



香港城市設計學會
Hong Kong Institute of Urban Design

Hong Kong Institute of Urban Design – Recommendations for the 2025 Policy Address

We appreciate the current administration's efforts in increasing land supply and shortening the waiting time for public housing. As these policies begin to show positive results, we encourage the government to continue its work in addressing public concerns. For this year's Policy Address, the Hong Kong Institute of Urban Design puts forward the following recommendations:

(1) Addressing Local Challenges

With the ongoing development of the Northern Metropolis and the Urban Renewal Authority's (URA) Yau Tsim Mong redevelopment projects, Hong Kong will require a significant number of urban development professionals over the next two decades. However, due to the recent global and local economic downturn, construction, infrastructure, and urban design projects have sharply declined. Most consultancy firms face salary cuts and layoffs, leaving many professionals unemployed, while graduates in architecture, engineering, and urban design struggle to find jobs.

In recent years, government projects have primarily focused on civil engineering works such as roads, railways, and land formation, leaving firms specializing in architecture, landscape, and urban design with insufficient work. Beyond ensuring an adequate overall volume of projects, the government should also balance the distribution of different types of public works to support all industry stakeholders.

We recommend accelerating the rollout of public projects—such as public housing, schools, and elderly care facilities—where feasible. This would allow the government to complete necessary works at lower costs during the industry downturn while helping professionals and graduates in architecture, engineering, and urban design weather the crisis.

(2) Recognition of Professional Urban Designers

Beyond architecture, engineering, landscape design, and urban planning, many cities—including Hong Kong—are increasingly focusing on urban design quality. The University of Hong Kong, Chinese University of Hong Kong, and City University of Hong Kong offer master degree programs in urban design, producing over 100 graduates annually, most of whom are from Hong Kong or Mainland China. These graduates typically work in urban design, architecture, landscape design, and related fields in Hong Kong or the Mainland. While early urban designers often held other professional qualifications in architecture, landscape, or planning, many recent graduates lack such credentials.

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Currently, the government does not formally recognize urban designers in civil service recruitment or consultancy contracts for engineering, architecture, and urban design roles. We recommend that the government take the lead in recognizing the professional membership of the Hong Kong Institute of Urban Design. This would reassure young local urban designers and attract Mainland talent to Hong Kong, addressing the city's talent shortage.

(3) Creating a Livable City to Attract Talent: Urban Design Guidelines

To compete globally for innovation and technology talent, Hong Kong must prioritize high-quality public realm and promote urban design excellence. While the city excels in stability, safety, healthcare, education, and infrastructure, further improvements in architecture and urban design are needed to attract international professionals.

Chapter 11 of the *Hong Kong Planning Standards and Guidelines* ("Urban Design Guidelines") provides basic principles but has not been updated for years. We urge a comprehensive review to align with contemporary livability standards. Additionally, alongside citywide guidelines, the government should develop district-specific urban design frameworks—such as for the Northern Metropolis and Yau Mong redevelopment—to ensure world-class, context-sensitive development.

It is desirable that a study to ascertain the use and application of UD guidelines internationally and in Hong Kong is first undertaken to inform the content of a new draft guidelines and parameters. Clear guidelines on their application should also be drafted.

(4) Manifesto for the Streets of Hong Kong

Streets are a critical component of urban design, serving not only as transport corridors but also as vital public spaces. The Institute recently submitted the **Manifesto for the Streets of Hong Kong** to the Chief Executive's Policy Unit, proposing street design enhancements. We attach the document herewith again, which is applicable to the whole HK.

(5) Northern Metropolis

The Northern Metropolis is Hong Kong's most important future growth engine, attracting emerging industries and talent. A high-quality, livable, and vibrant urban environment is essential.

While flexibility in land planning and disposal (e.g., "Large Scale Land Disposal") is needed to attract leading tech firms, the government must take a proactive role in

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ensuring world-class urban design. As recommended in Section 3, district-specific urban design guidelines are crucial.

Currently, the Northern Metropolis lacks key elements such as defined urban cores, public spaces, retail streets, convention facilities, and pedestrian/cyclist-friendly design. Better integration with the nearby Sam Po Shue Wetland Conservation Area is also needed. We recommend embedding these elements into pilot areas (e.g., Hung Shui Kiu town center, San Tin Technopole) and organizing international/local design competitions to secure high-quality solutions while promoting the project globally.

