

APPENDIX

This Appendix consists of translations into English from Chinese by the International Campaign for Tibet of Chinese official planning documents on Lhasa.

Overall Urban Plan for Lhasa (2007-2020)
(Revision)

PROPAGANDA HANDBOOK

LHASA MUNICIPAL BUREAU OF LAND AND RESOURCES

Foreword - June 2008

In 1981, our city made the first urban plan for Lhasa - Overall Urban Plan for Lhasa (1980-2000) approved by the State Council on 13 April 1983. In 1995, we first revised the plan and finalised it as Overall Urban Plan for Lhasa (1995-2015) approved by the State Council in 1999, which is a comprehensive urban plan for Lhasa. This plan confirmed the area of planning is 214.78 km².

In April 2007, the Agreement of Lhasa Aid Programme 2006-2008 cosigned by Zhao Kezhi, the Jiangsu province vice governor and Dorje Tsedrub, the mayor of Lhasa, who represented the People's Government of Jiangsu Province and the People's Government of Lhasa respectively, taking the work of assisting Lhasa urban plan as an important project of the Jiangsu - Lhasa 10th Five Year Aid Programme. In the second half year of 2006, directed by the Lhasa Municipal Party Committee and the People's Government of Lhasa, the preparation of revising the urban plan started which was given high attention by the Party Committee and the Government of the Tibet Autonomous Region and strongly supported by the Party Committee and the Government of Jiangsu Province. The Ministry of Construction approved the work of revising the urban plan for Lhasa in the (2007) No. 103 official reply in March 2007.

The People's Government of the Tibet Autonomous Region established the Lhasa Urban Planning and Construction Committee in the beginning of 2007, which was directed by Hao Peng, the vice president of the Tibet Autonomous Region Standing Committee. In April 2007, the leading group of revising the urban plan for Lhasa was set up and led by Qin Yizhi, the Vice President of the Tibet Autonomous Region. Both the committee and the leading group strengthened the organising of revision work.

The first meeting convened by the leading group of revising the urban plan for Lhasa on 28 April 2007, marking the starting point of revision work. An analysis report of the current situation was completed in July 2007, a research monograph was reported in August 2007, and the outline was finished in September 2007. The Outline of Revising the Overall Urban Plan for Lhasa (2007-2020) was formally approved by the Ministry of Construction in November 2007. On 24 May 2008, the Construction Bureau of the Tibet Autonomous Region held a technical review meeting for the Overall Urban Plan for Lhasa (Revision). On 26 May, Qin Yizhi, the Vice President of the Tibet Autonomous Region and the General Secretary of the municipal Party Committee, hosted an enlarged leading group meeting, which revised the overall urban plan for Lhasa. On 28 May, Hao Peng, the Vice Secretary of the Tibet Autonomous Region Party Committee, and Vice President of the the Standing Committee of the Tibet Autonomous Region, hosted a plenary session of the Lhasa Urban Planning and Construction Committee, which examined and approved the revision plan of the Overall Urban Plan for Lhasa (2007-2020).

After a two year effort, the Overall Urban Plan for Lhasa (2007-2020) (Revision) is finished. According to the relevant regulations in the Urban and Rural Planning Law of the People's Republic of China, it is in the stage of collecting public opinions. Now the Overall Urban Plan for Lhasa (2007-2020) (Revision) is open to the public and all suggestions are welcome.

TABLE OF CONTENTS

Chapter One: General Provisions of the Revision of Overall Urban Plan for Lhasa (2007-2020)	1
1. Revision Guidelines	1
2. Revision Principles	1
3. Main Points of Revision	1
Chapter Two: Development Conditions, Objectives and Strategies	1
1. Development Conditions	1
2. Development Objectives	1
3. Development Strategies	2
Chapter Three: Overall Arrangements and Plans for the Administrative Region	2
1. Zoning According to Ecological Function	2
2. Urban Scale and Functions	2
3. Facilities for Public Services	2
4. Integrated Transportation	3
5. Basic Infrastructure	3
Chapter Four: Resource Conservation, Protection, and Utilization	3
Chapter Five: Overall Arrangements for Planning Areas	3
1. Zoning Planning Areas	3
2. Overall Development Strategies	3
Chapter Six: Spatial Structure in Central Districts	4
1. Spatial Development Strategies	4
2. Spatial Structures and Functions	4
3. Central Districts	4
Chapter Seven: Constructive Land in Downtown	4
1. Categories	4
2. Systematic Structures of Green Spaces	4
3. Renovation for Old Downtown Area	6

