

**For discussion  
on 1 March 2002**

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

**343CL - Central Reclamation Phase III - engineering works**

**PURPOSE**

This paper informs Members of our proposal to implement Central Reclamation Phase III (CRIII) to provide land for the construction of the much needed Central-Wan Chai Bypass (CWB) and other infrastructural facilities.

**BACKGROUND**

2. In January 2000, we substantially completed a comprehensive feasibility study which confirmed the feasibility of a minimum practicable reclamation option for CRIII.

3. In April 2000, the Finance Committee approved the upgrading to Category A of the item **7671CL** – Central Reclamation Phase III –consultants’ fees and site investigation. We subsequently engaged consultants to start in July 2000 the site investigation and detailed design for the CRIII minimum reclamation option proposal. The consultants have completed the site investigation and detailed design work in January 2002. We now propose to seek funds to start the construction works of CRIII.

**PROJECT SCOPE AND NATURE**

4. We propose to carry out the following works -

- (a) reclamation of about 18 hectares (ha) of seabed from “Star” Ferry Piers at Central to Lung King Street including construction of 1.2 kilometres (km) of seawalls;

- (b) construction of the primary distributor Roads P1 and P2 about 1.1 km in total length including a 200 metre (m) long depressed road/underpass, and other district distributor roads about 1.4 km in total length;
- (c) construction of a network of emergency vehicular access (EVA) cum promenade about 1.3 km in total length;
- (d) construction of at-grade public transport interchanges and drop-off facilities;
- (e) construction of a 300 m long footbridge and a 120 m long at-grade covered walkway;
- (f) construction of associated footpaths and roadside amenities;
- (g) construction of associated stormwater drainage and sewerage works;
- (h) construction of stormwater box culverts about 925 m in total length and hinterland drainage improvement works directly resulting from the reclamation;
- (i) construction of a 150 m long berth and the associated facilities for use by the Chinese People's Liberation Army Forces Hong Kong;
- (j) refurbishment of the existing Ferry Pier No. 7 and construction of a new Ferry Pier No. 8 and associated structures for reprovisioning of the affected "Star" Ferry Piers;
- (k) construction of two public piers and associated facilities for reprovisioning of the affected Queen's Pier and other affected public landing steps;
- (l) construction of new waterfront pumping station structures to be reserved for the future cooling water pumping systems of planned developments at CRIII;
- (m) reprovisioning of the affected Government and private cooling water pumping systems;
- (n) relocation of the affected Tamar Government helipad to Wan Chai Basin, and relocation of the affected Public Cargo Working Area at Wan Chai Basin to Chai Wan Basin; and
- (o) interim landscaping works to vacant development sites formed.

Two site plans showing details of the proposed works are at Enclosures 1 and 2. A computer montage showing the aerial view of the conceptual development of CRIII is at Enclosure 3.

## JUSTIFICATION

5. We need to implement the proposed CRIII to provide the necessary land for construction of the following transport infrastructure –

- (a) Central–Wan Chai Bypass (CWB) under **579TH** managed by Highways Department;
- (b) Hong Kong Station extended overrun tunnel (HOKEOT) of MTR Corporation Limited (MTRCL);
- (c) North Hong Kong Island Line (NHKIL) of MTRCL; and
- (d) other supporting roads network.

6. The CWB is a strategic road linking the Rumsey Street Flyover with the Island Eastern Corridor via the Island Eastern Corridor Link (IECL). CWB and IECL (both under **579TH**) will form a parallel and complementary route to relieve the traffic burden of the existing Connaught Road Central/Harcourt Road/ Gloucester Road on Hong Kong Island. At present, traffic congestion occurs regularly along the north shore corridor during peak hours, with the volume to capacity (v/c) ratio<sup>1</sup> at Gloucester Road/Harcourt Road at about 1.1. We predict that without the CWB and IECL, the v/c ratio on the most critical section of Gloucester Road during the peak hours would exceed 1.4 in 2011. With the completion of CWB and IECL, the v/c ratio can be reduced to 0.9 and the traffic congestion could be relieved. To avoid future gridlock, we need to construct the CWB and IECL works as soon as possible. At present, the Director of Highways plans to open the CWB and IECL in 2011.

