



跨越2030年的規劃遠景與策略

Towards a Planning Vision and
Strategy Transcending 2030

立法會發展事務委員會
Legislative Council Panel on Development
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發展局
Development Bureau

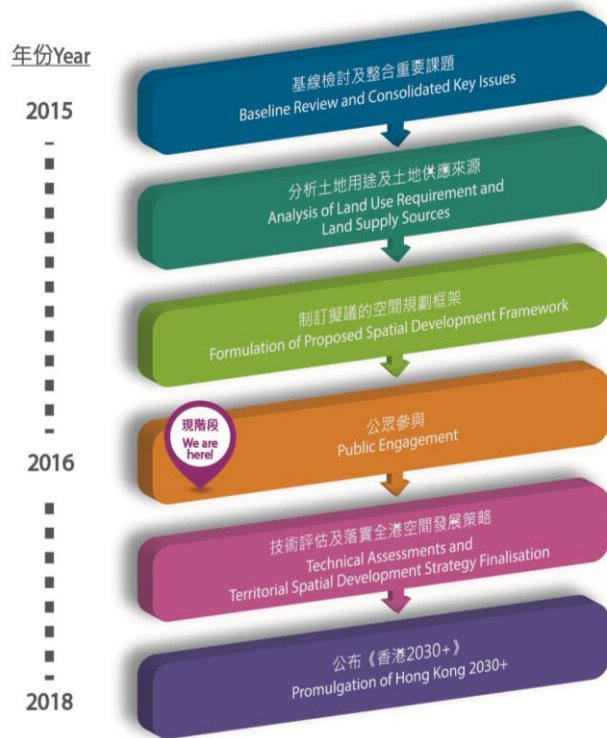


規劃署
Planning Department



跨越2030年的規劃遠景與策略

Towards a Planning Vision and Strategy Transcending 2030



- 建基於《香港2030》,《香港2030+》旨在更新全港發展策略,為香港未來的規劃、土地、基建發展,以及為塑造跨越2030年的建設及自然環境提供指引

Building upon foundations of “Hong Kong 2030”, “Hong Kong 2030+” aims to update the territorial development strategy to guide planning, land and infrastructure development, and the shaping of the built and natural environment of Hong Kong beyond 2030

- 是次更新採取前瞻、進取、務實及以行動為本的方針,以應對未來的轉變和挑戰

This update adopts a visionary, proactive, pragmatic and action-oriented approach to respond to the changing circumstances and challenges ahead

- 《香港2030+》現正進行六個月的公眾參與直至2017年4月尾

A 6-month public engagement is being conducted for Hong Kong 2030+ until late April 2017

- 研究預計於2018年內完成

The study is scheduled for completion by 2018

放眼世界、區域鄰近地區及聚焦香港

Global Dimension, Regional and Local Context

全球大趨勢 Global Megatrends

個人及社會 Individuals and Society

- 教育水平提升及科技帶動
Better educated and technology enabled
- 人口老化
Ageing population

地理環境 Physical Environment

- 城市化步伐加速
Accelerating urbanisation
- 天然資源短缺
Scarcity of natural resources
- 氣候變化
Climate change

全球經濟 Global Economy

- 全球經濟互聯互通
Interconnected global economy
- 創新和科技為關鍵的驅動力
Innovation and technology as key drivers
- 經濟重心向亞洲轉移
Shifting of economic power to the East
- 全球中產階級興起
Rise of the global middle class

資料來源 Source : 參考畢威馬發表的 Adapted from KPMG's
"Future State 2030: The Global Megatrends Shaping Governments"

區域鄰近地區 Regional Context

- 香港位處大珠三角區域的的策略性門廊位置
Hong Kong is situated at a strategic regional gateway in the Greater Pearl River Delta Region
- 香港主要的區域基建設施將於未來數年相繼落成，將加強區域連繫及經濟交流
Major regional infrastructure in Hong Kong to be completed in the coming years will strengthen regional connectivity and economic interactions
- 位於前海、南沙及橫琴的中國（廣東）自由貿易試驗區及「一帶一路」倡議將為香港開拓更多發展機遇
Further development potential arising from the China (Guangdong) Pilot Free Trade Zones in Qianhai, Nansha and Hengqin, and "Belt and Road" initiatives

香港的挑戰 Local Context



人口增長及漸趨老化，勞動力相應下降
A growing and ageing population and a shrinking labour force



環球及區域經濟競爭激烈
Keen competition in the global and regional economy



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



提升宜居度的期望
Aspiration for enhancing liveability



創新科技及善用教育以提升生產力
Innovation and technology and enabling education to increase productivity



大量老化樓宇
A large quantity of ageing building stock



居所與職位地點分布失衡及職業技能種類有限
Imbalance in home-job spatial distribution and jobs of a limited range of skills



放遠目光，應付土地需求
Meeting the land requirements and adopting a much longer term view



為應對氣候變化作準備
Readiness for climate change

《香港2030+》 建議概覽

Overview of Hong Kong 2030+ Proposals

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、環境及經濟需要和訴求
Championing sustainable development with a view to meeting our present and future social, environmental and economic needs and aspirations

三大元素



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

Three
Building Blocks



1 規劃宜居的高密度城市
Planning for a Liveable
High-density City



2 迎接新的經濟
挑戰與機遇
Embracing New
Economic Challenges
and Opportunities



3 創造容量以達致
可持續發展
Creating Capacity
for Sustainable
Growth

各元素的主要策略方針及措施

Key Strategic Directions and Key Actions for Building Blocks

概念性空間框架
Conceptual
Spatial
Framework



一個都會商業核心圈
One Metropolitan
Business Core



兩個策略增長區
Two Strategic
Growth Areas



三條發展軸
Three
Development Axes



運輸配套網絡
Supporting
Transport Network

以願景帶動、創造容量的方式，策略性地規劃土地和空間、運輸、基建、以及自然環境，提升宜居度
A vision-driven and capacity creating approach for strategic planning of land and space, transport, infrastructure provision and the environment, and for enhancing liveability

