

公眾參與小錦囊
PUBLIC ENGAGEMENT DIGEST

Detailed Planning Stage
詳細規劃階段

Seeking your continuous support

At the Realization Stage of "Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas" (HER), public consensus has been reached in support of the Concept Plan of Wan Chai Development Phase II (WDII). The Concept Plan reflects the public's vision of an enhanced harbour-front for public enjoyment. A Recommended Outline Development Plan (RODP), which sets out the detailed land use proposals, has been prepared based on the Concept Plan and comments received. The RODP forms the basis for the proposed amendments to the relevant Outline Zoning Plans (OZPs). The proposed amendments have also been prepared.

The public engagement for harbour-front enhancement is now at the Detailed Planning Stage of HER. We cordially invite you to continue to participate and provide your inputs. A public briefing will be convened on 23 June 2007. The aim of the public briefing is to explain the RODP, proposed amendments to the relevant OZPs and the statutory planning process. Your participation is highly appreciated. We also appreciate your views on the RODP and the proposed amendments to the relevant OZPs. We would be particularly interested in knowing the following:

- Do you think the proposals illustrated in the RODP and the proposed amendments to relevant OZPs reflect the consensus reached or majority public views on the Concept Plan expressed at the Realization Stage?
 - What issues do you think are of critical importance and have to be addressed in the early stages of design and implementation?
 - How should the public be continually engaged in the implementation of the plans?



3 DETAILED PLANNING STAGE 詳細規劃階段

FINAL STAGE
最後階段

Ensure draft OZPs and RODP reflect consensus

確保分區計劃大綱草圖及建議發展大綱圖反映已建立的共識

2 REALIZATION STAGE 建立共識階段 COMPLETED 上一階段已完成

Public to evaluate concept plan to arrive at consensus
公眾評估規劃概念圖以建立共識

1 ENVISIONING STAGE 構想階段 COMPLETED 第一階段已完成

Public to give visions, wishes, concepts
公眾提出理想·期望·概念



願你 繼續支持

在「優化灣仔、銅鑼灣及鄰近地區海濱的研究」（下稱優化海濱研究）的建立共識階段中，已與公眾建立共識，支持灣仔發展計劃第二期的規劃概念圖。規劃概念圖已反映了公眾對優化海濱以作公眾享用的期望。建議發展大綱圖內詳細土地用途建議，是根據建立共識階段中所歸納的意見及提議所擬備的。建議發展大綱圖將成為修訂相關分區計劃大綱草圖的依據，而有關的擬議修訂亦已擬備。



優化海濱的公眾參與活動正進入詳細規劃階段。

我們誠邀您繼續參與我們的活動，提出您的意見。

在2007年6月23日將會舉行簡報會。簡報會的目的是解述建議發展大綱圖，相關分區計劃大綱圖的擬議修訂，及有關的法定程序。我們感謝您的參與，亦希望您能就建議發展大綱圖及相關的分區計劃大綱圖的擬議修訂，發表意見。我們特別希望知道您對以下事項的想法：

- 您認為建議發展大綱圖及相關分區計劃大綱圖的修定建議都能反映建立共識階段時所達成的共識或大多數公眾的觀點？
- 在設計及落實建議初段，您認為有些什麼事項要特別留意呢？
- 公眾怎樣才能繼續參與落實履行這些大綱圖呢？



城市規劃委員會
Town Planning Board

Town Planning Board's Vision Statement 城市規劃委員會的願景

website 網址: www.info.gov.hk/tpb

To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong - a harbour for the people and a harbour of life.

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。



Harbour-front Enhancement Committee's (HEC) Harbour Planning Principles 共建維港委員會的海港規劃原則

website 網址: www.harbourfront.org.hk

- Preserving Victoria Harbour
- Stakeholder Engagement
- Sustainable Development
- Integrated Planning
- Proactive Harbour Enhancement
- Vibrant Harbour
- Accessible Harbour
- Public Enjoyment
- 保存維多利亞港
- 公眾參與
- 可持續發展
- 綜合規劃
- 積極改善海港
- 朝氣蓬勃的海港
- 交通暢達的海港
- 公眾享用的地方

The Concept Plan published in the Realization Stage of HER was well supported by the general public. Consensus to proceed with the Detailed Planning Stage on the basis of the Concept Plan was reached during the engagement process.

Key public comments collected in the Realization Stage are :

公眾皆贊同在優化海濱研究的建立共識階段公眾參與活動中展示的規劃概念圖，並有共識以規劃概念圖為藍本，展開詳細規劃階段。

在建立共識階段裡，主要的意見如下：



Welcome Public Participation Opportunities

Consider early engagement of the public in the planning of the current project is a great improvement.

Welcome continuous public engagement throughout the planning process for the harbour-front enhancement.

Minimum Reclamation

Generally accept the need to reclaim for building the Trunk Road but the resultant reclamation must be minimised and must comply with the Protection of the Harbour Ordinance (PHO).

Continuous and Accessible Promenade

Support the proposal of creating a vibrant and attractive waterfront that is continuous and accessible for all.

Urge for more direct pedestrian connections between the inland and the waterfront areas.

Early Implementation

Share a view that the Concept Plan is the outcome of lengthy public engagement, thus urge for early implementation of the proposals.

Agree to avoid reclamation for harbour-front enhancement which will increase the risk of further delays to the implementation of the Trunk Road and harbour-front enhancement.



歡迎更多公眾參與的機會

認為讓公眾在規劃初期參與，是規劃上的一大進步。

歡迎整個海濱優化的規劃過程中有更多公眾參與的機會。

致力減少填海

接受為興建主幹道進行填海，但要求必須致力減少填海量，並符合《保護海港條例》的規定。

連貫及交通暢達的海濱

贊成建造一個有朝氣和吸引力的連貫及交通暢達的海濱，適合任何人士享用。

要求更多直接連貫內陸與海濱的行人通道。

及早實行計劃

指出規劃概念圖為長時間公眾參與活動的成果，建議計劃應盡快實行。

同意應避免為優化海濱而填海，因會拖慢興建主幹道及海濱優化工程的進展。

The Concept Plan

Arts and Culture Precinct

1. Hong Kong Academy of Performing Arts Extension
2. Landscape deck to HKCEC West
3. Street market with outdoor performance area
4. Golden Bauhinia Plaza (multi-purpose performance area)
5. Helipad

Water Park Precinct

6. Pier Plaza
7. Ornamental ponds with fountain show
8. Amphitheatre with fountain show
9. Waterfront alfresco dining
10. Sculpture walk
11. Wan Chai ferry pier
12. Landscape deck to waterfront and ferry pier
13. Requisitioned indoor games hall and training pool
14. Requisitioned Wan Chai North PTI
15. Coach parking, requisitioned salt water pumping station and Wan Chai East Sewage Screening Plant extension

Water Recreation Precinct

16. Kiosks and leisure boat landing area
17. Harbour Education Centre
18. Water Sports Centre

Heritage Precinct

19. Causeway Bay typhoon shelter retained
20. Noonday Gun retained
21. Boardwalk promenade
22. Landscape deck (extending from Victoria Park)
23. Requisitioned floating Tin Hau Temple

