

Society for Protection of the Harbour

保 護 海 港 協 會

Panel on Planning, Lands and Works

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

Meeting on 28th June 2007

Design and Alignment of Road P2

Summary of Submission

1. The justification for the Central Reclamation given by the Government to this Legislative Council, to the public and to the law courts was to relieve traffic congestion. Yet the Government is actually doing the opposite.
2. The Government now proposes 10 massive property developments for the Central Harbourfront including high-rise office blocks and 2 hotels right on the harbourfront next to the ferry piers (Site 10 on the Plan Annexure “A”)
3. These will produce a staggering 9,845,410 sq.ft. of Gross Floor Area (See Annexure “B”) and will have the following adverse impacts:-
 - (a) Aggravate traffic by attracting a further 50,000 people and an additional 7,623 vehicles per hour to Central (See Annexure “C”).
 - (b) Worsen air pollution;
 - (c) Block pedestrian access to the harbourfront by the new 135 ft. wide P2, a potentially 6-lane highway;
 - (d) Block visual permeability and scenic views of the harbour;
 - (e) Obstruct the ridge line of Victoria Peak; and
 - (f) Destroy the scenic profile of Hong Kong’s world-famous harbourfront.
4. Government’s proposals also contradicts its own commitments to the following:-
 - (a) Vision Statement of the Victoria Harbour of the Town Planning Board (Annexure “D”)
 - (b) Harbour Planning Principles of the Harbour Enhancement Committee (Annexure “E”)
 - (c) Hong Kong Planning Standards and Guidelines (Annexure “F”)
 - (d) Court of Final Appeal Judgment (Annexure “G”)
 - (e) Decision of the Town Planning Board dated 5th August 2005 (Annexure “H”)

5. In 2005 through a Re-zoning Application, our Society brought the above matters to the attention of the Town Planning Board. The Board by its above-mentioned decision dated 5th August 2005 therefore directed the Government to conduct further studies and to review the plans for Central. The Government was directed, in particular:-
 - (a) To facilitate pedestrian access to the waterfront;
 - (b) To provide an environmentally friendly transport system; and
 - (c) To promote visual permeability of the harbour and the ridge-line.
6. The Board made its decision public by a Press Announcement dated 5th August 2005 (Document "I").
7. However up to the present time, the Government has not complied with the Board's decision and yet has pressed ahead with:-
 - (a) The construction works of the Central Reclamation and related infrastructures including P2;
 - (b) Development of the Tamar Site;
 - (c) Demolition of the Star Ferry; and
 - (d) Currently proceeding to demolish Queen's Pier.
8. It is urgently necessary to review whether P2 in its present form is really needed. P2 in its present form of a potentially 6-lane surface highway 135 ft. wide is needed only because of the proposed massive property developments on the Central Harbourfront.
9. If the proposed massive property developments are cancelled or substantively reduced, P2 can be planned simply as a local road to provide public access to the harbourfront rather than as an additional formidable barrier similar to the present Connaught Road/Gloucester Road.
10. Reduction of the above 10 massive developments in Central by reducing their height and intensity can also improve visual permeability; lessen traffic demand and avoid further worsening of the air quality in Central.
11. It will also achieve the purposes of the decision and directive from the Town Planning Board set out in Paragraph 5 above.
12. This is the only chance in the history of Hong Kong to give Hong Kong a world-class Central Harbourfront that the people of Hong Kong and future generations can be proud of. The opportunity should not be missed.

Plan According to Transport Department Submission
(Annexure 4.2)

Proposed Future Developments (Square feet/Square metro)

① Comprehensive Development Area 1 (Current bus terminal at the back of existing ferry pier) 985,000 ft ² / 92,465 m ²	④ Government Headquarters (Central Tower) 3,400,000 ft ² / 342,975 m ²	⑦ Commercial 105,000 ft ² / 10,620 m ²
② Comprehensive Development Area 2 (Current Post Office to future waterfront) 2,000,000 ft ² / 190,875 m ²	⑤ Legislative Council 1,570,000 ft ² / 146,087 m ²	⑧ Red Cross Office 205,000 ft ² / 19,320 m ²
③ Commercial 440,000 ft ² / 40,875 m ²	⑥ Commercial 154,000 ft ² / 14,357 m ²	⑨ Commercial 24,100 ft ² / 2,245 m ²

⑩ Hotels
596,418 ft² / 55,740 m²

KEY

-  Area of Harbour to be reclaimed
-  Land for new development
-  Landmark buildings for reference
-  Proposed new bypass road
-  Surface Road P2
-  Extent of reclamation



**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)
10 [#]	Hotels	55,740	

Total Gross Floor Area: 915,001 m² = 9,845,410 sq.ft.

