



保 護 海 港 協 會
Society for Protection of the Harbour

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21 April 2006

Dear Legislative Councillor,

Re: Proposed Central Government Offices on Tamar

We respectfully refer you to the enclosed "Petition to Chief Executive-in-Council" concerning the proposed Central Government Offices on the Tamar Site which is sent to you for your reference and kind attention as the matter will also come before you for your decision.

Hong Kong people rely upon your wisdom and integrity to make the right decision in this important matter which will determine the attractiveness of Hong Kong as our home, as an international city and as one of the foremost cities of China. The planning of Hong Kong should not be for money or for personal interest and prestige but should be for the people of Hong Kong.

The future of Hong Kong's Central Harbourfront is in your hands. Your decision will determine how it will look like for all times. Therefore we hope that you will consider this matter without fear or favour and in a just and able manner.

Yours faithfully,

Christine Loh, Chairperson

Society for Protection of the Harbour

保護海港協會

IN THE MATTER of Review for proper planning
of Tamar and Central Harbourfront

To : The Chief Executive-in-Council

The Honourable Mr. Donald Tsang Yam Kuen

The Humble Petition of

Society for Protection of The Harbour (“First Petitioner”)

and

Action Group for Protection of the Harbour

Civic Exchange

Clear The Air

Friends of the Harbour (“Other Petitioners”)

Save Our Shorelines

WWF (Hong Kong)

IN THE MATTER of Review for proper planning
of Tamar and Central Harbourfront

Petition to the Chief Executive-in-Council

of

The Society for Protection of the Harbour and Others

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Petition to Chief Executive in Council

A. Introduction

1. Your First Petitioner is the Society for Protection of The Harbour which is formed to protect and preserve Hong Kong's harbour ("the Harbour") and the Harbourfront.
2. Your other Petitioners are other organisations in Hong Kong which urge the Administration to urgently review the transport, land and marine uses for Central and the Central Harbourfront including the Tamar Site.

B. Background of Tamar Site - Government's Uncertain Approach

3. In 1995, the Tamar site was reclaimed from the harbour and zoned for 'Commercial Use' and intended to be sold to developers for commercial development. The Tamar site was never intended for the new Central Government Offices ("New CGO") now proposed by the Government.
4. In 1998, because of the weak property market due to the Asian Financial Crisis and the over-supply of Class A office space, the Government re-zoned the Tamar Site zoned from 'Commercial Use' to 'Government, Institutional and Community Use' for its New CGO.
5. In October 2000, the Government again changed its mind. Due to the recovery of the Hong Kong economy and the renewed demand for Class A office space, Mr. Donald Tsang, the then Financial Secretary, in the news media publicly proposed re-zoning the Tamar Site back to 'Commercial Use' (See newspaper articles Annexure "A"). The proposal met with strong opposition from the property developers and accordingly the proposal was dropped.

6. In 2003, because of the SARS crisis, the Government decided not to proceed with the Tamar CGO project for the time being.
7. The above background clearly shows that it was never the Government's original intention to re-locate the Central Government Offices to the Tamar Site and the idea was only an after-thought in order to make use of the available land.
8. Even recently, the Government is still proposing fundamental and substantial changes to the Tamar Project:-
 - (a) Height – lowered from the original 180m PD to 130m PD - 160m PD;
 - (b) Number of Storeys – reduced from about 50 storeys to about 40 storeys;
 - (c) Plot Ratio – reduced from 15 to 6.5;
 - (d) Site Area – reduced by 2 hectares;
 - (e) Net floor area – reduced from 69,333 sq m to 62,340 sq m;
 - (f) Gross floor area – reduced by 9.3% to 99,744 sq m from 2003 plan;
 - (g) Construction floor area – reduced by 8.5% to 124,680 sq m from 2003 plan;
 - (h) New Legco Building – included in the Tamar site instead of on a separate site in front of Citic Tower as originally planned;
 - (i) The number of Government officials and staff to be accommodated therein substantially reduced.
9. For any responsible government, a proposal (a) to move the seat of government to accommodate all its senior government officials as well as thousands of government staff; and (b) involving a large, valuable and unique piece of public land; as well as (c) \$5 billion or more of public funds; would have required years of advance planning, careful studies, financial considerations and public debates. Such a momentous public undertaking should not have been decided upon in the present haphazard manner.

10. For such a major and important matter, one would expect it to be planned over many years after full public consultation and exhaustive consideration of all alternatives and supported by comprehensive major studies and feasibility reports.
11. As a responsible Government and to comply with the Town Planning Ordinance the Government must justify that the present proposal to build the new CGO on the Tamar Site is for the “health, safety, convenience and general welfare of the community”.

C. Insufficient Justification to use Tamar Site - Lack of any urgency

12. The Government has not been able to provide any convincing argument in support of such a proposal. The many random changes and the stop-and-go approach that the Government has taken over its own proposal conclusively demonstrate that there is no fundamental, overriding or urgent public need.
13. It is demonstrated from the above that the Government has neither decided nor fixed plan for the new CGO and has not given sufficient justification to the public for building it on the Tamar Site. Temporary construction jobs is not a compelling argument for the Government to rush into the new CGO Project in a hasty manner without going through proper environmental impact studies and genuine public consultation on its justification for the New CGO and the Tamar Site.
14. Even as recent as 20th November 2005, the Chief Secretary had informed the Legislative Council that it did not know how many civil servants need to work in the new Central Government Office (CGO) nor could the Government confirm the floor area needed.

15. According to information released by the Government in May 2003, the Gross Floor Area ("GFA") of the New CGO is 110,030 m sq, which equates to approximately 1.2 million sq feet of GFA (combined total of Exchange Square One and Two). If the New CGO is to house about 3,000 Government workers as the Government had at one time proposed, then each worker would have 400 sq ft of space, or 4 times of the average in Hong Kong (which is 100 sq ft per worker).
16. As its committed policy, the Government has been down-sizing the civil service: from over 190,000 to the present 160,000. The Government has failed to explain the impact of this trend upon its Tamar proposal and why more space is needed when the civil service is shrinking.

D. Adverse Environmental Impacts – Traffic, Air Quality, etc.

17. According to the Submission to the Expert Panel prepared by the Transport Department, the intensive development of Tamar and the other 8 sites in Central and the Central Harbourfront will produce 9.25 million sq. ft. of gross floor area. Five of the sites totalling more than 1 million sq. ft. of land area will be for commercial development and will produce over 5,000,000 sq.ft of commercial space (Annexure "B-1" to "B-3").
18. These developments will attract an additional 7,623 vehicle trips per hour to Central. Nearly half of these will be generated by the Tamar Project which alone will attract an additional 3,210 vehicle trips per hour to Central, 2,288 of which by the new Government Headquarters and 922 by the new Legislative Council building (See Annexure "C-1").

19. This additional vehicular traffic generated by the 9 new developments necessitates a new 4-6-lane surface highway (known as P2) which will run parallel to and will be similar to the present Harcourt Road. This will sterilise the Central and Wanchai Harbourfront and make the Harbour inaccessible at ground level to the public.
20. The new surface 4-6-lane highway P2 will introduce an extra barrier to the Harbourfront and will defeat the very purpose of the proposed Central-Wanchai Bypass being put underground: which is to make the Harbourfront vibrant and accessible to the people, and to reduce air and noise pollution.
21. The Government's justification of the Central Reclamation to the Hong Kong community is to relieve traffic congestion by building the Central-Wanchai Bypass. However, because of the proposed development of the Tamar and other 8 sites, even if all the proposed roads are built, various junctions will again be saturated by 2016 during peak hours, only in 10 years' time (Annexures "C-2" & "C-3").
22. The proposed Tamar and other developments in Central and the Central Harbourfront will cause more traffic congestion in Central and Wanchai during peak hours in the future and will over-burden the cross harbour tunnels for which there is no obvious solution.
23. According to the Report prepared by Professor Jimmy Fung of the University of Science and Technology (Annexure "D"), the air pollution model used for the Environmental Impact Assessment for Central relied upon by the Government did not take into account the "street canyon effect" of our tall buildings. It wrongly assumed that Central is a flat surface and that the air moves freely.

