

May 8, 2006

Chair and Members
The Legislative Council
Legislative Council Building
8 Jackson Road
Central, Hong Kong
(Fax: 2869 6794 / Email: cshiu@legco.gov.hk)

Re: Alternative Vision for Central and Tamar

We submit to LegCo an Alternative Vision for Central and Tamar, which we launched last week. We have done this plan to enable the community to visualize and think more effectively about the essential planning issues of the entire Central harbour-front. We believe our plan is superior to the government's plan.

The key aspects of our plan are:

1. It satisfies all of the Government's requirements under the Central Outline Zoning Plan and its current ideas for the use of Tamar;
2. There will be more jobs, more long-term business and a greater variety of development opportunities;
3. P2 becomes a tree-lined boulevard and on each side of the boulevard there are parks, piazzas and great architecture, as well as ground level visual access to the harbour and the city (the current government plans results in tunnels and concrete walls);
4. Early implementation of mass transit (tram, MTR) along the harbour-front;
5. Tamar and the waterfront plans are reconfigured into smaller units with ground level access; large sun-blasted open spaces are converted into smaller shaded public spaces that are people-friendly; and diverse land uses which ensure activities and access throughout the day and evening, as well as over the weekend.

We are gathering public input to improve the plan. We will complete a large 3D model of a community consensus vision by May 21.

We urge Legislative Councillors to subject their approval of the funding of Tamar based on a detailed master plan and to demand from the Government its 3D model for Tamar, showing the entire Central waterfront area.

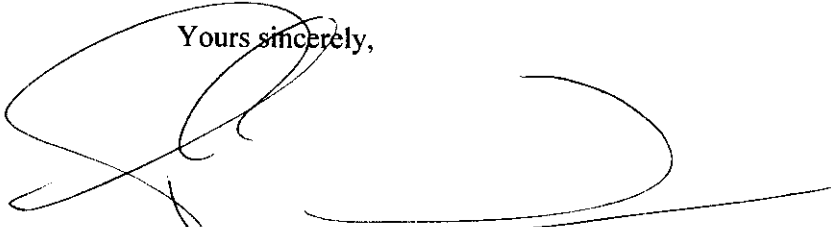
Such demand is reasonable and responsible. Commercial development sites on the Central Reclamation are subject to similar controls – with Planning Briefs and Master Layout Plans which need to be first prepared and approved by Town Planning Board before development can proceed. We believe the Government ought to be required to observe a similar process.

THE EXPERIENCE GROUP
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THE EXPERIENCE GROUP

We look forward to presenting our model to Legislative Council members on or after May 21 for your consideration. We would like your assistance to facilitate the model being allowed to be brought on to your premises.

Yours sincerely,

A large, stylized handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

For and on behalf of
Christine Loh, Markus Shaw, Peter Wong and Paul Zimmerman

Encl: English and Chinese press releases, summary overviews and images

Alternative vision for Central and Tamar

A living Central Waterfront District in Hong Kong

The alternative plans turn Hong Kong's central waterfront into a vibrant district of architectural, cultural, social and commercial appeal. Government, Business and Community leaders are urged to rethink the planned massive block architecture, wide impersonal walkways, and emphasis on automotive traffic.

Featuring an Ocean Boulevard, extension of the tram and MTR to the waterfront, a Harbour Museum, piazzas, boardwalk, piers, civic centers, as well as Government Offices, the alternative concepts call for Hong Kong to think bigger and better about its future.

Drawing inspiration from the best of Sydney's Darling Harbour, San Francisco's Pier 49, and Shanghai's Xintiandi, the plans call for a skill-full integration of a variety of open spaces, low-rise architecture, cultural landmarks, green open spaces and a marina-like social atmosphere.

The plans satisfy Government specifications for Central and Tamar

- Same gross floor area (GFA) for Central Government Office and Legislative Council.
- Same GFA as Central (Extension) Outline Zoning Plan.
- Green and public open spaces are emphasized.
- Central Wanchai Bypass included.
- Berthing for PLA vessels included.
- Main pedestrian corridors supported with direct connections and all weather walkways
- No change to the water-edge of the Central reclamation.

