

立法會規劃地政及工程事務委員會

特別會議

二零零五年十二月十七日星期六上午九時

立法會會議廳

添馬艦發展工程及中環填海三期土地用途規劃

徐嘉慎先生陳詞

一、 政府的政策承諾

1. 從政府多份的政策書及刊物，政府向香港市民作出以下三項承諾 :-
 - 第一、 致力美化海港及海濱，使香港成為亞洲國際都會。
 - 第二、 中環填海工程只為了解決交通擠塞問題。
 - 第三、 致力使維港成為朝氣蓬勃、充滿活力及易於市民親近的海港。

二、 亞洲國際都會

2. 我們不可錯失香港歷史上唯一的機會，規劃出一個香港下一代都能感到驕傲的中環海旁。
3. 中環海旁有獨特的地位，達到上述的目標，但現在提議的政府辦公室，商店及商業大廈，是可於其他地方興建。
4. 高樓大廈將進一步阻擋海港景觀，亦違反政府保護海港景色，不在海旁建設高樓大廈的承諾。
5. 政府現時就添馬艦的建議，未有充份保護山脊線景觀，因此違反了規劃署所製訂的香港規劃標準及指引。應遵守綜合發展用地同樣的限制，任何於添馬艦土地上興建的建築物，均不可超過主要基準面以上五十米高度。

三、交通擠塞

6. 政府公開宣稱，進行中環填海，只為解決交通擠塞問題。但政府違反承諾，除添馬艦發展外，其他五幅土地合共超過一百萬平方呎土地將會用作商業用途。
7. 添馬艦及其他八幅土地，共九百二十萬平方呎樓面面積建築，將吸引額外每小時 7623 架次交通進出中環。
8. 這些額外交通需求，令政府需要在地面上興建，與現時夏慤道相似並且相平衡的六線行車高速公路（稱為 P2），
9. 按政府交通專家呈交文件，就算已興建計劃中的道路，交通亦將於十年後，即 2016 年再次飽和。其他城市（如新加坡）的城市規劃，應作三十年後的長遠計劃。
10. 建議中的發展將會日後加劇交通擠塞問題，亦會加重海底隧道的負擔，政府並未有任何解決方案。進一步的填海或電子道路收費辦法都不被市民接受。
11. 建議中的發展與政府宣稱解決交通擠塞存有直接矛盾。

四、朝氣蓬勃及易於親近的海濱

12. 以地下管道形式興建中環灣仔繞道，是希望減少香港及噪音污染及使市民易於親近海港，但建議中的 P2 公路阻隔市民親近海港，違背了興建繞道的原意。
13. 添馬艦將興建政府總部，如灣仔三幢政府辦公大樓一樣，將於辦公時間後死寂一片。但是，添馬艦應用作方便市民享用的社區用途，以致於辦公時間外才產生交通需求，避免交通問題惡化。

五、中區海旁建設最少建築物

14. 本人建議只容許在中區海濱作必要的發展，以美化海濱供市民享用。這做法有以下優點 :-
 - a. 為香港提供國際級的中環海旁；
 - b. 減少交通需求，避免交通擠塞惡化；
 - c. 減少噪音及空氣污染，減少對環境侵害；
 - d. 使政府能兌承諾。

六、 城規會最近的決議

15. 城規會於二零零五年八月五日指示政府，就中環海濱規劃進行詳細審議，特別是中環的巨型橫向商場及海旁有關的商業用地。
16. 城規會作為法定的獨立組織，根據城市規劃條例，負起規劃香港發展的責任，政府不能不理會城規會的決議。
17. 政府應立即諮詢民意，聽取市民聲音，並重新審議中環海旁用地規劃。
18. 該審議必須按照上述原則及終審庭的判詞，全面性考慮中環整體規劃。
19. 在審議有最終結果之前，任何於添馬艦發展建議不應進行，以免對審議結果產生負面影響。

Panel on Planning, Lands and Works

**Special Meeting on
Saturday, 17th December 2005 at 9:00 a.m.
In the Chamber of the Legislative Council Building**

**Tamar Development Project and
Land-use Planning for Central Reclamation Phase III**

Submission by Winston Ka Sun Chu

A. Government's Policy Commitments

1. By various policy statements and publications, the Government has made three commitments to the people of Hong Kong:-

Firstly, to enhance the harbour and the harbourfront and to make Hong Kong into Asia's world city.

Secondly, the Central Reclamation is only for the purpose of resolving traffic congestion.

Thirdly, to make the harbourfront vibrant and accessible for the enjoyment of the people.

B. Asia's World City

2. This is the only opportunity in the history of Hong Kong to have a world-class Central Harbourfront that future generations can enjoy and be proud of. We must get it right.
3. Government offices, shops and commercial buildings can be built elsewhere, but the Central Harbourfront is unique.
4. High-rise development will further obstruct the view of the harbour and will defeat the Government's promise to protect the vista of the harbour.
5. The present proposal for Tamar contravenes the Hong Kong Planning Standards and Guidelines issued by the Planning Department which requires protection of the ridge profile. The maximum permissible height of any development on Tamar should not exceed the height limit of 50 metres above principal datum as prescribed for the large CDA site.

