AECOM

Executive Summary March 2025

土木工程拓展署
CEDD Civil Engineering and Development Department

Agreement No. CE29/2014 (GE) –

Pilot Study on Underground Space Development in Selected Strategic Urban Areas - Feasibility Study

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1 INTRODUCTION

1.1 Project Background

1.1.1 Land is a scarce resource in Hong Kong, particularly in congested urban areas and major business districts. There is a need to increase land supply for various uses by sustainable and innovative approaches to support social and economic development. One potentially practicable approach is through the enhanced use of underground space for commercial and other suitable uses, particularly in congested urban areas with little potential for new land supply. The 2013 Policy Address highlighted that underground space is a viable source of long-term land supply and there is a need to further explore the potential for developing underground spaces in strategic urban areas of Hong Kong.

1.1.2 The development of underground space in densely developed urban areas can offer good opportunities for creation of space, enhancement of connectivity, and improvement of the urban environment. Moreover, underground space can be used to house new facilities or relocate existing aboveground facilities, thereby releasing valuable surface land for other beneficial and compatible land uses.

1.1.3 In the 2014 Policy Address, the Chief Executive announced that a pilot study covering four selected Strategic Urban Areas (SUAs), namely Tsim Sha Tsui West (TSTW), Causeway Bay (CWB), Happy Valley (HV), and Admiralty/Wan Chai (AWC), would be conducted to explore the feasibility of underground space development (USD) in the urban areas of Hong Kong.

1.1.4 AECOM Asia Co. Ltd (AECOM) has been commissioned by the Civil Engineering and Development Department (CEDD) to undertake Agreement No. CE 29/2014(GE) – Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Feasibility Study (the Study). The Agreement commenced on 29 June 2015 to evaluate the merits and key issues of USD in SUAs, formulate conceptual design schemes, and draw up suitable USD proposals for possible future implementation.

1.2 Scope of the Executive Summary

1.2.1 The Executive Summary (ES) presents a synopsis on the key findings, proposals, recommendations, and conclusions under the Study.

2 BRIEF SUMMARY OF THE OVERALL STUDY PROCESS

2.1 Study Process

2.1.1 The main process of the Study is briefly described below:

Baseline Profile Review and Market Research

2.1.2 A review of the baseline profile of the four SUAs has been undertaken in respect of the physical conditions, geotechnics, urban setting, land uses, land/development ownership, landscape and visual, transport facilities and arrangement, road and functional layout, infrastructure, environment, ecology, pedestrian flow, distribution and routings of existing underground utilities such as electricity cables and gas pipelines.

2.1.3 A market research on relevant local and overseas experiences and aspiration survey of relevant stakeholders and players on the uses of underground space for public, commercial and other facilities in the potential underground spaces in the four SUAs has been carried out.

Formulation of Conceptual Design Schemes

2.1.4 Based on the outcomes of the above baseline profile review and market research as well as the public comments received during the consultation with District Councils, Harbourfront Commission and Legislative Council before commencement of the Study, 21 preliminary schemes for potential underground spaces development within the AWC, CWB and TSTW SUAs were formulated[1], to address the urban issues including creation of solution spaces to meet future land use demand and improvement of connectivity.

2.1.5 Taking into account the comments received during Stage 1 Public Engagement (Stage 1 PE) **(See Section 3.1)**, preliminary engineering feasibility and planning considerations (e.g. demographic composition, existing site context), themes including multi-level USD for commercial, and Government, Institution and Community (GIC) uses and pedestrian passageways to enhance connectivity were adopted for formulation of conceptual design schemes in the AWC, CWB and TSTW SUAs.

2.1.6 The USD at AWC SUA would involve temporary closure of Southorn Playground, which is a major sports and recreational focal point in Wan Chai having extremely high usage. Moreover, there is no suitable site for temporary reprovisioning of the sports and recreational facilities of the playground. To address the public concern on the closure of the playground, it is suggested revisiting the USD proposal at AWC SUA in the longer term when an alternative site would become available for the temporary reprovisioning of the facilities.

[1] For the Happy Valley SUA, the Happy Valley Recreation Ground is enclosed by the foundation of the spectator stand of the racecourse, the stormwater tank and drainage networks of the Happy Valley Underground Stormwater Storage Scheme and the box culvert along Wong Nai Chung Road. Without suitable connection points to the surrounding areas, the development potential of underground space is totally diminished. Hence, conceptual scheme was not drawn up for the Happy Valley SUA.

2.1.7 For the USD at CWB SUA, the viability of connectivity enhancement hinges on the interface and synergistic effects with the surrounding projects under review. It was considered that opportunity for the USD at CWB SUA would be revisited when the future adjoining developments become more mature for proceeding to spatial integration in a comprehensive manner.

2.1.8 The Kowloon Park Scheme in TSTW SUA has merits in addressing the local and district needs, including the improvement to the pedestrian movement condition along Haiphong Road via an underground pedestrian network with a possible connection to the adjoining MTR Tsim Sha Tsui (TST) Station and the creation of GIC and commercial/retail floor spaces. The public was consulted on the Kowloon Park Scheme in Stage 2 PE. Taking into account the comments received from Stage 2 PE **(See Section 3.2)**, the Kowloon Park Scheme has been refined.

Technical Assessments in Support of the Conceptual Design Schemes

2.1.9 Broad preliminary technical assessments covering various aspects, including traffic and transport, drainage, sewerage, water supply, utilities, geotechnical and site formation, have been carried out.

Public Engagement

2.1.10 Two rounds of PE had been carried out in the Study. Stage 1 PE was conducted between November 2016 and February 2017. The key objectives of Stage 1 PE were to gauge the public and stakeholders' views on the opportunities and key considerations for USD, community needs and aspirations, as well as the suitability and possible uses of the potential USD identified in the four SUAs.

2.1.11 Stage 2 PE was conducted between May and August 2019 with the aims to engage community and solicit public and stakeholders' views on the Kowloon Park Scheme. The comments received during Stage 1 PE and Stage 2 PE are further elaborated in **Section 3** of this ES.

Refinements to the Kowloon Park Scheme and Monitoring of Market Situation

2.1.12 After Stage 2 PE in August 2019, the public comments collected were analysed. Suitable refinements to the Kowloon Park Scheme were then carried out and their broad preliminary technical feasibility was further established. However, the outbreak of COVID-19 pandemic in early 2020 hit and added much uncertainty to the market situation and the economy. Monitoring of the market situation during that period and observation of the market changes after resuming to full normalcy in early 2023 were carried out in order to conclude the recommendations of the Study.

3 SUMMARY OF KEY PUBLIC COMMENTS RECEIVED FROM TWO STAGES OF PUBLIC ENGAGEMENT (PE)

3.1 Stage 1 PE

3.1.1 Stage 1 PE was carried out from November 2016 to February 2017, which aimed to gauge the public and stakeholders' views, comments and concerns on the key consideration of USD for TSTW, CWB and AWC SUAs.

3.1.2 The comments received were categorised under four aspects, namely (i) Creation of Space; (ii) Improvement of Pedestrian Connectivity and Parking Provision; (iii) Disruption to Public Enjoyment of Parks; and (iv) Scale of Development.

Creation of Space

a. Development of underground space for commercial, community, art & culture, car parking and public transport facility uses was generally supported.

b. Some suggested that a more spacious and comfortable scale of underground space would be preferred and the new space should be more affordable and diversified for the enjoyment of local residents. Furthermore, it was suggested that the uses should be planned holistically so as to avoid duplicated uses between at-grade and underground facilities/uses.