24. It is the universal complaint of Hong Kong residents and visitors from abroad that the air pollution in Central is already bad, for instance: both the annual average of Respirable Suspended Particulates and Nitrogen Dioxide are about 40% higher than the Air Quality Objectives standard in 2004. But once the New CGO is built at the Tamar site and the surrounding district developed, the air pollution will likely be worse.
25. In accordance with the Principle of Sustainable Development which the Government has openly adopted, the Government should not deliberately introduce unacceptable environmental problems to future generations.
26. Government offices and a large open square on Tamar and the immediate water-front will be dead after office hours just as the three Government buildings and the adjacent public space in Wanchai. Instead, Tamar should be used for people-friendly communal purposes and mixed low density uses so that Tamar can help bring vibrancy to Wanchai North and the Central Reclamation II areas and that any development on Tamar would primarily generate traffic outside peak hours and would not aggravate traffic congestion in Central.

E. Government's Public Commitments – Vibrant & Accessible Harbourfront

27. Government Policy Statements – (Annexures “E-1” & “E-2”):-

- (a) To enhance the Harbour and the Harbourfront and to make Hong Kong into Asia's world city;
 - (b) To make the Harbourfront vibrant and accessible for the enjoyment of the people;
 - (c) To preserve Harbour views and to enhance the scenic beauty of the Harbourfront;
- and

- (d) The Central Reclamation is only for the relief of traffic congestion and is needed because there is no other alternative.

28. The Vision Statement of the Town Planning Board (“Annexure “F”)

- (a) The Board’s vision for the Harbour is to make it attractive, vibrant, accessible and symbolic of Hong Kong – “a Harbour for the people and a Harbour of life”; and
- (b) The goal is to bring the people to the Harbour and the Harbour to the people; and
- (c) To enhance the scenic views of the Harbour and maintain visual access to the Harbour-front.

29. Harbour Planning Principles of the Harbour-front Enhancement Committee (Annexure “G”).

- (a) Preserving Victoria Harbour as a Natural, Public and Economic Asset
- (b) Victoria Harbour is Hong Kong’s Identity
- (c) A Vibrant Harbour
- (d) An Accessible Harbour
- (e) Maximizing Opportunities for Public Enjoyment
- (f) Integrated Planning for a World-class Harbour
- (g) Sustainable Development for the Harbour
- (h) Early and Ongoing Stakeholder Engagement

Specifically we note the principle (e) that with limited land available around Victoria Harbour, land required for transport infrastructure, utilities and uses incompatible with these planning principles should be minimized, so as to maximize opportunities for public enjoyment.

F. Recommendations for Overall Review of Central and Central Harbourfront

30. In November 2005, The University of Hong Kong Public Opinion Programme conducted a Public Opinion Survey regarding public aspiration for the Harbourfront and published a Summary of Findings which contained, inter alia, the following key findings:-
- (a) 81% prefer cultural plus leisure facilities including a large green park rather than more building development around the Harbour;
 - (b) 62% believe Hong Kong does not have sufficient open space and green parks; and
 - (c) 64% believe Hong Kong lags behind international cities in terms of open space and parks;
31. In February 2006, the Harbour Business Forum commissioned another Public Opinion Survey with the following findings which completely supports the above findings:-
- (a) 88% want to see more greening around the Harbour;
 - (b) 77% want more promenades or walkway along the Harbourfront
 - (c) 73% want pedestrian access to Harbour at ground level
32. From these Public Opinion Surveys, it is clear that the majority of public does not support the use of the Tamar Site for Central Government Offices or for the sale of the site to developers for large scale commercial development.
33. The aspiration of the Hong Kong community is to limit development along the harbour, and to increase public open space and green parks in order to make Hong Kong an environmentally friendly city.

34. Over the past dozen years especially since the enactment of the Protection of the Harbour Ordinance and the Judgment of the Court of Final Appeal, the Hong Kong public has taken a different view of the Harbour. The public no longer supports the Harbour being used as a convenient source of land supply and the Harbourfront for building development.
35. The present Government has publicly announced a policy of “以民爲本” (“Government for the People”) and should keep its word and abide by the wishes of the Hong Kong community.

G. Decisions of the Legislative Council & the Town Planning Board

36. On 5th August 2005, the Town Planning Board in response to a re-zoning application submitted by the Society for Protection of the Harbour, requested the Government to review the planning for the Central Harbourfront (Annexures “H-1” & “H-2”).
37. On 25th October 2005, the Panel on Planning, Lands and Works passed a Motion that “all reclaimed land should be designated for public use in line with the people-oriented principle” (Annexure “I”).
38. On 17th December 2005, the Panel on Planning, Lands and Works passed a Motion directing the Government to review afresh the current Tamar development project and the planned land uses for the Central Harbourfront, to consult the public before taking forward any further project and planning work, and also to suspend the tender procedure relating to the development of the Tamar site pending completion of the review and public consultation (Annexure “J”).

39. On 9th February 2006, the Panel on Planning, Lands and Works passed a Motion urging the Government to provide the Subcommittee with all the original reports and information on the feasibility studies relating to the extension or reconstruction of the existing Central Government Offices instead of a new Central Government Complex (Annexure “K”).
40. On 7th March 2006, the Panel on Planning, Lands and Works passed a Motion expressing its great disappointment and strong regret that the Government had failed to submit all documents as requested by its previous Motion and urging the Government to provide before the next Subcommittee meeting all such documents and a full list of the documents in accordance with its previous motion (Annexure “L”).
41. In October 2005, the Urban Land Institute prepared a report on “Hong Kong Harbour- A strategy for Regeneration”. The report suggests that the new Hong Kong Harbourfront needs to be holistic and inclusive. It should embody long-term aspirations, yet be specific enough to serve as a guide for all decision making at the Harbourfront. Each new Harbourfront development should be considered as an activity that serves to enhance the quality and accessibility of the Harbour to the citizens of Hong Kong and should not be looked at as ad hoc stand-alone projects.

H. Harbourfront For A Thousand Years

42. The Central Harbourfront represents the future of Hong Kong. It is vital to get the planning of it right: to create something which does justice to the feelings and aspirations of Hong Kong people and does justice to history and to posterity.

43. What is important is that we re-think old plans. What was planned 20 years ago, or approved 10 years ago may no longer be relevant. The community's ideas of quality of life and sustainability have changed in that very short time, and this must be recognized if we are not to end up with a mistake that cannot be easily corrected.
44. We must not think small nor be short-sighted. This is now the final harbourfront of Hong Kong. We are writing a critical ineligible edge in Hong Kong's history and deciding on the face of Hong Kong for all times. We cannot afford to get it wrong.
45. Hong Kong has the wealth, know-how and ability to create a harbourfront that is economically and socially functional and environmentally sustainable, as well as of high workmanship and beauty that can proudly join the ranks of the famous harbourfront areas of the world.
46. We call for a Central Harbourfront Review to engage all sections of the community to update the proposals for transport, land and marine uses in Central and to optimize the mix of open space, areas of greenery, as well as appropriate government, public and commercial developments. The Tamar site is the crucial link between Central and Wanchai, and needs to be included in this Review.
47. What we do now will affect future generations forever. There is no turning back and there is no second chance. The responsibility is great because this will be Hong Kong's Harbourfront for the next 1,000 years.

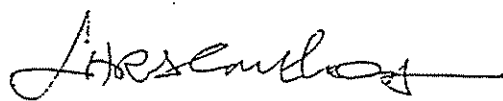
I. Prayer

Your Petitioners therefore humbly pray that the Chief Executive-in-Council may be pleased to accede to the following:-

- A. Direct the Administration to provide the Legislative Council and the public with all the available information, studies and reports relating to the rationale for "in-situ" re-development of the existing Central Government Offices and the proposed new CGO at Tamar.
- B. Direct the Administration to urgently review the transport, land and marine uses for Central and the Central Harbourfront including the Tamar Site with due public consultation.
- C. Direct the Administration to reconsider the Tamar development project in the context of and having regard to the result of such review and public consultation.
- D. Direct the Administration to subject all works relating to the Tamar Project and other developments in the Central Harbourfront to the completion of the review.

