

Mrs. Rita Lau
Chairman
Town Planning Board
c/o Housing, Planning and Lands Bureau
18/F, Murray Building
Garden Road
Central

5 July, 2006

Dear Mrs. Lau,

Re Don't limit the rethink of the Central Harbourfront.

We urge the Members of the Town Planning Board to support a review of the development of the Central Harbourfront on the basis of the broad parameters of the relevant approved Outline Zoning Plans, but not limited to urban design refinement only.

We understand that the Administration is considering limiting the mandate for a study to 'refining the urban design framework for the Central Reclamation on the basis of the relevant approved Outline Zoning Plans and to formulating planning/design briefs to guide future developments on the Central Reclamation'.

Alternative visions from many sectors in the community acknowledge the broad land uses of the current outline zoning plans for the Central Harbourfront and accept the extent of the reclamation in progress.

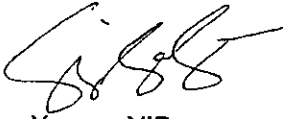
However, as the impact of such alternative visions may go beyond the planning briefs for the planned developments on the Central Reclamation, the mandate for the Central Harbourfront Study will need to be broader than an urban design refinement study:

1. Public input may extend beyond urban design aspects and include urban planning aspects which may require changes of the outline zoning plans;
2. Much of the current plans for the Central Harbourfront are defined by transport policies (e.g. public transport interchanges, implementation schedule of the northern island line, use of trams, capacity of P2, road engineering and design guidelines, and so forth) which may need to be reviewed if found necessary;
3. Much of the land water interfaces, design of the water edge and promenade are defined by various 'Guidelines' (e.g. the interpretation of the Protection of the Harbour Ordinance, safety, engineering, open space design, and so forth) which may need to be reviewed if found necessary;
4. The area may not be limited to the Central Reclamation but may cover the Central Harbourfront as a whole (from Rumsey Street to just West of the Hong Kong Exhibition Centre, from the water edge to including the Connaught-Harbour-Gloucester Road Corridor, the existing segregator).

To enable a world city harbourfront incorporating changing public aspirations, we call on the Town Planning Board to support a review of the Central Harbourfront which is not limited a priori to an urban design refinement study.

Enclosed please find our initial comparison of the people's model incorporating alternative visions for the Central Harbourfront, and the latest government's model, including among others the illustrative concept for the New Central harbourfront and gazetted roadworks.

Yours sincerely,



Yanyan YIP
For and on behalf of Designing Hong Kong

Peter H.Y. Wong
Markus Shaw
Christine Loh
Paul Zimmerman

c.c. Harbourfront Enhancement Committee

c.c. Legislative Council

Encl.: Comparison of the two models

Central and Tamar

The People's Model – vs – The Government's Model

This is a summary comparison of the Government's Model (the illustrative concept for the New Central Harbour-front, the gazetted road works and other relevant data) and the People's Model (the Alternative Vision for Central and Tamar). At first glance, both appear exciting. Both models satisfy the Government's requirements for office space, land sales, open space, transport facilities, etc.

What makes a world city harbour-front which is vibrant, attractive, accessible and symbolic of Hong Kong? How do we ensure that the Tamar tender specifications, the transport policies and plans for Central, and outline zoning plans for Central, will enable a world class, economically viable, and sustainable Central harbour-front?

| | The People's Model | The Government's Model |
|--------------|---|--|
| | The model incorporates data and ideas from the Government, various civic groups and recent public planning events. | The model is based on the Metro Plan development started in the mid 1980s and various government-led revisions since then. |
| P2 | Hong Kong's Central Boulevard Walk or ride along <i>Central Boulevard</i> , aligned with exciting architecture and visual corridors into the city and to the harbour. The boulevard is at grade with traffic calming measures and pedestrian crossings. | Tunnels, underpasses, concrete walls, podiums Aligned with concrete walls, the P2 corridor is designed as a high-capacity road between 4 and 8 lanes wide and with reserve capacity for future expansion. |
| Tamar | Government Park Buildings and open space are at ground level and distributed to create a visually and physically accessible park with interesting architecture. The public has access 7 days a week to facilities such as coffee shops, restaurants, viewing gallery, exhibition space, gardens, etc. | Tall government offices on large podium The government structures with a large open deck (the so-called Civic Square) in front are located on a raised podium. The area lacks the facilities and potential uses that will make it vibrant, especially after government office hours. |

