

規劃地政及工程事務委員會

檢討中區海旁(包括添馬艦舊址)規劃
小組委員會會議

日期：2006 年 2 月 9 日(星期四)

時間：下午 2 時 30 分

徐嘉慎先生進一步陳詞

(一) 添馬艦歷史

1. 於一九九二年之前，於英國殖民地時代期間，添馬艦是英國海軍的海軍基地及海軍總部。
2. 一九九二年，當時香港政府計劃將整個添馬艦範圍填成土地。當時政府向城市規劃委員會及公眾解釋，填海之目的是要擴展中區商業區。政府從來沒有意向將政府總部遷至添馬艦。
3. 一九九五年，填海工程完結後，這塊用地即規劃為「商業」用地，以便日後賣地進行商業地產發展。
4. 一九九八年，亞洲金融風暴導至地產市場疲弱，政府擔心甲級寫字樓供過於求，因此將添馬艦土地範圍改變為「政府、機構或社區」規劃用途，以免打擊地產市場。
5. 一九九八年至二零零零年期間，政府改變主意，不希望這片用地空置，遂建議於添馬艦興建政府總部。

6. 二零零零年十月，香港經濟復甦，甲級寫字樓需求增加，政府再次改變主意。當時的財政司司長曾蔭權先生，公開倡議將添馬艦土地規劃再次改為「商業」用途。此建議在地產商之強烈反對下擱置。
7. 二零零零年至二零零三年期間，因地產商反對添馬艦規劃改為「商業」用途，政府決定在添馬艦進行興建政府總部，而不售予發展商。
8. 二零零三年五月，「非典型肺炎」在香港爆發，政府擱置添馬艦發展計劃，終止所有有關之工作。
9. 二零零五年十月，現任行政長官曾蔭權先生發表其施政報告時，公佈重新進行添馬艦發展計劃，但並沒有提出任何理由及解釋。

(二) 政府的計劃是事後建議

10. 很明顯，政府從來沒有意向將政府總部移遷至添馬艦。政府希望盡用所有土地，才有這個建議。
11. 政府從來沒有提出充份理據，支持於添馬艦建總部的建議。政府朝令夕改的做法已無容置疑地證明這個計劃並沒有任何基本的、迫切性的，及具有凌駕性的公眾需要。
12. 作為一個負責任的政府，計劃將政府總部移遷至一塊廣闊及珍貴的公共用地、動用五十多億的公帑、以及調遷其高級官員及一萬七千多名公務員，必須經過多年審慎考慮、研究及公眾討論。政府一貫朝令夕改及急就章的做法，在世界上任何地方均極之罕見。
13. 對如此重大的項目，市民期望政府必需經過多年準備的可行性計劃及研究，建議多個不同的方案，經廣泛的公開諮詢，供市民考慮及討論然後才實行。政府不可抱著姑且一試或隨便的態度，進行如此大型項目。

(三)「維港沿岸」民意調查

14. 二零零五年十一月，香港大學民意研究計劃進行了一項民意調查並公佈了一份調查結果撮要，其中有以下總結： -
- 甲、 81%市民喜歡文娛藝術設施及大型園林公園。
- 乙、 65%市民認為維港已被填海過份損害。
- 丙、 62%市民認為香港市區沒有足夠空曠地方及綠色公園。
- 丁、 64%市民相信與其他國際城市相比，香港市區很缺乏空曠地域及綠色公園。
- 戊、 90%市民願望香港將來會發展成為一個環保綠色城市。
15. 這民意調查顯示，香港市民不願接受在添馬艦興建政府總部，亦不願接受賣地來進行任何商業地產發展。
16. 香港市民希望香港將來會發展成為一個環保綠色城市。因此希望保留添馬艦作休憩用地及綠色公園。
17. 政府向香港市民公開承諾其「以民為本」之政策，便應遵守承諾及尊重公眾的意願。

(四) 政府拒絕重新檢討

18. 二零零五年八月五日，城市規劃委員會考慮保護海港協會遞交之修訂圖則申請，並要求政府重新檢討中環海濱土地用途規劃。
19. 二零零五年十月二十五日，立法局規劃地政及工程事務委員會通過一項動議，所有填海得來的土地，均應以以民為本的原則歸公眾使用。

20. 二零零五年十二月十七日，立法局規劃地政及工程事務委員會通過一項動議，敦促政府重新檢討現時的添馬艦發展及中環海濱土地用途規劃，和在採取任何進一步的工程及規劃前向公眾諮詢；並在作檢討及公眾諮詢前，暫停有關添馬艦發展的招標程序。
21. 儘管規劃地政及工程事務委員會及城市規劃委員會明確要求，可惜政府繼續進行添馬艦發展項目，於十二月二十日開始接受添馬艦發展項目的設計及建造工程合約的資格預審申請。
22. 於二零零五年十二月二十六日，南華早報刊登一封「至編者的信」，信中就政府完全惘顧城市規劃委員會的建議及立法會通過的動議作出強烈抗議。政府並未有作出任何回應。

(五) 未來建議

23. 因此，本人作出以下建議：

甲、 小組委員會應就添馬艦發展計劃此重要公眾議題舉行特別公眾諮詢會議。

乙、 政府必須向小組委員會及公眾公開所有有關添馬艦發展項目的文件，以供參閱。

丙、 政府的高級官員必須出席這個特別公眾諮詢會議，並解答所有小組委員會及公眾提出的問題。

丁、 在公眾諮詢未有結果前，政府必須暫停有關添馬艦發展項目的程序。



文章總數: 1 篇

地產
B03

文匯報

2000-10-20

財政司長大派「定心丸」 強調添馬艦部分改商業會平衡商界和政府用地要求

政府重新檢討添馬艦土地由興建政府總部改為部分發展商業用途，引起部分發展商憂慮新增大量商業面積影響甲級寫字樓市道，不過財政司司長曾蔭權則派「定心丸」，強調會看需求情況，平衡商界和政府的用地要求。