And your Petitioners will ever pray, etc.

Dated the 21st day of April 2006.



Society for Protection of The Harbour

List of Annexures

- A. Newspaper articles reporting Mr. Donald Tsang's intent on re-zoning the Tamar Site back to 'Commercial Use' dated 20th October 2000 (*Paragraph 5*)

- B.
 - (1) *Figure 4.1 showing the nine Proposed Future Development at Central Reclamation Areas (*Paragraph 17*)
 - (2) *Appendix 4.2 showing the total gross floor area (859,261 sq.m. equivalent to 9,244,300 sq.ft) of Proposed Future Development at Central Reclamation Area (*Paragraph 17*)
 - (3) Colour plan showing Proposed Future Developments (*Paragraph 17*)

- C.
 - (1) *Appendix 4.4 showing that 7,623 vehicle trips in PCU per hr. will be generated by the proposed developments (*Paragraph 18*)
 - (2) *Paragraph 4.4.3 – “nevertheless, the access lanes to the Cross Harbour Tunnel (CHT) would still be congested during the peak hours” (*Paragraph 21*)
 - (3) *Appendix 4.5 showing 2016 V/C Ratio at Inner Gloucester Road to be “1.08” (*Paragraph 21*)

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

- D. Report prepared by Professor Jimmy Fung of the University of Science and Technology (*Paragraph 23*)

- E.
 - (1) Extract from Policy Address by Chief Executive Donald Tsang dated 12th October 2005 (*Paragraph 27*)
 - (2) Government press release dated 13th November 2005 (*Paragraph 27*)

- F. English and Chinese version of Town Planning Board Vision Statement for the Victoria Harbour (*Paragraph 28*)
- G. Harbourfront Enhancement Committee – Victoria Harbour and its Waterfront Areas – Vision, Mission & Planning Principles (*Paragraph 29*)
- H. (1) Extract from Minutes of Town Planning Board Meeting dated 5th August 2005
(2) Press Release of Town Planning Board dated 5th August 2005 (*Paragraph 36*)
- I. Motion passed by Legco Planning, Lands and Works Panel on 25th October 2005 (*Paragraph 37*)
- J. Motion passed by Legco Planning, Lands and Works Panel on 17th December 2005 (*Paragraph 38*)
- K. Motion passed by Legco Planning, Lands and Works Panel on 9th February 2006 (*Paragraph 39*)
- L. Motion passed by Legco Planning, Lands and Works Panel on 7th March 2006 (*Paragraph 40*)

Annexure "A"

文章總數: 1 篇

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，所以要將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。

文章總數: 1 篇

港聞
A06

新報

2000-10-20

檢討添馬艦地皮用途 政府否認爲增庫收

【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，是爲因應中環甲級商業用地需求增加，並非純爲增加庫房收入；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爲興建政府總部，如要再改爲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爲了增加政府收入。

至於新政府總部選址問題，劉勵超認爲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，他認爲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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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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SHKP urges Tamar sale delay

PROPERTY

Ng Ka-ling
and Vicki Wong

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

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量不錯，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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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，平衡商界和政府的地皮需求。

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

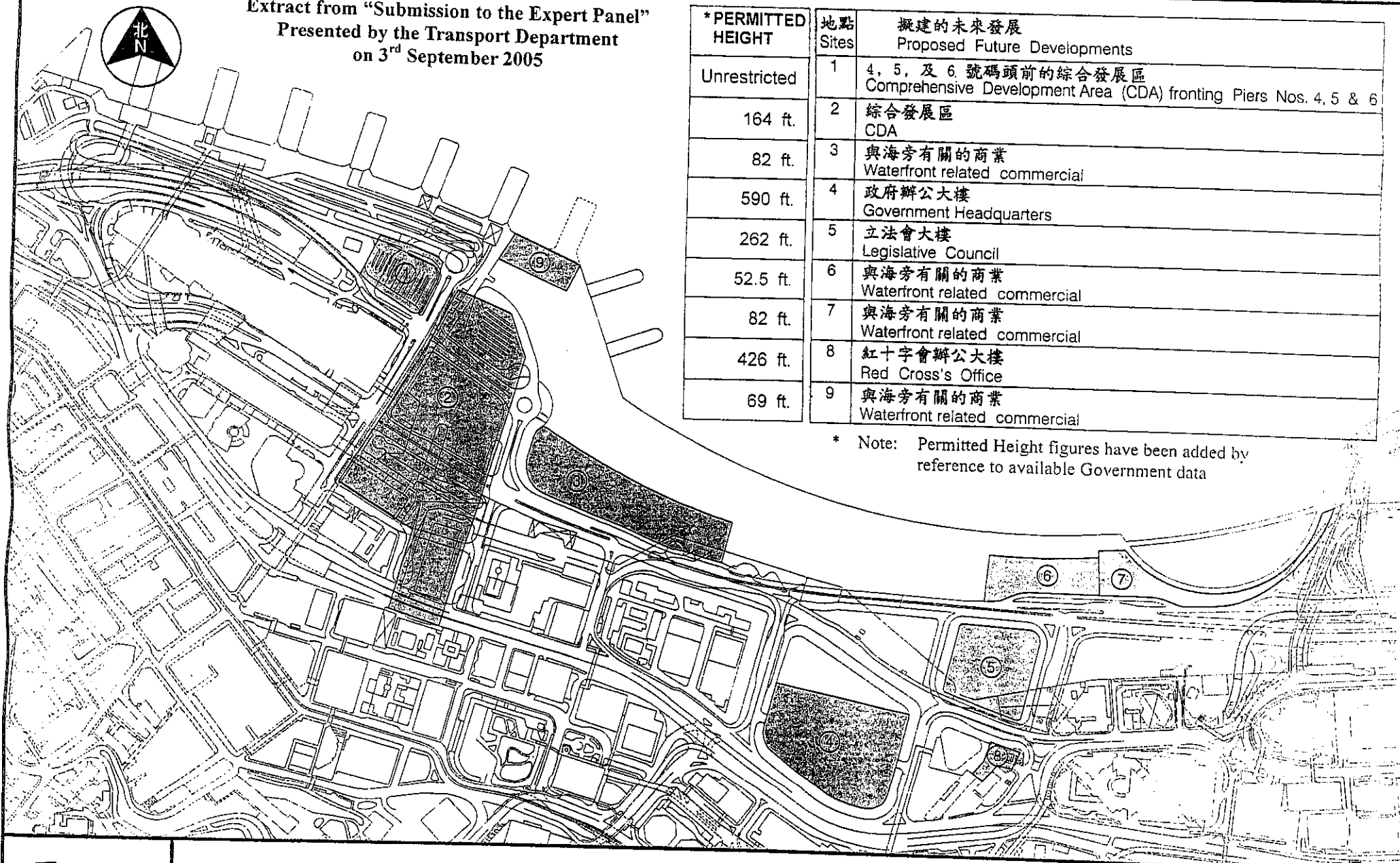


圖 4.1
Figure 4.1

擬建的未來發展中環填海區
Proposed Future Developments at Central Reclamation Areas

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)

