

**For Discussion
on 24 June 2005**

**Legislative Council
Panel on Transport**

**Tseung Kwan O – Lam Tin Tunnel
(formerly known as Western Coast Road)**

Purpose

This paper briefs Members on the latest development of the Western Coast Road (WCR) proposed as part of a new road network for meeting the long-term transport need of Tseung Kwan O (TKO).

Background

2. The Civil Engineering and Development Department (CEDD) has conducted a feasibility study on Further Development of TKO (the Study), which aims to formulate a comprehensive plan for the further development of the area. The findings of the Study are set out in the note at **Annex I**. As an integral part of the Study, the long-term transport need of TKO has been examined and the need for a new road network comprising the WCR, the Cross Bay Link (CBL) and Road P2 extension (Road P2) identified.

3. At their meeting with Legislative Council members in April last year, Sai Kung District Council (SKDC) members expressed concern about the progress of the proposed WCR. The matter has subsequently been referred to the Legislative Council Panel on Transport for follow-up.

Findings of the Study

4. The Study has examined, inter alia, the long-term transport demand between TKO and the external areas taking into account the continual and future development of TKO. Two main alignment options for the WCR have

been examined: the Tunnel Alignment and the Coastal Alignment. They are shown at Annex II and Annex III respectively. The Tunnel Alignment is recommended in the Study in view of its better performance overall: it will offer better connectivity to external road links; it will cause less environmental impact, especially visual impact; and the land resumption required will be smaller. Moreover, while reclamation will be required for both options, the Coastal Alignment will require reclamation of 9 hectares within Victoria Harbour¹ and another 12 hectares at Junk Bay. As for the Tunnel Alignment, no reclamation within Victoria Harbour will be required. While the reclamation of the 12 hectares at Junk Bay will still be required for accommodating the planned toll plaza and the interchange with the CBL and Road P2, we will explore possible ways to minimise the extent of the reclamation during the detailed planning and design stage of the Tunnel Alignment. As this recommended Tunnel Alignment will not run along the coast as such, we have renamed it the “Tseung Kwan O – Lam Tin Tunnel” (the Tunnel) to improve the nomenclature.

5. The Tunnel will be a strategic, dual two-lane carriageway of approximately 4.3 km in length. It will link TKO New Town with East Kowloon at Cha Kwo Ling, and connect with the planned Trunk Road T2 at the western end and the planned Road P2 and the CBL at the eastern end. Together with Central Kowloon Route and Trunk Road T2 in South East Kowloon, it will form part of the strategic Route 6 between TKO and West Kowloon.

6. The key features of the Tunnel are as follows -

- (a) about 4.3 km in length, of which 2.2 km will be running underground under the Devil’s Peak;
- (b) at the eastern end, at-grade connections to the planned Road P2 extension (near TKO Town Centre) and the CBL in TKO will be provided;
- (c) at the western end, at-grade connections to the existing Eastern

¹ If the Coastal Option were adopted, its section between Sam Ka Tsuen Typhoon Shelter and Yau Tong Bay would have to be built on land to be reclaimed within Victoria Harbour that falls under the Protection of Harbour Ordinance.

Harbour Crossing and Cha Kwo Ling Road as well as the planned Trunk Road T2 will be provided; and

- (d) a toll plaza and an interchange with the CBL and Road P2 extension will be provided in Junk Bay.

Public Consultation

7. As part of the Study, CEDD has consulted a number of organisations, including the Sai Kung and Kwun Tong District Councils, professional institutes, green groups and transport service operators. There is general support for the Tunnel Alignment.

Implementation Timeframe

8. According to the traffic impact assessment in the Study, the Tunnel will be required by around 2016 to meet the anticipated traffic to be generated from further population intake and industrial developments in TKO. The Tunnel is the eastern section of Route 6 and its implementation programme should synchronize with that of the other two sections of Route 6 (i.e. Trunk Road T2 and Central Kowloon Route)² so as to minimise any adverse traffic impact on East Kowloon and optimize the utilisation of Route 6. In this connection, we will review the implementation timetable for the Tunnel and the rest of the new road network taking into account the changing traffic conditions, which will depend on the pace of the further development of TKO, and the implementation programme of the other components of Route 6.

Way Forward

9. We will proceed with the detailed planning and design of the Tunnel. We will review the size of the reclamation area with the objective of minimising it during the detailed planning and design stage.

² Trunk Road T2 of the planned Route 6 is currently under review as part of the Kai Tak Planning Review conducted by the Subcommittee on South East Kowloon Development Review of the Harbourfront Enhancement Committee.

