

Alternative vision for Central and Tamar

A living Central Waterfront District in Hong Kong

The alternative plans turn Hong Kong's central waterfront into a vibrant district of architectural, cultural, social and commercial appeal. Government, Business and Community leaders are urged to rethink the planned massive block architecture, wide impersonal walkways, and emphasis on automotive traffic.

Featuring an Ocean Boulevard, extension of the tram and MTR to the waterfront, a Harbour Museum, piazzas, boardwalk, piers, civic centers, as well as Government Offices, the alternative concepts call for Hong Kong to think bigger and better about its future.

Drawing inspiration from the best of Sydney's Darling Harbour, San Francisco's Pier 49, and Shanghai's Xintiandi, the plans call for a skill-full integration of a variety of open spaces, low-rise architecture, cultural landmarks, green open spaces and a marina-like social atmosphere.

The plans satisfy Government specifications for Central and Tamar

- Same gross floor area (GFA) for Central Government Office and Legislative Council.
- Same GFA as Central (Extension) Outline Zoning Plan.
- Green and public open spaces are emphasized.
- Central Wanchai Bypass included.
- Berthing for PLA vessels included.
- Main pedestrian corridors supported with direct connections and all weather walkways
- No change to the water-edge of the Central reclamation.

Proposed changes improve the environment, vibrancy, and economic and cultural vitality

- Smaller plot sizes and reduced building heights.
- Land uses mixed to enhance vibrancy and vitality.
- Land uses changed to reduce peak time traffic.
- Development spread over Tamar and water-front sites.
- Stimulating architecture opportunities along P2.
- P2 changed from a high capacity thoroughfare to an 'Ocean Boulevard'.
- Minimize vehicular traffic from outset with early implementation of MTR Northern Island Line.
- A tram shuttle service and other forms of mass transit for short distance transfers.
- Ground level view corridors to the harbour and back into the city.
- Ground level prioritized with primary pedestrian crossings at grade.
- Sun blasted massive open spaces split into smaller shaded public and green spaces.
- PLA berthing changed to a pier improve public enjoyment when no vessels are in town.

Economic Benefits

- Waterfront and Tamar a leisure and entertainment magnet for residents and tourists.
- Improved economic activity with change in mix of land uses.
- More business opportunities for small and medium size businesses.
- Competitive pricing of goods and services through enhanced competition.
- Creation of thousands of new permanent jobs.
- Opportunity for thousands of engineering and construction jobs.

Social Benefits

- Vibrant, high quality waterfront for maximum public enjoyment.
- Greater variety of open-space experiences.
- More shaded areas and access to public conveniences throughout the area.
- More leisure and recreational opportunities.
- Balance of commercial and civic uses.
- Lower-rise, human-scale buildings.
- Better visual access to waterfront and into the city.
- Greater street-level life (without sacrificing all-weather access).

Environmental Benefits

- Reduce traffic at peak time.
- Lower air pollution with MTR and tram at outset of project.
- “P2” is an Ocean Boulevard instead of a thundering thoroughfare.
- Greater sense of space, more opportunities for leisure and relaxation.

Changes to the development process and timing implications

- Funding for Tamar development AFTER approval of a 3-dimensional model.
- No significant delays for CGO/Legco complex (2 months required for Section 16 application).
- Planning Department will start review of Central excluding Tamar in July.
- Review urban, transport and marine plans, including OZP – not just planning briefs.
- A well managed review of OZP does not delay development schedule of Central.
- Various Government officials, legislators, and opinion leaders have already been consulted.
- Consensus building among stakeholders is already in progress.
- No major engineering changes.
- Light-weight, low-density buildings can be supported on by-pass roof.