



RE-DO the ENVIRONMENTAL IMPACT ASSESSMENT for TAMAR PROJECT

Government predictions for the pollution of Tamar are FAR TOO LOW. Central is not flat. It has deep canyons that trap the pollution. But the Government says otherwise. The Environmental Protection Department's 2001 environmental impact assessment (EIA) used a model that underestimated actual air pollution levels by 50% by pretending that there were no buildings in Central.

Despite this underestimation, and the fact that Air Quality Objectives in Central have never been met since the report was written, Government has no plans to re-do the EIA.

No responsible government would keep using information that is proven to be false. We therefore suggest that Government produce another report using a correct air pollution model that takes account of buildings. This will take about three months and cost only modest amount.

- Jimmy Fung, University of Science and Technology and Clear the Air

PEACE and ACCESS for the PEOPLE

It is accepted worldwide that waterside areas are reserved for people to relax, perhaps to do nothing more than stroll or exercise in a space that is away from the throb of the city, its noise and pollution. This should be somewhere that the city vista can be enjoyed with a sense of both distance and belonging, a place to rest from the endless pursuit of shopping. Nearly all of Hong Kong's malls are near an MTR station, so Central has no need for additional areas to shop. Public access to Tamar and to the Central Harbourfront should be easy. As it stands there will be barriers between the public and the waterfront, riven by roads that will only pollute, bringing noise to a place that should echo with human, not traffic sounds.

- Norman de Brackinghe, Graphic Art Consultant

21st CENTURY CITY

The issue is not a small matter. Since this will be the last reclamation along the Central waterfront, we only have one chance to get it right: we are literally planning a 'Harbour-front for a Thousand Years'. The Government's usual development model ('Roads and Buildings!') is not going to get us there. The NGOs have been branded 'anti-development': that's not true. What we are proposing is a different model of development that is more in tune with Hong Kong in the 21st Century: truly sustainable development and enhanced quality-of-life. This is what will make Hong Kong the kind of 'World City' where people want to live and work, that will attract the world's most talented people to come here.

- Markus Shaw, Chairman of WWF

DECLAIMING the GLORY of our HARBOUR, SHORELINE and MOUNTAINS!

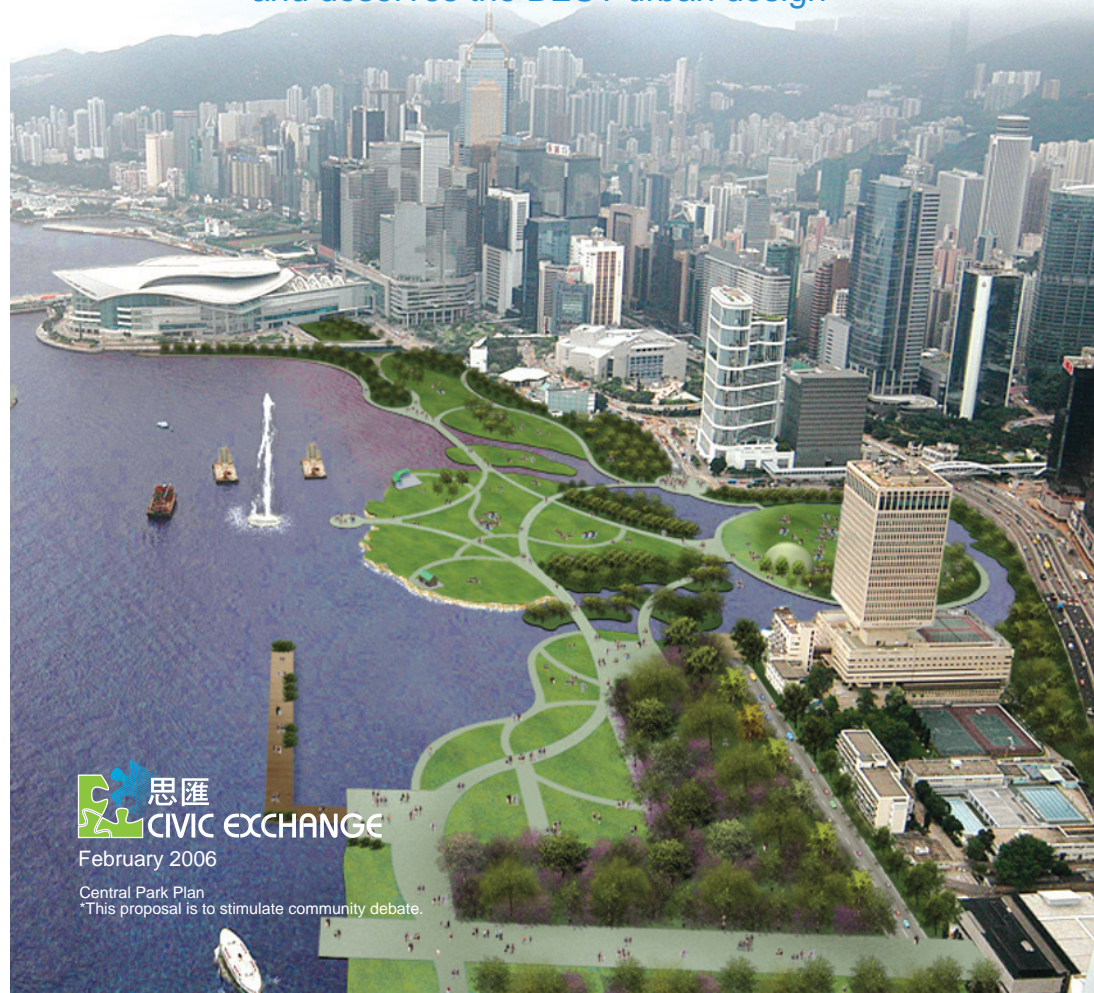
City parks - dedicated to the community - give people a sense of connection to nature, and also a freedom of spirit that is only truly possible outdoors. With the greenery of our mountains, the sea breezes and the waters that define Victoria Harbour, our City has the greatest of natural endowments. Yet, this quality has never been responsibly maximised. We have a last chance to design incomparable spaces for ourselves and many generations to come. Let us ensure that density, congestion and pollution are not increased, and instead 'declaim' the Harbour in the New Central area thus giving back something beautiful and enjoyable to the people that shows appreciation and respect for our shoreline and mountains.