Leisure and Recreation Precinct

24. Waterfront Park
25. Landscaped deck over Trunk Road portal

Realization Stage Report





The consensus reached on the above key issues, as well as specific views on the Concept Plan collected via public participation in Community Workshops, Harbour Walks, Consensus Building Town Hall Meeting, written submissions, view collection forms, the Collaborators' Working Session, and meetings with Panel on Planning, Lands and Works of Legislative Council, concerned District Councils and Town Planning Board, in the Realization Stage, have been summarised in the Realization Stage Report, which has been uploaded on the HEC's website (http://www.harbourfront.org.hk/eng/content_page/engage.html?s=2)



建立共識階段報告

在建立共識階段裡，公眾對規劃概念圖所建立的共識及一些其他的意見，包括參與社區工作坊、海濱漫步、建立共識社區會議發表的意見、書面意見、意見收集表、合作伙伴工作會議、立法會規劃地政及工程事務委員會、相關區議會及城市規劃委員會的意見討論，已載列於建立共識階段報告裡，詳情可瀏覽共建維港委員會的網址：
http://www.harbourfront.org.hk/tc/content_page/engage.html?s=2

LEGEND 圖例

-  Study Area Boundary 研究範圍
-  Proposed North Hong Kong Island Line 擬議的北港島線
-  Proposed Shatin to Central Link 擬議的沙田至中環線
-  Trunk Road Tunnel Alignment 主幹道隧道路線

規劃概念圖



- 藝術及文化區**
 1. 香港演藝學院擴建部分
 2. 通往香港會議展覽中心西面的園景平台
 3. 市集包括戶外表演場地
 4. 金紫荊廣場 (多用途表演場地)
 5. 直升機坪
- 以「水」為主題的公園區**
 6. 碼頭廣場
 7. 人工池兼包括噴泉表演
 8. 露天劇場包括噴泉表演
 9. 海濱露天餐飲區
 10. 雕塑長廊
 11. 灣仔渡輪碼頭
 12. 園景平台連接到海濱及灣仔渡輪碼頭
 13. 重置的室內運動場及訓練池
 14. 重置的灣仔北公共運輸交匯處
 15. 旅遊巴士停車場、重置的水務署海水抽水站及灣仔東污水隔篩廠擴建部分
- 水上康樂區**
 16. 小賣亭及遊艇上落區
 17. 海港教育中心
 18. 水上活動中心
- 文化保育區**
 19. 保留的銅鑼灣避風塘
 20. 保留的午砲
 21. 木板步行徑
 22. 園景平台 (由維利亞公園伸延至海旁)
 23. 重置的天后廟
- 休閒及活動區**
 24. 海濱公園
 25. 主幹道入口上的園景平台

Endorsed Trunk Road Option

This Trunk Road Tunnel Option Variation 1 affects the minimum area of the Harbour and serves best to protect and preserve the Harbour, among all the feasible options and variations that have been assessed. It has been endorsed by the HEC Sub-committee on WDII Review as the basis for the preparation of the Concept Plan.

已同意的主幹道方案

在各個曾考慮的可行方案中，主幹道隧道方案構想一對海港的影響最小及最能保護和保存海港。共建維港委員會灣仔發展計劃第二期檢討小組委員會亦同意以此構想方案作為規劃概念圖的基本方案。



Reclamation Issues

According to the Court of Final Appeal (CFA) judgment handed down in January 2004, the statutory presumption against reclamation specified in the PHO can only be rebutted by establishing an overriding public need for reclamation. This need (the economic, environmental and social needs of the community) must be a compelling and present need with no reasonable alternative to reclamation (all circumstances including the economic, environmental and social implications should be considered). A compelling and present need goes far beyond something which is “nice to have”, desirable, preferable or beneficial. But on the other hand, it would be going much too far to describe it as something in the nature of the last resort, or something which the public cannot do without.

It is confirmed in the WDII Review that there are no feasible “no-reclamation” alignment options for the Trunk Road. Reclamation is required for all schemes at the western end of WDII for the Trunk Road crossing over the MTR Tsuen Wan Line and for the slip roads. Reclamation is also required at the eastern end of WDII for the Trunk Road tunnel rising above the seabed to a ground level tunnel portal and connecting to the existing Island Eastern Corridor (IEC).

填海問題

根據終審法院於2004年1月的裁決，只能在證明填海工程有凌駕性的公眾需要時，才可以推翻《保護海港條例》內訂明不准許填海的法定推定。這需要（即社群的經濟、環境和社會需要）必須是當前迫切的，同時沒有另一合理的解決方法（所有情況包括對經濟、環境和社會的影響都應該一併考慮）。所謂當前迫切的需要，是遠遠超乎那些“人們樂於擁有的”、應有的、可取的或有利益的事物。但另一方面，把這個需要描述為具有“非到最後才會需要”這樣性質的事物，或描述為公眾不可或缺的事物，就未免太言過其實。

在灣仔發展計劃第二期檢討中，已確定「不填海」的方案並不可行。興建主幹道的各個方案，均需在灣仔發展計劃第二期項目範圍的西面填海，以跨越地鐵荃灣線的管道及興建連接路。灣仔發展計劃第二期的東面也需填海，以供隧道自海床升高至地面的隧道出入口及與現有的東區走廊連接。

Cogent and Convincing Materials

In accordance with the CFA judgment, there should be “cogent and convincing materials” (CCM) before the decision-maker, to satisfy him that there is an overriding public need for reclamation so as to rebut the presumption against reclamation under the PHO. A report in this respect (CCM report) has been prepared. In the CCM report, the overriding and present need for building the Trunk Road is justified; the conclusion that there is no feasible “no reclamation” option for building the Trunk Road is explained; the process of identifying the alignment that would best serve to protect and preserve the Harbour, i.e. Tunnel Option Variation 1, is described and the minimum extent of reclamation required for building the Trunk Road is determined.

Detailed examination of the engineering requirements in respect of highway geometric design and construction of the Trunk Road tunnel, reclamation and seawalls, and re-provisioning requirements, has been carried out to accurately determine the minimum extent of reclamation. In total, an area of 12.7 ha of reclamation (with an additional area of 0.4 ha of affected water area by flyover structures) is needed to meet essential engineering requirements for construction of the Trunk Road. This is the minimum reclamation required to meet the overriding public need for the Trunk Road.

