

Hong Kong, February 1, 2006

Panel on Planning, Lands and Works
Legislative Council
Legislative Council Building
8 Jackson Road
Central, Hong Kong
(Fax: 2869-6794 / email: cshiu@legco.gov.hk)

Re: Future development of Central, Tamar and Wanchai

Honorable Chair and Members,

In addition to our submission dated November 5, 2005, we submit the following for your consideration:

- 1. A lay-out of the planned road works for the Central water-front released by the Government as part of its request for proposals to qualify for Tamar**
 - a. In contrast with previous images of the future water-front we note the water-front emergency roads, an access road between the PLA barracks and the water-front, and the roads and transport infrastructure between City Hall and the water-front.
 - b. *Legislative Council Members may wish to call for a review of the amount of land to be used for road infrastructure and the impact on the 'harbour-front experience'.*
- 2. Rail before Roads**
 - a. The Comprehensive Transport Study 3 determines that rail is to be the backbone for transport in Hong Kong. However, new transport infrastructure planned for Central and Wanchai so far only consists of:
 - i. Implementation of P2 and related roads (see attached map);
 - ii. Ongoing efforts to prove a public overriding need for reclamation for the Central Wanchai Bypass in Wanchai.
 - b. There are no plans whatsoever for extension of the rail based infrastructure in Central, Tamar and Wanchai:
 - i. There is no tram line or other forms of mass transport identified close to the water-front;
 - ii. There is no progress on the Northern Island MTR line or Shatin Central Rail link.

- c. The construction of rail based transport solutions AFTER completion of the Central Reclamation 3, P2 and related roads, Central Wanchai Bypass, culverts, drainage, pump houses, etc, will become exponentially more expensive, if not technically impossible to implement.
- d. *Legislative Council Members may wish to investigate how much more expensive it will be to built the Northern Island line AFTER completion of P2, the CWB, culverts, pump houses, etc.....*

3. The issue is more than just reducing GFA

- a. The current zoning consists of a road grid intersecting massive single use land parcels which are connected by foot bridges. Rather than creating streets and communities, the current plans will result in roads and podiums.
- b. With the CWB and P2 the traffic will move north. The roads connecting Gloucester/Connaught and P2/CWB will become significant corridors.
- c. *Legislative Council Members may wish to call for a review of the land parcels and the planned surface road network.*

