

For Information

**LEGISLATIVE COUNCIL
PANEL ON TRANSPORT**

**Transport Infrastructure on
Central Reclamation Phase III**

INTRODUCTION

On 26 March 1999, in the context of discussion on LC Paper No. CB(1) 1033/98-99(03) on traffic management measures to alleviate congestion in Central, Wanchai and Western Districts, Members requested the Administration to speed up the planning of new road works on Central Reclamation Phase III (CRIII). This paper sets out the current position on CRIII and the programme of the transport infrastructure thereon.

BACKGROUND

2. In the light of public feedback, Government has reviewed the extent of the reclamation and the proposed land use on CRIII. The revised CRIII scheme is set out in the attached paper considered by the LegCo Panel on Planning, Lands and Works on 10 June 1999. The extent of reclamation and commercial land use has been significantly reduced in the revised scheme.

TRANSPORT INFRASTRUCTURE ON CRIII

3. The reduced reclamation will still be able to accommodate the essential transport infrastructure projects, including the Central Wanchai Bypass (CWB), the Airport Railway Extended Overrun Tunnel, the planned North Hong Kong Island Line, and the Justice Drive Extension. The CWB is essential to provide relief to the existing traffic congestion along the Gloucester Road/Harcourt Road corridor. The Extended Overrun Tunnel is essential to the operational requirements for the Airport Railway, and the North Hong Kong Island Line will provide relief to the existing Mass Transit Railway Hong Kong Island Line.

4. Apart from the new trunk road and rail line, local service roads are planned on CRIII to serve the developments on the reclamation, as well as to provide escape routes to relieve the existing congestion along Connaught Road Central and Harcourt Road. As a result of the reduced extent of the reclamation, we have deleted one primary distributor road (i.e. Road P1) which was included in the previously gazetted Outline Zoning Plan.

5. To minimise the environmental and visual impact, surface roads will be decked over or depressed where feasible. The section of Road P2 in front of the Civic Square, for example, will be depressed to provide a pedestrian access, more or less at-grade, to the waterfront promenade. Landscaping will also be done adjacent to roads to soften their impact.

6. The Town Planning Board intends to gazette the revised CRIII scheme in July, and aims to seek ExCo's decision on the matter in October. Based on this schedule, our assessment is that we can adhere to the original programme for the transport infrastructure projects. The construction of CWB is tentatively scheduled for commencement in late 2000 for completion in 2010. The Extended Overrun Tunnel is tentatively scheduled for completion by the end of 2003, but it is subject to the programme of reclamation works for CRIII. The programme for the North Hong Kong Island Line is yet to be determined pending the findings of the Second Railway Development Study which will be available by the end of 1999.

Annex - Panel Paper on Draft Vision Statement for the Victoria Harbour and Central Reclamation Phase III

Transport Bureau
June 1999

**For consideration
on 10 June 1999**

**LEGISLATIVE COUNCIL
PANEL ON PLANNING, LANDS AND WORKS**

**Draft Vision Statement for the Victoria Harbour
and Central Reclamation Phase III**

BACKGROUND

Since the publication of the Outline Zoning Plans (OZPs) covering the proposed Central Reclamation Phase III (CRIII) on 29 May last year, Members and the public have raised concerns over the importance of protecting and preserving the central harbour and urged the Government to consider reducing the scale of CRIII. During the past six months, the Administration has widely consulted the public, including political, professional and environmental groups as well as all other parties concerned. This paper sets out the Administration's latest proposal for CRIII.

VISION FOR THE VICTORIA HARBOUR

2. In the light of the public concerns over the central harbour, the Town Planning Board (TPB) has drafted a "Vision Statement" for the Victoria Harbour, together with a statement of its "Goals for the Harbour", set out in Annex A. The TPB intends to fully consult the public on the documents. When finalised, the Vision and Goals would serve as the basis for formulating long-term planning strategy to guide future development along the harbour-front.

CENTRAL RECLAMATION PHASE III

3. The original CRIII involves a reclamation of about 38 hectares (ha.) in the central harbour. When gazetted, the TPB received a total of 73 public

objections. In addition, a motion was carried at the Legislative Council (LegCo) debate held on 29 July 1998 that urges the Administration to scale down its reclamation plans. Having taken fully into account the views expressed by LegCo as well as those from the objectors, the Administration has reviewed the scale of CRIII and drawn up a proposed revised scheme (as shown in Annex B) which has been submitted to TPB for preliminary consideration on 4 June.

