



香港工程師學會

THE HONG KONG INSTITUTION OF ENGINEERS

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15 December 2005

Clerk to Panel on Planning, Lands and Works  
Legislative Council Secretariat  
3<sup>rd</sup> Floor Citibank Tower  
3 Garden Road Central  
Hong Kong

Dear Sirs

**LegCo Panel on Planning, Lands and Works - Special Meeting on 17 December 2005 to discuss "Tamar development project and land-use planning for Central Reclamation Phase III"**

Thank you for your letter of 25 November 2005 inviting us to put forth our views on the captioned subject and attend the special meeting on 17 December 2005.

Having considered the available information regarding the subject matter, we are pleased to submit our views on areas of concern to the engineering profession as well as to the community as a whole. The Institution considers that the two projects are of great importance to the future development of the Central area, providing a better infrastructure and facilities to be brought about along the harbourfront of Central and Wanchai areas. A summary of our views is elaborated in the enclosure for your consideration.

Yours sincerely

Ir Dr Greg WONG Chak Yan  
President

Encl.

Enclosure

**Views from the Hong Kong Institution of Engineers  
on Tamar development project and land-use planning for Central  
Reclamation Phase III  
for submission to LegCo Panel on Planning, Lands and Works**

The Hong Kong Institution of Engineers (HKIE) considers that the proposed land uses of the reclamation areas under the Tamar Development and the Central Reclamation Phase III projects are of paramount importance to the future development of the Central area, providing a prime civic core of Hong Kong together with better infrastructure and facilities to be brought about along the harbourfront of Central and Wanchai areas.

2. These development projects, in our opinion, will also bring benefits to the community in the enjoyment of the additional recreational open space for leisure and pleasure by the general public and of the new waterfront promenade overlooking the Central harbour view. A summary of the HKIE's views on these projects is made below for ease of reference and consideration:

**Summary of the HKIE's Views**

3. The HKIE in general agrees to the overall conceptual requirements and arrangements for the projects. The proposed building heights are compatible with surrounding buildings and the low plot ratio is reasonable.

4. Concerning the carparking spaces as stipulated in the scope of the Tamar Development project, we recommend that they should be made underground so as to allow flexibility in the provision of more open spaces for the buildings. We are also of the view that the open spaces and the promenade should be well landscaped with trees and green areas to provide outing areas for the community.

5. We are concerned that the new developments will likely give rise to traffic problems in the area. Such problems will be aggravated by the delay of the extension of the Central-Wanchai Bypass and by the likely build-up of additional traffic arising from future new developments at the vacated sites of the existing government buildings. Noting that essential transport network including the Central-Wanchai Bypass and the Road P2 within the development sites are to be provided to mitigate the anticipated traffic impact, we urge the Government to secure a more comprehensive approach including Mass Transit systems to minimise the traffic impact to road users. In this connection, we observe that public transport systems shall be a key to address the traffic congestion problem. According to the available information, two covered pedestrian footbridges connecting the Tamar

Development with other developments in the Central area are to be constructed and that there will also be landscaped pedestrian deck in the Statute Square Corridor connecting the existing walkway system and transport nodes such as MTR stations in Central to provide access for the pedestrians to the development areas. However, with a view to facilitating a more flexible and user-friendly pedestrian traffic flow in these congested areas, we propose that an Automatic People Mover (APM) is to be provided to connect the redeveloped Tamar area and the new waterfront with the nearest transport nodes around Admiralty and Wanchai areas such that a faster and more convenient pedestrian traffic system can be secured.

6. Having given due and balanced considerations to the procurement method of the Tamar project, we have concern on procuring the project by a normal design-and-build contract because if the design part is primarily left to the hands of the contracting party cost consideration will become predominating thus negating the objective of providing a prominent landmark for the area. We believe there should be an initial planning/design phase covering the conceptual planning of the principal elements of the development and architectural designs of the government buildings and main features in order to provide the framework and for subsequent detailed design. This will be followed by either the traditional arrangement of detailed design and tendering for construction or tendering for a design and build contract on the basis of the conceptual planning and preliminary design. In view of the complexity of the project the two separate phases are essential which will avoid the compromise of the quality due to cost consideration resulted from a prevalent design build contract.