Advice Sought

10. Members are invited to note the contents of this paper.

Environment, Transport and Works Bureau
June 2005

Feasibility Study for Further Development of Tseung Kwan O – Study Findings

This note sets out the findings of the Feasibility Study for Further Development of Tseung Kwan O (“the Study”).

Background

2. At present, the Tseung Kwan O (“TKO”) New Town provides home to about 330,000 people. According to the approved TKO Outline Zoning Plan (OZP) No. S/TKO/15, the total planned population is about 480,000. In July 2002, the Civil Engineering and Development Department (CEDD) commissioned the Study to formulate a comprehensive plan for further development of TKO and improvement of its overall design with the vision to build TKO into a new town that can boast of its convenience, vibrancy, distinctive urban design and quality living environment.

3. Three stages of extensive consultation have been undertaken to solicit public views throughout the Study process. At the Stage 3 consultation conducted in early 2004, there was general public support for the Concept Plan, which had largely responded to public views such as no further reclamation for housing development, reduced development density in Town Centre South and Tiu Keng Leng, and provision of more open space and recreational facilities. On the basis of the Concept Plan and public views collected at the Stage 3 consultation, detailed layout plans for the new development areas (i.e. Town Centre South, Tiu Keng Leng and Pak Shing Kok) and a Recommended Outline Development Plan (RODP) for the TKO New Town have been formulated. Various impact assessments and engineering studies, which indicate that the land use proposals and supporting infrastructures are both technically feasible and environmentally sustainable, have been carried out.

The Study Findings

4. The Study has produced a RODP to guide the future land use planning as well as identified infrastructure facilities to support the development. An extract of the RODP at **Annex A** shows the consolidation of various land use proposals and major infrastructures in the new

development areas. The key land use and infrastructure proposals are highlighted in the ensuing paragraphs.

Land Use Proposals

5. Land use proposals for the uncommitted sites in Town Centre South, Tiu Keng Leng, TKO Stage 1 Landfill and Pak Shing Kok include:

Town Centre South

- (a) A commercial and entertainment node – the area over the MTR TKO Station in Area 56, with its central location and enhanced accessibility brought about by the MTR, is proposed to be developed predominantly for high quality retail, hotel and entertainment uses, possibly with some residential development, serving as a focal point of the TKO New Town.
- (b) Medium density commercial/residential developments (with plot ratios in the range of 2 to 5) – high quality residential developments are proposed in the central part and along the waterfront and riverine parks. A mix of retail, restaurant, leisure and entertainment activities will be provided at the lower levels of these developments to enhance activity and create an interesting and vibrant waterfront for the enjoyment of local residents and visitors.
- (c) A ‘Central Avenue’ – this is a richly landscaped pedestrian corridor at grade with a retail edge (e.g. outdoor cafes, retail shops, etc.) providing physical and visual connectivity from the commercial and entertainment centre at the MTR TKO Station to the new waterfront.
- (d) Waterfront Park – it will contain high quality soft and hard landscape treatments, integrating with the waterfront promenade and Town Plaza to become a new venue for major community events.
- (e) Riverine Park – it will provide direct access to potential water activities in the eastern channel (e.g. rowing, kayaking, water pedaling and possibly dragon boat racing).
- (f) A Civic Node – it will comprise a new government complex with a town hall, government offices, library, heritage centre, etc. located at the western gateway of TKO.

Tiu Keng Leng

- (g) Tiu Keng Leng Park and other open spaces – a total of about 9 hectares (ha) of district open spaces for passive and active recreation uses are proposed in Areas 72, 74 and 128 to provide additional ‘breathing space’ for the existing high-density built-up environment. Two landscaped decks across a depressed Road P2 will provide direct pedestrian linkages from Tiu Keng Leng Park to the Waterfront Park.
- (h) Civic Cluster – this is an extension of the proposed Civic Node in Town Centre South to Area 72 along the western side of Road P2, which will include a fire station cum ambulance depot, police station, clinic, magistracy and lorry park.
- (i) Land formation for Western Coast Road (WCR) – about 12 ha of land will be formed southwards along the western shoreline of Junk Bay to facilitate the construction of WCR and its interchange with Cross Bay Link (CBL).

TKO Stage 1 Landfill

- (j) The toe of the TKO Stage 1 Landfill is planned for active recreation (e.g. soccer pitches) whilst the remaining areas will provide a park environment for passive recreation (e.g. kite flying area, walking and cycling trails). Furthermore, water sports facilities (e.g. water sports centre and boating facilities) will be located along the western shoreline of the Landfill site.