Improvement of Pedestrian Connectivity and Parking Provision

a. Provision of barrier-free and all-weather underground pedestrian connections for diverting some at-grade pedestrian flows of overcrowded streets was generally supported.

b. Some suggested providing additional pedestrian connectivity, particularly to enhance the pedestrian connections between the waterfront and its hinterland, and between proposed development and major shopping malls or private developments, and major MTR stations.

c. Some considered that there was a need to provide additional vehicle parking spaces and other transport facilities, such as Public Transport Interchanges.

Disruption to Public Enjoyment of Parks

a. The public were concerned about the potential felling of existing trees and plants due to the proposed underground space, as well as the impact to the park settings such as loss of park area, vegetation or landscaped areas/facilities arising from the construction of ancillary surface structures including exits and ventilation structures of the underground space development.

b. There were concerns about the noise and air pollution (dust) arising from the construction of the underground space.

Scale of Development

a. It was suggested that a more spacious and comfortable scale of underground space development would be preferred. Flexibility should be allowed for future development or expansion and interfacing with development/redevelopment projects in longer-term infrastructure planning.

3.2 Stage 2 PE

3.2.1 Stage 2 PE was conducted during 22 May to 21 August 2019 to gauge the public and stakeholders' views on the proposed Kowloon Park Scheme.

3.2.2 Comments received were categorised into the following aspects: (i) Pedestrian Connections and Walking Experience; (ii) Development Scale and Footprint, (iii) Proposed Uses & Facilities and Ratio of Uses; (iv) Enhancement Opportunities; (v) Potential Impacts and Mitigation Measures; and (vi) Construction Matters.

Pedestrian Connections and Walking Experience

a. Mixed views were received on the proposed pedestrian connections. There were some supportive views that the proposed pedestrian connections could enhance the pedestrian connectivity and walking experience by diverting the pedestrian flow to underground. Some queried the effectiveness of the Kowloon Park Scheme and considered it would induce additional pedestrian and vehicular flow. Some suggested first implementing more pedestrian-friendly and at-grade alternatives to address the overcrowded situation in the area.

b. Suggestions were received to extend the proposed pedestrian connections to nearby neighbourhoods and activity nodes, including West Kowloon Cultural District (WKCD) and more pedestrian entrance/exits of the USD to areas near existing MTR stations, including Jordan, Austin and TST stations, and extend the proposed underground space to TST East/ Jordan/ Yau Ma Tei/ Mong Kok areas.

Development Scale and Footprint

a. Among those supporting the Kowloon Park Scheme, mixed views were received with regard to the proposed development scale and footprint. Some suggested maximising the USD to integrate the entire TST and peripheral areas, so as to enhance the whole district with a well thought-through placemaking approach.

b. Given that the Kowloon Park Sports Centre and Swimming Pools had been in operation for over 30 years, some suggested consolidating and upgrading the existing facilities so that the face-lifting plan of the Kowloon Park Scheme could be undertaken more holistically. Some suggested including the piazza next to the outdoor swimming pools and some other under-utilised areas in the development.

c. Some considered existing vegetation and wildlife would be affected. Some requested no changes to the outdoor swimming pools, pond areas and Maze Garden, and raised concern on the reduction in the at-grade park space for accommodating the ventilation shafts, emergency access entrances and other structures of the USD.

Proposed Uses & Facilities and Ratio of Uses

a. Some opined that the provision of GIC uses and facilities in the USD should be considered comprehensively, and suggested conducting a review of the Kowloon Park and TST areas to identify any deficits of GIC facilities. Some suggested providing more variety of community facilities in the USD for public enjoyment.

b. While some supported the provision of suitable retail/food and beverage (F&B) facilities, some queried the need of the proposed retail/F&B facilities given that TST was not short of such facilities and there were comments on the potential issues arising from the F&B facilities, such as hygiene, fire safety, food wastes, oily fumes from cooking, etc.

c. Diverse views were received on car parking provision. Some expressed that the carparks in TST were always full and suggested considering alternatives for the ease of movement for vehicles and pedestrians. Some queried the necessity and scale of the proposed car parking facilities as they would bring more traffic to the area.

d. Mixed views were received with regard to the ratio of different uses. Some favoured a higher proportion of retail/F&B facilities. Non-Government Organisations or local organisations may be involved to manage such facilities. Some preferred a higher proportion of community facilities, as retail uses would affect the tranquillity at the park and the space created should be used to address community needs.

Enhancement Opportunity

a. Some considered the vibrancy of on-street activities in the vicinity should be maintained, and the underground and street activities should be integrated and complementary to each other. Some suggested allowing penetration of natural light into the underground space and incorporating energy saving, natural and open-air elements as far as practicable, and the design of the ventilation shafts and entrances/exits of the USD should avoid jeopardising the aesthetic value of the park.

b. With regard to the proposed face-lifting of Kowloon Park, and particularly on the proposed landscape plan to reinstate the park, some suggested that the overall design should be well incorporated with the existing/unaffected facilities of the park. The function of Kowloon Park in alleviating urban heat island effect and its aesthetic, leisure, recreation and sport functions should be considered in designing the new park surface.

Potential Impacts and Mitigation Measures

a. While the Kowloon Park Scheme has minimised encroaching into the sensitive ecological areas, a number of comments were received on the potential impacts of the Kowloon Park Scheme on the overall ecology and environment of the park, including existing flora and fauna, tree clusters of Old and Valuable Trees (OVTs), the direct and indirect impacts on the trees' canopy and root systems, roosting and foraging grounds for birds, and underground water systems/water table of the park and surrounding areas.

b. Some commented that construction of the Kowloon Park Scheme might affect the existing heritage buildings.

Construction Matters

a. There were different views on the proposed "top-down" construction method for the USD. Some agreed that it would be a pragmatic strategy to enable an early

re-opening of the affected parts of the park to the public, while there were opposing views that this method would still affect the existing vegetation extensively. Cost-benefit analysis on different construction methods and phasing should be conducted. Handling of construction and demolition materials should be discussed.

b. Some considered a phased development approach would allow early re-opening of the relatively smaller affected portion of the park and provide more flexibility for refining the scheme design during implementation. Those preferring a single development approach considered it could shorten the overall development time, allow better budget control and shorten the duration of nuisances caused to various parties during construction. Various measures should be considered to minimise the disturbance to park users and other structures nearby.

3.2.3 Overall speaking, those who commented were in general supportive of the Kowloon Park Scheme for enhancement to the pedestrian connectivity and walking experience. Suggestions received on the Kowloon Park Scheme included improving pedestrian connectivity (e.g. extending pedestrian passageway to WKCD), enlarging the scale of USD to cover the area occupied by the sports and recreational facilities in Kowloon Park, and minimising the ecological impact on Kowloon Park. On the other hand, some queried the effectiveness of constructing underground passageway as a means for improving the pedestrian movement, and suggested implementing at-grade alternative measures in nearby areas instead. Some pointed out the impact of the underground space construction on the park ecology, in particular the tree clusters of OVTs and bird habitats in the Kowloon Park with ecological significance.

4 SUMMARY OF CONCEPTUAL SCHEME AND TECHNICAL ASSESSMENTS FOR THE STRATEGIC URBAN AREAS (SUAs)

4.1 AWC SUA

4.1.1 Considering the public comments received from Stage 1 PE, forecast demographic composition, planning context as well as existing site context, the main planning objective of the proposed USD aimed to create a multi-layered, accessible and vibrant community hub at the heart of Wan Chai to provide a wide range of leisure and recreation uses to promote 'healthy living' that rejuvenates people from the hectic urban lifestyle.