Proposed changes improve the environment, vibrancy, and economic and cultural vitality

- Smaller plot sizes and reduced building heights.
- Land uses mixed to enhance vibrancy and vitality.
- Land uses changed to reduce peak time traffic.
- Development spread over Tamar and water-front sites.
- Stimulating architecture opportunities along P2.
- P2 changed from a high capacity thoroughfare to an 'Ocean Boulevard'.
- Minimize vehicular traffic from outset with early implementation of MTR Northern Island Line.
- A tram shuttle service and other forms of mass transit for short distance transfers.
- Ground level view corridors to the harbour and back into the city.
- Ground level prioritized with primary pedestrian crossings at grade.
- Sun blasted massive open spaces split into smaller shaded public and green spaces.
- PLA berthing changed to a pier improve public enjoyment when no vessels are in town.

Economic Benefits

- Waterfront and Tamar a leisure and entertainment magnet for residents and tourists.
- Improved economic activity with change in mix of land uses.
- More business opportunities for small and medium size businesses.
- Competitive pricing of goods and services through enhanced competition.
- Creation of thousands of new permanent jobs.
- Opportunity for thousands of engineering and construction jobs.

Social Benefits

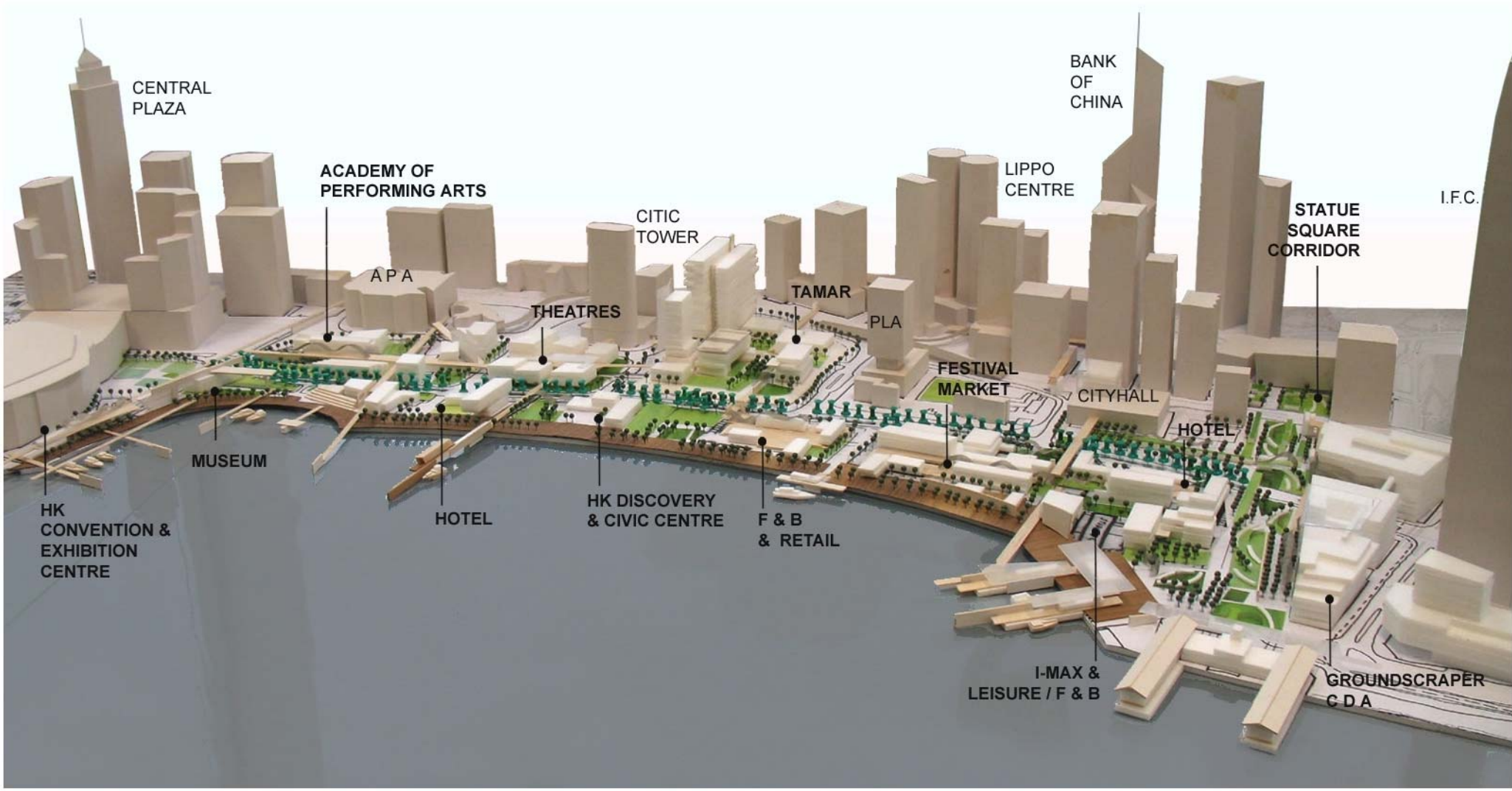
- Vibrant, high quality waterfront for maximum public enjoyment.
- Greater variety of open-space experiences.
- More shaded areas and access to public conveniences throughout the area.
- More leisure and recreational opportunities.
- Balance of commercial and civic uses.
- Lower-rise, human-scale buildings.
- Better visual access to waterfront and into the city.
- Greater street-level life (without sacrificing all-weather access).

