

附件 H

太古地產有限公司提交的意見書是以英文撰寫，載於本附件內乃是意見書原文。

Your Ref:
Our Ref : GJO/aw/05-066
Direct Fax: 2526 3015
Please use this reference in your reply.



8 July 2005

HEC Sub-Committee on WDII Review
c/o Civil Engineering and Development Department
13/F., North Point Government Offices
333 Java Road
North Point
Hong Kong

2/4/JO HER

Dear Sirs,

In response to the Harbourfront Enhancement Committee's call for ideas and concepts for the planning of Wan Chai, Causeway Bay and Adjoining Areas, we have commissioned a study to demonstrate a viable solution that allows Victoria Park unfettered access to the waterfront by submerging the Central-Causeway Bay Bypass and redirecting the surrounding road network. We are pleased to enclose a copy of our study for the members' perusal and consideration.

Our vision for the Victoria Park Shoreline is based on the fundamental principles of Value Creation and Sustainable Development, promoting less reclamation, more green space and accessible public waterfront. We hope that the enclosed proposal can help to facilitate public debate on the future of our Harbour.

Yours sincerely,
for and on behalf of
SWIRE PROPERTIES LIMITED



Encl.

優化灣仔、銅鑼灣及鄰近地區海濱的研究
Envisioning Stage: Views Collection Form
構想階段：意見收集表格

Please refer to the attached letter and enclosure.

This image shows a single page of white paper with horizontal black ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slightly textured appearance.

To facilitate future contacts, please complete the following:

English Name 英文姓名:

Chinese Name 中文姓名:

Organization 所屬機構:

Correspondence Address 通訊地址:

Tel 電話: Fax 傳真:

Email 電郵:

Please fax to: 2576 9792
請傳真至: 2576 9792

or post to the address on page 32
或郵寄往32頁上的地址

An aerial photograph of the Wanchai-Causeway Bay area in Hong Kong. A proposed shoreline is highlighted with a yellow line, curving along the coast. The area between the current buildings and the new shoreline is filled with green, representing parks and landscaped areas. Various buildings, roads, and existing green spaces are visible in the urban landscape.

VICTORIA PARK SHORELINE

A Proposal for the Wanchai-Causeway Bay Shoreline
July 2005

CONNECTING VICTORIA PARK TO THE HARBOUR



Hong Kong Harbour has always provided the city with a spectacular natural environment to complement its intense urban character. This vibrant interaction between the peaks, harbour and the city has created a signature image known the world over.

The Harbour has long been the focus of the city, including its rapid development over the last few decades as Hong Kong has transformed from a working industrial harbour to a service economy. The current and growing longing to be near the water is jeopardised by the roadways and infrastructure that were deemed necessary for urban growth.



With this proposal, Swire Properties responds to the Government's quest to seek an optimal solution for the harbourfront in Causeway Bay—a design that provides a public waterfront for the people of Hong Kong and a world-class open space that brings Victoria Park to the Harbour, minimizing the impacts of infrastructure, and reflecting our wish to be a true world-class city.

It is hoped that this proposal will encourage the Government to examine the possibilities of looking at the Harbour in a holistic and integrated manner, to meet the many calls for such an approach in recent times.