4.1.2 The vision of the proposed USD under the conceptual scheme aimed to continue to strengthen Southorn Playground as a vibrant community and activity hub for people of all ages and diverse background. In formulating the conceptual scheme, the following planning, urban design and landscape principles were adopted:

- Creating a community hub to complement the existing at-grade uses
- Improving the connectivity and walkability to Wan Chai North
- Adopting integrated urban design and enhanced visual amenity
- Minimising impacts to existing at-grade functions

4.1.3 Two levels of underground space beneath Southorn Playground were proposed. To complement the at-grade uses and to meet the community demand, the proposed USD would provide health, sports and recreational uses (i.e. Chinese health centre, indoor basketball courts and multi-purpose community room) underneath Southorn Playground. A north-south all-weather pedestrian connection was proposed under the conceptual scheme. Starting from the MTR Wan Chai Station and then pass through the USD at Southorn Playground, the proposed connection would run underneath Luard Road crossing Hennessy Road and Lockhart Road with ending at the northern side of Gloucester Road. This would serve as an alternative to the current footbridge at O'Brien Road that provides direct connection from the Wai Chai hinterland to Wan Chai North. The general layout plan of AWC SUA is shown in **Figure No. AWC/FIGURE 1**. The axonometric diagram of USD for AWC is shown in **Figure No. AWC/FIGURE 2.**

4.1.4 Preliminary technical assessments, including Traffic Impact Assessment (TIA), Geotechnical Assessment (GA), Landscape and Visual Impact Assessment (LVIA), Preliminary Environmental Review (ER), were carried out to establish the preliminary technical feasibility of the conceptual scheme. Based on the assessment results, the proposed USD at AWC SUA was considered technically feasible and would not cause any insurmountable impact.

4.1.5 Nevertheless, the development of the AWC USD would require temporary closure of Southorn Playground which is a major sports and recreational focal point in Wan Chai with extremely high usage. The AWC USD is not recommended to be taken forward prior to a suitable site could be identified for temporary reprovisioning of Southorn Playground's facilities.

4.2 CWB SUA

4.2.1 Taking account of the comments received in Stage 1 PE, forecast demographic composition, planning context as well as existing site context, the main planning objective was to create a multi-layered, accessible, vibrant and multifunction

transport hub with commercial, community and edutainment elements for enjoyment of all ages underneath Victoria Park. A public transit node and the comprehensive pedestrian underground network would be formed to strengthen the accessibility among the major transport and activity nodes.

4.2.2 The vision of the proposed USD under the conceptual design scheme aimed to strengthen the Victoria Park as a family friendly activity hub and to support different major events while minimising impact to the existing park environment. In formulating the conceptual scheme, the following planning, urban design and landscape principles were adopted:

- Creating a transportation hub connecting the existing and future MTR stations
- Creating a prominent and vibrant edutainment and leisure hub for the enjoyment of all age groups
- Providing community uses to complement the existing at-grade uses
- Providing commercial uses to enhance the vibrancy and attractiveness of the USD
- Complementing the comprehensive underground network of the area
- Retaining existing OVTs and minimising disturbance to existing trees
- Promoting walkability and providing more seamless and user-friendly underground pedestrian connections among activity nodes and major underground transport facilities to alleviate the inadequacy of above-ground pedestrian facilities
- Providing effective vertical connection to integrate at-grade and underground uses as well as to facilitate barrier-free and smooth multi-levelled pedestrian movement

4.2.3 A three-level underground space with connection to the potential MTR CWB North Station of North Island Line under review and the existing MTR Tin Hau Station underneath the existing lawn area of Victoria Park was proposed to synergise with the existing mixed retail and commercial cluster in CWB area and the existing recreational and open space facilities at Victoria Park, as well as to capitalise the strategic and proximate location of Victoria Park between the core CWB areas and Tin Hau. The integrated multifunction underground space and pedestrian network would provide alternative and attractive connections among existing and future nodes and create spaces to accommodate a mix of community, recreational, cultural, edutainment and commercial facilities as well as public transit node to further enhance CWB's role as a commercial, recreation and civic hub of Hong Kong. The general layout plan of CWB SUA is shown in **Figure No. CWB/FIGURE 1**. The axonometric diagram of USD for CWB is shown in **Figure No. CWB/FIGURE 2**.

4.2.4 To relieve the crowded condition and vehicular-pedestrian conflict at street level, two new underground pedestrian axes within the CWB USD were proposed to provide a direct, all-weather, barrier-free underground access connecting the existing MTR Tin Hau Station, Victoria Park and the potential MTR CWB North Station under review.

4.2.5 Preliminary technical assessments, including TIA, GA, LVIA, preliminary ER, were carried out to establish the preliminary technical feasibility of the conceptual scheme. Based on the assessment results, the potential USD at CWB SUA was considered technically feasible and would not cause any insurmountable impact.

4.2.6 The aim of CWB USD was to provide additional community and transport facilities to serve the local community with proposed retail/F&B uses which could enhance the attractiveness of CWB as key retail hub in the territory. However, as the planning of surrounding projects including the potential MTR CWB North Station are still subject to review as at the date of issuance of this ES, the connections of the proposed underground pedestrian axes as well as the synergy of the CWB USD with the adjoining proposed developments could not be ascertained at the moment. To this end, the CWB USD was not recommended to be taken forward at this juncture.

4.3 TSTW SUA

4.3.1 Taking into account the public comments collected in Stage 1 PE and Stage 2 PE, forecast demographic composition, planning context and existing site context, the main planning objective of the proposed USD in TSTW SUA was to create a pedestrian friendly and vibrant environment in the form of a multi-level walking street underneath Kowloon Park with a vision to strengthen Kowloon Park as a dynamic activity hub for people of all ages and diverse background. Areas with sensitive landscape, ecological and heritage value were excluded in the conceptual scheme.

4.3.2 In formulating the conceptual scheme, the following planning, urban design and landscape principles were adopted:

- Creating a coherent, high quality and vibrant network of underground space to enhance walkability and connectivity in the congested urban area
- Creating key activity hub with commercial and GIC functions to meet community needs
- Re-establishing a sustainable and inclusive green park for public enjoyment by upgrading the affected park areas with contemporary open space and landscape designs, native vegetation and access to all activity areas while preserving valuable and sensitive landscape areas
- Adopting integrated urban design with iconic entrances and enhanced visual amenity

4.3.3 The Kowloon Park Scheme included a 5-level underground space for a multi-function, accessible and vibrant community hub with supporting retail/F&B facilities to cater for the local community's need underneath Kowloon Park. There were three underground pedestrian axes connecting with surrounding streets, i.e. (a) North-South Corridor connecting Austin Road and Haiphong Road; (b) Upper East-West Passage connecting Park Lane and Kowloon Park Drive; and (c) Lower East-West Passage with connection to the MTR TST Station and Haiphong Road and a direct entrance on Haiphong Road. The general layout plan of TSTW SUA is shown in **Figure No. TSTW/FIGURE 1**. The axonometric diagram of USD for TSTW is shown in **Figure No. TSTW/FIGURE 2.**

4.3.4 The proposed USD would be a commercial node cum passageway which would introduce new commercial opportunities, pedestrian experience, as well as enhance the pedestrian movement in the area. Together with the proposed district-wide strategic connections and floor space for community uses, the proposed USD would strengthen the accessibility among the major transport and activity nodes in the district, and contribute to support the sustainable growth and local needs of TST.

4.3.5 Preliminary technical assessments, including TIA, GA, LVIA, preliminary ER, were carried out to establish the preliminary technical feasibility of the conceptual scheme. Based on the assessment results, the proposed USD at TSTW SUA was considered technically feasible and would not cause any insurmountable impact.