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

* Item 10 and Total Gross Floor Area are added to the original paper.

**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.)

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、無阻隔的及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用的地方

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

Hong Kong Planning Standards and Guidelines

- Summary -

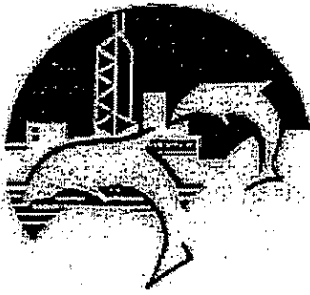
Waterfront Sites	<ul style="list-style-type: none"> • Allow variety of uses, e.g. leisure, cultural, tourism-related and recreational uses, for public enjoyment • Create interesting and active water edge with innovative building design • Vary building height profile with taller buildings inland and lower buildings on the waterfront • Avoid infrastructure projects which create visual and physical barrier • Avoid wall and land-locked effect by maintaining visual permeability to harbour • Provide view corridors and pedestrian / open space linkages to the waterfront
Public Realm	<ul style="list-style-type: none"> • Introduce identifiable features and setback at appropriate corner sites • Adopt high quality architectural design building façade and podium edge at ground and first floor levels • Encourage provision of open space at ground, podium and roof levels • Integrate pedestrian linkages with open space networks • Provide focal landmark features • Reserve more ground level spaces and setbacks for tree planting and street activities • Provide more green areas and amenity strips along circulation routes
Streetscape	<ul style="list-style-type: none"> • Provide shade for pedestrian • Reduce podium coverage to allow more open spaces at grade • Cater for the needs of disabled and elderly • Provide adequate pavement width to accommodate pedestrian flows, street furniture, roadside trees and other utilities installations • Encourage individualistic architectural design treatment to enhance interest at street level • Add vitality by provision of active street frontage and various street activities • Provide high quality pavement and street furniture • Segregation of vehicles and pedestrians through pedestrian priority facilities, vehicular / pedestrian underpasses, flyovers, footbridges and traffic calming measures • Provide direct linkages between activity nodes

	and breezeway <ul style="list-style-type: none"> • Screen parking facilities with planting • Incorporate open space with pedestrian network
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Air Ventilation

5. For enhanced and long-term improvement of the wind environment in our city, it is important to optimise urban design for more wind penetration, especially to the public realm. The following table summarises the qualitative guidelines on air ventilation in land use planning, urban design, and planning and design of large-scale developments in the early stages before any actual undertaking of air ventilation assessment.

Qualitative Guidelines on Air Ventilation	
(a) District Level	
Site Disposition	<ul style="list-style-type: none"> • Divide sites into parcels to avoid long and linear site geometry
Breezeways/ Air Paths	<ul style="list-style-type: none"> • Provide breezeways along major prevailing wind directions and air paths intersecting the breezeways • Create breezeways in forms of major open ways through the high-density/high-rise urban form • Link the amenity areas, building setbacks and non-building areas to form air paths
Street Orientation, Pattern and Widening	<ul style="list-style-type: none"> • Align an array of main streets/wide main avenues in parallel, or up to 30 degrees to the prevailing wind direction • The length of street grid perpendicular to the prevailing wind direction should be as short as possible • Introduce street widening schemes and align the longer frontage of development plots along the prevailing wind direction • Introduce setbacks and non-building areas especially for large sites facing narrow urban canyon
Waterfront Sites	<ul style="list-style-type: none"> • Building blocks along the waterfront should be of appropriate scale, height and disposition to avoid blockage of sea/land breezes and prevailing winds
Height Profile	<ul style="list-style-type: none"> • Adopt varying heights across the district with heights decreasing towards the prevailing wind direction • Decentralise low-rise buildings and open spaces within high-density neighbourhoods to create breathing spaces • Avoid congestion of tall buildings which will block the wind
Greening and Disposition of Open Space and	<ul style="list-style-type: none"> • Maximise planting in open space and on hillside • Planting of tall trees with wide and dense canopy in pedestrian area