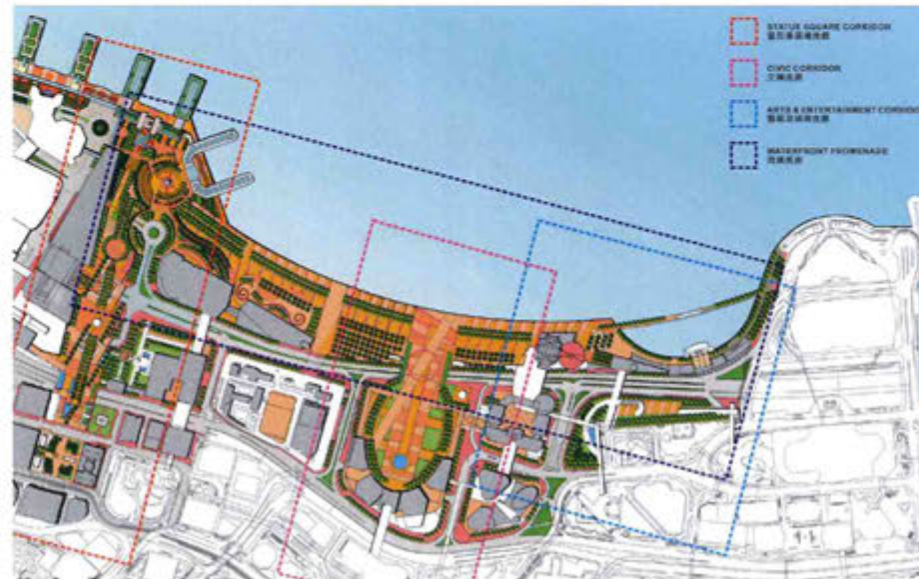


A proposal for the Wanchai-Causeway Shoreline

A BETTER FUTURE FOR HONG KONG



1998: Concept Plan for Central Waterfront Development submitted by Swire Properties. This outlined a proposal for a much-reduced Central reclamation that was focused on a grand waterfront park.



1999: Central District (Extension) OZP revised to reduce reclamation to 23 hectares



2004: Swire Properties submitted its Hong Kong Cultural Harbour proposal, a holistic vision for Hong Kong Harbour that was based on the fundamental principles of long term value creation and sustainable development, promoting less reclamation, more green open spaces and broader public accessibility.



2002: The Government gazetted 26 hectares of reclamation in the Draft Wan Chai North OZP, in an attempt to create public waterfront and away from existing roads.

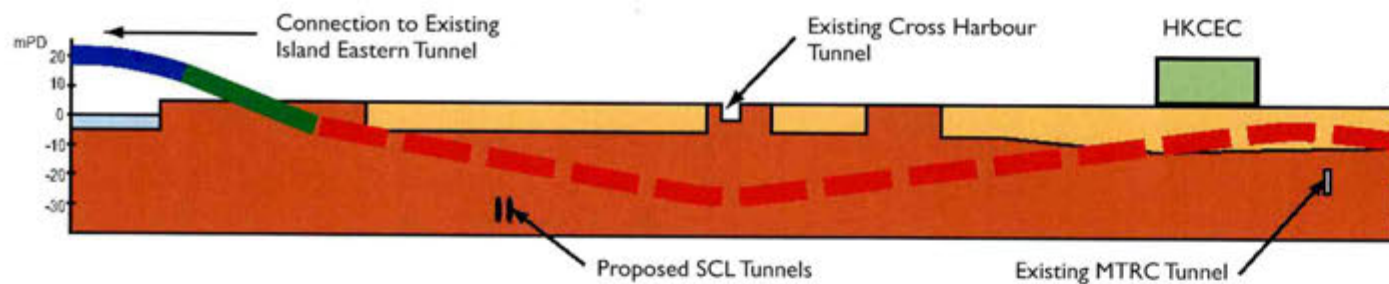


2004: In a challenge to harbour reclamation in Wanchai, the Court of Final Appeal (CFA) rules that an "overriding public need" must be demonstrated for any further reclamation to be allowed.



2005: The Harbour-front Enhancement Committee (HEC) published five options for the north shore in its "Wan Chai Development Phase 2 Review - Public Engagement Kit".

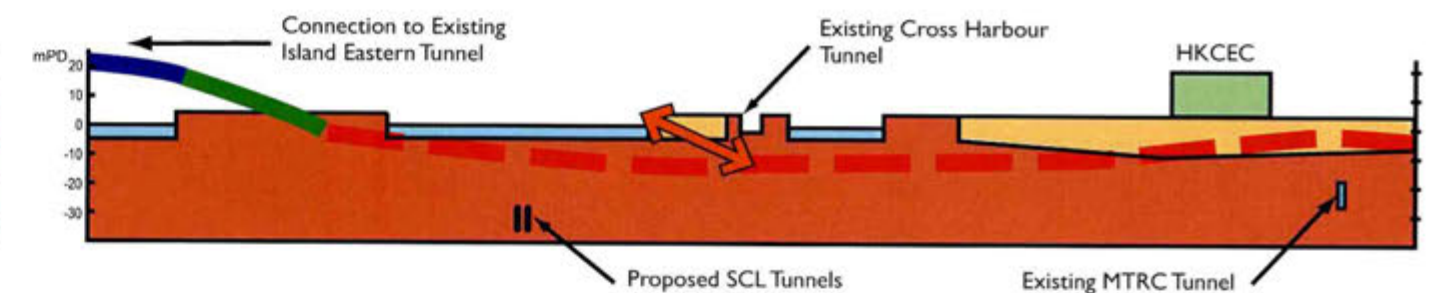
Best Case Government Proposal



Of the five options posited by the HEC, the first option (Fig. 1) forms the only option that can create an unobstructed connection from Victoria Park to the waterfront. However, there are still areas for improvement:

- This tunnel option runs at very deep level under the existing cross-harbour tunnel up/down ramps increasing construction and operating costs
- Connections from bypass to and from Causeway Bay not possible due to deep level of bypass
- Material over buried bypass alignment is indicated as new reclamation over entire length
- No indication that existing flyover from Gloucester Road to Island Eastern Corridor will change
- Connection from Victoria Park to shoreline still compromised by surface roads

Swire Properties' Victoria Park Shoreline Proposal



The following enhancements are proposed:

- A shallow, less expensive tunnel is achievable if the alignment swings around rather than under the Cross Harbour Tunnel down ramps
- Water is maintained above bypass at Kellett Basin and the eastern portion of Causeway Bay Typhoon Shelter thus avoiding new reclamation in these areas
- Less impact from Tai Hang Road flyovers because they are combined into one structure and tucked closer to development blocks
- Gentler, broader pedestrian connection from Victoria Park.
- Continuous pedestrian waterfront with more variation, as an appropriate response to the formality of the central waterfront, including an "urban" beach
- Connections to and from bypass to Causeway Bay possible due to shallow level of bypass under existing Cross Harbour Tunnel approaches

- Flyover
- Tunnel
- Surface roadway
- Proposed Slip Road to and from Causeway Bay

PRINCIPLES FOR A HARBOUR EDGE FOR THE PEOPLE



Putting People First

To meet the growing public aspirations for greater accessibility to the harbourfront, public areas should be created for maximum benefit for all the community.

A World-Class Park on a World-Class Waterfront

Victoria Park, as the city's premier urban park, should reach out to the waterfront to create a connected, public open space. Together with a proposed grand harbourfront Park in Central, Hong Kong could have a truly quality harbourfront befitting a world-class city.

Minimizing Infrastructure

This proposal recognizes the need for adequate vehicular access and the infrastructure that allows that access. However, such requirements should be treated as an integral part of the plan making process: the impact on the natural and physical environment should be minimized to provide optimum public and pedestrian access and amenity.

A GREEN WATERFRONT FOR CAUSEWAY BAY

With fewer roads and infrastructure on or above the surface, the Causeway Bay waterfront comes alive with a variety of destinations and links to Victoria Park.

The working basin west of the Yacht Club (Kellett Basin) is converted into a restaurant and dining quay, using the existing shoreline formation to provide a promenade for single-storey pavilions.

A continuous promenade for pedestrians is provided from the Hong Kong Convention and Exhibition Centre, across a new pedestrian bridge over the Cross Harbour Tunnel entrance, to a new park at the southwest corner of the Causeway Bay Typhoon Shelter.

With minimal reclamation over the slip roads to the Central-Wanchai Bypass, this corner park hosts a plaza that celebrates the Noonday Gun, and provides a suitable harbour-side entry to a future underground rail station. The Police Officers Club at this junction would need to be modified for the proposed bypass alignment.

A gradual slope leads to a raised, landscaped platform above the roadways, offering unparalleled views into the park and out into the Harbour. At the top are pavilions for public performances, visually linked to the boardwalk below that together form a green amphitheatre facing the Harbour.

