



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

## **Press Release**

### **Views of The Hong Kong Institute of Urban Design on the 2025 Policy Address of the Hong Kong SAR Government**

[23 September 2025] The Hong Kong Institute of Urban Design (HKIUD) welcomes the 2025 Policy Address, which is a comprehensive, prudent, and well-balanced and out-of-the-box strategic plan to drive Hong Kong's urban and economic development amid the current economic downturn while addressing the needs of different social strata.

In addition to accelerating the development of the Northern Metropolis through out-of-the-box thinking to boost the economy, the Policy Address also explores leveraging Hong Kong's strengths to introduce new industries and trading opportunities, such as aircraft recycling, new energy, AI data, gold trading market, education hub, low-altitude economy, international mediation and arbitration, and art trading hub.

The Policy Address also covers policies to assist young people in homeownership, nurture disadvantaged students, promote fertility, support aging in place, and address the needs of citizens across different age groups and communities, including children with special needs, parents, ethnic minorities, persons with disabilities, and caregivers.

The establishment of a "Head of Department Accountability System" will help enhance the efficiency of government departments, address public concerns urgently, and accelerate Hong Kong's development with a "results-oriented" approach. HKIUD supports the government's review and establishment of a rigorous performance appraisal mechanism for civil servants, which is one of the most critical factors in improving government efficiency.

Below are the views of the Hong Kong Institute of Urban Design (HKIUD) on the 2025 Policy Address regarding urban development and the creation of a livable and harmonious city:

#### **(A) Development of the Northern Metropolis (Para 43-54)**

HKIUD commends the government for adopting flexible development and land disposal models, such as phased development, in-situ land exchange, large-scale land disposal, long-term leases, voluntary surrender of land by landowners, pay for what you build, and double envelope, to attract private developers and enterprises to participate in the development of the Northern Metropolis. This approach leverages

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private market resources to accelerate the development pace of the Northern Metropolis while reducing risks for developers, creating a win-win situation.

### **1. Committee on Development of the Northern Metropolis**

The establishment of the Committee on Development of the Northern Metropolis, chaired by the Chief Executive, fully demonstrates the government's determination to accelerate the development of the Northern Metropolis. The three task forces under the committee, led by the Chief Secretary for Administration, the Financial Secretary, and the Deputy Financial Secretary, are expected to effectively address the lack of coordination among government departments, streamline procedures to reduce project costs and shorten construction periods. If successful, this experience can be applied to reform the routine operations of departments, complementing the "Head of Department Accountability System" to enhance the efficiency of government departments, eliminating the need for ad hoc measures for every major development.

Good urban design is indispensable for creating a livable city. Therefore, we recommend that urban designers be included in the "Planning and Development Task Force" to provide professional input.

### **2. Dedicated Legislation to Accelerate the Development of Northern Metropolis"**

Enacting dedicated legislation tailored to the unique circumstances of the Northern Metropolis development to provide a legal basis for simplifying statutory procedures is a prudent approach. In HKIUD's submission to the Chief Executive's Policy Unit on July 29, we also recommended the development of regional urban design guidelines for the Northern Metropolis, which aligns with a similar rationale. While granting private developers flexibility in urban design to accelerate development is understandable, the government must also provide urban design guidelines to ensure the livability of the city meets public expectations. We recommend that the government incorporate dedicated urban design guidelines for the Northern Metropolis into the dedicated legislation. Clear urban design guidelines will provide greater clarity for innovative technology enterprises interested in investing in Hong Kong, with benefits outweighing drawbacks.

### **3. Expedite Transport Infrastructural Development**

HKIUD supports accelerating the construction of railways and roads to facilitate the mobility of residents and workers in the Northern Metropolis.

### **(B) Development of the Greater Bay Area (Para 88-89, 239)**

HKIUD supports the government's strategy to integrate into the national development framework and enhance the integration and regulatory alignment of the Greater Bay

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Area. As early as 2010, HKIUD, together with CURB Center for Architecture and Urban Planning–Macao, Guangzhou Urban Planning Association, Shenzhen Urban Planning Institute, and Zhuhai Urban Planning, Surveying and Design Industry Association (the five founding members), established the Greater Bay Area Urban Design Alliance ("the Alliance") to promote academic and professional exchanges on urban design in the Greater Bay Area, thereby contributing to the development of a prosperous Bay Area.

