

**Public Works Subcommittee
Follow-up to meeting on 28 February 2015
PWSC(2014-15)50**

- (a) The definite boundary of each of the study areas of the four selected strategic urban areas for underground space development (i.e. maps showing the names of the streets/places marking the boundaries);**

A plan showing the boundaries of the study areas with the major street names and relevant places marked is given at Enclosure.

- (b) Whether the Study will cover the provision of more public open space in densely populated areas; and**
(c) The Administration's position on the uses (other than commercial use) of the underground space to be developed;

The Study is aimed to evaluate the overall opportunities and challenges of underground space development in the four study areas. We will formulate Underground Master Plans representing an area-based spatial strategy for underground space development, with a view to improving the congested urban environment at ground level, enhancing connectivity by creating alternative passages linking up with existing and planned underground space developments and MTR Stations (e.g. underground pedestrian-cum-retail links and existing pedestrian subways), creating new space for commercial and other uses (e.g. retail facilities, vehicle parking, entertainment or cultural centres, Government, Institution or Community (G/IC) uses, utility tunnels) and identifying priority projects for early implementation.

We will keep an open mind about the possible uses of the underground space development in the study areas by examining the three main beneficial uses, viz. creating space, enhancing

connectivity and improving the built environment, in the Study. Underground space offers an alternative method of land supply for different uses including housing new facilities as well as relocating existing above-ground facilities that are incompatible with the urban setting, thereby releasing valuable surface land for other beneficial and compatible land uses. The Government will separately consider the land uses of the above-ground sites of facilities that are recommended for relocation, if any.

(d) Given that land supply for housing is of utmost importance, the justifications for developing underground space;

There is a need for increasing land supply to support Hong Kong's sustainable development. To cater for the continued increase in population and number of households, we have to provide more land for housing and the necessary infrastructures, utilities, open space, government, community and recreational facilities, etc. At the same time, we also need to provide more land to meet the continued demand for accommodating economic activities to sustain Hong Kong's economic development and provide new employment opportunities. In fact, the growth in commercial stock ^{Note 1} (about 16%) lagged substantially behind the gross domestic product growth (about 43%) from 2004 to 2013. Underground space is one of the viable sources of long-term land supply under our current multi-pronged approach, and there is a need to further explore the potential of developing underground space.

Note 1: The commercial stock refers to the stock of private commercial premises listed in the Hong Kong Property Review published by the Rating and Valuation Department. Private commercial premises comprise retail premises and premises designed or adapted for commercial use, with the exception of purpose-built offices.

- (e) In the light that the underground space to be developed might be connected with MTR stations, how the Administration will address the concerns on the capacity constraints of MTRCL's service.**

The four selected areas are mostly covered by existing MTR networks and there are also new networks under planning such as the North Island Line which will enhance the MTRCL's service capacity in the three areas on Hong Kong Island. In the Study, we will evaluate the overall merits and key issues of underground space development in the study areas. We will carry out broad planning and technical assessments, including that on impacts on traffic and pedestrian circulation, and highlight any development constraints and key issues to be addressed in the implementation of the priority projects identified. Detailed traffic impact assessment will also be conducted when the individual priority projects are taken forward.



九龍 KOWLOON

維多利亞港 VICTORIA HARBOUR

香港島 HONG KONG ISLAND

尖沙咀西 Tsim Sha Tsui West

銅鑼灣 Causeway Bay

跑馬地 Happy Valley

金鐘/灣仔 miralty / Wan Chai

廣深港高鐵西九龍總站 (興建中) Guangzhou-Shenzhen-Hong Kong Express Railway Link West Kowloon Terminus (under construction)

灣仔運動場 Wan Chai Sports Ground

跑馬地馬場 Happy Valley Racecourse

香港大球場 Hong Kong Stadium

維多利亞公園 Victoria Park

九龍公園 Kowloon Park

修頓球場 Southern Playground

名稱 title

工務工程計劃項目第769CL號

城市地下空間發展：策略性地區先導研究

PWP ITEM NO.769CL

PILOT STUDY ON UNDERGROUND SPACE DEVELOPMENT IN SELECTED STRATEGIC URBAN AREAS

圖則編號 drawing no.

M_SR_14_010_5c

辦事處 office

規劃部 PLANNING DIVISION

土力工程處 GEOTECHNICAL ENGINEERING OFFICE

土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

CEDD

SCALE 比例尺

400 800 METRES

銅鑼灣
Causeway Bay

香港島
KONG ISLAND

跑馬地
Happy Valley

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M SR 14 010 5c



土木工程拓展署
CIVIL ENGINEERING
AND DEVELOPMENT
DEPARTMENT

SCALE 比例尺

* METRES 400 0 400 800 METRES *