4.3.6 From the comments received during Stage 2 PE, it was noted that some comments suggested further expanding the USD to cover the area occupied by the sports and recreational (S&R) facilities in Kowloon Park (i.e. Kowloon Park Sports Centre, Kowloon Park Swimming Pools and the Piazza), minimising the ecological impact from the Kowloon Park Scheme, and improving pedestrian connectivity such as extending pedestrian passageway to WKCD. Taking into account the comments received in Stage 2 PE, refinements to the Kowloon Park Scheme were carried out, including 1) adjustment on the development footprint to further minimise the number of trees affected and to avoid affecting the existing disused air-raid tunnels; 2) adjustment to the footprint of the southern car park to minimise the structural interface with the proposed Chinese Culture Experience Centre; and 3) provision of an additional passageway connecting to the WKCD. Also, expanding the USD footprint to the space underneath the S&R facilities was considered as an alternative option under the "single site, multiple uses" approach to maximise the development potential. The preliminary feasibility of this was assessed and established. Comparison of the USD presented in Stage 2 PE and refined USD taken into account the comments received during Stage 2 PE is shown in **Figure No. TSTW/FIGURE 3.**

4.3.7 It is worth noting that the USD is one of the feasible medium to long term land supply options to create and increase urban development capacity. In the course of the Study, the situations of the tourism industry and retail market as well as the economy of Hong Kong have changed due to the outbreak of the epidemic since early 2020. In 2023, our society resumed normalcy in full after the epidemic. However, the commercial and retail market in TST still takes time to adjust, construction works of underground space development at Kowloon Park would inevitably pose impact to park operation and enjoyment of park users. Also, the Government should exercise control over the pace of public expenditure through re-prioritisation of works. Considering the above, it is not the right time now to proceed with the project. We can consider taking forward the project on the basis of the Study at a suitable juncture in future.

5 SUMMARY AND RECOMMENDATIONS

5.1.1 This ES summarised the conceptual schemes and key findings of technical assessments for the proposed USDs at AWC, CWB and TSTW SUAs. Broad planning and technical feasibility of the proposed USDs has been assessed and established.

5.1.2 The proposed USDs at AWC and CWB SUAs were not recommended to be taken forward. The proposals could be revisited from a long term perspective when an alternative site becomes available for the temporary re-provisioning of the sports and recreational facilities during the construction period at AWC, and when more information on the proposed developments adjoining to the proposed USD at CWB become available.

5.1.3 Public views were consulted in the Stage 2 PE for the proposed USD at TSTW SUA (i.e. the Kowloon Park Scheme). In the course of the Study, the situations of the tourism industry and retail market as well as the economy of Hong Kong have changed due to the outbreak of the epidemic since early 2020. In 2023, our society resumed normalcy in full after the epidemic. However, the commercial and retail market in TST still takes time to adjust, construction works of underground space development at Kowloon Park would inevitably pose impact to park operation and enjoyment of park users. Also, the Government should exercise control over the pace of public expenditure through re-prioritisation of works. Considering the above, it is not the right time now to proceed with the project. After all, USD belongs to the medium-to-long-term land supply options. We can consider taking forward the project on the basis of the Study at a suitable juncture in future.

FIGURES

AWC SUA

ISO A3 297mm X 420mm

LEGEND

- Admiralty / Wan Chai SUA Boundary
- Proposed Underground Space Development Boundary
- MTR Station
- MTR Railway
- Potential MTR Station (subject to review)
- Existing Underground Pedestrian Connection
- Existing Above Ground Footbridge / Walkway
- Entrance to USD
- Antiquities / Site of Historical Interest
- Waterfront Promenade
- Existing Buildings with Underground / Basement Developments
- Major Open Space
- Existing Road
- Railway Protection Boundary

Scale:1:5000@A3

N

0 20 50 100

VICTORIA HARBOUR

POTENTIAL TAMAR STATION (subject to review)

ADMIRALTY STATION

EXHIBITION STATION

WAN CHAI STATION

AWC-PP-02

Southorn Playground

Wan Chai Temporary Promenade

Central and Western District Promenade – Central Section

Hong Kong Convention and Exhibition Centre

Pedestrian Plaza

Tamar Park

Central Government Offices and Legislative Council Complex

Hong Kong Academy of Performing Arts

Wan Chai Government Offices

Fleming Road Garden

Harbour Road Garden

Gloucester Road Garden

Wan Chai Sports Ground

Admiralty Garden

Harcourt Garden

Lockhart Road Playground

JW Marriott Hotel Swimming Pool

Island Shangri-La Hotel Swimming Pool

Morrison Hill Swimming Pool

Morrison Hill Road Playground

Wan Chai Park

Royal Hong Kong Jockey Club Garden

Happy Valley Racecourse

CENTRAL-WANCHAI BYPASS TUNNEL

HARBOUR ROAD

GLOUCESTER ROAD

HENNESSY ROAD

JOHNSTON ROAD

CONVENTION AVENUE

FENWICK PIER STREET

HARBOUR DRIVE

LOCKHART ROAD

WAN CHAI ROAD

QUEEN'S ROAD EAST

CROSS STREET

OI KWAN ROAD

MORRISON HILL ROAD

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AWC/FIGURE 1

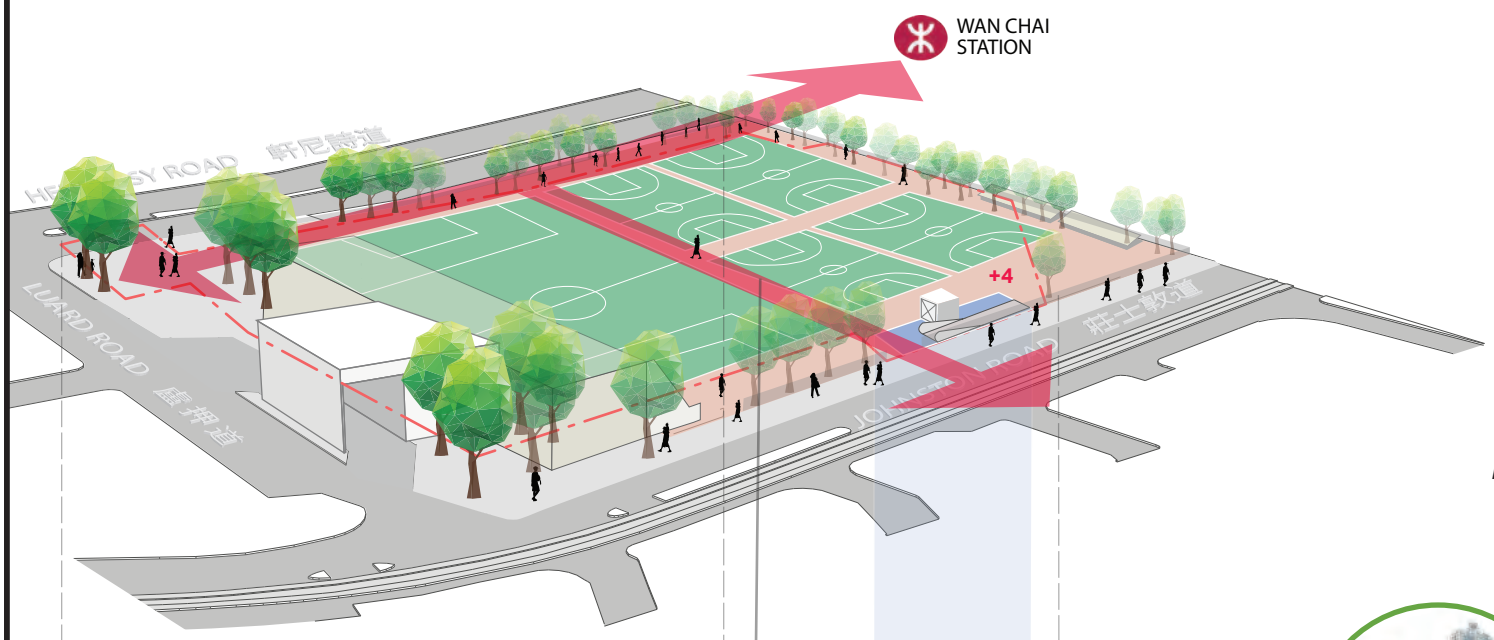
GENERAL LAYOUT

ADMIRALTY/WAN CHAI STRATEGIC URBAN AREA

AGREEMENT NO. CE 29/2014 (GE)

