

CB(1)1249/05-06(14)

Hong Kong, April 3, 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: Tamar and Central harbour-front plans are economically sub-optimal

Honorable Chair and Members,

The Tamar site together with the immediate water-front is very large, and would stretch from Cheung Kong Building to the Post Office, and include 7 office buildings, a hotel, the Legislative Council, 2 public open spaces, and a car park.

The planned use, however, only includes one Government/LegCo complex and a large open space. We plan to shift existing Government jobs to the water-front, rather than use the site to stimulate new business and job opportunities.

The following is needed to ensure a competitive, attractive and accessible environment for both residents and tourists:

1. Breaking up Tamar and the water-front,
2. Allowing a diverse mix of harbour and harbour-front dependent uses including culture, leisure, retail, hotel, F&B, and possibly small scale commercial and Government uses,
3. Limiting the intensity of the developments,
4. Human scale developments and pedestrian connectivity at ground/sea level,
5. Providing rail-based services early, reducing size and impact of roads.

Limiting the density and mixing the land use will relieve the peak time traffic demand, lowering the need for vehicular capacity and surface road infrastructure.

Herewith we so submit for your consideration,

Yours sincerely,

Paul Zimmerman

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

Enclosed: Visuals with a spatial analysis of the Tamar and water-front site area.

The Experience Group, Limited

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28 Yun Ping Road
Causeway Bay

Tel (852) 2878 7272
Fax (852) 2180 9200

Results from
CHARM (Central Ferry Piers) and
HER (Wanchai) studies
published March 2006
by the
Harbour-front Enhancement
Committee

Central is part of an urban plan for the island north shore developed in the '80s and '90s. Central Ferry Piers and Wanchai North have been completed.



Central Ferries and Wanchai

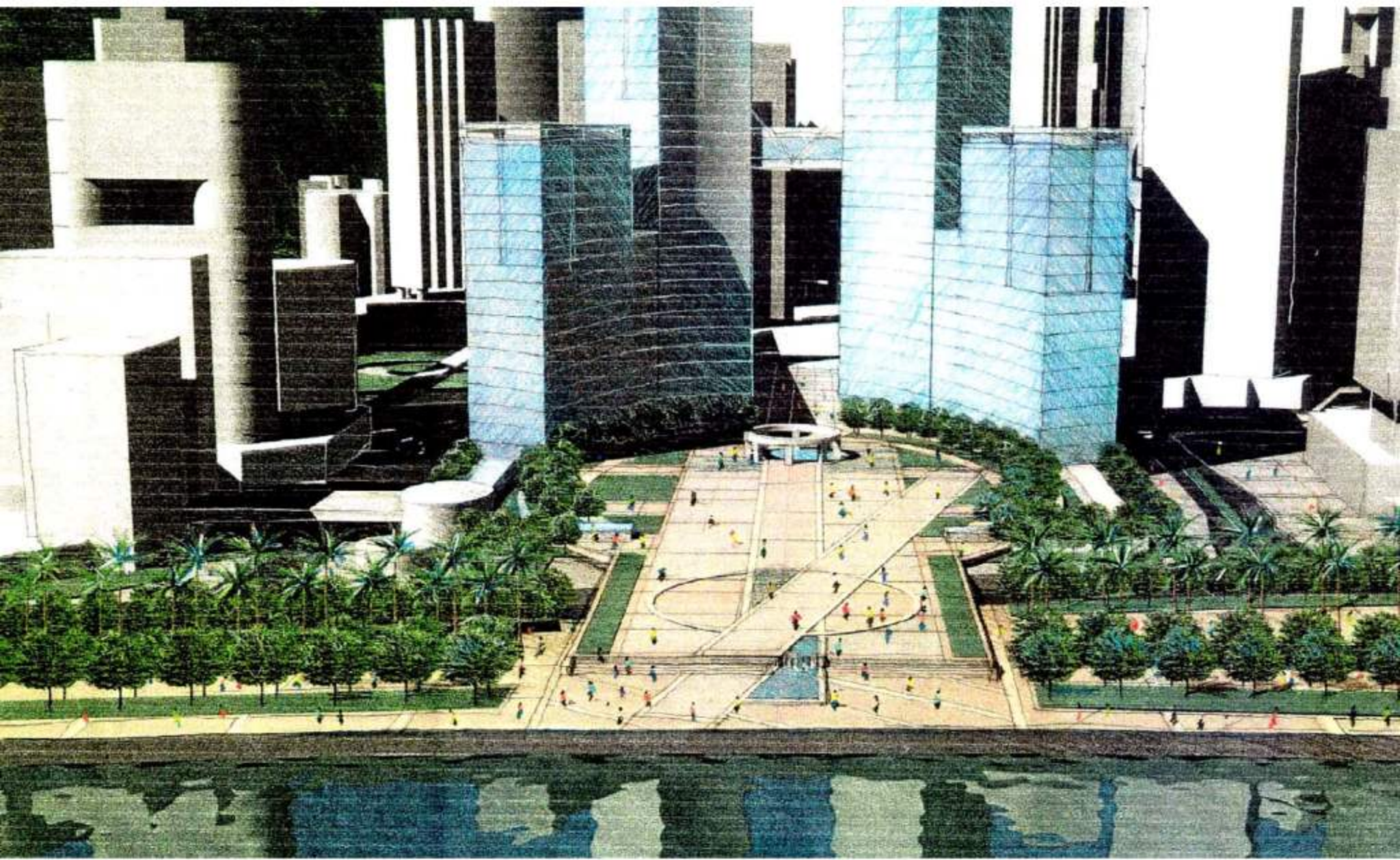
- Oversized land parcels
- Limited modes of transport
- Limited pedestrian access and connections
- Limited land/water interface
- Dominated by roads, infrastructure



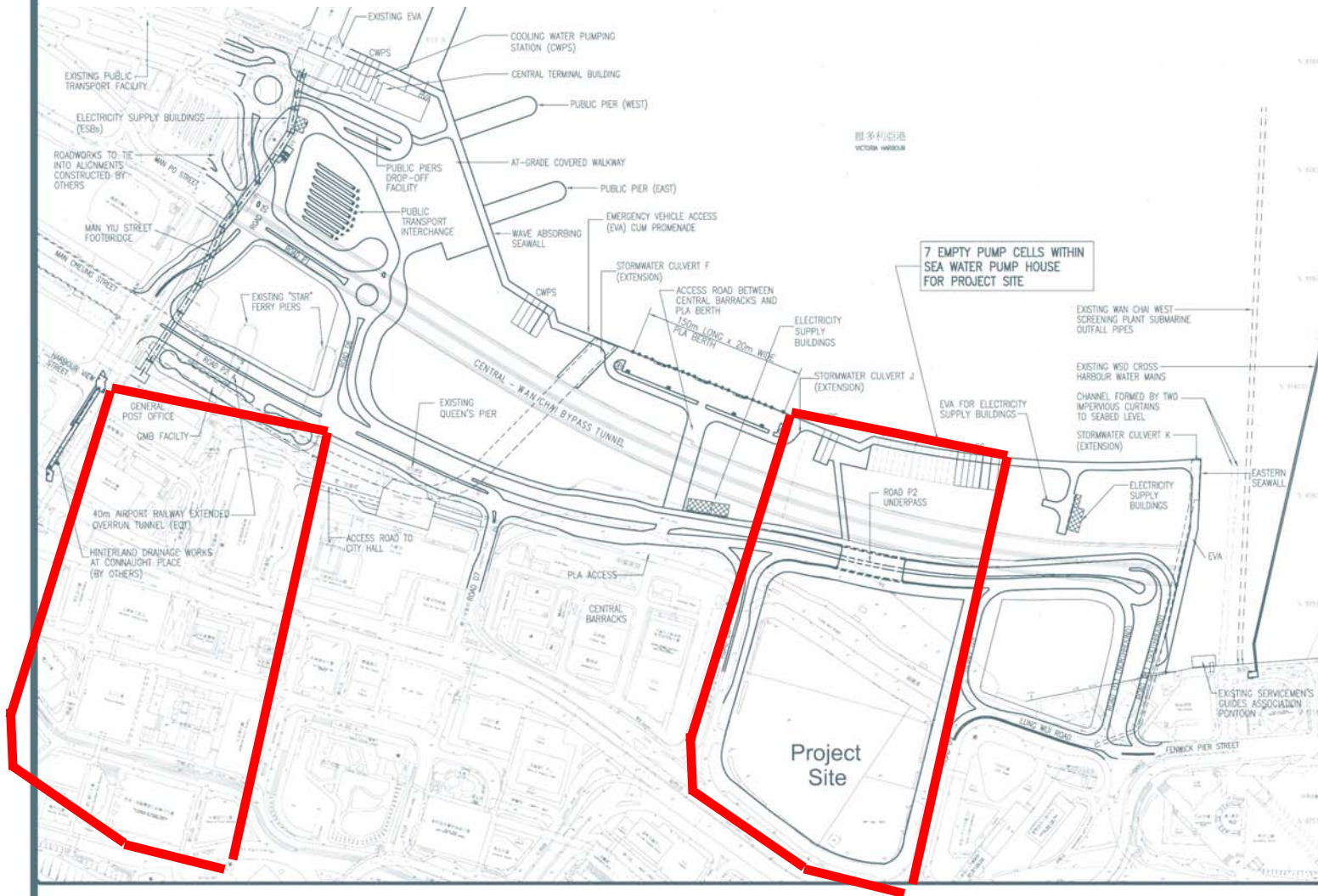


Economically sub-optimal

- Monotone land uses and few owners
- No vibrancy, little activity at street level
- Lack of diverse job opportunities
- Govt offices shifts 3,000 jobs – no new jobs are created
- Hong Kong culture and attractions missing



Spatial analyses – Tamar and the water-front is a massive site....