### **1. Greater Bay Area Urban Designer Register**

This year, we also launched the Greater Bay Area Urban Designer Register, which currently includes 171 professional urban designers recognized by the Alliance's founding members, including 15 HKIUD members. The Alliance and the Register are currently initiated by non-governmental organizations. We will later promote them to the governments of various cities in the Greater Bay Area, hoping to achieve widespread recognition of this cross-regional professional qualification by governments and private entities, as part of the Hong Kong Government's strategy for convergence of rules and mechanism alignments and talent mobility among Guangdong, Hong Kong, and Macao.

### **(C) International Education Hub (Para 134-142)**

HKIUD supports the government's strategy to develop Hong Kong into an international higher education hub and a gathering place for high-calibre international talent. In fact, Hong Kong is already an education hub for professional urban designers. Over the years, Hong Kong universities have trained numerous urban design professionals for mainland China and Belt and Road Countries.

### **1. Professional Urban Design Programs**

Currently, three universities in Hong Kong offer professional urban design programs accredited by HKIUD. The total number of annual master degree urban design graduates from these three universities exceeds 100, with about two-thirds being graduates from other countries, mostly from mainland China. Many of them have returned to their home countries. Although HKIUD's professional qualifications are not yet recognized in Government civil service recruitment and development-related consultancy contracts, most urban design graduates have successfully found employment in urban design, architectural design, landscape design, urban planning, and development project management, with their professional capabilities widely recognized. At a time when Hong Kong faced a severe shortage of professionals in urban development-related fields a few years ago, these graduates helped alleviate staffing shortages for many consultancy firms.

### **2. Cross-border Accreditation of Mainland Program**

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HKIUD has also received applications from mainland tertiary institutions to accredit their urban design programs, paving the way for mutual recognition of degrees between Hong Kong and the mainland.

### **3. Recognition of Professional Qualification of HKIUD**

HKIUD recommends that the Government recognize our professional membership qualifications, enabling young urban design graduates to pursue careers in Hong Kong with confidence. Over the past decade, the three universities have trained over 500 urban designers for the mainland. If the Government recognizes HKIUD's professional qualifications, it could attract some of these talents to work in Hong Kong, adding to the talent pool in the industry.

In the long run, the Government needs to consider establishing an urban designer rank within relevant departments.

### **4. Relaxing Admission Restrictions for Non-Local Students**

HKIUD supports increasing the intake of non-local students, but the Government must ensure sufficient university places for qualified local DSE graduates. Many grassroots families cannot afford to send their children abroad for studies.

#### **(D) Low-Altitude Economy Ecosystem (Para 153-155)**

HKIUD supports the Government's study on development of the low-altitude economy. The Government should consult the industry in a timely manner, as it might have implications on urban or architectural designs to ensure the safe operation of low altitude aircraft.

#### **(E) Local Cultural and Creative Industries (Para 182)**

With the completion and operation of the Kai Tak Sports Park and the East Kowloon Cultural Centre, HKIUD supports the Government's plan to renovate the Hong Kong Coliseum as a priority venue for concerts. We also recommend that the government renovate the Cultural Centre to ensure Hong Kong has sufficient world-class performance venues for orchestral music, dance, opera, drama and other performing arts to host international events.

#### **(E) Tourism is Everywhere (Para 185)**

Hong Kong have beautiful coastlines, outlying islands, and country parks, with many tourism resources yet to be fully developed. For example, during the mainland's Golden Week holiday in early May, the East Dam of the High Island Reservoir attracted a large number of tourists, exceeding transportation capacity and causing traffic congestion. In fact, the East Dam is located within Hong Kong UNESCO Geopark, with many other outstanding attractions nearby.

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## 1. Geological and Eco-Tourism

The government can make reference to the practices in mainland China, where provinces like Xinjiang and Gansu also have scenic geoparks larger than Hong Kong's UNESCO Geopark, located in remote areas, with sensitive environment vulnerable to excessive vehicle traffic.