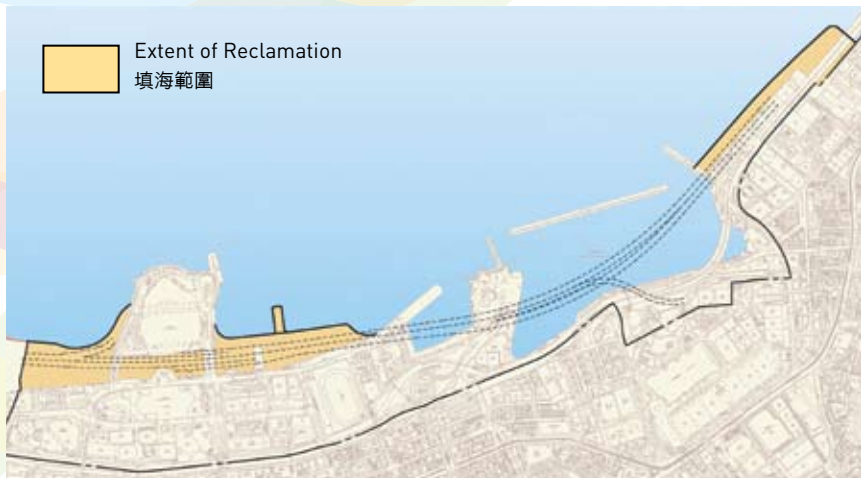
The CCM report can be viewed at the Housing, Planning & Lands Bureau (HPLB) website (<http://www.hplb.gov.hk/reclamation/eng/ccm/cogent.htm>).

具有力和令人信服的資料

根據終審法院的裁決，為使公職人員信納填海工程有凌駕性的公眾需要而推翻《保護海港條例》所定立的不准許進行填海的推定，有關情況所具有的資料必須有力和令人信服。這方面的報告現已擬備完成(下稱「符合測試報告」)。符合測試報告詳細列明有凌駕性公眾需要興建主幹道的理據、解說無任何可行的「不填海」走線結論的原因、詳述達到最能符合保護和保存維港原則的走線方案(即隧道方案構想一)以及交待確立最低限度填海範圍的詳細資料。

在公路幾何設計及主幹道隧道建造、填海及海堤的工程技術要求以及重置要求方面，已進行了詳細研究，以準確釐定最低限度填海範圍。為符合建造主幹道的基本工程技術要求，需要填海的總面積為12.7公頃(另加天橋結構所影響的水面面積0.4公頃)。這是主幹道符合凌駕性公眾需要的最低限度填海範圍。

符合測試報告已經上載至房屋、地政及規劃局的網站供瀏覽
(<http://www.hplb.gov.hk/reclamation/chi/ccm/cogent.htm>)



From Concept Plan to RODP and OZPs 由規劃概念圖到建議發展大綱圖及分區計劃大綱圖



Recommended Outline Development Plan

The Concept Plan is the outcome of the public engagement during the Envisioning Stage of HER. During the Realization Stage, further public views and opinions were collected and support obtained for the Concept Plan. There was a consensus that the Concept Plan would form the basis to proceed with the Detailed Planning Stage. The RODP, which sets out detailed land use proposals, has been prepared based on the Concept Plan, views and suggestions collected during the Realization Stage, and technical feasibility studies on planning and engineering aspects. Based on the RODP, the proposed amendments to relevant OZPs have been prepared.

建議發展大綱圖

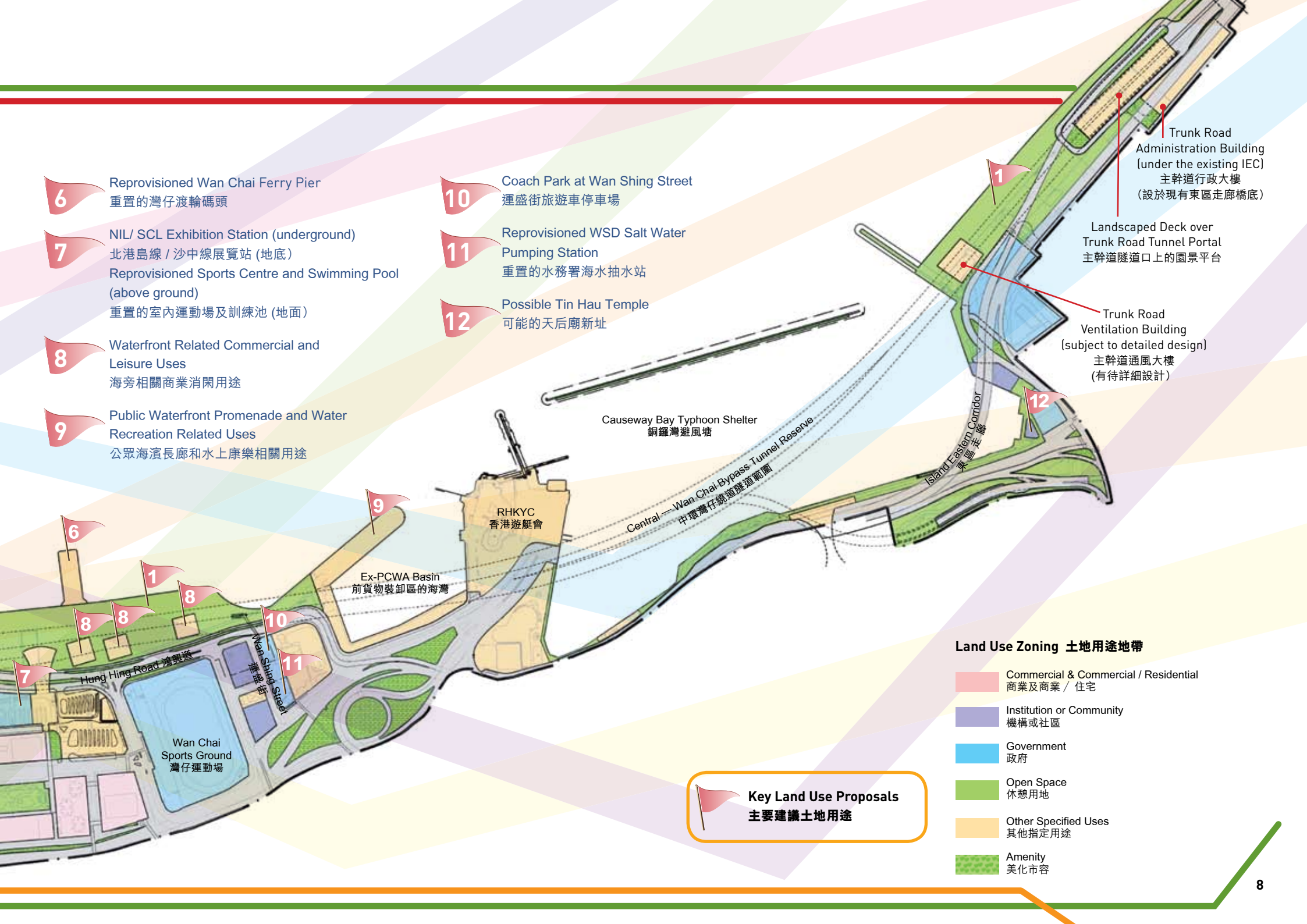
規劃概念圖是優化海濱研究構想階段的公眾參與活動的成果。在建立共識階段收集了公眾對規劃概念圖的意見，原則大致上支持規劃概念圖並達成共識以規劃概念圖為基礎，展開優化海濱研究的最後一個階段，即詳細規劃階段。以規劃概念圖為基礎，並考慮了公眾意見及技術可行性研究，展示詳細建議土地用途的建議發展大綱圖現已完成。根據此建議發展大綱圖，亦擬備了相關分區計劃大綱圖的擬議修訂。

