

Information Technology and Broadcasting Panel

Construction of the Northern Access Road to Cyberport development at Telegraph Bay

PURPOSE

This note reports on the proposed construction of the northern access road (NAR) to the Cyberport development area at Telegraph Bay.

BACKGROUND

2. At present, there is no road access to Telegraph Bay where the Cyberport will be built. In accordance with the recommendations of the traffic impact assessment (TIA) study we conducted for the Cyberport project, we need to provide road access at both the northern and southern ends of the site. The proposed southern access road (SAR) will connect the site to Victoria Road whereas the proposed northern access road (NAR) will connect the site to Sha Wan Drive and these two access roads will be connected by a distributor road D1 within the site.

3. The construction of SAR and D1, and other infrastructural works (such as advance ground treatment works, construction of a public transport interchange and a sewage treatment plant, etc) are critical to the first two phases of the Cyberport development. These works commenced in phases starting in September 1999 in order to meet the target completion by end-2002 progressively. The NAR, on the other hand, should be completed by end-2003, to coincide with the target completion of the third (and last) phase of Cyberport works.

4. Those infrastructural works which are critical to the first two phases of the Cyberport development are covered by an existing Category A item in the Public Works Programme, which is 656CL "Engineering infrastructure for Cyberport development at Telegraph Bay, phase 1". This item was approved by the Finance Committee of the Legislative Council in May 1999. The works have been entrusted to a company within Pacific Century

Group on a lump sum basis (around \$850M), and are progressing on schedule.

NORTHERN ACCESS ROAD

5. Item 656CL also provided funds for us to engage consultants to carry out site investigation and detailed design of the NAR while the construction works of the NAR remain in a Category B item entitled “653CL Engineering infrastructure for Cyberport development at Telegraph Bay”. The consultants have now substantially completed their assignments and we will propose to upgrade 653CL to Category A to enable the construction of the NAR and associated works to commence.

6. A site plan showing the location of the works is at Enclosure 1. The scope of 653CL comprises –

- a) construction of the NAR (about 440-metre long single two-lane carriageway) connecting Sha Wan Drive and Road D1 including sections of carriageway on elevated bridge structures (about 245 metres) and sections of carriageway at grade (about 195 metres);
- b) re-construction of a section of Sha Wan Drive at its junction with the NAR;
- c) associated staircases, footpaths, drainage works and slope works;
- d) laying of about 1,550 metres of fresh and salt water mains (550 metres of fresh water trunk main and 1,000 metres of fresh and salt water distribution mains) along the NAR;
- e) reprovisioning of an existing electrical substation serving the Queen Mary Hospital seawater pumping station;
- f) landscaping works; and
- g) an environmental monitoring and audit (EM&A) programme

for item (a) to (f) above.

7. We estimate the NAR and associated works would cost \$231.8 million at the Money of the Day prices. We will submit our proposal to upgrade 653CL to Category A for consideration by the Public Works Subcommittee on 17 May 2000 and then to the Finance Committee on 9 June 2000. We plan to commence construction works in September 2000, in order that the NAR can be completed by December 2003.

PUBLIC CONSULTATION

8. On 22 March 1999, we consulted the Traffic and Transport Committee of the Southern Provisional District Board (PDB) on the proposed Cyberport project. Members raised no objection to the proposal.

9. We gazetted the proposed NAR under the Roads (Works, Use and Compensation) Ordinance on 30 April 1999 and received six objections. One objector subsequently withdrew her objection after we addressed her concerns about traffic and environmental impacts. On 26 October 1999, the Executive Council considered the remaining five objections and did not consider them valid. The Executive Council authorized the proposed road works without modifications.

10. We have consulted the University of Hong Kong about the resumption of about 338m² of land at the upper portion of a man-made slope of Stanley Ho Sports Ground. The University has agreed in principle to surrender this area free of cost to the Government.

TRAFFIC IMPLICATIONS

11. The TIA for the Cyberport project concluded that with the improvements to several existing road junctions, the existing road network (to which the SAR and NAR will be connected) will be able to cope with the traffic generated by the Cyberport development. The TIA study also concluded that the proposed Cyberport development would not be contingent upon the construction of Route 7.

ENVIRONMENTAL IMPLICATIONS

12. The Cyberport development is a Designated Project under the Environmental Impact Assessment Ordinance (EIAO). The EIA study for the Cyberport development, which was approved under the EIAO in April 1999, assessed, inter alia, the environmental impacts associated with the construction and operation of the NAR. The Advisory Council on the Environment endorsed the EIA in April 1999 without conditions. We will implement the mitigation measures as set out in the EIA report. With this in view, the EIA report concluded that the noise and air quality impacts from the construction and operation of the NAR would comply with the established criteria.

Information Technology and Broadcasting Bureau
May 2000