香港天文台
Data Source: Environment Bureau; Hong Kong Observatory



2018 年超強颱風「山竹」造成的破壞。我們需要發展具抗禦氣候變化的基建。

Damages brought by the severe typhoon Mangkhut in 2018. We need to develop climate resilient infrastructure.

香港生物多樣性概覽（物種數量） Overview of Hong Kong's Biodiversity (Number of Species)



資料來源：漁農自然護理署（截至 2021 年） Data Source: Agriculture, Fisheries and Conservation Department (as at 2021)



採用綜合規劃方式並融合智慧、環保及具抗禦力的概念，以幫助緩解日益增加的環境壓力

Adopt comprehensive planning approach integrated with smart, green and resilient concepts to help relieve the increasing pressure on the environment



I·PARK 外觀構思圖 Artist's Impression of I·PARK

相片來源：環境保護署 Photo Source: Environmental Protection Department

在新發展或市區重整項目納入合適具適應／抗禦氣候變化的設計特色

Incorporate suitable climate-adaptive/resilient design features in new developments and urban restructuring projects



位於天星政府停車場內的電動汽車充電設施
Electric vehicle charging facility at Star Ferry Government car park



藍田邨天台上的太陽能光伏板
Electric Solar panels installed on roofs of Lam Tin Estate

探討合適的機制以積極管理特定具高生態價值的地區

Explore suitable mechanism for proactive management of selected areas of high ecological value

減少對生態敏感地區或珍貴藍綠資源的影響

Minimise impacts on ecologically sensitive areas or valuable green and blue assets





智慧、環保及具抗禦力的基建 Smart, Green and Resilient (SGR) Infrastructure

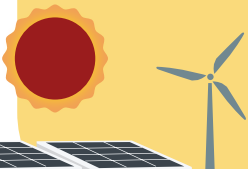
我們將繼續透過規劃支援以確保本港必要的基建具備智慧、環保及具抗禦力的條件，從而為社區提供不間斷和便捷的服務，同時使我們的城市實現環境可持續發展，迎接未來。

We shall continue to render planning support to ensure that our city is adequately supported by essential infrastructure that is smart, green and resilient, thereby providing uninterrupted and convenient services to the community, while at the same time achieving environmental sustainability and a future-proof city.



採用可持續土地用途規劃及城市設計以鼓勵低碳生活，例如公共運輸導向發展、密切連繫的社區以減少機動行程、鼓勵環保出行，以及適當的發展布局促進自然採光和通風

Embrace sustainable land use planning and urban design to promote low-carbon living, e.g. transit-oriented development, close-knit community to minimise mechanised trips, promotion of green mobility, and appropriate development layout to promote natural lighting and air ventilation



採用綜合智慧、環保及具抗禦力的基建系統，例如中水及雨水收集和轉廢為能，以達致最大的共同效益及減少對資源的需求

Pursue an integrated SGR infrastructure system to maximise co-benefits and minimise demand for resources, e.g. grey water and rainwater harvesting, waste to energy

採用一個創造容量的方式來提供基建

- 促進智慧及環保出行
- 採用具能源效益及可再生能源基建

Adopt a capacity creating approach for the provision of infrastructure

- fostering smart and green mobility
- pursuing energy-efficient and renewable energy infrastructure



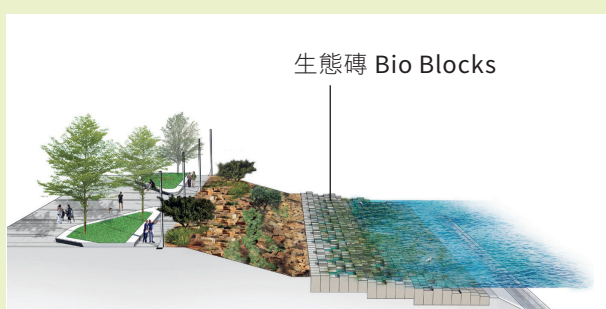
紅樹林生態海岸線 Mangrove Eco-shoreline



增加基建應對氣候變化的抗禦力（如生態海岸線）及改造老化基建

Increase the resilience of infrastructure in adapting to climate change (such as eco-shoreline) and retrofitting ageing infrastructure

岩石生態海岸線 Rocky Eco-shoreline



來源：土木工程拓展署

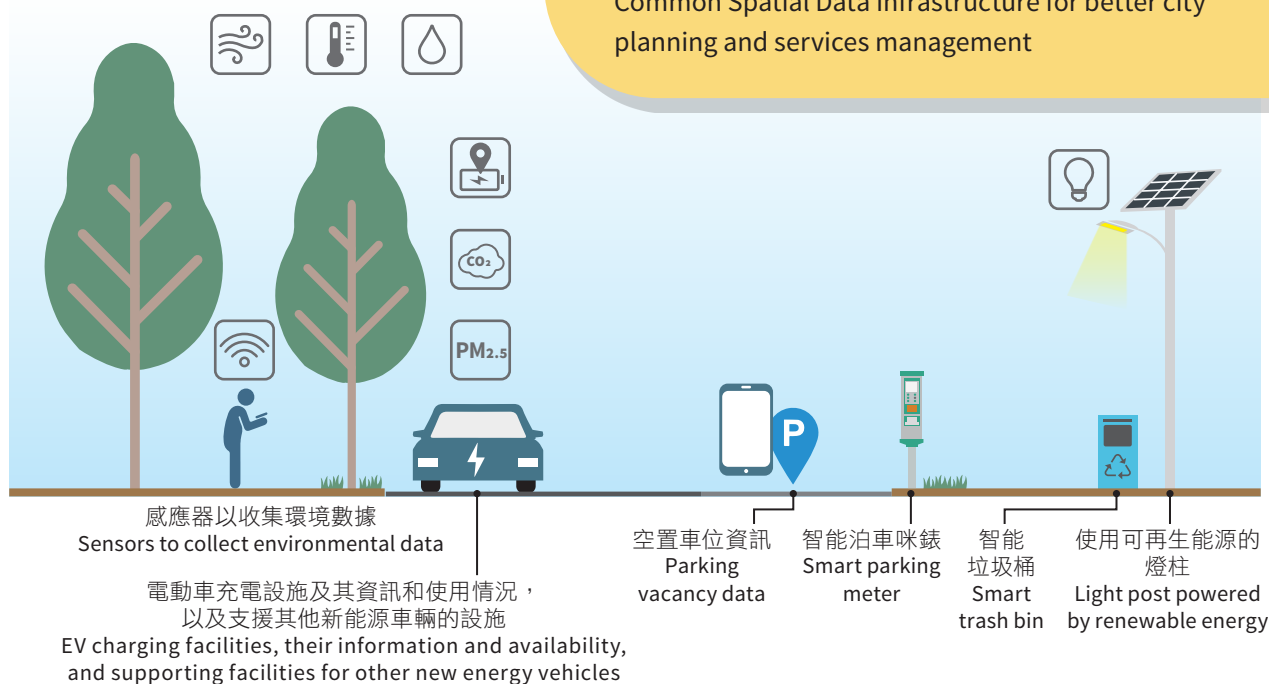
Source: Civil Engineering and Development Department

減少基建所佔用的土地，例如在新發展區創建一個包含地下空間的地區，一併容納必要的公用設施，如區域供冷系統、污水／廢物處理設施和轉廢為能設施

Minimise land take for the provision of infrastructure, e.g. creating an area with underground space in new development area to co-locate essential utilities such as district cooling system, sewage/waste treatment facilities and waste-to-energy facilities

智慧社區的圖例

Illustration of Smart Community



利用創新科技及「空間數據共享平台」優化城市規劃及服務管理

Leverage innovation and technology and develop Common Spatial Data Infrastructure for better city planning and services management

把智慧、環保及具抗禦力的措施融入都市環境 Integrating Smart, Green and Resilient Initiatives into Built Environment



土地需求及供應分析

LAND REQUIREMENT AND SUPPLY ANALYSIS

我們更新了 2016 年公布的土地需求及供應分析（2016 年評估），過程中有以下各項考慮：

The land requirement and supply analysis promulgated in 2016 (the 2016 assessment) has been updated with the following considerations:

改善居住空間，以滿足社會對擁有更寬敞生活空間的期望及照顧市民在不同人生階段的需要

Enhance the provision of home space to cater for the community's aspirations for more spacious living space and people's needs at different stages of life cycle

推動經濟發展以把握國家《十四五規劃綱要》及《粵港澳大灣區發展規劃綱要》所帶來的機遇

Drive economic development to capture the opportunities arising from the National 14th Five-Year Plan and the Outline Development Plan for the GBA

提升各種政府、機構及社區設施和休憩用地的供應目標，以滿足老齡化社會的需要及日益殷切的期望

Enhance the provision targets of GIC facilities and open space in response to the needs and rising aspirations in a society with an ageing population

採用土地供應專責小組建議的多管齊下土地供應策略，包括加入土地儲備的概念，制訂土地需求時加入具遠見的假設，以及提供足夠大數量的供地項目以滿足所預算的需求和不時之需

Adopt the multi-pronged land supply strategy recommended by TFLS. This includes incorporating the concept of land reserve, which entails the making of visionary assumptions on demand for land and making available a sufficiently large pool of solution spaces to meet the assessed demand and contingencies

最新的評估推算期為 2019 年至 2048 年（相對於 2016 年評估的 2017 年至 2046 年）。整體土地需求估計約 **5,800 至 6,200 公頃**。已推展或處於較成熟規劃階段的土地供應約 **3,200 公頃**，由多項正進行或相對處於較後期規劃階段的土地發展項目所產生（因此在本報告稍後篇幅所列舉的可能供地項目並未計算在內）。就土地需求與已推展或處於較成熟規劃階段的土地供應作比較，到 2048 年，香港將欠缺約 **2,600 至 3,000 公頃** 的土地。

The updated analysis adopts 2019-2048 as the projection period (as compared to 2017-2046 in the 2016 assessment). The overall land requirement is estimated to be about **5,800-6,200 hectares**. There is a committed land supply of about **3,200 hectares**, to be generated from various land development projects which are ongoing or are at relatively advanced stages of planning (hence the list of possible solution spaces set out in later sections of this report is NOT yet counted). Comparing the land requirement against this committed land supply, Hong Kong will be short of about **2,600-3,000 hectares** of land by 2048.