財政司司長曾蔭權昨天指出，政府在重新檢討添馬艦土地改作商業用途時，會平衡商界和政府的用地要求，這需要一段時間。

新鴻基地產副主席郭炳聯認為，政府應考慮多三至六個月才作結論。他指出，現時股市波動，油價上漲及歐元匯價亦不穩定，政府應從大經濟環境着眼，考慮較長時間才作出決定。他表示，過去幾個月甲級寫字樓需求不錯，現時中環甲級寫字樓平均每呎租金約為四十至五十元，而高至七十元的水平只屬個別例子。

信和置業主席黃志祥表示，中區寫字樓的供應較本港其他地區短缺，希望政府能夠平衡有關情況，他相信政府需要時間研究改變添馬艦地皮用途。至於應否將該地皮拆細出售，他並無表態，只表示無論大小地皮都有好處。

新世界發展主席鄭裕彤表示，從商業角度而言，政府有需要出售添馬艦地皮，假如能以二百至三百億出售，對政府亦屬好事。對於集團的負債情況，他說近期已減債不少，目前已無問題；提到樓市，他估計年底前會上升百分之三，明年初樓價應不會大升，現集團正籌備推售爾登華庭。

規劃地政局局長蕭炯柱於本周三宣布政府正重新在添馬艦興建政府總部的計劃，原興建政府總部的土地，可能會部分撥作商業用途，研究結果將與各界人士商討後，在幾個月後公佈。

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港聞
A02

公正報

2000-10-20

財爺重估添馬艦地皮價值

【本報消息】財政司司長曾蔭權表示，重新檢討添馬艦地皮的土地用途，是由於商業樓宇市場特別暢旺，租金亦向上調，政府必須就本身需要和相對需要，找到一個最好的平衡。

規劃地政局副局長劉勵超亦表示，有關檢討並非單是爲了增加庫房收入，只是爲了應付市場對中區甲級寫字樓的需求。

曾蔭權說，添馬艦地皮以前是列作商業用途，現在則準備作政府總部。然而最近商業樓宇的市場特別暢旺，中環黃金地段的租金向上調，因此政府必須檢討本身的需要和相對需要，以便找到一個最好的平衡。

不過，他指出，由於城市規劃委員會已將該地改作政府總部用途，因此如果真的要改回商業用途也得需花上一段時間。他補充說，這問題涉及公眾利益，政府要深入研究。

此外，劉勵超亦指出重新檢討添馬艦用地發展，並非單是增加庫房收入，本港經濟持續復甦，市場對中區甲級寫字樓需求最大，但這類寫字樓特別短缺，因此政府在制訂明年賣地計劃時，會認真考慮這個因素。

他又表示，要一個理想地點作爲政府總部要考慮很多因素，而所有符合條件的地點均會考慮，當局尚未就此作出決定。

另一方面，新鴻基地產副主席郭炳聯支持政府重申檢討添馬艦地皮用途，但他希望政府不要倉促作出決定，建議政府多觀察三至六個月才作出決定。

政府在九八年一月宣布將原本安排在賣地計劃中出售的添馬艦地皮抽出，改爲興建特區政府新總部，其後因爲寫字樓供應面臨短缺，有建議將地皮抽出拍賣增加庫房收入。

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香港新聞
A03

香港商報

2000-10-20

添馬艦地皮「唔賣又賣」？ 財政司證實重新考慮新政府總部或遷啓德

【商報專訊】記者甄健輝報道：政府現正檢討將已定為政府新總部的地皮，更改為商業用途，以紓緩近年市場對中環甲級寫字樓用地的需求。但政府強調，現時未有任何的決定。而有地產發展商認為，政府應再觀察多一段時間，才作出決定；但亦有地產商表示對這幅‘地王’極有興趣。

財政司司長曾蔭權昨日證實，政府現正重新考慮將添馬艦的填海地皮，由計劃興建政府總部更改作為商業用途。他表示，最近商業樓宇市場特別暢旺，而中環這黃金地區，租金亦向上調，所以相信要在添馬艦地皮用途上作出檢討。即是說，香港政府本身的需要和相對需要，找到一個最好的平衡。曾蔭權稱，由於要經過城市規劃委員會，所以要把地皮改回商業用途需要一段時間。加上若將政府總部用地改為商業用地，會涉及公眾利益，亦牽涉到政府部門對寫字樓需求，因此，需要作深入研究。

政府現時未有定案

規劃地政局副局長劉勵超昨日出席一電台節目後表示，啓德機場舊址是新政府總部用地的其中一個考慮選址，而所有符合條件的地點均會考慮。

但他強調，啓德屬東南九龍發展的一部分，有關規劃並沒有包括政府總部，所以若將政府總部搬到啓德，亦要考慮對東南九龍發展的影響。

劉勵超指出，要揀選政府總部的用地，需要考慮多個因素，包括選址是否有足夠的土地容納所有政府部門；選址是否交通方便，以便市民到政府總部開會或請願；而政府總部作為特區政府的核心，亦要顧及選址附近環境是否配合政府總部的形象。

對於更改添馬艦地皮用途，是否要增加政府賣地收入？劉勵超予以否認。他指出，政府經常都會檢討土地的用途，而現時經濟復蘇，中環甲級寫字樓用地需求不斷增加，所以才會檢討添馬艦地皮的用途。他一再強調，政府現時沒有任何的定案。

大地產商多表贊成

對於政府計劃更改添馬艦地皮用途，多個大地產發展商都表示贊成；但新鴻基地產副主席郭炳聯認為，政府應再用三至六個月時間研究，是否更改添馬艦興建政府總部的計劃。他稱，過去數月中環中級寫字樓表現理想，平均每呎租金達四十至五十元，而最高達七十元則屬個別例子。

新世界發展主席鄭裕彤則稱，市場對商用樓宇有興趣，該集團對添馬艦地皮亦感興趣。信和置業主席黃志祥則表示，中環寫字樓現時供應較少，政府正檢討添馬艦地皮用途，該集團要待批出地皮的面積，才会有具體的看法。

