



Members
Panel on Planning, Lands and Works, and
Panel on Environmental Affairs
Legislative Council of Hong Kong
Jackson Road
Hong Kong

13 December 2005

Dear Members,

**Re: Tamar and Central Harbour-front
Over-Capacity in Roadway Provision**

**CRIII surface development Plans ARE OLD THINKING
CRIII surface development Plans HAVE NOT RESPONDED TO CHANGE
CRIII surface development Plans DO NOT REFLECT CURRENT REALITY**

Since 1983 when the Study on Harbour Reclamation and Urban Growth identified a need for reclamation in Central and Wanchai the current densities of road development in the CRIII zone have been more or less fixed. The area has gone through more than half a dozen OZP changes since then but these densities have been maintained from the start. (Slide 2)

In 1994 when the planned reclamation extended 20% beyond its current alignment and the Tamar site was zoned for Commercial Development, the roadways planned for that full reclamation were already starting to be formed. (Slide 3)

The plans for CRIII that were gazetted in 1998 give the clearest indication of what was intended for the site with development blocks including 14 Commercial Development sites and 6 Government Development sites extending towards the waters' edge with a network of major roads to accommodate and service this extensive plan for building construction. (Slide 4)

With Public Objections to this OZP it was amended in early 2000. The CRIII site was reduced in area by 20% and the extent of construction development by almost 50% but the reduction in service roadways has not been proportional to this change.

The extent of the P2 and feeder roads that cover the CRIII site is still reflective of the original Metro Plan intentions and not of the current needs of the area. The capacity of the remaining roads is still the same as they were in 1998 even though demand has been considerably reduced through reductions in development. The relative percentage of harbourfront land used for roadways has therefore increased dramatically when it should have been cut in proportion to the building development there.

New road capacity is the same as it was in 1998; however occupation densities have been reduced with land and construction reduction, reducing demand on those roads. Why therefore do we need those same roads?

Was there an error in the planning in 1998 resulting in UNDER-provision of roads for the densities planned at that time or are we building in OVER-capacity now?

Despite the PHO, the CFA ruling, and cut backs in CRIII reclamation, the overall zoning and roadway provision has not been materially reviewed or adjusted.

A call for a review at this time is legitimate.

We request that Legco should question deeply the proposed over-capacity and over-provision of surface roads in the CRIII area. Stop and Think. Request a full review of roadway provisions in light of CURRENT development plans and projections. Maximise land use for Public Open Space, not for redundant roadways.

Yours sincerely,

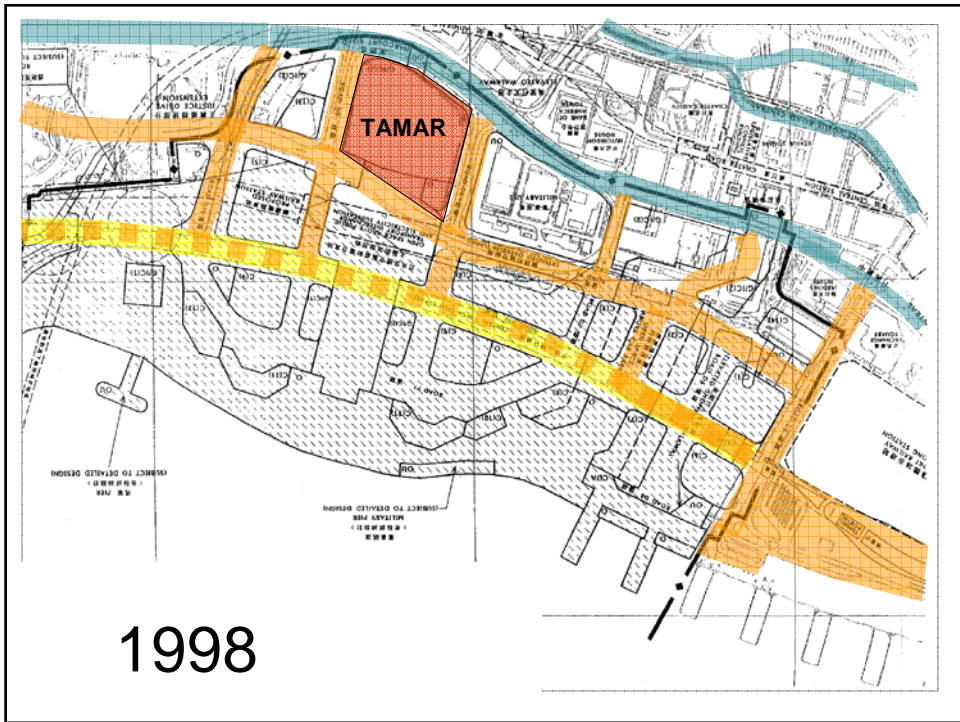
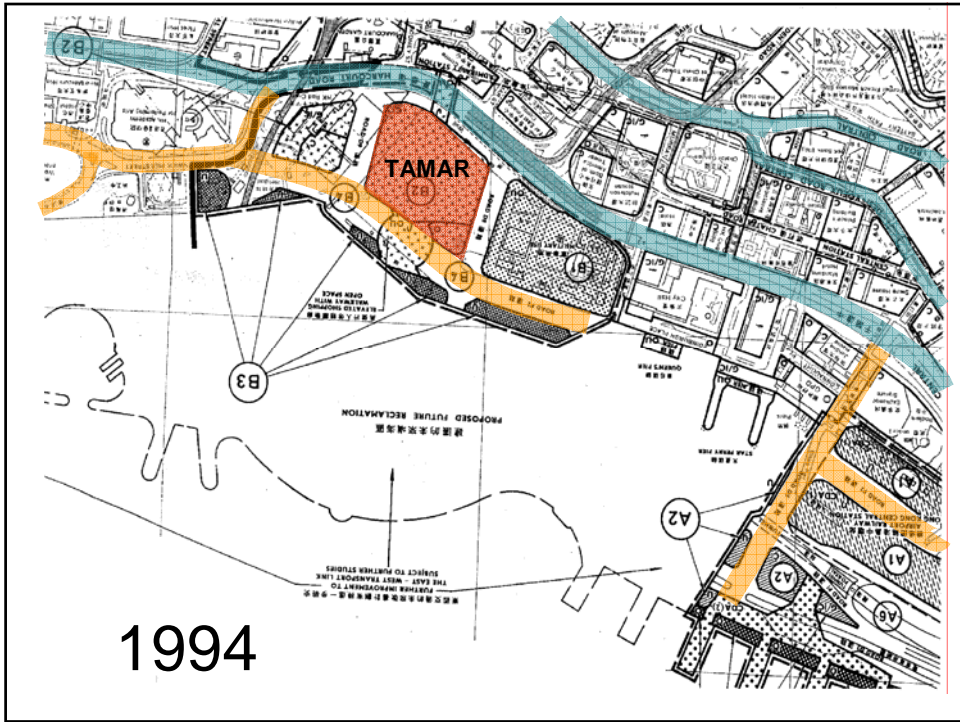