Environmental Benefits

- Reduce traffic at peak time.
- Lower air pollution with MTR and tram at outset of project.
- “P2” is an Ocean Boulevard instead of a thundering thoroughfare.
- Greater sense of space, more opportunities for leisure and relaxation.

Changes to the development process and timing implications

- Funding for Tamar development AFTER approval of a 3-dimensional model.
- No significant delays for CGO/Legco complex (2 months required for Section 16 application).
- Planning Department will start review of Central excluding Tamar in July.
- Review urban, transport and marine plans, including OZP – not just planning briefs.
- A well managed review of OZP does not delay development schedule of Central.
- Various Government officials, legislators, and opinion leaders have already been consulted.
- Consensus building among stakeholders is already in progress.
- No major engineering changes.
- Light-weight, low-density buildings can be supported on by-pass roof.



CENTRAL PLAZA

ACADEMY OF PERFORMING ARTS

APA

CITIC TOWER

THEATRES

TAMAR

PLA

BANK OF CHINA

LIPPO CENTRE

STATUE SQUARE CORRIDOR

I.F.C.

MUSEUM

HK CONVENTION & EXHIBITION CENTRE

HOTEL

HK DISCOVERY & CIVIC CENTRE

F & B & RETAIL

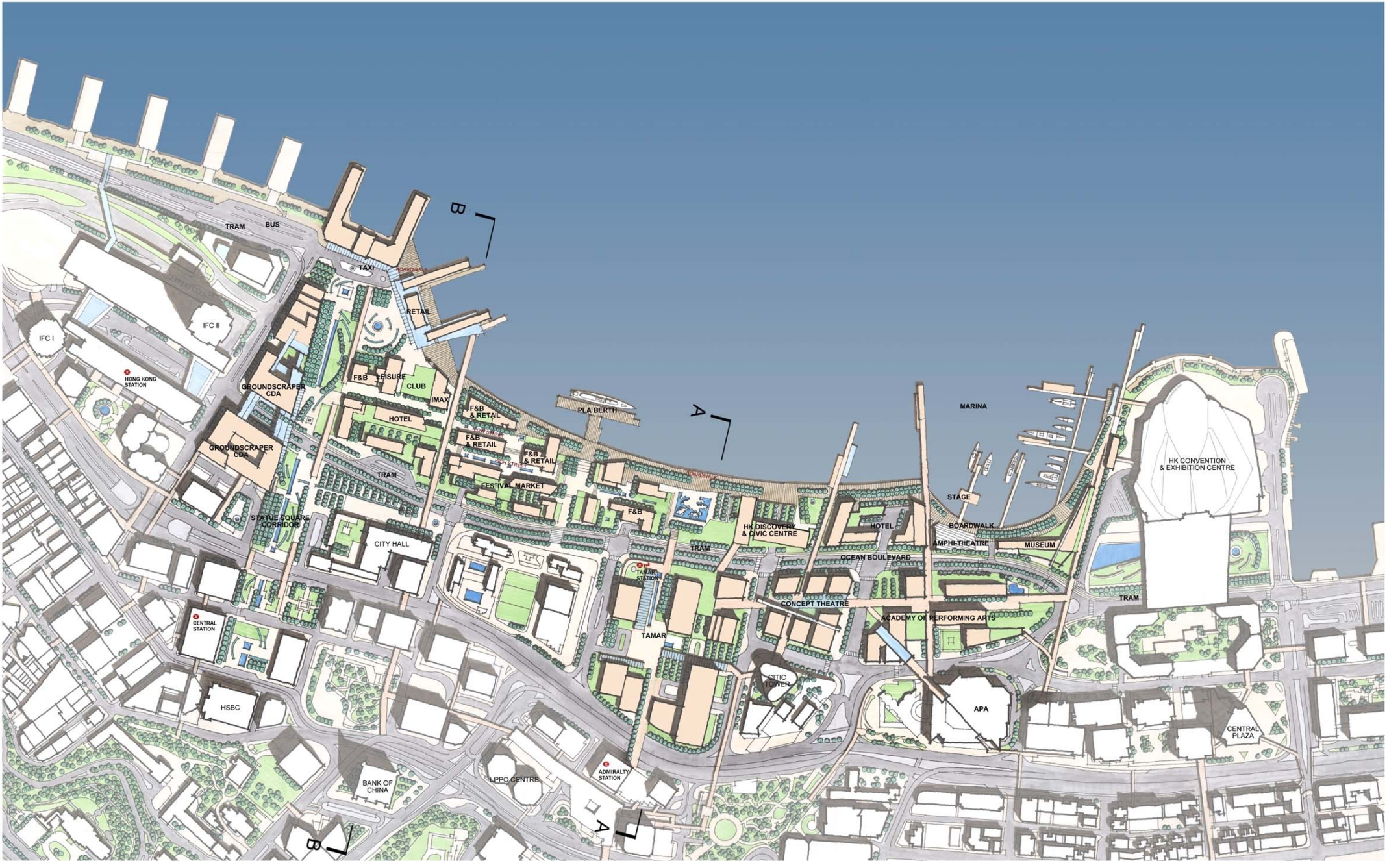
FESTIVAL MARKET

CITYHALL

HOTEL

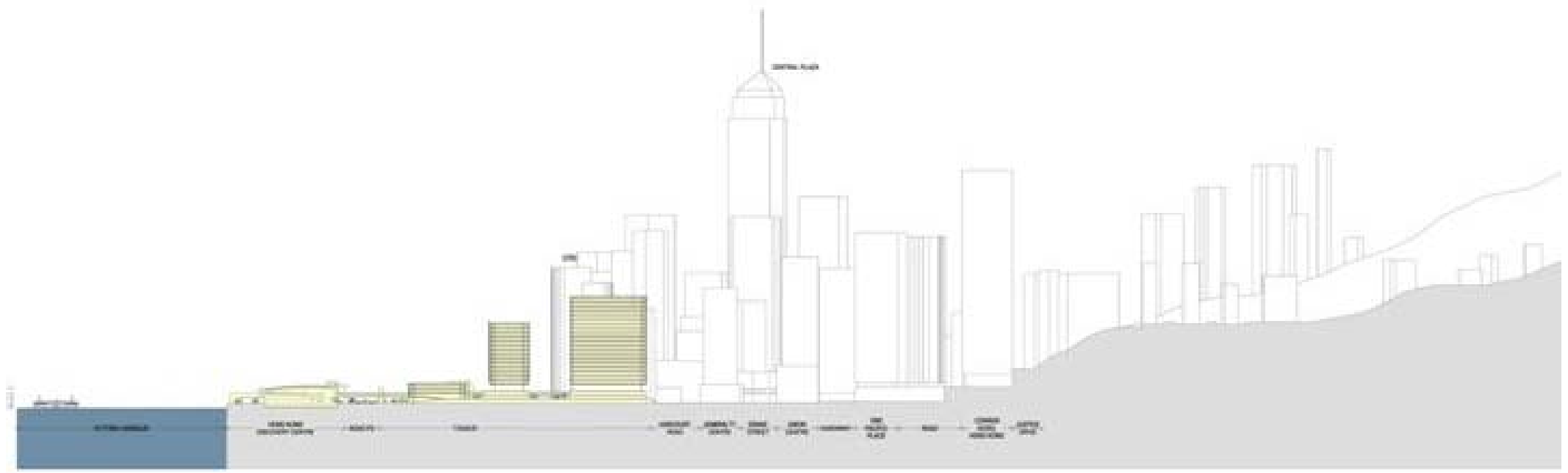
I-MAX & LEISURE / F & B

GROUNDSCRAPER C D A



0 50 100 200m
Scale 1:2000





SITE SECTION A

Press Release

CONCERNED CITIZENS UNVEIL ALTERNATIVE MASTER PLAN FOR CENTRAL HARBOURFRONT AND TAMAR

Plan aims to create a vibrant, living waterfront, befitting a world city