C. Traffic Congestion

6. The Government has avowed that the only purpose of the Central Reclamation is to resolve traffic congestion.
7. The intensive development of Tamar and the other 8 sites will produce 9.25 million sq.ft. of gross floor area and will attract an additional 7,623 vehicle trips per hour to Central. Contrary to Government's promise, apart from Tamar, five of the sites totalling more than 1 million sq.ft. of land area will be for commercial development.
8. This additional vehicular traffic generated by the new developments necessitates a new 6-lane surface super highway (known as P2) which will run parallel to and will be similar to the present Harcourt Road.
9. According to the Submission to the Expert Panel prepared by the Transport Department, even if all the proposed roads are built, traffic will still be saturated by 2016, only in 10 years' time. Proper town planning (as adopted in other cities including Singapore) should be for at least 30 years.
10. The proposed developments will cause more traffic congestion in the future and will over-burden the cross harbour tunnels for which there is no obvious solution. There would have to be either more reclamation of the harbour or an electronic road pricing system neither of which is desirable.
11. The proposed developments directly contradicts the Government's stated purpose of the Central Reclamation, which is, to relieve traffic congestion.

D. Vibrant and Accessible Harbourfront

12. The P2 will introduce an extra barrier to the harbourfront and will defeat the very purpose of the Bypass being put underground: which is to make the harbourfront accessible to the people and to reduce air and noise pollution.
13. Government offices on Tamar will be dead after office hours just as the three Government buildings in Wanchai. Instead, Tamar should be used for a people-friendly communal purpose so that any development thereon would only generate traffic after office hours and would not aggravate traffic congestion in Central.

E. Minimum Development on Central Harbourfront

14. It is proposed that only minimum development which is absolutely necessary to enhance the enjoyment of the Central Harbourfront by the people should be allowed. Such a approach will have the following advantages:-
- a. A world-class Central Harbourfront for Hong Kong;
 - b. Avoiding future traffic congestion by reducing traffic generation;
 - c. Minimum impact on the environment by reducing air and noise pollution; and
 - d. Enables the Government to honour its commitments.

F. Recent Town Planning Board Decision

15. The decision of the Town Planning Board announced on 5th August 2005 directed the Government to carry out a review of the plans for the Central Harbourfront, in particular, the groundscraper and the waterfront related commercial and leisure uses sites.
16. The Government cannot ignore such a decision by the Town Planning Board which is an independent statutory body created by the Town Planning Ordinance and charged with the duty to plan Hong Kong's urban development for the welfare of the community.
17. The Government should immediately carry out such a review with proper public consultation and input from the community.
18. The review should be comprehensive so that the whole of the Central Harbourfront should be considered in the light of the Government's above-stated policies and the recent Court of Final Appeal Judgment.
19. Pending the outcome of the review, any decision on the development of Tamar will be premature as nothing should be done which may prejudice the outcome of this review.

Winston K.S. Chu
10th December 2005

List of Annexures

Extract from the “Submission to the Expert Panel Forum” on Sustainable Transport Planning and Central-Wan Chai Bypass presented by the Transport Department on 3rd September 2005

1. Press Release of Town Planning Board dated 5th August 2005.
2. Figure 4.1 showing the nine Proposed Future Developments at Central Reclamation Areas.
3. Appendix 4.2 showing the total gross floor area (859,261 sq.m. equivalent to 9,244,400 sq.ft) of Proposed Future Developments in Central Reclamation Area.
4.
 - (a) Appendix 4.4 showing that 7,623 vehicle trips in PCU per hr. will be generated by the proposed developments;
 - (b) Paragraph 4.4.3 - “Nevertheless, the access lanes to the Cross Harbour Tunnel (CHT) would still be congested during the peak hours”; and
 - (c) Appendix 4.5 showing 2016 V/C Ratio at Inner Gloucester Road to be “1.08”.
5. The alignments of the three highways, namely,
 - (i) The underground Central-Wanchai Bypass;
 - (ii) The at grade (road level) P2 Highway;
 - (iii) The existing Connaught Road Central and Harcourt Road;

Other Documents

6. Extract from the Affirmation dated 1st October 2003 filed on behalf of the Chief Executive in Council, Secretary for Housing, Planning and Lands and Secretary for Environment, Transport and Works, in High Court Action No. 102/2003 in respect of the Central Reclamation.
7. Extract of Speech by Former Chief Executive, Mr. Tung Chee Hwa at dinner for Australian Business Awards on 17th October 2003.
8. Extract from Hong Kong Planning Standards and Guidelines Issued by Planning Department, HKSAR Government.
9. Vision Statement for the Victoria Harbour prepared by the Town Planning Board.
10. Harbour-front Enhancement Committee - Victoria Harbour and Its Waterfront Areas – Vision, Mission & Planning Principles.