NOTES:

ORDINATES RELATE TO HONG KONG METRIC GRID (1980).

ALL ARE IN METRES AND REFER TO PRINCIPAL POINTS (MPP).

3. DIMENSION ARE IN MILLIMETRES AND CHAINAGES ARE IN 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. J128/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/140 and is subject to revision.

CENTRAL RECLAMATION PHASE III SITE LAYOUT

PLAN 5





Image © 2006 DigitalGlobe

© 2005 Google

Data: 22°16'52.60" N, 114°00'57.66" E, elev: 51 ft, Streaming: 100%, Eye alt: 2255 ft

Causeway Bay and Victoria Park Site Overlay



SoHo and Lan Kwai Fong Site Overlay



Image © 2006 DigitalGlobe

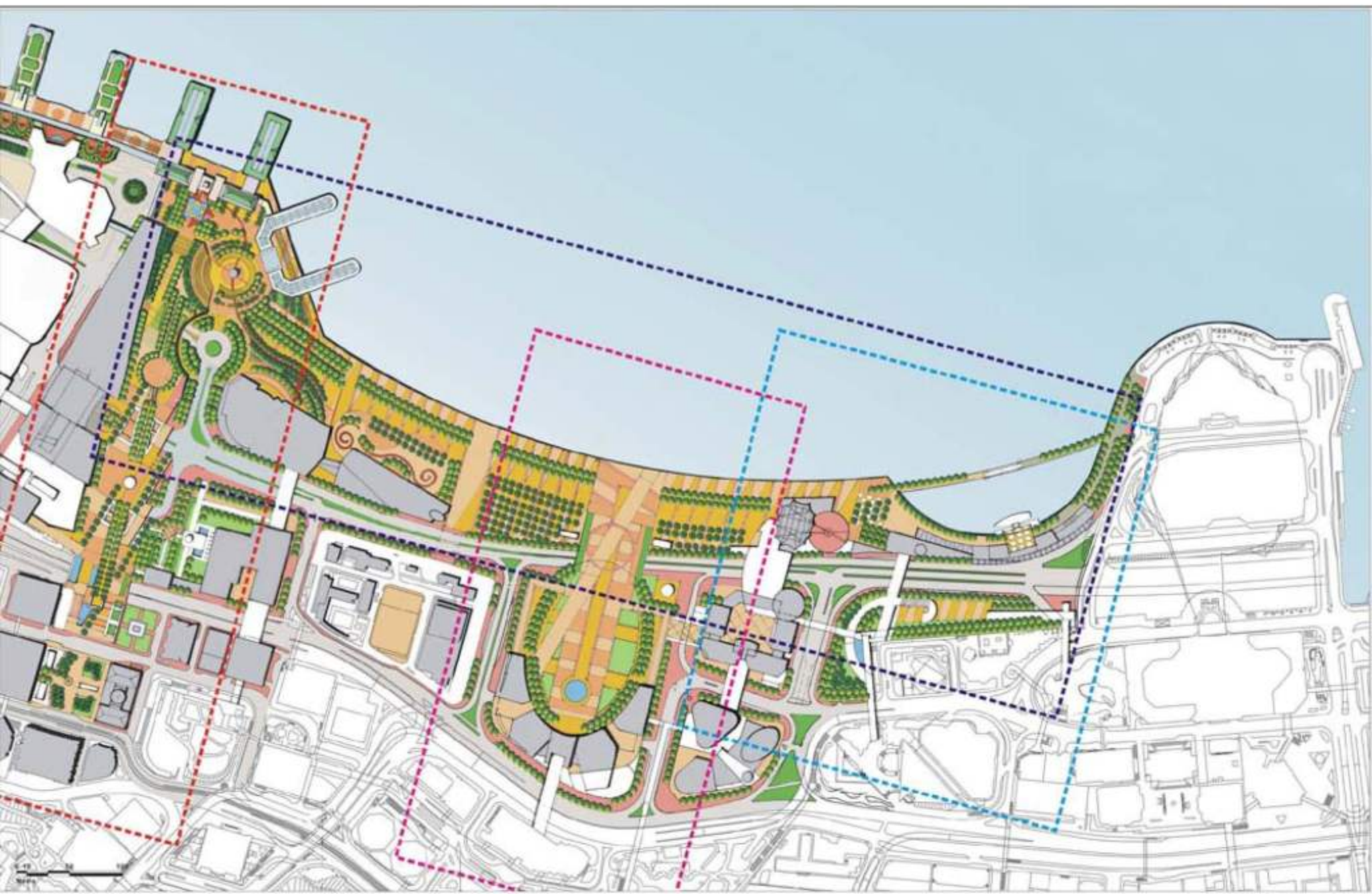
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Transport Planning:

Prioritize multi-modal transport and reduce impact on surface

- Adding capacity in a narrow strip of land
- Road network is the dominant land user
- Unfriendly design engineering standards
- No rail or tram close to the new water-front
- Noisy, polluting and a barrier to access
- Severely limiting enhancement
- Moratorium? Roads full by 2016 again.





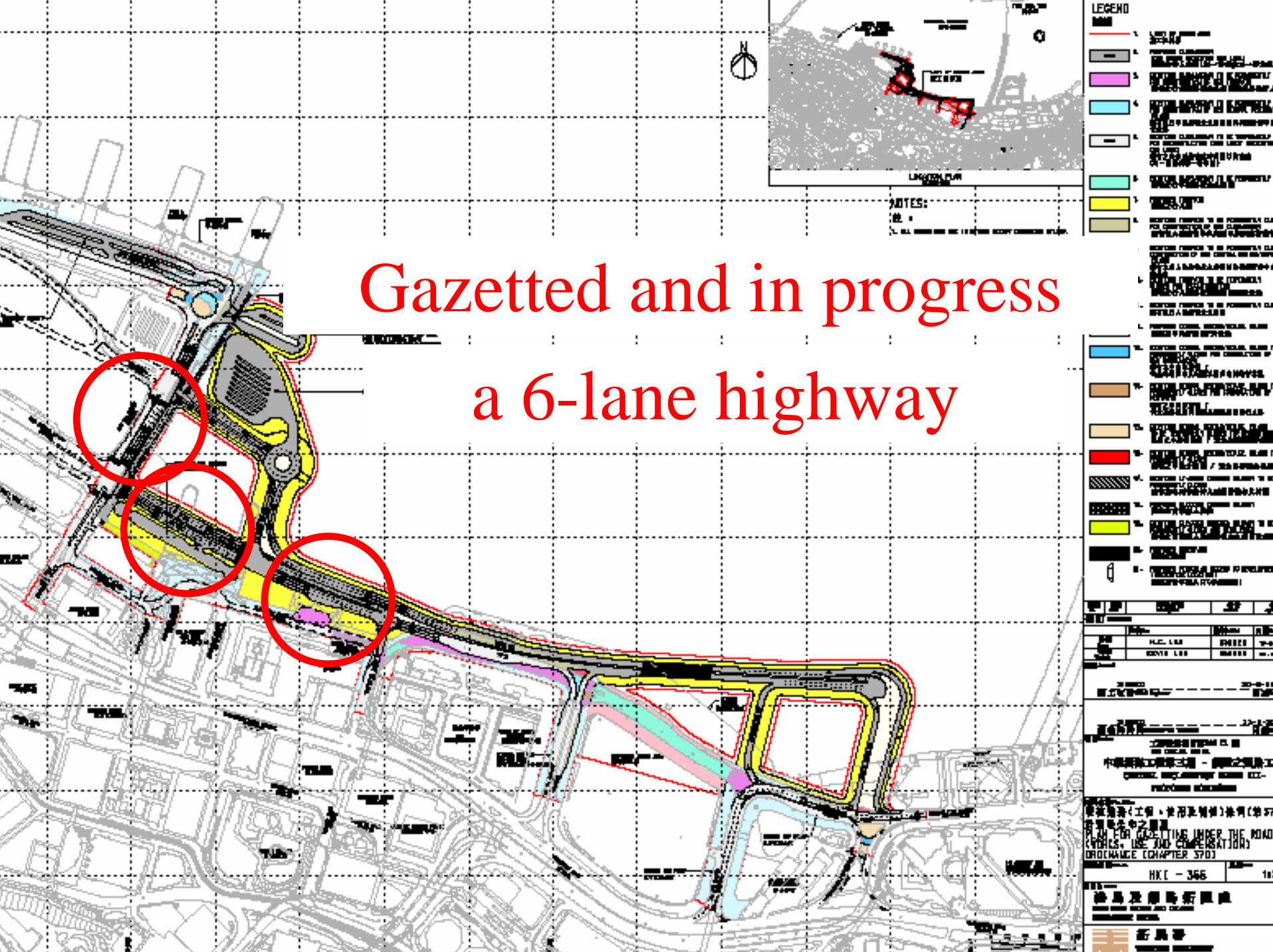
**\$8bln northern island line missing ..
Putting it in later costs \$2bln more**