- 1 Promenade and Open Space
海濱長廊和休憩用地
- 2 Possible Extension of Hong Kong Academy for Performing Arts (HKAPA)
可能的香港演藝學院擴建部份
- 3 Possible New Facilities for Hong Kong Arts Centre (HKAC)
可能的香港藝術中心新設施
- 4 Coach Park at Convention Avenue
會議道旅遊車停車場
- 5 Helipad
直升機坪



- 6** Reprovisioned Wan Chai Ferry Pier
重置的灣仔渡輪碼頭
- 7** NIL/ SCL Exhibition Station (underground)
北港島線 / 沙中線展覽站 (地底)
- 8** Re provisioned Sports Centre and Swimming Pool (above ground)
重置的室內運動場及訓練池 (地面)
- 9** Waterfront Related Commercial and Leisure Uses
海旁相關商業消閑用途
- 8** Public Waterfront Promenade and Water Recreation Related Uses
公眾海濱長廊和水上康樂相關用途

- 10** Coach Park at Wan Shing Street
運盛街旅遊車停車場
- 11** Re provisioned WSD Salt Water Pumping Station
重置的水務署海水抽水站
- 12** Possible Tin Hau Temple
可能的天后廟新址



Trunk Road Administration Building (under the existing IEC)
主幹道行政大樓 (設於現有東區走廊橋底)

Landscaped Deck over Trunk Road Tunnel Portal
主幹道隧道口上的園景平台

Trunk Road Ventilation Building (subject to detailed design)
主幹道通風大樓 (有待詳細設計)

Causeway Bay Typhoon Shelter
銅鑼灣避風塘

RHKYC
香港遊艇會

Ex-PCWA Basin
前貨物裝卸區的海灣

Central-Wan Chai Bypass Tunnel Reserve
中環灣仔繞道隧道範圍

Island Eastern Corridor
東區走廊

Hung Hing Road
灣景道

Wan Shing Street
運盛街

Wan Chai Sports Ground
灣仔運動場

Land Use Zoning 土地用途地帶

- Commercial & Commercial / Residential
商業及商業 / 住宅
- Institution or Community
機構或社區
- Government
政府
- Open Space
休憩用地
- Other Specified Uses
其他指定用途
- Amenity
美化市容

Key Land Use Proposals
主要建議土地用途

The Government has pledged that the land formed in WDII for the construction of the Trunk Road, after meeting specific essential infrastructure needs, will be devoted to harbour-front enhancement and public use. This pledge has received overwhelming support during the Realization Stage of HER and has been reflected in the RODP and the proposed amendments to the OZPs.

政府承諾因興建主幹道而填取的土地，除了在灣仔發展計劃第二期滿足必要的基礎設施需要外，會用作優化海濱和給與公眾享用。這承諾在優化海濱研究建立共識階段中得到一致的支持，亦已反映在建議發展大綱圖及相關分區計劃大綱圖的擬議修訂中。

Overall Concept 整體概念

- To create a waterfront with distinctive character and attractions
- To emphasise the relation between the Harbour and the cultural and historical context of Wan Chai, Causeway Bay and adjoining areas
- 締造一個具特色和吸引力的海濱
 - 強調與海港的關係及灣仔、銅鑼灣及鄰近地區的文化歷史背景



Specific Planning and Design Objectives

- To create a vibrant and attractive harbour-front with different character precincts and uses for public enjoyment
- To provide a green and unifying edge to the Harbour from Wan Chai to North Point
- To create a harmonious visual and physical relationship with the Harbour, existing skyline, and mountain backdrop
- To rationalise the existing land use pattern at the harbour-front
 - To enhance the visual and physical access between the harbour-front and hinterland
 - To achieve a sustainable development

具體目標

- 締造充滿朝氣和具吸引力的海旁地區，有各具特色的專區和不同用途供公眾享用
- 提供由灣仔伸延至北角的綠化和統一的海旁邊線
- 營造一個與海港、現有天際線以及山脊背景和諧共存的視覺和實質關係
- 整理海濱現有的土地用途模式
- 令海旁與腹地間有更佳的觀景廊和更高暢達性
- 達致可持續發展

Urban Design and Landscape Framework

城市設計及園境規劃綱領

The urban design and landscape framework aims to:

- Create a vibrant and attractive waterfront with different character precincts
- Provide emphasis to the identity of the new waterfront as a recreation and leisure resource
- Create both land-based and water-based activity nodes
- Reinforce and extend existing views from the hinterland to harbour-front
- Protect integrity of ridgeline when viewed from Kowloon Peninsula
- Maintain the HKCEC Extension as a prominent harbour landmark
- Delineate a stepped development height profile from the existing hinterland to the new waterfront

城市設計及園境規劃綱領由以下各方面體現：

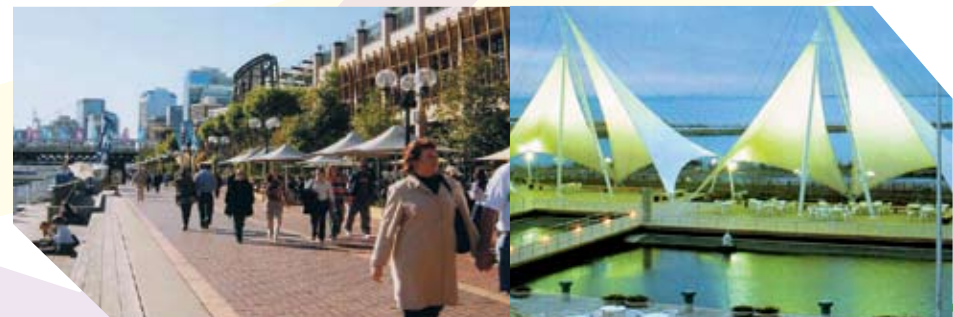
- 運用各具特色的專區締造一個充滿朝氣和具吸引力的海旁
- 強調新的海濱區為康樂及消閒活動資源
- 締造陸上及水上的活動節點
- 令海旁與腹地有更佳的景觀聯繫
- 保存自九龍半島遠眺到的山脊線的整體景觀
- 維持香港會議展覽中心新翼為維港的地標
- 為現有腹地至新海濱區劃出富層次感的發展高度輪廓

Based on:

- Vision and Goals for Victoria Harbour of the Town Planning Board
- Harbour Planning Principles promulgated by the HEC
- Urban Design Guidelines
- Community aspirations

參考:

- 城規會的維多利亞港的理想和目標
- 共建維港委員會的《海港規劃指引》
- 城市設計指引
- 公眾期望



RODP and OZPs

建議發展 — 大綱圖及分區計劃大綱圖

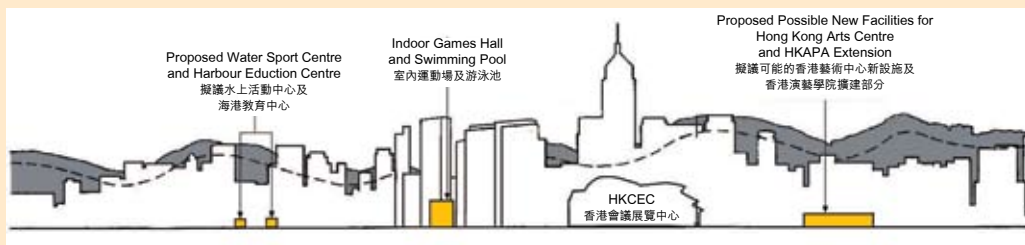
Pedestrian Links

- Continuous waterfront promenade of around 4 km from Central to North Point
- 9 new north-south links to the waterfront in the form of at-grade crossings, footbridges and landscaped decks



行人通道

- 長約4公里的海濱長廊，從中區一直伸延至北角
- 9條南北走向，包括園景平台、行人天橋和地面行人道的新行人通道



Building Height Strategy

建築物高度策略

- To protect the ridgeline, maintain clear views towards the Harbour, and respect the waterfront setting
- 保護山脊線的完整，保持望向海港的清晰景觀，保存海旁布局
- To give emphasis to the HKCEC Extension as a harbour landmark
- 突出香港會議展覽中心新翼，讓它成為海港地標
- Stepped building height profile ranging from 10 to 50mPD for new developments
- 新發展的高度介乎主水平基準上10至50米，由高至低的形態向海旁伸延





Master Landscape Plan
園境設計總綱圖



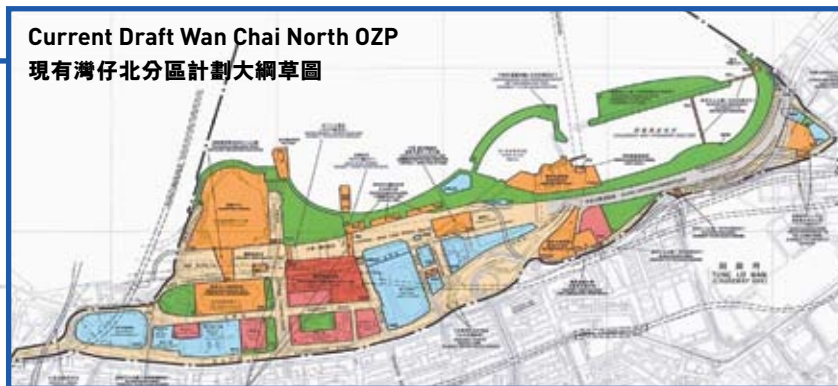
The project area of WDII falls within three OZP areas, namely, the draft Wan Chai North OZP which covers the majority of the WDII area, the North Point OZP which covers the eastern end where the Trunk Road joins the existing IEC, and the Central District (Extension) OZP which covers the area to the west of HKCEC. The proposed amendments to the draft Wan Chai North OZP and North Point OZP are presented here.

The amendments to the Central District (Extension) OZP relate mainly to the reduction in the extent of reclamation resulting from the deletion of the openable causeway and the consequential land use amendments. Amendments to the OZP would be undertaken at a later stage after the completion of the ongoing Urban Design Study for the new Central Harbourfront commissioned by Planning Department.

灣仔發展計劃第二期的範圍涉及三個分區計劃大綱圖的區域，分別是包括大部份灣仔發展計劃第二期範圍的灣仔北分區計劃大綱草圖；包括東面主幹道連接現有東區走廊的北角分區計劃大綱圖；以及包括香港會議展覽中心西面的中區（擴展部分）分區計劃大綱圖。現正展示灣仔北分區計劃大綱草圖及北角分區大綱圖的擬議修訂。

中區（擴展部分）分區計劃大綱圖的修訂主要是有關在刪除在海港內灣的可開合堤道後所減少的填海範圍及相應的土地用途修訂方案。相關分區計劃大綱圖的修訂會於規劃署完成中環新海濱城市設計研究之後才落實。

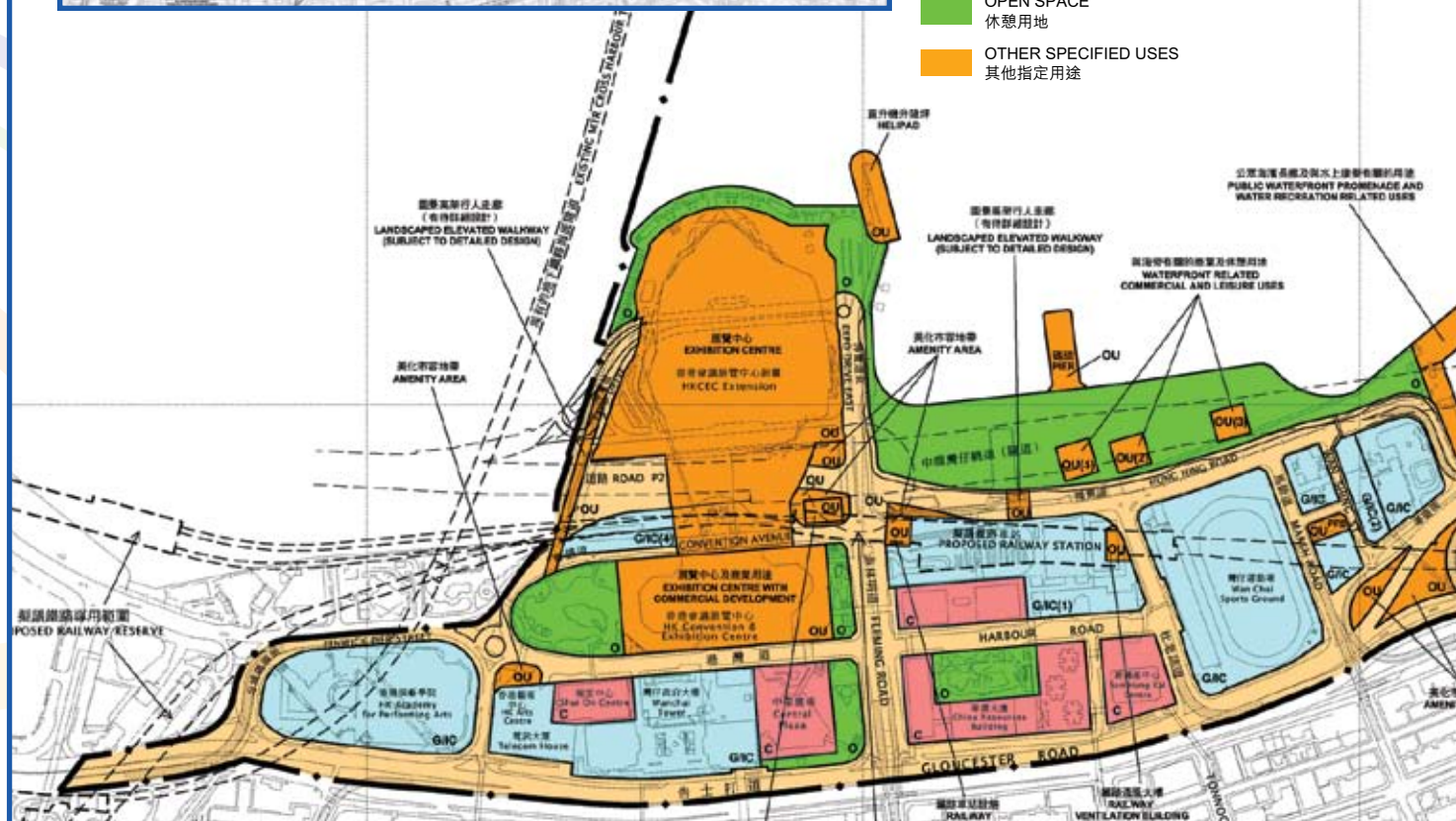
Current Draft Wan Chai North OZP
現有灣仔北分區計劃大綱草圖



NOTATION 圖例

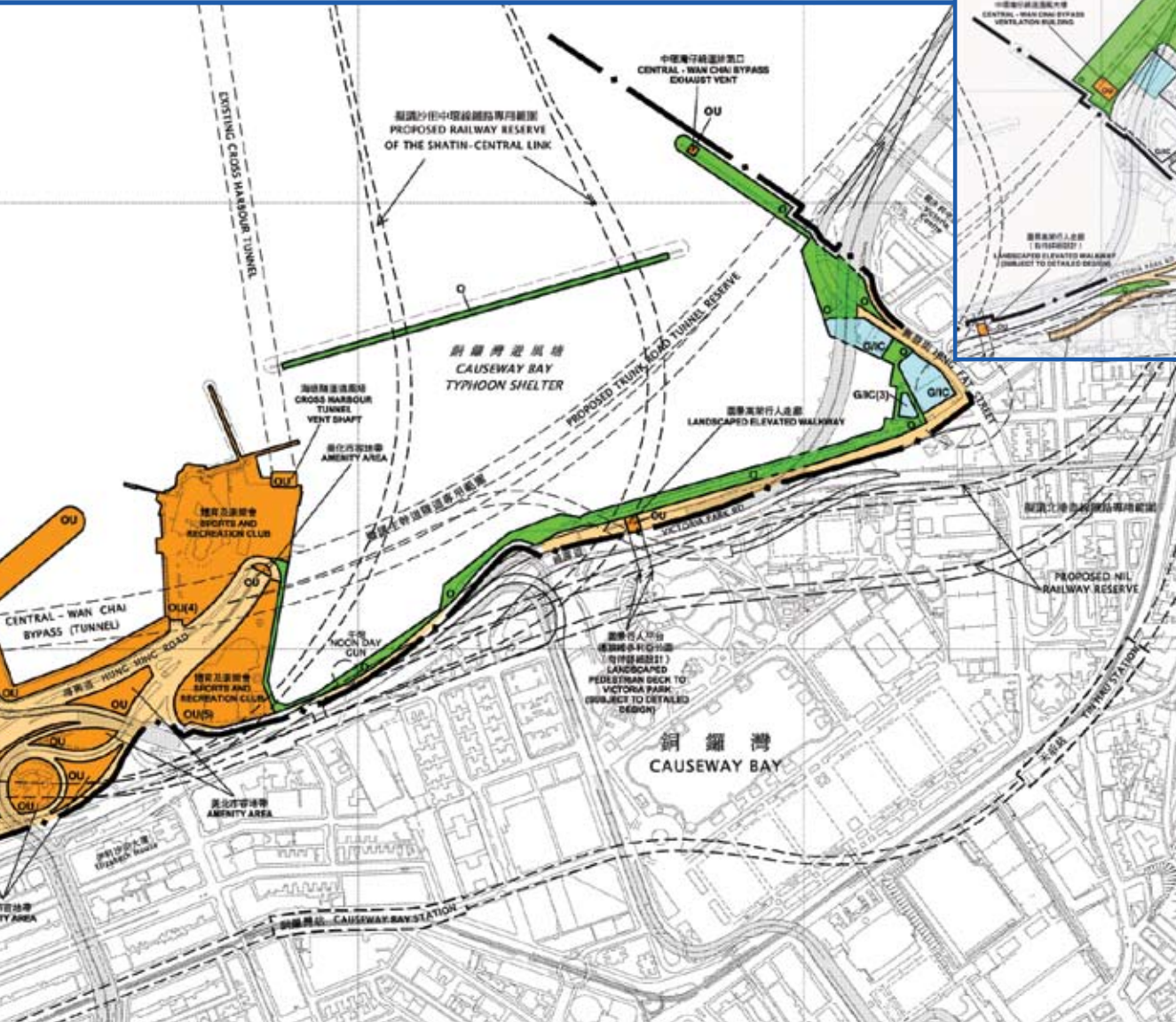
ZONES 地帶

- COMMERCIAL
商業
- COMPREHENSIVE DEVELOPMENT AREA
綜合發展區
- GOVERNMENT, INSTITUTION OR COMMUNITY
政府、機構及社區
- OPEN SPACE
休憩用地
- OTHER SPECIFIED USES
其他指定用途



Draft Revised Wan Chai North OZP
灣仔北分區計劃大綱圖的擬議修訂

Proposed Amendments to North Point OZP
北角分區計劃大綱圖的擬議修訂



Draft Revised Wan Chai North OZP
灣仔北分區計劃大綱圖的擬議修訂

USES 用途	APPROXIMATE AREA 大約面積 (HECTARES 公頃)
Commercial 商業	3.23
Government, Institution or Community 政府、機構或社區	10.90
Open Space 休憩用地	8.92
Other Specified Uses 其他指定用途	15.47
Major Road Etc. 主要道路及其他	16.79
Total Area 總面積	55.31

Proposed Amendments to North Point OZP
北角分區計劃大綱圖的擬議修訂

Amendment Item (WDII Related Amendments) 修訂項目 (與「灣仔發展計劃第二期」有關的修訂)	APPROXIMATE AREA 大約面積 (HECTARES公頃)
Eastern tunnel portal with landscaped deck above, service road and amenity area 主幹道東面出口及其上蓋的園景平台、輔助道路及美化市容地帶	1.64
CWB Administration Building 中環灣仔繞道行政大樓	0.58
CWB Ventilation Building 中環灣仔繞道通風大樓	0.08
Rezone area from "O" to "Road" to reflect Slip Road 8 and associated road realignment 把「休憩用途」改劃為「道路」以顯示連接路八及有關所需道路走線的修改	0.54
Rezone area from "Road" to "O" to reflect Slip Road 8 and associated road realignment 把「道路」改劃為「休憩用途」以顯示連接路八及有關所需道路走線的修改	0.11
Waterfront park at new North Point waterfront 位於北角新海濱的海濱公園	3.27
Landscaped deck from Victoria Park to waterfront, rezone part of the Victoria Road ("Road") to "OU(Landscaped Elevated Walkway)" 把部份維園道由「道路」改劃為「其他指定用途」註明「園景高架行人走廊」	0.03

Continuous Public Engagement

We have organised a series of public engagement activities and events, including collaborators' working sessions, public forums, community workshops, harbour walks, charrettes, expert panel, consensus building town hall meetings, exhibitions and surveys during the Envisioning Stage and Realization Stage of HER, to solicit views on how to shape up the harbour-front enhancement proposals.

持續的公眾參與

為了讓公眾更能發表對優化海濱的意見，我們於構想階段及建立共識階段期間，舉行了一系列公眾參與活動，包括合作伙伴工作會議、公眾論壇、社區工作坊、海濱漫步、社區設計坊、專家小組論壇、建立共識社區會議、展覽及民意調查等。



Roving Exhibitions
展覽



Collaborators'
Working Sessions
合作伙伴工作會議



Consensus Building Town Hall Meeting
建立共識社區會議



Charrettes
社區設計坊



Community Workshops
社區工作坊



Harbour walks
海濱漫步

Sustainability Principles 可持續發展原則

Create a vibrant and attractive waterfront that is continuous and accessible for all

建造一個有朝氣和吸引力的連貫海濱，適合任何人仕享用

Ensure pedestrian connectivity between the hinterland and the waterfront

確保腹地和海濱有行人連接通道

Improve traffic conditions

改善交通情況

Ensure land and marine use compatibility

確保海濱用地和水上活動用途能配合

Enhance identity by conserving natural and cultural heritage

保存自然及文化遺產以加強本土特色及認同

Enhance environmental quality along the waterfront

提升沿海濱的環境質素

Enhance visual amenity, landscape and quality of space

優化景觀、綠化和提高用地的質素

Arts, cultural, leisure and recreation activities ensure diversity. A continuous promenade is provided together with new and improved hinterland connections.

確保多樣化的活動，包括藝術、文化、休閒和康樂活動及保存傳統特色。提供一條連貫的海濱長廊及加強與腹地的連繫通道。

Grade separated and at-grade connections between the waterfront and hinterland ensure ease of access and linkage with inner districts of the hinterland.

使用架空及地面行人通道連接海旁及腹地，確保公眾更容易由腹地到達海濱。

The Trunk Road and new ground level roads relieve traffic congestion. Different modes of access, including cars, taxis, buses, rail and ferries, are provided.

主幹道和新地面道路將舒緩現有交通擠塞。建議提供不同的運輸模式把公眾帶到海濱，包括汽車、的士、巴士、鐵路和渡輪。

The plan provides compatible marine uses of the ex-PCWA basin and typhoon shelter. New waterfront land uses interact closely with marine uses.

建議在前貨物裝卸區的港灣及避風塘，提供適合的水上活動，而新的海旁用途將會儘量配合和支援這些水上活動。

Arts and cultural activities expand on existing facilities at the HKCEC area, and heritage value in particular at the typhoon shelter is conserved.

透過擴展會議展覽中心附近的現有設施，提供文化及藝術活動區，與及保育現有的歷史和傳統特色，特別是在避風塘一帶。

There are no adverse environmental impacts to the surrounding environment or to users of the waterfront; the environmental quality of the waterfront will be improved.

沒有對附近環境或海濱使用者構成嚴重的環境影響，現有海濱的環境質素將得到改善。

A landscaped, accessible, open space environment is created. Waterfront facilities will be low rise and no building developments will compromise the openness of the waterfront area

建議提供一個具園林美景、可達性高及戶外的、開揚的環境。而海旁設施將會是低密度建築物，將不會有高廈阻擋海濱區的開揚景緻。



Sustainable Development (“SD”)

Strive to attain Sustainable Development

A set of sustainability principles and indicators have been developed and consolidated through the public engagement process. They are used:

- (i) as sustainable development guidelines for the planning and development of the study area; and
- (ii) as evaluation criteria for measuring how well the concept plan meets/ matches the visions of the public.

Evaluation of Concept Plan against SD Principles and Indicators in Realization Stage

The overall evaluation of the Concept Plan according to sustainability principles and indicators confirms that the Concept Plan reflects these principles and indicates that the Concept Plan would bring a positive enhancement to the study area.

Details could be viewed at the HEC website:

- Envisioning Stage - Public Engagement Report: http://www.harbourfront.org.hk/eng/content_page/doc/engagement_report/Main_Report.pdf
- Sustainability Assessment of the Concept Plan: http://www.harbourfront.org.hk/eng/content_page/doc/her/SA_Concept_Plan_eng_final.pdf
- Realization Stage - Public Engagement Report: http://www.harbourfront.org.hk/eng/content_page/engage.html?s=2

可持續發展

致力達至可持續發展

在構想階段建立持續發展原則及指標在公眾參與過程中已建立及整合一套可持續發展原則及指標。這些原則及指標有下列用途：

- (i) 作為研究範圍內的規劃及發展方面的可持續發展的指引
- (ii) 評估規劃概念圖可否反映符合公眾意見的準則

在建立共識階段以可持續發展原則及指標評估規劃概念圖

根據可持續發展原則及指標為規劃概念圖作整體評估，結果顯示規劃概念圖都能符合這些原則及指標，並能為優化海濱作出貢獻。詳細內容可瀏覽共建維港委員會的網址：

- 構想階段- 公眾參與報告: http://www.harbourfront.org.hk/eng/content_page/doc/Main_Report_Chi.pdf
- 規劃概念圖可的持續發展評估: http://www.harbourfront.org.hk/eng/content_page/doc/her/SA_Concept_Plan_chi_final.pdf
- 建立共識階段 - 公眾參與報告: http://www.harbourfront.org.hk/tc/content_page/engage.html?s=2



Significant Reduction of Reclamation Area

Proposed reclamation for accommodating the Trunk Road and associated slip roads and structures in WDII has substantially reduced from the previous 28.5ha (excluding the harbour park) to 12.7ha.

No permanent reclamation at Causeway Bay Typhoon Shelter and ex-public cargo working area is required.

大幅度減少填海面積

在灣仔發展計劃第二期中，為興建主幹道、連接路及有關結構工程，所需的填海範圍，會由以前的28.5公頃(不包括海心公園)大幅度減至12.7公頃。

在銅鑼灣避風塘及前公眾貨物裝卸區的海灣內不需永久填海。



Continuous Promenade & Harbour-front Enhancement

Reclaimed land, after meeting essential infrastructural needs, will be used for harbour-front enhancement.

A continuous, accessible and attractive promenade of about 4 km from Central to Oil Street at North Point is created for public enjoyment.

連貫的海濱長廊及海濱優化

已填取的土地，除作興建必要的基建設施外，其餘皆用作優化海濱。

建造一條由中環至北角油街，長達大約4公里，易達及具吸引力的連貫海濱，讓任何人士享用。



Implementation

With support of the public and consensus reached in the Realization Stage, the Government can move ahead with the implementation of the Concept Plan proposals and put up a more concrete implementation programme for the enhancement works.

Some key milestones of the next stage of work are listed out below :

- Gazettal of amendments to the relevant OZPs, road scheme and reclamation scheme in mid 2007
- Commencement of the construction of Trunk Road by end 2008/early 2009
- Completion of construction works by 2016



落實計劃

由於在建立共識階段中已獲得公眾支持及共識去落實規劃概念圖的建議，政府現可就海濱優化工作制定具體的實施計劃。

下一階段的主要里程碑如下：

- 在2007年中就相關分區計劃大綱圖的修定建議，道路及填海工程計劃刊憲
- 在2008年底/2009年初展開主幹道工程
- 在2016年完成所有工程



Oct 2005

Expert Panel on Sustainable Transport Planning and Central-Wan Chai Bypass confirmed the need of the Central - Wan Chai Bypass.

2005年10月

“可持續運輸規劃及中環灣仔繞道專家小組”確認興建繞道的需要。

May 2005

Harbour-front Enhancement Review - Wan Chai, Causeway Bay and Adjoining Areas: Envisioning Stage Public Engagement commenced

2005年5月

「優化灣仔、銅鑼灣及鄰近地區海濱的研究」第一階段“構想階段”的公眾諮詢展開。

May 2004

Harbour-front Enhancement Committee established.

2004年5月

“共建維港委員會”成立。

9 January 2004

The Court of Final Appeal handed down its judgment in respect of the judicial review on the Draft Wan Chai North Outline Zoning Plan (S/H25/1), the presumption against reclamation specified in the Protection of the Harbour Ordinance can only be rebutted by establishing an overriding public need for reclamation.

2004年1月9日

終審法院就灣仔北分區計劃大綱草圖(S/H25/1)作出裁決，只能在證明填海工程有凌駕性的公眾需要，才可以推翻《保護海港條例》內訂明不准許填海的推定。

April 2002

The draft Wan Chai North Outline Zoning Plan (S/H25/1) gazetted.

2002年4月

灣仔北分區計劃大綱草圖(S/H25/1)刊憲。

June 2007

Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas: Detailed Planning Stage Public Engagement commenced.

2007年6月

「優化灣仔、銅鑼灣及鄰近地區海濱的研究」第三階段“詳細規劃階段”的公眾參與活動展開。

March 2007

Realization Stage Public Engagement Report endorsed.

2007年3月

建立共識階段的公眾參與報告完成。

Oct 2006

Harbour-front Enhancement Review - Wan Chai, Causeway Bay and Adjoining Areas: Realization Stage Public Engagement commenced.

2006年10月

「優化灣仔、銅鑼灣及鄰近地區海濱的研究」第二階段“建立共識階段”的公眾諮詢展開。

Jun 2006

Sub-committee on Wan Chai Development Phase II Review of Harbour-front Enhancement Committee endorsed the Tunnel Variation 1 for the Bypass.

2006年6月

“共建維港委員會”轄下的“灣仔發展計劃第二期檢討小組委員會”確認繞道應以隧道方案構想一興建。

March 2006

Envisioning Stage Public Engagement Report endorsed.

2006年3月

構想階段的公眾參與報告完成。



Your Views are Important!

Public Engagement under HER

Having reviewed the proposals illustrated in the RODP and proposed amendments to the relevant OZPs, you are welcome to provide your valuable views.

Your views are very important to us in designing and implementing harbour-front enhancement. To encourage an exchange of valuable opinions, we sincerely invite you to join the briefing for the Detailed Planning Stage to voice out your views. Views collected will be consolidated and forwarded to Town Planning Board for considering the proposed amendments to the relevant OZPs. We would be particularly interested in knowing the following:

- Do you think the proposals illustrated in the RODP and the proposed amendments to relevant OZPs reflect the consensus reached or majority public views on the Concept Plan expressed at the Realization Stage?
- What issues do you think are of critical importance and have to be addressed in the early stages of design and implementation?
- How should the public be continually engaged in the implementation of the plans?

Statutory Process (for town planning, reclamation and road works)

The gazettals of the proposed amendments to the draft Wan Chai North OZP and North Point OZP are scheduled for mid 2007. The statutory process allows the submission of public representations and comments for consideration by the Town Planning Board according to the Town Planning Ordinance.

At the same time, the proposed reclamation, Trunk Road and at-grade road works are scheduled for gazettal under the Foreshore and Sea-bed (Reclamation) Ordinance and the Roads (Works, Use and Compensation) Ordinance respectively in mid 2007. Any person who considers that he is affected by the works or the use of the road involved in the proposed road scheme, or has an interest in or over the foreshore and sea-bed involved, may submit a written objection under the Roads (Works, Use and Compensation) Ordinance or the Foreshore and Sea-bed (Reclamation) Ordinance respectively.

您的意見非常重要！

優化海濱研究的公眾參與活動

我們已經向您介紹了建議發展大綱圖及相關分區計劃大綱草圖的修訂建議，請您提出寶貴意見。

您的意見對我們設計及落實優化海濱工作極為重要。為讓公眾可自由表達意見，我們誠邀您參加詳細規劃階段的簡報會，提出您的意見。所有意見經整合後，會遞交城市規劃委員會，作考慮相關分區計劃大綱草圖修訂項目的參考。我們特別希望知道您對以下事項的想法：

- 您認為建議發展大綱圖及相關分區計劃大綱圖的修訂建議都能反映建立共識階段時所達成的共識或大多數公眾的觀點？
- 在設計及落實建議初段，您認為有些什麼事項要特別留意呢？
- 公眾怎樣才能繼續參與落實履行這些大綱圖呢？

法定程序(城市規劃、填海及道路工程)

灣仔北分區計劃大綱草圖及北角分區計劃大綱圖的擬議修訂項目將於2007年中刊憲。根據城市規劃條例，法定程序包括公眾遞交申述和意見及城規會對這些申述和意見的考慮。

同時，建議的填海工程，主幹道和地面道路工程預計於本年七月中分別根據《前濱及海床(填海工程)條例》和《道路(工程、使用及補償)條例》刊憲。任何人士如認為受該擬建道路計劃的工程或其使用影響，或擁有在該前濱及海床或其上的權益，可分別按《道路(工程、使用及補償)條例》或《前濱及海床(填海工程)條例》遞交書面反對。



Detailed Planning Stage Public Engagement

可透過以下途徑提出你的意見

Briefing:

Date: 23 June 2007 (Saturday)
Time: 2:00 to 5:30p.m.
Venue: Room 330, Civil Service Training and Development Institute,
3/F North Point Government Offices, 333 Java Road, Hong Kong
Pre-registration is highly appreciated.

You are also welcome to send us your views by post, fax or email by 23 June 2007.

簡報會

日期：2007年6月23日(星期六)
時間：下午2時至5時30分
地點：香港北角渣華道333號
北角政府合署3樓，公務員培訓處330室
請預先登記。

您也可於2007年6月23日前以郵寄、傳真或電郵方式向我們表達您的意見。

By post: HEC Sub-Committee on WDII Review
郵寄 c/o Civil Engineering and Development Department
13/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong
香港北角渣華道333號北角政府合署13樓土木工程拓展署
轉交共建維港委員會轄下灣仔發展計劃第二期檢討小組委員會

By Phone: 2231 4408
電話

By fax: 2576 9792
傳真

By email: bpchan@cedd.gov.hk
電郵

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