Press Release

TPB rejected requests for amendments to Central and Wan Chai plans

After very thorough consideration, the Town Planning Board (the Board) today (August 5) decided not to agree to the rezoning requests submitted by the Society for Protection of the Harbour Limited (SPH), Save our Shorelines (SOS) and Clear the Air (CA) to amend the Central District (Extension) and Wan Chai North Outline Zoning Plans (OZPs).

"On CA's rezoning request, the Board noted the Court's view that determination of policy concerning how best to resolve transport difficulties is a matter for the Chief Executive in Council. It therefore considered that whether Electronic Road Pricing (ERP) is a practicable alternative to building the Central-Wan Chai Bypass (CWB) is a transport policy which lies outside its purview. The Board also noted that the use of ERP would not be effective without an alternative route," a spokesman of the Board said.

"SOS has proposed to reduce the reclamation by using immersed tube tunnel (ITT) construction for the CWB. After hearing of the views from concerned parties, the Board accepted the advice of the Civil Engineering and Development Department and its consultants that the ITT option was not feasible in this location," the spokesman said.

"SPH has also proposed to reduce the reclamation extent on both Central Reclamation Phase III (CRIII) and part of Wan Chai Development Phase II (WDII) shown on the Central District (Extension) OZP. The Board noted that the Government had considered a very detailed review on CRIII, which reaffirmed that the extent of CRIII met the 'overriding public need' test laid down by the Court of Final Appeal and the reclamation extent was the absolute minimum."






"The extent of reclamation within WDII is being reviewed by the Government. It is premature to consider whether to amend that part of the OZP before completion of the review around mid 2006. The Board will look into the matter upon availability of the findings," the spokesman added.

Nevertheless, the Board saw some merits in SPH's proposals for harbourfront planning. It agreed to request the Government to prepare/refine planning/design briefs for this important waterfront, in particular the groundscraper and the waterfront related commercial and leisure uses sites, to ensure that the future developments would blend in with the waterfront setting, facilitate pedestrian access to the waterfront, and promote visual permeability of the developments.