Please also take note of the suggestions of Hong Kong Institute of Urban Design (HKIUD) and Hong Kong Institute of Architects in their representation to the Town Planning Board in 2024 on the draft OZP on San Tin Technopole, in relation to urban rural integration and interface with Sam Po Shue Wetland. The HKIUD representation was copied to Development Bureau, and is attached herewith again.



Wetland Integration, Qianhai, Shenzhen, China
Photo Credit: Pinterest



Lindholmen Science Park in Gothenburg, Sweden
Photo Credit: Pinterest

(6) URA Urban Renewal

It is important that the Urban Renewal Authority's (URA) Yau Tsim Mong redevelopment projects are developed in a sensitive and sustainable manner so intangible cultural heritage as well as built heritage, traditional local character are retained and any new developments are integrated well with the existing urban fabric while improving the public realm and providing high quality amenities including public spaces and parks.

Many aging buildings in Hong Kong require urgent redevelopment to ensure public safety and land supply. However, the URA faces funding shortages. While we support its Transfer of Plot Ratio (TRP) and Special Compensation Arrangement

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(SCA) proposals, the current compensation benchmark—based on seven-year-old properties—is unsustainable and should be reviewed.

To enhance project viability, the government should consider assuming responsibility for urban infrastructure upgrades and the reprovisioning of outdated public facilities (e.g., wet markets, social service centers) in large-scale redevelopment projects, rather than leaving these costs to the URA or developers.

(7) Public Housing Policy

We commend the government for accelerating public housing supply through increased land availability, public light housing, transitional housing, and innovative methods like Modular Integrated Construction (MiC), digital and smart construction techniques. We urge continued efforts to ensure timely delivery and further reduce waiting times.

With the property market downturn, expediting design and construction contracts for public housing estates could lower costs, optimize public funds, and support struggling firms.

We also welcome the introduction of Basic Housing Units Bill for ensuring reasonable and safe environment for subdivided units to safeguard public health and safety. The Buildings Department should strengthen inspections to prevent illegal alterations and curb new unfit housing.

Having addressed quantity, the Housing Authority should now review quality. Current public housing designs—unchanged for years—are not optimized for MiC. We recommend revisiting per-capita living space standards and updating designs to enhance livability and align with modern construction methods.

Last year's **Well-being Design Guide** is a positive step, and should be extended to other public and private projects.

(8) Streamlining Procedures to Accelerate Urban Development

For the Northern Metropolis' creative industries to compete globally, streamlined approval processes are critical to reduce costs and delays. We appreciate the establishment of a dedicated task force last year and urge further progress to ease industry burdens.

(9) Enhancing Victoria Harbour for Livability

While the importance of Northern Metropolis to the future development of HK is understandable, we should not lose sight of the potential of the Victoria Harbour,

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which is the largest natural asset and soul of Hong Kong. Thanks to the efforts of Harbourfront Commission in past years, most of the harbourfront is now connected. We recommend further optimizing its design as public space, to further enhance the livability of HK.

With the passage of the amendments to the Protection of the Harbour Ordinance, the Harbourfront Commission should actively examine ways to enhance the design of Victoria Harbour's waterfront, drawing inspiration from waterfront developments in cities like Singapore, Barcelona, New York and Sydney, adopting best practices while learning from their experiences. For instance, by introducing more dining facilities and strengthening diverse interactions with the cultural and commercial facilities adjacent to the waterfronts. We urge the Government and the Harbourfront Commission to conduct comprehensive studies on improving waterfront design to align with the policy directions of "Event Economy" and "Happy Hong Kong". The waterfront area has ample space to accommodate more cultural and recreational activities. A comprehensive study aligning waterfront improvements with the "mega-event economy" and "Happy Hong Kong" initiatives is needed. Our waterfront could accommodate more cultural and recreational events.