A common practice in many mainland geoparks is requiring tourists to take shuttle buses arranged by the Geopark from the entrance ticket office. Boardwalks are constructed at selected lookout points, with shuttle services or ferries connecting distant spots. This facilitates tourism while avoiding damage to ecologically or environmentally sensitive areas from excessive tourists. Real-name online reservations can also prevent overcrowding during holidays.

A similar operational model could be adopted for Hong Kong's East Dam, prohibiting private cars and taxis and instead providing shuttle buses and ferries to connect other beautiful spots within the Geopark. This would increase tourist flow without damaging the environment. Improving accessibility to the Geopark would also benefit Hong Kong residents.

## 2. Themed In-Depth Tours

Many major foreign cities have architecture-themed tour routes, where innovative modern buildings are as popular among tourists as historical buildings. We encourage the government to review outdated or unnecessary provisions in the Building Ordinance, removing barriers and granting designers greater flexibility to create bold and innovative architecture for Hong Kong, provided public safety and health are not compromised.

### (F) Stable Living in a Caring and Inclusion Society (Para 206-213)

HKIUD commends the current government's efforts and achievements in increasing land and housing supply and shortening subsidized public rental housing waiting times. We are pleased to see that, with a significant increase in overall public housing production over the next five years, the comprehensive public housing waiting time can be further reduced.

With a substantial increase in Home Ownership Scheme (HOS) flat supply, HKIUD supports the Government's adjustment of the Green Form/White Form quota ratio to 50:50, accelerating public housing turnover for a win-win outcome. Reserving 1,000 quotas under the "White Form Secondary Market Scheme" for young families and one-person applicants under 40 helps alleviate homeownership difficulties for the younger generation and low birth rates, which is a commendable policy. The HOS

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"Flat for Elderly Owners Scheme" allows elderly homeowners to obtain additional cash for daily living while providing families in-need more opportunities to purchase larger HOS units, another win-win approach.

**(G) Land Development (Para 215-220)**

Although developers' response to Government land-sale has been poor over the past two years, the economic slowdown is only a short-term fluctuation, while housing demand are still very strong. The government must continue its land development efforts to build sufficient land reserves for Hong Kong's development when the economy recovers. To provide incentives to developers in land acquisition, HKIUD supports the Government actively consideration of the application of the flexible development and land allocation models proposed for the Northern Metropolis in the Policy Address, to other districts.

**1. Reducing Construction Costs**

The Development Bureau consulted various professional bodies last year on streamlining statutory approval procedures and administrative processes. We hope the government will continue to vigorously streamline procedures to accelerate Hong Kong's development and reduce construction costs. Utilizing AI to enhance design, construction, and government approval efficiency should be one of the key tasks of the "AI Efficiency Enhancement Team" (Para 40-42).

**2. Basement Car Parks**

HKIUD welcomes the relaxation of gross floor area exemptions for underground car parks, making the construction of basement car parks no longer a condition for exemption. The government should review and formulate strategies to reduce vehicle usage in core urban areas, in order to make Hong Kong more of a pedestrian-friendly and healthy city.

**3. Urban Renewal**

After half a century of development, Hong Kong's industry has undergone significant changes. HKIUD supports the government's review on zoning of industrial land in urban areas. We also support transfer of plot ratio, both same district of cross-district, and suitably increasing the plot ratio for private redevelopment projects to revitalize old districts. We also support reserving three sites in the Northern District for the Urban Renewal Authority to plan replacement units under a "flat-for-flat" scheme.

**4. Compensation Standard**

The Government should also re-examine the current compensation standard based on seven-year-old properties. Adopting a more realistic compensation mechanism

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could enhance the viability of urban renewal and accelerate the redevelopment of old and delapidated districts. The government should also take up more responsibility by actively renovating or redeveloping public domains in the districts undergoing urban renewal.