Pak Shing Kok

- (k) High quality low to medium density housing development (with plot ratios ranging from 1 to 2) is proposed on the existing three platforms of Pak Shing Kok to protect the ridgeline as viewed from Clear Water Bay.

6. In summary, the objectives are to maximize the utilization of the waterfront and its leisure/recreation potential; to reduce development density and building height; to increase open space provision and to improve linkages between the old and new districts. With the proposed reduction of development density in Town Centre South and Tiu Keng Leng, the estimated total TKO population under the RODP will be reduced from the current planning of 480,000 to 450,000.

Urban Design and Landscape Framework

7. An urban design and landscape framework has been formulated under the Study. The key urban design concepts for the new development areas are illustrated on the Master Urban Design Plan at **Annex B** which include:

- (a) Landmark/gateway buildings – in addition to creating the Civic Node as a western gateway to TKO, feature buildings at waterfront development sites and a landmark footbridge across the mouth of the eastern channel are proposed to create visual interest to the waterfront area and to promote a distinctive identity for TKO.
- (b) Interesting building profile – a stepped height building profile with height descending from 100mPD to 50mPD towards the waterfront will be adopted in the Town Centre South area to optimize visual permeability to the waterfront. There will also be variation of building heights from east to west to create a more interesting building profile when viewed from the TKO Bay.
- (c) Breezeways – a system of breezeways to facilitate improved air circulation is maintained within the area which allows the penetration of sea winds and off-slope breezes to the inland areas of the New Town.
- (d) View corridors – principal views are maximized through the creation of green open space corridors (e.g. Central Avenue, etc.) and along the major breezeways as well as through maintaining low to medium rise developments on the waterfront.
- (e) Traffic-free pedestrian environment in the waterfront area – with the deletion of waterfront roads, the waterfront area will largely be a traffic-free zone that provides a safe and attractive environment for pedestrians. By segregating pedestrian and vehicular traffic, lively streetscapes and activities will be promoted.
- (f) Integration of existing and new development areas – the provision of comprehensive networks of open spaces, footpaths and cycle tracks will improve spatial connectivity and functional integration between the new and existing development areas, and enhance the cohesiveness of the New Town.

Infrastructure

8. To facilitate the further development of TKO, the plan is to provide infrastructure (comprising roads, drains, sewers, water supply etc.) needed to serve the proposed development sites in Town Centre South, Tiu Keng Leng and Pak Shing Kok and recreational development in TKO Stage 1 Landfill by 2011. Moreover, to meet anticipated traffic generated from further population intake and industrial development in TKO, a new external road network comprising WCR, CBL and extension of Road P2 (from Town Centre) is proposed. The general layout of the proposed infrastructure is shown at **Annex C**. In view of the adoption of tunnel alignment, WCR is now renamed as Tseung Kwan O – Lam Tin Tunnel (TKO-LT Tunnel).

9. The recommended alignment of TKO-LT Tunnel was developed based on the alignment of Trunk Road T2 proposed in the previous South East Kowloon Development Study. As Trunk Road T2 is now being reviewed under the Kai Tak Planning Review, the alignment of TKO-LT Tunnel is subject to change to tie in with the revised alignment of Trunk Road T2.

10. According to the traffic impact assessment of the Study, the new TKO external road network should be completed in around 2016. TKO-LT Tunnel is the eastern section of Route 6, a strategic link from TKO to West Kowloon, and its implementation programme should synchronize with the other two sections of Route 6 (i.e. Trunk Road T2 and Central Kowloon Route) in order to avoid adverse traffic impact to East Kowloon and to optimize the utilization of Route 6. The implementation programme of the new TKO external road network will be reviewed taking into account the latest traffic conditions (which depends on the future development pace of TKO) as well as the programme of Trunk Road T2 and Central Kowloon Route.

11. CBL will be designed as a feature bridge across the Junk Bay to minimize the visual impact to the surrounding environment. With completion of CBL and TKO-LT Tunnel, external heavy traffic to and from the south-east industrial area of TKO will be able to by-pass the town centre, thus minimizing adverse traffic and environmental impacts on the residential areas. It will also provide relief to existing road links, particularly TKO Tunnel and Wan Po Road.

Presentation of Study Findings

12. CEDD is informing the public of the findings of the Study through various channels, including presentations to the Sai Kung District Council, submission of an information paper to LegCo Panel on Planning, Lands and Works; distribution of newsletters (**Annex D**) to TKO residents; and posting the Executive Summary of the Study on the CEDD's web site. At its meeting on 6 June 2005, Sai Kung District Council supported the Study proposals and urged for an early implementation.