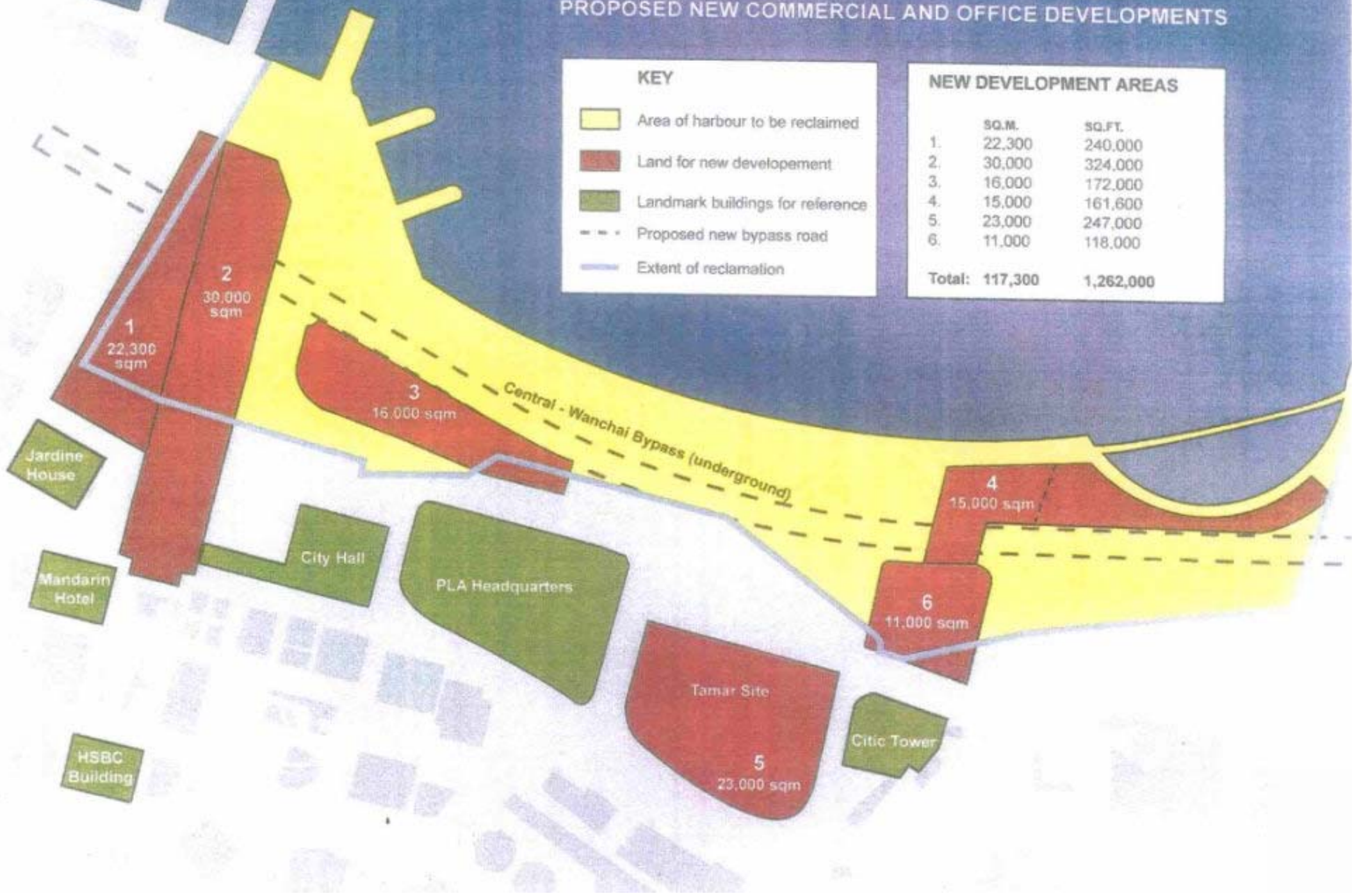
Ends/Friday, August 5, 2005

CENTRAL RECLAMATION

PROPOSED NEW COMMERCIAL AND OFFICE DEVELOPMENTS

KEY	
	Area of harbour to be reclaimed
	Land for new development
	Landmark buildings for reference
	Proposed new bypass road
	Extent of reclamation

NEW DEVELOPMENT AREAS		
	SQ.M.	SQ.FT.
1.	22,300	240,000
2.	30,000	324,000
3.	16,000	172,000
4.	15,000	161,600
5.	23,000	247,000
6.	11,000	118,000
Total:	117,300	1,262,000



**Extract from "Submission to the Expert Panel"
Presented by the Transport Department
on 3rd September 2005**

Appendix 4.2

Proposed Future Developments in Central Reclamation Area

Site Ref.	Intended Land Use	GFA (m ²)	Breakdowns of Land Use (GFA in m ²)
1	Comprehensive Development Area (CDA) fronting Piers Nos. 4, 5 & 6	92,465	Retail (16,315) Office (76,150)
2	CDA	190,875	Retail (106,303) Office (54,733) Commercial Parking (29,839) (850 space)
3	Waterfront related commercial	40,879	Retail (40,879)
4	Government Headquarters	342,975	Office (313,411) Parking (29,564)*
5	Legislative Council	146,087	Office (134,400) Parking (11,687)*
6	Waterfront related commercial	14,387	Retail (14,387)
7	Waterfront related commercial	10,028	Retail (10,028)
8	Red Cross's Office	19,320	Office (16,892) Parking (2,428)*
9	Waterfront related commercial	2,245	Retail (2,245)

Total 859,261 sq.m. = 9,244,300 sq.ft.

* : Parking spaces in these buildings are for the staff only and not for commercial use and hence, will not generate additional trips.

**Extract from "Submission to the Expert Panel"
Presented by the Transport Department
on 3rd September 2005**

Appendix 4.4

Trip Generation and Attractions of Developments

Site Ref.	Intended Land Use	AM		PM		TOTAL
		In	Out	In	Out	
1	Comprehensive Development Area (CDA) fronting Piers Nos. 4, 5 & 6	288	204	269	274	1035
2	CDA	641	390	555	611	2197
3	Waterfront related commercial	110	74	102	94	380
4	Government Headquarters	790	514	442	542	2288
5	Legislative Council	310	310	151	151	922
6	Waterfront related commercial	39	26	36	33	134
7	Waterfront related commercial	27	18	25	23	93
8	Red Cross's Office	40	40	20	20	120
9	Waterfront related commercial *	115*	124*	106*	109*	454
						<u>7623</u>

* : Trips from site 9 include trips generated by commercial (retail) and trips to/from "Star Ferry".

(Note : Trips are in PCU per hr.)

4.3.7 The location plan of the proposed future developments in Central Reclamation areas is shown at **Appendix 4.1**. The particulars of these sites are shown at **Appendix 4.2**.

Traffic Demand from the Proposed Developments

4.3.8 The developments will generate additional traffic demands and the trip rates for each type of development are presented at **Appendix 4.3**.

4.3.9 Based on the above rates, the resulting trips generation and attraction for the developments are tabulated at **Appendix 4.4**.

4.4 District Traffic Forecast

4.4.1 In order to reflect the latest development situation in the concerned local area, the most updated traffic trips from the Central Reclamation areas as derived above was assigned into the traffic model. The SATURN application programme was then applied in the assignment until the projected traffic flows reached the state of equilibrium.