	土地需求 ⁽ⁱ⁾ Land Requirement ⁽ⁱ⁾	已推展或處於較成熟 規劃階段的土地供應 ⁽ⁱⁱ⁾ Committed Land Supply ⁽ⁱⁱ⁾	土地短缺 Land Shortfall
	(公頃) (in hectares)		
	[斜體數字是 2016 年評估的估計] [figures in italics are estimates in 2016 assessment]		
房屋用地 Housing Land	1,850-2,020 <i>1,670</i>	1,340 <i>1,440</i>	510-680 <i>230</i>
經濟用地 Economic Land	1,080-1,190 <i>458</i>	370 <i>202</i>	710-820 <i>256</i>
政策主導用途 Policy-driven uses	860-950 <i>257</i>	270 <i>81</i>	590-680 <i>176</i>
非政策主導用途 Non-policy-driven uses	220-240 <i>201</i>	100 <i>121</i>	120-140 <i>80</i>
政府、機構及社區設施、 休憩用地及運輸基礎設施 GIC Facilities, Open Space and Transport Infrastructure	2,860-3,000 <i>2,592</i>	1,500 <i>1,872</i>	1,360-1,500 <i>720</i>
政策主導用途／主要特別設施 Policy-driven uses/ Major special facilities	1,370-1,510 <i>1,514</i>	710 <i>1,020</i>	660-800 <i>494</i>
與人口相關設施 Population-related facilities	1,490 <i>1,078</i>	790 <i>852</i>	700 <i>226</i>
總計 Total	5,790-6,210 (約 say 5,800-6,200) <i>4,720 (約 say 4,800)</i>	3,210 (約 say 3,200) <i>3,514 (約 say 3,600)</i>	2,580-3,000 (約 say 2,600-3,000) <i>1,206 (約 say 1,200)</i>

(i) 土地需求數字只是粗略估計。與 2016 年評估相同，是次評估的覆蓋範圍並非詳盡無遺。例如非政策主導經濟用途並未涵蓋零售設施，因為這類用途對市場反應敏感，而且香港大部分零售設施並非獨立發展。

The land requirement figures are only ballpark estimates. Same as the 2016 assessment, the coverage of the updated assessment is not exhaustive. For instance, the non-policy-driven economic uses have not included retail facilities as their demand is highly volatile and the majority of the existing retail facilities in Hong Kong are not standalone developments.

(ii) 土地供應數字只是基於假設所有已推展或處於較成熟規劃階段的土地供應將根據建議的發展規模和時間表順利落實的粗略估算。除了政策主導經濟用途外，所有用地的土地供應均較 2016 年評估為低。主要原因是由於推算期從 2017 年至 2046 年推後至 2019 年至 2048 年，使是次更新扣減了在 2017 年和 2018 年已實現的土地供應。

The land supply figures are only ballpark estimates based on the assumption that all the projects contributing towards the "committed land supply" will be implemented smoothly according to the development scale and schedule proposed. As compared to the 2016 assessment, decreased estimates are identified for all the uses, except the policy-driven economic uses. Such decreases are mainly due to the fact that the projection period is rolled over from 2017-2046 to 2019-2048, resulting in the exclusion of the supply realised in 2017 and 2018 from the update.



房屋用地 Housing Land

更新後的房屋需求估計約為 **100 萬** 個單位，與 **2016 年** 評估相同。此類需求由以下因素所組成：

The updated housing demand is estimated to be about one million flats, which is the same as the estimate of the 2016 assessment. Such demand is contributed by:

根據政府統計處最新的推算，家庭住戶數目由 2019 年持續增加至預計 2044 年的頂峰，增加超過 390,000 個

Continuous growth of more than 390,000 domestic households from 2019 to the estimated peak in 2044 according to C&SD's latest projections

考慮到預計在未來數十年建築物老化的問題將會加劇，假設 2019 年至 2048 年將合共重建約 370,000 個公私營單位，當中在《長遠房屋策略》2020 年周年進度報告推算期（2021 年至 2030 年）後（即 2031 年至 2048 年）的假設私營住宅重建會超過 250,000 個單位。這意味著假設長遠重建的力度會加大，相對於 2021 年至 2030 年期間假設平均每年僅重建約 4,000 個私營單位，2031 年至 2048 年期間則平均每年重建接近 14,000 個私營單位

In light of the aggravating building ageing condition in the coming decades, a total redevelopment of about 370,000 public and private residential units is assumed for 2019-2048, among which over 250,000 would be private residential units for 2031-2048 beyond the period covered by the Long Term Housing Strategy Annual Progress Report 2020 (i.e. 2021-2030). This means an assumption of more extensive redevelopment efforts involving an average of close to 14,000 private units per year in the longer term (i.e. during 2031-2048), compared to an assumption involving only 4,000 private units per year during 2021-2030.

估算期內餘下約 240,000 個單位需求來自：(i) 居住環境欠佳的住戶、(ii) 私營房屋市場的空置量調整，以及 (iii) 其他因素（包括「居於私人永久性屋宇單位內只有流動居民的住戶」、「可能會居於本港房屋單位的非本地學生」及「購入單位但沒有把單位放回市場的非本地買家」）

The remaining demand of about 240,000 units estimated for the assessment period is attributable to three factors (i) inadequately housed households, (ii) vacancy adjustment of the private housing sector, and (iii) miscellaneous factors (including “private permanent living quarters occupied by households with mobile residents only”, “non-local students who might take up accommodation in Hong Kong” and “buyers from outside Hong Kong who may purchase flats without channelling them back to the market”).

雖然房屋需求以單位計與 2016 年評估相同，但以土地需求計算則更新後的需求較 2016 年評估有所增加，主要是假設需要更大的居住空間，這不僅為滿足社會對更寬敞居住環境的期望，更用以鼓勵培育幼兒、建立家庭和「居家安老」，以及吸引人才。

Although the housing demand in terms of flat number is same as the 2016 assessment, when expressed in terms of land requirement, there is an increase compared to that of the 2016 assessment. This is mainly due to assumed need for larger home space not only to meet society's aspiration for more spacious living environment, but also to promote child-raising, family-building and "ageing in place" and to attract talents.

改善居住空間 Home space enhancement

是次評估較 2016 年評估所假設的單位平均面積增加 10% 及 20%（2016 年評估假設公營房屋為 50 平方米而私營房屋為 75 平方米，兩者均為總樓面面積）。若以公私營房屋的需求分布計算所需樓面，並以平均每戶 2.6 人計算¹，新增單位的人均居住面積（以室內樓面面積計算）在加入 10% 及 20% 改善居住空間的考慮後將分別為 20 平方米／215 平方呎和 22 平方米／237 平方呎²。這些數字較 2016 年中期人口統計中的中位數高³，但仍低於選定國家／城市的相應數字（見下圖）。