Chapter Eight: City Roads and Traffic	6
1. Road Network Structure and Targets	6
2. Newly Built Class I Arterial Roads.....	7
Chapter Nine: Preservation of Historical Culture	8
1. Overall Preservation of the Historical and Cultural City.....	8
2. Preservation of Historical Cultural Streets	8
3. Preservation of World Cultural Heritage	8
Chapter Ten: Restrictions and Directions of City Landscape	8
1. City Landscape Structure	8
2. Building Height Restriction	8
3. Structural Setback Requirements	9
Chapter Eleven: Construction by Stages	10
1. Short-Term Construction Plan	10
2. Objectives of Long-Term Development	10

CHAPTER ONE: GENERAL PROVISIONS OF THE REVISION OF OVERALL URBAN PLAN FOR LHASA (2007-2020)

1. Revision Guidelines

Guided by the spirit of Seventeenth National Congress of the Communist Party of China, thoroughly applying the Scientific Outlook on Development to build a harmonious society to achieve sound and rapid development of the national economy based on the actual situation, Lhasa will be built as a characteristic city with the perfect combination of traditional and modern civilization.

2. Revision Principles

Preserving ecology, conserving culture, maintaining character, and developing soundly.

3. Main Points of Revision

The priority concerns development and the preservation of ecological environment. Thoroughly considering the preservation and unearthing of historic culture, comprehensively confirming restrictions and directions of city landscape, deeply researching construction and optimization of traffic system, scientifically planning supply and layout of urban space.

CHAPTER TWO: CONDITIONS, OBJECTIVES AND DEVELOPMENT STRATEGIES

1. Development Conditions

- Advantageous conditions: competitive sources (tourism resources, mineral resources), foundations of development, the running of the Qinghai-Tibet railway, policy advantages.
- Restriction causes: relative weakness of ecological environment, infrastructure needs to be improved

2. Development Objectives

- Short-term: to practice the leap-frog development and take the lead in the whole Autonomous Region
- 2017: to implement the “moderate prosperity” program in a well-rounded way and take the lead among the whole Autonomous Region
- Long-term: new Lhasa will be built under harmonious and prosperous socialism

3. Development strategies

Highlighting economical, social, and urban development strategies.

CHAPTER THREE: OVERALL ARRANGEMENTS AND PLANS FOR THE ADMINISTRATIVE REGION

1. Zoning According to Ecological Functions

Lhasa will be divided into three ecological function zones:

exploitation-prohibited zone for preserving ecological functions, exploitation-restricted zone for maintaining ecological functions and guided development zones for coordinating ecological functions.

2. Urban Scale and Functions

- Urban Scale

City Centre:

Population is 0.45 million.

Development land is 78.5 km².

Development land per capita is 174.5 m².

- Urban Functions

Attributes of City Centre:

Capital of Tibet Autonomous Region.

Famous national historic cultural city.

International tourism city, which is full of high plateau, ethnic, and local features.

Key Functions of City Centre:

Political, economical and cultural centre of the Tibet Autonomous Region.

Famous national historic cultural city.

Influential international tourist destination and transfer city.

An opening window of Tibet Autonomous Region to the outside world.

An integrated traffic hub of Tibet Autonomous Region

3. Facilities for Public Services

Comprehensive facilities for medical and healthcare system, culture, education, and physical exercise.