The map illustrates the proposed Central-Wan Chai Bypass Tunnel and its associated infrastructure. Key features include:

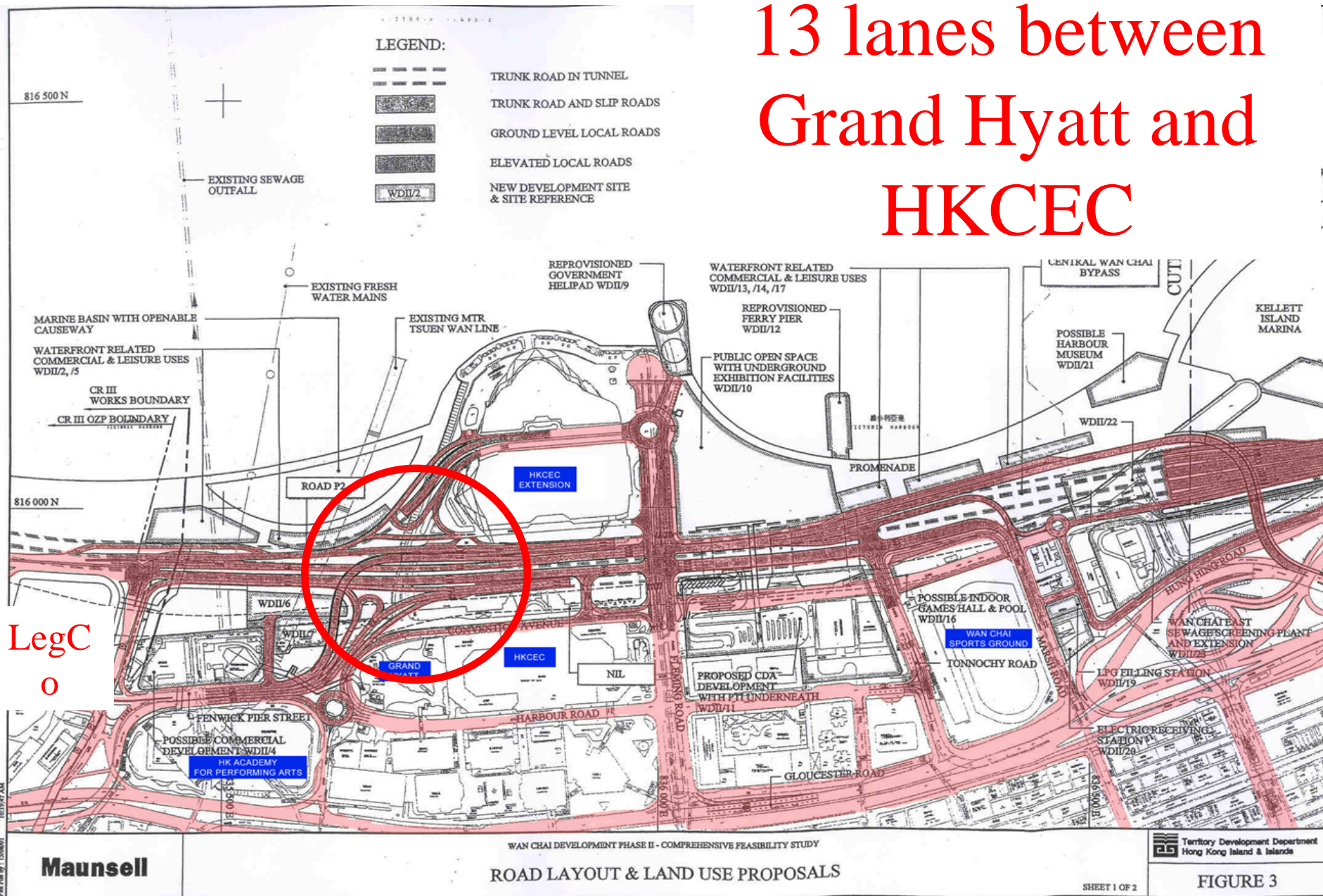
- EXISTING PIER 7 TO MODIFIED**
- COOLING WATER PUMPING STATION (CWPS)**
- PUBLIC PIER (WEST)**
- PUBLIC PIER (EAST)**
- AT-GRADE COVERED WALKWAY**
- PUBLIC PIERS DROP-OFF FACILITY**
- PUBLIC TRANSPORT INTERCHANGE**
- WAVE ABSORBING SEAWALL**
- EMERGENCY VEHICLE ACCESS (EVA) CUM PROMENADE**
- STORMWATER CULVERT F (EXTENSION)**
- ACCESS ROAD BETWEEN CENTRAL BARRACKS AND PLA BERTH**
- 150m LONG x 20m WIDE**
- ELECTRICITY SUPPLY BUILDINGS**
- STORMWATER CULVERT J (EXTENSION)**
- CWPS**
- 7 EMPTY PUMP CELLS WITHIN SEA WATER PUMP HOUSE FOR PROJECT SITE**
- EVA FOR ELECTRICITY SUPPLY BUILDINGS**
- CWPS**
- EXISTING WAN CHAI WEST SCREENING PLANT SUBMARINE OUTFALL PIPES**
- EXISTING WSD CROSS-HARBOUR WATER MAINS**
- CHANNEL FORMED BY TWO IMPERVIOUS CURTAINS TO SEA LEVEL**
- STORMWATER CULVERT K (EXTENSION)**
- ELECTRICITY SUPPLY BUILDINGS**
- EVA**
- EXISTING SERVICESMEN'S GUARDS ASSOCIATION PONTOON**
- FENBICK PIER STREET**
- ROAD P2 UNDERPASS**
- EXISTING "STAR" FERRY PIERS**
- MAN YU STREET FOOTBRIDGE**
- MAN CHEUNG STREET**
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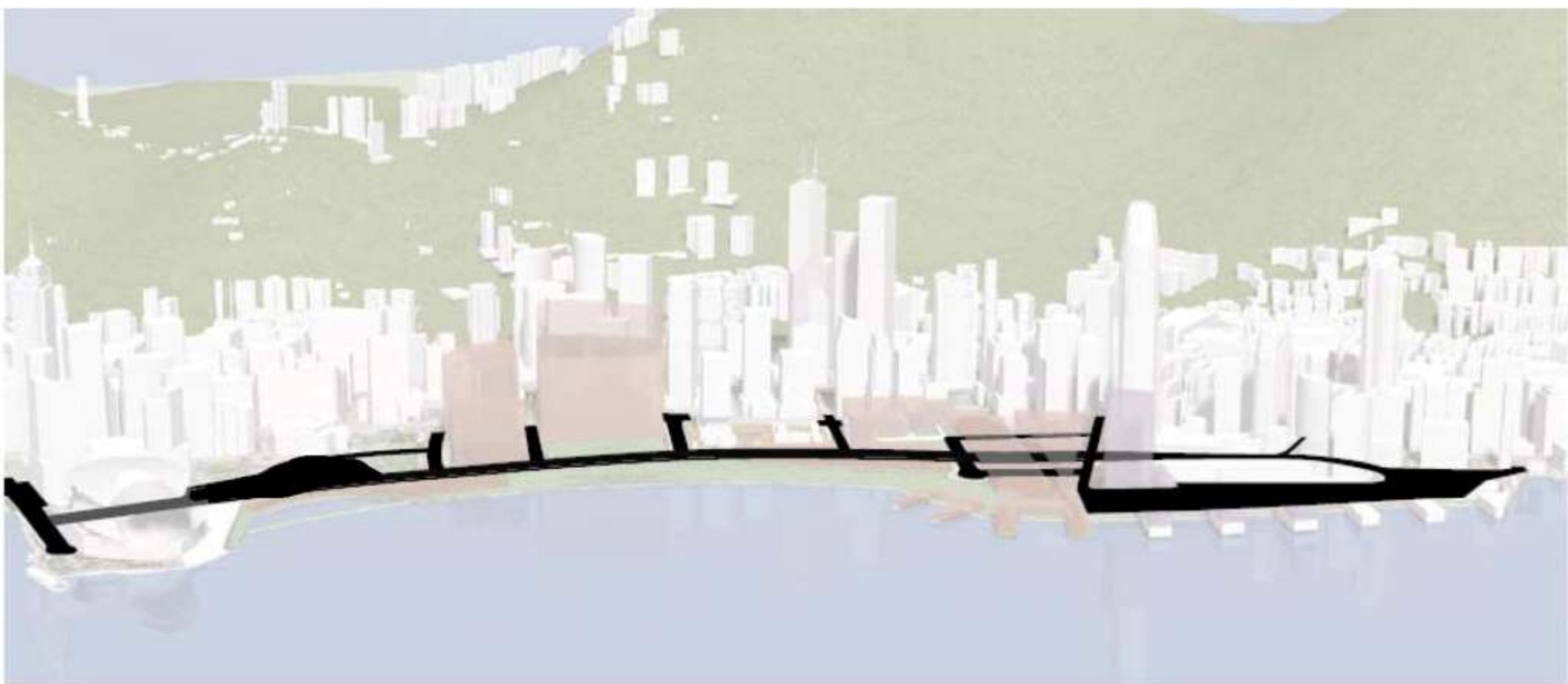