Furthermore, it is time for Hong Kong to think beyond harbourfront enhancement and explore the potential of integrating the hinterland to the waterfront by creating a multi node vibrant Harbour Metropolis. A comprehensive strategic study to create a new vision for multiple sustainable development nodes along both sides of the harbour is needed. This can be done by further developing a few key areas that are distinct in character on either side of the Victoria Harbour. On the Hong Kong Island, sensitively developing 'Island West' (Kennedy Town and Sai Ying Pun) and 'Chai Wan' to the east in addition to Central and Island East should be explored. On the Kowloon Peninsula developing Kowloon West (Sham Shui Po and Cheung Shaw Wan) in addition to TST, West Kowloon and Hung Hom at the Center and Kowloon East would complement add more value to create a dynamic Harbour Metropolis. It is important to not only accommodate more cultural and recreational events along the Harbourfront, but with a longer-term strategic vision supported by the community with innovative urban design and planning, Hong Kong could reposition itself as a world class "Harbour City".

Also, Tseung Kwan O is located adjacent to the Lei Yue Mun Channel, the eastern entrance to Victoria Harbour. The Government's proposal to conduct large-scale reclamation at Area 132 offshore from Tseung Kwan O urban area for constructing a concrete batching plant, refuse transfer station, construction waste treatment facilities, and power generation facilities would severely damage Hong Kong's image. This is an extremely inappropriate planning decision. In April, we submitted a

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proposal to the Town Planning Board recommending these facilities be either relocated into caverns or moved to less environmentally sensitive areas. Our formal proposal submitted to the Town Planning Board in April, and the PPT used for our oral representation to the Board on July 11 are also attached.

(10) Flexible Planning and Land Disposal

Given the economic slowdown, demand for commercial, retail, and traditional residential land has waned. However, needs persist for service apartments, student housing, and I&T research facilities. We welcome recent policies allowing hotels and offices to be converted into student dormitories.

We propose more flexible land disposal strategies, such as inviting "Expressions of Interest" for readily available sites (as in the Northern Metropolis) and encouraging developer proposals with technical assessments.

Service apartments—once common in Hong Kong—are urgently needed for incoming tech talent. Underutilized office sites in urban areas could be repurposed accordingly.

The recent failure to sell two logistics sites underscores the need for industry-led, adaptable land-use planning.

(11) Pedestrianization & Review of Carparking Strategy and Ratio

For enhancing livability, pedestrianization of the central core of the downtown areas has become a trend in more advanced global cities. This kind of central core pedestrianization is always coupled with centralized carpark at the peripheral to serve carparking need. Pedestrianization not only makes the central space more vibrant but also encourages healthy lifestyle.



Brussel Stock Exchange, Brussel, Belgium
Photo Credit: Maithe Chini/ The Brussels Times



King's Cross, London, UK
Photo Credit: <https://www.kingscross.co.uk/kings-cross-app>

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The government should also comprehensively review carparking ratio. We understand that there have been complaints about the unavailability of carparking spaces, however, simply increasing the carparking ratio is definitely not a solution, as more carpark space would attract more traffic flow and hence more congestion. Building lots in Hong Kong are relatively small, and provision of multi-level carpark in individual lot is not efficient use of space and resources. We need to be smarter in handling this problem.

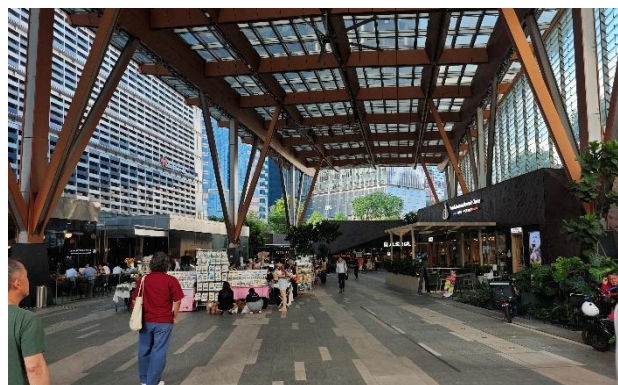
We understand that the government is also reviewing if reversing the policy of charging Plot Ratio (PR) for above ground carparks. Whilst we don't object to such a reversal as this will help saving resources, aboveground carparks, if allowed, should not sterilize street frontages and be excessive in size that induces adverse impact to the inner city wind environment. Perforated or vegetated facades should be considered when allowing carparks to be built aboveground without PR implication.