4.4.2 Using the above network and proposed developments as input, the model was applied to predict traffic condition in the area in 2016 for the three test scenarios. The summary of results, in the form of Volume to Capacity (V/C) ratio of major road links, can be found at **Appendix 4.5**. The summary of critical junction capacity assessment can be found at **Appendix 4.6**. The forecast traffic flows along the Corridor and CWB can be found at **Appendix 4.7**.

4.4.3 Under **Scenario A** (i.e. with the CWB), the traffic forecast indicated that both the Corridor and the CWB would generally operate with some spare capacities. Nevertheless, the access lanes to the Cross Harbour Tunnel (CHT) would still be congested during the peak hours. This inherent problem would remain unless the problem of unbalanced usage of the three cross harbour tunnels could be resolved.

4.4.4 Under **Scenario B** (i.e., without the CWB), many critical sections along the Corridor would have V/C ratios of 1.3 or above, indicating that the Corridor would be very congested, with extended traffic queues and prolonged peak hours. During peak hours, the westbound 3-lane link road between IEC and Victoria Park Road would have a V/C ratio as high as 1.55. This bottleneck would cause extensive traffic queues along the entire length of the IEC. The sections of both eastbound and

2016 V/C Ratios of Major Road Links (Peak Hour Flow)

(See Location Plan at Appendix 4.8)

Appendix 4.5

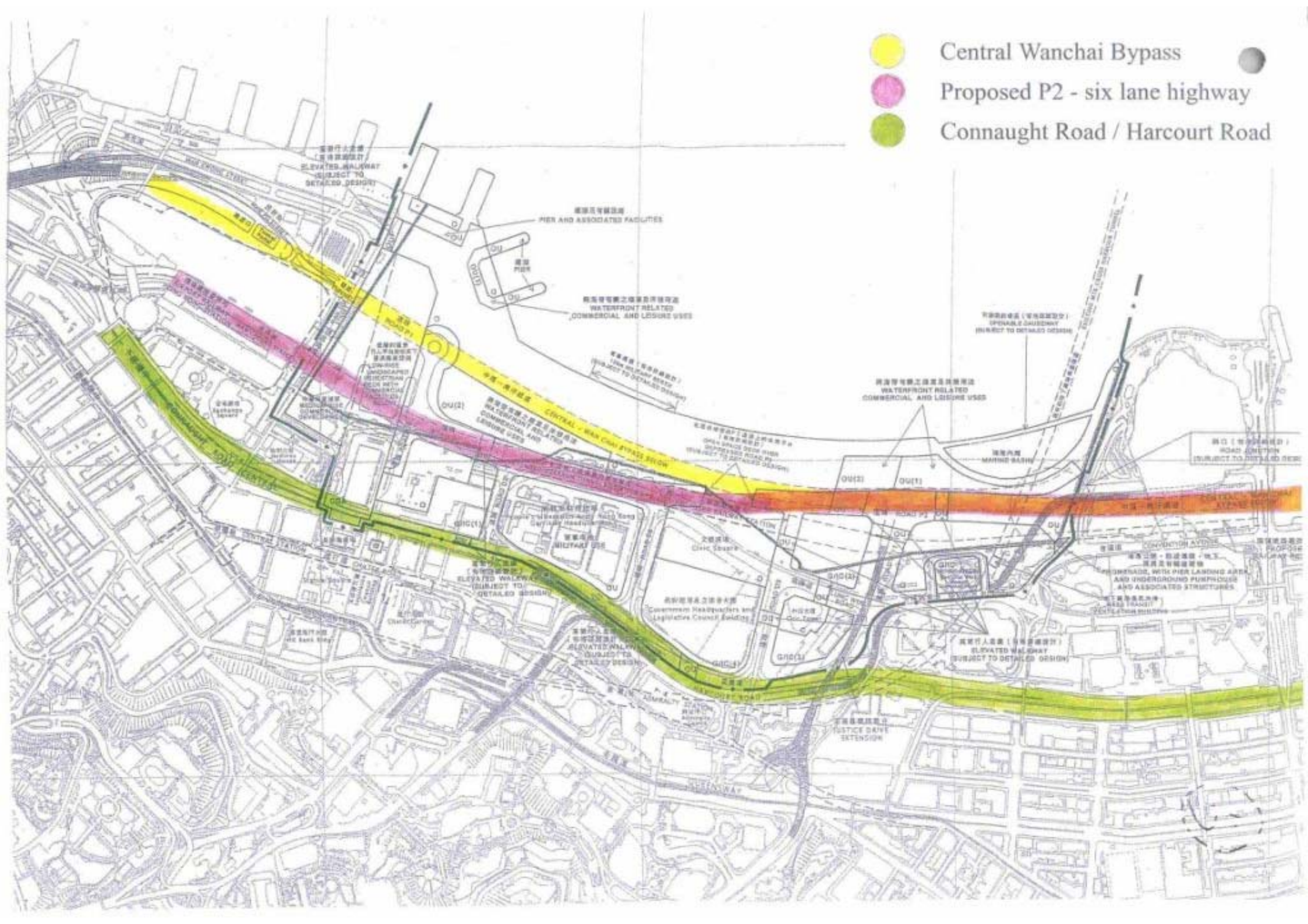
Eastbound	Near	No. of Lane	Capacity	Scenario A		Scenario B		Scenario C		Recently Observed Traffic Flows		
				Flow	V/C	Flow	V/C	Flow	V/C	No. of Lanes	Peak Flow	Flow Condition
Connaught Road Central	Exchange Square	5	6000	5800	0.97	7650	1.28	6150	1.03	5	5595	Over Saturate
Connaught Road Central	Jardine House	5	5300	4100	0.77	6400	1.21	4350	0.82	5	5960	Over Saturate
Harcourt Road		4	5400	3750	0.69	7250	1.34	4000	0.74	4	5440	Saturate
Gloucester Road	Immigration Tower	5	5100	4650	0.91	6550	1.28	5650	1.11		Not Available	
Gloucester Road	Marsh Road	4	4800	4400	0.92	5900	1.23	5400	1.13	4	5350	Over Saturate
Westbound												
Victoria Park Road	IEC Exit	3	3900	2250	0.58	6050	1.55	3350	0.86		Not Available	
Inner Gloucester Road	Excelsior	3	2400	2600	1.08	3200	1.33	2550	1.06	3	3000	Over Saturate
Outer Gloucester Road		4	5400	2900	0.54	6650	1.23	4150	0.77	4	5550	Saturate
Gloucester Road	Fleming Rd	4	5400	4700	0.87	7200	1.33	5200	0.96	4	6100	Saturate
Harcourt Road	Admiralty Centre	6	7300	7100	0.97	9800	1.34	7100	0.97	6	8550	Over Saturate
Connaught Road Central	Jardine House	4	5400	5200	0.96	7600	1.41	5200	0.96	4	5175	Over Saturate