7. At present, both the MTRCL Tung Chung Line (TCL) and Airport Express Line (AEL) are running on 7-car trains. There is now only a short overrun tunnel of about 50 m in length at Hong Kong Station to provide a buffer for train to stop in case a train overruns the platform. This existing overrun tunnel can only suit the operation of 7-car trains at frequency service of 5 minutes for TCL and 10 minutes for

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<sup>1</sup> The v/c ratio is a performance indicator for a road link. A v/c ratio equals to or less than 1.0 means that the road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A v/c ratio above 1.0 indicates the onset of mild congestion; above 1.2 indicates more serious congestion with traffic speeds progressively deteriorating with further increase in traffic.

AEL. Since the projected patronage indicates that the TCL and AEL should run on 8-car and 10-car trains respectively in 2008, MTRCL need to extend the existing overrun tunnel by about 500 m in 2008 in order to accommodate trains of full length as well as to allow turn back of trains. Upon completion of the HOKEOT and the Hong Kong Station, full operation of the two rail services can be achieved, with frequency service of 2.25 minutes for TCL and 4.5 minutes for AEL.

8. According to the findings of the Second Railway Development Study completed in May 2000, MTRCL need to construct the NHKIL to relieve the existing Island Line and Tsuen Wan Line Nathan Road corridor. The new NHKIL will provide alternative direct link for passengers to travel from North West New Territories and Tseung Kwan O areas to Hong Kong Island. As this rail line is proposed to run along the northern coast of Hong Kong Island, we have to provide land for the NHKIL to link up with Hong Kong Station.

9. Moreover, the new roads on CRIII will link up and enhance the existing road network in Central and Wan Chai as shown on the CRIII road layout at Enclosure 2. Before the completion of CRIII, traffic generated from the completed Central Reclamation Phase I (CRI) and Central Reclamation Phase II (CRII) areas has to route through the existing already congested roads and junctions in Central. The existing reserve capacity<sup>2</sup> at the junction of Harcourt Road and Cotton Tree Drive is -11%. The road network in Central will be seriously overloaded when all the major developments on CRI are completed by 2006. The junctions along Man Yiu Street on CRI and Connaught Road Central will be operating over their capacities. Traffic gridlock situations will likely occur if there is any traffic accident or incident such as vehicle breakdown or loss of critical road space due to road works. To alleviate the congestion arising from developments on CRI and CRII, we need to complete the new roads on CRIII by 2006/2007 to divert traffic away from those critical junctions so that the reserve capacity at the junction of Harcourt Road and Cotton Tree Drive can be improved before the opening of CWB and IECL in 2011.

10. To meet the target of completing the CRIII new road network in 2006/ 2007 and the HOKEOT in 2008, and to facilitate the earlier commencement of the construction of CWB, we need to commence the engineering works for CRIII in August 2002 for completion in March 2007.

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<sup>2</sup> The reserve capacity is a performance indicator for a signalised road junction. A reserve capacity equals to or greater than 0 means that the road junction has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A reserve capacity below 0 indicates that the junction is overloaded, thus resulting in traffic queues and longer delay time.

11. The 1994 Sino-British Defence Land Agreement<sup>3</sup> provides, inter alia, that “the Hong Kong Government will leave free 150 m of the eventual permanent waterfront in the plans for the Central and Wanchai Reclamation at a place close to the Prince of Wales Barracks<sup>4</sup> for the construction of a military dock after 1997.” We intend to construct the committed berthing facilities for Chinese People’s Liberation Army Forces Hong Kong under this project. It is also our planning intention to make the military dock open for public access and as part of the future waterfront promenade (to be implemented separately in later projects in accordance with the requirements of the OZP) when it is not in military use. The Hong Kong Garrison has already agreed in principle to this planning intention.

12. The reclamation works under CRIII will affect a range of existing waterfront facilities, including the “Star” Ferry Piers, the Queen’s Pier, a number of public landing steps, several groups of cooling water pumping stations serving different Government and private buildings in the vicinity, and a Government helipad. We have to re-provision these facilities, either within the CRIII area or off site, in order to maintain their respective operations. During the construction period, all these facilities will be maintained until the completion of re-provisioning facilities.

## **PUBLIC CONSULTATION**

13. We consulted the LegCo Planning, Lands and Works (PLW) Panel on 10 June 1999 about the minimum option proposal for CRIII. Members warmly received the proposal. We then exhibited on 16 July 1999 the draft Central District (Extension) OZP (No. S/H24/2) covering the CRIII minimum option proposal for public inspection. Three objections were received but two of them were subsequently withdrawn. The remaining one was mainly concerned with the proposed relocation of the “Star” Ferry Piers. The Chief Executive in Council approved the draft OZP on 22 February 2000.