13 lanes between Grand Hyatt and HKCEC



LegC
0



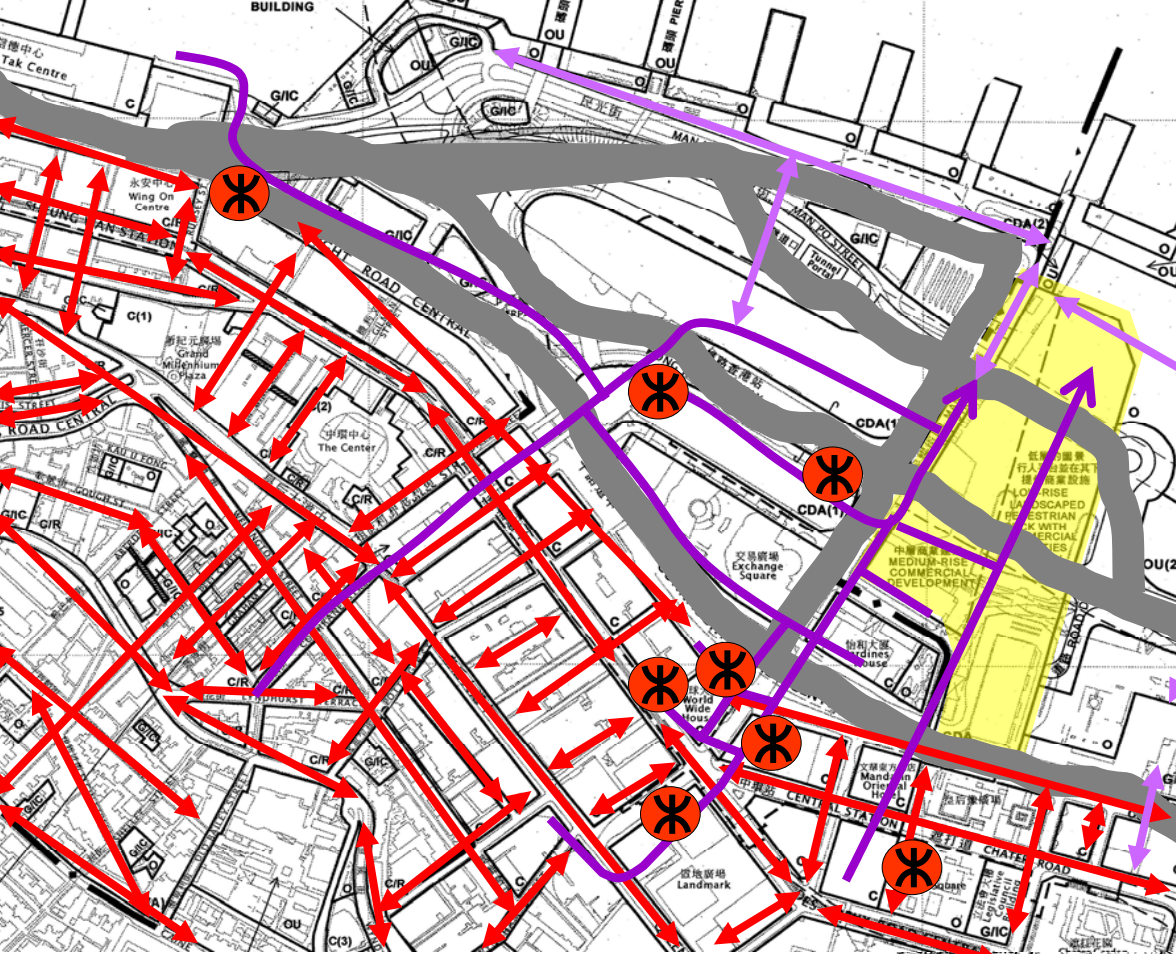




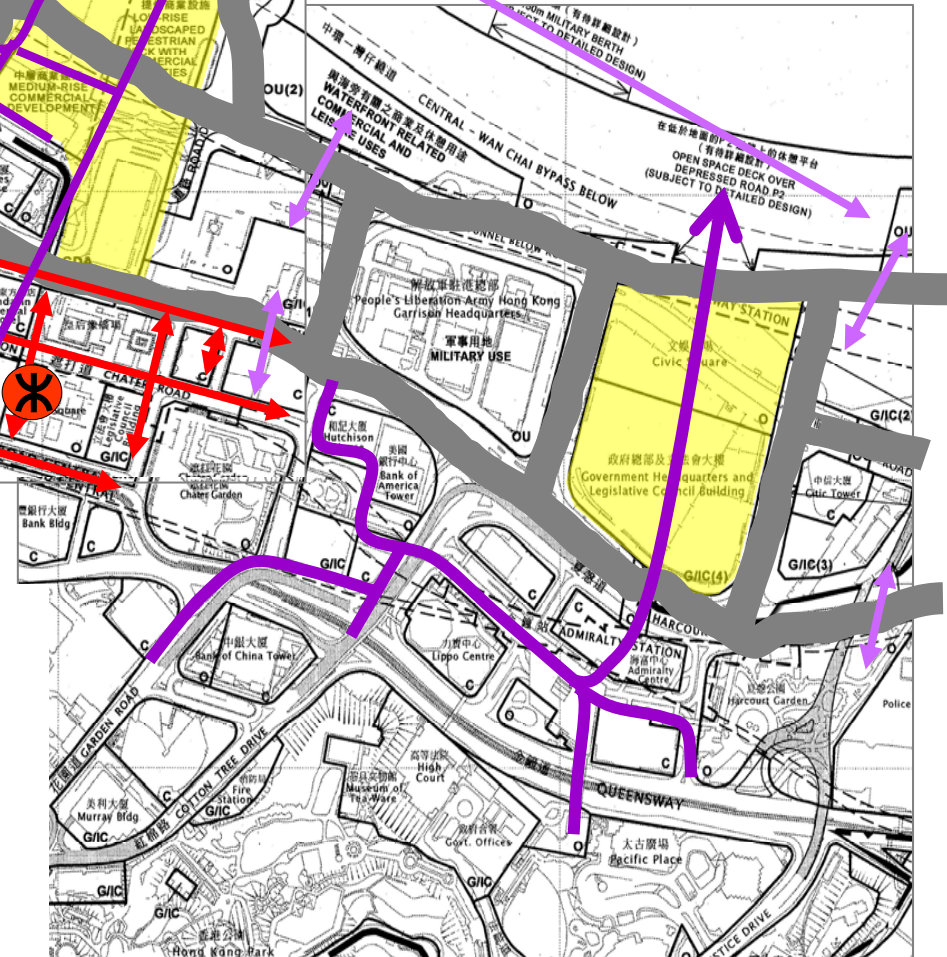


In Central and Wanchai, primary access is at street level, elevated network provides all weather alternative.

The harbour-front (north of the Connaught/Harcourt/Gloucester Road) is hostile to pedestrians, with interrupted and elevated access only



Uninterrupted connections to waterfront ???