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港聞
A06

新報

2000-10-20

檢討添馬艦地皮用途 政府否認為增庫收

【本報記者報道】規劃地政局副局長劉勵超昨日表示，考慮更改新政府總部選址，以及重新檢討添馬艦用地發展，是為因應中環甲級商業用地需求增加，並非純為增加庫房收入；對在啓德機場舊址興建政府總部的建議，劉氏只稱所有有可能發展的地方，政府都會考慮。

財政司司長曾蔭權昨出席一公開場合指出，重新檢討添馬艦土地用途，是要平衡商界及政府的用地要求。他稱，由於城規會早已將添馬艦用地改為興建政府總部，如要再改為商業用途需要一段時間，政府會詳細研究。

甲級商業地需求增

規劃地政局副局長劉勵超昨日出席一個電台節目時表示，興建新政府總部的計劃是在年前決定，而中國亦快將加入世貿，預料商界對中環甲級商業用地需求定必增加，故有需要重新檢討添馬艦的土地用途，而主要的考慮因素是土地規劃及供應問題，此外，他又否認重新檢討目的是為了增加政府收入。

至於新政府總部選址問題，劉勵超認為政府總部位置最重要是方便市民前往。他指現時政府總部樓齡已高，有部分政府部門分散在中環各商業大廈內，故一個新的政府總部是有必要的，而政府總部預計最少要五年才可落成。

另外，劉勵超亦談到新界區丁屋問題，他認為大部分丁屋只有化糞池，不符合衛生要求，而樓高只有三層亦有浪費土地之嫌，故政府稍後將檢討小型屋宇政策，他不排除會放寬三層樓宇高度限制。劉勵超亦提到大廈維修問題，他表示下月初會進行即時樓宇維修諮詢，希望業主盡快維修有危險的樓宇。

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SHKP urges Tamar sale delay

PROPERTY

Ng Kong-chung
and Vicki Kwong

Sun Hung Kai Properties (SHKP), one of Hong Kong's largest developers, hopes the Government will assess market conditions before pressing ahead with the sale of the Tamar Basin site in Admiralty.

SHKP vice-chairman Raymond Kwok Ping-luen said the Government should wait three to six months before making a decision about the site, given uncertainties over the global economy and volatility in oil and United States share prices. This is despite strong demand for office space in the past few months with top-grade offices in Central fetching about HK\$40 to HK\$50 per square foot.

Mr Kwok's comments followed an indication from the Government that it would rethink the future of the 2.56-hectare Tamar site, which has been earmarked for the SAR's new government headquarters, including offices for the chief executive and the Executive Council.

Government officials said plans for the headquarters could be scaled back to allow some of the land to be set aside for office space.

The headquarters proposal was unveiled in January 1998 - two months ahead of the auction of a 1.32ha portion of the land, which was subsequently withdrawn. The move was seen as a bid to rescue the property market amid concerns of an oversupply of offices and weakened confi-

dence following the Asian financial crisis.

Yet, this was followed by two years of government indecision on the use of the waterfront site.

Senior officials yesterday said a decision on its future would not be finalised until the end of the year, but added it was not the Government's prime concern to make money by selling the land.

It is understood three options are being considered:

- * putting the entire site up for sale;

- * scaling back the government headquarters project and putting the remaining land on sale; and

- * leaving the government headquarters project unchanged.

Financial Secretary Donald Tsang Yam-kuen said the site had

been zoned for government use and any change of land use would need Town Planning Board approval.

Mr Tsang also said he was aware of the rise in market demand but some of the existing offices were too old to renovate.

"We have to strike a balance between the needs of the Government and the needs of the market," Mr Tsang said.

He said the Government would need time to rezone it for commercial use even if it was for sale.

Secretary for Treasury Denise Yue Chung-yee said the re-think had nothing to do with the Government's financial position.

Deputy Secretary for Planning and Lands Patrick Lau Lai-chiu would not rule out moving the headquarters elsewhere.

文章總數: 1 篇

熱點追擊
A07

文匯報

2000-10-28

添馬艦：400萬呎紓中環「高溫」

香港金融中心的「心臟」——中環甲級商廈的租金，自去年第四季開始爬升，到今年九月，核心區寫字樓的租金已升五成，空置率亦因市場吸納量激增而跌至百分之六點三的兩年來低位，由於兩年後供應短缺，地產業界咸稱升勢未了，對復甦中的金融中心競爭力勢必構成影響。

特區政府上周已改變初衷，考慮將預留興建政府總部的添馬艦地王撥作商業用途，如進程順利，這幅地王在未來三至五年可提供逾四百多萬平方呎樓面，可紓緩二〇〇三年後供應短缺的狀況，令狂升的租金市道降溫。

隨香港經濟正逐步復甦，加上今年以來資訊科技及金融財務機構正不斷擴張，增加對甲級商廈的需求，令甲級商廈租金年來急升四成至五成，尤以中區核心區商廈為甚，刻下中環核心甲級寫字樓空置率已下降至百分之二，估計中國加入世貿後，香港會加重作為扮演外資進軍內地橋頭堡的角色，對甲級商廈的需求更大，未來中環甲級商廈租金將有可能進一步攀升。

有見及此，特區政府正檢討於九八年初因金融風暴影響而抽起拍賣的金鐘添馬艦商廈地王用途，估計將於下個財政年度再度推出地皮，業內人士相信，當初政府因應金融風暴對商廈市況有可能變壞，而以興建總部為名將之抽起，如今亦因甲級商廈租金於短短九個月內急升而一手研究重新推出，長遠有利紓緩商廈租金上升壓力，增強香港營商環境的競爭力。

將平衡商界和政府需求

行政署發言人表示，政府現階段正以「將政府所有決策局放於同一屋簷下」為主題作出檢討，內容包括研究現時政府分布於中區政府合署中座、政府合署西座、政府合署東座、美利大廈的決策部門未來所需要的面積，各決策局所在之處未來需要多少面積，是否可以原地重建，若原地重建會否影響工作效率，是否急於要搬遷，及是否要在添馬艦地王興建總部等的優缺點，估計數個月內會有決定。