**(H) Smart and Green Mass Transit System (Para 222)**

While we do not oppose green mass transit systems, the currently proposed "Smart and Green Mass Transit System" in Kai Tak is massive and lacks coordination with the urban and architectural design of the Kai Tak area, severely damaging the area's beautiful environment. For example, it would have a destructive impact on the recently completed and award-winning Kai Tak Station Square and the "Sky Garden" along the original runway, inevitably becoming a visual pollutant for nearby residents. HKIUD recommends that the government review the necessity of the system and include urban design quality as an evaluation criterion in the upcoming Build-Operate-Transfer (BOT) tender.

**Hong Kong Institute of Urban Design  
September 2025**

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## 新聞稿 - 香港城市設計學會就香港特別行政區政府 2025 年度施政報告的意見

[2025 年 9 月 23 日]香港城市設計學會歡迎 2025 年度施政報告，這是一份全面、謹慎、深思熟慮，而又能在現時經濟放緩的情況下，以破格及不墨守成規的創新思維推動香港的城市和經濟發展，以及照顧社會不同階層的需要策略性宏圖。

除了以創新思維加快北都的發展步伐以促進經濟之外，施政報告也深入探討善用香港的優勢引進新產業，例如飛機回收、新能源、AI 數據、黃金交易市場、教育樞紐、低空經濟、國際調解和仲裁、藝術品交易樞紐等等。

施政報告也涵蓋幫助青年置業、培育弱勢社群學生、鼓勵生育、照顧長者居家安老，以及支援特殊需要兒童、父母、少數族裔、殘疾人士以及照顧者等不同年齡層及社羣的市民的需要的政策。

建立「部門首長責任制」那有助提升政府部門的效率，急市民所急，以及以「結果為目標」加快香港的發展速度。HKIUD 支持政府檢討以及建立嚴謹的公務員表現評核機制，這是提升政府效率最關鍵的因素之一。

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以下是香港城市設計學會(下稱 HKIUD)就 2025 年度施政報告有關城市發展以及創造宜居及和諧城市的意見：

## (A) 加快發展北部都會區（43-54 段）

HKIUD 讚賞政府在現時香港經濟放緩以及財政緊絀的情況之下，採用靈活的開發以及批撥土地模式，例如分階段開發、原址換地、片區開發、長期租約、業權人主動交回政府計劃徵收的土地、按實補價、雙信封制等等措施，吸引私人發展商以及企業參與發展北都。一則可以善用私人市場的資源加快北部都會的發展速度，二則可以減低發展商的風險，創造雙贏局面。

### 1. 北都發展委員會

成立由行政長官擔任主席的北都發展委員會，充分展現出政府加快發展北都的決心。相信委員會之下分別由政務司長、財政司長以及副財政司長領導的三個工作組，可以有效梳理現時政府部門時常出現的互不協調的問題，精簡政府程序以降低工程成本以及縮短工期。將來運行成功的話，經驗可以用以改革部門的恆常運作，再配合「部門首長責任制」提升政府部門的效率，無需每次有大型發展都要特事特辦。

優質的城市設計是創造宜居城市不可或缺的，因此我們建議「規劃及發展工作組」內有城市設計師提供專業意見。

### 2. 「加快發展北都」專屬法律

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針對發展北都的特殊情況制定專屬法律，為簡化法定程序提供法律基礎是十分穩妥的做法。HKIUD 於 7 月 29 日向特首政策組提供的意見中也建議，為北都制定區域性的城市設計指引，背後理念差不多。為了加快發展速度，在城市設計上讓私人發展商有高度的彈性是可以理解，但政府也需要提供城市設計指引，確保城市的宜居環境達到公眾的期望。建議政府在制定北都專屬法律時，一併加入北都的專屬城市設計指引。清晰的城市設計指引可以讓有意來港投資的創科企業更清楚政府的要求，利多於弊。

### 3. 加快交通基礎設施建設

HKIUD 支持加快鐵路以及公路的建造，便利在北都居住以及工作的市民。

## (B) 粵港澳大灣區建設 ( 88-89 · 239 段 )

HKIUD 支持政府融入國家發展大局的策略，加強大灣區的融合以及規則銜接。HKIUD 早於 2010 年聯同 CURB 建築與城市規劃中心—澳門、廣州市城市規劃協會、深圳市城市規劃學會及珠海市規劃勘察設計行業協會（五個創始學會）成立了大灣區城市設計師專業聯盟（「聯盟」），促進大灣區就城市設計的學術以及專業交流，從而建設美麗灣區。