Notes :

- 1 Flow / capacity in pcu/hr
- 2 V/C is the flow to capacity ratio
- 3 The above v/c ratios are average values taking into account the average traffic condition on different lanes towards different destinations. Many of these road sections are physically separated or have been divided by lane markings into different routes (eg. one lane to Canal Road, one lane to North Point and two lanes to CHT) and the demand for different routes are different. The v/c for individual routes could be much higher.
- 4 The above v/c ratios have not reflected knock-on effects from traffic queues extending from downstream bottle-necks. The knock-on effect would aggravate the traffic situation at upstream sections and as a result the congestion at upstream sections would be more serious than indicated by the v/c ratios.

4C

- Central Wanchai Bypass
- Proposed P2 - six lane highway
- Connaught Road / Harcourt Road



(6)

Respondents: Cheung Tai Yan: 1st. 10.03

HCAL 102/2003

IN THE HIGH COURT OF THE HONG KONG
 SPECIAL ADMINISTRATIVE REGION
 COURT OF FIRST INSTANCE
 CONSTITUTIONAL AND ADMINISTRATIVE LAW LIST
 NO. 102 OF 2003

BETWEEN

SOCIETY FOR PROTECTION OF THE HARBOUR LIMITED	Applicant
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And

CHIEF EXECUTIVE IN COUNCIL	1 st Respondent
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SECRETARY FOR HOUSING, PLANNING AND LANDS	2 nd Respondent
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SECRETARY FOR ENVIRONMENT, TRANSPORT AND WORKS	3 rd Respondent
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AFFIRMATION OF CHEUNG TAI YAN

**Extract from the Affirmation of Cheung Tai Yan
Project Manager/Hong Kong Island and Islands
of the Territory Development Department
in
High Court Action No. 102 of 2003 – Re: Central Reclamation**

CRIII

27. The proposed reclamation under CRIII is designed to provide land for essential transport infrastructure including the Central-Wanchai Bypass ("Bypass") and Road P2 network, and to re-provision existing waterfront facilities (including cooling water pumping stations which provide cooling water for buildings in Central, the Star Ferry Pier and Queen's Pier). The land available will provide an opportunity for a waterfront promenade to be constructed for public enjoyment.