| | The People's Model | The Government's Model |
|--|---|--|
| Harbour promenade | <p>Strolling, Enjoying, Eating, Entertaining A vibrant experience for residents and tourists. Open space and properties are divided into smaller units for a wide variety of public, civic and commercial uses, including parks, piazzas, piers, public halls, outdoor theatre, exhibitions, promenade, eateries, restaurants, bars and stalls.</p> | <p>Open space and music fountain With sub-optimal pedestrian access and far from residential areas, the music fountain, amphitheatre, TV screen and retail mall along the large promenade lack the attraction and activities needed to make this area a "must visit" destination for residents and tourists.</p> |
| Tamar connection to the promenade | <p>Ground-level Tamar is connected to the water-front with pedestrian crossings at ground level, supplemented with footbridges between buildings to provide additional all-weather connections.</p> | <p>Podiums and deck An elevated deck connecting podiums on both sides of P2, give the government offices direct access to the water-front, but turn P2 and nearby roads into canyons, limiting pedestrian flow and visual access.</p> |
| PLA barracks and berthing | <p>A Navy Pier A pier enables the full harbour-front to be used at all times even when naval vessels are berthed at it. Furthermore, the wall around the barracks is replaced with an open fence for visual access.</p> | <p>Security zone along the harbour-front Berthing alongside the harbour-front will sterilize a substantial part of it, and requires temporary closure of the promenade for security reasons when vessels are in town. Walls around the barracks block visual access.</p> |
| Harbour Place | <p>Festival District The site is broken down into smaller land parcels so that there could be a range of low-rise, diverse uses interspersed with green parks and piazzas - a version of <i>Xintiandi</i> on Hong Kong's waterfront.</p> | <p>A shopping mall at the harbour-front A giant retail complex comparable in size with Festival Walk in Kowloon Tong. There is a fear that the world brands will crowd out the local offerings that the tourists favour.</p> |

| | The People's Model | The Government's Model |
|---------------------------------|--|--|
| Groundscraper | <p>Property is split in three. Deck is removed. The giant deck is replaced by <i>Statue Square Gardens</i> and the continuous commercial development is split in separate properties with street level addresses at three sides and fronted by the gardens. The buildings are connected with walkways to provide all-weather connections between the Star Ferry and Central.</p> | <p>Single giant commercial-retail property The 'Groundscraper' is a single giant commercial-retail complex with the ground level dominated by the road P2 and P1 going through it with tunnels and a bus and mini-bus interchange similar to one under Exchange Square.</p> |
| Statue Corridor | <p>Statue Square Gardens A continuous series of open gardens at ground level from the current Legislative Council Building to Star Ferry. People enjoy an uninterrupted view either way, including of the clock on the new Star Ferry building,</p> | <p>Groundscraper deck A multi-story retail complex from Statue Square to the Star Ferry piers. The top deck, supposedly to include greenery and outdoor furniture will also contain large ventilation vents and other utility facilities.</p> |
| Central Ferry Piers area | <p>Transport interchange A dedicated transport hub designed to resolve the interrupted connections between the many transport facilities in the surrounding areas including ferries, heliport, MTR, airport railway, taxis, buses, tour buses, mini buses, tram, the road network and the Central Wanchai Bypass.</p> | <p>Hotel and offices The government plans provide for new commercial properties and new additional traffic, but fail to explain how to fix the multi-modal connectivity of Hong Kong's largest transport interchange and at the same time make the area a vibrant destination.</p> |
| Central Wanchai Bypass | <p>A tunnel to minimize surface traffic To take existing traffic off the surface and put vehicles underground (as per the original concept).</p> | <p>A tunnel to facilitate new traffic To provide new vehicular capacity for additional property developments and related government revenue.</p> |

| | The People's Model | The Government's Model |
|-----------------------|---|--|
| Mass transit | Early introduction of Northern Island Line Call for early introduction of Northern Island Line to obviate massive traffic problems resulting in P2 becoming an express way. A tram is added along the water-front to provide short distance transfer of tourists and residents. | Northern Island Line later With the shoreline and piers moved North, people rely on taxi, car, or bus to get there. The wait for Northern Island Line to become profitable from day one will result in P2 becoming a major trunk road along which pedestrians will not be welcome. |
| Street level | Vibrant street level The People's Model optimizes street-level activities, ground-level access, and crossings. Additional elevated and underground links connect transport services and destinations. | 'City in the Sky' An outdated urban development concept whereby the ground level is given to vehicles and pedestrians are put on elevated walkways. Street levels continue to be hostile places for pedestrians. |
| Traffic impact | Reduced peak time traffic By prioritizing public transport, pedestrian connectivity, and the mixing of land uses, congestion is reduced and traffic is spread throughout the day. | Increased peak time traffic With large commercial developments, and limited diversity of land uses, vehicular trips will increase, specifically around peak times. |
| Implementation | Market and community-led For the same reasons the Government promotes a new partnership for West Kowloon, Central deserves a new management style for the design, development and implementation of a diverse harbour-front. | Bureaucracy-led The promenade, musical fountain, outdoor television screen, amphitheatre, civic square, transport facilities as well as the planning briefs for commercial sites are developed by many different Government departments. |