本港主要地產商十分關注添馬艦地皮再推出拍賣的計劃，新地副主席郭炳聯認為應考慮多三至六個月才作結論，新世界發展主席鄭裕彤則認為有需要拍賣該地皮；信置主席黃志祥認為中環寫字樓供應較其他地區短缺，希望得以平衡。

財政司司長曾蔭權則對發展商大派「定心丸」，強調會看需求情況，平衡商界和政府的用地需求。

租金 升五成空置大降

戴德梁行調查研究部董事陶汝鴻表示，今明兩年香港中區核心區甲級商廈供應量十分少，以今年為例，中區只有樓面八萬呎的皇后大道中十八號，而明年更沒有新項目落成，

及至二〇〇二及二〇〇三年中區才分別有一百八十七萬及一百二十九萬呎，主要集中於國際金融中心二期及遮打道十一號。縱然近月來部份網站公司倒閉，但整體而言，資訊科技公司仍積極擴充中，加上金融公司亦正擴展，刺激對甲級商廈的需求，單是今年首三季港島區商廈吸納量已達三百萬呎，而整體中區商廈空置率由年初的百分之九點九大幅回落至百分之六點三，當中核心商廈如中環中心、國際金融中心一期的空置率更低於百分之二，致使今年以來中環商廈租金上升四成、個別核心商廈如中環中心及國際金融中心更上升五成至六成不等，他相信，到去年底在區甲級商廈租金將再上升百分之七至百分之八。

怡高物業預料中環甲級寫字樓在今年整體租金增幅達百分之六十五，其中交易廣場每呎租金年底將升至每月七十三港元的高水平。卓先地產聯席董事潘子明表示，目前香港核心區甲級商廈供應量缺乏，但今年以來吸納量大增，致使年來甲級商廈租金大升，且一年前中區多間商廈以低租招徠，到兩年後續租時，租金料會再有一定升幅，如今政府再次提出有可能推出添馬艦商廈地王，對平衡甲級商廈租金有一定作用，事實上，基於甲級商廈租金昂貴，不少租戶都向邊沿地區進駐，如 魚涌、北角、尖沙咀區一帶，同時，基於發展商已知未來兩三年商廈供應減少，但需求將持續增加，故現時已有個別發展商於大角咀、紅磡一帶發展商廈。

世貿效應年底租金看漲

屋之島物業顧問行總經理黃志強表示，目前中環甲級商廈空置率低至百分之二至百分之三，個別甲級商廈如中環中心及國際金融中心一期的空置率更低至零，顯示需求十分大，以差餉物業估價處統計顯示，去年甲級商廈吸納量達四百零三萬呎，而今年截至九月港島區甲級商廈租賃吸納量已達四百九十六萬零五百呎，加上香港經濟正復甦中，以及中國即將加入世貿，未來對商廈需求只會有增無減，這將令商廈租金會進一步上升，基於商廈具有投資價值，當市場覺得未來甲級商廈供應減少時，容易掀起炒風，令樓價或租金不合理上升，對香港整體利益也無助。

未來三年商廈供應緊絀

怡高物業顧問行研究部經理盧永輝表示，每一個地產周期一般歷時達三年至三年半，基於未來兩年中環甲級商廈供應量有限，最快要到二〇〇二年至二〇〇三年才会有遮打道十一號及國際金融中心二期建成，且市場上甚少二萬至三萬呎一層的大樓面，因此，未來一年甲級商廈租金仍有一成的上升潛力。不過，他指出，作為經商者最重要是營商地方可獲取利潤，而並非會單看租金高低來決定是否來香港造生意，因此，雖然政府正 力研究推出添馬艦商廈地王以紓緩租金上升壓力，但最快要到明年中推出，以至明年底動工，即於二〇〇五年才建成，因此對壓抑商廈租金起不到即時成效。

數據顯示，而未來三年甲級商廈供應均見十分緊張，如今年新供應只有五十二萬二千一百一十九呎，明年新供應為五十萬呎，到二〇〇二年新供應雖達二百五十二萬二千一百呎，但只與過去十年平均每年二百五十萬呎吸納量相若，而之後的甲級商廈新供應亦會持續減少。

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香港經濟
A07

香港商報

2000-11-25

曾蔭權澄清房屋政策言論短期有正面影響 樓市發展取決實際供求

【商報訊】財政司司長曾蔭權日前明確表明在未來三年每年出售的居屋數目不會超過兩萬個，同時房協出售單位的數目亦會限制在二千個以下，昨日恆隆主席陳啓宗表示，曾蔭權的言論在短期內會對投資者有幫助，但長遠而言，樓市仍須看實際的供求情況。

政策並非不清晰

曾蔭權日前表示，早前施政報告中提出的八年供應七十三萬個單位，只是長遠的土地平整計劃，曾氏並強調政府並沒有制訂任何建屋目標。對此，陳啓宗認為港府房屋政策並非不清晰，而曾蔭權就房屋政策作出的澄清，相信對樓市有短期的正面心理影響。同時陳氏亦認為政府的房屋政策不算搖擺不定，可以接受。

陳啓宗續表示，現時高價住宅市場雖然有好轉，但由於此類豪宅只佔本港整體樓市約百分之五，所以就算好轉對市場整體的影響也不大。而投資者應繼續觀望市況，在其他發展商繼續以低價推出新盤時，陳氏相信投資者暫時不會入市。

同時，陳啓宗不贊成中環添馬艦地皮作為興建政府地皮之用，但是否及何時應撥作商業用途，陳氏則不予置評。

可消除市場疑慮

鴻運地產董事總經理田國強表示，財政司司長曾蔭權日前的言論，明顯澄清了被認為混亂的房屋政策，此舉可望消除市場對後市的疑慮，所以是對市場的一項正面信息。不過，田氏認為，調整後每年推售的居屋數目依然甚高，仍然對私人住宅有影響。