建議元素一 Proposed Building Block 1



規劃宜居的高密度城市

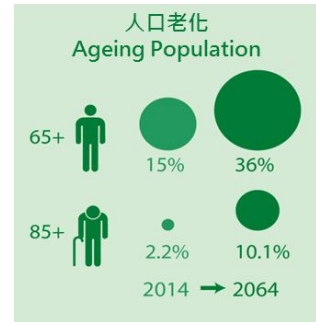
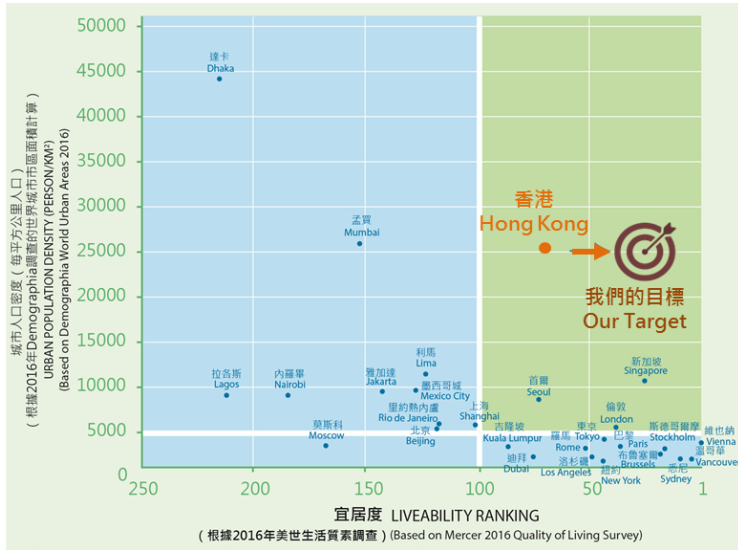
Planning for a Liveable
High-density City



元素一：規劃宜居的高密度城市

Building Block 1: Planning for a Liveable High-density City

整體方向 Overall Approach



主要議題 Major Issues

應對人口老化社會的需要

- 為長者提供更多元化的住屋選擇、採納通用設計，以及照顧長者的設施

Catering needs of an ageing society

- More diverse housing choices for the elderly, universal design, elderly care facilities

應對大量老化樓宇

Tackling enormous number of ageing buildings

改善生活空間

Enhancing living space

改善居住空間及更佳的休憩空間及政府、機構或社區設施

Enhance home space and more and better open space and GIC facilities

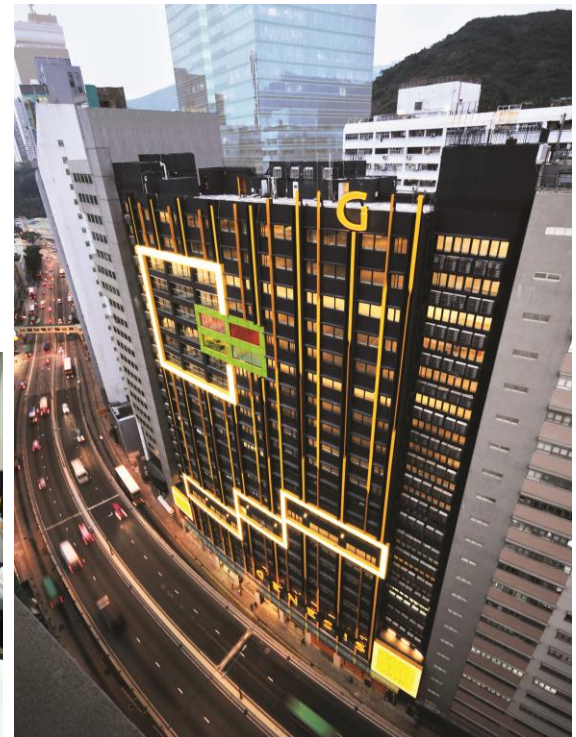
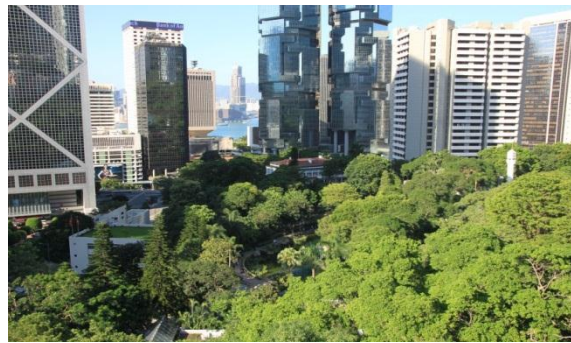


建議元素二 Proposed Building Block 2



迎接新的經濟挑戰與機遇

Embracing new economic challenges and opportunities



整體方向 Overall Approach

- 邁向高增值路線
To move up the value chain
- 令經濟基礎更多元化及提供技能層面廣泛的優質職位，扶助支柱產業、支持新興產業及促進創新科技合作
To diversify economic base and provide jobs requiring a range of skills by strengthening pillar industries, supporting emerging industries and promoting innovation, technology and collaboration
- 提供土地和空間應付各經濟產業目前的短缺、滿足未來的需求、以及提升經濟容量及抗禦力，以應對未能預知的經濟機遇和挑戰
To provide land and space to address existing shortfalls, to meet future demands, and to enhance economic capacity and resilience for unforeseen economic opportunities and challenges
- 在都會核心區外創造策略性經濟樞紐
To create strategic economic nodes outside the metro core
- 推廣香港作為服務區域鄰近地區的基地，善用未來數年落成的區域基建，以及與內地和亞洲國家（包括東盟成員國）的經濟交流增長帶來的發展機遇
To promote Hong Kong as a base to serve the region, capitalising on major regional infrastructure to be completed in Hong Kong and further development potential arising from increase in economic interactions with the Mainland and countries in Asia (including member countries of ASEAN)

大珠江三角地區的主要基建
Major Infrastructure in the Greater PRD Region



主要議題 Major Issues



為各項經濟產業提供足夠土地和空間
Adequate land and space for various economic sectors



創造技能層面廣泛的優質職位(尤其在都會區外)及拉近工作地點和居所的距離
Create quality jobs of a range of skills (especially outside the metro core) and bring jobs closer to home

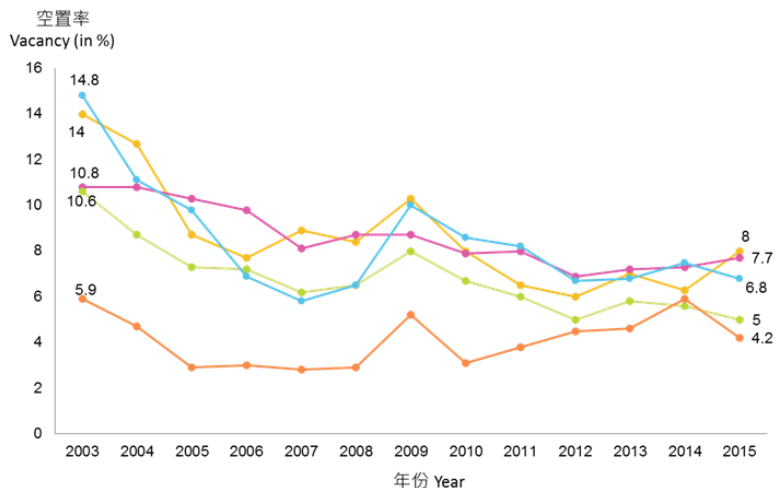


提供土地及設施，支援發展足夠和合適的人力資源
Supporting land and facilities for sufficient and suitable human capital