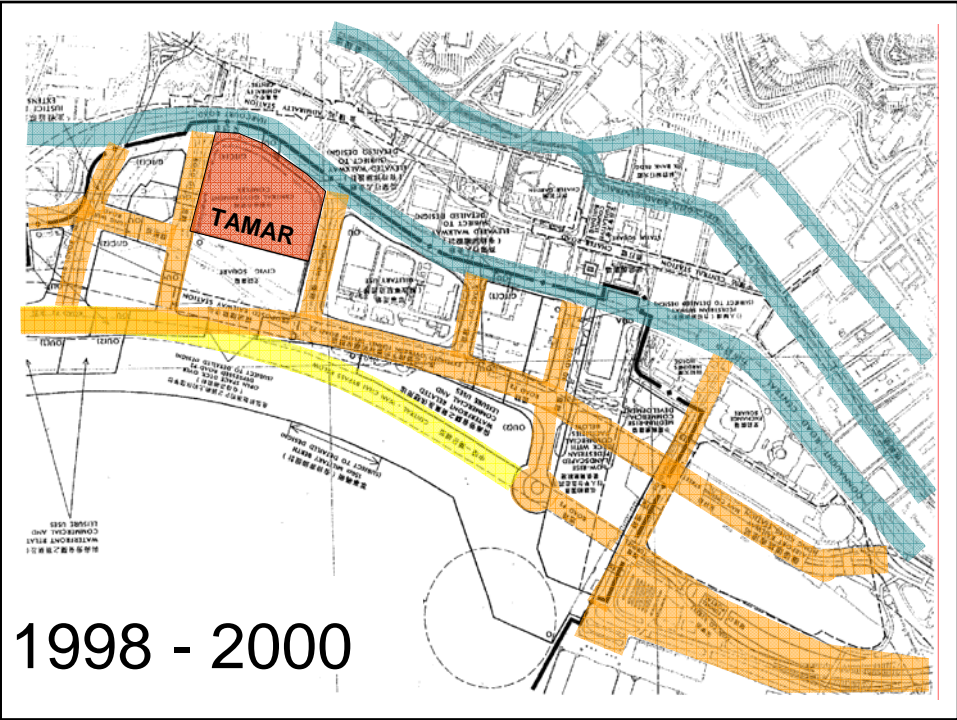
John Bowden
Chair
Save Our Shorelines

Save Our Shorelines

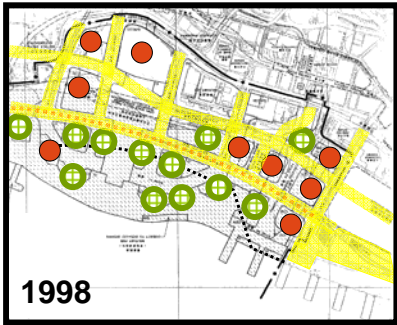
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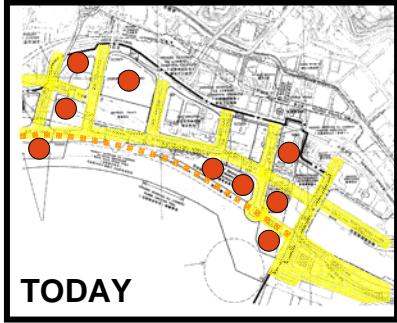
1998 - 2000



1998

Roads designed to serve development planned in 1998 will still be constructed today, even though the buildings they were planned for no longer exist

- ⊕ BUILDINGS PROPOSED 1998 OZP
- BUILDINGS PROPOSED CURRENT OZP



TODAY

STOP! 停止!
THINK! 三思!
REPLAN! 重新計劃!