The Next Step

13. CEDD will submit the Environmental Impact Assessment (EIA) Report to the Director of Environmental Protection under the EIA Ordinance and exhibit the report for public inspection. To take on board the recommended land use proposals and to ensure realization of the proposed urban design concepts, proposed amendments to the approved TKO OZP to incorporate appropriate land use zoning mechanism and development restrictions will be prepared and submitted to the Town Planning Board for consideration after approval of the EPA Report.



將 軍 澳

未 來 的 發 展

你們的意見·我們的規劃 共創更理想的新市鎮

歡迎大家閱讀最後一期的通訊，今期的通訊為將軍澳進一步發展的研究作出總結。在二零零四年初，我們就將軍澳進一步發展的概念圖則進行第三階段公眾諮詢，概念圖則主要為包括市中心南部、調景嶺和百勝角等未發展土地訂定土地用途大綱。我們很高興與該概念圖則獲得公眾廣泛支持。

其後，我們以概念圖則為基礎，並參照第三階段公眾諮詢所收集的意見，制訂詳細的土地用途建議。我們亦就土地用途建議進行有關的技術和環境影響

評估。評估結果顯示無論在規劃、工程、交通、海事和環境各方面，這些發展建議都是可行的。

現在我們根據將軍澳進一步發展的詳細土地用途建議，制訂一份發展計劃圖以改善新市鎮的整體設計，並且實現我們的理想，把將軍澳建設成為一個四通八達、朝氣勃勃、具獨特都市設計和優越居住環境的新市鎮。本通訊的背頁展示這個發展計劃圖的摘要，以及建議的主要特色。

畫家筆下的未來將軍澳



土地用途建議

為將軍澳的未來發展訂定了一個城市設計和景觀綱領，以充份利用將軍澳的特質創造發展機會，其主要特色包括：營造富有活力和動感的海濱地帶；促進康樂和消閑活動，如沿東面水道和將軍澳海灣進行水上活動；透過設立地區公園和休憩用地，為居民提供「呼吸空間」；以及降低樓宇高度。

-  綜合發展區
-  商業
-  商業及住宅
-  住宅
-  政府、機構或社區設施
-  休憩用地
-  綠化地帶
-  其他指定用途
-  將軍澳發展計劃圖界線



橫跨將軍澳海灣的特色大橋



中央大道



降低發展密度和樓宇



橫跨東面水道的特色行人橋





中區高樓



綠洲公園



河畔公園

高度，以及提供更多休憩用地和行人專區



體驗消閑及康樂的生活方式



研究成果

以下是新制訂的土地用途建議的一些主要特色：

- 不作進一步填海(興建西岸公路所需的填海除外)
- 降低發展密度，地積比率為2至5倍
- 市中心南部和調景嶺的人口由原先規劃的131,000減至98,000
- 在市中心南部引入富層次感的發展高度輪廓，樓宇高度限制為主水平基準以上50米至100米，以舒緩高密度發展在視覺上的感覺
- 在百勝角規劃低建發展
- 在調景嶺增加更多休憩用地，並在低於地面而建的P2路上空闢設行人平台，連接至海濱地區
- 在海濱地區設立一個行人專用的消閒地帶

- 河畔公園可提供多元化零售和康樂設施，並可讓市民直達東面水道進行各種水上活動
- 橫跨東面水道的特色行人橋，可連接經復修的將軍澳第一期堆填區，讓市民享用該區各式各樣的水上活動和康樂設施
- 市鎮廣場將成為地區的聚焦點，為市民提供社區活動的「聚腳地」
- 中央大道是一條設有零售商店的行人走廊，並連接市中心及海濱地區
- 獨特建築設計的文娛區，成為將軍澳西面的門廊

如欲就研究結果獲得更詳細資料，請瀏覽我們的網頁。與此同時，我們亦製作了一輯關於新發展建議的短片，歡迎到我們的網址瀏覽：<http://www.cedd.gov.hk/tc/topics/tko/index.htm>



下一步工作

我們會依照環境影響評估條例的規定，在未來數個月內提交環境影響評估報告予有關部門審批。我們亦會就將軍澳分區計劃大綱圖進行所需的修訂，在有關的法律程序下，公眾可就新制訂的土地用途建議提出意見。