而且從推出居屋貨尾的認購反應而言，市民對平價居屋依然甚有興趣，所以出現超額認購的情況，由此可見，市民在面對龐大的居屋供應量之下，私人物業的銷情必定會受到衝擊。

田國強續表示，二〇〇一年私人住宅供應量將會達到高峰，連同二〇〇〇年的貨尾單位，發展商持貨量會超過四萬個單位，但在現今的市場氣氛及經濟氣候下，市民入市信心仍然疲弱，所以市場能否吸納如此龐大數量的供應實在成疑。田氏認為，既然市場缺乏條件吸納大量住宅單位，政府應將推售居屋的數量減少至每年不超過一萬個。

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地產專輯
D02

明報

2000-12-08

解決未來商廈短缺及租金急升 政府密謀增商用地規劃

政府洞悉未來商廈需求持續增長，為使經濟繼續復蘇，商廈租金不可無止境地上揚，因而最近已靜靜地計劃增商廈地皮新供應，以解決求過於供的困局。不過政府未有對該批地皮定下明確推出的時間表，明顯擬作「兩手準備」。明報記者：曾悠

港島中區甲級商廈租金高企已是不爭的事實，在過去一年內甲級商廈的租金已上升逾五成。而據差餉物業估價署估計指出，明年甲級商廈的落成量會進一步下降至約三十六萬方呎，其中六成位於核心寫字樓區；較今年已屬供應低水平的約六十五萬方呎更見供應缺乏。因此商廈租金急升的壓力並無得到任何紓緩。

隨時推應市「兩手準備」

繼早前政府暗示欲更改中區添馬艦地皮作商業用途，及改劃中環巴士站總站為商業用途後，最近又將北角水務署香港區分處現址改劃作商業用地，每個改動均似為解決「商廈荒」。不過自添馬艦欲推出的消息傳出後，市場對政府推售商廈地皮相當敏感，故卓先測量師行測量師黎玉燕認為，政府刻意不為該批地皮定下時間表，是不欲衝擊樓市。政府預料到商廈地皮持續有需求下，預先改劃用途，便可隨時推出以配合市場的改變，可見此舉實為「兩手準備」。

測量界指有反對是維護利益

另一位測量師黎展鵬指出，為維持香港作為國際大都會，及為中國即將加入世貿作準備，香港甲級商廈的租金不能無止境地上升，減低外資的投資意欲。並認為，只要政府改劃後的地皮，有秩序地推出市場，不會對樓市構成衝擊，而近期個別發展商反對政府增加商廈地皮新供應，僅基於本身的利益而言，與現實並不相符。

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每日雜誌
A08

星島日報

2000-12-25

添馬艦賣地得個拖字

又到聖誕，一年將盡，溫故知新，港人過去吃慣地產飯，今年的地產市道不消提，樓價屢創新低，連炒地產起家的神童輝也要燒炭，發展商不斷要求政府出手救市，不過不同發展商對某些問題也有不同口徑，過往比較少見。

比較明顯是添馬艦地皮重新拍賣的問題，財爺想將原作政府總部的添馬艦地王推出拍賣，不過多數發展商表態反對，認為會增加土地供應，推低寫字樓市道，只有長實公然表態支持。當中或多或少有發展商之間的矛盾，部分人不想地王此時推出，益了對方執平地。

地價一百八十億

發展商咁大意見，政府都比較頭痛。添馬艦地皮原作公開拍賣，但九八金融風暴高峰時，政府臨時抽起，支持樓市，聲稱會用作政府總部，當時政府內部也有不同意見。今年見寫字樓市道好轉，特別是甲級智慧型寫字樓較缺乏，自然心郁郁想出來賣。

賣添馬艦地皮更有幫補政府荷包的意義。添馬艦地皮總面積約三十萬方呎，政府原安排在九八年三月拍賣其中近一半面積，即十四萬方呎，可建商業樓面共二百一十萬方呎，若以現時每方呎樓面地價約四千元計算，總值約八十四億元，而整幅地皮則市值約一百八十億元。

預算案或會揭盅

財爺早已牙痛咁聲，話本年度有超過一百億元赤字，明年如果想不到開源妙法，明年預算赤字的鯊魚大口便無法縫合，所以添馬艦地王值一百八十億，對財爺更是難以抗拒的誘惑。

不過多數發展商反對，政府也不敢掉了輕心，以免搞到發展商太唔高興，甚至負上推倒樓市的惡名（你知，樓市本身已內傷，邊個掂佢衰邊個），聞說政府既不想現在夾硬賣地，也不想收回成命，進退維谷，唯有先拖一拖，可能都會拖幾個月，觀察一下市道再算。

財爺明年三月要公布預算案，他會否將添馬艦地王計入賣地收入中，可能會有一個決定。

神童輝未能開口

世事無絕對，很多人燒炭後一命歸西，但神童輝卻命不該絕，不但不死，還不用變植物人，開始逐步甦醒，都算命硬。

神童輝自殺後，坊間對他自殺原因有種種傳聞，「大劉」劉鑾雄採取主動，發毒誓話無逼死羅兆輝，並主動爆一個「老千」放流言陷害他。

如果神童輝死了，便沒有古仔好講，不過他翻生便另作別論，外界都關心他甦醒後，怎樣解釋自殺的原因。

曾經探望神童輝的人講，他雖已甦醒，但個口插滿喉，暫時未能講，不過即使他能夠出來見記者，都唔駛慌有真，羅兆輝出名是「吹牛神童」，出來自然不會爆大鑊，總之會大家高興，他自己唔識講也有人會教佢講，相信都係「有新聞、無堅料」居多。

梁振英謂回歸後人心思定

上周六提到梁振英寄來的《山水有情》一書，有讀者報料，叫盧駿留意一下梁振英的序言，果然值得一書。

他提到「香港既回歸，人心思定，港人視香港為家，對自然生態更為重視，咸望藍天白雲，青山綠水，得以代代相傳。」環保以外的訊息，成為弦外之音。

盧駿

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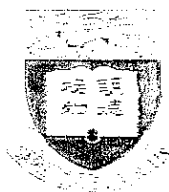
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THE UNIVERSITY OF HONG KONG PUBLIC OPINION PROGRAMME