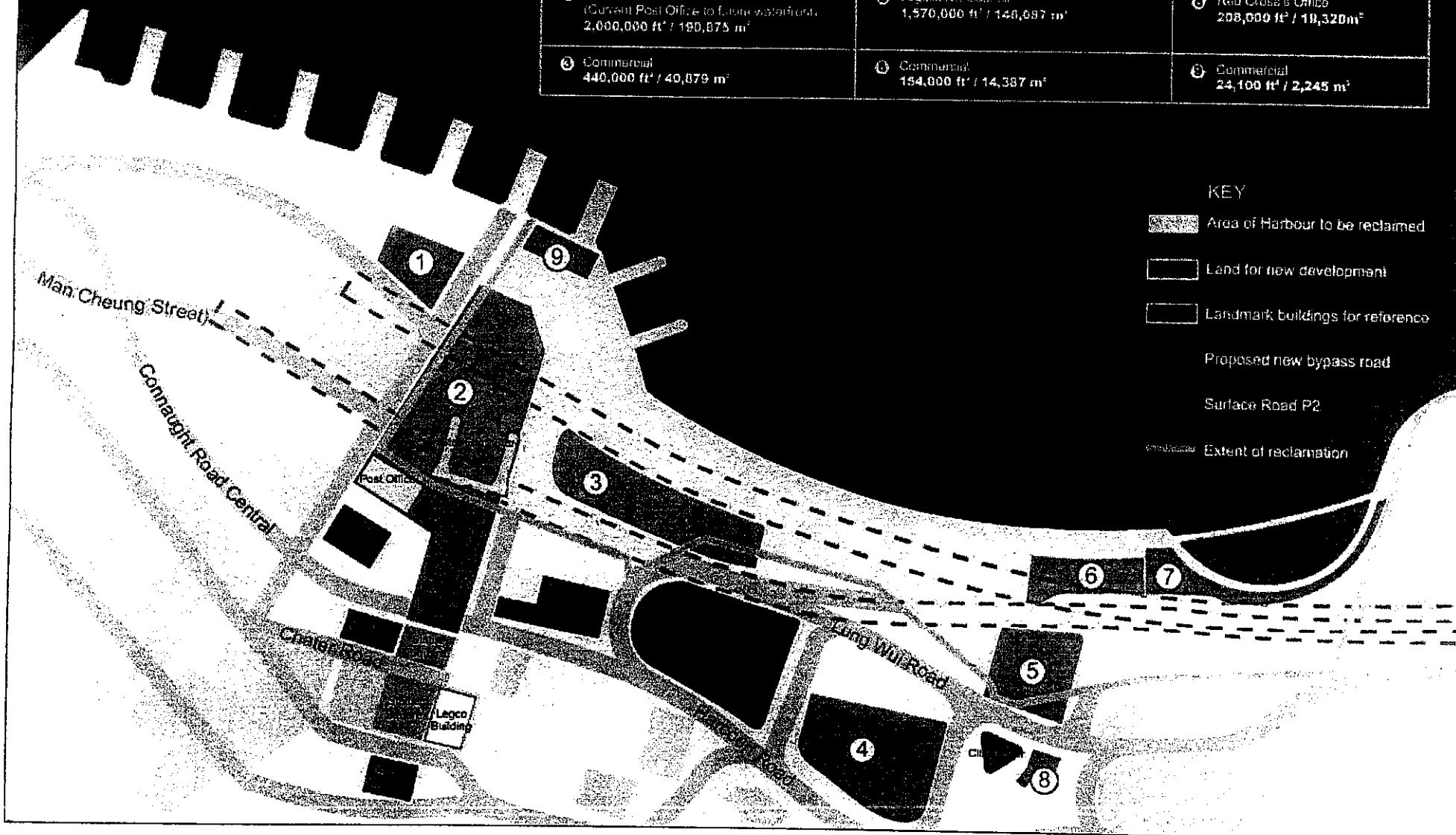
Total 859,261 sq.m. = 9,244,300 sq.ft.

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

**Plan According to Transport Department Submission
(Annexure 4.2)**

Proposed Future Developments (Square feet/Square metre)

① Comprehensive Development Area 1 (Current bus terminal to the back of existing ferry piers) 295,000 ft ² / 27,435 m ²	④ Government Headquarters (Current Tower) 3,690,000 ft ² / 342,975 m ²	⑦ Commercial 108,000 ft ² / 10,020 m ²
② Comprehensive Development Area 2 (Current Post Office to Ferry waterfront) 2,000,000 ft ² / 180,875 m ²	⑤ Legislative Council 1,570,000 ft ² / 146,087 m ²	⑧ Red Cross's Office 208,000 ft ² / 19,320 m ²
③ Commercial 440,000 ft ² / 40,879 m ²	⑥ Commercial 154,000 ft ² / 14,387 m ²	⑨ Commercial 24,100 ft ² / 2,245 m ²



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.



South China Morning Post
Sunday November 20 2005

Tamar pollution prediction 'far too low'

Niki Law

Official environmental report
'pretends Central has a flat surface'
with no tall buildings, say experts

Official figures seriously underestimate the pollution levels people will face in Central once the new government offices are built at the Tamar site and the surrounding district developed, it has been claimed.

The Sunday Morning Post has learned that air pollution could be three times higher than predicted by the Environmental Protection Department's 2001 environmental impact assessment (EIA) report, due to miscalculations.

Annelise Connell, vice-chairwoman of Clear the Air, says pollution predictions on the Tamar site and the Central Reclamation Phase III were based on 1999 data plugged into a prediction model that assumes Central has no buildings.

'The entire air pollution assessment is useless,' she said. 'There is not a chance in the world that the real numbers are within objective. The CRP III and Tamar site project would not have been approved if the real figures had been used.'

In the assessment, suspended particles (RSP) at the Central roadside station were not expected to exceed an average concentration of 80 micrograms per cubic metre and the Air Pollution Index was expected to remain below 100. In reality, the RSP

figure has been as high as 257 micrograms and the API has reached 100 some 97 times.

Meanwhile, air-quality-modelling expert Jimmy Fung Chi-hung says the government's pollution model 'pretends Central is a flat surface' and ignores the fact that pollution gets trapped.

The University of Science and Technology associate professor said a 'deep canyon' of pollution was created when buildings by the road were twice as high as the width of the road. 'Pollution is three times higher than in places where air can flow freely. If you have doubts, just think of how bad the air is in Causeway Bay,' he said.

'For a two- to three-lane road, a three-storey commercial building is high enough to create a deep canyon. Cars release exhaust very close to the ground. Central's canyon would be very deep.'

He suggested the government produce another report using a newer model that considers the buildings. This would take about three months and cost \$300,000.

However, the department is standing by its methods and findings. Asked by the Post for comment, a spokeswoman said the study had been conducted in line with EIA procedures and the public and the Advisory Council on the Environment had been consulted before the report was approved.

The Constitutional Affairs Bureau felt there was no need to delay the Tamar project, which a spokesman said would have 'no significant impact on the air pollution in the Central Business District'.

Central is a flat surface?

All the buildings are gone!!!

Jimmy Fung (HKUST)