HONG KONG, 3 May 2006 – A group of concerned citizens today unveiled an alternative vision for the Central Harbourfront including Tamar. The plan fully satisfies the Government's specifications and will not cause significant delays in the planning and development of the area.

The parties involved in preparing the plan are Paul Zimmerman, Christine Loh, Markus Shaw and Peter Wong. The group unveiled an initial "concept plan" and stakeholders will be asked for input before a formal proposal will be made to the Government and the Legislative Council.

Paul Zimmerman said the plan encompasses the same gross floor area (GFA) as currently proposed for the Central Government Offices and Legislative Council, as well as for the commercial developments on the Central (Extension) Outline Zoning Plan. It also includes many green open spaces, a Central Wanchai Bypass and it accepts the current reclamation as given.

"We have mixed the land uses, prioritized the ground level, and split the developments and open spaces into smaller projects in order to create an exciting and vibrant environment for residents and visitors alike.

"This will make Hong Kong's Central Harbourfront a world class experience on a par with other iconic city destinations such as Xintiandi in Shanghai, Darling Harbour in Sydney and Pier 49 in San Francisco," he said.

Christine Loh said in order for the area to attract residents and visitors, the design briefs for the Tamar site, including Central Government Offices, Legco buildings and public space, need to be drastically altered.

"The planned buildings are monolithic stumps on top of a podium surrounded by major highways and fronted by a massive empty space. You just cannot approach them on foot, and there is little reason for people to go there.