Planning for West Kowloon and the Harbour Front Public Opinion Survey



Summary of Findings

Jointly compiled by
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21 January 2006

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PUBLIC OPINION PROGRAMME, THE UNIVERSITY OF HONG KONG

Planning for West Kowloon and the Harbour Front Public Opinion Survey

Summary of Findings

Research Background

1. In November 2005, the Hong Kong Alternatives (HKA), an independent advocacy group, and Designing Hong Kong Harbour District (DHKHD) commissioned the Public Opinion Programme (POP) at the University of Hong Kong to conduct a public opinion survey on 'Planning for West Kowloon and the Harbour Front'. The primary objective of the survey was to gauge the public's attitudes and preferences towards the development of the West Kowloon site as well as the Victoria Harbour front in general, for the benefit of the community and all policy makers.
2. The POP Team noted that HKA and DHKHD are unaffiliated with any commercial or political groups. This, however, did not affect the independence of POP in conducting this survey, because, as usual, the research instrument used in this study was designed entirely by the POP Team after consultation with HKA and DHKHD, whilst fieldwork operations and data analysis were also conducted independently by the POP Team, without interference from any outside party. In other words, POP was given full autonomy to design and conduct the survey, and POP would take full responsibility for all the findings reported herewith.

Contact Information

3. This was a random telephone survey conducted by interviewers under close supervision. Fieldwork was conducted during the period of 12 to 18 January 2006. A total of 510 Cantonese-, English- or Putonghua-speaking Hong Kong citizens of age 18 or above were successfully interviewed. The overall response rate of this survey was 59.6% (Tables 1 & 2 in Appendix 1), and the standard sampling error for percentages based on this sample was less than 2.2 percentage points. In other words, the sampling error for all percentages was less than plus/minus 4.4 percentage points at 95% confidence level.
4. The data collected have been weighted according to preliminary figures obtained from the Census and Statistics Department regarding the gender-age distribution of the Hong Kong population in mid-2005.

Survey Findings

5. Since the questionnaire comprised three major topics, namely, “General Environment in Hong Kong”, “Victoria Harbour Development”, and “West Kowloon Cultural District”, and ended by mapping some standard demographics of the respondents, the findings of the survey are hereby summarized under these three main topics. All tables referred to in this section can be found in Appendix 2.

(i) General Environment in Hong Kong

6. As a warm up, all respondents were first asked to assess the healthiness of Hong Kong’s living environment in general. Results revealed that 35% of the respondents them said it was a healthy place to live in, 36% chose the middle ground answer “half-half”, whilst 29% said not (Table 3). Nonetheless, 62% thought Hong Kong did not have sufficient open space and green parks in the urban area for its citizens to pursue a healthy living (Table 4).
7. When it came to the comparison with other major international cities like New York, London, Vancouver and Sydney, nearly two-thirds (64%) of them said in terms of open space and green parks in the urban area, Hong Kong was lagging behind these international cities (Table 5). When it was benchmarked against major Chinese cities like Guangzhou, Shanghai and Beijing, the respondents’ views were equally divided, 42% thought Hong Kong was better, while 43% thought the opposite (Table 6).
8. The last question in this section asked whether people liked the idea of developing Hong Kong into an environmental friendly green city. An overwhelming majority (90%) of respondents supported this idea (Table 7).

(ii) Victoria Harbour Development

9. The second part of the survey began with a straightforward question of how people thought about the existing Victoria Harbour reclamation – was it too much, too little or appropriate? Findings revealed that a much larger proportion of respondents (65%) claimed the existing reclamation was too much than saying it was appropriate (26%) or too little (4%, Table 8).
10. Five proposals on how the Government should use the lands reclaimed recently or in future from the Victoria Harbour were then put to test. For the sake of direct comparison, a mean score analysis was conducted by assigning a score of “5” to “support very much” down to “1” for “object very much”, even though

respondents' answers were recorded in categorical terms. That means in our final analysis, the higher the score, the higher the level of support from the public. Results showed that amongst all the available options, "providing more open space and green parks, including promenades, walking and cycling trails" obtained the highest mean score (4.0), whereas "commercial and residential development" was the least preferred option (2.0). The scores for "cultural, sports and leisure facilities", "roads and flyovers", and "government offices and institutional facilities" were 3.7, 2.6 and 2.1 respectively (Tables 9a-e). In categorical terms, 76% of the respondents supported "providing more open space and green parks, including promenades, walking and cycling trails", while 72% objected to "commercial and residential development".

(iii) West Kowloon Cultural District


11. Part 3 of the survey focused on the development of the West Kowloon Cultural District (WKCD). Before evaluating people's attitudes towards the development plans of the WKCD, this survey attempted to gauge how many respondents were aware that this site was originally zoned for a green park with cultural facilities as part of the Chek Lap Kok Airport development project. Figures showed 59% of the respondents did not know about it (Table 10). However, after all respondents were informed of this, 81% of them supported to revert the original plan of developing WKCD into a green park with cultural facilities (Table 11).
12. Notwithstanding this general preference, when prompted with two development options for the WKCD, a vast amount of respondents (81%) preferred "cultural plus leisure facilities, including a large green park" to having a hybrid of "cultural facilities plus residential and commercial development" in the district (11%), while 6% had no preference and 2% were not in favor of either one option (Table 12).
13. A series of questions about building a grand canopy at WKCD followed. As a general principle, 42% of the respondents supported the idea while 35% objected (Table 13). When more information about the height and coverage of the canopy was given in the next question, opinions shifted to a more unfavourable stance with only 24% supporting but 56% opposing to the idea (Table 14). An even stronger opposition (77%) versus a lower supportive voice (12%) was obtained when they were told that building a canopy at the WKCD was estimated to cost more than HK\$40 billion and ten-million dollars of annual maintenance (Table 15). Would they support to the Government's selling the WKCD site to property developers for commercial and residential developments in order to fund the cultural facilities and the canopy in WKCD? This survey showed that 59% were on the objectionable side (Table 16).