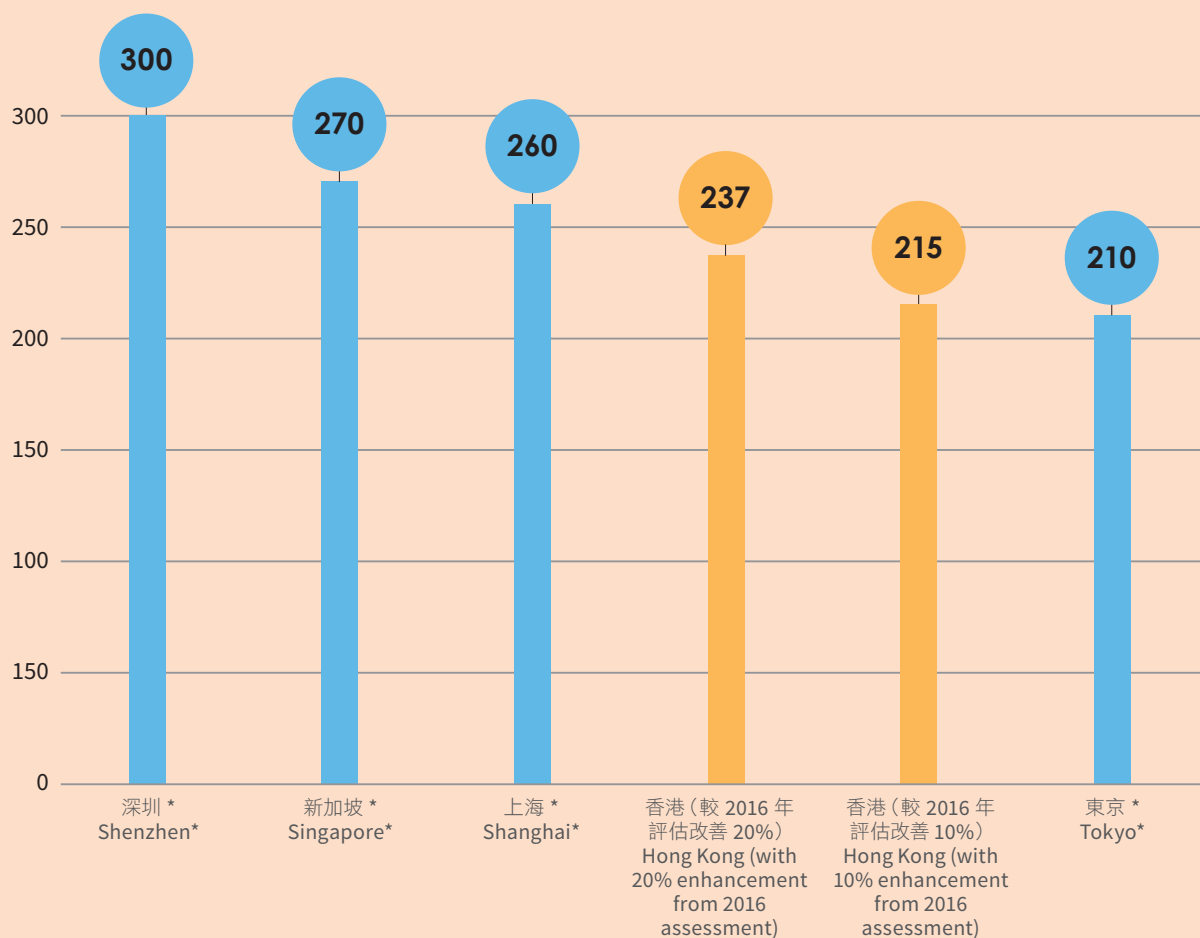
In the updated assessment, the assumed average flat sizes are 10% and 20% larger than the assumptions of the 2016 assessment (2016 assessment assumed 50m² for public housing and 75m² for private housing, both in terms of gross floor area (GFA)). Based on floor area requirement worked out with reference to the demand for public and private housing respectively and with an average household size of 2.6 persons¹, the average living space per person of new accommodation (in terms of internal floor area (IFA)) would be 20m²/215ft² (after 10% home space enhancement) and 22m²/237ft² (after 20% home space enhancement)². These figures are higher than the median identified in the 2016 Population By-census³, yet still lower than the corresponding figures of selected countries/cities (see figure below).

¹ 政府統計處最新推算會由 2039 年開始。
C&SD latest projection starting from 2039.

² 於 2016 年評估中的假設單位面積上加上 10% 及 20% 改善居住空間的考慮。並以 0.8 因數從總樓面面積換算至室內樓面面積。
The home space enhancement is on top of the flat size assumptions in the 2016 assessment. A factor of 0.8 is applied to convert GFA to IFA.

³ 2016 年中期人口統計中的人均居所樓面面積中位數為 15 平方米／161 平方呎。
The median identified in the 2016 Population By-census was 15m²/161ft².

人均居住面積 Living Space Per Person (平方呎 in ft²)



* 資料來源：土地供應專責小組公眾參與書冊 (圖 16)
Data Source: Public Engagement Booklet of TFLS (Figure 16)

在供應方面，所估算的 1,340 公頃用地主要包含已推展或處於較成熟規劃階段的發展項目，當中包括粉嶺北、古洞北及洪水橋／廈村新發展區、東涌新市鎮擴展、啟德發展、錦田南發展、元朗南發展、鑽石山「綜合發展區」用地、前礦場用地、發展部分粉嶺高爾夫球場、已選取的棕地群發展，以及假設現有住宅樓宇進行重建後可再建的單位數目。

On the supply side, the estimated 1,340 hectares of land are mainly composed of committed projects including Fanling North, Kwu Tung North and Hung Shui Kiu/Ha Tsuen New Development Areas, Tung Chung New Town Extension, Kai Tak development, Kam Tin South development, Yuen Long South development, Diamond Hill Comprehensive Development Area site, former quarry sites, partial development of Fanling Golf Course, development of shortlisted brownfield clusters, as well as the estimated built-back units from assumed redevelopment of residential buildings.



經濟用地 Economic Land

政策主導經濟用途 Policy-driven Economic Uses

政策主導經濟用途的土地需求由 2016 年評估的 257 公頃增加至是次評估的 860 公頃（下限）。增幅最主要原因是決策局／部門積極採用以願景帶動及具前瞻性的方式，回應以下各項發展：

The updated land requirement of policy-driven economic uses increases from 257 hectares in the 2016 assessment to 860 hectares (lower range) in the updated assessment. A significant share of the increase is attributed to the proactive responses of bureaux/departments (B/Ds) to adopt a more vision-driven and forward-looking approach to meeting the following developments:

推廣科學、創新科技
相關行業的發展（由約
183 公頃上升至約 340
公頃）

Promote the development
of science, innovation
and technology-related
industries (up from about
183 hectares to about 340
hectares)

支持建造業及回收再造
業相關設施的持續發展
（約 145 公頃）⁴

Support sustained
development of
construction industry
and recycling industry-
related facilities (about
145 hectares)⁴

加快在合適地點整合棕
地（約 246 公頃）⁴

Expedite consolidation
of brownfield sites in
suitable locations (about
246 hectares)⁴

在預計土地需求（即 860 公頃）上加入 10% 的緩衝，以顧及由國家《十四五規劃綱要》及《粵港澳大灣區發展規劃綱要》所產經濟機遇而帶動的任何進一步額外土地需求，使土地需求合共為 860（下限）至 950（上限）公頃。

在供應方面，所估算的 270 公頃的用地主要包括港口後勤設施及位於河套區的港深創新及科技園。

A margin of 10% is added on top of the estimated land requirement (i.e. 860 hectares) to cater for any further additional demand for land arising from the economic opportunities for Hong Kong generated by the National 14th Five-Year Plan and the Outline Development Plan for the GBA, resulting in total land requirement of 860 hectares as the lower range and 950 hectares as the upper range.

On the supply side, the estimated 270 hectares of land mainly comprise port back-up facilities and the Hong Kong-Shenzhen Innovation and Technology Park (HK-SZ I&T Park) in the Loop.



香港科學園
Hong Kong Science Park



環保園
EcoPark



香港的棕地
Brownfield sites in Hong Kong

⁴ 基於 2016 年評估後完成的研究結果的新土地用途需求。
These are new entries based on findings of studies completed after the 2016 assessment.



非政策主導經濟用途 Non-policy-driven Economic Uses

非政策主導經濟用途包括商業核心區甲級寫字樓、其他寫字樓及商貿、工業、特殊工業，以及酒店。它們的土地需求、供應和短缺估算如下。

The non-policy-driven economic uses include Central Business District (CBD) Grade A Offices, Other Offices and Businesses, Industries, Special Industries, and Hotel with the following estimated land requirement, supply and shortfall.

	土地需求 Land Requirement	已推展或處於較成熟規劃 階段的土地供應 Committed Land Supply	土地短缺 Land Shortfall
	(公頃) (in hectares)		
商業核心區甲級寫字樓 CBD Grade A Offices	35	18	17
其他寫字樓及商貿 ⁽ⁱ⁾ Other Offices and Businesses ⁽ⁱ⁾	4	-10	14
工業 Industries	43	21	22
特殊工業 Special Industries	124	60	64
酒店 ⁽ⁱⁱ⁾ Hotel ⁽ⁱⁱ⁾	10	8	2
總計 Total	216 (約 say 220-240⁽ⁱⁱⁱ⁾)	97 (約 say 100)	119 (約 say 120-140)

(i) 考慮到 2016 年評估界定的「非商業核心區甲級寫字樓」和「一般商貿」用途的分別在現實中日益模糊，因而在是次評估中作出微調，把其合併為「其他寫字樓及商貿」用途。

“Non-CBD Grade A Offices” and “General Business” included in the 2016 assessment are combined into “Other Offices and Businesses” in the update as the difference between these two kinds of uses has become more obscure in reality.

(ii) 酒店為是次評估新加用途。

Hotel is a new use included in the updated assessment.

(iii) 在創造容量方式下增加 10% 緩衝為需求上限。

Adding a margin of 10% as upper range requirement under the capacity creating approach.

我們使用了與 2016 年評估相同的「計量經濟模型」，該模型主要基於樓面面積及香港與廣東的實質本地生產總值的增長率之間的統計關係來估算未來土地需求。分析已計及兩地會因國家《十四五規劃綱要》及《粵港澳大灣區發展規劃綱要》而可能出現的更好經濟前景。

基於上述的假設，推算出五種用途的總土地需求為 220 公頃。按願景帶動和具前瞻性的方針把土地需求再增加 10%，令總數達 220（下限）至 240（上限）公頃。

在供應方面，所估算的 100 公頃土地主要是來自已推展或處於較成熟規劃階段的發展項目，包括位處中環、九龍東、西九龍、荃灣／葵涌、沙田、東涌新市鎮擴展、洪水橋／廈村新發展區、元朗南發展及香港國際機場的新發展，以及前政府設施及私人的重建項目。

The same Econometric Model of the 2016 assessment based on the statistical relationship between floor space and the growth rates of real gross domestic products in Hong Kong and Guangdong is used to estimate future land requirement. The analysis has factored in the possible better economic outlook in Hong Kong and Guangdong arising from the National 14th Five-Year Plan and the Outline Development Plan for the GBA.

Based on the above, a total land requirement of 220 hectares is derived for the five uses. Vision-driven and forward-looking approach would add a further 10% to the land requirement, resulting in total land requirement of 220 hectares as the lower range and 240 hectares as the upper range.