28. Construction for CRIII has just started. The Contractor commenced marine site investigation on 24 May 2003 at the Initial Reclamation Area West ("IRAW") zone initially. Further marine site investigation later continued in other zones including the Initial Reclamation Area East ("IRAE"), Final Reclamation Area East ("FRAE") and Final Reclamation Area West ("IRAW"), and investigation work for the Eastern Seawall was in progress, but stopped on 28 September 2003. The Contractor started the dredging work on 29 July 2003 at the IRAW zone initially, and has so far been working in that area only. Rockfilling works to the dredged trench in IRAW commenced on 13 September 2003. Marine piling works for the construction of Pier 8 and Public Pier West at IRAW were started on 16 September 2003. All these

Extract of

Housing, Planning & Lands Bureau - What's New

第 1 頁，共 4

Speech by CE at dinner for Australian Business Awards

The following is a speech by the Chief Executive, Mr Tung Chee Hwa, at the Gala Dinner for AustCham ANZ Australian Business Awards 2003 held at the Grand Hyatt Hotel tonight (October 17)(English only):

Distinguished guests, ladies and gentlemen,

Secondly, I also want to tell you that the reclamation in Central is only for one purpose, that is, to build a by-pass, one that is really needed because the roads in Central are getting very crowded and it will be even more so five to seven years from now. We need to be thinking ahead and we are committed to build that by-pass.

Thirdly, I want to tell you that on July 8th this year, the court ruled that another reclamation in Wan Chai, according to the judge's interpretation of the law, should only be carried out if it is of over-riding importance if there is an immediate need, and that there are no other alternatives, and that impairment to the harbour is minimal. I think these are very good, very sound judgement, and we would certainly like to make sure that whatever we do we should comply with this particular ruling.

The road we are building is a road which is actually a tunnel and reclaim the minimum amount necessary for a road to be built and, above that, there would be sort of a park or promenade for the public to enjoy the harbour from the Central area. There will be no commercial buildings on top of it, and it will be, I believe, a beautiful arrangement. Nevertheless, we understand that there are people in Hong Kong who are concerned whether we are doing too much, and we will continue to listen to the views of the people. So, if any of you have any other views on what we should be doing, we, as a government, will be very delighted to hear them though. I want to emphasize that, as a government, we care about the harbour as everyone in Hong Kong does and we want this harbour to continue to be a beautiful piece of natural asset as you people from Sydney have with your harbour there.

URBAN DESIGN GUIDELINES

for **Hong Kong**



November 2002

Executive Summary

In Association with
Designscape International Limited
CW Ho Associates



RMM
Hong Kong Limited



Planning Department,
Hong Kong SAR Government

Extract from Hong Kong Planning Standards and Guidelines Issued by Planning Department, HKSAR Government

Chapter 11: Urban Design Guidelines

1. Introduction

2. Physical Design Context

3. Basics and Attributes of Urban Design

4. Scope and Application

5. Urban Design Guidelines

5.1 Checklist for General Urban Design Considerations

5.2 Guidelines on Specific Major Urban Design Issues

- (1) Massing and Intensity in Urban Fringe Areas and Rural Areas
- (2) Development Height Profile
- (3) Waterfront Sites
- (4) Public Realm
- (5) Streetscape
- (6) Heritage
- (7) Breezeways and View Corridors
- (8) Stilted structures

6. Guidelines for Specific Major Land Uses

7. Implementation

November 2003 Edition

1. Introduction



- 1.1 Urban design in short is an art of designing places for people and is one of the important elements in urban planning, especially for a compact and dynamic city like Hong Kong. It concerns about the total visual effect of building masses, connections with people and places, creation of spaces for movements, urban amenities and public realm, and the process for

5.2 Guidelines on Specific Major Urban Design Issues

5.2.1 Urban design guidelines are presented in the subsequent subsections for the following specific urban design issues.

(1) **Massing and Intensity in Urban Fringe Areas and Rural Areas**

Urban Fringe Areas

5.2.2 An urban fringe is defined as the interface between developed urban areas and undeveloped rural areas. The general principle for development in a fringe area is to respect the natural environment, create an appropriate edge (**Figure 1**) and to provide visual and physical linkages between urban and rural areas. The linkages should be strong in order to promote the psychological well being of the residents and thereby contribute to the quality of life. Visual linkages should include major visual corridors to the surrounding natural landscape assets and should extend well into the heart of the urban area where possible.

Rural Areas

5.2.3 For rural areas, building height, massing and built form should be harmonised with the rural setting and existing developments such as traditional villages. To avoid stereotype or monotonous development, diversity in architectural style should be encouraged. Out-of-context "sore thumb" developments should be avoided.

(2) **Development Height Profile**

5.2.4 The predominant urban forms in Hong Kong is characterised by high-rise developments off narrow streets as a result of past incremental developments, small plots and maximised intensity. The ridgelines at Victoria Peak

and Lion Rock are famous features which have provided panoramic views and natural backdrop of the metropolitan part of the city but now very much dominated or obscured by increasing high-rise buildings. Elsewhere, ridgelines and mountains in Lantau Island and the New Territories define the edges of new towns as well as vista points of the city and the country parks beyond.