適時提供足夠的基建配套設施
Adequate and timely supporting infrastructure

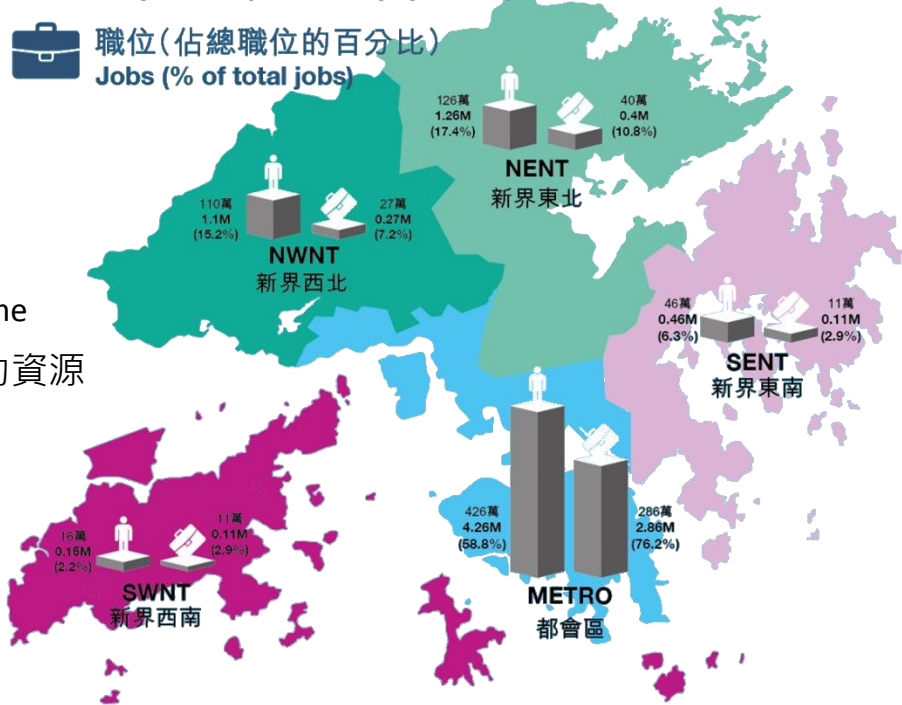
各類型物業的空置率
Vacancy Rate Across Different Property Types



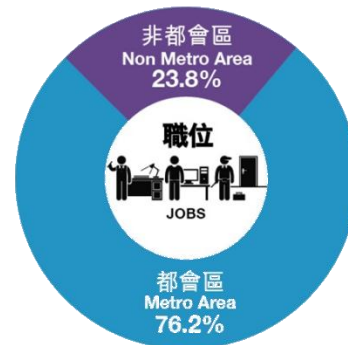
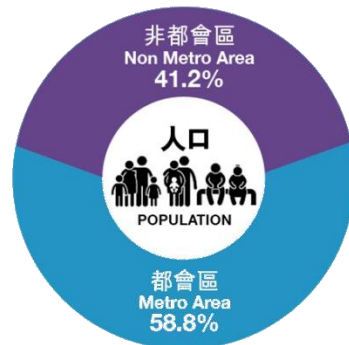
人口(佔總人口的百分比)
Population (% of total population)



職位(佔總職位的百分比)
Jobs (% of total jobs)



人口與職位地點的空間分布
Spatial Distribution of the Population and Jobs

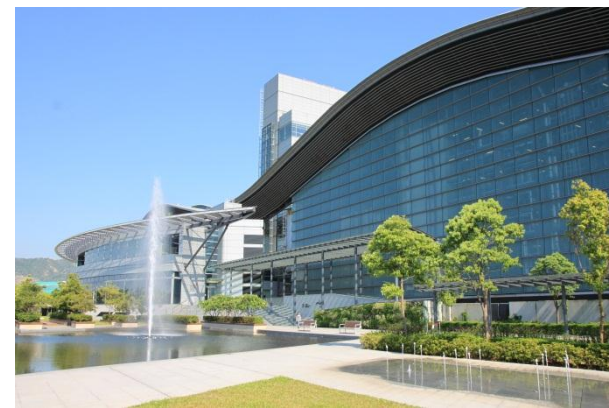


建議元素三 Proposed Building Block 3



創造容量以達致可持續發展

Creating Capacity for Sustainable Growth



圖片來源：渠務署
Photo credit: DSD

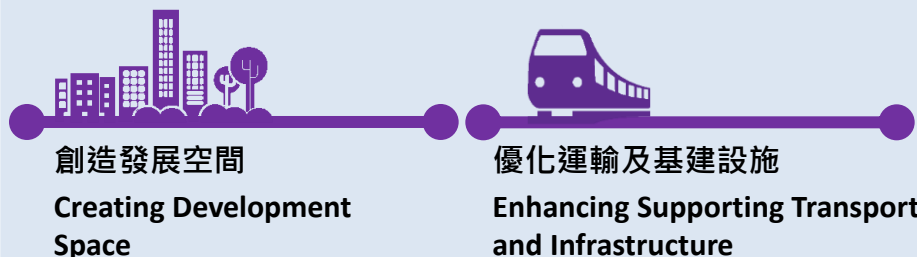


整體方向 Overall Approach

- 採取經優化的策略性規劃模式，全面地創造容量，包括創造發展及環境容量，同時管理和減少對資源及基礎設施的需求

To adopt an enhanced strategic planning approach embracing creation of development and environmental capacity, alongside with managing and minimising the demand for resources and infrastructure

發展容量 Development Capacity



環境容量 Environmental Capacity*



* 指環境對維持人類活動和生物多樣性的能力
The ability of the physical environment to sustain human activities and biodiversity

- 適時創造足夠的容量和儲備，以滿足各項社會及經濟發展需要，以及避免像目前一樣因受制於土地和基建設施而導致發展出現樽頸的情況

Create sufficient and timely capacity with buffers to meet various social and economic development needs. Avoid land and infrastructure provision posing major bottlenecks for development as at present

- 在推行個別發展項目時，我們會繼續按照既定機制，考慮成本效益和資源運用的優先次序
- Implementation of individual projects will continue to be evaluated in accordance with established mechanisms, taking into account cost-effectiveness and resource priority