(12) Innovative “Covered” Urban Spaces

With global warming, many international cities, notable Sydney and Singapore, are promoting covered urban spaces in which commercial activities are allowed with nominal rents but not counting GFA. These covered urban spaces not only enhancing vibrancy and livability but also income for the government's coffers.



Covered dining area in Bangaroo, Sydney, Australia
Photo Credit: A. Cheung



Covered urban space, Gucco Tower, Singapore
Photo Credit: A. Cheung

(13) Innovative “Covered” Architecture

The building codes in Hong Kong is relatively stringent and poses a lot of constraints for designers to create innovative urban space and iconic architecture. The government should comprehensively review the building codes to allow more innovative building forms that are happening elsewhere in the rest of the world in

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order that our urban spaces and architecture are attractive enough as a pull for visitors and enjoyment of the locals alike.



Marina Bay Sands, Singapore
Photo Credit: Pinterest



Pan Pacific Orchard Hotel, Singapore
Photo Credit: Pinterest

We encourage that the government to consider two-envelope system: “price’ and “design merits” for disposal of all harbourfront and important development sites like what have been done for Site 3 along the Central Harbourfront. Along with the innovative urban space suggestion in item 12 above, these initiatives also complement the government’s initiatives on “mega-event economy” and “Happy Hong Kong”.

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參考編號：PAC/25/015

2025 年 7 月 29 日

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黃博士你好，

香港城市設計學會就《2025 年度施政報告》的建議

謹代表香港城市設計學會，提交學會對 2025 年度施政報告的建議（中、英文版本）。

如有需要，我們樂意與相關官員會面，進一步解釋其中的內容。

如有疑問，請與我或我們的高級政務主任劉小姐聯繫，電話：2235 9057。

陳澤斌

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香港城市設計學會會長

2025 年 7 月 29 日

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已將我們的街道宣言副本轉交給的其他立法會議員

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香港城市設計學會就《2025年度施政報告》的建議

感謝現屆政府在增加土地供應以及縮短公共房屋的上樓輪候時間方面的努力，在政府政策初見成效之際，我們鼓勵政府繼續努力為民解困。就今年的施政報告，香港城市設計學會有以下數點建議：

(1) 為人才解困境：

隨著北部都會區以及 URA 的油尖旺重建項目陸續推展，預計香港未來20多年需要大量城市建設方面的人才。但是由於近來全球以及本港的經濟的不景氣之下，建築、基建以及城市設計方面的工程量大減，大部份的顧問公司都面對減薪以及裁員的壓力，不少專業人士都面對失業的困境。大學的建築、工程以及城市設計畢業生在尋找工作方面尤為困難。

最近數年政府推出的公務工程，都是以道路、鐵路以及土地平整等土木工程為主，很多服務建築、園境以及城市設計項目為主的顧問公司以及承建商都面對工程量嚴重不足的問題。除了要有充足的整體工程量之外，政府也需要平衡不同種類的公務工程項目的比例，幫助業界所有的持份者渡過難關。

我們建議政府在可行的情況之下，加快推出公共工程項目，例如公共房屋、學校，老人院等等。一則可以在建築業不景氣的時期，以更便宜的價錢完成必須的政府工程。二則可以幫助更多專業人士以及建築、工程以及城市設計方面的專業人士以及畢業生渡過困境。

(2) 專業城市設計師的資格認可

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除了建築、工程、園境設計以及城市規劃之外，近年很多城市包括香港都日漸關注城市設計的質量。香港大學、香港中文大學和香港城市大學都設有城市設計碩士課程，每年一共有超過100名畢業生，大部份都是香港或內地學生。他們畢業後大部份都會投身在香港或內地的城市設計、建築設計、園境設計及其他有關城市發展的工作。早期的城市設計師都有建築師、園境師、規劃師或其他相關的專業資格，但是近年新進的城市設計師很多都沒有其他專業資格。