Traditional pedestrian connections

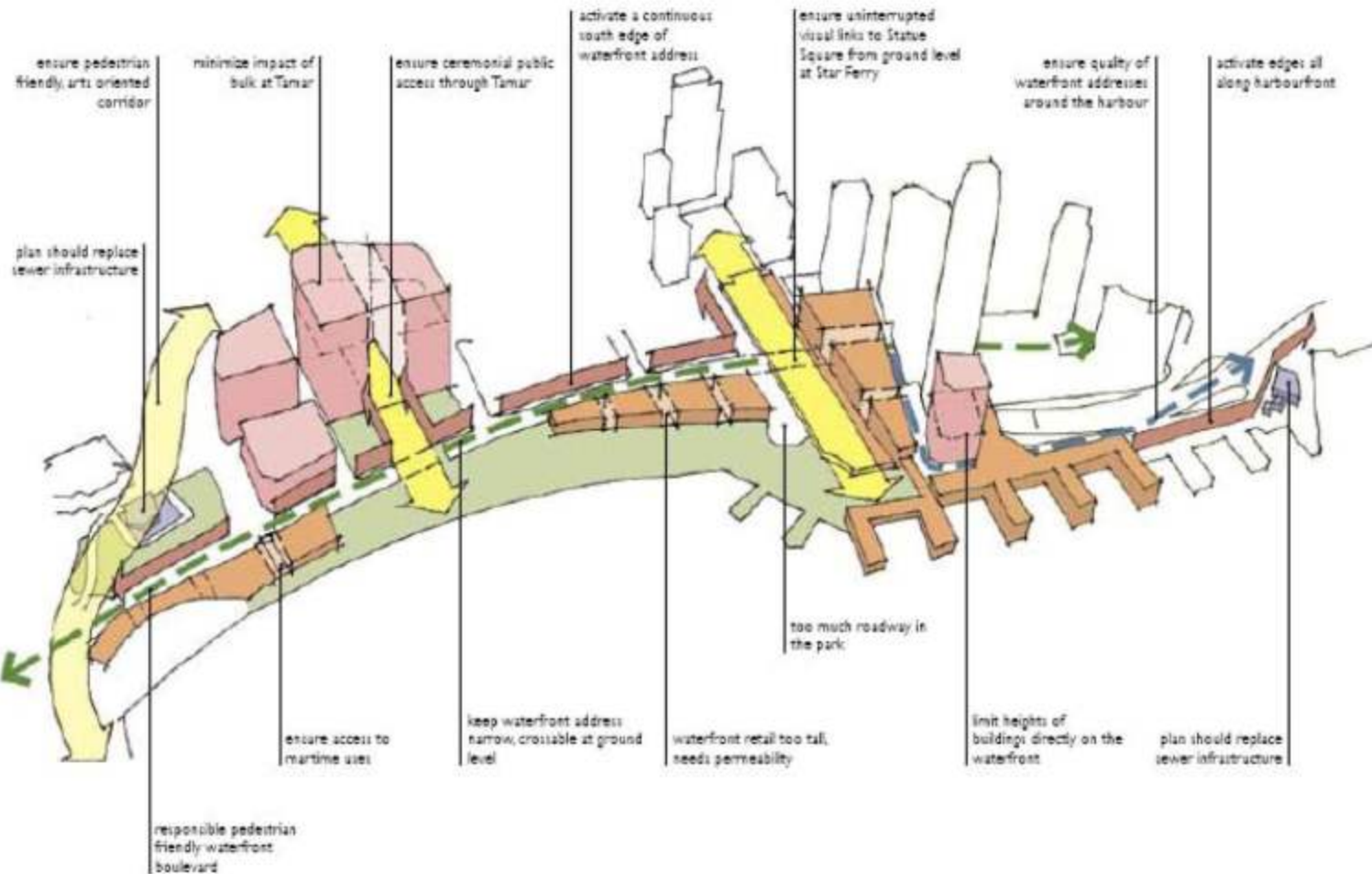
Harbour Business Forum

Critique and recommendations
against
Harbour Planning Principles

HBF Review of Central Reclamation and Waterfront

Key observations of current plans for Central

(pink and orange volumes represent maximum building envelopes in current plans)

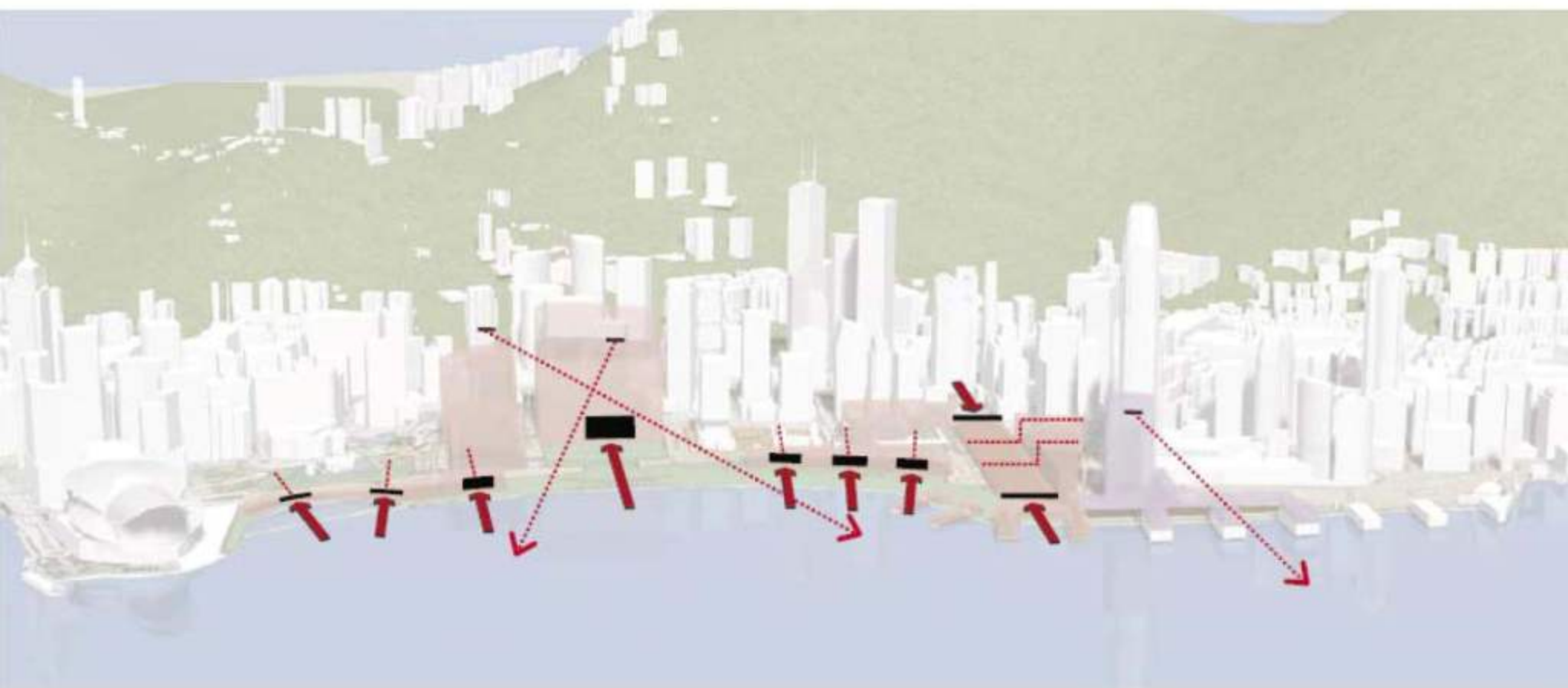


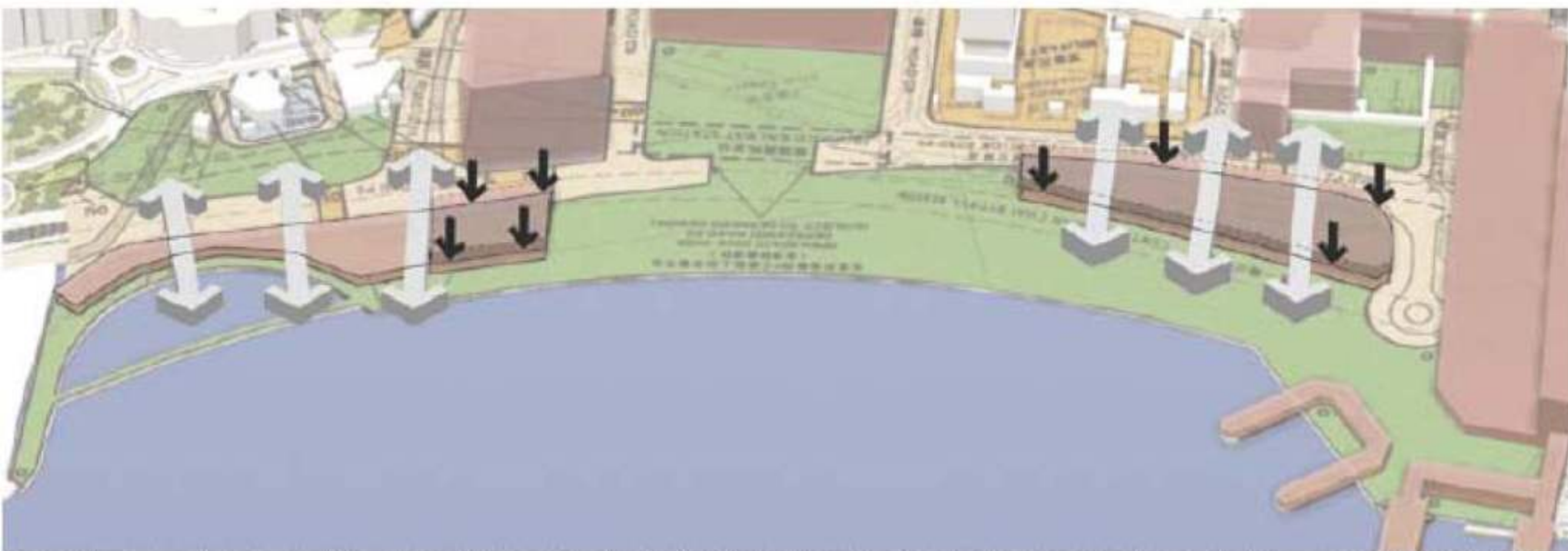
The HBF has been invited by the Government to review the plans for Central. To do this HBF has embarked on a Harbourwide study based on the Harbourfront Enhancement Committee's Harbour Planning Principles, to establish principles across the waterfront against which Central is reviewed. In this broader context, HBF recognises Central's role as Hong Kong's centre stage, both as CBD and as the city's face to the world.