14. We consulted the Town Planning Board (TPB) on the relocation of the “Star” Ferry piers in September 1999. The TPB recognized the historical significance and importance of the “Star” Ferry icon as one of the landmarks and major tourist attractions in the territory and agreed that its identity should be recreated in the new Central waterfront. We had carefully reviewed the location and design of the new “Star” Ferry Piers in coordination with the “Star” Ferry Company Limited,

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<sup>3</sup> The Secretary for Security (S for S) had submitted to the Finance Committee (FC) on 8 July 1994 a funding application for re-provisioning of certain defence facilities before 30 June 1997. A copy of the 1994 Sino-British Defence Agreement was attached to the FC Paper FCR(94-95)51 and the then S for S had briefed Members on the Agreement.

<sup>4</sup> Now renamed Central Barracks.

and adopted a historical heritage approach for the general layout and design of the external appearance of the new piers. TPB approved the proposal on 4 January 2002.

15. We consulted the Central and Western District Council and the Wan Chai District Council on 16 March 2000 and 21 March 2000 respectively on the proposed CRIII works. Members of both Councils had no adverse comments on the proposal.

16. We subsequently circulated an information note on the proposed works to Members of LegCo Panel on PLW on 29 March 2000.

17. We gazetted the proposed reclamation works of the project under the Foreshore and Sea-bed (Reclamations) Ordinance (FSRO) and the proposed road works of the project under the Roads (Works, Use and Compensation) Ordinance (RO) both on 30 June 2000. We received 3 objections under the FSRO and 2 objections under the RO, which were all lodged by commercial firms. These objectors have some existing facilities in the vicinity of the reclamation area that will be affected by the proposed works, and they are concerned how their facilities would be reprovisioned. We had explained the reprovisioning arrangements to the objectors and had discussed with them on arrangements that would minimize interruption to the operation of their facilities during construction stage. Nevertheless, we did not succeed in persuading them to withdraw their objections. The Chief Executive in Council subsequently overruled all the objections in the public interest, and authorized without modification the reclamation works and the road works both on 18 December 2001.

## **ENVIRONMENTAL IMPLICATIONS**

18. CRIII is a designated project under Schedule II of the Environmental Impact Assessment (EIA) Ordinance (Chapter 499) and an Environmental Permit is required for the construction and operation of the works. The consultants engaged by DTD have completed the EIA for CRIII and concluded that the project would have no adverse long-term environmental implications. For short-term impacts during construction, we will control noise, dust, water quality and site run-off to within the established standards/guidelines through the implementation of pollution control measures in the works contracts.

19. The EIA reports for the three related projects CRIII, Wan Chai development phase II (WDII) and CWB/IECL were submitted in one go to the Environmental Protection Department under the EIA Ordinance on 8 June 2001 in order that the cumulative environmental impacts of these projects could be examined. The EIA

report for CRIII was endorsed with condition (see paragraph 20 below) by the Advisory Council on the Environment (ACE) on 27 August 2001, and approved by the Director of Environmental Protection under the EIA Ordinance on 31 August 2001.

20. As recommended in the approved EIA report, we will establish an independent Environmental Monitoring Team to carry out the environmental monitoring and audit (EM&A) programme and to ensure compliance with environmental protection requirements. We will employ an Independent Checker (Environment) to review and audit all aspects of the EM&A programme. In compliance with the condition specified by ACE, we will also upload the EM&A data collected and reports on a designated website for public information as soon as practicable.

21. We estimate that about 12 000 cubic metres (m<sup>3</sup>) of C&D materials will be generated by the project. Of these, about 8 000 m<sup>3</sup> will be reused on site and 4 000 m<sup>3</sup> will be disposed of at landfills. We also estimate that the reclamation works can accept 1.86 million m<sup>3</sup> of public fill.

22. We estimate that about 640,000 m<sup>3</sup> of dredged marine mud will be generated by construction of the seawalls and reclamation. About 162,000 m<sup>3</sup> will be non-contaminated marine mud to be delivered to the marine dumping site at East Ninepin, and about 478,000 m<sup>3</sup> will be contaminated mud to be delivered to the contaminated mud disposal facility at East Sha Chau.

## **LAND ACQUISITION**

23. The proposed works do not require any land resumption.

## **WAY FORWARD**

24. We plan to seek the support of the Public Works Sub-Committee for upgrading the works mentioned in paragraph 4 (at an estimated cost of \$3,635 million) to Category A in April 2002.