保 護 海 港 協 會

Society for Protection of the Harbour

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Summary Of Court of Final Appeal Judgment Interpretation of Protection of the Harbour Ordinance

Effect of Judgment - The CFA pronounced on 9th January 2004 that the Town Planning Board had erred in law in the correct interpretation of the Harbour Ordinance; that the Board's decisions must be quashed; that the Wanchai Outline Zoning Plan must be remitted back to the Board for reconsideration; and that the Judgment applies to any reclamation proposal in the Harbour.

Importance of Harbour - The CFA pronounced that the Harbour is undoubtedly a central part of Hong Kong's identity. It is the heart of the metropolis and something extraordinary to be transmitted from generation to generation. Reclamation that had already taken place renders what remains of the Harbour even more precious and makes the need to protect and preserve it more important and compelling.

Legislative Intention - The Harbour Ordinance accords to the Harbour a unique legal status. There is a great public need to protect and preserve it having regard to its unique character. There must be preservation which means maintenance and conservation in its present state. It must be kept from harm, defended and guarded. Such a principle is strong and vigorous.

Overriding Public Need Test - The presumption prescribed by the Harbour Ordinance can only be rebutted by establishing an overriding public need for reclamation. Such need must be of greater public importance than the importance of the Harbour.

Overriding – means a compelling and present need which has the requisite force to prevail over the strong public need for protection and preservation

Present – means that the need must arise within a definite and reasonable time frame

Public needs – include economic, environmental and social needs of the community

Minimum – means not to go beyond what is required

No Reasonable Alternative – where costs, time and delay would be relevant

Rebuttal of Presumption - Each area proposed to be reclaimed must be justified. It is imperative that there shall be no reclamation unless the Overriding Public Need Test is satisfied. The Test is by its nature a demanding one and the burden to rebut the presumption is therefore a heavy one.

Cogent & Convincing Materials - Due to the demanding nature of the Test, it is not sufficient to incant the Test or just to pay lip service to it. The materials relied on must be cogent and convincing.

Harbour Manifesto: *To protect and preserve the harbour and enhance the harbour-front to provide a healthy environment and a good quality of life for the people of Hong Kong*



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終審法院判詞撮要及語錄

保護海港條例之詮釋及應用

判詞之影響 - 終審法院之判詞指出，因為城市規劃委員會錯誤詮釋保護海港條例，城規會之決定必須被取消，事件須發還城規會重新考慮。此判詞就保護海港條例之詮釋乃適用於任何填海建議。

海港之重要性 - 終審法院表明，海港無疑地是香港身份的主要象徵。她是都市的心臟，並且是必須世代相傳的特別資產。過往的填海令海港僅餘的部份更為珍貴，亦令到保護和保存海港的需要更重要和迫切。

立法宗旨 - 保護海港條例給予了海港一個獨特的法律地位。由於她有獨特之地位，所以有極大公眾需要來把她保護和保存。海港必須被保存，即必須保持其現有的狀況，免受到侵害。此原則是強力和強烈的。

凌駕性的公眾需要測試準則 - 要推翻保護海港條例的推定，必須證明填海工程具有凌駕性的公眾需要。此需要必須比海港有更大的公眾重要性。

凌駕性 - 即指足以壓倒保護和保存海港的公眾需要之當前迫切需要。

迫切 - 即指在一特定和合理時限內的需要。

公眾需要 - 包括經濟，環境和社會性的社群需要。

最低限度 - 即指不應超越所需的。

沒有另一合理解決方法 - 成本，時間和引致的延誤也是有關連的考慮。

推翻該法定推定 - 填海建議的每部份都要有充份理據支持，除非符合 "凌駕性公眾需要的測試準則"，否則不應進行填海。此測試準則是嚴格的，故舉證推翻推定的責任是沉重的。


有力和令人信服的資料 - 有鑑於該測試準則的嚴格性質，不可以只說已經遵守了測試，所依賴的資料必須是有力和令人信服的。

**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

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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