"Our plan calls for the government buildings to be reconfigured into smaller units with ground level access, to convert a massive sun-blasted square into smaller shaded public spaces, and to ensure access and activities throughout the day and weekends.

"Another key aspect is that instead of a high capacity thoroughfare, P2 is to be an 'Ocean Boulevard' aligned with trees, providing exciting view corridors to the harbour and back into the city, interrupted only by stimulating architecture, and which can be crossed primarily at grade supported with some elevated all-weather walkways.

“To make this a reality, we must stem development, minimize vehicular traffic from the outset, and ensure an early implementation of the MTR Northern Island Line and include a tram shuttle service for short distance transit in the area,” she said.

Markus Shaw said: “The Government is still very far from having made a convincing case for moving its offices to Tamar. It is the responsibility of members of the Legco to represent the community and hold the Government to account on this issue, which involves billions of public money; we urge Legco members to take this responsibility seriously.

“Notwithstanding this, with this concept we show that by doing simple things like reshuffling developments, decreasing plot sizes and reducing ‘P2’, we can create an exciting harbour-front with business opportunities for both large and small companies, many new permanent jobs, as well as many architecture, engineering and construction jobs. The concept is more economically optimal as well as bringing many social and environmental benefits.

“We are trying to create a Central Harbourfront area which future generations will applaud and treasure. It would be an immense tragedy if this opportunity is missed.