PILOT STUDY ON UNDERGROUND SPACE DEVELOPMENT IN SELECTED STRATEGIC URBAN AREAS - FEASIBILITY STUDY

At Grade (+4mPD)



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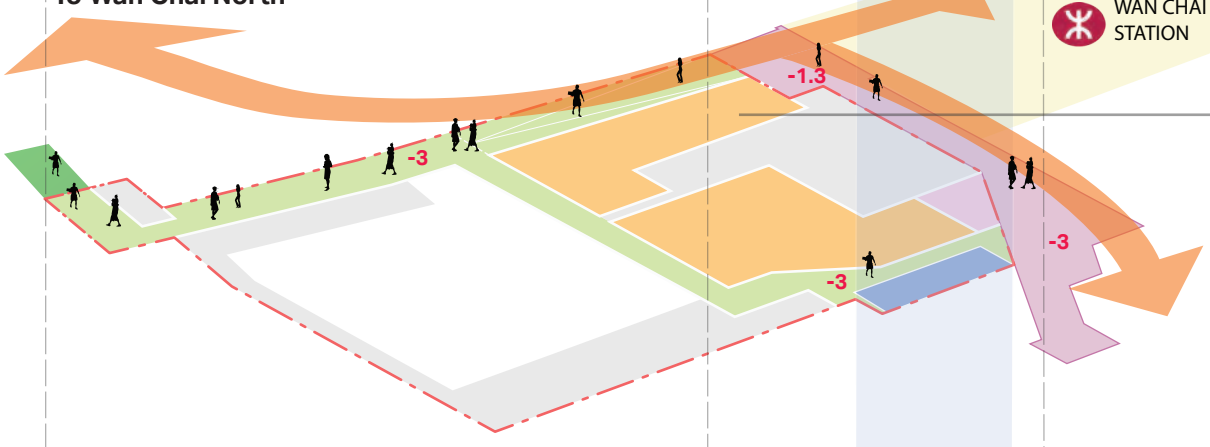

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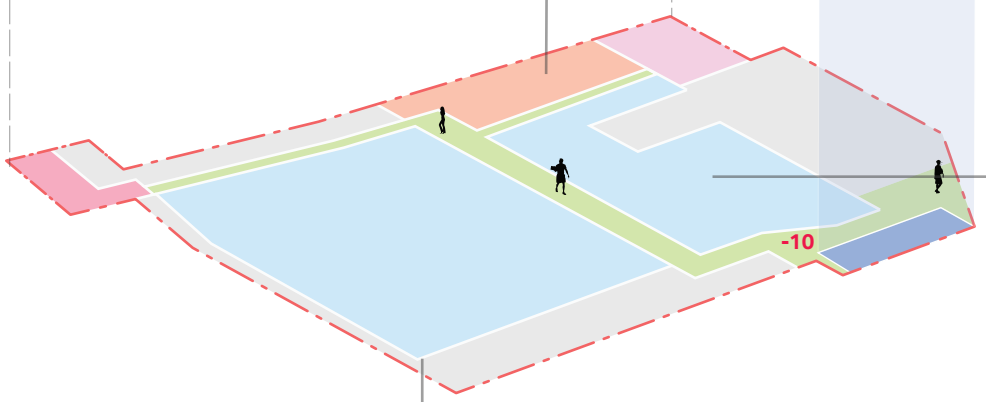


Legend

Proposed
- Proposed AWC USD
- Major Pedestrian Corridor
- Chinese Health Centre
- Multi-purpose Recreation Hall
- Multi-purpose Community Room
- Management Office
- Toilet and Changing Room
- Back of House Utilities (MoE, E&M)
- Major Vertical Connection
- Major At-Grade Pedestrian connection
- Major Underground Pedestrian Connection
- +0 Proposed Surface Level (mPD)

Existing
- Lee Tung Street Subway
- MTR Wan Chai Station

Reprovision of Football Court, Basketball Court, Children's Playground

Chinese Health Centre

Multi-purpose Community Room

Multi-purpose Recreation Hall - Fitness Centre

Multi-purpose Recreation Hall - High Ceiling Spaces

AGREEMENT NO. CE 29/2014 (GE)
PILOT STUDY ON UNDERGROUND SPACE DEVELOPMENT IN SELECTED STRATEGIC URBAN AREAS - FEASIBILITY STUDY

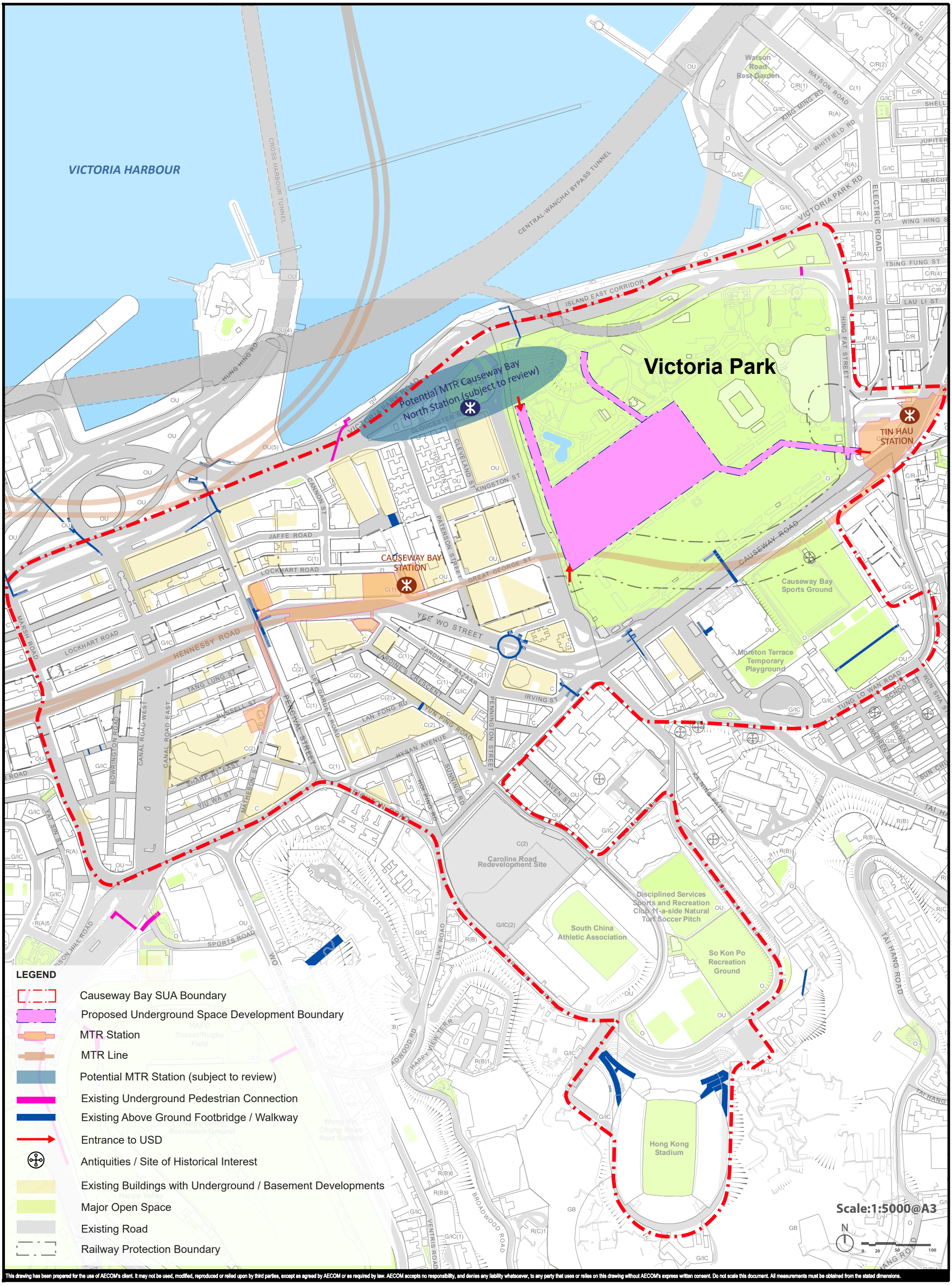
CONCEPTUAL DESIGN SCHEME
AXONOMETRIC DIAGRAM OF UNDERGROUND SPACE DEVELOPMENT
ADMIRALITY/WAN CHAI STRATEGIC URBAN AREA