元素三：創造容量以達致可持續發展

Building Block 3: Creating Capacity for Sustainable Growth

長遠土地需求初步估算

Ballpark Estimates of Long-term Land Requirements

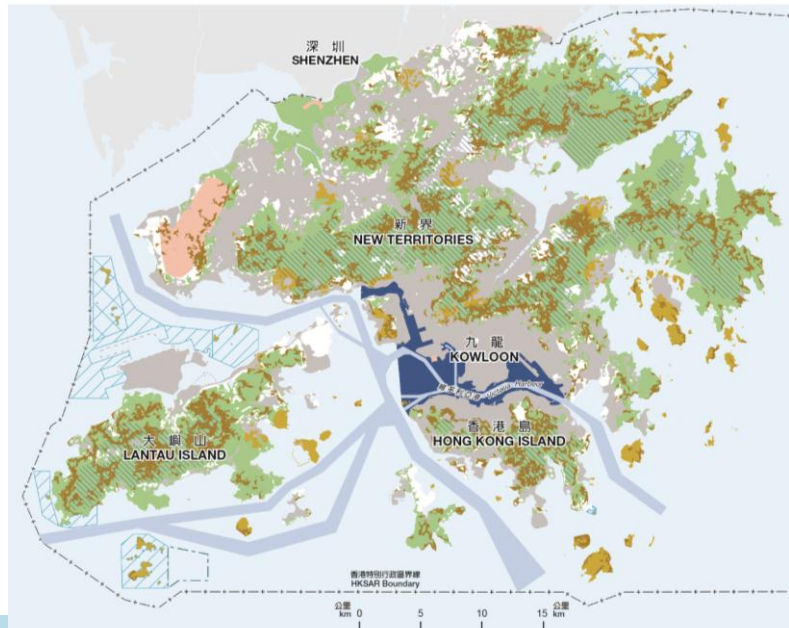
	新增土地需求的總和 (公頃) Total new land requirement (ha)	已落實/已規劃的土地供應*(公頃) Total committed and planned land supply* (ha)	土地供應短缺 (公頃) Outstanding land requirements (ha)
總數: Total:	4,800+	3,600	1,200+

經濟用途 Economic Uses	500+	200	300+
房屋 Housing	1,700	1,500	200
政府、機構或社區、 休憩用地、運輸和 基建設施 GIC, Open Space, Transport and Infrastructure Facilities	2,600+	1,900	700+

為應付不少於**1,200公頃**的長遠土地短缺，建議兩個策略增長區(即總發展面積達1,720公頃的東大嶼都會及新界北)

To address the long-term land shortfall of at least **1,200 ha**, two strategic growth areas (i.e. East Lantau Metropolis (ELM) and New Territories North (NTN) with a total area of 1,720 ha) are recommended

土地發展的主要挑戰 Major Challenges in Land Development



圖例 LEGEND

- 擁有生態、景觀及歷史/文化資產的地方
Area with Ecological, Landscape or Historical / Cultural Asset
- 陡峭斜坡 (≥ 30°)
Area with Steep Slope (≥ 30°)
- 集水區/水壩/水道原物
Water Catchment / Reservoir / Hydrographic Feature
- 涉及保安考慮因素的地方
Area with Security Consideration
- 涉及技術及基礎設施考慮因素的地方
Area with Other Technical or Infrastructural Consideration
- 已建設施
Built-up Area
- 現有的海岸公園/海岸保護區
Existing Marine Park / Marine Reserve
- 擬議的海岸公園
Proposed Marine Park
- 綜合廢物管理設施第一期而擬議的海岸公園的初步界線(或會作改動)
Draft Boundary of the Proposed Marine Park for the IWMF Phase 1 (Subject to amendment)
- 軌道
Fairway
- 維多利亞港
Victoria Harbour

* 以上各項挑戰的位置在圖上可能略有異差，此圖不可作詳細評估的基礎資料，僅供參考。
* There may be some discrepancies in the locations of these challenges owing to graphical representation. The plan is indicative only and cannot be used as baseline information for detailed assessment.

* 主要發展項目包括安達臣道石礦場、鑽石山綜合發展地盤、前茶果嶺高嶺土礦場、前南丫島石礦場、粉嶺北新發展區、古洞北新發展區、古洞南、洪水橋發展區、元朗南、錦田南發展(第一期)、東涌新市鎮擴展計劃和啟德發展計劃。
* Major development projects include Anderson Road Quarry, Diamond Hill Comprehensive Development Area Site, Ex-Cha Kwo Ling Kaolin Mine, Ex-Lamma Quarry, Fanling North New Development Area (NDA), Kwu Tung North NDA, Kwu Tung South, Hung Shui Kiu NDA, Yuen Long South, Kam Tin South Development (Phase I), Tung Chung New Town Extension and Kai Tak Development.

優化運輸及基建容量

Supporting Transport and Infrastructure Capacity

- 提供運輸基建配套設施，鐵路應繼續成為公共運輸系統的骨幹
Providing supporting transport infrastructure and railway should continue to be the backbone of the public transportation system
- 管理私家車輛的增長及使用，重塑出行模式及拉近職位地點與居所的距離
Managing private vehicles growth and use, reshaping travel pattern and bringing jobs closer to homes
- 推廣綜合智慧、環保及具抗禦力的基建系統，達致更佳協同效應及土地效益
Promoting an integrated smart, green and resilient infrastructure system to enhance the synergy effect and land efficiency



洪水橋新發展區擬議的環保運輸系統
Proposed Environmentally Friendly Transport System in Hung Shui Kiu NDA



~3%
私家車輛
Private vehicles

私家車輛平均每年增長率 (1995年至2015年)
Private Vehicles Average Annual Growth Rate (1995-2015)



> ~1.7%
家庭住戶
Domestic households



> ~0.8%
人口
Population



大坑東地下蓄洪池
Tai Hang Tung Underground Flood Water Storage Tank

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

提高生物多樣性 Biodiversity Enhancement

保護具高生態價值的地區；促進生物多樣性及都市生態；活化水體及荒置農地；設立自然生態公園；以及引入生態海岸線及其他藍綠建設

Protecting areas of high ecological value; promoting biodiversity and urban ecology; revitalising water bodies and abandoned farmland; setting up nature park; and introducing eco-shorelines and other blue-green infrastructure

提高生物多樣性
Biodiversity Enhancement



活化水體(西貢)
Revitalising Water Bodies (Sai King)



活化耕地(荔枝窩)
Revitalising Farmland (Lai Chi Wo)



保護郊野公園「不包括土地」(將有關土地納入郊野公園或法定圖則內)
Protecting Country Park Enclaves (by incorporating into country parks or statutory plans)



促進城市的生物多樣性
Promoting Urban Ecology



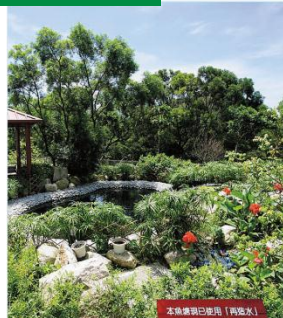
繼續維持及保護現有的保護區(自然保護區、特別地區等)
Maintaining Existing Protection Status of Protected Areas (Conservation Areas, Special Areas, etc.)