### 1. 大灣區城市設計師名冊

我們也於本年啟動了大灣區城市設計師名冊，現時名冊上一共有 171 位聯盟的創會創始學會都承認的專業城市設計師，當中包括 15 位 HKIUD 的會員。聯盟和名單現時都是民間團體自發成立的，稍後我們會向大灣區

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各城市的政府推廣，希望獲得政府以及私人單位和企業廣泛承認的跨區域的專業資格，作為香港政府粵港澳三地機制，銜接和人才流動的策略中的一環。

## (C) 國際教育樞紐建設 ( 134-142 段 )

HKIUD 支持政府發展香港成為國際專上教育樞紐與國際高端人才集聚高地的策略。其實，香港現時是城市設計專業課程的教育樞紐。香港的大學過去多年已經為內地以及一帶一路國家訓練了不少城市設計專才。

### 1. 專業城市設計課程

香港現時有三所大專院校，提供獲得 HKIUD 認證的城市設計專業課程。三所大學每年的城市設計課程的碩士畢業生的總人數超過 100 名，當中若有三分之二是其他國家的畢業生，大部份是內地生，不少已經回到所屬國家工作。雖然政府的公務員招聘及工程相關的顧問合約內，HKIUD 的專業資格還未受到認可，但是大部份城市設計畢業生都成功投身於城市設計、建築設計、園境設計、城市規劃、工程管理工作，專業能力獲得肯定。在數年前香港的城市發展相關的專業人才還是嚴重短缺的情況下，為不少顧問公司舒緩了人手短缺的問題。

### 2. 跨境認證內地城市設計課程

HKIUD 也收到內地大專院校的申請，為他們的城市設計課程進行認證，為香港以及內地的學位互認鋪路。

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### 3. 承認 HKIUD 的專業會員的資格

HKIUD 建議政府承認我們的專業會員的資格，讓這批年輕城市設計畢業生可以安心在香港發展。三所大學過去十年約為內地訓練了超過 500 名城市設計師，當中不少是優秀人才。若果香港政府承認 HKIUD 的專業資格的話，相信可以吸引部份這些優才來港工作，為業界增添人才。

長遠而言，香港政府需要考慮在相關的部門內增設城市設計師的職系。

### 4. 放寬非本地生收生限制

HKIUD 贊成增收非本地生，但政府必須確保有足夠的大學學位，讓符合資格的本地 DSE 畢業生供讀。很多基層家庭是無法負擔子女到外國升學的費用的。

### (D) 推進低空經濟生態圈建設（153-155 段）

支持政府研究和發展低空經濟，建議政府適時諮詢業界，因為城市或建築的設計上或需作出配合，確保非傳統飛行器的安全。

### (E) 推動本地文創產業發展（182 段）

隨着啟德體育園以及東九文化中心陸續落成啟用，贊成政府翻新香港體育館用作演唱會優先場地。HKIUD 也建議政府翻新文化中心，讓香港有足夠的國際級管弦樂、舞蹈、歌劇以及話劇等表演藝術場地，舉辦國際城市。

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## (E) 無處不旅遊（185 段）

香港有優美的海岸線、離島和郊野公園，很多旅遊資源還有待開發。例如五月初內地的黃金周長假期，萬宜水庫的東壩吸引了大量遊客，過多的遊客超出交通負荷，導致交通擠塞。其實東壩位於香港的世界地質公園之內，附近還有很多其他優秀的景點。

### 1. 地質以及生態旅遊

政府可以參考內地的做法，新疆及甘肅等省份也有很多景色優美的地質公園，佔地比香港的世界地質公園更大，也是位於偏遠的地區，也擔心過多的汽車流量會破壞環境。

內地很多景區的慣常做法是遊客都要在入口售票處乘搭景區安排的旅遊巴士進入景區內。景區內精選了一些最佳的瞭望以及打卡位置的觀光點設置木板道，距離遠的觀光點可以以景區專車或渡輪接駁。方便遊客旅遊之餘也可以避免生態或環境敏感的地方受到過多遊客的破壞。透過網上實名預約也可以避免假期時遊客過多的問題。