AECOM

AWC/FIGURE 2

CWB SUA

ISO A3 297mm X 420mm



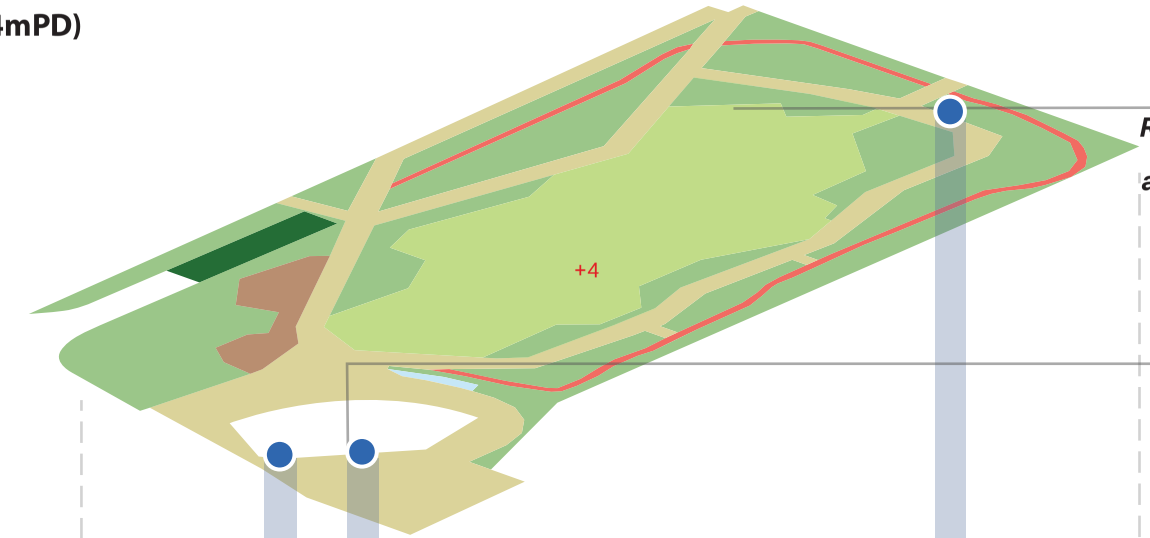
AGREEMENT NO. CE 29/2014 (GE)
PILOT STUDY ON UNDERGROUND SPACE DEVELOPMENT IN SELECTED STRATEGIC URBAN AREAS - FEASIBILITY STUDY

GENERAL LAYOUT
CAUSEWAY BAY STRATEGIC URBAN AREA

AECOM
CWB/FIGURE 1

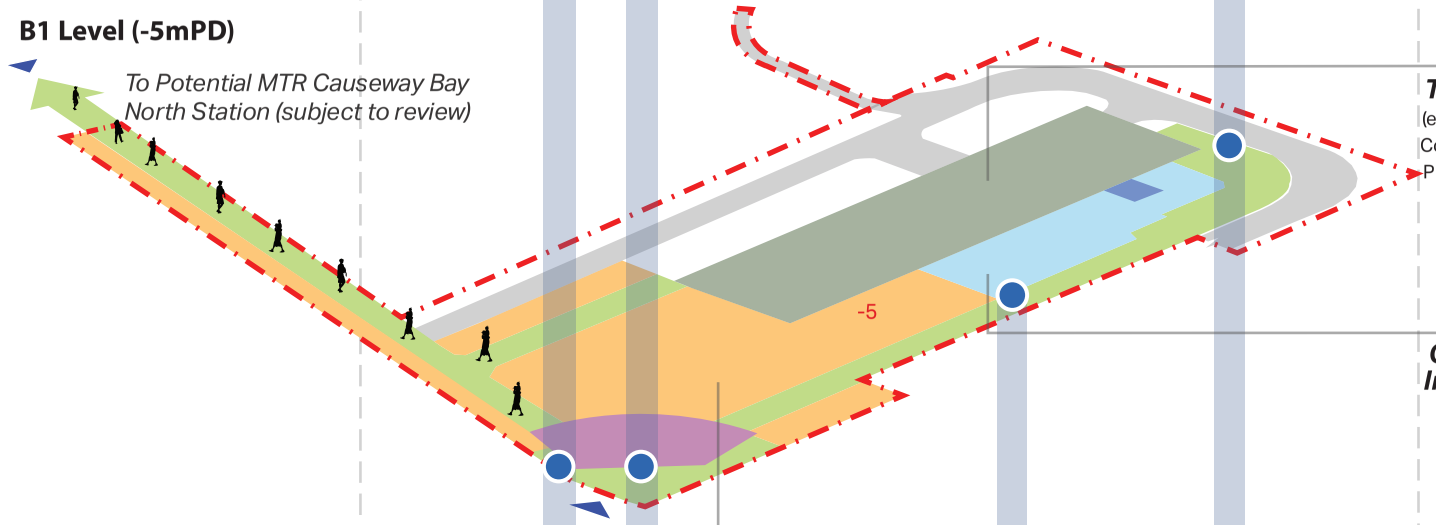
ISO A3 297mm X 420mm

At-Grade Level (+4mPD)

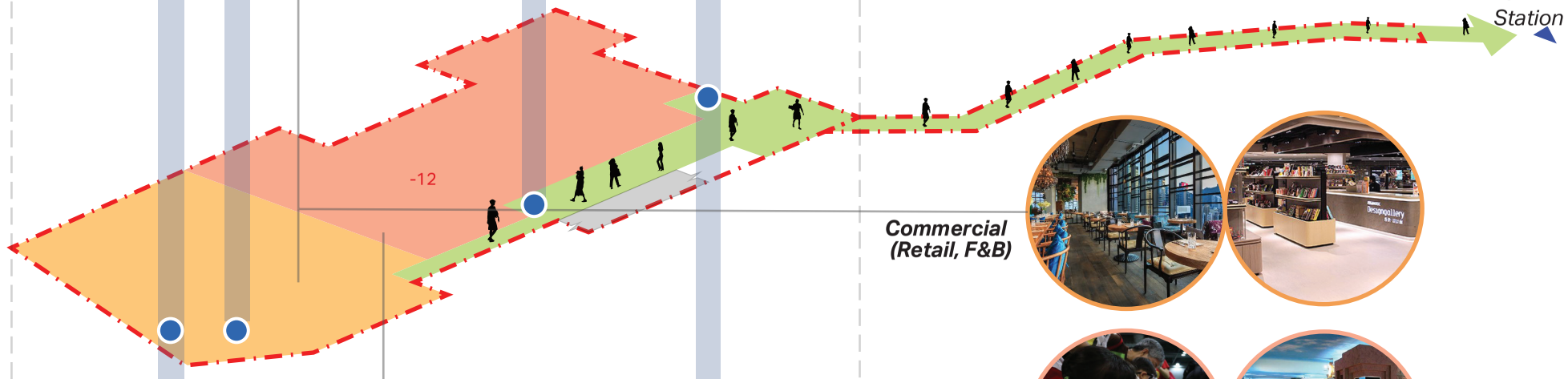


B1 Level (-5mPD)

To Potential MTR Causeway Bay North Station (subject to review)

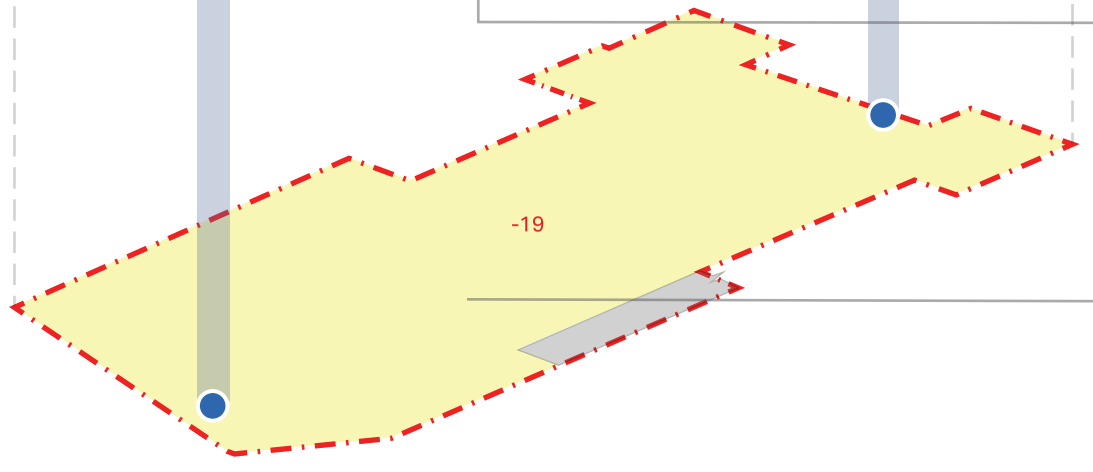


B2 Level (-12mPD)



To MTR Tin Hau Station

B3 Level (-19mPD)



Reprovision of Central Lawn and Children's Playground

Sunken Plaza

Transport Hub
(e.g. Mini Bus Station/ Coach Parking/ L/UL/ Public Parking Space)

Government, Institution and Community Uses

Commercial (Retail, F&B)

Edutainment Attractions

Parking

LEGEND

Proposed

At-Grade Level

- Lawn Area
- Greening & Tree Planting Area
- Hard Paved Area
- Jogging Track
- Water Fountain
- Driveway Cover (Elevated Structure)
- Children's Playground
- Proposed CWB USD
- Sunken Plaza
- Major Pedestrian Corridor
- Commercial (Retail, F&B) Uses
- Edutainment Attractions
- Government, Institution and Community (GIC) Uses
- Transport Hub (e.g. Mini Bus Station / Coach Parking / L/UL / Public Parking Space)
- Parking
- Road Spaces
- Vertical Connections (Lift Core or Elevator)
- Underground Development Access
- +0 Proposed Surface Level (mPD)

AECOM

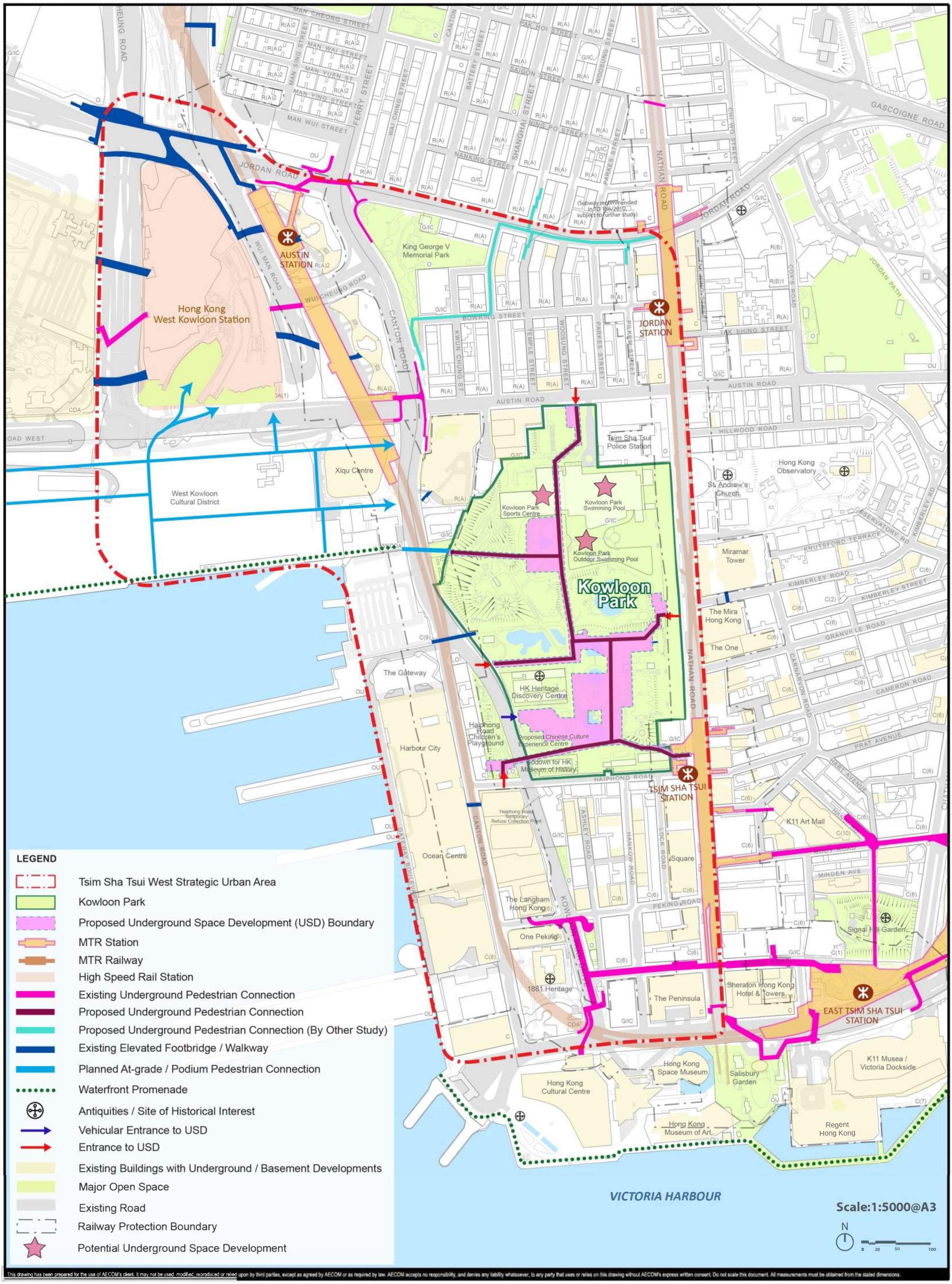
CWB/FIGURE 2

CONCEPTUAL DESIGN SCHEME
AXONOMETRIC DIAGRAM OF UNDERGROUND SPACE DEVELOPMENT
CAUSEWAY BAY STRATEGIC URBAN AREA

AGREEMENT NO. CE 29/2014 (GE)
PILOT STUDY ON UNDERGROUND SPACE DEVELOPMENT IN
SELECTED STRATEGIC URBAN AREAS - FEASIBILITY STUDY