改善環境 Environmental Improvement

透過環保運輸及促進良好的風環境，以改善空氣質素；保護集水區；以轉廢為能的方式減少資源使用；修復受破壞的地方(例如堆填區和石礦場)等

Improving air quality through environmentally friendly transport and better wind environment; protecting water gathering grounds; using waste-to-energy approach to reduce use of resources; restoring degraded areas such as landfills and quarries, etc

改善環境
Environmental Improvement



循環再用經處理的污水(昂坪污水處理廠)
Reusing Treated Sewage Effluent (Ngong Ping Sewage Treatment Works)



採用轉廢為能方法(屯門源·區)
Adopting Waste-to-energy Approach (T.PARK in Tuen Mun)



規劃為低碳城市(啟德的區域供冷系統)
Planning for a Low Carbon City (District Cooling System in Kai Tak)



活化已修復的堆填區(藍田)
Revitalising Restored Landfills (Lam Tin)

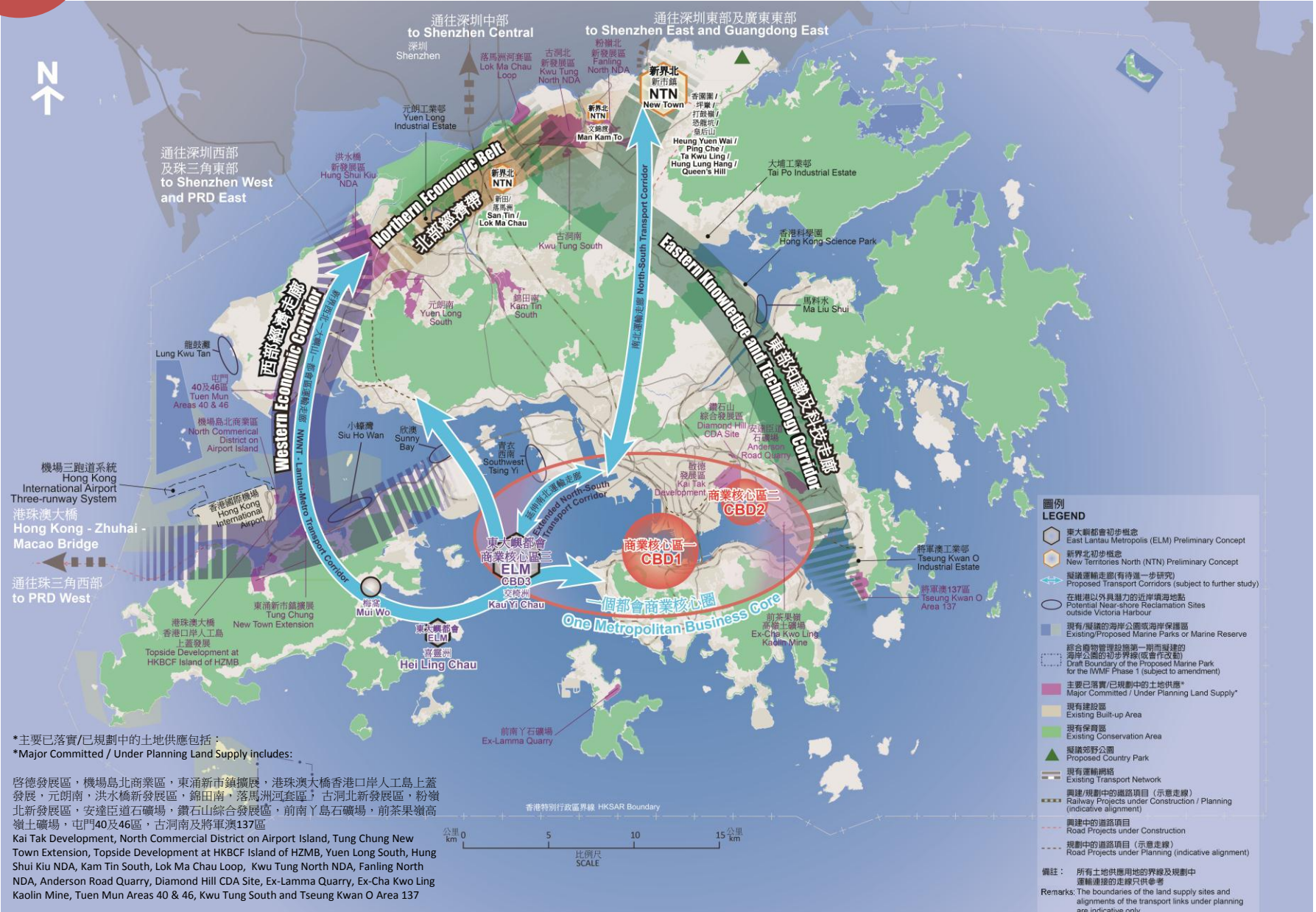


改善路邊環境
Improving Roadside Environment



《香港2030+》概念性空間框架

Conceptual Spatial Framework for Hong Kong 2030+



*主要已落實/已規劃中的土地供應包括：
 *Major Committed / Under Planning Land Supply includes:

啓德發展區, 機場島北商業區, 東涌新市鎮擴展, 港珠澳大橋香港口岸人工島上蓋發展, 元朗南, 洪水橋新發展區, 錦田南, 落馬洲河套區, 古河北新發展區, 粉嶺北新發展區, 安達臣道石礦場, 鑽石山綜合發展區, 前南丫島石礦場, 前茶果嶺高嶺土礦場, 屯門40及46區, 古洞南及將軍澳137區
 Kai Tak Development, North Commercial District on Airport Island, Tung Chung New Town Extension, Topside Development at HKBCF Island of HZMB, Hung Shui Kiu NDA, Kam Tin South, Lok Ma Chau Loop, Kwu Tung North NDA, Fanling North NDA, Anderson Road Quarry, Diamond Hill CDA Site, Ex-Lamma Quarry, Ex-Cha Kwo Ling Kaolin Mine, Tuen Mun Areas 40 & 46, Kwu Tung South and Tseung Kwan O Area 137