On the supply side, the estimated 100 hectares of land mainly comprise committed projects including new developments in Central, Kowloon East, West Kowloon, Tsuen Wan/Kwai Chung, Sha Tin, Tung Chung New Town Extension, Hung Shui Kiu/Ha Tsuen New Development Area, Yuen Long South development and the Hong Kong International Airport, as well as redevelopment of former government facilities and private projects.



政府、機構及社區設施、
休憩用地及運輸基建設施
GIC Facilities, Open Space and
Transport Infrastructure

政策主導用途／主要特別設施
Policy-driven Uses/
Major Special Facilities

這個類別是指那些為了體現具體政策而需要的政府、機構及社區用途及特別設施（包括公共事業設施、鐵路車站／列車停泊處等）。總土地需求為 **1,370** 公頃，主要由各政策局／部門所提出。這些用途及設施主要是：

This category refers to those GIC uses and special facilities (special facilities including public utilities, railway depots/sidings etc.) catering for specific policy initiatives. A total land requirement of 1,370 hectares is derived based on B/Ds' inputs. A significant share is contributed by:

廢物管理及污水處理設施
（約 528 公頃）

Waste management
and sewage treatment
facilities (about 528
hectares)

康樂、文化及消閒設施
（約 117 公頃）

Recreation, culture and
leisure facilities (about 117
hectares)

公營、私營及專科醫院，
以及健康服務、檢測和
檢疫設施（約 161 公
頃）

Public, private and
specialist hospitals,
and health, testing and
quarantine facilities
(about 161 hectares)

為滿足社會對未來有更好和更多政府和社區設施日益增長的期望，以及應付不時之需，我們在土地需求上再加上 10%，使總數增加至 1,370（下限）至 1,510（上限）公頃。

在供應方面，所估算的 710 公頃用地主要包括廢物管理設施、支援新發展區和新市鎮擴展的公用事業設施、數間公立醫院及古洞南農業園的用地。

A further 10% is added to the land requirement for Hong Kong to address society's rising aspirations for better and more government and community facilities in future as well as contingency, resulting in a total land requirement of 1,370 hectares as the lower range and 1,510 hectares as the upper range.

On the supply side, the estimated 710 hectares of land mainly comprise the land earmarked for waste management facilities, public utilities for supporting new development areas and new town extension, several public hospitals and the Agricultural Park in Kwu Tung South.



有機資源回收中心第一期
O·PARK1



戲曲中心
Xiqu Centre



香港兒童醫院
Hong Kong Children's Hospital



與人口相關的設施 Population-related Facilities

與 2016 年評估相同，我們採用了一個以土地／人口比例為依據的概括方法粗略估計與人口相關的政府、機構及社區設施、休憩用地及運輸基礎設施的整體土地需求。所假設的土地／人口比例總結如下：

Same as the 2016 assessment, a broad-brush approach using land per person ratios is adopted to arrive at ballpark estimates of overall land requirements for the population-related GIC facilities, open space and transport infrastructure. The assumed land per person ratios are summarised below.

在 2016 年公眾參與活動期間所收到的意見指出先前的土地／人口比例過於保守。是次評估作出更新以反映下列事項：

Comments received in the PE in 2016 suggested that the previous land per person ratios are too conservative. The assessment has been updated to reflect the following:

提升休憩用地和運輸基礎設施的土地／人口比例

Enhancement of land per person ratios for open space and transport infrastructure

估算整體土地需求及規劃整體土地供應時，把土地／人口比例套用於現有和新增人口（先前只套用於新增人口）

Application of all the ratios to both the existing and new populations when drawing up overall land requirements and planning overall land supply (which are hitherto worked out by applying the ratios only to new population)

	更新評估 Updated Assessment	2016 評估 2016 Assessment
政府、機構及社區設施 * GIC facilities*	每人 3.5 平方米 3.5m ² per person	
休憩用地 Open Space	每人 3.5 平方米 3.5m ² per person	每人 2.5 平方米 2.5m ² per person
運輸基礎設施 Transport Infrastructure	每人 6 平方米 6m ² per person	每人 5 平方米 5m ² per person

* 例如學校、體育中心、警區警署等
Such as school, sports centre, district police station, etc

這些改變讓香港更能締造一個對長者友善、家庭友善和宜居的城市以滿足與日俱增的社會期望；同時預留一些緩衝以應對未來在這些方面的新政策。

在供應方面，所估算的 790 公頃土地主要是來自已推展或處於較成熟規劃階段的發展項目，包括粉嶺北、古洞北及洪水橋／厦村新發展區、東涌新市鎮擴展、啟德發展、錦田南發展和元朗南發展。

Such changes allow Hong Kong to better meet the growing aspirations for a more age-friendly, family friendly and liveable city, while allowing some margin to cater for new policies in these aspects in the future.

On the supply side, the estimated 790 hectares of land mainly come from committed projects including Fanling North, Kwu Tung North and Hung Shui Kiu/Ha Tsuen New Development Areas, Tung Chung New Town Extension, Kai Tak development, Kam Tin South development and Yuen Long South development.

中至長期可能供地項目

POSSIBLE SOLUTION SPACES

IN THE MEDIUM TO LONG TERM

在多管齊下和創造容量的方針下，我們提出了一系列可能供地項目，以應對約 2,600 至 3,000 公頃的土地短缺。這些可能供地項目預期可在中至長期增加土地供應，且大部分可在 2031-32 年後供人口遷入和使用。這些包括正在進行研究或已完成初步研究，或尚未開展研究的發展項目。

On the basis of a multi-pronged and capacity creating approach, a list of possible solution spaces is suggested to respond to the land shortfall of about 2,600–3,000 hectares. These solution spaces are expected to contribute towards our land supply in the medium to long term for population intake and user occupation mostly beyond 2031-32. They are covered by projects with completed preliminary or ongoing studies, or projects which are subject to studies yet to be commissioned.

可能供地項目 Possible Solution Space	潛在土地供應 Potential Land Supply (公頃) (in hectares)
明日大嶼願景 Lantau Tomorrow Vision	
1 交椅洲人工島 Kau Yi Chau Artificial Islands	1,000
北部都會區 Northern Metropolis	
2 牛潭尾土地用途檢討 Ngau Tam Mei Land Use Review	80
3 新田／落馬洲發展樞紐 San Tin/Lok Ma Chau Development Node	340
4 新界北新市鎮 New Territories North New Town	1,180
5 文錦渡 Man Kam To	70
6 《北部都會區發展策略》下的額外土地 Additional Land under Northern Metropolis Development Strategy	600
其他 Others	
7 馬料水填海 Ma Liu Shui Reclamation	60
8 搬遷沙田污水處理廠後的重建 Redevelopment of Sha Tin Sewage Treatment Works site after relocation	28
9 將軍澳第 137 區 Tseung Kwan O Area 137	80
10 龍鼓灘填海 Lung Kwu Tan Reclamation	220
11 屯門西（包括內河碼頭）Tuen Mun West (including River Trade Terminal)	220
12 屯門東 Tuen Mun East	70
13 藍地石礦場日後用途 After use of Lam Tei Quarry	96
14 欣澳填海 Sunny Bay Reclamation	80
總計 Total	4,124 (約 say 4,100)

備註：1. 上述各個項目的實際可發展面積取決於詳細研究。

2. 其他項目如土地共享先導計劃（主要由私營機構決定）及綠化地帶檢討的項目並未包括在列表內。

Note: 1. The actual development area for each of the above projects will be subject to detailed studies.

2. Initiatives such as the Land Sharing Pilot Scheme (which is subject to private initiatives) and green belt review have not been included in the table.

雖然潛在土地供應總數超越估算的 2,600 至 3,000 公頃的短缺，但是考慮到某些預計的土地供應當中或有最終因為可行性或其他原因（例如部分地塊由於岩土狀況、具歷史價值、持份者的合理關注等）而未能實現，政府須審慎及竭盡全力地推展所有供地項目的規劃工作。這亦有助政府日後得以在短時間內迅速地提供可發展的土地，以對應未可預期的土地需求。

While the potential supply would add up to a figure exceeding the estimated shortfall of 2,600-3,000 hectares, it should be prudent for the Government to make its best endeavours in taking forward the planning of all the solution spaces. This takes into account the fact that some of the estimated land supply may eventually not be realised due to feasibility or other reasons (e.g. certain land parcels found to be unsuitable for development due to ground conditions, heritage value, valid concerns of stakeholders, etc.). The Government would also be in a better position to respond to any unforeseen demand for land by gearing up its ability to provide buildable land at short notice.

概念性空間框架

CONCEPTUAL SPATIAL FRAMEWORK

根據以下的指導原則，並考慮到本地和區域的空間發展機遇，我們制訂了一個概念性空間框架以展示一個包含現有、已落實及擬議市區樞紐的兩個都會區和兩條發展走廊，以及概念性運輸走廊緊密交織的網絡。概念性空間框架提供了發展容量以滿足預計土地需求；匯聚各樣活動以產生集群協同效應；提供機會改造稠密的市中心；以及拉近居所與就業地點的距離，最終建立一個宜居、具競爭力及可持續發展的「亞洲國際都會」。

Under the guiding principles specified below and taking into account the spatial development opportunities locally and regionally, a Conceptual Spatial Framework (CSF) is formulated to show a close-knit network of two metropolises and two development axes with existing, committed and proposed urban nodes, and the conceptual transport links. The CSF provides us with the capacity to satisfy the estimated land demand, achieves agglomeration of activities and synergistic clusters, offers opportunities for retrofitting the dense urban core and brings jobs closer to homes, thereby ultimately realising a liveable, competitive and sustainable Asia's World City.