4. Integrated Transportation

In order to build Lhasa as a complex state-level traffic hub in Southwest China, the capacity of traffic and transportation service needs to be enhanced including rapid development of major infrastructure, such as aviation, railway and highway. This will gradually improve the convenience of international traffic connections and boost the leap-frog development of economy and society in Lhasa. The extension of Gongkar Airport, Lhasa- Shigatse railway and Lhasa- Nyingtri railway will be built. The first class main roads network 'one transverse and two lengthways' will be improved. (Appendix II)

5. Basic Infrastructure

Infrastructure will be upgraded, including public water and gas supply, flood protection and waterlogging drainage system, and information-based projects.

CHAPTER FOUR: RESOURCE CONSERVATION, PROTECTION, AND UTILIZATION

We focus on preservation and conservation of land resources, water resources, and balance of water resources. We also pay attention to energy conservation of industry, construction, and management. New energy and renewable energy will be utilised more effectively.

CHAPTER FIVE: OVERALL ARRANGEMENTS FOR PLANNING AREAS

1. Zoning Planning Areas

The urban planning area in Lhasa is 1468 km², which is including whole Chengguan District and Dongkar Town, Nechung Town, Newu Township and Yamda Township in Toelung Dechen County, Nyethang Town in Chushur County and the zone between 1 kilometres away from the west side of Lhasa-Gongkar highway and 1 kilometres away from the east side of new Lhasa-Gongkar highway. (Appendix III)

2. Overall Development Strategies

We make overall arrangements of functions, dimensions, spatial structure, and land layout in each planning zone.

CHAPTER SIX: SPATIAL STRUCTURE IN CENTRAL DISTRICTS

1. Spatial Development Strategies

Preserving ecology, conserving culture, maintaining character, and traffic-oriented.

2. Spatial Structures and Functions

- Development Tendency in Urban Area

The main developing tendency is located in the west area. Both east and south areas are in a secondary level.

- Spatial Structures

‘Western-eastern Dual Structure, Six Districts and Two Sides’ means the main and new downtown, central district, north district, east district, Newu new district, Dongkar new district, west district, Baidian area and Yamda area. (Appendix IV)

3. Central Districts

There are two levels: municipal level (one is main and the other is secondary) and district level (total four). (Appendix V)

CHAPTER SEVEN: CONSTRUCTIVE LAND IN DOWNTOWN

1. Categories

Land for public facilities, residential land, land for industrial storage, green spaces, specially-designated land, and renovation for the old downtown. (Appendix VI)

2. Systematic Structures for Green Spaces

- Systematic structures for green spaces

Establishing a systematic structure for urban green spaces in Lhasa, which is “embranced by northern and southern mountains (Afforesting surrounding moutains to reduce the percentage of bare soil. Ecological corridors between Lhalu Wetland, Chaba Wetland and other mountains generated natural barriers of Lhasa to improve local weather condition), green rivers crossing from east to

west (Multi-functions of major rivers in the city including Kyichu River, Toelung River and Liusha River should be improved to maintain good quality of water, develop tourism industry and preserve ecological environment), areas linked by green zones (10-metre-wide afforesting zone will be built along both sides of main roads including Raocheng North Road, Yanhe South Avenue, Dangre Road, Zangre Road and Luding South Road), garden-decorated community buildings (Gardens and green spaces will be designed at a municipal level with a radius of 3000 metres , district level with a radius of 1000 metres and community level with a radius of 300 metres, which facilitates residents' accessibility).”

- Planned parks (Appendix VII)

NO.	NAME	LOCATION	DIMENSION (HECTARE)	PROPERTY
1	Norbu Lingka	Intersection of Luobu Linka Road and Minzu North Road	50.1	Historic park
2	Dzonggyab Lukhang Park	The northern side of the Potala Palace	17.4	Comprehensive park
3	Chagpori Mountain Park	Around Chagpori Mountain	19.5	Historic park
4	Mopan Yaowang Mountain	Around the Mopan Mountain	1.8	Historic park
5	Cisongtang Park	Intersection of Sela Road and Cisongtang Road	13.4	Comprehensive park
6	Youth Lingka	Intersection of Qila Road and Sela Road	36.2	Comprehensive park
7	Dangba Lingka	Intersection of Beijing West Road and Bayi Road	6.2	Recreation and sports park
8	Liusha Park	Intersection of Binhe North Road and North Extension of New Lhasa-Gongkar Highway	66.6	Comprehensive park
9	Dongkar Park	Intersection of Binhe South Road and Lhasa-Gongkar Highway	7.2	Comprehensive park
10	Newu Park	West side of East Ring Road	13.3	Comprehensive park
11	Balin Park	Intersection of Weisan Road and JIngyl Road	12.9	Comprehensive park
12	Dongcheng Central Park	Intersection of Zangda Road and Xiyi Road	28.5	Comprehensive park
13	Botanic garden	Intersection of Zhonggan Canal and Qumi Road	14.2	Ornamental botanic garden