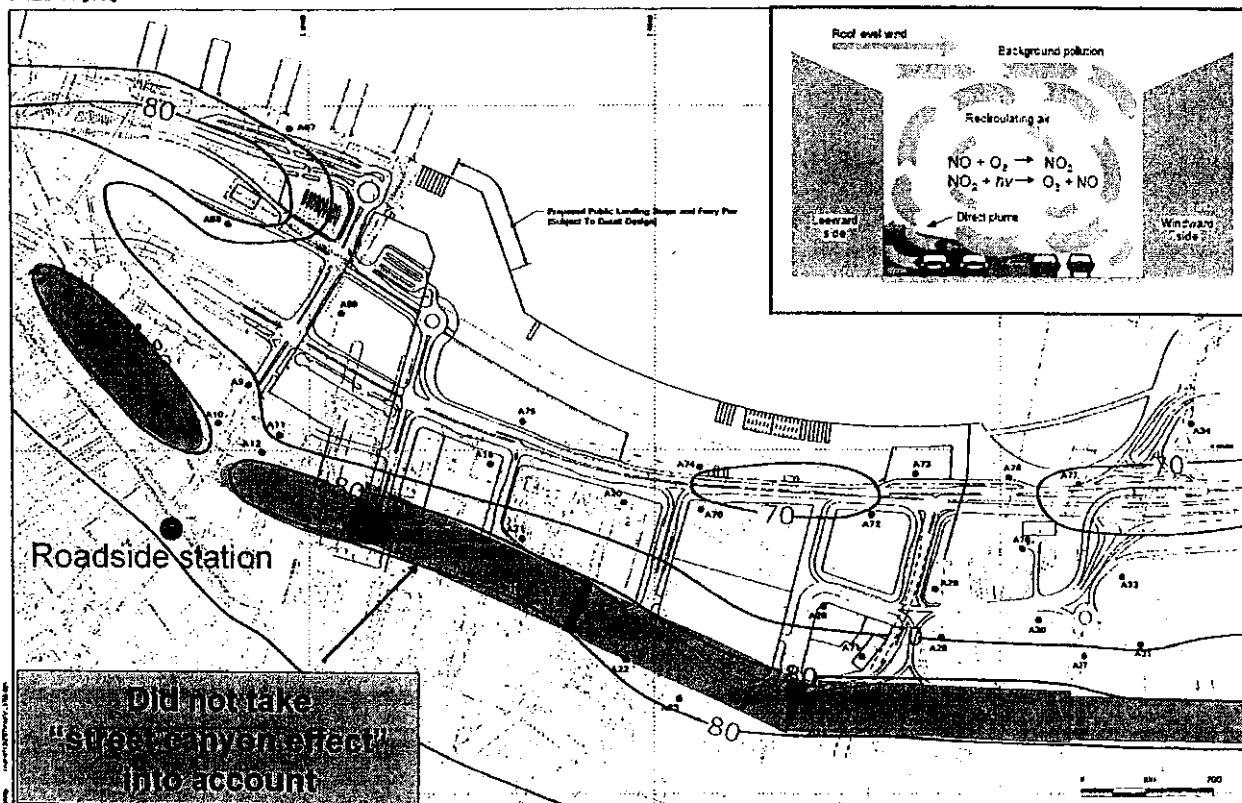


Environmental Impact Assessment Report (July 2001)

香港特別行政區
Territory Development Department
Hong Kong

Central Reclamation, Phase III
Studies, Site Investigation, Design and Construction
SUPPLEMENTARY AGREEMENT NO. 2 TO AGREEMENT No. CE 15/94

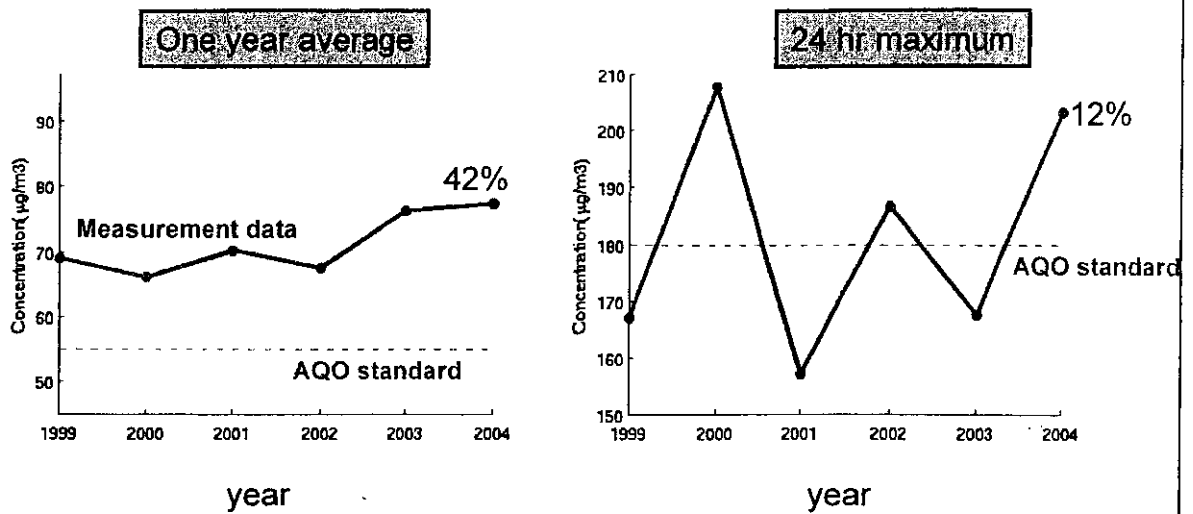
安達顧問公司
Atkins China Ltd



Contours of Max 24-hour average of RSP at street level.

Figure B.4

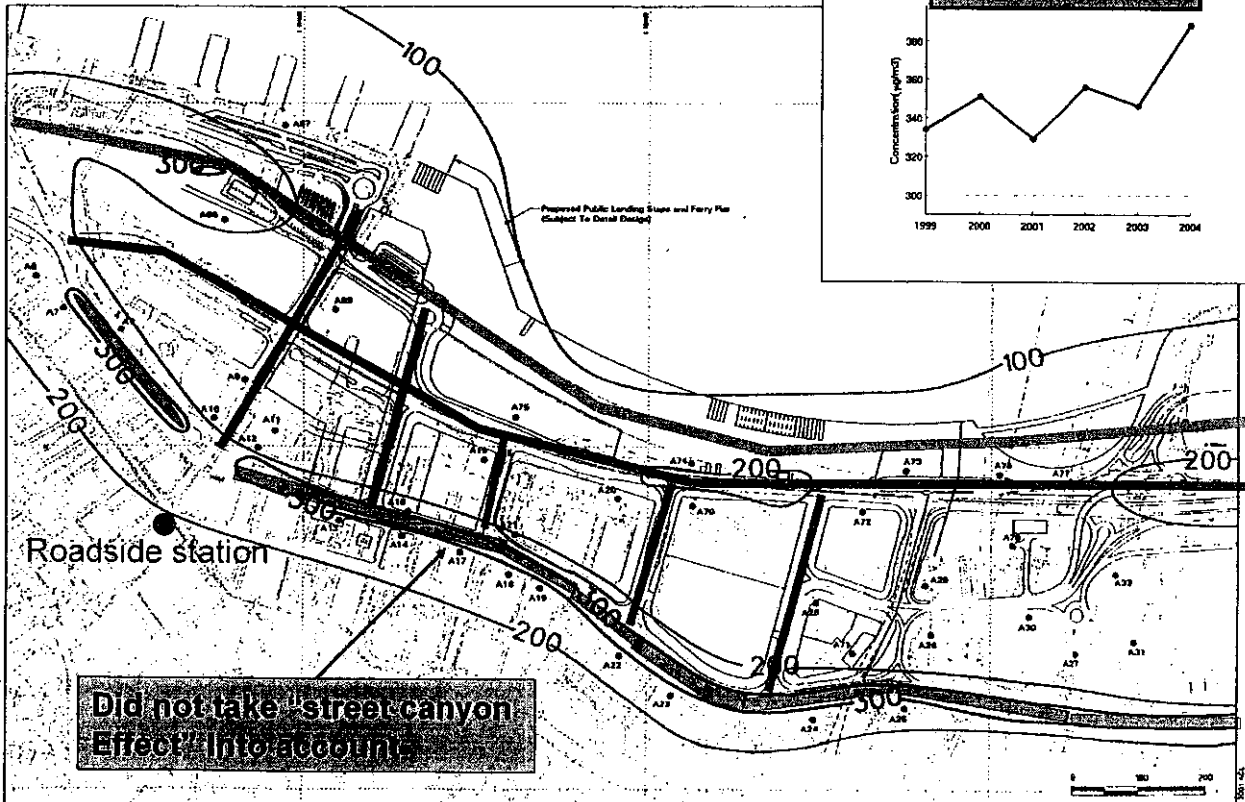
Measurement of Respirable Suspended Particulates (RSP) at Central roadsite station



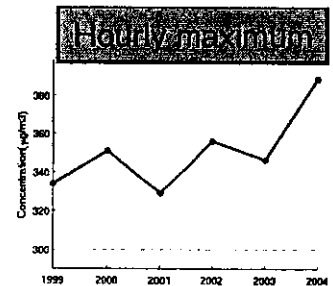
Environmental Impact Assessment Report (July 2001)

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Central Reclamation, Phase III
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SUPPLEMENTARY AGREEMENT NO. 2 TO AGREEMENT NO. CE 15/94