為支持將軍澳的進一步發展，我們計劃於2010年至2011年完成所需的基礎建設，以配合市中心南部、調景嶺和百勝角的發展，以及將軍澳第一期堆填區的康樂活動發展。

根據交通影響評估的結果，我們將會為新建議的對外連接道路，包括西岸公路(現改稱為將軍澳 - 藍田隧道)和跨灣連接路，進行詳細的規劃和設計。為配合將軍澳的長遠發展，此對外連接道路預期於2016年前後落成。

我們很感謝大家在諮詢過程中的積極參與，使我們能夠成功地制訂出一份能切合本區居民需要的發展計劃。

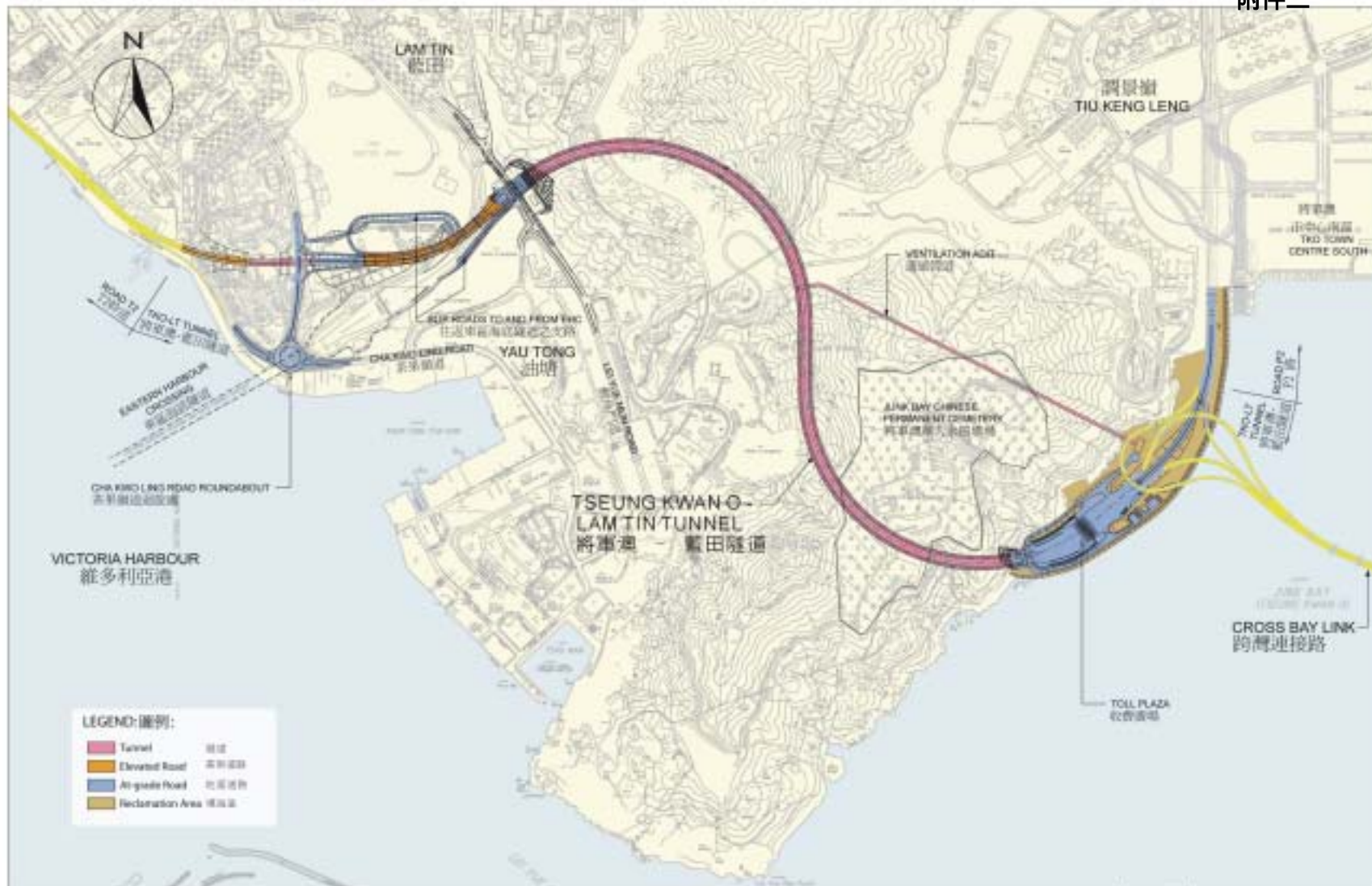
如有任何查詢，請以下列形式與我們聯絡：

郵寄： 九龍尖沙咀東部
麼地道77號