| | The People's Model | The Government's Model |
|--------------------------------|---|--|
| Community opportunities | A must go destination Dynamic experiences and competitive prices are ensured by mixing public open spaces and facilities with competing commercial interests. | Why go? With limited activity after office hours and a lack of attractions, why would residents come? Will tourists consider it a Hong Kong or world city experience? |
| Business opportunities | Small and medium size enterprises New business opportunities in leisure, entertainment, culture, arts and tourism. | More of the same Large land parcels for development exclude small and medium-sized developers. The developments will be similar to existing malls managed by one interest. |
| Job opportunities | Jobs and new jobs Apart from jobs during the construction period, new permanent jobs will be created as a result of the diverse land uses at the harbour-front. | The same jobs Few new jobs are created as existing businesses are simply relocated closer to the harbour. |

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政府的模型(新中環海濱的概念計劃、刊憲的道路網及其他有關數據)與市民模型比較(中區與添馬艦的另類願景)摘要如下。驟眼看來,兩個模型的出現無疑令人感到興奮,皆因兩個模型都符合了政府對辦公室、賣地、公眾空間、運輸設施等的要求。

如何能使一個世界級城市的海濱具活力和吸引力,並易於到達,成為香港一個標記?我們如何可以確保添馬艦工程招標細則、中區的運輸政策及規劃,以致中環的規劃大綱能夠令未來的中區海濱具世界級水準、符合經濟效益及可持續發展原則?

| | 市民的模型 | 政府的模型 |
|------|---|--|
| | 模型集合了政府,公民團體以及公眾的意見 | 模型以八十年代中的都市計劃及其後以政府為主導的修改為藍本 |
| P2 | 香港中區林蔭大道 市民可乘車或沿著林蔭大道行走,大道兩旁建有宏偉的建築物及設有視覺走廊,引領市民到達市中心或海旁。林蔭大道將有交通管制,並設有行人過路處。 | 隧道、地下通道、石屎牆、平台 P2以石屎牆分隔,為一高流量(四至八條行車線)的公路,並預留空間作未來擴展用途。 |
| 添馬艦 | 政府休憩公園 建築物及戶外公共空間均設於地面,以締造廣闊視野及易到達的公園,市民可以一星期七天享用公園設施,包括咖啡店、餐廳、參觀美術館及展覽廳等。 | 高聳的政府總部大樓及廣闊的平台 政府大樓及前面的廣闊戶外開放樓層(「文娛中心」)建於平台上,缺乏可讓該區增添活力的設施及用途(尤其是在政府辦公時間過後)。 |
| 海濱走廊 | 散步、休閒、飲食、娛樂 讓市民及遊客體驗到多姿多采的海濱生活。廣闊的公眾用地及建築物被分拆為較細小的空間,提供多元化的公眾及商業用途,包括公園、露天廣場、碼頭、公眾會堂、戶外劇院、展覽廳、海濱走廊、小型食店、餐廳、酒吧及士多等。 | 戶外空間及音樂噴泉 缺乏行人通道及遠離民居,使音樂噴泉、戶外媒體節目和表演場地及沿海而建的零售商場失去吸引力,需靠舉辦活動才能令該區成為市民及遊客「非到不可」的地方。 |

