

**For consideration
on 24 February 2000**

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

**Wan Chai Development Phase II
Comprehensive Feasibility Study
Trunk Road & Waterfront Development Proposals**

PURPOSE

1. The purpose of this Paper is:
 - (a) to present to the LegCo Members the findings of the Trunk Road options evaluation and the waterfront development proposals for Wan Chai Development Phase II (WDII); and
 - (b) to seek the LegCo Members' views on the shortlisted Trunk Road options and their associated conceptual land use proposals and the recommendations.

BACKGROUND

2. The Territory Development Department commissioned in June 1999 a consultant to conduct the WDII Comprehensive Feasibility Study (the Study). The primary objective of WDII is not to reclaim land for development but to provide land for the major transport infrastructure, i.e. the Central and Wan Chai Bypass (CWB) and the Island Eastern Corridor (IEC) Link. This Trunk Road will form an east-west strategic route along the Central and Wan Chai Reclamation, bypassing the heavily congested urban area. The section of road extending from the eastern limit of Central Reclamation Phase III (CRIII) to the IEC was included in the Study.

3. Moreover, WDII will provide an opportunity to enhance our waterfront to realize the Town Planning Board's Vision Statement for Victoria Harbour (**Annex 1**) and the Chief Executive's commitment of reserving the waterfront for amenity in 1999 Policy Address. The study has therefore considered imaginative and high quality measures to develop an international standard waterfront linking up with the proposed waterfront promenade in CRIII to the west and the Causeway Typhoon Shelter to the east for the enjoyment of the public and tourists.

4. In conducting the study, however, the Administration has observed and regard to the "presumption against reclamation" of the Protection of Harbour Ordinance. Therefore, the proposed reclamation for WDII is kept minimal. In the initial stage of the Study, Trunk Road options and their associated conceptual land use proposals have been generated. An Executive Summary on the Trunk Road Options and Reclamation Strategy is presented in **Annex 2** for Members' reference.

TRUNK ROAD OPTIONS

5. It has been determined that the section of the Trunk Road at CRIII will be in tunnel form. In order to connect the Trunk Road to the existing IEC, the Trunk Road has to emerge from the tunnel at a certain point within the study area of WDII. The Study has to determine where this point should be and the alignment and form of the Trunk Road before connecting to the existing IEC.

6. Eight Trunk Road alignment options covering all practicable elevated, at-grade, underground and underwater alignments were identified. They were then evaluated against performance criteria related to the categories of reclamation, engineering, traffic, planning, environment and cost. Three Trunk Road options, which best satisfied the performance criteria, were shortlisted for further evaluation and development of land use proposals. The shortlisted options are:

- Option A: a tunnel and flyover scheme along the existing shoreline;
- Option D: a tunnel and flyover scheme with a high level bridge over the typhoon shelter;
- Option G: an at grade road scheme to run on reclaimed land.

7. Details and alignments of the three shortlisted Trunk Road options are presented in Section 2 and Figures 1, 2 and 3 of the Executive Summary.

8. Various options whereby the tunnel section of the Trunk Road is extended to the eastern side of the Causeway Bay Typhoon Shelter have been considered under the eight alternative alignments. However, these “full” tunnel options are found to be unsuitable for further evaluation because they involve unacceptably high level of construction risks and even possible structural damage to the existing Cross Harbour Tunnel. They will require extensive reclamation, either for temporary works areas or for protective bunds, and substantial demolition and reconstruction of the existing IEC road structures which will arouse major disruption to the existing traffic. Moreover, tunnel options cannot provide the road connections necessary for the Trunk Road to function as intended.

CONCEPTUAL LAND USE PROPOSALS

9. Planning proposals and broad land use concepts have been developed for the three shortlisted Trunk Road options (please refer to Figures 7 to 9 of the Executive Summary). Key planning elements commonly found in all three shortlisted options are:

- adoption of a marine theme for the waterfront development;
- extension of Victoria Park to the waterfront;
- creation of a waterfront to international standard.

10. The distribution of land uses among the three options is largely similar. However, there are variations in land use efficiency and arrangement due to the constraints set by the different trunk road alignments. A detailed description of the land use concepts and comparison of options is outlined in Sections 3 and 4 of the Executive Summary. Members may wish to note that in Option A, a 2.8 hectare island adjoining the existing typhoon shelter breakwater is proposed serving as an extension of Victoria Park to the waterfront. This “island park” concept cannot be formulated in other options due to the alignment constraints and therefore it becomes a distinct characteristic of Option A.

11. The extent of reclamation required for the Trunk Road construction and for the waterfront development is summarised as follows:

	<u>Option A</u>	<u>Option D</u>	<u>Option G</u>
Reclamation Area for Trunk Road Construction Only	7.6 ha	9.7 ha	21.1 ha
Total Reclamation Area for Comprehensive Scheme including Trunk Road	23.6 ha	24.9 ha	31.5 ha

RECOMMENDATION

12. The land use proposals associated with Option A are considered to offer the optimal land use strategy for WDII. Option A offers the most efficient and balanced land use arrangement and, in overall terms, its physical and visual impacts are less significant. Moreover, Option A requires the minimal amount of reclamation relative to the other two options. The recommendation of the Study is therefore that the land use proposals and the Trunk Road alignment provided under Option A should be adopted and be taken forward for further refinement.

ENVIRONMENTAL IMPLICATIONS

13. The WD II, CWB and the IEC Link are Designated Projects under the Environment Impact Assessment (EIA) Ordinance. After the development option is finalised, EIA(s) will be carried out for the selected development option for the road and reclamation projects. The EIA(s) will recommend appropriate mitigation measures to control the environmental impacts. The Advisory Council on the Environment will be consulted on the findings of the EIA(s).

PUBLIC CONSULTATION ON SHORTLISTED OPTIONS

14. A Consultation Digest, presented in **Annex 3**, has been prepared for the purpose of conducting a series of public consultations. A public consultation forum was organised by Territory Development Department on 1 February 2000 to solicit views of the key stakeholders on the shortlisted Trunk Road options and their associated land use proposals. In brief, there was general support for providing essential transport infrastructure but reclamation should be minimised and fully justified. The provision of an enhanced waterfront promenade was generally supported but there were divided views on the proposed facilities to be accommodated along the waterfront.

15. The Town Planning Board and the District Councils concerned will be consulted soon.

WAY FORWARD

16. Taking into account the public views, the Government will decide on the recommended Trunk Road alignment and the waterfront development scheme to be adopted for further refinement. In the next stage of the Study, detailed assessments and impact studies on engineering, environmental, traffic, drainage and urban planning aspects will be conducted.

ADVICE SOUGHT

17. Members are invited to give their views on the shortlisted Trunk Road options and the associated conceptual land use proposals and the recommendations of the Study.

ATTACHMENTS:

- Annex 1 Town Planning Board's Vision Statement for Victoria Harbour

- Annex 2 Executive Summary of Trunk Road Options and Reclamation Strategy

- Annex 3 Consultation Digest on Wan Chai Development Phase II Trunk Road & Waterfront Development Proposals

Territory Development Department
February 2000

Town Planning Board
Vision Statement for the Victoria Harbour

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

The Harbour is to be protected and preserved as a special public asset and a natural heritage of the people of Hong Kong. Reclamation in the Harbour should only be carried out to meet essential community needs and public aspirations. It has to be environmentally acceptable and compatible with the principle of sustainable development and the principle of presumption against reclamation in the Harbour.