概念性空間框架
Conceptual Spatial Framework

深圳
Shenzhen

往深圳市中心
to Shenzhen Central

往深圳東及廣東東部
to Shenzhen East and Guangdong East

往深圳西及
珠三角東部
to Shenzhen West
and Pearl River
Delta East

往珠三角西部
to Pearl River
Delta West

北部都會區
NORTHERN METROPOLIS

東部知識及科技走廊
EASTERN KNOWLEDGE AND TECHNOLOGY CORRIDOR

西部經濟走廊
WESTERN ECONOMIC CORRIDOR

維港都會區
HARBOUR METROPOLIS

- 可能供地項目
Possible Solution Spaces
- 可能的運輸走廊（有待進一步研究）
Possible Transport Corridors (subject to further study)
- 擬議連接屯馬線將來洪水橋站及深圳西前海
的鐵路（有待進一步研究）
Proposed Rail Link between Future Hung
Shui Kiu Tuen Ma Line Station and Qianhai
in Shenzhen West (subject to further
study)
- 擬議經河套區連接深圳新皇崗口岸的
北環線支線（有待進一步研究）
Proposed Northern Link Spur Line to New
Huanggang Port in Shenzhen via
the Loop (subject to further study)
- 可能的運輸系統（有待進一步研究）
Possible Transport System (subject to
further study)
- 主要已推展或處於較成熟規劃階段的土地供應
Major Committed Land Supply
- 現有的已建成區
Existing Built-Up Area
- 現有郊野公園、特別地區及法定圖則下的
保育地帶
Existing Country Parks, Special Areas
and Conservation Zones under Statutory
Plans
- 現有／擬議海岸公園及海岸保護區
Existing/Proposed Marine Parks and
Marine Reserve
- 現有主要道路／鐵路網絡
Existing Major Road/Railway Network
- 興建中的鐵路項目
Railway Projects under Construction
- 《鐵路發展策略 2014》建議的鐵路項目
（示意走線）
Proposed Railway Schemes under Railway
Development Strategy 2014 (indicative
alignment)
- 興建中的主要道路項目
Major Road Projects under Construction
- 規劃中的主要道路項目（示意走線）
Major Road Projects under Planning
(indicative alignment)

公里 km 5 0 5 10 15 公里 km
比例尺 SCALE

（修訂版）
（Revised）



兩個都會區 Two Metropolises

維港都會區 HARBOUR METROPOLIS

維港都會區涵蓋 (a) 香港島、九龍及荃灣／葵青區的現有都會區，以及 (b) 中部水域交椅洲人工島。從經濟活動而言，這個都會區在金融及商業方面較具競爭優勢。

The Harbour Metropolis covers (a) the existing Metro Area in Hong Kong Island, Kowloon and Tsuen Wan/ Kwai Tsing districts, and (b) the Kau Yi Chau (KYC) Artificial Islands in the Central Waters. In terms of economic activities, this Metropolis has a competitive advantage in finance/ business.

現有都會區 Existing Metro Area



我們的目標是提升這個都會區的宜居度和進一步增強其經濟競爭力。為締造一個更宜居的環境，我們會加強重建和復修舊樓；改善公共空間及提供更多休憩用地和政府、機構及社區設施；以及長遠減低市區人口。為進一步增強經濟競爭力，我們會整合位於中環及周邊地區的傳統商業核心區（商業核心區一），繼續把九龍東轉型為充滿活力的第二個商業核心區（商業核心區二），以及持續發展商業核心區一和二以外的其他辦公室／商貿樞紐。

The targets are to enhance liveability and further strengthen the economic competitiveness of this area. A more liveable environment would be achieved through stepping up redevelopment and rehabilitation of the ageing buildings, improving the public realm and provision of open space and GIC facilities, and thinning out the population in the longer term. Economic competitiveness would be further strengthened through consolidating the traditional Central Business District (CBD1) in Central and the adjoining areas, continuously transforming Kowloon East into a dynamic Central Business District 2 (CBD2), and continuously developing other office/business nodes outside CBD1 and CBD2.

交椅洲人工島 KYC Artificial Islands

我們的基本概念是在交椅洲附近的中部水域填海造出約 1,000 公頃的人工島，通過綜合規劃，建設宜居及可持續發展的社區，當中將具備一系列合適的用途和社區設施、充裕的休憩用地和綠化空間、及先進的基建，以成為香港第一個大型碳中和社區。未來的人工島預計提供 150,000 至 260,000 個單位，供約 400,000 至 700,000 人居住，並包括一個面積約 100 公頃的第三個新商業核心區（商業核心區三），提供約 400 萬平方米的商業總樓面面積和提供約 200,000 個就業機會。

The basic concept is to create artificial islands of about 1,000 hectares by reclamation in the Central Waters near KYC for comprehensive planning of liveable and sustainable communities with a range of compatible uses and community facilities, ample open space and greening, state-of-the-art infrastructure, and Hong Kong's first large-scale carbon neutral community. The future islands will provide an estimated 150,000-260,000 flats for about 400,000- 700,000 people, and include a new Central Business District 3 (CBD3) of about 100 hectares with 4 million m² commercial GFA and 200,000 employment opportunities.



僅供說明的構思圖 Artist impression for illustrative purpose only



未來的人工島將會由一條新界西北－大嶼山－都會區運輸走廊支撐，該運輸走廊會以東大嶼鐵路為骨幹，經交椅洲人工島和欣澳，接通港島西及屯門西，並輔以一條新的策略性公路連接交椅洲人工島和港島西，以及經規劃中的 11 號幹線連接欣澳及新界西北。這條運輸走廊亦將成為「第四條過海通道」以紓緩現有各條過海隧道交通擠塞的情況，並提供連接香港國際機場和市區的替代路線。在較高人口的情境下，可能需要增建一條連接西九龍的鐵路。

進行中的規劃、工程及交通研究將會確認人工島的填海範圍、土地用途和運輸基建配套。

The future artificial islands will be supported by a Northwest New Territories-Lantau-Metro Transport Corridor with an East Lantau Rail Line as the backbone to connect Hong Kong Island West to Tuen Mun West via KYC Artificial Islands and Sunny Bay, complemented by a new strategic highway to connect KYC Artificial Islands with Hong Kong Island West, Sunny Bay and NWNT via Route 11 under planning. This Transport Corridor will also serve as the “fourth harbour crossing” to alleviate the traffic congestion of the existing harbor crossings and provide an alternative connection between the Hong Kong International Airport and the Metro Area. An additional rail connection to West Kowloon may be required for a high population scenario.

The reclamation extent, land uses and supporting transport infrastructure for the artificial islands will be confirmed under the on-going planning, engineering and transport studies.

位於交椅洲人工島的商業核心區三 CBD3 at KYC Artificial Islands

創建 Creation

- 位處商業核心區一與大嶼山的「雙門戶」中間
- 具備作為地區總部基地的優勢
- 提供智慧、現代化和創新的營商環境
- midway between CBD1 and the “Double Gateway” at Lantau
- locational advantage as the base for regional headquarters
- offer smart, modern and innovative environment



位於九龍東的商業核心區二 CBD2 at Kowloon East

轉型 Transformation

- 正在轉型為具活力的跨產業地區
- 為較著重成本的企業提供替代地點，例如先進工商業的總部以及其支援和後勤服務
- 現有工廈可為中小企、新興產業及初創企業提供較低成本處所
- a dynamic cross-industry district under transformation
- alternative location for businesses which are more cost conscious, such as headquarters functions of advanced producer services, and supporting and back-up services of headquarters
- the existing industrial stock offers relatively low-cost premises for small and medium enterprises, emerging industries and start-ups



位於中環及周邊地帶的商業核心區一 CBD1 in Central and adjoining areas

整合 Consolidation

- 全球金融中心
- 為高增值金融服務業、先進工商業，以及傾向在優越地段運作的跨國公司締造業務契機
- 透過私人重建及改善公共空間予以更新
- a global financial centre
- opportunities for high-value-added financial services and advanced producer services, and multi-national corporations preferring the conducting of businesses at prestigious locations
- revamp through private redevelopment and enhanced public realm



北部都會區 NORTHERN METROPOLIS

政府近日提出《北部都會區發展策略》。北部都會區面積約 30,000 公頃，涵蓋元朗和北區，包括設有七個邊境管制站（即深圳灣¹、落馬洲、落馬洲支線、羅湖、文錦渡、香園圍及沙頭角）的港深邊境地區。從西到東，北部都會區包括數個主要的發展群及相關運輸建議以提升其可達性和相互連繫。北部都會區匯聚大量人口和本地就業機會，加上其豐富的文化和自然資源提供充裕的生態康樂／旅遊場所，將重新定義香港的空間發展模式，其地理位置亦有利於發展創新科技產業。區內主要倡議包括：

The Government recently announced the Northern Metropolis Development Strategy. The Northern Metropolis encompasses an area of about 30,000 hectares, covering Yuen Long and North Districts which include the boundary areas between Hong Kong and Shenzhen with seven boundary control points (BCPs) (i.e. Shenzhen Bay¹, LMC, LMC Spur Line, Lo Wu, Man Kam To, Heung Yuen Wai and Sha Tau Kok). Spanning from west to east, the Northern Metropolis comprises a number of major development clusters with transport proposals to enhance their accessibility and inter-connectivity. The Northern Metropolis, combining a sizable population with local employment opportunities and ample eco-recreation/tourism outlets offered by the rich cultural and natural resources, will redefine the spatial development pattern in Hong Kong. This Metropolis commands a favourable location for the innovation and technology industry. The key initiatives in the area include:

(a) 擴展洪水橋／廈村新發展區

現時被規劃為區域經濟及文娛樞紐的洪水橋／廈村新發展區，其在現代服務業領域的功能將可藉著擴展前海深港現代服務業合作區（前海合作區）而得以進一步提升。建議興建一條在香港段設有多個車站的新跨境鐵路（即港深西部鐵路（洪水橋至前海）），以連接將來的屯馬線洪水橋站和深圳西的前海，加強香港與其他大灣區城市的連繫及把握擴展前海合作區的發展機遇。同時，應藉此機會探討將洪水橋／廈村新發展區向北延伸至涵蓋尖鼻咀、流浮山和白泥，以及為擴展地區提供新運輸基礎設施的可行性。

(b) 新田／落馬洲發展樞紐

相比於深圳河北面發展面積超過 300 公頃的深圳科創園區，現時正在興建佔地約 87 公頃的河套區港深創新及科技園的規模則顯得略為保守。為了

(a) Expansion of Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA)

The HSK/HT NDA has been planned as the Regional Economic and Civic Hub whose functions in the area of modern service industry can be further enhanced by leveraging on the expansion of Qianhai Shenzhen-Hong Kong Modern Service Industry Co-operation Zone (Qianhai Co-operation Zone). A new cross-boundary rail link, i.e. Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai), is proposed to connect the future Hung Shui Kiu Tuen Ma Line Station to Qianhai in Shenzhen West, with multiple stations on the Hong Kong side, to strengthen the connectivity between Hong Kong and other GBA cities and to capitalise on the expansion of the Qianhai Co-operation Zone. Opportunity should be taken to explore the feasibility of extending the HSK/HT NDA northwards to cover Tsim Bei Tsui, Lau Fau Shan and Pak Nai, with new transport infrastructure serving the expanded area.

(b) San Tin/Lok Ma Chau Development Node (ST/LMC DN)

While the 87 hectares HK-SZ I&T Park in the Loop is underway, its scale is relatively humble when compared with the Shenzhen Innovation and Technology Zone on the northern shore of the Shenzhen River with an area of

¹ 深圳灣口岸位於深圳市並實施一地兩檢安排。

The Shenzhen Bay Port adopts the Co-location Arrangement and is located on Shenzhen side.

讓創新科技業可以透過集群效應達致更大的經濟規模，建議善用在發展樞紐內預留作企業及科技用途的土地、加上落馬洲邊境管制站遷往深圳新皇崗口岸後騰出逾 20 公頃的土地，以及在附近一帶的漁塘及鄉郊土地（待研究確定），有潛力把新田／落馬洲發展樞紐擴展並發展成為科技城。為改善這一帶的交通連繫，政府正積極研究興建北環線支線的方案，由將來的新田站，經港深創新及科技園的中途站，連接至新的皇崗口岸。

more than 300 hectares. To achieve a clustering effect of the innovation and technology industry with greater economy of scale, the ST/LMC DN has strong potential to be expanded and developed into a Technopole with optimal use of the land already planned/proposed for enterprise and technology use, over 20 hectares of land to be vacated upon relocation of the existing LMC BCP to the new Huanggang Port in Shenzhen, and some adjacent fish ponds and rural land subject to study. For better connectivity, the proposal of developing the Northern Link (NOL) Spur Line to connect the future San Tin Station with the new Huanggang Port via an intermediate station at the HK-SZ I&T Park is being actively examined.



(c) 擴展古洞北新發展區

古洞北新發展區毗鄰新田／落馬洲發展樞紐，位置上享有策略性優勢。可考慮把北環線從將來的古洞站向東延伸至羅湖／文錦渡及新界北新市鎮內多個發展樞紐（詳載於下文 (e) 段），並可能連接至粉嶺安樂村工業區。此鐵路網絡能更快地連接新田／落馬洲發展樞紐及其他幾個發展區，有助加強古洞北新發展區的地理優勢。可考慮把古洞北新發展區向北延伸至馬草壟，以增加住宅供應，以及為港深創新及科技園內的創新科技企業提供支援。

(c) Expansion of Kwu Tung North New Development Area (KTN NDA)

The KTN NDA is strategically located given its proximity to the ST/LMC DN. The NOL may be considered for extension eastward from the future Kwu Tung Station, connecting areas in Lo Wu and Man Kam To and various development nodes in the New Territories North New Town (NTN New Town) (to be explained under (e) below), and possibly leading to the On Lok Tsuen Industrial Area in Fanling. This rail network can facilitate speedier connection between various development areas and the ST/LMC DN, which can strategically strengthen the locational advantages of the KTN NDA. Consideration will be given to include Ma Tso Lung as part of a possible extension to its north to increase residential supply and provide support to the innovation and technology enterprises in the HK-SZ I&T Park.

(d) 羅湖／文錦渡綜合發展樞紐

羅湖／文錦渡綜合發展樞紐鄰近羅湖和文錦渡邊境管制站。此發展樞紐和新界北新市鎮的土地用途和運輸基建配套設施將在即將開展的規劃及工程研究中檢視。羅湖邊境管制站日後如在深圳實施一地兩檢，將可釋出土地，並帶來發展機會。可研究在上水站與現時的羅湖站之間加設羅湖（南）站，並可探討在羅湖（南）站附近一帶進行具規模的住宅及商業發展。長遠而言，在搬遷文錦渡管制站的跨境新鮮食品檢測設施、上水屠房、上水濾水廠和石湖墟污水處理廠後，將可釋出更多發展土地並納入羅湖／文錦渡綜合發展樞紐內，使之與粉嶺／上水新市鎮在空間布局和功能發展上有更佳的連繫。此發展樞紐可由將來的羅湖（南）站向東擴展至文錦渡邊境管制站及進而連接新界北新市鎮。

(d) Lo Wu/Man Kam To Comprehensive Development Node (LW/MKT CDN)

The LW/MKT CDN enjoys proximity to the Lo Wu and Man Kam To BCPs. The land uses and supporting transport infrastructure for the LW/MKT CDN and the NTN New Town will be examined in a coming planning and engineering study. Possible Co-location Arrangement of Lo Wu BCP on the Shenzhen side can release land and open up development opportunities. The provision of a new Lo Wu (South) Station between the Sheung Shui Station and the existing Lo Wu Station can be examined. Together with adjacent sites, large-scale residential and commercial developments at the future Lo Wu (South) Station can be investigated. Relocation of the fresh food boundary-crossing and inspection facilities at the Man Kam To BCP, the Sheung Shui Slaughterhouse, the Sheung Shui Water Treatment Works and the Shek Wu Hui Sewage Treatment Works can release more development land for incorporating into the LW/MKT CDN in the long run. This will enable the LW/MKT CDN to enjoy better spatial and functional connection with the Fanling/Sheung Shui New Town. The LW/MKT CDN can be expanded eastward from the future Lo Wu (South) Station to the Man Kam To BCP and further connect with the NTN New Town.





香園圍邊境管制站
Heung Yuen Wai Boundary Control Point



沙頭角新樓街唐樓（二級歷史建築）
Shophouses at San Lau Street, Sha Tau Kok (Grade 2 Historic Buildings)

(e) 新界北新市鎮

新界北新市鎮涵蓋香園圍（包括香園圍邊境管制站）、坪輦、打鼓嶺、恐龍坑及皇后山。現時皇后山將有大規模公營房屋逐步落成。新界北新市鎮經香園圍公路可直接連接粉嶺公路。除了房屋發展，這新市鎮亦適合發展一系列的經濟用途，包括工業、創新科技，商業／貿易及現代物流。

(f) 開放沙頭角墟

沙頭角及周邊島嶼擁有豐富的文化遺產和藍綠自然資源。建議逐步開放沙頭角碼頭作生態旅遊，以恢復沙頭角墟支援零散村莊和外島的傳統角色。長遠而言，可研究進一步開放沙頭角墟（中英街除外）的可行性，為吉澳海及印洲塘發展可持續的生態康樂／旅遊鋪路。

(e) NTN New Town

The NTN New Town covers Heung Yuen Wai (including Heung Yuen Wai BCP), Ping Che, Ta Kwu Ling, Hung Lung Hang and Queen's Hill. At Queen's Hill, a large scale public housing development is being progressively completed. The NTN New Town has direct access to Fanling Highway via Heung Yuen Wai Highway. Apart from housing development, this New Town is suitable for a range of economic uses including industrial uses, innovation and technology, commercial/business and modern logistics.

(f) Opening-up of Sha Tau Kok Town

Sha Tau Kok and the surrounding islands are endowed with rich cultural heritage and blue and green assets. It is proposed to gradually open up Sha Tau Kok Pier for eco-tourism with a view to restoring the traditional role of Sha Tau Kok Town in supporting the scattered villages and the outlying islands. In the longer term, studies on the feasibility of further opening up Sha Tau Kok Town (except Chung Ying Street) can be undertaken to pave way for sustainable eco-recreation/tourism in Kat O Hoi and Yan Chau Tong.

路政署及運輸署現正進行《跨越 2030 年的鐵路及主要幹道策略性研究》。上述北部都會區的運輸配套網絡有待確定。

在生態保育方面，政府預計會收回位處私人土地及具高保育價值的濕地和漁塘，並透過設立如濕地保育公園，海岸保護公園，以及擴展現有的自然保育區進行積極管理。這些措施加上擬議的紅花嶺郊野公園，將為北部都會區創建一套濕地、生態保育及郊野公園系統，為將來在北部都會區居住、工作及造訪的市民締造舒適的環境和提供發展生態康樂／旅遊的機會。

The Highways Department and the Transport Department are conducting the Strategic Studies on Railways and Major Roads beyond 2030+. The above-mentioned supporting transport infrastructure for the Northern Metropolis will be further ascertained.