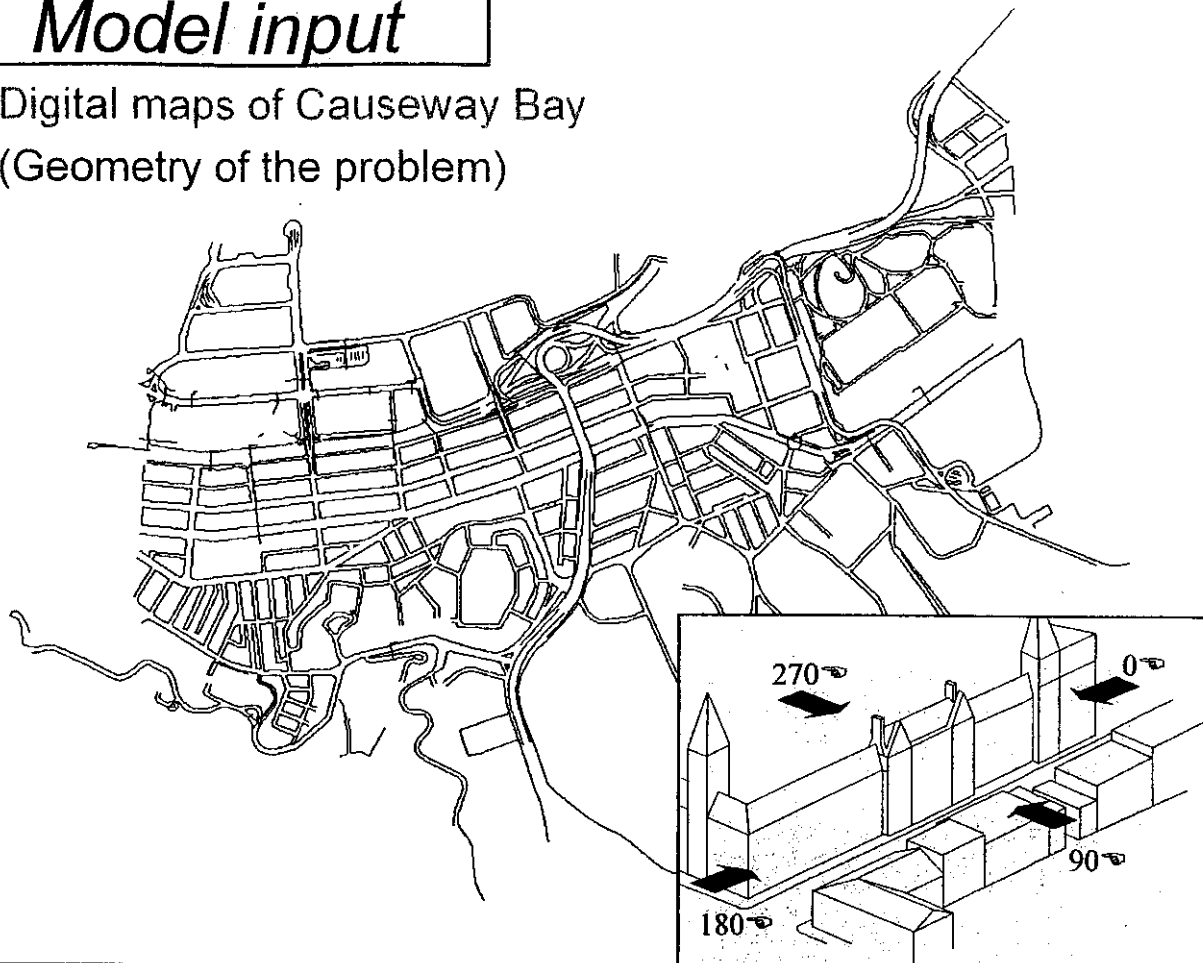
NO2 at roadside station



Contours of Max 1-hour average of NO₂ at street level.

Model input

Digital maps of Causeway Bay
(Geometry of the problem)

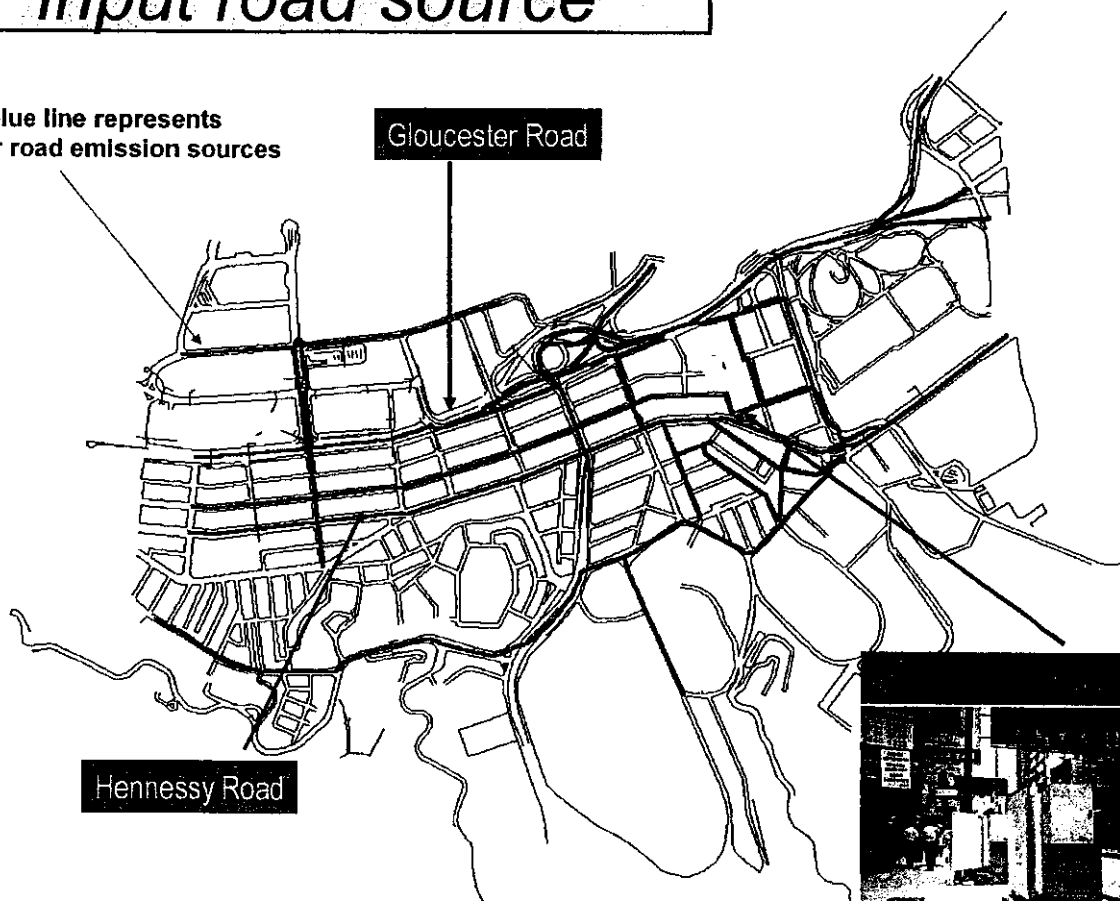


Input road source

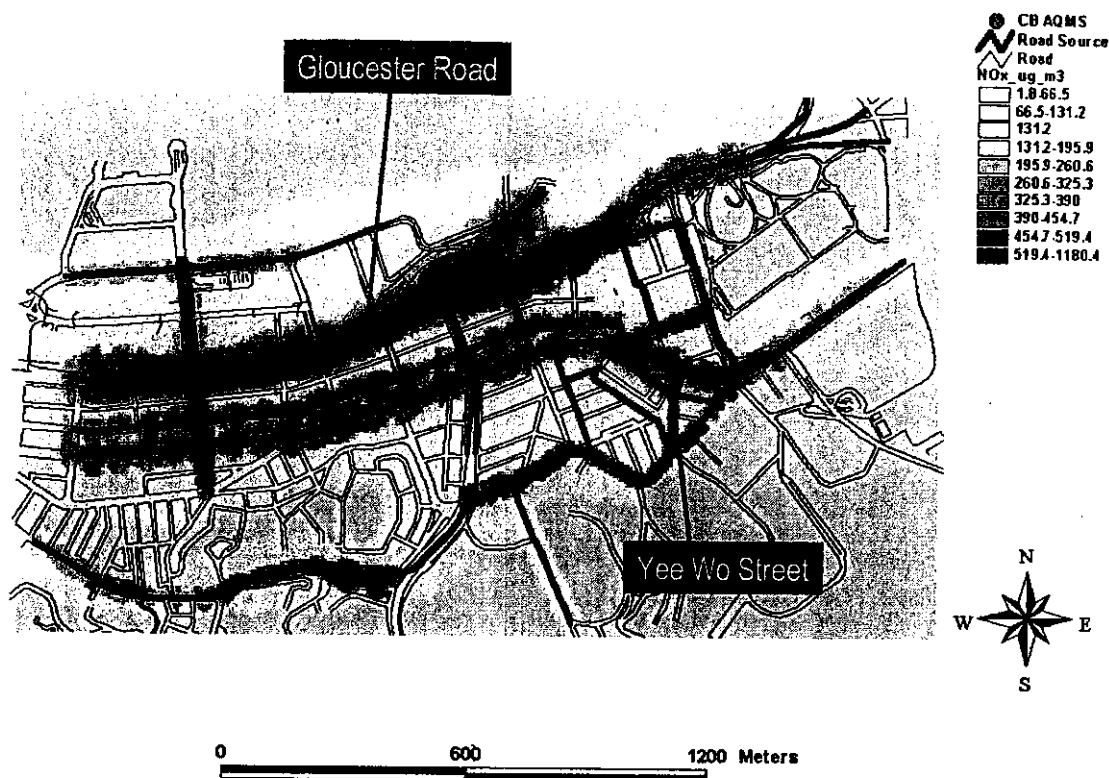
The blue line represents
major road emission sources