14	Zhaji Park	Intersection of Zhaji Road and Duodi Road	8.1	Comprehensive park
15	Martyrs' Park	Intersection of Jinzhu Road and Zhebang Road	13.7	Memorial park
16	Bairong Lingka	Intersection of Najin Road and Binhe Road	47.5	Suburban park
17	Liudong Lingka	Intersection of Liudong Road and Binhe East Road	94.1	Suburban park

- Plan for Taiyang Island and Xianzu Island

Land plans of both Taiyang Island and Xianzu Island have been revised as a new land plan for recreation and tourism. From now on, existing buildings will be moved out based on the principle of reduction. Any irrelevant construction project will not be approved.

3. Renovation of Old Downtown

Area: north to Redang Road, east to Jiangsu East Road – Duodi Road, south to Kyichu River, west to Luding South Road, total 13.25 km² approximately. (Appendix VIII)

Strategies: coordinated development, optimising functions, controlling capacity, maintaining landscape, refurbishing appropriately, improving environment.

CHAPTER EIGHT: CITY ROADS AND TRAFFIC

1. Road Network Structure and Targets

The city road network consists of arterial roads, secondary roads and branch roads. The average space between arterial and secondary roads is 500-600 metres. The density of arterial roads would be 1.5-1.8 kilometres/ km² and the density of secondary roads would reach 1.6-2.0 kilometres/ km².

The breadth of red lines along newly built Class I arterial roads would be 30-45 metres and 35-44 metres along Class II arterial roads. The breadth of red lines at newly built secondary roads would be 25-30 metres, 5-20 metres at secondary roads in old downtown and 12-20 metres at secondary roads in new downtown. (Appendix IX)

2. Newly Built Class I Arterial Roads

NAME OF ROAD	BEGINNING OF THE ROAD	END OF THE ROAD	LENGTH (METRE)	BREADTH (METRE)	CROSS SECTION OF THE ROAD
Qila Road	Qumi Road	Zangre Road	4092	45	4501
East Ring Road	Wuliu Avenue	Yanhe South Avenue	6081	45	4502
State Highway 318	Najin Bridge	Baidian Nanbei Road	2454	36	3605
Raocheng East Road	Zangre Road	Najin Bridge	7331	36	3601
Dongkar West Ring Road	Raocheng North Road	Liukai Road	6498	36	3605
Liukai Road	Dongkar West Ring Road	Yanshan Road	2391	36	3605
Yanshan Road	Liukai Road	East Ring Road	6231	36	3601
Reconstructed extension of State Highway109	Jindrol West Road	Dongkar West Ring Road	8325	36	3601
Raocheng North Road	Dongkar West Ring Road	Qumi Road	13878	30	3004
Boma Road	Dongkar West Ring Road	Binhe East Road	4428	36	3605
Binhe East Road	Boma Road	Liukai Road	1855	36	3605
Yanhe South Avenue	Najin Bridge	Wuliu Bridge	13225	30	3004
	Wuliu Bridge	New Lhasa-Gongkar Highway	5550	35	3504

CHAPTER NINE: PRESERVATION OF HISTORICAL CULTURE

1. Overall Preservation of the Historical and Cultural City

Area: north to Beijing Middle Road, Lingkor West Road and Lingkor North Road, south to Jindrol Middle Road, Jindrol East Road and Jiangsu Road, east to Lingkor East Road, west to Luding West Road, total 674 hectares approximately. (Appendix X)

2. Preservation of the Historical Cultural Streets

The reserve area of the Barkhor Street historic cultural block includes the Jokhang Temple and peripheral traditional building area, total 78.16 hectares. The 55.66-hectare construction-restricted zone: north to Lingkor North Road, south to Jiangsu Road, east to Lingkor East Road and west to Do Sengge Road.