圖例 LEGEND

- 東大都會初步概念 East Lantau Metropolis (ELM) Preliminary Concept
- 新界北初步概念 New Territories North (NTN) Preliminary Concept
- 擬議運輸走廊有待進一步研究 Proposed Transport Corridors (subject to further study)
- 在港以外具潛力的近岸填海地點 Potential Near-shore Reclamation Sites outside Victoria Harbour
- 現有/擬議的海岸公園或海岸保護區 Existing/Proposed Marine Parks or Marine Reserve
- 綜合廢物管理設施第一期暫時的海岸公園的初步界線(或暫行改劃) Draft Boundary of the Proposed Marine Park for the WMF Phase 1 (subject to amendment)
- 主要已落實/已規劃中的土地供應* Major Committed / Under Planning Land Supply*
- 現有建設區 Existing Built-up Area
- 現有保育區 Existing Conservation Area
- 擬議郊野公園 Proposed Country Park
- 現有運輸網絡 Existing Transport Network
- 興建/規劃中的鐵路項目 (示意走線) Railway / Projects under Construction / Planning (indicative alignment)
- 興建中的道路項目 Road Projects under Construction
- 規劃中的道路項目 (示意走線) Road Projects under Planning (indicative alignment)

備註: 所有土地供應用地的界線及規劃中運輸網絡的走線只供參考
 Remarks: The boundaries of the land supply sites and alignments of the transport links under planning are indicative only.

1

「一」個都會商業核心圈 Metropolitan Business Core

鞏固傳統商業核心區，集中發展高增值金融服務及先進工商業支援服務
Reinforce the traditional **Central Business District (CBD1)** focusing on high value-added financial services and advanced producer services

將九龍東轉型為第二個商業核心區，為企業提供另一選址
Transform **Kowloon East** into **CBD2** as an alternative locational choice for enterprises

在鄰近香港島西面的擬議東大嶼都會創建第三個商業核心區，作為一個新的智慧型金融及工商業支援服務樞紐
Create **CBD3** at the proposed **East Lantau Metropolis (ELM)** near Hong Kong Island West as a new and smart financial and producer services hub

- ✓ 三個相輔相成的商業核心區加上次要樞紐，將加強香港作為全球金融及商業中心的地位
Three complementary CBDs together with secondary nodes to strengthen Hong Kong's position as a global financial and business hub
- ✓ 提供土地及空間，以助商業機構邁向高增值、擴充及創業
Land and space for businesses to move up the value chain, to expand and to start up



「兩」個策略增長區 Strategic Growth Areas

2

(1) **東大嶼都會**：連繫香港島及大嶼山。主要透過在生態不太敏感的交椅洲附近水域和喜靈洲避風塘進行填海，開拓包含商業核心區的都會，並藉此創建新的都會平台；同時善用在梅窩未被充分利用的土地

ELM: to bridge Hong Kong Island and Lantau and to create a new metro-front by developing a metropolis with a CBD, mainly through reclamation in ecologically less sensitive waters near Kau Yi Chau and in Hei Ling Chau Typhoon Shelter, and making better use of the under-utilised land in Mui Wo



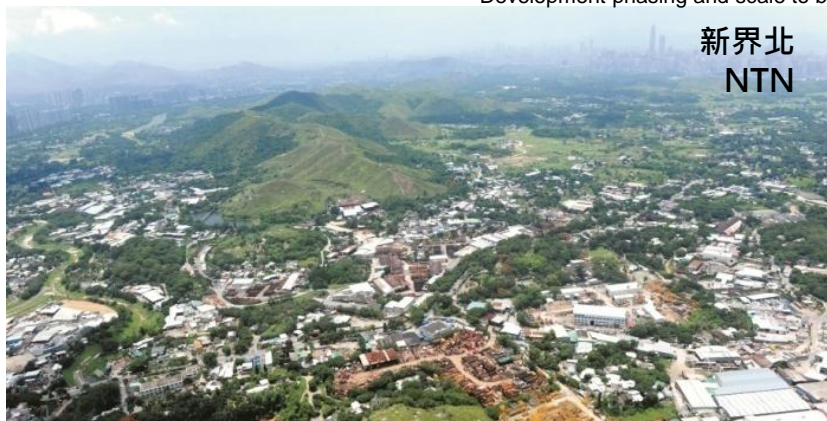
(2) **新界北**：透過綜合規劃及有效地運用棕地(大約200公頃)和荒置農田，在香港園圍/坪輦/打鼓嶺/恐龍坑/皇后山建設新一代的新市鎮，並於新田和文錦渡發展現代工業和需要在邊境附近營運的經濟用途

New Territories North (NTN): develop a new generation new town at Heung Yuen Wai/Ping Che/Ta Kwu Ling/Hung Lung Hang/Queen's Hill, and modern industries and economic uses preferring a boundary location at San Tin and Man Kam To through comprehensive planning and efficient use of brownfield sites (around 200ha) and abandoned agricultural land

- ✓ 提供住屋用地及優質生活、工作空間和營商環境
provide housing land and quality living, work spaces and business environment
- ✓ 為經濟帶來動力
bring economic vitality
- ✓ 令居所與職位地點分布更趨平衡
achieve better home-job balance
- ✓ 優化社區設施和公共空間，應付人口老化
enhance community facilities and public spaces and cater for an ageing population
- ✓ 融合自然
harmonise with nature

	發展面積(約) (公頃) Development Area (About) (ha.)	人口(約) Estimated Population (About)	職位(約) Estimated Employment (About)
東大嶼都會ELM	1,000	400,000-700,000	200,000
新界北 NTN	720	255,000/350,000	215,000

*發展步伐及規模有待確定
*Development phasing and scale to be decided



新界北
NTN



東大嶼都會
ELM

3

「三」條發展軸 Development Axes

(1) **西部經濟走廊**：把握通往國際及區域鄰近地區的門廊優勢，以及在香港西部的策略性運輸基礎設施，並整合洪水橋、屯門、元朗南及北大嶼山的各項發展作為新的增長平臺

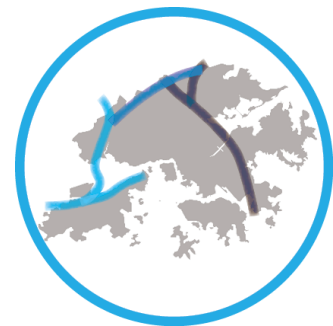
Western Economic Corridor – capitalising on the international and regional gateway and strategic transport infrastructure in West Hong Kong, and consolidating Hung Shui Kiu, Tuen Mun, Yuen Long South and various developments in North Lantau as new launchpad for growth