As such, HBF submits the following observations regarding current plans for Central from our business perspective:

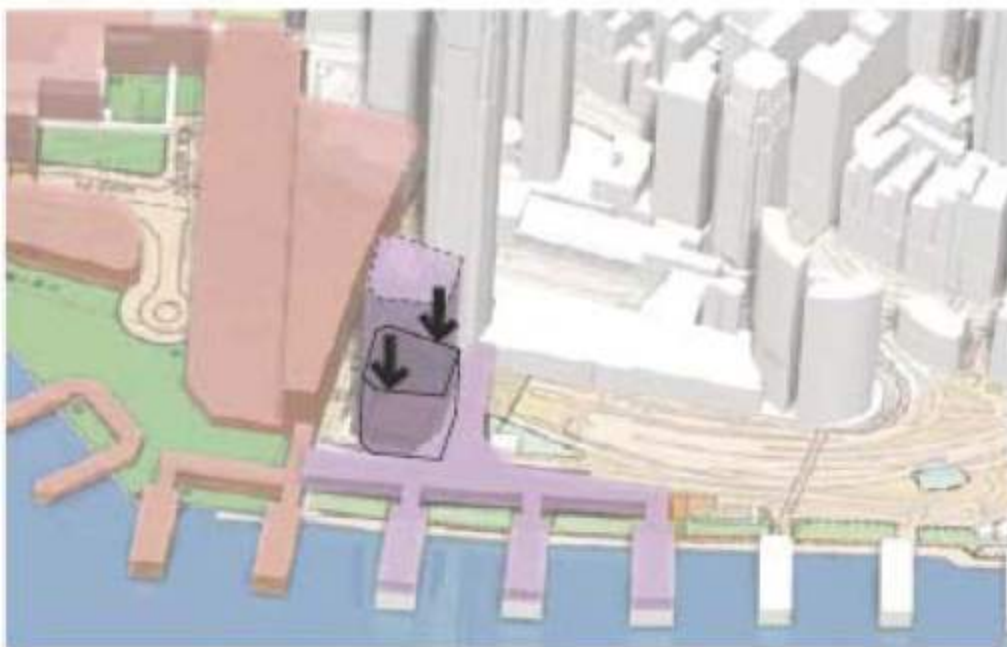
- while there is no dispute over the need for disposable GFA, the scale of roadway infrastructure and building envelopes are too massive and incompatible with a pedestrian waterfront environment
- there is a lack of spatial definition by building massing in the OZP to reinforce Central's waterfront address and ceremonial corridors
- physical and visual connections to and from the waterfront are obstructed or too complex
- long term planning should be incorporated to eliminate inappropriate uses
- the OZP is too broad in its allowances; development guidelines must be written into lease agreements to ensure quality permeability, human scale, access and active edges

The HBF encourages the Town Planning Board to revisit the Central Extension OZP, adapting the plan to the new HPP, engaging stakeholders to address these issues and setting the precedent for a living plan that is part of a vision for the whole Hong Kong Harbour.





Current Allowance needs more permeability and less height allowance in the Waterfront Park and along the entire waterfront to encourage human scale development, and thus a diversity of destinations when considering the whole Hong Kong Harbour:



Joint Urban Design Studio

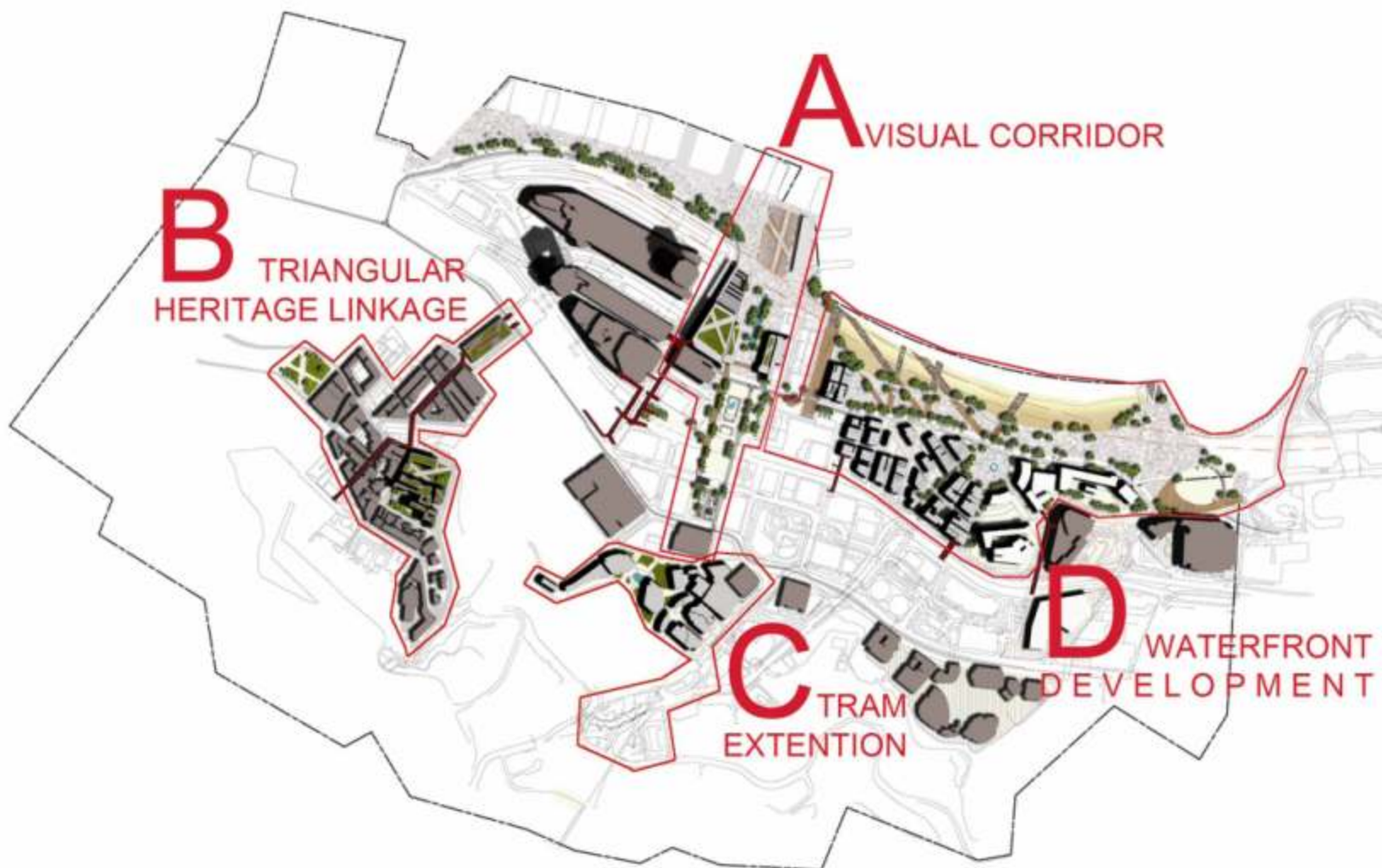
Fall 2005

Dept. of Architecture
The University of Hong Kong

Sub Studio – Central/Admiralty
Student's Work - Group A

Floyd Li, James Leung, Christine Ho, Drizzle Chen,
Marcus Choi, Charles, Choi, Ada So, Isaac So