**ATTACHMENTS**

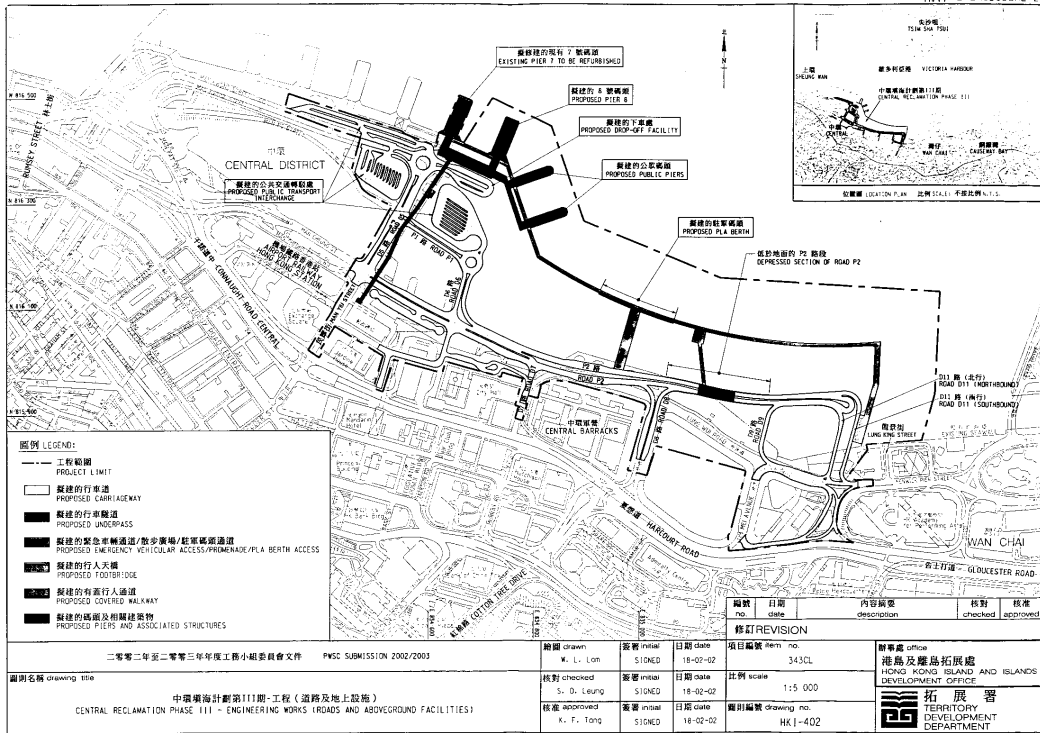
Enclosure 1 – Drawing No. HKI-401

Enclosure 2 – Drawing No. HKI-402

Enclosure 3 – Drawing No. HKI-403

**Territory Development Department  
February 2002**





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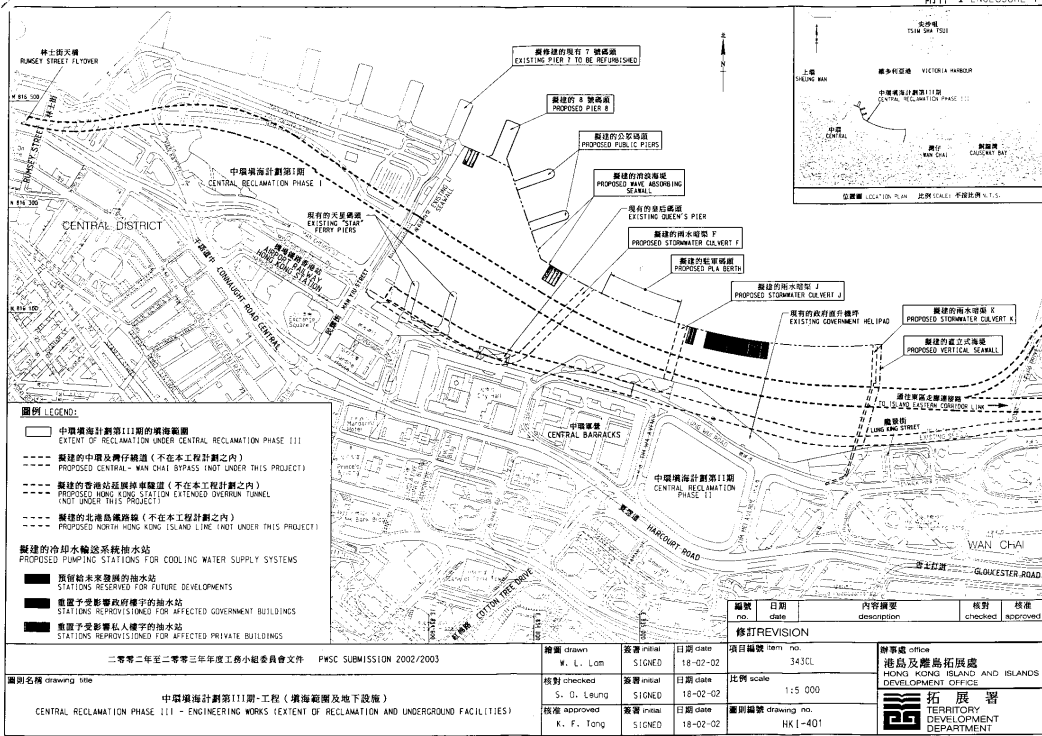
圖則名稱 drawing title  
 中環填海計劃第III期 - 工程 (道路及地上設施)  
 CENTRAL RECLAMATION PHASE III - ENGINEERING WORKS (ROADS AND ABOVEGROUND FACILITIES)

