

**立法會**  
*Legislative Council*

LC Paper No. PWSC70/05-06

Ref : CB1/F/2/3

Tel : 2509 4602

Date : 30 May 2006

From: Clerk to the Public Works Subcommittee

To : Members of the Public Works Subcommittee

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**Public Works Subcommittee**

**Supplementary information on  
“63KA – Tamar Project Development”**

I forward for members' information/retention the Chinese version of the Administration's written response to the questions raised by the Democratic Alliance for the Betterment and Progress of Hong Kong in relation to the Tamar Project Development (PWSC(2006-07)15). The written response was tabled at the meeting of the Public Works Subcommittee on 29 May 2006. The English version will be forwarded to members once it is available.

(Paul WOO)  
Clerk to the Public Works Subcommittee

Encl.

c.c. Other members of the Finance Committee

## **Public Works Subcommittee of Legislative Council**

**Meeting on 29 May 2006**

### **PWSC (2006-07)15 – Tamar Development Project**

In its letter to the Public Works Subcommittee of the Legislative Council (LegCo) on 23 May 2006, the Democratic Alliance for the Betterment and Progress of Hong Kong raised ten questions. Although some of the questions are on the waterfront development and Road P2, which are not covered by the funding application for the Tamar development project, we would respond to all the issues raised as follows-

- (1) How will the Administration ensure that the Tamar site and the adjacent areas will remain a hub of activity and not become a “dead city” on holidays and outside office hours on weekdays?**

The waterfront adjacent the Tamar site will provide for a mix of uses, including alfresco dining areas, outdoor media shows, art display and performance venues and galleries. As such, there will be a diversity of activities to attract tourists and local residents.

- (2) How will Wan Chai North be re-developed to breathe life into the area, making reference to the land use pattern of the Tamar site?**

In planning for the new waterfront at Wan Chai North, reference will be made to the Town Planning Board’s “Vision Statement for the Victoria Harbour” and the Harbour-front Enhancement Committee’s “Harbour Planning Principles”. The Administration will take the opportunity for reviewing the Wan Chai Development Phase II to actively consider enhancing the Wan Chai waterfront to add to its vitality and attractiveness. Possible options include reserving land for the provision of a waterfront promenade to connect with the Central waterfront.

- (3) What kind of mass transportation system will be provided in the area to alleviate the traffic flow of Road P2? When will the system be completed? When will it be completed and commissioned?**

Apart from taking MTR at the Admiralty Station, people moving to and from the Tamar site may make use of the bus, mini-bus and taxi services readily available at the public transport interchange at Admiralty. To facilitate pedestrians commuting between the Tamar site and the public transport interchange at Admiralty, the Government intends to construct two covered footbridges, which will connect the Tamar site with Admiralty, close to the public transport interchange; and the existing footbridge system linking CITIC Tower respectively.

Moreover, bus stops and mini-bus stops will be provided along Road P2 at suitable locations to provide bus and mini-bus services to the public in areas closer to the Tamar site.

In the long run, we will take forward the North Island Line (NIL) project to increase the rail capacity along the northern coast of Hong Kong Island if the MTR service between Causeway Bay and Central reaches saturation. In this case, there will be a Tamar Station on the NIL. According to projections based on existing planning data, there will still be spare capacity for the MTR service between Causeway Bay and Central up to 2016. Therefore, the NIL may be required only after 2016.

- (4) How will the air pollution caused by the traffic on the trunk road, especially in the vicinity of the access to the underpasses along the trunk road, be reduced? Could a better design with more openness and better ventilation be adopted for the underpasses and pedestrian deck?**

Road P2 will be a dual two-lane local distributor road, the speed limit of which will be 50 kilometers per hour. Since the major part of Road P2, which is to be located near the waterfront, will be left uncovered, ventilation of the area will be good and it is unlikely that it will cause any air pollution problem. The section of Road P2 in front of the Tamar site will be submerged below the ground level and therefore its impact on the users of the open space facilities will be reduced.

The open space of the Tamar site will be connected to the adjoining waterfront promenade by an at-grade pedestrian deck of a width of 50 to 60 metres above the sunken portion of Road P2. The at-grade pedestrian deck will be open and this will ensure good ventilation of the area.

- (5) To facilitate pedestrians commuting between the waterfront and the town centre, will the Administration undertake to provide at-grade signal-controlled pedestrian crossings at various location along Road P2 and make the crossings fit in with the all-weather pedestrian accesses leading to different directions?**

**and**

- (6) How many at-grade pedestrian accesses will be provided to connect Tamar with the adjacent areas?**

We plan to provide three sets of at-grade pedestrian crossings at the section of Road P2 within the Central Reclamation III area to facilitate pedestrians walking to and from the waterfront.

The section of Road P2 facing the Tamar site will be built as a sunken portion, above which there will be a 50 to 60 metre wide at-grade open deck serving as pedestrian access to connect the open space at the Tamar site with the waterfront promenade.

Apart from the three sets of at-grade pedestrian crossings at Road P2, there will also be three featured corridors through which pedestrians can walk from the town centre to the waterfront. The Statue Square and the New Star Ferry Pier will be connected by a low-rise garden deck and an at-grade landscaped walkway.

Subject to the traffic condition, we will consider providing additional at-grade pedestrian crossings at suitable locations as and when necessary.

- (7) Will a podium style development be adopted for the entire Tamar site? If so, how will the Administration ensure that the area on the ground floor below will be a hub of activity and that the view of Victoria Harbour will not be obstructed?**

The final design of the Tamar project will depend on the design proposal of the successful tenderer. It is not appropriate to presume at this stage whether a “podium style development” will be adopted for Tamar.