- Hardy Lok, Society for Protection of the Harbour

It is not too late to STOP & THINK

1000 YEAR HARBOURFRONT CHALLENGE

Hong Kong has GREAT people,
the BEST natural endowment
and deserves the BEST urban design



思匯
CIVIC EXCHANGE

February 2006

Central Park Plan

*This proposal is to stimulate community debate.

Hong Kong needs to understand World City Trends
Hong Kong must STOP, investigate OPTIONS in depth
and make INFORMED DECISIONS

Some of the COMPLEX and MULTIDISCIPLINARY ISSUES
of Central Harbourfront are described below
by members of the STOP & THINK ALLIANCE

GREEN SPACES FOR PEOPLE, NOT MORE DENSITY

Hong Kong is going against world trends among cities in creating ever more density along the best sections of waterfront, rather than providing green spaces so that the people's high-density urban environment can be balanced by open spaces that are lush and clean. The Government's current plans give highways and roads priority, leading to heightened congestion and air pollution in Central. Moreover, we are concerned that the plan is likely to preclude, or at least make far more difficult, the subway extension provided in the Railway Development Strategy No. 2, which will be more important to a larger number of people than having more roads. The Government should therefore consider putting in rail ahead of roads.

- Christine Loh, Chief Executive Officer, Civic Exchange

GOVERNMENT PROPOSALS CONTRADICT ITS STATED INTENTION

According to the Protection of the Harbour Ordinance, the Harbour is: "A special public asset and a natural heritage of the people of Hong Kong". Therefore, in principle, land created from reclamation of the harbour such as Tamar and the Central Reclamation should belong to the people and should be reserved for the enjoyment of the people as a public park and open space. The Government's only justification of the Central Reclamation to the public and the law courts is for the relief of traffic congestion. The Government also promised that there would be no commercial development thereon. The Government's present proposal of intensive development of nine sites, including Tamar, therefore contradicts its stated intention. The Government should be planning the Central Harbourfront for the people of Hong Kong and not for its own interests, nor the interests of developers.

- Winston Chu, Visiting Professor, Bartlett School of Planning, University College London

GOVERNMENT MUST CONDUCT INDEPENDENT REVIEW

Tamar development is the vital and indivisible part of Central waterfront. It should not be isolated in the planning exercise. In proceeding with the tender exercise for Tamar project, the Government does not respect Legislative Council's Motion passed on 17 December 2005. We urge the Government to comply with the Motion by conducting an independent review of the whole Central waterfront including Tamar.

- Dennis Li, Friends of the Harbour

ROADWAY OVER-PROVISION

The CRIII surface development plans for the roads along the harbour front on the reclaimed land have not responded to changing situations, and do not reflect current reality. The 1998 zoning plans show the intention to construct 14 Commercial sites and 6 Government sites with a network of major roads to service these. In 2000, the CRIII site was reduced by 20% and zoned buildings by 50%, but the road network serving the site remained virtually the same in the new zoning plans. Density provisions were not altered despite the reduction in building development. The proportion of shoreline land used for roadways has thus increased unnecessarily, with the current road density planning no longer reflecting true demand. Thus it is quite clear that review is amply justified.

- John Bowden, SOS

WHY ADD 13,000 NEW BUREAUCRATS IN CENTRAL?

Government proposes to build its new Tamar headquarters with enough space to accommodate 17,000 workers. Yet, there are fewer than 4,000 at government offices in Central. Presumably government plans to move civil servants from around Hong Kong onto the site. Yet we are told nothing explicitly of this massive relocation. Why?

Adding 17,000 civil servants to the 20,000 in the private sector who will occupy the new commercial space government wants to create near Tamar further reduces options for open space near the waterfront, and brings much sooner the day local traffic reaches saturation. And when we have road saturation at key points by 2016 (and perhaps even sooner) what will we do? Will government claim that it has no choice but to be forced to reconsider its pledge of no more reclamation in Victoria Harbour? Adding so many private and government workers to this area simply defies common sense.

- Bill Barron, University of Science and Technology

REUSE rather than CONSTRUCT

The Legislative Council Building is an icon, a symbol of Government, and of peoples' pride in their citizenship. It can be renovated at a fraction of the cost of moving elsewhere. Likewise, the Central Government Offices are well located, and can be refurbished to meet current and future needs. However, independent studies must first take place to understand how the buildings can be better used, and also how people can be more productive by adopting more effective ways of working.

Government could usefully consider relocating support facilities to local centres. This would not only save money, and enhance the lives of individuals and communities, but also make Government less vulnerable to terrorist attack, viral attack and to such things as electricity failure. Reduced travel, reduces costs, time away from home, and the impact on the environment. Likewise the reuse of premises reduces the impact of landfill and construction processes on the environment.

- Santa Raymond RIBA, Santa Raymond Consultants