華懋廣場1213室
土木工程拓展署
新界東拓展處

或致電： 2301 1375

或傳真至： 2721 8630

或電郵至：tsli@cedd.gov.hk

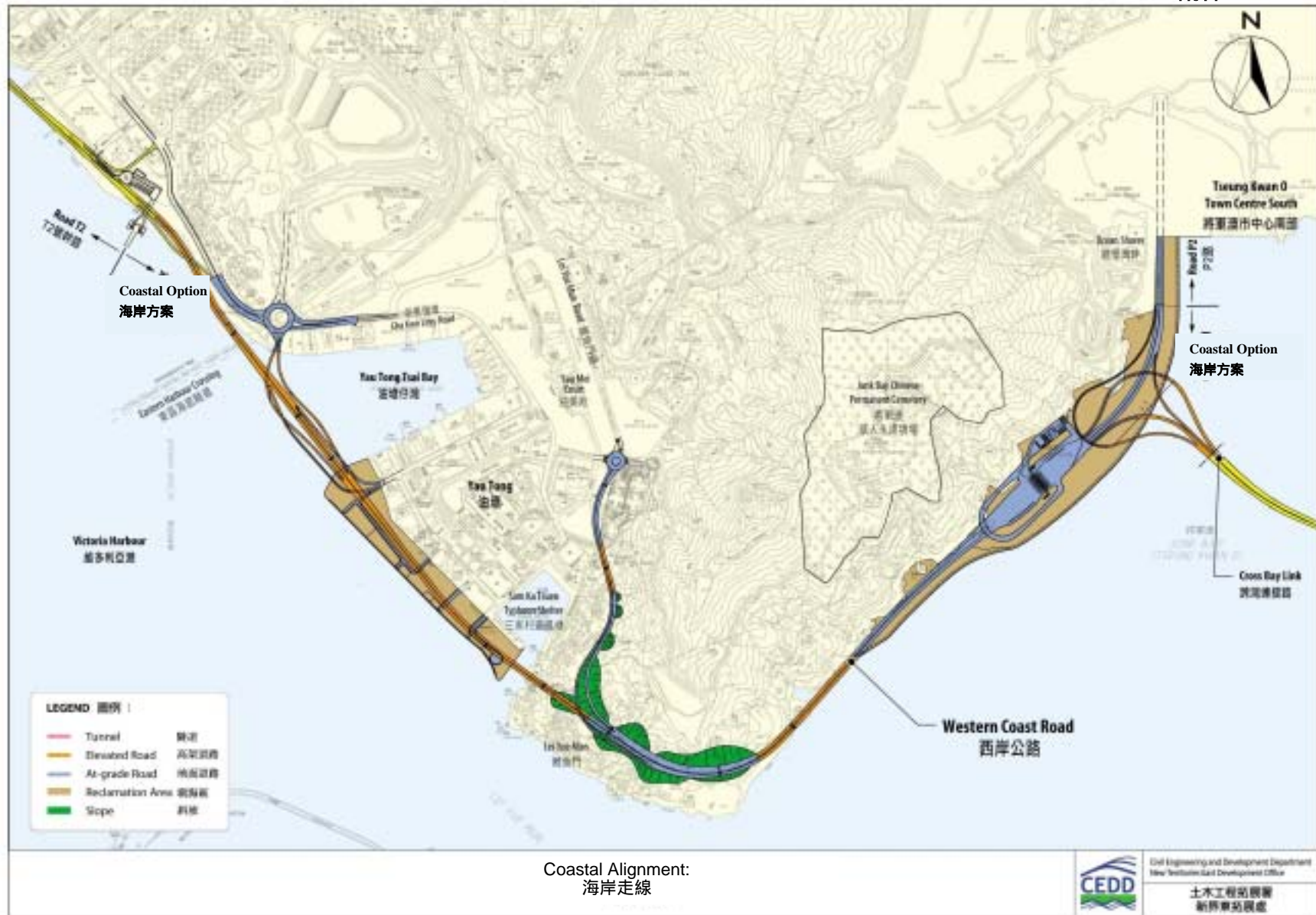


Tunnel Alignment: Tseung Kwan O – Lam Tin Tunnel
隧道走線：將軍澳 – 藍田隧道



Civil Engineering and Development Department
New Territories East Development Office

土木工程拓展署
新界東拓展處



Coastal Alignment:
海岸走線