“The changes are simple and not difficult to achieve, and would not even involve undue delays, but it does require trust, a different mindset and a ‘can-do’ mentality,” Markus Shaw concluded.

The group outlined a clear process to move forward.

Various legislators, opinion leaders and Government officials have already been consulted and other stakeholders will be seen in the next few weeks. Public comments will be collected at events organized by the Central and Western District Council on May 7 and May 21. A meeting with the Chief Executive’s Office has also been sought.

All views will be incorporated into an updated plan. The group has written to the Chairman of Legco’s Planning, Lands and Works Committee requesting a meeting to present the outcome before the Public Works Subcommittee considers the funding of developments on Tamar.

“For Tamar, we urge Legco to approve funding for the design of Tamar first, and to approve funding for the development after it has seen a detailed master plan and 3-dimensional model for Tamar including the adjoining areas and roads. This is similar to the controls the Town Planning Board has over the new commercial sites.

“For the remainder of the Central (Extension) Outline Zoning Plan including P2, the groundscraper, festival market and the water-front promenade, a review of urban, marine and transport plans is required. Although the Government has promised that the Planning Department will commence a

review in July, we must make sure that this is not limited to the planning briefs of a few selected buildings,” Paul Zimmerman explained.

Christine Loh

Christine Loh is the CEO of the Hong Kong-based non-profit think tank Civic Exchange. Loh is a lawyer by training and a commodities trader by profession until 1992 when she became a member of the Hong Kong Legislative Council. Since then, she has focussed on public policy and political developments. When she stepped down from frontline politics in 2000, she founded Civic Exchange. Loh has written extensively on many issues, including sustainable development, urban planning and constitutional development. She is a sought after speaker both locally and internationally.

Markus Shaw

Markus Shaw [邵在德] was almost born in Hong Kong, arriving in a London hospital in September 1959 and in Hong Kong six weeks later. At the age of 13 he was sent to England for his education, which he completed with a degree in History at Cambridge University. After attending Law School, he joined the City law firm Linklaters. Following six years as a corporate lawyer in London, Singapore and Hong Kong, he joined the family business in 1992. Mr. Shaw is a Managing Director of his family's investment office. He has wide experience in the investment management world and has had active management involvement in many portfolio companies.

Married with three children, he maintains a keen interest in literature, history, music, photography and the great outdoors. Committed to the preservation of the environment, he has been Chairman of the Worldwide Fund for Nature, Hong Kong, since 2000 and a member of WWF's International Board since 2005. He is also a member of the Hong Kong Government's Advisory Council on the Environment.

Paul Zimmerman

Paul Zimmerman has a Masters in Business Administration from the Erasmus University in Rotterdam, The Netherlands. In 1987, he founded the Bridge Design, an identity and corporate literature design company in Hong Kong which he sold in 1998. In 2000, Paul founded The Experience Group, a consultancy advising business leaders on strategy and policy development. In 2003, Paul Zimmerman was appointed Executive Director of MF Jebsen International, an investment holding company with direct responsibility for MF Jebsen Automotive (Aston Martin and Triumph Motorcycles), Jebsen Travel and Pacific Aviation Marketing. Paul Zimmerman is also Convenor of Designing Hong Kong Harbour District and Vice-Chairman of the Coalition on Sustainable Tourism.

Peter Wong

Mr. Peter H.Y. Wong is a Chartered Accountant and Consultant to Deloitte Touche Tohmatsu.

He was previously President of Hong Kong Institute of Certified Public Accountants from 1984 to 1985, Legislative Councillor from 1988 to 1995, Board Member of the International Federation of Accountants, Chair of Advisory Council on the Environment and Social Welfare Advisory Committee. He was appointed in 2005 to the Council of the Institute of Chartered Accountants in England & Wales. He has extensive experience in the Environment, Social, Health and Economic fields.

Presently, he is Board Member of Global Reporting Initiative which sets the Guidelines on Sustainability Reporting and the Chairman of the Business and Professionals Federation of Hong Kong. He has recently been re-appointed to the Greater Pearl River Delta Business Council and the Executive Committee of the Commission on Strategic Development.