

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