4. The TPB has reviewed the revised scheme and measured it against its own draft Vision and Goals for the Victoria Harbour. The key differences between the original and revised schemes are set out below -

- (a) reclamation extent has been reduced by about 40% (from 38 ha. to 22 ha.);
- (b) area to be reclaimed for road use has been reduced by about 60% (from 11 ha. to 4 ha.);
- (c) commercial sites on the reclamation have been replaced by open space and sites for low-rise recreational, entertainment and tourism-related uses (such as retail shops, waterfront café, etc.); and
- (d) commercial sites on existing reclaimed land to the west of the reclamation have been combined to form one large "Comprehensive Development Area (CDA)". The CDA will be specially designed to allow commercial sites to be fully integrated with an unobstructed view corridor which would provide a continuous pedestrian walkway that connects the new waterfront with the existing Central District.

5. A detailed comparison of the land-uses between the original and revised CRIII scheme is set out in Annex C.

6. In terms of urban design features and town planning concepts, the revised CRIII could be broadly divided into the following four different zones -

- (a) the **Waterfront promenade** - this would serve as an open park, supported by low-rise developments specified for recreational/entertainment functions, such as open-air cafés, retail pavilions, places for festive events, etc. The crescent shape promenade would provide an attractive and unbroken waterfront walkway that connects the CRI in the West with the Convention Centre in the East.
- (b) the **Statue Square Corridor** - this would be a north-south view corridor that provides an obstructed view from the existing LegCo Building to the new waterfront. High quality commercial and office spaces would be provided at the western edge of this development area in the form of "**ground-scrapers**". This would help meet our long-term needs for the expansion of the existing Central Business District (CBD). The entire corridor would take the form of an elevated decked structure with the primary function of providing a continuous pedestrian walkway between the existing Central District and the new waterfront. Retail facilities could be provided within the decked structure and it would also be connected to the contiguous shopping areas in Central through a network of well-designed footbridges and walkways.
- (c) the **Civic Corridor** - the Tamar site in the middle of CRIII would be home to the Central Government Complex (CGC). The centrally located Civic Square in front of the CGC would provide ample space for ceremonial and recreational activities.
- (d) the **Arts and Entertainment Corridor** - to the east of CRIII, there would be a water basin designed as a special feature to enhance the recreational value of the waterfront promenade. The G/IC sites along this Corridor would be reserved for uses such as the Museum of Reunification, an alternative site for

City Hall re-development, or for the possible relocation of the LegCo Building, etc. Pedestrian links would be provided to connect this area with the nearby arts and entertainment facilities, such as the Academy for Performing Arts, the Hong Kong Arts Centre, etc..

NEXT STEPS

7. A public forum will be held on 23 June 1999 to consult the public on the TPB's draft Vision and Goals for the Victoria Harbour. Further consultation sessions with individual political/professional groups may be organised, if necessary.

8. As regards CRIII, the TPB intends to gazette the proposed revised plan for CRIII for public consultation in early July. Subject to any further comments that might be received on the proposed revised plan, the TPB would submit the revised plan, amended or otherwise, to the Chief Executive-in-Council for a final decision on or before 29 October 1999.

**Planning, Environment and Lands Bureau
June 1999**

OUR VISION FOR VICTORIA HARBOUR

To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong

- *a Harbour for the People and a Harbour of Life.*

Our Goals for the Harbour

1. To bring the people to the Harbour and the Harbour to the people.
2. To enhance the scenic views of the Harbour and maintain visual access to the harbour-front.
3. To enhance the Harbour as a unique attraction for our people and tourists.
4. To create a quality harbour-front through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian links.
5. To facilitate the improvement of the water quality of the Harbour.
6. To maintain a safe and efficient harbour for the transport of people and goods and for the operation of an international hub port.

Statement of Intent on Reclamation

To ensure that reclamation in the Harbour is only carried out to meet essential community needs and public aspirations, and is environmentally acceptable.

LAND USE COMPARISON BETWEEN ORIGINAL & NEW CRIII SCHEME

| <i>LAND USE</i> | <i>Original Scheme (ha.)</i> | <i>New Scheme (ha.)</i> |
|---|------------------------------|-------------------------|
| Open Spaces and Marine Basin | 19.0 | 15.2 |
| Commercial | 10.4 | 0.4 |
| Cultural and Government facilities | 5.6 | 5.4 |
| Road (including footpaths and roadside amenity areas) | 18.7 | 11.3 |
| Other Specified Uses (e.g. piers, retails and leisure facilities) | 4.0 | 7.0 |
| Comprehensive Development Area | 1.2 | 5.2 |
| TOTAL DEVELOPMENT AREA | 58.9 | 44.5 |
| <i>Total Reclamation Area</i> | 38.3 | 22.9 |
| | | |

Note - The above figures are initial estimates only and are subject to detailed design.