



香港工程師學會

THE HONG KONG INSTITUTION OF ENGINEERS

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22 June 2006

Clerk to Panel
Panel on Planning, Lands and Works
Legislative Council Secretariat
3rd Floor Citibank Tower
3 Garden Road Central
Hong Kong
(Attn: Mr WONG Siu Yee)

Dear Mr Wong

**LegCo Panel on Planning, Lands and Works
Wan Chai Development Phase II Review – Harbour-front Enhancement
Review – Wan Chai, Causeway Bay and Adjoining Areas: Outcome of Public
Engagement at the Envisioning Stage**

Thank you for your letter of 30 May 2006 inviting us to put forth our views on the captioned subject matter.

In a bid to facilitate members to have a better understanding of the updated developments of the project, the HKIE organised a forum inviting representatives of the Civil Engineering and Development Department and the consultants to brief members both on the background and the available proposals for the construction of the Central-Wan Chai Bypass. Together with expert views received from our members, we are pleased to provide herewith the submission of views on the subject matters for consideration and information.

Yours sincerely

Ir Dr Greg WONG Chak Yan
President

Encl.

LegCo Panel on Planning, Lands and Works

Wan Chai Development Phase II Review – Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas: Outcome of Public Engagement at the Envisioning Stage

Summary of views of the Hong Kong Institution of Engineers (HKIE)

In recognition of the fact that the Wan Chai Development Phase II project (“the Project”) is a matter of great concern to the general public as well as to the engineering profession, the HKIE organised a forum on 17 June 2006 to provide a platform for HKIE members to receive updated information on the development of the project as well as to exchange views and to deliberate the subject matters. Representatives of the Civil Engineering and Development Department (“CEDD”) and the Consultants of the Project were invited to the forum to brief members on the latest developments of the Project. Based on the deliberations by members at the forum, a summary of views comprising key observations is made hereunder for further consideration:

1. The HKIE is in support of an incessant upgrading and improvement on the harbour-front developments along Wan Chai, Causeway Bay and the adjoining areas, which is indispensable to the planning of sustainable transportation in a long run.
2. The HKIE reiterates that there is unequivocal need to sort out a viable means to tackle the deteriorating traffic congestion problem in the Central and Wan Chai areas. It is agreed that the construction of a Central-Wan Chai Bypass (“the Bypass”) is a viable and effective solution to the traffic congestion problem in the areas, serving as a responsive measure to achieve a sustainable transport strategy. Having given to understand that all the available schemes for the Bypass alignment through the Project area will require reclamation and with respect to the judgment of the Court of Final Appeal in January 2004 on the interpretation of the Protection of the Harbour Ordinance (“PHO”), the HKIE fully recognises that it is essential to keep the reclamation area minimal and that a balanced consideration should be given to the benefit of the community on the whole, specifically the possible impact on the harbour-front land use and the adjoining areas.
3. Between the two forms feasible for constructing a parallel waterfront Trunk Road i.e. the Bypass, namely the tunnel option and the flyover option, the HKIE tends to agree with the observations by the Consultants that the tunnel option would serve better to protect and preserve the harbour-front areas because the affected area of the harbour

would be smaller and would bring less visual impact on the harbour. As regards the three variations developed for the tunnel option, we are of the view that **Variation 1** i.e. *to extend the tunnel to be constructed under the Central Reclamation Phase III project (CRIII) eastward to pass underneath the existing rock anchors of the Cross Harbour Tunnel portal structure, and to continue the tunnel to the east of the Causeway Bay Typhoon Shelter and to connect to the northern side of the existing Island Eastern Corridor flyover* is considered practicable and applicable to comply with the general principles towards the harbour-front developments as well as the requirements of the PHO. In essence, the required area of permanent reclamation for Variation 1 is the smallest compared with Variations 2 and 3, and also Variation 1 would bring about considerably less impact on the major road diversions and the need for the reconstruction of major existing highway structures.