TSTW SUA

ISO A3 297mm X 420mm



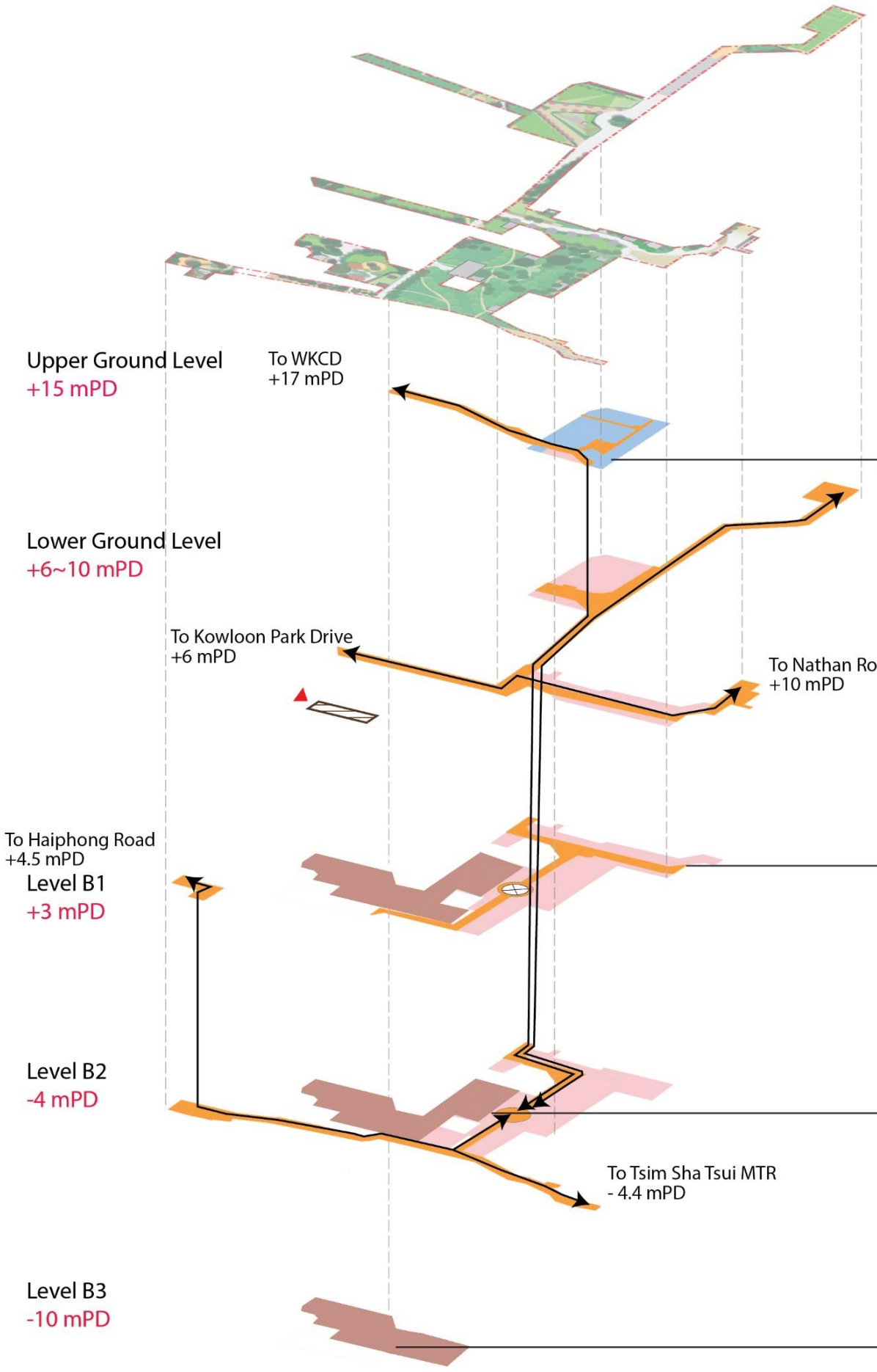
AGREEMENT NO. CE 29/2014 (GE)
PILOT STUDY ON UNDERGROUND SPACE DEVELOPMENT IN SELECTED STRATEGIC URBAN AREAS - FEASIBILITY STUDY

GENERAL LAYOUT
TSIM SHA TSUI WEST STRATEGIC URBAN AREA

AECOM

TSTW/FIGURE 1

ISO A3 297mm X 420mm



Legend

- Proposed Pedestrian Network
- Proposed Vehicular and Loading/Unloading Vehicular Ingress/Egress Point
- +10 mPD — Proposed Surface Level (mPD)
- +10 mPD — Existing/Planned Surface Level (mPD)
- Major Pedestrian Corridor
- Commercial Use
- Community Use
- Car Park / L/UL Area
- Road Space

Government, Institution and Community

Commercial (Retail , F&B)

Major Pedestrian Corridor

Parking Area
(Automated Parking System)

AECOM

TSTW/FIGURE 2

AGREEMENT NO. CE 29/2014 (GE)
PILOT STUDY ON UNDERGROUND SPACE DEVELOPMENT IN SELECTED STRATEGIC URBAN AREAS - FEASIBILITY STUDY

CONCEPTUAL DESIGN SCHEME
AXONOMETRIC DIAGRAM OF UNDERGROUND SPACE DEVELOPMENT
TSIM SHA TSUI WEST STRATEGIC URBAN AREA

LEGEND

Proposed

- Underground Space Development Boundary at Stage 2 PE
- Underground Space Development Boundary after Stage 2 PE

Existing

- (+XX) Existing Surface Level (mPD)
- Existing Air Raid Tunnel at 10mPD
- Existing Air Raid Tunnel at 6mPD
- Boundary of Kowloon Park
- Major Building Structures
- Grade 1 Historic Buildings
- Old and Valuable Trees Preservation Area
- Potential Underground Space Development

AUSTIN ROAD
+9.9
NATHAN ROAD
+12.0
+10.6
KOWLOON PARK DRIVE
+6.0
HAIPHONG ROAD
+4.5
+6.3
Former Whitfield Barracks Kowloon West II Battery
Kowloon Park Sports Centre
Kowloon Park Indoor Swimming Pool
Kowloon Park Outdoor Swimming Pool
Park Lane Shoppers' Boulevard
Former Whitfield Barracks Block S62
Hong Kong Heritage Discovery Centre
Former Whitfield Barracks Block S61
Proposed Chinese Culture Experience Centre
Former Whitfield Barracks Block S4
Former Whitfield Barracks Block 58
Fire Services Department Kowloon South Divisional HQ and Tsim Sha Tsui Fire Station
The Royal Pacific Hotel and Towers
維多利亞港
VICTORIA HARBOUR

AGREEMENT NO. CE 29/2014 (GE)
PILOT STUDY ON UNDERGROUND SPACE DEVELOPMENT IN SELECTED STRATEGIC URBAN AREAS - FEASIBILITY STUDY

COMPARISON OF UNDERGROUND SPACE DEVELOPMENT SCHEME AT STAGE 2 PE AND REFINED SCHEME

AECOM

TSTW/FIGURE 3