但現時在政府在招聘有關工程、建築以及城市設計的職係的公務員時，以及在有關工程的顧問合約之內，城市設計師的資格還沒有獲得承認。我們建議政府帶頭承認香港城市設計學會的專業會員的資格，一則可以令到新進的香港年青城市設計師安心在香港工作，二則可以吸引內地的年青城市設計師來港發展，舒緩香港人才短缺的問題。

(3) 創造宜居城市吸引人才：城市設計指引

香港需要與其他城市競爭吸引創科專才來港發展，建設優質的宜居城市是不可或缺的。香港在社會穩定性、治安、醫療水準、教育以及基建設施已經做得很好，建議政府加強優質的建築以及城市設計，以吸引專才到來。

《香港規劃標準與準則》的第11章「城市設計指引」提供了一些初步以及概括的城市設計指引，但是已經多年沒有修訂。建議政府進行一次深入的檢討和修訂，務求與時並進創造更宜居的香港。

此外，除了全港都適用的一般性城市設計指引之外，建議政府就個別區域的歷史背景、生態環境以及其他地區特色制定區域性的城市設計指引，例如北部都會區以及油旺重建等區域，確保我們的城市多元發展達到世界水準。

建议首先开展研究，厘清国际及香港本地对城市设计指引的实际运用情况，以此为草拟新版指引和参数提供依据，同时应制定明确的指引实施细则。

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(4) 香港街道宣言

街道的設計是城市設計的很重要的一環，街道除了可以滿足市民出行的交通上的功能需要之外，也是打造宜居城市的很重要的公共空間。香港城市設計學會最近向特首政策組提交了「香港街道宣言」，就優化香港街道的設計提供了一些意見，希望政府可以考慮，現附上這份「宣言」以供參閱。文件中的建議在全港都適用。

(5) 北部都會區

「北部都會區」是香港未來發展最重要的引擎，眾多新興產業與人才將匯聚於此。我們必須打造一個高品質、宜居宜業宜遊的城市環境。

我們明白為了吸引龍頭創科公司來港，政府不能墨守成規，需要在土地規劃以及賣地的政策上留有彈性，例如採用片區開發的新手法。但我們不能單靠進駐企業自行建設完善的都市空間，政府需要發揮領導的角色，制定政策或行政措施確保北部都會區的整體城市設計達到世界先進水準。我們在第3段內建議政府制定北部都會區的分區城市設計指引是必須的。

目前，北部都會區的規劃缺乏明確的城市核心區、公共空間、零售街區、會展場地、步行以及單車友善城市設計等活力都市應有的元素。也有需要加強與附近的三寶樹濕地保育區融合的城市設計。我們建議政府以嚴謹規劃將上述關鍵城市設計要素融入洪水橋市中心、新田科技城等試點區域，並選擇適當的項目舉辦國際或本地的設計比賽，一則可以獲取優質的設計，二則可以在國際上宣傳北部都會區，一舉兩得。

此外，請參考香港城市設計學會及香港建築師學會於2024年就《新田科技城分區計劃大綱草圖》向城市規劃委員會提交的意見書中，有關城鄉共融及與三寶樹濕地保育區的融合的建議。文件去年同時抄送給發展局，現再附上當時提交城規會的意見書以供參考。

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中国深圳前海湿地融合区
图片来源: Pinterest



瑞典哥德堡林霍尔门科学园
图片来源: Pinterest

(6) URA 市區重建

市區重建局 (URA) 在油尖旺區的重建項目必須以細緻敏銳且可持續的方式推進，這一點至關重要。項目應保留非物質文化遺產、建築遺產及傳統地方特色，同時確保新建築與現有城市肌理有機融合，並通過提升公共空間的質素、提供優質設施 (包括公共空間及公園) 來改善社區環境。

香港不少區內的舊樓老化情況日趨嚴重，有需要加速舊區重建以保障市民的生命安全，以及加速土地供應，可是市建局正面臨資金短缺問題。儘管我們支援市建局提出的"轉移地積比率" (TRP) 和"特別補償安排" (SCA) 方案以增強靈活性，但現行以七年樓齡物業作為計算受市區更新項目影響的自住業主補償基準不是可持續的政策，應當予以重新審視。

為使市建局項目更具吸引力，還需檢討是否應將大型市區更新項目中改善城市基礎設施及重置老舊政府設施 (如街市、社會服務中心等) 的責任，轉由政府而非市建局或未來發展商承擔。