- 5.2.5 It has been generally supported by the community that ridgelines / peaks are valuable assets and their preservation should be given special consideration as far as possible in the process of development. The main goal of a height profile in the Hong Kong context should be to protect and enhance the relationship of the city and its natural landscape context, particularly to its ridgelines / peaks. In order to preserve views to ridgelines / peaks and mountain backdrop with recognised importance around Victoria Harbour, a building free zone below the ridgelines would need to be maintained when viewing from key and popular vantage points. The Metroplan (1991) guidelines which recommended 20% to 30% building free zone below selected sections of ridgelines (Figure 2) could be used as a starting point, but allowing flexibility for relaxation on individual merits and for special landmark buildings to give punctuation effects at suitable locations.

(a) Guidelines for Hong Kong Island

- 5.2.6 The Hong Kong Island has a magnificent natural setting with the spectacular Victoria Peak overlooking Victoria Harbour and Kowloon Peninsula. Developments in the north shore of Hong Kong Island should respect the dominance of Victoria Peak and other ridgelines / peaks when viewing from Kowloon side, in particular from the proposed West Kowloon Cultural District; Cultural Complex, Tsim Sha Tsui; and the proposed promenade at South East

Town Planning Board
Vision Statement for the Victoria Harbour

Our Vision for Victoria Harbour

To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong.

– a harbour for the people and a harbour of life.

Our Goals for the Harbour

1. To bring the people to the Harbour and the Harbour to the people.
2. To enhance the scenic views of the Harbour and maintain visual access to the harbour-front.
3. To enhance the Harbour as a unique attraction for our people and tourists.
4. To create a quality harbour-front through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian links.
5. To facilitate the improvement of the water quality of the Harbour.
6. To maintain a safe and efficient harbour for the transport of people and goods and for the operation of an international hub port.

Statement of Intent on Reclamation

The Harbour is to be protected and preserved as a special public asset and a natural heritage of the people of Hong Kong. Reclamation in the Harbour should only be carried out to meet essential community needs and public aspirations. It has to be environmentally acceptable and compatible with the principle of sustainable development and the principle of presumption against reclamation in the Harbour.

城市規劃委員會
〈維多利亞海港—理想與目標〉

我們為維港所訂立的理想

令維多利亞港成為富吸引力、朝氣蓬勃、交通暢達及象徵香港的海港

— 港人之港，活力之港。

我們為維港所訂立的目標

1. 完善維港規劃，增強港人和維港的連繫。
2. 增添優美景致，讓市民盡覽維港風光。
3. 增添維港魅力，促進旅遊事業。
4. 鼓吹富創意的建築設計及提供規劃完善的設施、休憩用地和行人道路網，促進多元化的活動，締造優美海濱環境。
5. 改善維港水質，建設優美海港。
6. 確保港內運輸的安全和效率，強化香港作為國際中樞港的功能。

對於在維港填海的意向聲明

維港是香港市民的特別天然資產，應受到保護。在維港內進行填海工程，要以滿足社會的必要需求及公眾意向為依歸，並須確保環境質素，及符合可持續發展和在海港內不准進行填海工程推定的原則。



VICTORIA HARBOUR AND ITS WATERFRONT AREAS
VISION, MISSION & PLANNING PRINCIPLES

Harbour Planning Vision

Victoria Harbour: A harbour for the people, a harbour of life.

Harbour Planning Mission

To transform Victoria Harbour and its harbour-front areas into: an attractive, vibrant, accessible and sustainable world-class asset.

Harbour Planning Principles

The Harbour Planning Principles are a set of guidelines for all individuals and organisations in the sustainable planning, development and management of Victoria Harbour, and the harbour-front areas.

The principles are developed and monitored by the Harbour-front Enhancement Committee. The principles are dynamic and may be changed to meet future aspirations of the people of Hong Kong.

Preserving Victoria Harbour as a Natural, Public and Economic Asset

Principle 1: Victoria Harbour must be preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage, and a driver for the economy.

Victoria Harbour as Hong Kong's Identity

Principle 2: Planning, developing and managing Victoria Harbour must enhance the harbour and harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's "brand identity" to the international community.

A Vibrant Harbour

Principle 3: Balancing the harbour as a maritime and logistics hub for the safe and efficient passage of people and goods, with the harbour as a culture and leisure facility catering to the aspirations of all sectors of the community, requires diverse, attractive and vibrant harbour-front areas and a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.

An Accessible Harbour

Principle 4: Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access to and along it as well as around the harbour-front areas.

Maximizing Opportunities for Public Enjoyment

Principle 5: With limited land available around Victoria Harbour, land required for transport infrastructure, utilities and uses incompatible with these planning principles should be minimized.

Integrated Planning for a World-class Harbour

Principle 6: Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required to ensure that Victoria Harbour and its harbour-front areas support Hong Kong's economic pillars and the aspirations of Hong Kong's people.

Sustainable Development for the Harbour

Principle 7: The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development, i.e. balancing and catering to the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

Early and Ongoing Stakeholder Engagement

Principle 8: All sectors of the community must be engaged in the planning, development and management of Victoria Harbour and the harbour-front areas, through comprehensive consensus building processes involving relevant institutions.