(2) **東部知識及科技走廊**：善用現有的高科技產業和專上教育機構的聚群，在將軍澳、馬料水、古洞北、落馬洲河套區及蓮塘 / 香園圍口岸附近發展知識及科技設施

Eastern Knowledge and Technology Corridor – leveraging existing high technology industries and tertiary institutions cluster, and additional knowledge and technology developments proposed in Tseung Kwan O, Ma Liu Shui, Kwu Tung North, Lok Ma Chau Loop and near Liantang/Heung Yuen Wai Boundary Control Point (LT/HYWBCP)

(3) **北部經濟帶**：涵蓋六個現有和一個興建中的過境通道，以及新界北發展，適合發展倉儲、科研、現代物流及其他新興行業，為新界北部創造新的就業據點

Northern Economic Belt – comprising six boundary crossings and LT/HYWBCP under construction as well as NTN development, suitable for warehousing, research and development (R&D), modern logistics and other emerging industries to create new employment centres in the northern New Territories



✓ 策略性定位，以配合各經濟領域
Strategic positioning to cater for different economic sectors

✓ 把握地理優勢及創造協同效應
Capitalising on different locational advantages and bringing in synergy

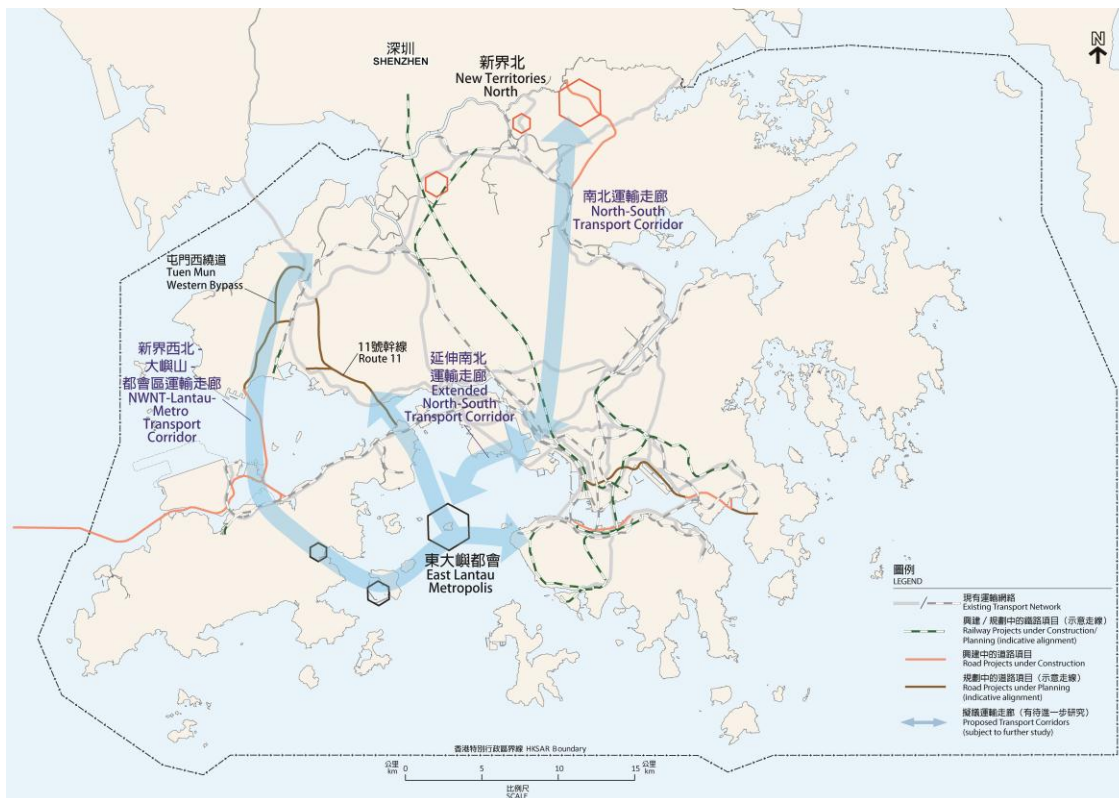


運輸配套網絡 Supporting Transport Network

- 建議在香港西部興建新界西北 - 大嶼山 - 都會區運輸走廊
A proposed northwest New Territories (NWNT)-Lantau-Metro Transport Corridor in Hong Kong West
- 視乎新界北的發展規模，建議興建南北運輸走廊連接新界東北至九龍
A proposed North-South Transport Corridor from northeast New Territories (NENT) to Kowloon, depending on the scale of the NTN development
- 視乎交通需求及詳細研究的結果，擬議的新界西北 - 大嶼山 - 都會區運輸走廊或有可能向北伸延至深圳西，以加強連繫和功能對接，並鞏固西部經濟走廊
Subject to transport need and detailed study, the proposed NWNT-Lantau-Metro Transport Corridor may be extended northwards to Shenzhen West for further connectivity and functional integration, fortifying the Western Economic Corridor