(7) 公共房屋的政策

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學會讚賞現屆政府透過增加土地供應、簡約公屋以及過渡性房屋的政策，以及採用 MiC、數碼化以及智慧化的創新建屋方法，多管齊下地大幅加快公屋供應以縮短公屋的輪候上樓時間，為市民解困。希望政府繼續努力確保供應如期落實，有可能的話進一步縮短輪候上樓時間。現時物業市場低迷，若果房屋局可以加快推出公共屋村的設計以及建造合約，可以以較低的價錢完成公屋項目，善用公帑之餘也可以幫助顧問公司及承建商渡過難關。

我們也讚賞立法會通過簡樸防條例取締劣質劏房，保障市民的健康和安全。建議屋宇署配合，加強巡查打擊非法僭建及改建樓宇，以杜絕新的不適切居所的出現。

解決了「量」的問題之後，建議房屋局趁機會檢討公屋的「質」素。現時的公屋設計已經沿用了多年，也不是配合 MiC 建造方式的最佳設計。建議政府檢討居屋的人均居住面積，以及確保設計與時並進，提升市民的幸福感以及配合最新的建造方式。

政府去年推出的「幸福設計指引」是很好的惠民措施。建議政府進一步把指引推廣到其他政府以及私人項目。

(8) 精簡程式加快城市發展

北部都會區的創意產業需要與其他城市競爭，時間性是很重要的，有需要精簡政府的審批程式以加速發展的步伐，以及減低城市建設的成本。去年我們曾經向特首建議精簡程式，感謝其後政府成立了精簡程式的專責小組，也向業界匯報了一些建議。希望政府繼續努力加快香港城市發展的步伐，也可以減輕業介面對的困難。

(9) 優化維港海濱打造宜居城市

北部都會區發展固然重要，但維港作為香港最寶貴的自然資產與城市靈魂，其發展潛力同樣不容忽視。感謝海濱事務委員會過去多年的努力，現時維港兩岸大部份的海濱

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已經駁通了。我們建議政府進一步優化海濱作為公共空間的城市設計，加強香港的宜居程度。

隨著《保護海港條例》修訂案的通過，海濱事務委員會應積極審視如何優化維港海濱的設計。我們可以參考新加坡、巴賽隆納、紐約、悉尼等城市的海濱設計，取長捨短。例如增設餐飲設施，以及加強與鄰近海濱長廊的文化以及商業設施的多元互動。我們呼籲政府與海港委員會展開全面研究，探討如何提升海濱設計以配合政府"盛事經濟"與"開心香港"的政策方向。海濱有足夠的空間容納更多文化及康樂活動。

然而，香港不應止步於海濱優化，更需以"海濱都會"為願景，通過打造多元節點啟動腹地與濱水區的聯動發展。建議開展全面戰略研究，為維港兩岸規劃多個可持續發展節點。具體可重點發展維港兩岸各具特色的戰略區域：港島方面，除中環及鰂魚湧外，應審慎開發西環（堅尼地城與西營盤）及東端的柴灣；九龍半島則需在尖沙咀、西九龍與紅磡等核心區外，發展深水埗與長沙灣組成的"九龍西"。除增加海濱文娛活動外，更需以創新城市設計配合長遠戰略規劃，凝聚社會共識，將香港重新定位為世界級的"維港都會"。

此外，將軍澳鄰近鯉魚門海峽，維港的東面入口。政府建議在將軍澳市區對開的海面132區的位置，進行大型填海以設置混凝土廠、垃圾中轉站、建築廢料處理設施以及發電設施等設施嚴重影響香港的形象，是非常之不適當的規劃。我們於四月份向城規會提交建議，把設施設置於巖洞之內，或遷移至不敏感的區域。現附上我們於四月份向城規會提交的建議，以及於七月十一日向城區會口頭陳述的 PPT 以供參閱。

(10) 彈性規劃及賣地政策

鑒於近期經濟放緩，市場對商業、辦公、零售及傳統住宅發展用地的興趣減弱。然而，不同用途的土地需求仍然存在，例如為高科技產業引進人才提供的服務式公寓、學生宿舍、創新科技研究設施等。歡迎政府最近推出政策，方便發展商把現時需求低迷的酒店以及商業大廈轉作學生宿舍的用途。