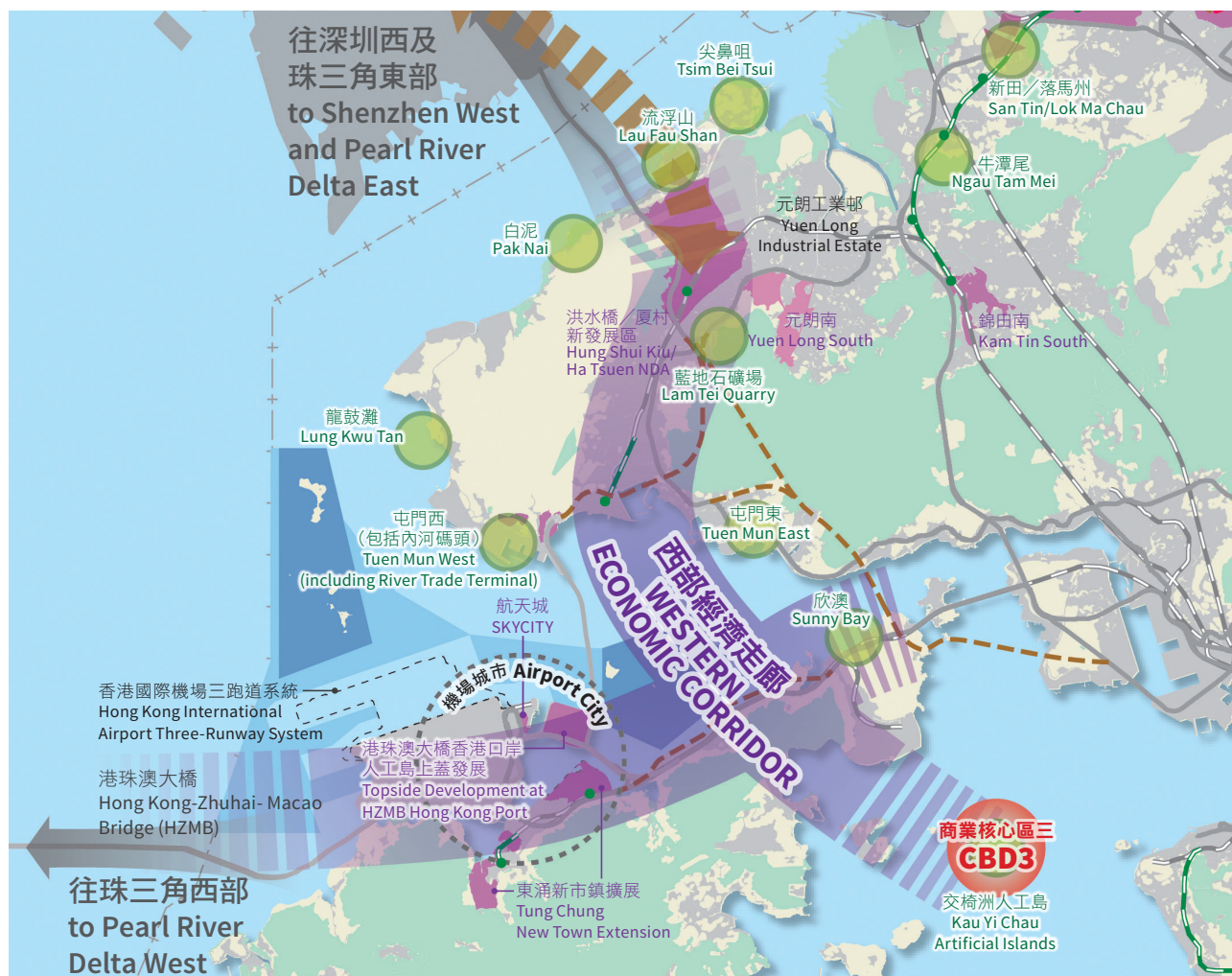
On ecological conservation, it is envisaged that private wetland and fish ponds of high conservation value would be resumed for active management, through for example the establishment of wetland conservation parks, coastal protection parks and expansion of existing conservation areas. This, together with the proposed Robin's Nest Country Park being proposed, can create a system of wetlands, country parks and ecological conservation for the Northern Metropolis, which can create a pleasant environment and provide eco-recreational/tourism opportunities for those who live and work in and visit the Northern Metropolis.





兩條發展走廊 Two Development Axes

西部經濟走廊 WESTERN ECONOMIC CORRIDOR



西部經濟走廊充分利用香港西部的國際門戶功能及交椅洲人工島新商業核心區所帶來的機遇。走廊涵蓋北部的新界西北、中部的北大嶼山和南部的交椅洲人工島，並有以下新的主要經濟樞紐。

The Western Economic Corridor leverages on the international gateway functions in the western part of the territory and the future opportunities to be brought about by the new CBD at KYC Artificial Islands. The Corridor covers the NWNT in the north, North Lantau in the middle and KYC Artificial Islands in the south, with the following new major economic nodes.

新界西北 NWNT

(a) 洪水橋／厦村新發展區 – 已規劃包括超過 200 萬平方米總樓面面積的商業／辦公室中心和超過 400 萬平方米的總樓面面積的物流、港口後勤及工業、科技及企業用途，提供超過 150,000 個就業機會。

(a) **HSK/HT NDA** – planned to include commercial/office centres of over 2 million m² GFA and over 4 million m² GFA for logistics, port back-up and industrial, technology and enterprises, providing more than 150,000 employment opportunities. Leveraging on the expansion of the Qianhai Co-operation Zone, the HSK/HT NDA has

受惠於前海合作區的擴展，洪水橋／厦村新發展區有潛力發展為「區域經濟及文娛樞紐」和「物流、企業和科技區」。

- (b) 龍鼓灘填海和屯門西（包括內河碼頭的**重建**）– 作混合用途發展，可能包括房屋和經濟（如物流）等用途。
- (c) 藍地石礦場用地 – 待 2022/23 年石礦場經營合約屆滿後，會研究作其他更有效益的用途。該用地有潛力作房屋和經濟（如物流）等用途。

potential to be developed into a regional economic and civic hub, as well as logistics, enterprise and technology quarter.

- (b) **Lung Kwu Tan reclamation and Tuen Mun West (including the redevelopment of River Trade Terminal)** – for mixed use developments, which may include economic (such as logistics) uses and housing.
- (c) **Lam Tei Quarry site** – will be studied for beneficial uses after its quarry operating contract expires in 2022/23. It has potential for economic (such as logistics) uses and housing.

北大嶼山 North Lantau

- (d) **機場城市** – 涵蓋三跑道系統、機場島的航天城項目和南貨運區、港珠澳大橋香港口岸人工島上蓋發展（包括自動化停車場，航空學院以及空運物流），以及可提供 88 萬平方米總樓面面積作經濟用途，創造 40,000 個就業機會的東涌新市鎮擴展區的商業／商貿發展樞紐。
- (e) 現有的香港迪士尼樂園度假區和擬議的欣澳填海 – 以休閒和娛樂為主。

- (d) **Airport City** – covers projects such as the Three-Runway System, SKYCITY and South Cargo Precinct on the Airport Island, the topside development at the Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge comprising automated car parks, aviation academy and air cargo logistics, and the business/commercial development hub with about 0.88 million m² GFA for economic use generating 40,000 employment opportunities in the Tung Chung New Town Extension.
- (e) **Existing Hong Kong Disneyland Resort and Proposed Sunny Bay Reclamation** – mainly for leisure and entertainment use.