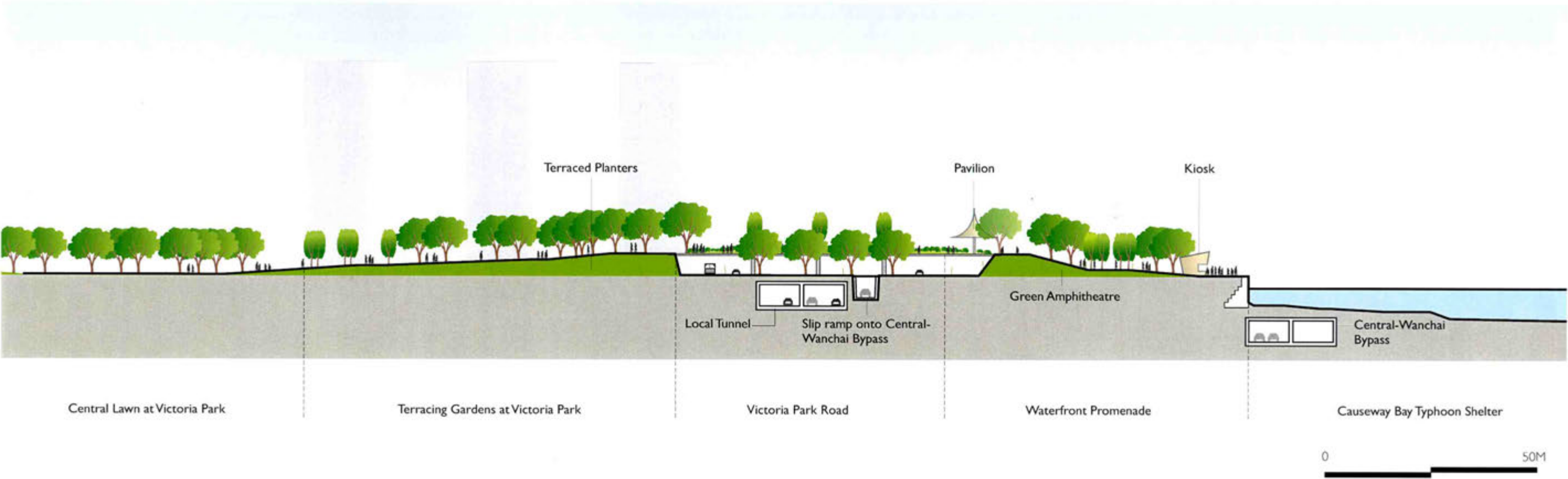
At the southeast corner of the Typhoon Shelter, limited reclamation is necessary above the local connection roads that replace the existing flyover link to the Island Eastern Corridor. Instead of a hard edge this proposal introduces a gradual "urban" beach to enable people to connect with the water.



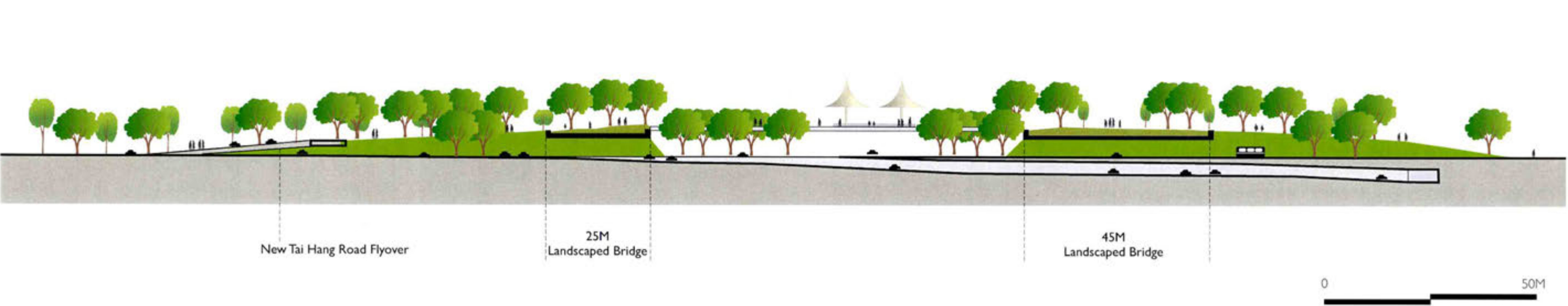
A LANDSCAPE PLATFORM COMPLETES THE SHORELINE PARK