4. Who will lead the change?

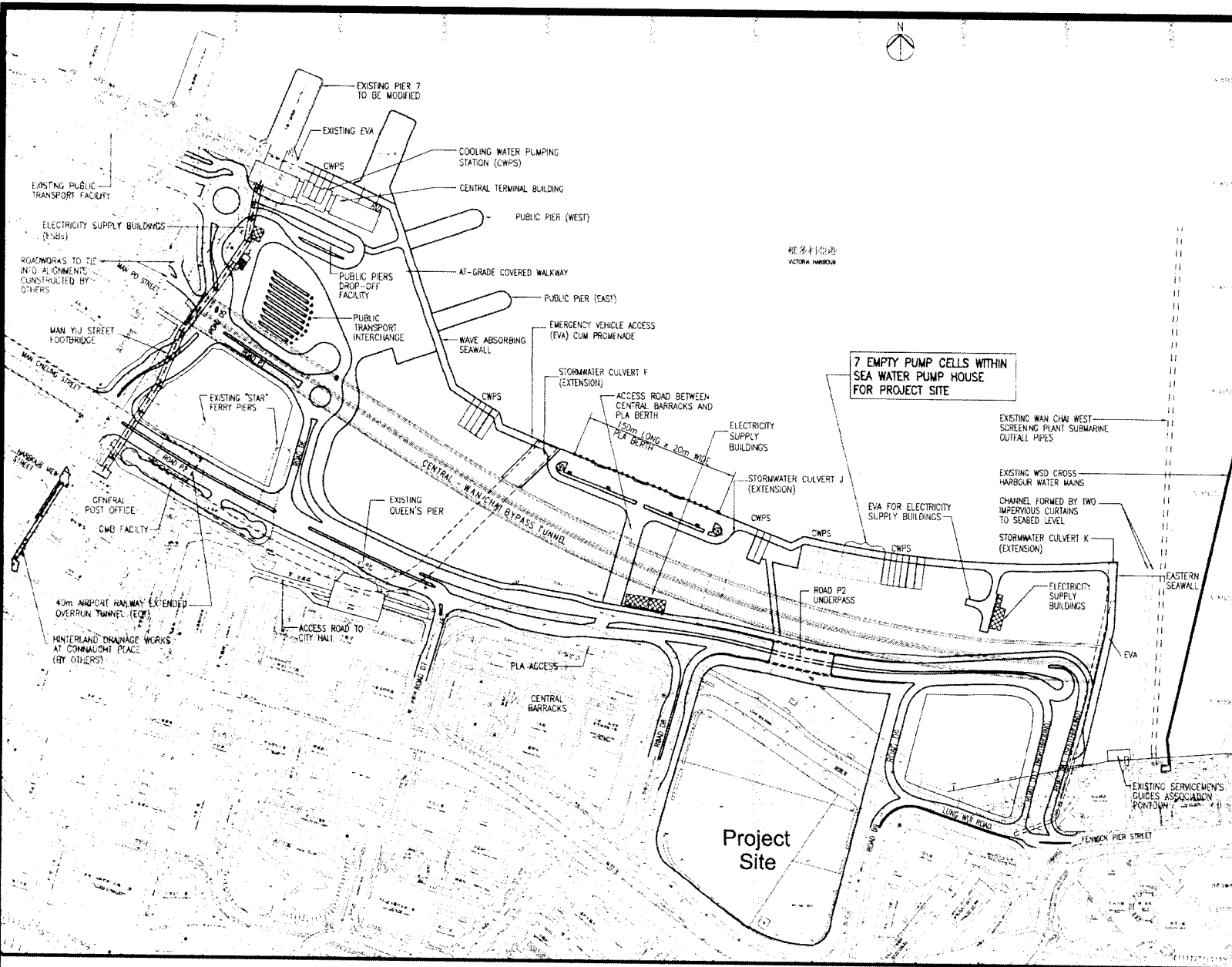
- a. **Government will not lead change; the Harbour-front Enhancement Committee will not lead change; the Town Planning Board will not lead change; Who Will?**

Herewith we so submit for your consideration,

Yours sincerely,

Paul Zimmerman
Convenor, Designing Hong Kong Harbour District
Principal, The Experience Group, Limited

Enclosed: Government plans for the reclamation and adjoining areas in Central.



- NOTES:
1. CO-ORDINATES RELATE TO HONG KONG METRIC GRID (1980).
 2. LEVELS ARE IN METRES AND REFER TO PRINCIPAL DATUM (mPD).
 3. DIMENSION ARE IN MILLIMETRES AND CHAINAGES ARE METRES UNLESS OTHERWISE SHOWN.
 4. THE GENERAL LAYOUT PLANS INDICATE GENERALLY THE EXTENT OF CONSTRUCTION WORKS IN THE CENTRAL RECLAMATION PHASE III CONTRACT. THE FULL EXTENT OF WORKS ARE DEFINED IN THE CONTRACT DRAWINGS AND PARTICULAR SPECIFICATION.
 5. THIS SKETCH IS TO BE READ IN CONJUNCTION WITH DRAWING NO. 3128/ACL/1001A.
 6. THE NEED OF THE REALIGNMENT OF ROAD D5 TO FACILITATE THE CONSTRUCTION OF THE CENTRAL - WAN CHAI BYPASS IS CURRENTLY UNDER REVIEW.

This drawing is a part plan reproduced from Civil Engineering and Development Department Drawing No. HK 12/02/C/1466 and is subject to revision.



CENTRAL RECLAMATION PHASE III SITE LAYOUT

PLAN 5