Studio Coordinator: Dr. Sujata S. Govada



Proposed Urban Scheme

Joint Urban Design Studio

Fall 2005

Dept. of Architecture

The University of Hong Kong

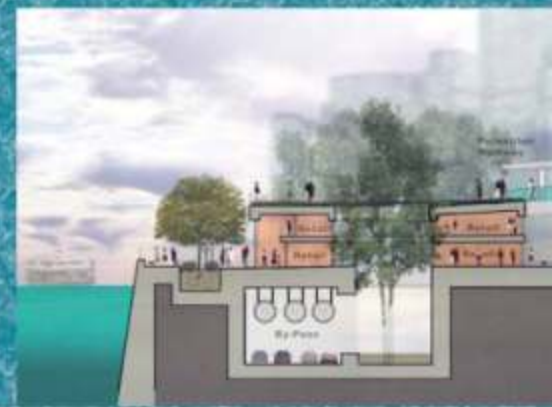
Sub Studio – Central/Admiralty

Student's Work - Group B

Lao Man U, Yick On Lai, Chan Sau Ling, Kwan Siu Lun

Guo Chun Hui, Chan Tsun Fai, Cai Tse, Fujimori Ryo

Studio Coordinator: Dr. Sujata S. Govada



Civic Exchange

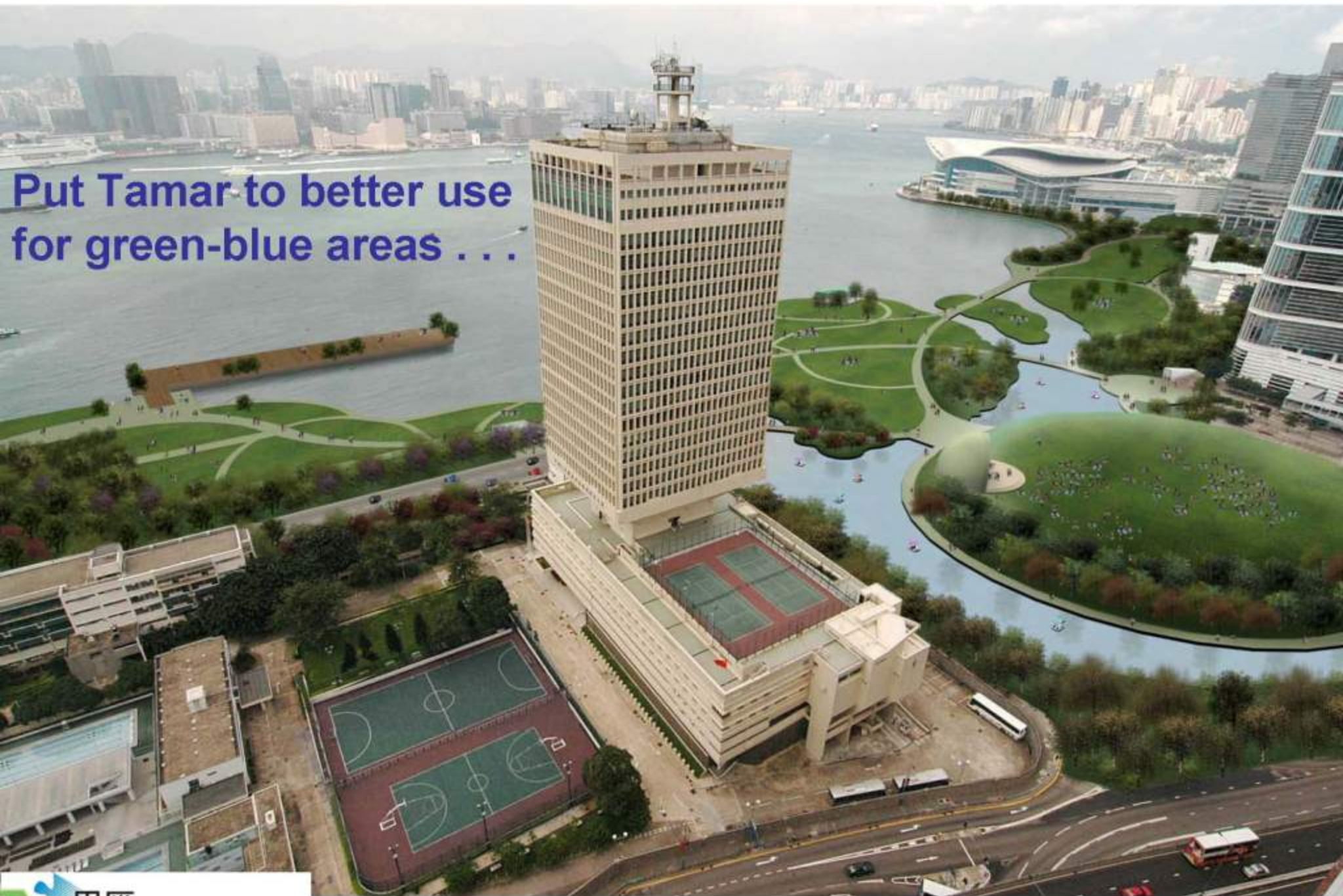
Central Park Proposal

CENTRAL PARK:

A Better Plan for the New Central Waterfront



Put Tamar to better use
for green-blue areas . . .





Quality public open space . . .

Gehri

Concepts for Tamar and Central

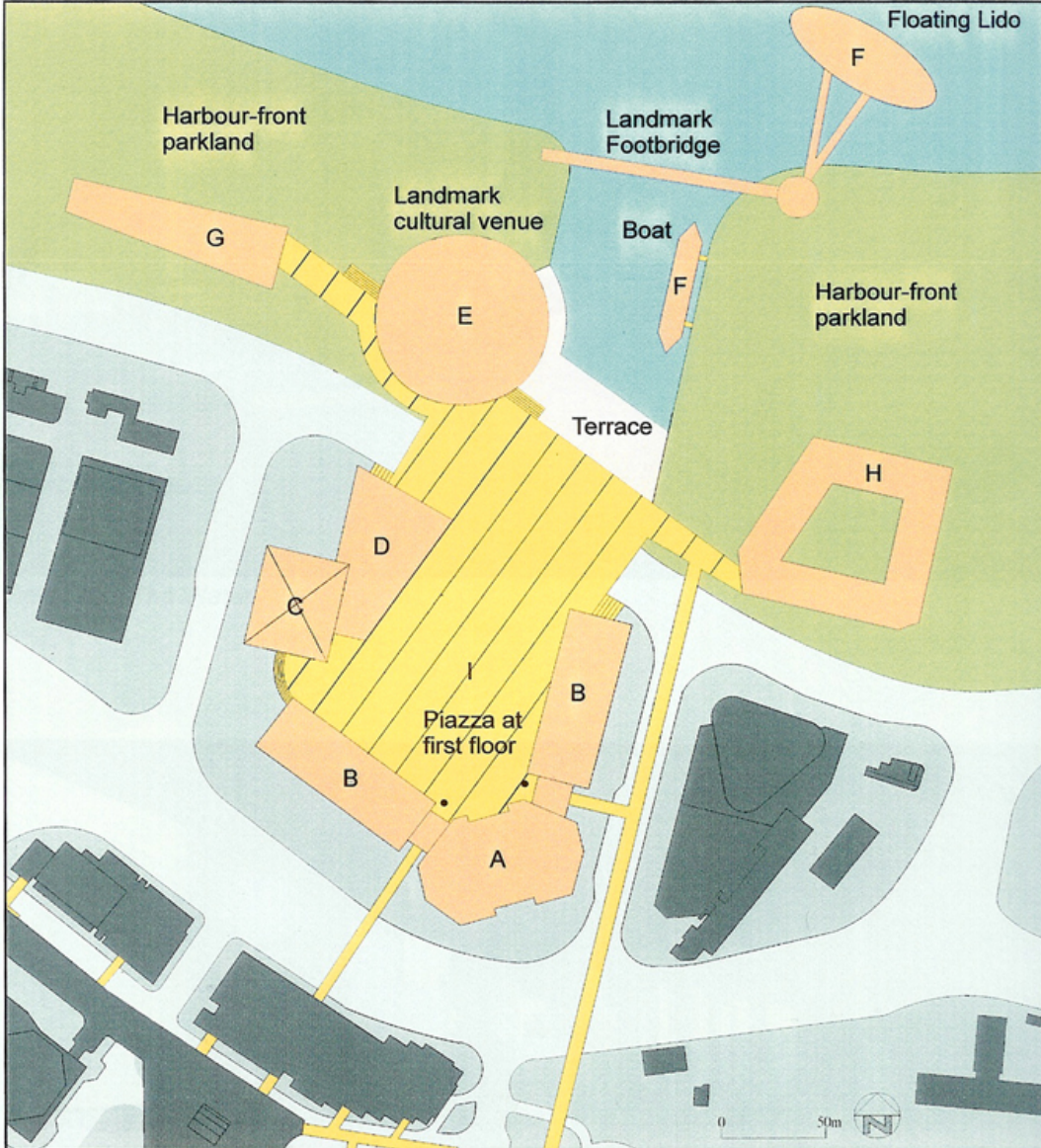


SWIRE GROUP PLAN

Professor Sir Peter Hall,
The Bartlett School of Planning,
UCL

Concepts for Tamar

*By Professor Sir Peter Hall,
The Bartlett School of Planning, UCL*

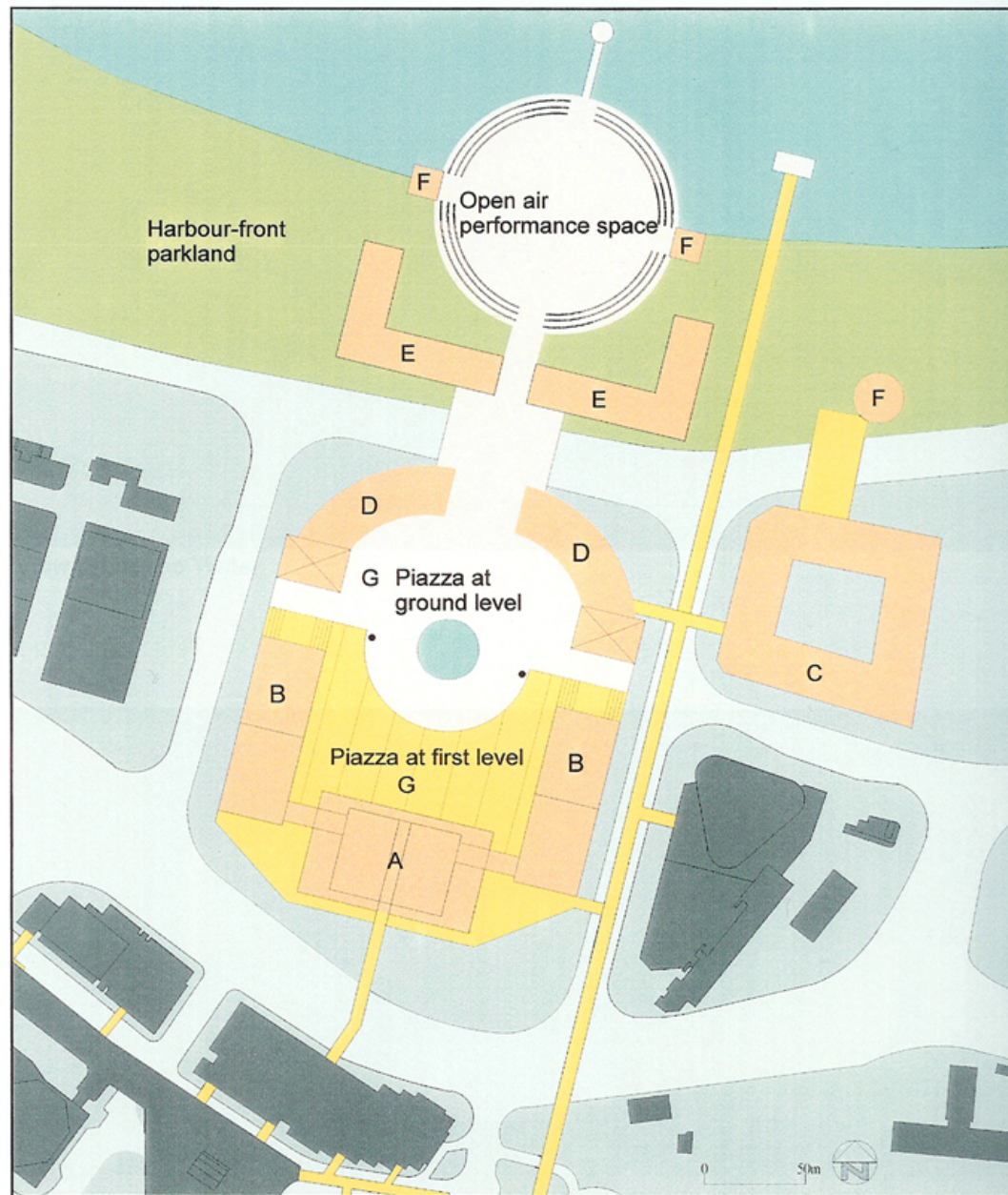


Scenario 1: Waterfront Icon

- Key
- A Government offices
 - B Retail at ground level; government offices above
 - C Hotel
 - D Gallery; hotel above
 - E Cultural venue (concert hall/opera)
 - F Floating leisure facilities
 - G Leisure/retail/restaurants
 - H Leisure/retail/restaurants below; commercial offices above
 - I First floor deck (piazza); parking/servicing & retail below
 - Underground station exits