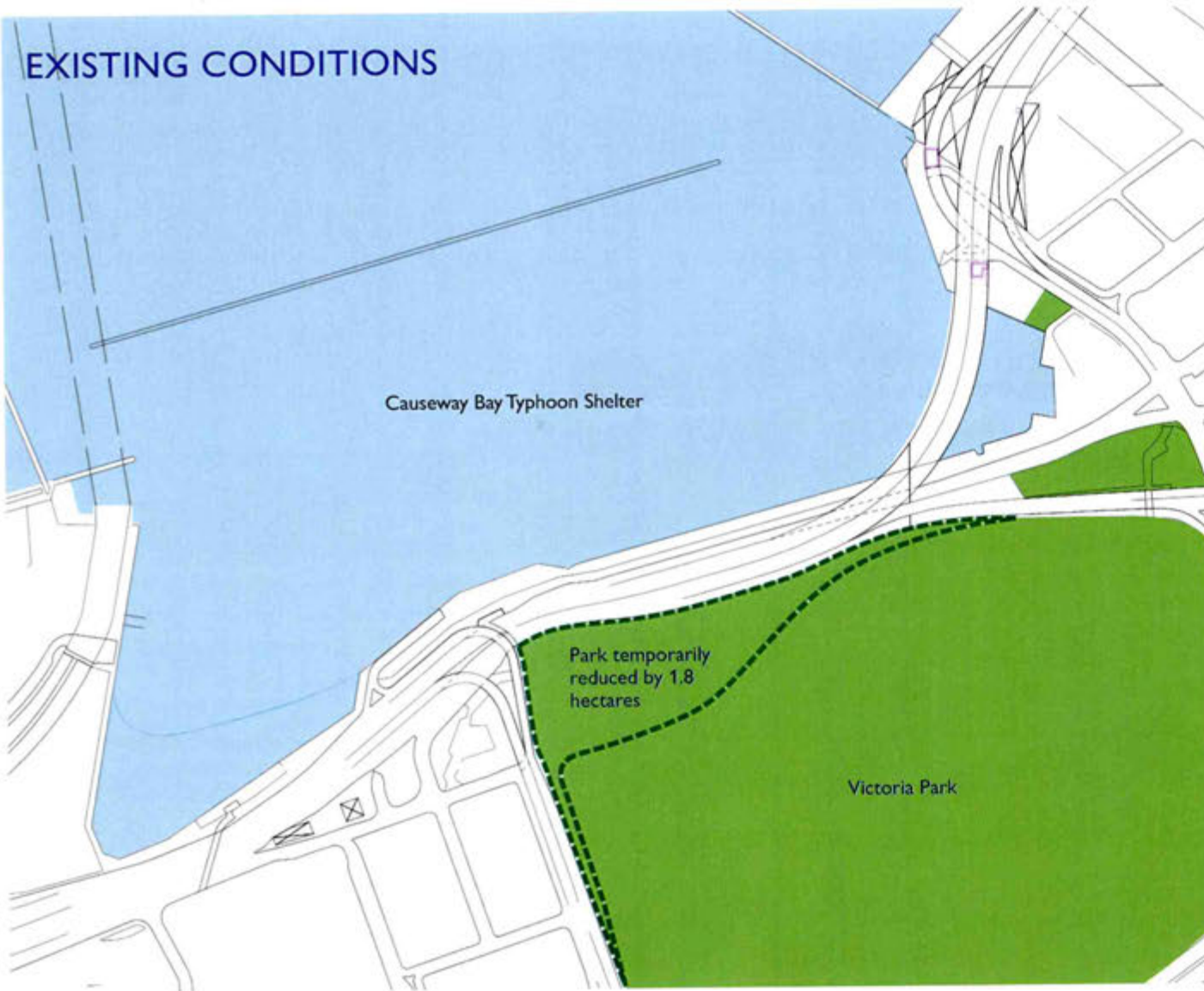
Section 1:Victoria Park from Central Library to the Causeway Bay Typhoon Shelter