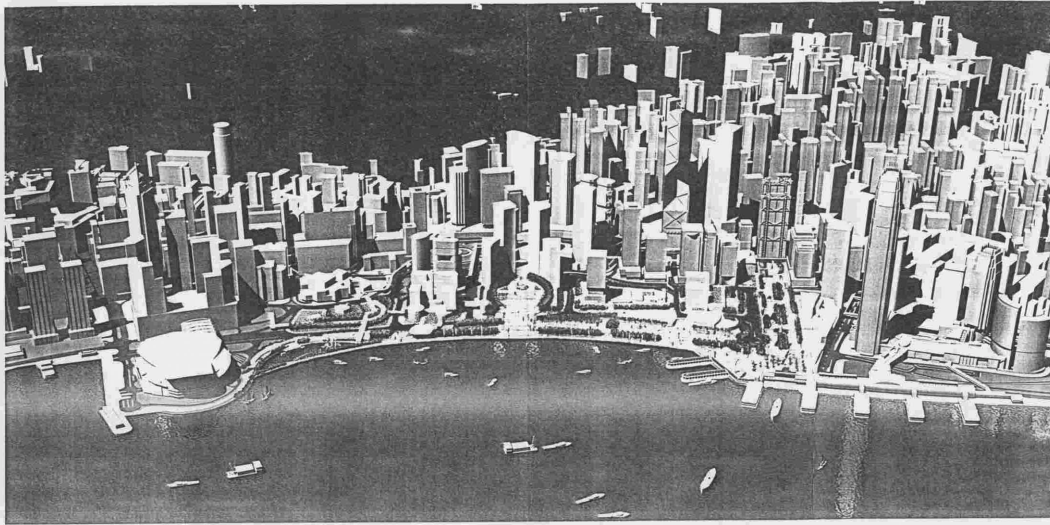
繪圖 drawn W. L. Lam  
 核對 checked S. D. Loug  
 核准 approved K. F. Tong


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 HONG KONG ISLANDS AND ISLANDS  
 DEVELOPMENT OFFICE

拓展署  
 TERRITORY  
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		編號 no.	日期 date	內容摘要 description	核對 checked	批准 approved
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		修訂 no.	日期 date	內容摘要 description	核對 checked	批准 approved
二零零二年至二零零三年年度工務小組委員會文件 PKSC SUBMISSION 2002/2003		項目編號 item no.	343CL			
圖則名稱 drawing title	中環填海計劃第 III 期 - 工程 (鳥瞰圖) CENTRAL RECLAMATION PHASE III - ENGINEERING WORKS (AERIAL VIEW)	繪圖 drawn	簽署 initial	日期 date	核對 checked	批准 approved
		W.L. Lam	SIGNED	18-02-02		
		核對 checked	簽署 initial	日期 date	比例 scale	
		S.O. Leung	SIGNED	18-02-02	不按比例 NOT TO SCALE	
		核准 approved	簽署 initial	日期 date	圖則編號 drawing no.	
		K.F. Tang	SIGNED	18-02-02	HK1-403	
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