交椅洲人工島 KYC Artificial Islands

- (f) 商業核心區三 – 見上文的維港都會區

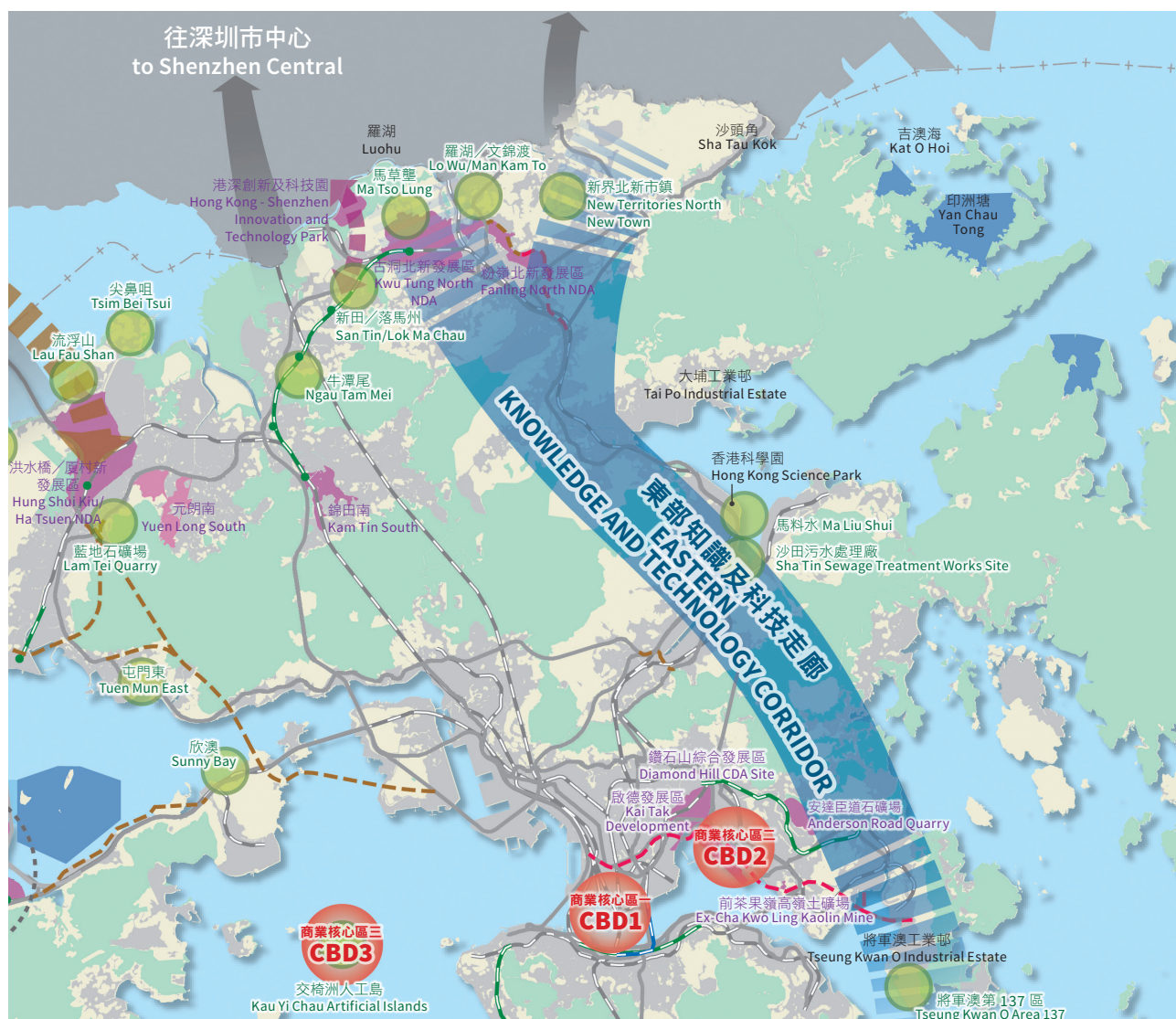
- (f) **CBD3** – see Harbour Metropolis above.

擬議連接洪水橋／厦村新發展區及前海的跨境鐵路，讓位於西部經濟走廊上的發展與前海，甚至大灣區有更直接的連繫。這地理優勢亦有望增強西部經濟樞紐對企業的吸引力及開拓更多商機。

The proposed cross-boundary rail link between the HSK/HT NDA and Qianhai will enable developments along this Corridor to gain more direct access to Qianhai and further to the GBA. This geographical advantage is expected to enhance the appeal of the western economic nodes to enterprises and open up more business opportunities.

東部知識及科技走廊

EASTERN KNOWLEDGE AND TECHNOLOGY CORRIDOR



東部知識及科技走廊涵蓋各種現有／已規劃的創新及科技相關發展，包括：

The Eastern Knowledge and Technology Corridor comprises different existing/ planned innovation and technology-related developments. It encompasses:

- | | |
|--|--|
| (a) 大學群 | (a) our university cluster |
| (b) 高科技及知識型產業機構（例如香港科學園、將軍澳及大埔工業邨、數據中心及研發機構） | (b) establishments for high technology and knowledge based industries (such as Hong Kong Science Park, Tseung Kwan O and Tai Po Industrial Estates, data centres and R&D institutes) |
| (c) 工業及服務支援中心（例如香港生產力促進局和創新中心） | (c) industrial and service support centres (such as the Hong Kong Productivity Council and InnoCentre) |
| (d) 九龍東的商業核心區二。該區為共用工作空間及創新科技初創企業集聚之地 | (d) CBD2 in Kowloon East which has agglomeration of co-working spaces and innovation and technology start-ups |

(e) 興建中的河套區港深創新及科技園
(約 87 公頃)

(f) 馬料水填海及沙田污水處理廠搬遷後用地 – 主要作創新及科技發展和其他兼容用途 (合共約 88 公頃)

(e) the HK-SZ I&T Park (about 87 hectares) at the Loop under construction

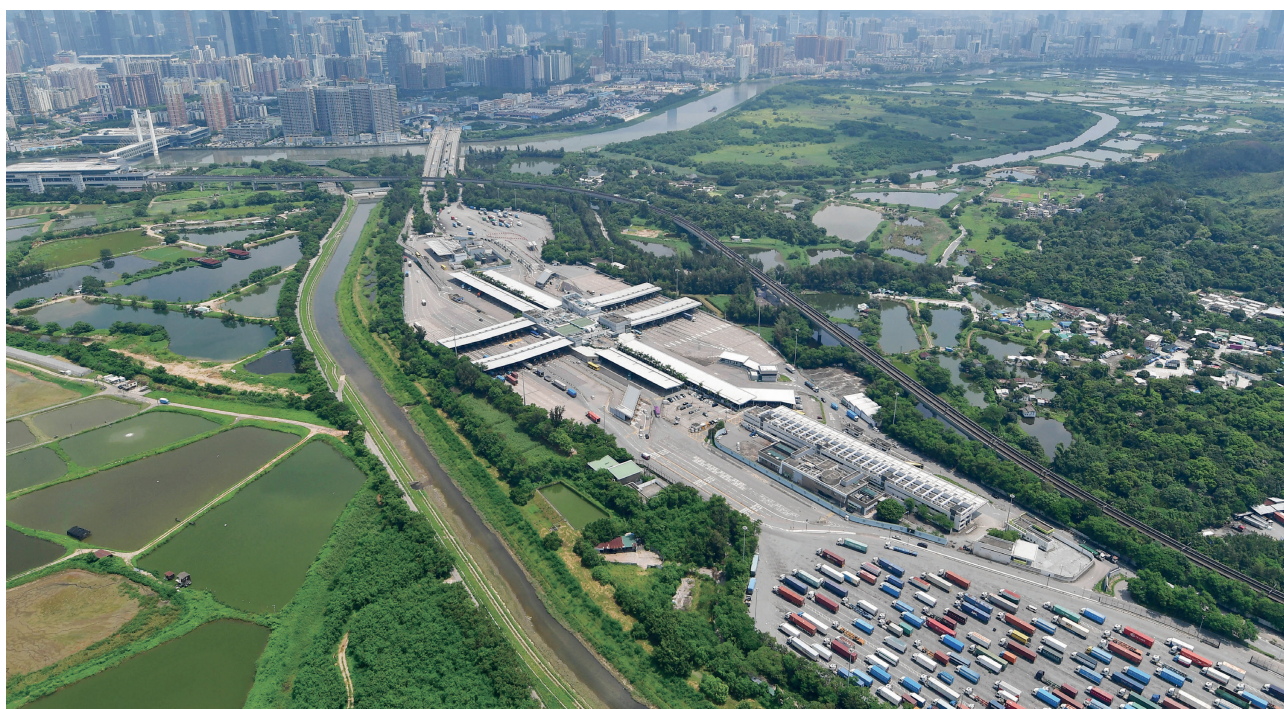
(f) **Ma Liu Shui reclamation and Sha Tin Sewage Treatment Works site after relocation** – mainly for innovation and technology development and other compatible uses (about 88 hectares in total)

透過位於北部都會區的新田／落馬洲發展樞紐內擬發展的科學及創新科技相關用途，進一步鞏固該走廊的發展。

若能全面落實這個概念性空間框架，將可以滿足估計的土地需求，推動香港經濟持續發展，改善社區和康樂設施及配套基建設施，並提供空間以達致更寬敞的居所。政府將同心協力，以可持續發展方式推展這概念性空間框架。

This Corridor will be fortified by the proposed science and innovation and technology related uses at the above-mentioned ST/LMC DN in the Northern Metropolis.

The CSF, if fully implemented, could meet the estimated land requirements, drive continuous economic development of Hong Kong, enhance community and recreational facilities and supporting infrastructure, and provide room for more spacious home space. The Government will make concerted efforts to take forward the CSF in a sustainable manner.



未來路向 WAY FORWARD

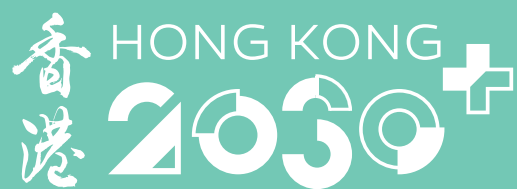
在三大元素和概念性空間框架下提出的部分策略方針，將有待政府的各有關政策局及部門進一步探討和進行個別的研究，而部分建議已經逐步融入在政策措施及具體行動中，例如「促進健康生活的動態設計研究」和「重塑香港公共空間研究」經已進行，以貫徹策略目標。

我們會持續檢討所有主要建議以及不同土地用途的土地需求和供應評估，與時並進，以適應和應對瞬息萬變的世界。

Some of the strategic directions proposed under the three building blocks and conceptual spatial framework will require further investigation and spinoff studies by various relevant B/Ds, while some other suggestions have already made its way to become policy initiatives and specific actions. For example, the Active Design for Healthier Lifestyle Study and the Reimagining Public Spaces Study are being carried out as sequels to the strategic initiatives, to name a few.

All the major proposals as well as the land requirement and supply analysis on different land uses would be constantly reviewed to keep abreast of the latest circumstances to adapt and adjust to changes in an era of rapid change.





跨越2030年的規劃遠景與策略
Towards a Planning Vision and
Strategy Transcending 2030



發展局
Development Bureau



規劃署
Planning Department