Section 2: Landscaped Bridge over Gloucester Road



HOW TO CREATE MORE PARK

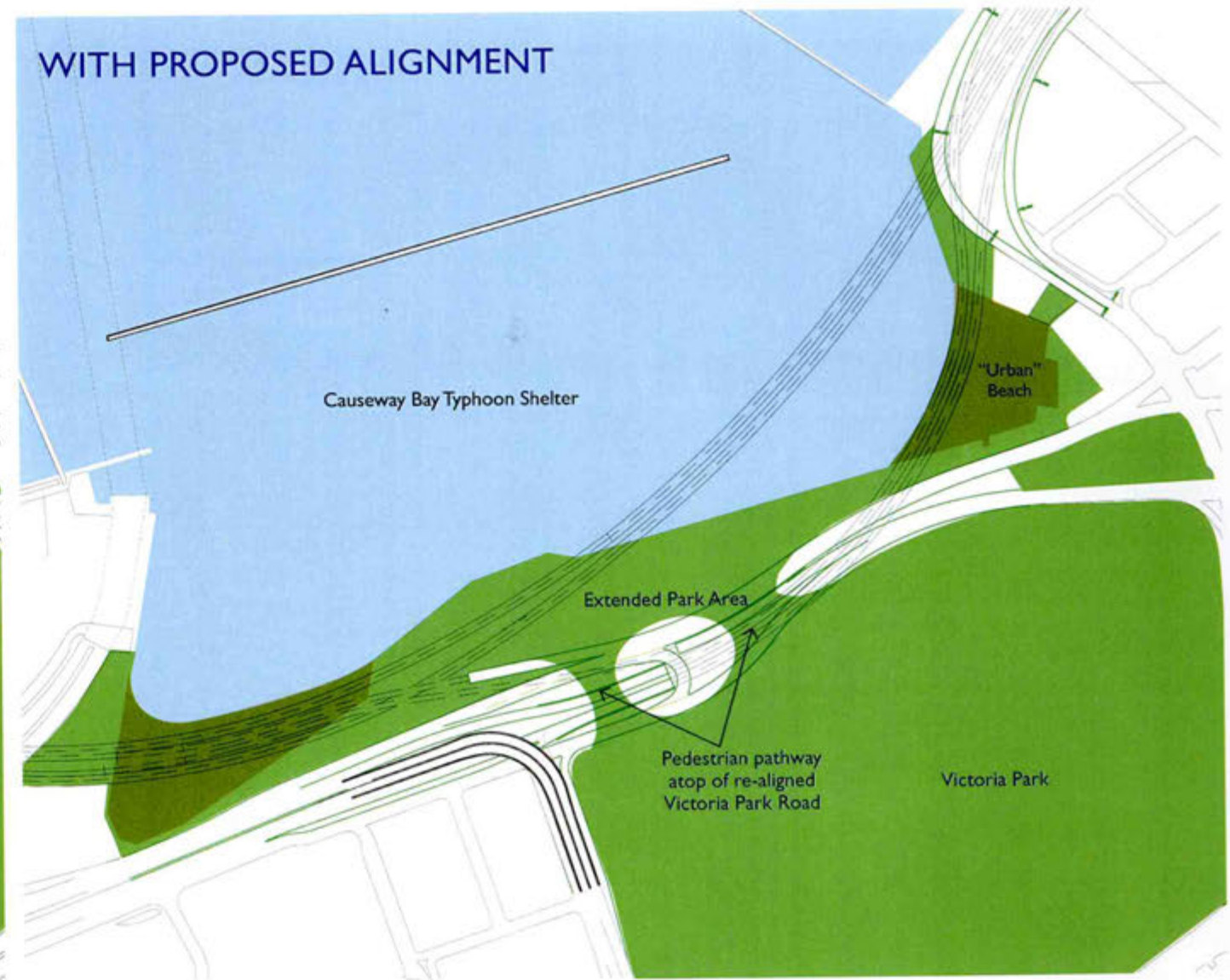


During the construction of the bypass and potential mass transit rail lines under Gloucester Road, the surface roadways in front of Victoria Park are moved inland, temporarily reducing the park by 1.8 hectares.

For this Victoria Park section, a total of 1.9 hectares of reclamation is required:

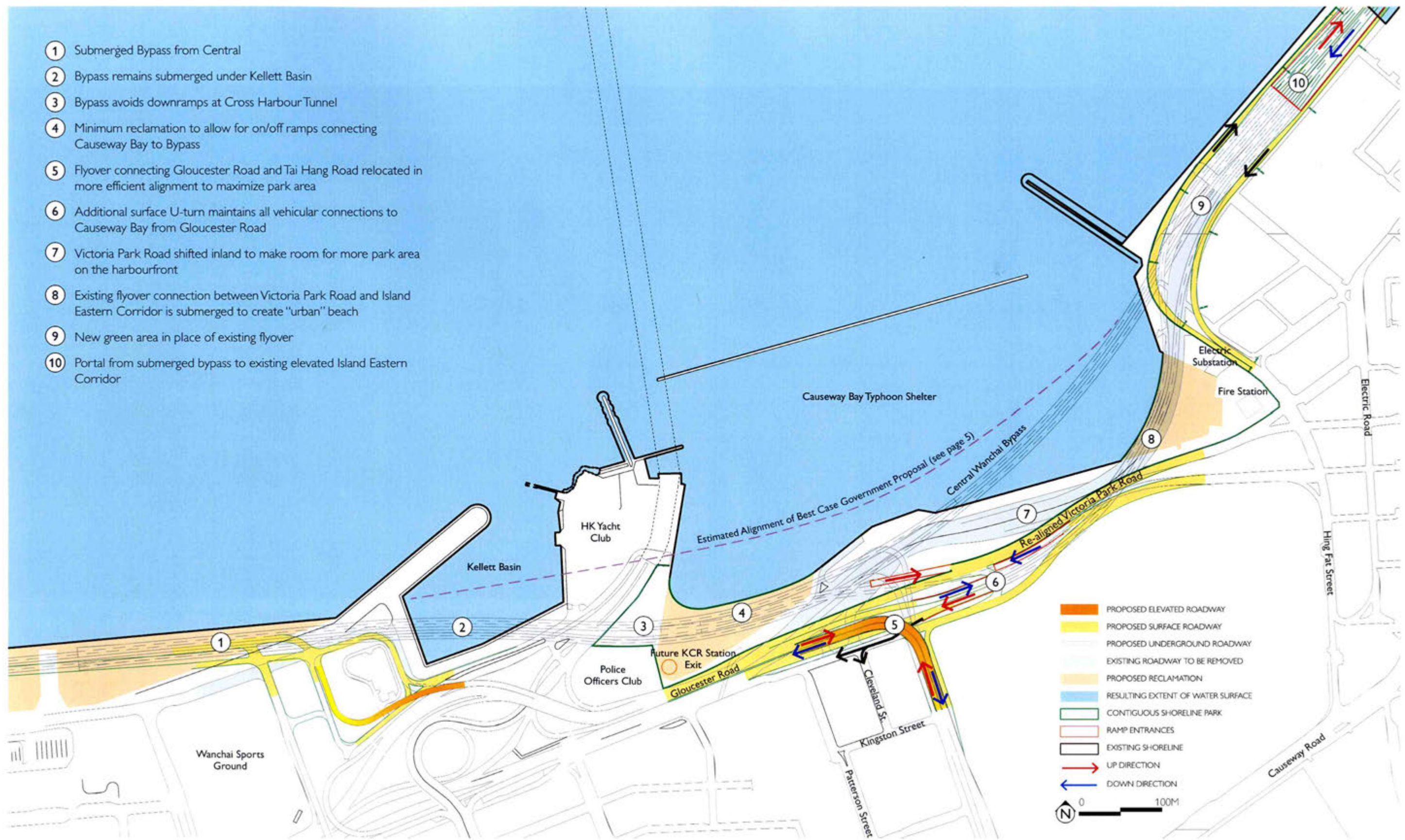
- About 0.9 hectare at the local tunnel on the eastern edge of the Causeway Bay Typhoon Shelter, where the new tunnel is covered by the "urban" beach.
- About 1.0 hectare over the on/off ramps of the bypass at the southwest corner of the Typhoon Shelter

Similar to the government options, additional reclamation will be required near the Hong Kong Convention and Exhibition Centre.



When construction is complete, a majority of the bypass is covered not by solid reclamation, but by water. This proposal results in about 5.5 hectares net increase in park area with 0.7 hectare of landscaped bridges directly connecting Victoria Park to the harbourfront.

PROPOSED ALIGNMENT— FLYOVERS PULLED INLAND



CAUSEWAY BAY WATERFRONT TODAY



A NEW SHORELINE FOR HONG KONG



Swire Properties advocates the implementation of the Harbour Planning Principles—to put people first and create a world-class harbourfront. The vision for Victoria Park Shoreline is to further encourage the formulation of an integrated approach to planning around the harbour; to realize the goals for long term value creation and

sustainable development. It is with these principles in mind that Swire has prepared this proposal in support of the Government and the Harbour-front Enhancement Committee's call for ideas and response to the planning of Wan Chai, Causeway Bay and Adjoining Areas.

This proposal has identified a viable solution for the harbourfront in Causeway Bay with:

- A largely submerged bypass;
- Reduced elevated roads;
- A pedestrian-friendly public waterfront;
- Additional quality green open spaces created.

MASTERPLANNING CONSULTANT:



TRANSPORT CONSULTANT:

