

## Protected coastal area to make way for road

The Town Planning Board has approved a rezoning request that paves the way for reclamation of a coastal protection area adjoining Chek Lap Kok airport.

The area is to be used for the construction of a road that will link the airport to the Hong Kong-Macau-Zhuhai bridge.

The decision has angered green groups and the Association for Geoconservation, which said it had not been informed of plans for the reclamation and that all possible alternatives should be considered.

Under the government's plan, the coastal protection area located east of the airport island will be rezoned to provide for construction of the link road and associated works. The new road will also link the main section of the Hong Kong-Macau-Zhuhai bridge to a new border checkpoint to the north of the airport.

The area earmarked for road building incorporates a natural coastline about 2km long that was originally zoned for preservation and not development.

Cheng Ting-ning, Highways Department project manager for the Hong Kong-Macau-Zhuhai bridge, told the board yesterday that the department had considered a few options but they had been either too costly or opposed by Tung Chung residents. One option, a tunnel running north of the airport, would cost an extra HK\$13 billion, Mr Cheng said, adding it would also impose constraints on a third airport runway.

If the proposed highway were in a tunnel, it would run for 10km, which might raise safety concerns, he said. Another option - a viaduct from the hill at the island's southern tip to the new border checkpoint - had been rejected by Tung Chung residents citing air, visual and noise pollution concerns.

An Association for Geoconservation spokesman said: The government is removing a unique character of the city's airport. The coastline under protection is a lowland and suitable for walks. It can be enhanced and turned into a recreational spot for airport staff, Tung Chung residents and visitors to hotels nearby.

The association urged the government to consider offshore reclamation for the road, without destroying the coastline. That option would also create a lagoon between the shore and the road, which would add recreational value to the site.

WWF senior conservation officer Alan Leung Sze-lun urged the government to study other options, adding that the conservation body would object to the present proposal and submit an alternative.

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## 擬建港珠澳橋接線 機場東岸保護區改用途捱轟

【明報專訊】10 多年前本港興建赤鱘角機場時，保留東岸3.14 公頃的天然海岸，劃為「海岸保護區」，「謝絕發展」，惟當局現以興建港珠澳大橋香港連接線為由，建議把天然海岸改劃為「其他指定用途」或「道路」，昨獲城規會通過，環團批評此舉令當區損失最後的天然海岸線，質疑當局未有充分考慮其他可行方案，「為大橋急上馬而漠視環境影響」。

路政署：已平衡各方意見

城規會昨討論《赤鱘角分區計劃大綱圖核准圖》的修訂，包括把機場島東岸3.14 公頃的「海岸保護區」改劃為「其他指定用途」或「道路」，其中2.13 公頃的「其他指定用途」註明作道路維修區和道路設施的土地屬新填海土地。

根據《核准圖》，「海岸保護區」是保存機場東岸的自然景觀，一般不宜發展。由於港珠澳大橋香港接線擬建於機場島東岸位置（見圖），政府建議更改土地用途。

路政署代表在會上指出，曾考慮不同走線，包括在東岸對開興建高架橋，惟東涌居民認為在海中心興建高架橋會影響景觀及帶來噪音，遂反對方案。署方亦曾考慮在機場北面興建接線，或在跑道底興建隧道，但考慮工程可行性、飛行安全等因素後，覺得在東岸興建接線是最可行及平衡各方意見的方案。

香港地貌岩石保育協會發言人批評，方案未顧及環境影響，令市民喪失天然海岸線，「東岸現時已有東岸路和機場路，若填海後再建香港接線，這樣窄的範圍共有16 條行車線，噪音和空氣污染都不能忽視」。

他又指出，該會去年10 月出席路政署公眾論壇時，署方仍建議「高架橋方案」，強調會保留東岸的天然海岸線，質疑政府為「處理」市民反對聲音，沒諮詢環團便決定填海建路，非常草率。

世界自然基金會香港分會高級環保主任梁士倫指出，機場東岸是該區最後的天然海岸線，建議把「高架橋」由海中心移至近岸，強調當局有責任詳細考慮及諮詢其他可行方案，把工程帶來的環境影響減至最低。