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我們建議政府在土地處置上採取更靈活的策略。可參照北部都會區的做法，對具備即時出讓條件的地塊主動徵集"意向書"，並鼓勵企業或開發商提交附有常規技術評估的發展方案供政府審議。

"服務式公寓"曾是香港的一種建築類型，後因種種原因被棄用。事實上，這類建築在國際上相當普遍。隨著高科技產業高素質人才的持續湧入，服務式公寓的需求已迫在眉睫。市區內部分原規劃為辦公用途但不適合改作住宅的地塊，可考慮轉為服務式公寓或學生宿舍用途。

近期兩幅物流用地流標事件表明，政府需考慮採用更靈活的、由行業需求主導的土地用途規劃方式。

(11) 檢討步行化及停車設施之策略

為提升宜居度，市中心核心區的步行化已成為全球先進城市的趨勢。此類核心區步行街通常需配合週邊集中式停車場，以滿足停車需求。步行化不僅能活化核心區空間，更能促進健康生活方式。



比利时布鲁塞尔证券交易所

图片来源：Maithe Chui/The Brussels Times



英国伦敦国王十字区

图片来源：kingscross.co.uk 官网)

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政府應全面檢討停車位配比標準。我們理解市民對停車位不足的抱怨，但單純提高配比絕非解決之道；增加停車位將誘發更多車流，反而加劇交通擠塞。香港地塊普遍狹小，設置個別獨立多層重停車場難以有效利用空間與資源，必須更智慧地處理此問題。

據悉政府正研究取消地面停車場計入容積率（PR）的政策。雖然我們不反對此項調整（因其有助節約資源），但若允許地面停車場建設，須避免出現以下問題：

- 令到建築物的臨街立面失去與街道互動的活力
- 規模過大影響城區風環境

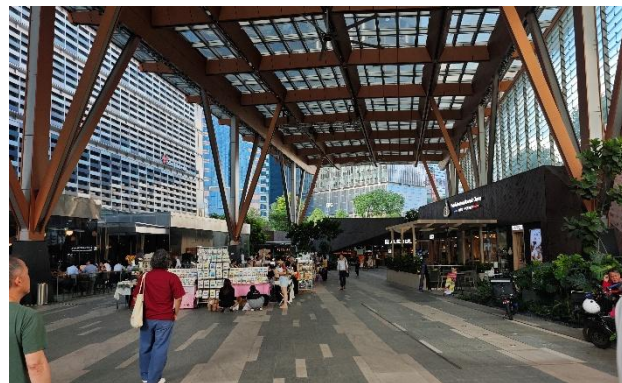
建議在豁免容積率時，要求建築物採納適當的設計以加強與街道的互動，例如通透的立面或垂直綠化等設計手段。

（12）創新型「有蓋」城市空間

隨著全球氣候變暖，悉尼、新加坡等國際都市正積極推廣「有蓋」城市空間；允許商業活動以象徵性租金進駐且不計算入總樓面面積（GFA）。此類空間既能提升城市活力與宜居度，又能夠為政府庫房創造收益。



澳大利亞悉尼巴蘭加魯有蓋餐飲區
圖片來源：A. Cheung



新加坡國浩大廈有蓋城市空間
圖片來源：A. Cheung

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(13) 創新型「有蓋」建築

香港現行建築規範相對嚴格，嚴重限制了設計師創造創新城市空間和標誌性建築的可能性。政府應全面檢討建築條例，允許引入更多國際流行的創新建築形式，使我們的城市空間和建築既能吸引遊客，也能為本地居民帶來更高生活享受。



新加坡滨海湾金沙酒店
图片来源：Pinterest



新加坡泛太平洋 orchard 酒店
图片来源：Pinterest

我們建議政府參考中環海濱3號用地模式，對所有海濱及重要發展用地採用「雙信封制」招標方式，同時考量「價格」和「設計創意」兩個維度。

結合前文第12項關於創新城市空間的建議，這些措施將有力配合政府推動「盛事經濟」和「開心香港」的發展策略。

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