Gloucester Road

Hennessy Road



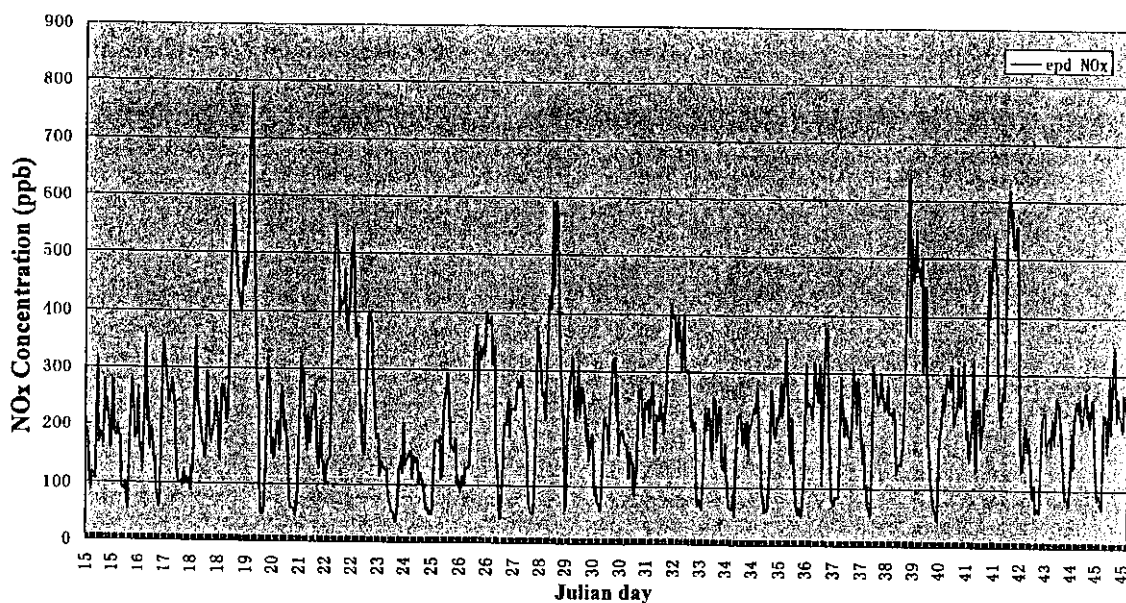
Concentration of NO_x at ground level



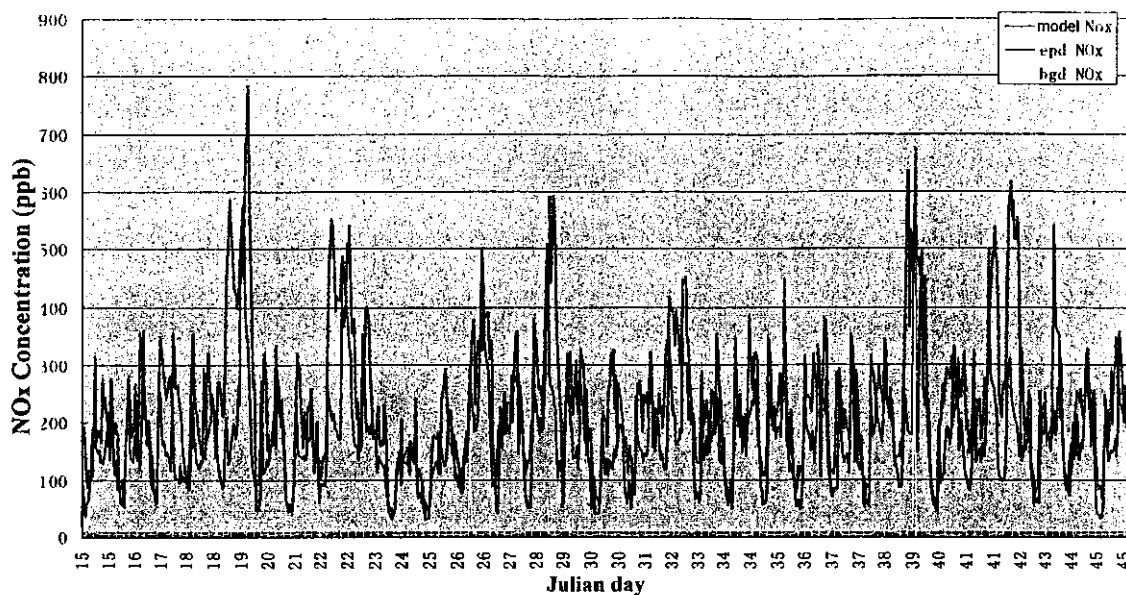
Hourly average contour output of NO_x concentration at Causeway Bay areas

Hourly concentration of NO_x from the roadside AQMS

Observational data at Causeway Bay roadside station (15 Jan – 15 Feb 2003)



Comparison between simulation and observational concentration of NO_x at the roadside AQMS



To meet AQO is to safeguard the **health** and well being of our community.

Quote from EPD website: "Possible ways to achieve and maintain AQO include **preventive measures** through **intervention in the planning stage ...**"

Our government must take a preventive measure and to do a **new Environmental Impact Assessment** for air quality for CR11 and must use a proper model that include the "**street canyon effect**" of our buildings in trapping air pollutants due to traffic road emissions ...

**Extract from Policy Address
By Chief Executive Donald Tsang
Dated 12th October 2005**

70. In planning future development, we will achieve the objective of protecting and beautifying Victoria Harbour and pay particular attention to the vista on both sides of the harbour. Government departments will step up their co-operation to implement a sustainable greening programme for the urban areas. Our country parks and marine parks, which together cover an area of 44 000 hectares will be effectively protected. For selected ecologically important areas, we will, as a priority, carry out a pilot scheme involving management agreements and public-private partnership. Under this scheme, land owners will participate voluntarily and non-governmental organisations will provide the funding for conservation work.

Press Release

Harbour protection policy goal reaffirmed by Government

In response to media enquiries on harbour activities organised by some individual groups today (November 13), a spokesman for the Government gives the following reply:

"The Government fully appreciates and shares the community's aspirations to protect and preserve Victoria Harbour. As reasserted by the Chief Executive in the Policy Address delivered last month, the Government is committed to the protection and beautification of the harbour. The continued protection, preservation and enhancement of the harbour have been our policy goals.

The harbour, a symbol of the city of Hong Kong, is one of the most valuable public assets and a vital part of Hong Kong's natural heritage. The Government is committed to working closely with the community to enhance the waterfront areas of Victoria Harbour with a view not only to creating an enjoyable harbour-front, but also to facilitating other economic activities for the community and celebrating the harbour which embodies our collective memories and achievements.

The Hong Kong Harbour Day, with the Secretary for Home Affairs being the Patron of the event and various government departments taking part and rendering logistics support, is a good example of community-driven effort to promote the harbour for the enjoyment of all, and we are thankful for the community's initiatives.