香港東壩也可以採用類似的營運模式，禁止私家車及的士的進入，改為提供景區巴士及渡輪接駁地質公園內其他優美的景點，應該可以增加遊客的流量而不至於破壞環境。改善地質公園的通達性對香港居民也是有利的。

### 2. 特色主題深度遊

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許多外國大城市都有以建築為主題的旅遊路線，除了歷史建築之外，創新的現代建築也很受遊客歡迎。我們鼓勵政府在不影響公眾安全以及健康的前提下，檢討建築物條例部份過時或無必要的規定，拆牆鬆綁容許設計師有更大的靈活性，為香港創造更多大膽創新的建築

#### **(F) 安居生活，關愛共融（206-213 段）**

HKIUD 讚賞現屆政府在增加土地、房屋供應，以及縮短公屋輪候時間方面的努力以及成效。我們樂見未來五年的總體公營房屋建局量大增之下，公屋綜合輪候時間可以進一步下降。

在居屋供應大增之下，HKIUD 贊成政府調升綠白表配額的比例至 50:50，加速公屋流轉是雙贏的。預留 1000 個「白居二」的配額與 40 歲以下的年青家庭以及一人申請者，有助舒緩年青一代置業困難，以及出生率低下的問題，是很好的做法。居屋「長者業主樓換樓計劃」可以讓長者獲得額外的現金作日常生活之用，也讓有需要的家庭有更多機會購置較大的居屋單位，也是雙贏的做法。

#### **(G) 土地開發（215-220 段）**

雖然過去兩年香港的發展商投地意欲低下，但是經濟放緩只是短期的波動，但住屋需要卻是長期的硬需求。政府要繼續土地開發的努力，建立足夠的土地儲備經濟好轉時香港有足夠的土地發展。為了提高發展商的投地意欲，贊成政府積極考慮把部份施政報告內就北部都會區建議的靈活的開發以及批撥土地模式，在其他地區採用。

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## 1. 降低建築成本

發展局去年就精簡政府的法定審批程序和行政流程，廣泛諮詢不同的專業團體。希望政府可以繼續大力精簡程序，加快香港的發展速度以及降低建造成本。怎樣利用 AI 提升設計、建造以及政府的審批效率，應該是「AI 效能提升組」（40-42 段）的重點工作之一。

## 2. 地庫停車場

HKIUD 歡迎放寬地下停車場總樓面面積豁免的安排，興建地庫停車場不再是豁免條件。政府應當重新審視並制定策略，以減少核心城區內的車輛使用，從而使香港更適宜步行、更加健康。

## 3. 市區更新

經過半個世紀的發展之後，香港的產業組合已經發生了很大的變化。

HKIUD 贊成政府研究更改市區內的工業用地的用途。也贊成政府透過原區或者跨區的地積比率轉移安排，以及適度增加私人重建項目的地積比率，以激活舊區重建的步伐。我們也贊成在北區預留三幅土地讓市區重建局籌劃樓換樓的替代單位。

## 4. 七年樓齡補償基準

政府也需要檢討七年樓齡物業為基準的補償標準，通過更切合實際的補償機制提升市區重建可行性，從而加速推進老舊城區的更新進程。政府亦應承擔更多責任，積極翻新或重建正在進行市區重建區域的公共空間品質。

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## (H) 智慧綠色集體運輸系統 ( 222 段 )

我們不反對綠色集體運輸系統，但現時政府建議的啟德「智慧綠色集體運輸系統」規模龐大，與啟德區內的城市以及建築設計又完全缺乏協調，嚴重地破壞現時啟德區內的優美環境，例如近年剛落成並屢獲設計獎項的啟德車站廣場，以及沿原跑道的"天空花園"造成破壞性影響，日後必然成為附近居民的視覺污染。HKIUD 建議政府檢視系統的必要性，以及在即將開展的建造-運營-移交 ( BOT ) 標書中，將城市設計質素納入評審標準。

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2025 年 9 月

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