| | 市民的模式 | 政府的模型 |
|---------------|--|--|
| 連接添馬艦與海濱走廊 | <p>地面 行人可於添馬艦地面走到海旁，行人天橋穿梭於大廈間，提供全天候行人道。</p> | <p>平台及樓層 升高的樓層連接平台及P2兩旁，給予政府大樓直接通往海旁的通道，但卻迫使P2及附近的道路變為峽谷，限制人流及視野。</p> |
| 駐港解放軍軍營及軍艦停泊處 | <p>海軍碼頭 即使軍艦停泊於海軍碼頭，碼頭亦可繼續使用，而且圍繞著軍營的高牆亦改為開放式圍牆，讓公眾有廣闊的視野。</p> | <p>沿海的保安區 沿海旁而建的停泊區，每當有船隻進港，都會因保安理由而臨時關閉海旁地區，而附近的高牆更會阻礙人們的視野。</p> |
| 海濱廣場 | <p>節日區 把節日區分拆為細小的土地，樓層較少的建築物夾雜著多用途綠化公園和海旁露天廣場，有如上海的「新天地」。</p> | <p>海旁商場 海旁將建與九龍塘又一城規模相約的巨型零售商場，擔心商場會因迎合遊客的口味而被國際品牌壟斷，忽略本地品牌。</p> |
| 摩地大廈 | <p>物業分成三座，並除去露天平台巨型露天平台由皇后像廣場花園取代，而連貫的商業樓宇則被細分為較小的建築物，三面由街道包圍，前面設有花園，由天星碼頭至中環的建築物由全天候行人走廊連接。</p> | <p>單一巨型商業及零售建築 「摩地大廈」是單一巨型商業及零售建築物，地面層被P2佔據，而P1則被一類似交易廣場的地下通道及巴士/小巴交匯處貫穿。</p> |
| 雕像走廊 | <p>皇后像廣場花園 目前的立法會大樓至天星碼頭由建於地面的花園連貫，市民可於花園無遮擋地觀賞景物，包括天星碼頭的鐘樓。</p> | <p>摩地大廈頂層 多層零售商場由皇后像廣場一直伸延至天星碼頭。大廈頂層備有綠化地區及戶外休憩設施等，但同時包括大型的通風系統及其他公用設備。</p> |

| | 市民的模式 | 政府的模型 |
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| 中環碼頭位置 | <p>公共交通交匯點 專為繁忙交通而設的交通樞紐，解決周邊交通設施包括小輪、直升機、地鐵、機場鐵路、的士、巴士、旅遊巴、小巴、電車、道路以及中環灣仔繞道所帶來的接駁問題。</p> | <p>酒店及辦公室 政府計劃提供全新的商用大廈，但卻不能解釋如何處理這個香港最大型公共交通交匯處的各種連接方式，而同時又可令該區成為充滿活力的景點。</p> |
| 中環灣仔繞道 | <p>隧道減少地面交通 地面交通改用隧道（按原有概念）。</p> | <p>隧道處理新增交通 處理新增的地產發展項目所引致的交通流量；增加政府有關收入。</p> |
| 集體運輸 | <p>盡快興建地鐵港島北線 促請及早於興建北港島線，解決交通問題，不致令P2變成高速公路。另於海旁增設電車，為市民提供短距離的運輸服務。</p> | <p>稍後才興建地鐵港島北線 海岸線及碼頭都向北移，市民需要依靠的士、私家車或巴士前往。若要等待能確保地鐵港島北線有利可圖時才興建，P2會因此成為主要幹線，行人不能徒步接近。</p> |
| 街道 | <p>充滿生氣的街道 把街道化活動，地面通道及過路處集於一身。另設高架道及地底隧道，連接運輸服務及目的地。</p> | <p>空中發展的城市 採用過時的都市發展概念，車輛獲優先使用路面，而行人則要取道高架走廊，剝削行人使用路面的權利。</p> |
| 交通影響 | <p>減少繁忙時間交通問題 優先處理公共交通、行人連接道及土地運用，能減少交通擠塞以及令整天交通都能暢順無阻。</p> | <p>增加繁忙時間交通 大型的商業發展及被受規限的土地用途，增加車次，尤以繁忙時間為甚。</p> |
| 實施 | <p>以市場及社區為主導 與政府宣傳西九龍的新發展模式一樣，中區海旁的設計、發展及實施計劃也應採用新的管理模式。</p> | <p>官方主導 海濱走廊、音樂噴泉、戶外媒體節目和表演場地、露天劇場、論壇場地、交通設施及商業用地的規劃概要，都由多個不同的政府部門提出。</p> |

| | 市民的模型 | 政府的模型 |
|--------|--|--|
| 社區發展機會 | <p>必到的地點 多用途公眾用地加上符合商業利益的設施，能創造出充滿活力的新體驗以及富競爭力的價格。</p> | <p>欠缺前往該地的吸引力 辦公時間過後，該地方並沒有其他太多活動，未能吸引市民前往，而遊客又能否真正體驗香港這個國際大都會的生活？</p> |
| 商機 | <p>中小型企業 為消閒、娛樂、文化、藝術及旅遊締造新商機。</p> | <p>一成不變的發展模式 大型的土地發展，把中小型發展商拒諸門外，發展項目將與現有的商場相似，由單一發展商管理。</p> |
| 就業機會 | <p>就業機會及新工種 除了於施工期間能創造就業機會外，多用途的海旁用地亦能創造永久職位。</p> | <p>原有的工作 只把現有的商業活動遷往較接近海旁的地方，並未創造新的就業機會。</p> |

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