14. Results also showed that when given three options, half of the respondents (50%) believed the WKCD planning and development should be best handled by “an independent cultural authority (quasi-government with good representations from public)” while another 40% opted for the “government agencies such as the sports, cultural and leisure departments”. Only 6% opted for the “private property developers” (Table 17).
15. Finally, when asked to evaluate whether the government had respected public views during the WKCD consultation, 42% of the respondents chose a middle-of-the-road stance (“half-half / neutral”), 32% thought people’s opinions were not respected, only 22% thought they were (Table 18).

Concluding Remarks

16. This is little doubt from this opinion survey that people wished Hong Kong to be developed into an environmental friendly green city. As far as public opinion goes, Hong Kong is still far behind international standard in this aspect, and is comparable to Chinese cities like Guangzhou, Shanghai and Beijing, at best. Along this line of thought, there is little surprise that with regard to waterfront development, people wants promenades, walking and cycling trails, and doesn’t like commercial and residential development. Moreover, if WKCD could revert to its original development plan of a green park with cultural facilities, most people would support it.
17. It is not for the researcher of this survey to determine whether such development is plausible or practicable, or whether the planning and development of WKCD has reached a point of no return. As far as is waterfront and WKCD development are concerned, there is a clear discrepancy in what the people wants and what the government is providing or planning to provide. This explains why only one-fifth of the respondents in this survey considered the government to have respected public opinion in its planning for the WKCD.

Press Release

 Email this article | Government Homepage

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

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**Extract from Minutes of Town Planning Board Meeting
Dated 5th August 2005**

66. The Chairperson said that Members generally saw the merits of preparing planning/design briefs for the "CDA" and "OU(WRCLU)" 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. The existing urban design framework for the reclamation area should be refined to meet public aspiration. The refined urban design framework and the planning/design briefs to be prepared should also take into account the Board's Vision Statement for Victoria Harbour and the Harbour Planning Vision, Mission and Principles of the HEC. The Secretary said that the refined urban design framework for the area and the planning/design briefs for specific sites would be submitted to the Board for consideration in due course.

67. Noting some Members' concerns on the possible impacts of Road P2 on the new waterfront, the Chairperson said that the PlanD should relay Members' views to the TD, requesting it to ensure that the design of the road would be compatible with the overall urban design of the area while allowing maximum pedestrian accessibility to the harbour-front. To facilitate more efficient and convenient east-west connection along the waterfront, an environmentally friendly transport system on the promenade should be further studied. The Secretary said that the issue of pedestrian movements could also be taken up in the revision of the urban design framework and in the preparation of the planning/design briefs.

Motion
Passed by
the Panel on Planning, Lands and Works
of the Legislative Council at a Meeting Held on
Tuesday, 25th October 2005

“That the Panel demands the Government to substantially reduce the amount of area for commercial uses under Central Reclamation Phase III; prohibit the use of the reclaimed land for any commercial developments such as office premises, hotels, etc; and rezone the relevant sites to “Open Space”. All reclaimed land should be designated for public use in line with the people-oriented principle.”

“本事務委員會要求政府大幅減低中環填海計劃第三期內的商業用地，不容許任何寫字樓、酒店等商業樓宇，把土地轉為休/憩用地。所有填海土地均應以以民為本的原則歸公眾使用。”

Annex

Panel on Planning, Lands and Works
The motion relating to Tamar development project and
land-use planning for Central Reclamation Phase III
passed at the special meeting on 17 December 2005

(This motion was moved by Dr KWOK Ka-ki)

(Translation)

“That, in view of the importance of the Central waterfront to the future of Hong Kong, and the Government's undertaking to develop Hong Kong into a world class city and provide a vibrant and beautiful Central waterfront for the enjoyment of the community, this Panel urges the Government to comply with the recommendations made by the Town Planning Board on 5 August 2005¹ and the motion passed by this Panel on 25 October 2005² by reviewing afresh the current Tamar development project and the planned land uses for the Central waterfront, and consulting the public before taking forward any further project and planning work, and also suspending the tender procedure relating to the development of the Tamar site pending the review and public consultation; and proposes that a subcommittee be established to review the planning for the Central waterfront (including the development of the Tamar site).”

Note:

- 1 The Town Planning Board made the following recommendation at its meeting on 5 August 2005 when discussing an application from an organization concerned for amending the plans for Central and Wan Chai:
The Town Planning Board agreed to request the Government to prepare or refine the planning/design briefs for this important waterfront, in particular the groundscraper and the waterfront related commercial and leisure uses sites, to ensure that future developments would blend in with the waterfront setting, facilitate pedestrian access to the waterfront, and promote visual permeability of the developments.
- 2 The Panel on Planning, Lands and Works passed the following motion on 25 October 2005:
“That the Panel demands the Government to substantially reduce the amount of area for commercial uses under Central Reclamation Phase III, including office premises, shopping arcades, etc; and rezone the relevant sites to “Open Space”. All reclaimed land should be designated for public use in line with the people-oriented principle.”