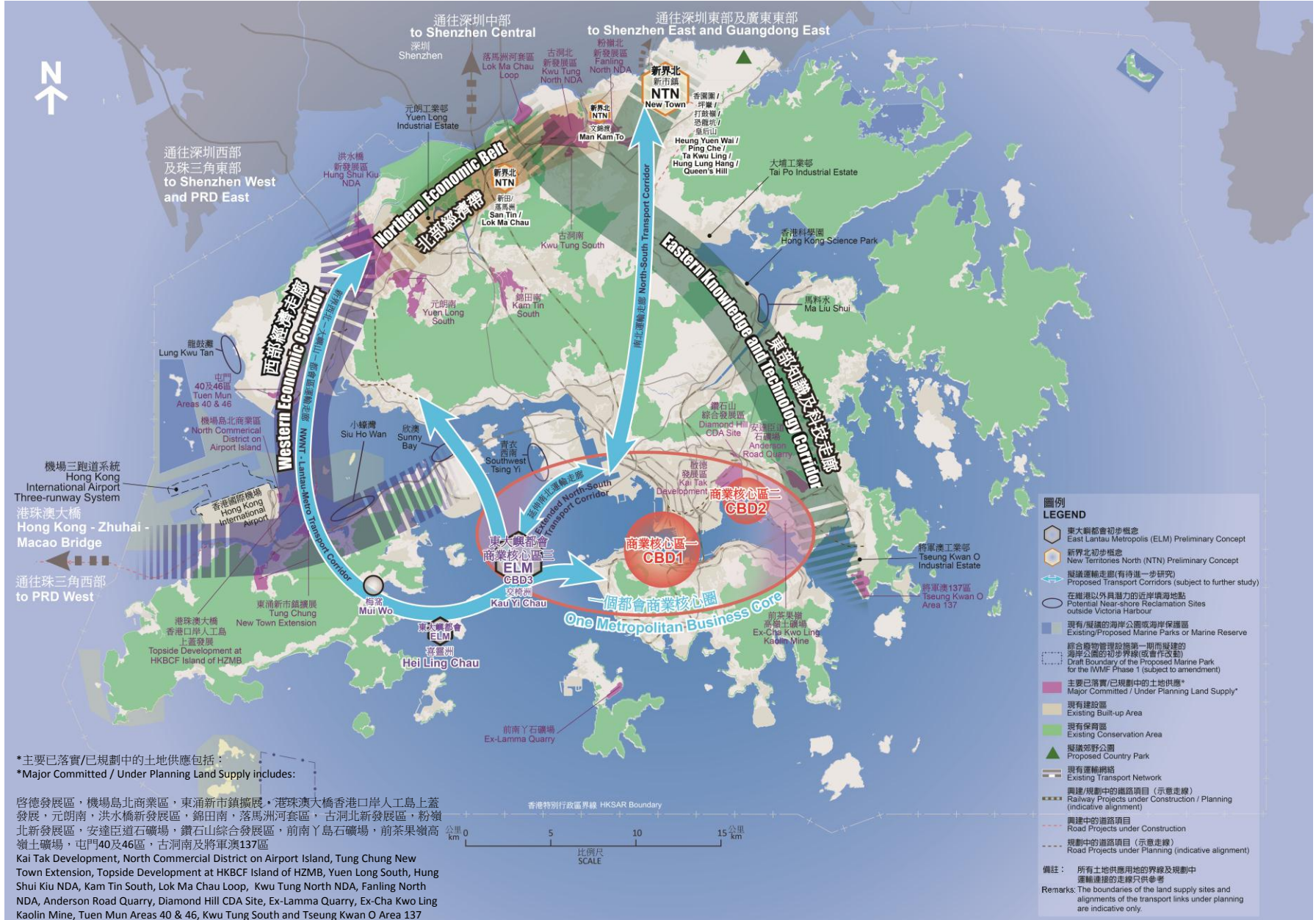


- 提升交通網絡及都市流動性
Enhance transport networks and urban mobility
- 改善都會核心與大嶼山之間的連接
Enhance connectivity between metro core and Lantau
- 提供另一條通道連接機場及新界西北
Alternative connection to the airport and NWNT



《香港2030+》概念性空間框架

Conceptual Spatial Framework for Hong Kong 2030+



《香港2030+》亮點

Highlights of Hong Kong 2030+

已建設區： Built-up area:

由 268平方公里
from 268km² 增加至 to



自然環境·包括生態敏感地區及水域 Natural areas including ecologically sensitive areas and waters

現有受保護及保育的地區 / 水域和已規劃的同類地區 / 水域：
Existing protected and preserved areas/waters plus such planned areas/waters:
陸上環境 - 由540平方公里增加至 **逾545平方公里**
Terrestrial environment - from 540km² to **545+km²**
海洋環境 - 由24平方公里增加至 **逾84平方公里**
Marine environment: from 24km² to **84+km²**
(不包括其他綠地例如“綠化地帶”)
(not including other green areas e.g. “Green Belt”)

位於都會區以外的職位 Jobs in the non-Metro Area

提升經濟容量，
拉近職位地點與
居所之間的距離

由 24% 增加至
from 24% to

Enhanced
economic capacity
and jobs closer to
home



集約及 以鐵路為 骨幹的發展

Compact
and rail-based
development

更多人口及職位位於鐵路
服務覆蓋範圍
More population and jobs
within railway catchment
(根據鐵路發展策略2014建議將
分別有75%及85%人口及職位)
(75% and 85%
respectively under the
Railway Development
Strategy 2014 proposals)

元素一：規劃宜居的高密度城市 Building Block 1: Planning for a Liveable High-density City



提供優質生活環境，
支援不同年齡人士
Quality living
environment
supportive to all ages

改善藍綠自然資源及建立健
康城市，以促進完滿的生活
Green-blue assets and a
healthy city for
wholesome living

更新及改善市區
Urban
regeneration and
facelift

未來人均政府、機構及社區用地供應目標：
Future G/I/C land per person
provision target:

3.5平方米 3.5m²

(沙田新市鎮現時為2.2平方米)
(Currently 2.2m² for Sha
Tin New Town)



未來人均休憩用地供應目標：
Future open space per person
provision target:

由每人不少於2平方米增加至
每人不少於2.5平方米
from min. 2m² per person to
min. 2.5m² per person



元素二：迎接新的經濟挑戰與機遇 Building Block 2: Embracing New Economic Challenges and Opportunities

未來經濟用地的供應 Future provision of economic space

甲級寫字樓的總樓面面積 (GFA)
Grade A Offices GFA
由約900萬平方米增加至 **逾1,400萬平方米**
from about 9Mm² to **14M+m²**

市場主導的工業及特殊工業總樓面面積
Market-driven Industries and Special Industries GFA
由約2,000萬平方米增加至 **2,900萬平方米**
from about 20Mm² to **29Mm²**

知識及科技走廊 (包括科研、科學園及工業用途)
Knowledge and Technology Corridor
(with R&D, science park and industrial estate uses)

元素三：創造容量以達致可持續發展 Building Block 3: Creating Capacity for Sustainable Growth

保育自然資源及創造環境容量
Conserve natural assets and create
environmental capacity

可持續利用土地資源，以滿足
社會及經濟發展需要
Sustainable use of land
resources to meet
social and economic
development needs

提升運輸及基建配套設施的
容量
Enhanced transport and
infrastructure capacity



智慧、環保及具抗
禦力的城市策略

Smart, green and
resilient city strategy

《香港2030+》
概念性空間框架

Conceptual Spatial
Framework for Hong
Kong 2030+

於發展容量提供緩衝，
以優化生活空間
Buffer in development
capacity for better living
space

願景帶動，
創造容量以達致可持續發展
Vision-driven
Capacity creation for
sustainable growth

2016年10月27日至2017年4月尾
進行為期6個月的公眾參與活動

6-month public engagement from 27 October 2016 to late April 2017

包括不同的活動，例如：專題展覽、巡迴展覽、
公眾論壇、專題討論等

Includes various activities such as thematic exhibition,
roving exhibitions, public forums and topical discussions, etc

相關資料（例如專題報告）可瀏覽研究網頁
Relevant information (e.g. topical papers) could be
downloaded at www.hongkong2030plus.hk

歡迎提出寶貴意見
We welcome your views



謝謝
Thank you