*By Professor Sir Peter Hall,
The Bartlett School of Planning, UCL*

Scenario 2: Formal Symmetric

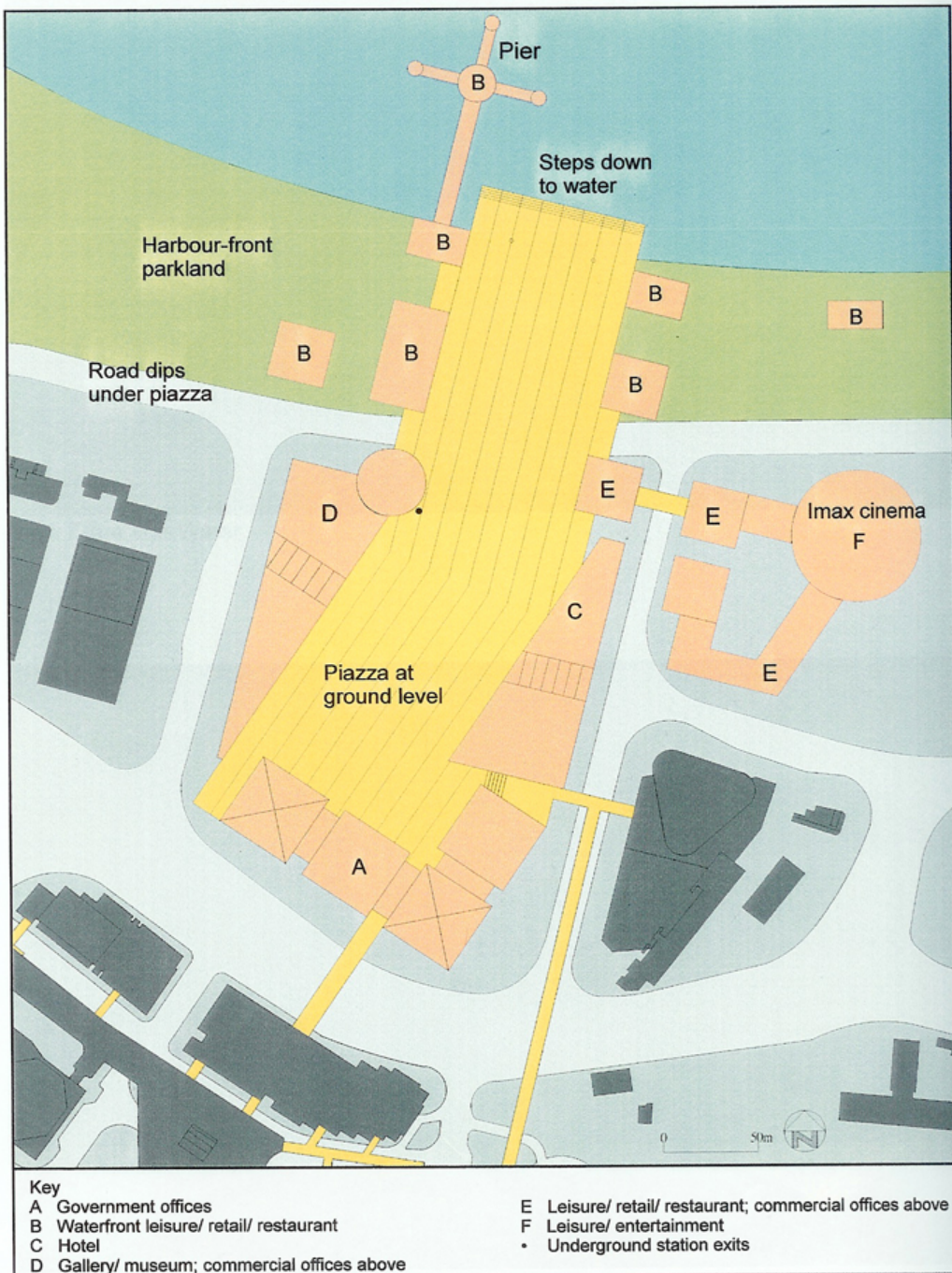


Key

A Government offices above; Legco below
B Government offices
C Restaurants/ leisure; hotel above
D Restaurants/ leisure; gallery & cultural venue above
E Interpretation centre & restaurants

F Leisure facilities
G First floor deck; parking/ servicing & retail below
• Underground station exits

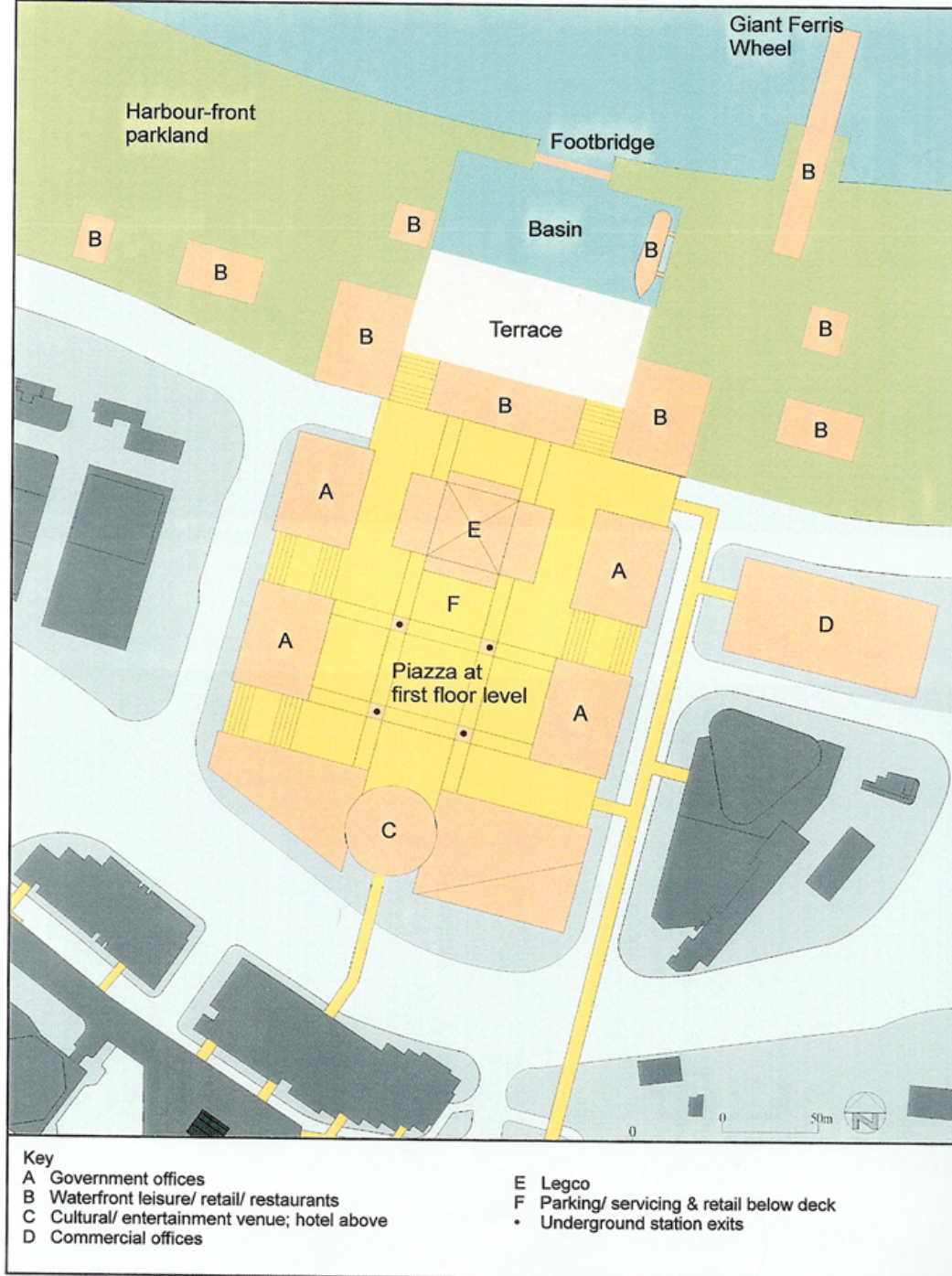
*By Professor Sir Peter Hall,
The Bartlett School of Planning, UCL*



Scenario 3: East Meets West

*By Professor Sir Peter Hall,
The Bartlett School of Planning, UCL*

Scenario 4: Reconnecting Grid



What else is possible?

A Harbour-front
for a thousand years

一千年