

2 CYBER PORT PROJECT (SCHEME 2) DESCRIPTION AND ACTIVITIES

2.1 Site Location

Telegraph Bay (Kong Sin Wan) is located on the western side of the Hong Kong Island. It occupies a reclaimed bay with high landscape quality comprising wooded valleys, slopes, streams and armored sea frontage. Figure 2.1 shows the site location and Figure 2.2 shows the Study Area.

2.2 Proposed Cyber Port Development

The proposed Cyber Port Development will be a world class location for information services companies which apply the latest information technology in their businesses. The development will provide sustained, long term economic benefits to Hong Kong and also contribute significantly in the area of education, the environment, culture and entertainment. It will also enhance Hong Kong' position as the premier telecommunication and broadcasting hub in Asia.

Figure 2.3 shows the Master Layout Plan of the proposed Cyber Port Development on the Telegraph Bay Reclamation and the hinterland, including Kong Sin Wan Village. The development comprises the following:

- Office
- Hotel
- Residential, i.e. houses (R3), low-rise (R2), mid-rise (R2), and high-rise (R2) residential and service apartments.
- Cyber Mall
- A marina and associated shoreline marine facilities may also be considered at a later stage, but the feasibility of constructing such facilities will be subject to a separate detailed assessment

Sections through the development are shown in Figures 2.4 and 2.5.

The above developments cover a total site area of approximately 260, 000 m². The planning assumptions for the development are:

Table 2.1 Planning Assumptions for Cyber Port Development

Type of Development	Total Gross Floor Area (m ²)	Average Flat Size (m ²)	No. of Domestic Units/Hotel Rooms
R3	14,820	300	49
R2	414,083	135	3,067
Service Apt.	4,500	90	50
Hotel	7,500	60/room	125
Office	92,600	-	-

Type of Development	Total Gross Floor Area (m ²)	Average Flat Size (m ²)	No. of Domestic Units/Hotel Rooms
Retail	29,000	-	-
School	-	-	-

Key features of the development are:

- A high quality living and working environment which will attract and retain overseas and local talents.
- A centre of excellence where creativity is enhanced by the “cluster effect” of various professional disciplines working in close proximity.
- Innovative town planning – comprehensive development with a high technology theme, combining residential, commercial, educational and tourism land use on one site gearing toward a highly self-sustainable community.
- An ultra-modern intelligent building complex with a state of the art telecommunication and information backbone which will meet the high standard requirements of international technology companies

2.3 Proposed Infrastructure Development

The proposed infrastructure works for Scheme 2, including Roads D1 and D2, Northern Access Road, Southern Access Road, drainage, utilities, water supplies, geotechnical works, etc. are similar to those for Scheme 1, apart from the following works:

- The Waterfall Bay Interchange will be deleted from the highway works.
- Route 7 would be constructed as a semi-depressed road near the roundabout in order to minimise visual intrusion of the roundabout and to reduce potential noise impact of Route 7. The alignment would be depressed at a 3% gradient from +5.5 mPD to +1.0 mPD at the roundabout. The depressed section extends for about 150m on either side of the roundabout. However, an at-grade option of Route 7 which requires that the alignment runs at +5.5m PD and the roundabout is located at +12.5m PD has also been considered in the subsequent noise and air quality impact assessments.
- A marina and piers may be constructed at the foreshore and these would be founded on piles so that no dredging work would be required. Also, mooring places at the marina would be limited to less than 30 and these would be used primarily for pleasure or recreation. A breakwater may be required and a separate, further study would be carried out at a later stage if this were considered necessary. All of these are shown in Figure 2.3 in dashed lines to indicate that they are design concepts at the time of preparing this EIA Study.
- The sewage treatment works for Scheme 2 and the adjacent developments will consist of a Preliminary Sewage Treatment Works (PST) and a Chemically Enhanced Primary Treatment Works (CEPT) with disinfection at the former G/IC site for sewage treatment from early 2003. By the commissioning of the Strategic Sewage

Disposal Scheme (SSDS) in about year 2006 or later, the CEPT Works will be decommissioned, with the PST Works remaining to provide preliminary treatment before discharging into the new SSDS deep sewer. The location of the STW, as shown in Figure 2.3, has fully considered the potential odour and noise impacts from the plant and the availability of a site to accommodate the plant. After decommissioning of the CEPT works, the site will be available for non-sensitive uses, such as car parking. The sewage treatment plant and the submarine outfall will be commissioned at the end of 2002. In the interim period between population intake at the end of 2001 and end of 2002, a package plant employing a secondary treatment process and disinfection will be provided to treat the sewage from the early phases of the Scheme 2 development up to the end of 2002.

- A 275 KV Electricity Substation will be built to supply electricity to the proposed development. It has been estimated that the overall electricity demand of the Cyber Port Development is 75 MVA. The substation will be a combination of a 275 KV switching station and a 275 / 11 KV zone substation. The need for this substation has been identified by Hongkong Electric Company Limited in order to support the high technology activities in the proposed development. The tentative location of the substation is shown in Figure 2.3.

Road D1 will run along the foothill on the landward side of the reclamation and its alignment is constrained by the topography of the terrain. No better alignment in terms of environmental benefits can be identified. Route 7, running along the existing seawall, will provide the maximum noise buffer for the sensitive development on the reclamation. Details of the works are described in Engineering Feasibility Report, Volume I for Scheme 1.

2.4 Development Phasing

The Cyber Port will be developed in different phases. Figure 2.6 shows the phasing diagram and Table 2.2 gives the development phasing.

Table 2.2 Development Phasing of Cyber Port Development

	Floor Area Completed		Population Intake (Cumulative)	
	Non-Domestic	Domestic	Working	Residential
End of 2001	23,000	9,750	1,917	243
End of 2002	58,200	22,350	5,390	746
End of 2003	47,900	66,200	9,096	2,306
End of 2004	-	101,400	9,564	4,837
End of 2005	-	43,200	10,323	5,915
End of 2006	-	77,280	10,646	7,843
End of 2007	-	113,223	11,224	10,670
Completion	129,100	433,403	12,072	10,670

2.5 Construction Programme

The construction works will comprise the following works:

- Advanced Works for Telegraph Bay Development
- Main Construction Works for Telegraph Bay Development
- Route 7 Construction within Telegraph Bay

The advanced works include vertical drain installation, temporary drain construction and earthworks/surcharging works. The tentative programme is to commence the works in September 1999 for completion in early 2001.

The main construction works include jetty/quay construction, building construction, earthwork, drainage, sewage treatment plant, submarine outfall, roadwork, geo-technical and stream alignment. The tentative programme for the infrastructural works is to commence in early 2000 for completion in late 2002. Building works would commence in January 2000 and complete in mid 2003.

Construction of Route 7 would commence in mid 2003 and complete in mid 2007. Figure 2.7 shows the outline development programme for various works and phases of the Cyber Port Development.