3. Preservation of World Cultural Heritage

In order to maintain the authenticity, integrality, and safety of the Potala Palace, Jokhang Temple and Norbu Lingka, they will be preserved and varnished professionally. (Appendix VI)

CHAPTER TEN: RESTRICTIONS AND DIRECTION OF CITY LANDSCAPE

1. City Landscape Structure

- City landscape areas: ecological scenic areas, traditional landscape areas, modern landscape areas, and coordinated landscape areas.
- Scenic Belts: Kyichu River scenic belt, characteristic scenic belts and scenic belts along main roads.
- Scenic Spots: mountains, green spaces, and buildings.

2. Building Height Restriction

- Zoning According to Building Height Restriction

Compulsory Restriction areas:

Building height in following areas should be under 15 metres: historic urban area, landscape area around Potala Palace, Sera Monastery, and Drepung Monastery. Building height in historic relics protection sites and construction-restricted zones should follow relevant regulations of historic relics protection.

Directive Restriction areas:

According to the routes and landscape effects in this plan, building height in other areas should be restricted. Compulsory restrictions should be clearly stated in the restrictive plan in detail.

- Principles of Critical Zones

To avoid a relative big contrast, the critical zones of building height restriction should coordinate street scenes and maintain the harmony of landscape.

- Layout Direction for High-Rise Buildings

Under the precondition to satisfy the preservation requirements of historic culture and restriction requirements of spatial landscape, high-rise buildings could be constructed in Dongcheng New District, Newu New District and Dongkar New District, but must be distributed in clusters. (Appendix XII)

3. Structural Setback Requirements

- Red Lines – Road Restriction Lines

A minimum distance of 20 metres between two sides of the railway or road and permanent structures is applied to Qinghai–Tibet Railway, Lhasa–Shigatse Railway, Lhasa–Nyingtri Railway, State Highway 318 and State Highway 109. In city planning areas, a minimum distance of 10 metres between two sides of the road and permanent structures is applied to main roads and secondary roads, and a minimum distance of 5 metres is applied to branch roads and streets.

- Blue Lines – River Restriction Lines

The protective restriction zone is 20 to 50-metre-wide parallel from both sides of the Kyichu River and Toelung River. The protective restriction zone for Liusha River is 15-metre-wide and for other rivers is 5 to 10-metre wide.

- Green Lines – Protective Green Space

The protective green space is 10-metre-wide along both sides of Qinghai–Tibet Highway, Sichuan–Tibet Highway, Lhasa–Gongkar Highway, new Lhasa–Gongkar Highway, 102 Road and Raocheng North Road. The minimum width of protective green space for Qinghai–Tibet Railway and Lhasa–Shigatse Railway is 20 metres. Protective green spaces around municipal constructions should be restricted according to corresponding regulations. Based on the level of voltage,

high tension corridors with a corresponding width should be built along high-voltage power lines. Minimum 20-metre-wide buffer green spaces should be designed between residential lands and centralized industrial lands.

CHAPTER ELEVEN: CONSTRUCTION BY STAGES

1. Short-term Construction Plan

- **Objects of Short-Term Development**

Coordinating development of economy, society and environment, continuously enlarging economies of scale, improving social services, developing better environmental friendliness, reforming city functions, making peoples' life better, optimizing industrial structure and upgrading infrastructure.

- **Main Points of Short-Term Construction**

Major developing areas: Dongcheng New District, surrounding blocks of train station in Newu New District, the west of Liusha River in Dongkar New District and the south of Toelung River.

Major improving areas: Beicheng area, surrounding area of Potala Palace, surrounding area of Jokhang Temple, surrounding area of Norbu Lingka, and the area along Minzu Road.

Major ecological cultivation areas: areas along Kyichu River, Liusha River and Zhonggan Canal, surrounding area of Lhalu Wetland, hills of south and north mountains and mountains in city such as Chagpori Mountain.

2. Objectives of Long-Term Development

Achieve modernization in mid 21st century with the whole country, Lhasa will be built as a pearl on the snowland, with a flourishing economy, harmonious social life, balanced development in both city and rural areas, and much better ecological environment. (Appendix XIII)

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STATE COUNCIL RESPONSE ON LHASA CITY OVERALL URBAN PLANNING

State Council Correspondence [2017] No. 112

Tibet Autonomous Region People's Government:

Your region's request for approval for the Lhasa City Overall Plan has been received.

The reply follows herewith:

1. The "Lhasa City Overall Plan (2009–2020) (2017 Revision)" (shortened hereafter to "Overall Plan") is agreed in principle.

Lhasa is the capital of the Tibet Autonomous Region and a famous national historical and cultural city and an international tourist city with Land of Snows characteristics and ethnic characteristics. Application of the "Overall Plan" will deeply implement the spirit of the Third, Fourth, Fifth and Sixth Full Plenary Sessions of the 18th Party Congress, the Central Government's Urbanization Work Conference and the Central Government's City Work Conference, and it will earnestly implement the development concepts of innovation, coordination, environmental protection, openness and sharing, and recognizing, respecting and adapting to urban development regulations, upholding the strategy of sustainable and coordinated economic, social, population, environment and resource development, improving the quality and levels of new models of urbanization, and coordinating and doing a good job in all areas of Lhasa's urban and rural planning and construction and management, thereby gradually building Lhasa into an economically thriving, harmonious and liveable, ecologically sound, prosperous and dynamic, and distinctively characterful modern city.

2. Pay close attention to the overall development of urban and rural areas. Within the scope of the 4326 square kilometre area delineated for urban planning in the "Overall Plan", implement urban and rural unified planning management. Strengthen co-construction and sharing of regional basic infrastructures, where the construction of urban infrastructure and public service infrastructure should include coordination considerations for service provisions in the surrounding areas. In accordance with different conditions in different areas in the city, focus on the development of county towns and central townships with good basic conditions

and strong potential for development, optimize village and township distribution, strengthen guidance of village and township construction, and promote the industrialization of the agricultural and animal husbandry industry and the modernization of the countryside.

3. Rationally control urban scale. By 2020, the permanent population in the central urban area will be controlled to under 500,000 people, and urban-use construction land will be controlled to under 77.88 square kilometres. Implement the urban planning law principle of ‘plan first, construct later’, and strictly forbid the establishment of any kind of development zone or new town or district outside the scope of the urban construction-use land as delineated in the “Overall Plan”. Properly implement the urban development boundaries defined in the “Overall Plan”, strengthen boundary management and control and promote the compact layout of the city. Strengthen the rationality of the city’s internal layout, and enhance urban permeability and microcirculation ability. Adhere to conservation and intensive land use, strictly control new construction land, increase the potential scope of existing land excavation, rationally exploit and utilize urban underground spaces, raise land use efficiency, and effectively protect arable land, particularly basic farmland.

4. Improve the urban infrastructure system. Plan and construct urban infrastructure in accordance with the concepts of green recycling and low carbon. Improve a step further transportation infrastructure such as roads, railways and airports, strengthen intra- and inter-city transportation links, and play the role of a comprehensive transportation hub. Develop rail transit, establish public transportation as the mainstay with a multi-tiered and multi-type integrated urban transportation system which combines various modes of transportation, with convenient transfers for different modes of transportation. Do a good job of planning the distribution of car parking, and promote urban car park construction. Uphold the principle of ‘underground first, aboveground later’, comprehensively plan construction of the city’s water supply and water resources, providing such infrastructure as water supply, drainage and refuse disposal in accordance with the requirements of underground comprehensive pipeline corridor construction. Delineate a yellow-line scope of infrastructure protection and strengthen the planning control and reservation of land use for all kinds of facility. Focus heavily on urban fire prevention and disaster avoidance work, and establish and improve an urban comprehensive disaster prevention system which includes fire prevention, civil defence, flood prevention and drainage, earthquake defence, and geological disaster defence.