The area adjoining the future waterfront promenade is zoned “open space” (occupying about half of the Tamar site), and will serve as a multi-purpose venue for public leisure, recreational and cultural

activities. The open space will be connected to the waterfront promenade by a 50 to 60 metre wide open pedestrian deck, providing access to the waterfront. This will help achieve the objective of “a harbour for the people, a harbour of life” and meet the public’s expectation of making the harbourfront easily accessible to all. These planning intentions will be clearly reflected in the tender document, requiring the tenderers to take due account of them in their design proposals so as to achieve the above objectives.

- (8) If both the design and the construction of the entire project are to be undertaken by the same contractor, how will the Administration effectively control the design quality and closely monitor the construction of the project?**

The Tamar prequalification exercise that has just completed has drawn much interest from locally- and internationally-renowned architects. Given the importance of the design of the new development, we will place due weight on the design aspects in the evaluation criteria when the project is formally put up for tender. Also, the Special Selection Board for the Tamar Development Project (SSB) will carefully examine whether the design proposals submitted meet the requirements in the tender document.

As regards the implementation of the development project, the Architectural Services Department (ArchSD) has an effective system to monitor and oversee the entire design and build process. After the award of the tender, ArchSD, being the monitoring authority of the construction works, will peruse the detailed design plans submitted by the successful tenderer to ensure that the design fulfills the user’s requirements both in terms of function and use of materials as set out in the tender document and the contract.

At the construction stage, as in the case of other public work projects, ArchSD will station an inspection team on the construction site, to ensure that the procedures, materials and details of works are in compliance with the approved plans. ArchSD will also play a monitoring role throughout the process to ensure completion of the project in accordance with the terms of the contract.

- (9) How will the Administration improve the overall design of buildings under the Tamar project, including lowering the height of buildings and switching to low density and decentralization developments, so as to add to the diversity and attractiveness of**

## **the Tamar site?**

We understand the request of the public for lowering the height and reducing the size of the buildings on the Tamar site. Therefore, we have tightened the height restriction of buildings from the statutory 180 metre PD to a level between 130 metre PD and 160 metre PD. At least around half of the Tamar site (2 hectares) would be developed as public open space.

As regards specific design requirements, major considerations of the overall design of the Tamar project include the height and size of buildings, the overall disposition, aesthetics and innovation. All these are important factors to be considered in the tender assessment. The above design intentions will be clearly reflected in the tender document, requiring the tenderers to fully consider them in their design proposals to achieve the above objectives. We will also make it clear that the design of the Central Government Complex (CGC) and LegCo Complex (LCC) should duly reflect their distinct identities taking into account their respective constitutional roles.

### **(10) Will the Administration promise to disclose its preliminary planning concepts to ensure that the public would have an adequate understanding of the Tamar Development Project and a consensus has been reached before seeking funding approval from the LegCo?**

In the prequalification document issued on 20 December 2005, the Government has outlined the design and planning concepts for the Tamar development project. We have consulted the LegCo Panel on Planning, Lands and Works and its Subcommittee to Review the Planning for the Central Waterfront (including the Tamar Site) eight times, and have clearly explained these concepts to the Members and the public during the discussions.

Regarding the planning for the Tamar project, the Tamar site has a total area of 4.2 hectares, about half of it (2.2 hectares) is zoned “Government, Institution or Community” (G/IC) and the other half (2 hectares) is zoned “Open Space” on the statutory Outline Zoning Plan (OZP). The OZP had undergone due public consultation between 1998 and 2000, and was approved by the Chief Executive in Council. Therefore, the public has already had knowledge about the planning concepts. The Government proposes to build the new CGC and LCC on the area zoned “G/IC” to address the office space

shortage problem long faced by the Government Secretariat and the LegCo and the problem of existing facilities being unable to meet present day needs. The area zoned “Open Space” will be developed into a multi-purpose civic place for public enjoyment. The “Open Space” will be connected to the future waterfront promenade through a 50-60 metre wide open pedestrian deck. The waterfront promenade will provide about 8.8 hectares of open space, which together with the open space at Tamar will provide a total of 10.8 hectares of open space. This will achieve the objective of “a harbour for the people, a harbour of life” and meet the public’s expectation of making the harbourfront easily accessible to all.

The development in the “G/IC” zone at Tamar is an office type development in an urban area and will not have significant impact on air quality, traffic and the environment.

The final design of the Tamar Project will depend on the design proposal of the successful tenderer. Notwithstanding, the SSB has agreed that when the tenders are returned, models of the tender designs will be presented to the public for viewing. The SSB will take into account the views of the public when evaluating the tender submissions.

The overall planning concept of the Central waterfront (including the Tamar Site) is shown in detail in the approved Central District (Extension) OZP (Plan No. S/H24/6). The OZP was approved by the Chief Executive in Council in 2000 in accordance with due planning procedures after public consultation. The planning concept of the Central waterfront remains unchanged in the prevalent approved OZP.

The Planning Department (PlanD) has explained several times to the LegCo and relevant parties (including the District Councils and the Harbour-front Enhancement Committee) about the development and planning concept of the Central waterfront, so as to enhance the understanding of the public and those concerned, and build a consensus. We will continue to explain to the public and provide the latest information for their reference and views. Upon requests by the LegCo and other parties, PlanD will provide more illustrations to facilitate the public’s understanding of the relevant planning concepts.