The Government has repeatedly pledged that apart from the existing Central Reclamation Phase III (CRIII), Wan Chai Development Phase II and Kai Tak (Southeast Kowloon) Development, we will not consider any reclamations within the harbour.

It is also the Government's pledge to adhere strictly to the Protection of the Harbour Ordinance and comply with the 'overriding public need' test stipulated by the Court of Final Appeal in taking forward all remaining reclamation projects.

The Government's determination to protect the harbour and to involve the public in achieving our policy goals is also exemplified by the setting up of the Harbour-front Enhancement Committee (HEC) in May 2004.

With broad-based community representation, the HEC is tasked with advising the Government on planning, land use, development and enhancement of the existing and new waterfront areas. The HEC has already launched a number of public engagement programmes for the review of the Wan Chai Development Phase II and the Kai Tak development, as well as other harbourfront enhancement projects. It is encouraging to see the community participating and responding actively in the process.

Early this year, the HEC developed a set of Harbour Planning Principles, which has served as guidelines for the Government, all individuals and organisations in the sustainable planning, development and management of Victoria Harbour.

The Government will continue to work with HEC and to engage the community in enhancing Victoria Harbour and its waterfront areas.

Members of the public can learn more about the Government's vision by making reference to a leaflet entitled "Our Living Harbour", which is available for distribution at a number of venues, including District Offices and public libraries, and at the website link [http://www.hplb.gov.hk/reclamation/images/OurLivingHarbour eng.pdf](http://www.hplb.gov.hk/reclamation/images/OurLivingHarbour_eng.pdf).

Ends/Sunday, November 13, 2005
Issued at HKT 18:10

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.

維多利亞港及其海旁地帶

理想、使命及規劃原則

海港規劃理想

維多利亞港：港人之港，活力之港。

海港規劃使命

令維多利亞港及其海旁地帶成為富吸引力、朝氣蓬勃、交通暢達和可持續發展的世界級資產。

海港規劃原則

「海港規劃原則」是一套供各界人士和團體為可持續規劃、發展與管理維多利亞港及其海旁地帶而制訂的指引。

這套原則由共建維港委員會制訂和監察，內容承先啓後，配合香港市民的期望而更新。

保存維多利亞港作為香港市民的天然、公眾和經濟資產

原則1 - 保存維多利亞港作為香港市民和訪客共享的特殊公眾天然、文化資產及經濟動力。

維多利亞港作為香港的標誌

原則2 - 作為具國際卓越城市設計和象徵香港的品牌，維多利亞港的規劃、發展和管理須確保此標誌得以維持和加強。

朝氣蓬勃的海港

原則3 - 維多利亞港一方面是一個航運物流樞紐，提供安全和高效率的客貨運輸，亦是一個文娛消閑地區，以滿足社會不同階層人士的需求。要在這兩方面的發展之間取得平衡，本港的海旁地帶必須能達到多元化、富吸引力和朝氣蓬勃的要求，以及提供各式各樣的商業、公共、旅遊、消閑、體育、文化、基建和海事設施。

交通暢達的海港

原則4 - 須透過足夠的、無阻隔的反便利的通道或觀景廊，把維多利亞港的海傍及毗鄰地帶與離海旁較遠的地區整體地聯繫起來。

盡量增闢公眾可以享受的地方

原則5 - 鑑於維多利亞港沿岸的土地有限，故擬作交通基建、公用設施，以及未能配合各項規劃原則的用途，須盡量減少。

世界級海港的綜合規劃

原則6 - 在基建、水質、土地和海事用途方面，進行綜合和長遠的規劃、發展和管理，以確保維多利亞港及其海旁地帶，繼續作為香港的經濟支柱，並滿足香港市民的期望。

可持續發展的海港

原則7 - 維多利亞港及其海旁地帶的規劃、發展和管理，須秉承可持續發展的原則，即既能平衡和滿足現代各階層人士的經濟、社會和環境需要，又不會損及後代人滿足其需求的能力。

及早和持續地讓社會人士參與維港工作

原則8 - 透過建立多方共識，讓社會各界人士及有關團體參與維多利亞港的規劃、發展和管理的工作。

共建維港委員會

海港計劃檢討小組委員會

二零零五年三月

**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.

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

NNNN

新聞公報

✉ 寄給朋友 | 政府主網頁

城規會否決修改中環及灣仔大綱圖的要求

城市規劃委員會（城規會）今日（八月五日）經過非常詳細審議後，決定不同意保護海港協會、保護海岸協會及爭氣行動就中區（擴展部分）分區計劃大綱圖及灣仔北分區計劃大綱圖提出修改圖則的要求。

城規會發言人說：「就爭氣行動的申請，城規會注意到法院的意見，指行政長官會同行政局是決定交通政策是否能最有效解決交通問題的機關。所以城規會認為電子道路收費是否能有效取代興建中環－灣仔繞道是交通政策，超越城規會的工作範疇。城規會亦注意到沒有其他替代的道路系統，電子道路收費不會有效。」

發言人說：「保護海岸協會建議用沉管隧道方式興建中環－灣仔繞道以減少填海面積。城規會聽取各有關方面意見後，決定接納土木工程拓展署及其獨立顧問的意見，認為此建議在這地點並不可行。」

發言人解釋：「保護海港協會提出縮減中環填海第三期工程及在中區（擴展部分）分區計劃大綱圖內部分灣仔發展二期填海工程的面積。城規會注意到政府已就工程進行詳細檢討，並確認中環填海第三期工程能通過終審法院所定下的『凌駕性公眾需要測試』，填海面積已是最少。」

發言人補充，政府現正檢討灣仔發展第二期的填海範圍。在二〇〇六年中完成檢討前，就考慮是否會修改大綱圖有關部分，是言之過早。城規會會在得到檢討結果後，才研究有關問題。

不過，委員會認為保護海港協會就海旁規劃提出的建議亦有可取之處。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，以確保將來的發展會融入海旁的環境、方便市民到達海旁，以及令視野更廣闊。

完

二〇〇五年八月五日（星期五）

✉ 寄給朋友

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。”

**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."

**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)。”

註譯：

- 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。”

**附錄
Appendix**

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
在 2006 年 2 月 9 日會議上通過的議案**

“本小組委員會促請政府向本小組委員會提交所有有關涉及興建新政府總部、擴建或改建現時政府總部的可行性研究的原始報告或資料。(當中需包括：各決策局對辦公地方需求分析、選址優劣分析、交通影響評估、環境影響評估等)。”

動議人： 郭家麒議員

Panel on Planning, Lands and Works

**Subcommittee to Review the Planning for the
Central Waterfront (including the Tamar Site)**

Motion passed at the meeting on 9 February 2006

(Translation)

“That this Subcommittee urges the Government to provide the Subcommittee with all the original reports or information on the feasibility studies relating to the provision of a new central government complex and the extension or reconstruction of the existing central government offices, including details of the following: assessments of the various policy bureaux’ needs for office space, merit and demerit assessments of the identified sites, traffic impact assessments, environmental impact assessments, and so on.”

Moved by : Dr Hon KWOK Ka-ki

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
在 2006 年 3 月 7 日會議上通過的議案**

“本小組委員會對於政府未能根據本小組委員會於2006年2月9日通過之議案，交出所有有關現時政府總部的擴建及改建，以及擬建新政府總部的所有文件，表示極度失望及遺憾，並要求政府根據上次小組委員會通過之議案，於下次小組委員會會議前交出所有文件及其清單。”

動議人： 郭家麒議員

Panel on Planning, Lands and Works

**Subcommittee to Review the Planning for the
Central Waterfront (including the Tamar Site)**

Motion passed at the meeting on 7 March 2006

(Translation)

“That this Subcommittee expresses great disappointment and strong regret that the Government has failed to submit all documents relating to the extension and reconstruction of the existing central government offices and the provision of a new central government complex in the light of the motion passed by the Subcommittee on 9 February 2006, and urges the Government to provide before the next Subcommittee meeting all such documents and a full list of the documents in accordance with the motion passed by the Subcommittee at the said meeting.”

Moved by : Dr Hon KWOK Ka-ki