附件

規劃地政及工程事務委員會
在 2005 年 12 月 17 日的特別會議上通過
有關添馬艦發展工程及中環填海計劃第 III 期
的土地用途規劃的議案

(此議案由郭家麒議員動議)

“鑑於中環海濱對本港未來的重要性，以及政府承諾使香港成為一個達世界級的城市和為市民建設一個朝氣蓬勃、可供大眾享用的優美中環海濱，本事務委員會敦促政府遵從城市規劃委員會於 2005 年 8 月 5 日¹所作出的建議及履行本事務委員會於 2005 年 10 月 25 日²所通過的動議，重新檢討現時的添馬艦發展及中環海濱土地用途規劃，和在採取任何進一步的工程及規劃前向公眾諮詢；並在作檢討及公眾諮詢前，暫停有關添馬艦發展的招標程序。

建議成立小組委員會，檢討中環海濱的規劃(包括添馬艦發展)。”

註釋：

- 1 城規會於 2005 年 8 月 5 日會議上，討論有團體申請修改中環及灣仔大綱圖的要求時，作出了下列的建議：
- 2 城規會同意要求政府為此重要的海旁，特別是「橫向型樓宇」及與海旁有關的商業及休憩用途地帶，制訂或修改規劃/設計大綱，以確保將來的發展融入海旁的環境、方便市民到達海旁，以及令視野更廣闊。

規劃地政及工程事務委員會於 2005 年 10 月 25 日所通過的動議：

“本事務委員會要求政府大幅減低中環填海計劃第三期內的商業用地，不容許任何寫字樓、酒店等商業樓宇，把土地轉為休憩用地。所有填海土地均應以以民為本的原則歸公眾使用。”

PRESS RELEASE

Prequalification applications invited for Tamar

The Government today (December 20) invited interested parties to apply for prequalification for the proposed design and build contract of the Tamar development project. Details of the invitation are contained in a notice published in the Gazette. The prequalification document is available for collection by interested parties at the Architectural Services Department and has been uploaded onto the website: <http://www.archsd.gov.hk/tamar/>.

The scope of the contract will cover the Central Government Complex, Legislative Council (LegCo) Complex and Civic Place proposed for the Tamar site. The selection of contractor for the project comprises two stages: stage one is the prequalification of interested applicants; and formal invitation for tenders among the prequalified applicants will be done under the second stage. Subject to further consultation with and funding support by the LegCo, the project is envisaged to commence in 2007 for completion in 2010.

A spokesman for the Government said the main purpose of the prequalification was to identify no more than five applicants with proven design, managerial, financial and technical capabilities. "The prequalified applicants will be invited to submit tenders for the contractor but prior to that, we will, in the second quarter of 2006, consult the LegCo for its funding approval," the spokesman said.

The prequalification document spells out in the main the proposed overall design objectives of the development project, general user requirements and selection criteria for prequalification. The detailed user requirements will be updated and made available for consultation with the LegCo and incorporation into the tender document.

"The eligibility criteria are laid out in the prequalification document. Interested parties meeting the prescribed criteria and requirements may apply for prequalification from now until March 14, 2006," the spokesman said.

"Applicants for prequalification are required to prepare submissions to demonstrate their managerial, financial and technical capabilities. They are also required to provide concept designs for the proposed development at Tamar."

"The concept design should illustrate integration of the Tamar development with its surrounding areas," the spokesman added. "The Civic Place will take up about half of the site and it will be designed as a leisure and recreational open space for the public."

"In view of public aspirations for preserving the ridgeline and the harbour view, the prequalification document has stated that the design for the proposed development should take account of the goals and planning principles for the harbour devised by the Town Planning Board and Harbourfront Enhancement Committee."

"Moreover, the maximum height of the structures to be developed is now lowered from 180 meters to 130 metres - 160 metres above the Hong Kong Principal Datum."

Prequalification applications should be sent to the General Registry at 1/F, High Block, Electrical and Mechanical Services Department Building, 98 Caroline Hill Road, Causeway Bay, Hong Kong not later than noon on Tuesday, March 14, 2006. Late applications will not be accepted.

To recapitulate on the background, the Government announced the proposal to re-activate of the Tamar project in October this year. The original project proposal had obtained the support of the Public Works Sub-committee of the Legislative Council in May, 2003, but the project was subsequently deferred due to the impact of SARS on public finance. As the economy and the Government's financial position have improved in the past two years, the Government considered it timely to re-launch the project.

The agreed planning objective has been to develop the Tamar site as Hong Kong's civic core. The relevant Outline Zoning Plan which designated half of the site for "Government, Institution or Community" and half for "open space" uses has gone through the necessary public consultation and town planning process.

In re-activating the project, the Government has excised the original proposed exhibition gallery from the project scope to lower the development intensity. Measures are also introduced to restrict the maximum height of the buildings to be constructed to protect the ridgeline.

The development of the proposed Central Government Complex and LegCo Complex will provide a long-term solution to the office-space shortage problem facing the Government Secretariat and the LegCo. It is envisaged that the project will create some 2,700 jobs for the construction sector which has been facing high unemployment.

Ends/Tuesday, December 20, 2005
Issued at HKT 17:01

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MONDAY, DECEMBER 26, 2005

Legco motion calling for Tamar review ignored

After a year of hard work by more than a dozen groups of environmentalists, in trying to provide the people of Hong Kong with a good living environment and quality of life, a motion – calling for a review of the planning for the Central waterfront, including the Tamar site – was passed unanimously on December 17 by the Legislative Council's panel on planning, lands and works.

But it came as a bombshell to learn from your article, "Opening move for Tamar contract" (December 21), that the government had simply ignored the motion, and is still proceeding with the Tamar project.

In doing so, the government is showing blatant disrespect for Legco, the democratic process and the rule of law.

The motion said, in part, that in view of the government's undertakings to develop Hong Kong into a world-class city, and to provide a vibrant and beautiful Central waterfront for the enjoyment of the community, the panel urged it to comply with the recommendations made by the Town Planning Board on August 5, and an earlier motion by the panel, by reviewing the Tamar development project and the planned land uses for the waterfront.

The motion asked the government to consult the public before taking forward any further project and planning work, and also to suspend the tender procedure on the development of the Tamar site, pending the review and public consultation. It proposed that a subcommittee be established to review the planning for the Central waterfront, including Tamar.

In the recent proposal for political reform, the government has been making high-sounding statements about the importance of Legco and the democratic process. Yet in reality, the government only values Legco when it supports its policies. The government's hypocritical attitude is disgraceful and insulting, both to Legco and the public.

There is therefore a long way to go before Hong Kong can achieve an enlightened government which will truly represent its people.

WINSTON K. S. CHU, former chairman, Society for Protection of the Harbour