5. Construct a resource-saving and environmentally friendly city. In accordance with the overall requirements of promoting an intensive and efficient production space, a moderate and habitable living space and a living space in picturesque scenery, form a rational structure of urban spaces which promotes the lock-step development of economic construction, urban and rural construction and environmental construction. Strengthen comprehensive governance over the urban environment, raise the efficiency of waste water treatment and of refuse disposal, strictly control the overall volume of pollutant emissions and meet the deadlines for all of the environmental protection objectives put forward in the “Overall Plan”. Delineate a blue-line scope of protection in the city and implement the strictest water resource management system

that integrates protection and remediation over all natural forms of water, improve water-use efficiency and construct a water-saving city. Pursue a low-impact development model, promote “sponge city” construction, and actively develop green buildings. Strengthen protections over special environmentally functional areas such as the Namtso Lake – Nyenchen Tang La Mountain Scenic Area, environmental protection areas and wetlands and water-source areas, formulating and strictly implementing relevant protective measures.

6. Create an excellent residential environment. Uphold people as the core, comprehensively planning the distribution and construction of people’s interest public service facilities such as education, medical care and municipal administration. Include construction objectives for affordable urban housing within short-term construction planning, ensure the supply scale of land-use in instalments for affordable housing and its locational distribution along with the relevant capital investments. Speed up reconstruction of dilapidated housing and of support infrastructure in shantytowns, city-centre villages and in urban and rural areas, and actively carry out urban repairs and ecological restoration in accordance with the city’s actual requirements and possibilities, thereby steadily promoting organic urban renewal. Ceaselessly improve urban management and services, improve the livability of urban development, and strive to construct the city into a beautiful home where people live in harmony together with each other and together with nature.

7. Pay close attention to the protection of history and culture, and the city’s characteristic style and features. Comprehensively coordinate the relationship between development and protection, and in accordance with overall principles on protection conscientiously protect the traditional style and configuration of the city, particularly in the historical cultural urban districts. Formulate a special plan for the protection of the historic and cultural city, implement historical and cultural heritage protection and purple-line management requirements, properly focus protections on historic and cultural streets and quarters such as the Barkhor, on world heritage sites such as the Potala Palace, the Jokhang Temple and the Norbulingka, and culturally protected units such as Ramoche Temple and Drepung Monastery and their surrounding environment, protecting and inheriting “Lingka” culture. Strengthen work on “greenifying”, and delineate a green-line scope of protection for the urban green space system. Do a good job of overall urban design, strengthen the control and guidance of urban landscape viewing corridors, strictly control the height of buildings surrounding landscape areas and in styled quarters, highlighting the Land of Snows and rich ethnic characteristics of the urban landscape.

8. Strictly implement the “Overall Plan”. Urban construction must realize coordinated economic and social development and the joint progress of material civilization and spiritual civilization. Urban management must be robust democratic governance, upholding city governance according to law and constructing a harmonious society. The “Overall Plan” is the fundamental basis for the development, construction and management of the city of Lhasa, and all construction activities within the urban planning district must comply with the requirements of the “Overall Plan”. Integrate the National Economic and Social Development

Plan, and clearly implement the focus and timing in the “Overall Plan”. The city’s urban planning departments shall implement unified and strict management planning over all construction land use and construction activities within the scope of the urban planning area (including all forms of development zone), and city-level planning management may not be delegated down, effectively ensuring the implementation of the plan. Strengthen mass and social supervision, and raise awareness of social respect for urban planning. All Lhasa-based work units must respect relevant laws and the “Overall Plan”, support the work of the Lhasa City People’s Government, strive together, and properly plan, properly build and properly manage Lhasa City.

In accordance with the spirit of this response, Lhasa City People’s Government will conscientiously organize implementation of the “Overall Plan”, which may not be arbitrarily altered by any work unit or individual. Your area and Department of Housing and Urban-Rural Development must strengthen the guidance, supervision and inspection of implementation of the “Overall Plan”.

The State Council
30 July 2017

(This document is for public release)