

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT
Hong Kong Island and Islands Development
Civil Engineering – Land development
677CL – Wan Chai development phase II, engineering works

Members are invited to recommend to Finance Committee the upgrading of **677CL** to Category A at an estimated cost of \$4,642.7 million in money-of-the-day (MOD) prices for implementation of the Wan Chai development phase II (WDII).

PROBLEM

We need to implement the proposed WDII to provide land for the construction of a much needed Trunk Road¹ for resolving the existing traffic congestion problem along the Connaught Road Central/Harcourt Road/Gloucester Road corridor (the Corridor), and the ground level roads to connect the slip roads of the Trunk Road and the existing roads in Wan Chai North.

PROPOSAL

2. The Director of Civil Engineering and Development (DCED), with the support of the Secretary for Development, proposes to upgrade **677CL** to Category A at an estimated cost of \$4,642.7 million in MOD prices for reclamation of about 12.7 hectares (ha) of land and construction of ground level road network and other associated facilities for WDII. The reclaimed land will also provide opportunities for harbour-front enhancement.

/PROJECT

¹ The proposed Trunk Road comprises the Central-Wan Chai Bypass and Island Eastern Corridor Link.

PROJECT SCOPE AND NATURE

3. The scope of **677CL** comprises -
- (a) reclamation of the seabed in Wan Chai North and North Point to form a total of about 12.7 ha of land, including construction of about 1.57 kilometres (km) of seawall;
 - (b) construction of precast box structures spanning over the existing Mass Transit Railway (MTR) Tsuen Wan Line;
 - (c) construction of ground level roads of about 0.7 km in total length, modification of existing roads for connection with the slip roads of the proposed Trunk Road, and some other road junction improvement works;
 - (d) extension of a dual two-lane primary distributor, Road P2, and realignment of the existing Convention Avenue and Hung Hing Road, of about 1.0 km in total length;
 - (e) relocation of a public transport interchange (PTI) at Expo Drive East to combine with an existing PTI at Wan Chai North;
 - (f) construction of a footbridge of about 180 metres (m) in length along Wan Shing Street;
 - (g) construction of three pedestrian landscaped decks to the west of Hong Kong Convention and Exhibition Centre (HKCEC), the north of the Wan Chai North PTI and the north of Victoria Park;
 - (h) construction of stormwater box culverts of about 1.17 km in total length in Wan Chai North and North Point and the associated hinterland drainage improvement works;

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- (i) reprovisioning of existing waterfront facilities including cross harbour water mains, submarine sewage outfall pipelines, ferry piers, cooling water pumping systems and a salt water pumping station;
- (j) construction of associated footpaths, roadside amenities, stormwater drainage works, sewerage works and landscaping works; and
- (k) implementation of environmental mitigation measures, and an environmental monitoring and audit (EM&A) programme for the works mentioned above.

Details of the proposed works and the future Wan Chai North and North Point master landscape plan are shown at Enclosure 1.

4. We plan to commence the proposed works in December 2009 for completion in June 2017.

JUSTIFICATION

5. The key purpose of the WDII is to provide land for the construction of the proposed Trunk Road along the northern shore of Hong Kong Island. The reclaimed land formed incidental to the construction of the Trunk Road will be put to public use with a view to developing a world-class waterfront promenade at Wan Chai North joining the promenade at the new Central waterfront.

6. The proposed Trunk Road, which will serve to connect the existing Rumsey Street Flyover in Central with the existing Island Eastern Corridor (IEC) at North Point, aims to relieve traffic congestion along the Corridor which is operating beyond its capacity at the moment. Having examined all the feasible options for construction of the Trunk Road and considering the constraints imposed by the MTR Tsuen Wan Line tunnel, the need to provide slip roads to the ground level at Wan Chai and the need to connect to the existing IEC, reclamation is needed and the minimum extent of permanent reclamation required is 12.7 ha.

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7. The WDII also provides the necessary ground level roads, which include an extension of Road P2 being constructed under the Central Reclamation Phase III project and realignment of the existing Convention Avenue and Hung Hing Road. Upon completion, the ground level road network will serve to redistribute traffic through the Central Reclamation and Wan Chai North areas, thus relieving the traffic congestion in the existing road network. Connectivity will also be provided between the ground level roads and the proposed Trunk Road, which is a tunnel, thereby enhancing the overall effectiveness of the latter.

8. Under this project, we also propose to relocate the existing bus terminus at Expo Drive East, which will be affected by the modification to Expo Drive and Expo Drive East, to combine it with the Wan Chai North PTI. Land thus made available will be used for the proposed expansion of Golden Bauhinia Square, which is an important tourist attraction.

9. To enhance pedestrian linkage between the hinterland and the new waterfront, we will provide nine new pedestrian links including five at-grade crossings (three in Wan Chai North and two in North Point), a footbridge and three pedestrian landscaped decks. Laybys will also be provided at suitable locations along Road P2 and the realigned Convention Avenue and Hung Hing Road for dropping off and picking up visitors for access to the waterfront promenade.

10. In order not to impose additional loading onto the existing immersed tube of the MTR Tsuen Wan Line, reclamation works along the MTR Tsuen Wan Line will be in the form of precast box structures, of about 50 m in length, spanning over the immersed tube.

11. To cope with the proposed reclamation, we have to extend the existing stormwater box culverts and outfalls in Wan Chai North and North Point to the new seawall and also undertake some hinterland drainage improvement works.

12. The proposed reclamation works will affect some existing waterfront facilities, including cross harbour water mains, submarine sewage outfall pipelines, an existing salt water pumping station and several groups of cooling water pumping stations serving government and private buildings in the

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vicinity. Moreover, the existing Wan Chai ferry piers will need to be demolished and relocated. Whilst the facilities affected would basically be reprovisioned on a “like-for-like” basis, some of them will be upgraded to meet the latest demand. During the construction period, the services of all the existing facilities will be maintained until completion of the new facilities.

13. We will implement the EM&A programme recommended in the Environmental Impact Assessment (EIA) reports under the EIA Ordinance (Cap. 499). We will establish an Independent Environmental Team for the implementation of the EM&A programme. We will also employ an Independent Environmental Checker to review and conduct audits on all aspects of the programme.

FINANCIAL IMPLICATIONS

14. We estimate the capital cost of the project to be \$4,642.7 million in MOD prices (see paragraph 16 below), made up as follows –

	\$ million
(a) Reclamation, including seawalls	1,073.0
(b) Precast box structures spanning over the MTR Tsuen Wan Line	169.1
(c) Ground level roads, other than Road P2 extension and realignment of the existing Convention Avenue and Hung Hing Road	102.0
(d) Road P2 extension and realignment of the existing Convention Avenue and Hung Hing Road	80.2
(e) Relocation of the existing PTI at Expo Drive East to combine with the existing PTI at Wan Chai North	28.6
(f) Footbridge in Wan Shing Street	38.6
(g) Pedestrian landscaped decks	390.3

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	\$ million
(h) Box culverts and hinterland drainage improvement works	157.9
(i) Reprovisioning of cross harbour water mains, sewage outfall pipelines, ferry piers, cooling water pumping systems ² and salt water pumping station	1,032.2
(j) Associated footpaths, roadside amenities, stormwater drainage works, sewerage works and landscaping works	226.6
(k) Environmental mitigation measures and EM&A programme	68.9
(l) Consultants' fees	13.3
(i) contract administration	10.6
(ii) management of resident site staff	2.7
(m) Remuneration of resident site staff	311.8
(n) Electrical and Mechanical Services Trading Fund (EMSTF) charges	7.0
(o) Contingencies	<u>369.9</u>
	Sub-total 4,069.4 (in September 2008 prices)
(p) Provision for price adjustment	573.3
	<u>Total 4,642.7 (in MOD prices)</u>

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² The costs for reprovisioning the affected cooling water pumping systems will be recovered from respective building owners who have agreed in principle with the Civil Engineering and Development Department the basis for their contribution. All receipts will revert to general revenue.

15. We propose to engage consultants to undertake contract administration and site supervision of the proposed works and implement an EM&A programme. A detailed breakdown of the estimates for the consultants' fees and resident site staff costs by man-months is at Enclosure 2.

16. Subject to approval, we will phase the expenditure as follows –

Year	\$ million (Sept 2008)	Price adjustment factor	\$ million (MOD)
2009 – 2010	16.1	1.03500	16.7
2010 – 2011	514.5	1.05570	543.2
2011 – 2012	568.7	1.07681	612.4
2012 – 2013	496.3	1.09835	545.1
2013 – 2014	562.6	1.12032	630.3
2014 – 2015	513.3	1.15113	590.9
2015 – 2016	587.5	1.18566	696.6
2016 – 2017	446.8	1.22123	545.6
2017 – 2018	243.2	1.25787	305.9
2018 – 2019	120.4	1.29560	156.0
	4,069.4		4,642.7

17. We have derived the MOD estimates on the basis of the Government's latest forecast of trend rate of change in the prices of public sector building and construction output for the period 2009 to 2019. We will invite tenders for the proposed works under standard remeasurement contracts because

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the proposed reclamation and some items of works will involve extensive earthworks and foundation works the quantities of which may vary according to the actual ground conditions. The contracts concerned will provide for price adjustments.

18. We estimate the annual recurrent expenditure arising from this project to be about \$24.4 million.

PUBLIC CONSULTATION

19. The public has been extensively engaged on the project, with details summarised at Enclosure 3. A public engagement exercise entitled “Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas” (HER) under the steer of the Harbour-front Enhancement Committee on WDII Review (HEC Sub-committee) was conducted from May 2005 to June 2007 for public input to the planning and engineering review of the WDII project (WDII Review). The then Panel on Planning, Lands and Works (PLW Panel) of Legislative Council (LegCo), the four District Councils (DCs) of Hong Kong Island, relevant advisory bodies and professional institutions have been consulted at different stages on specific findings of the WDII Review. The recommendations of the WDII Review, including the development of the waterfront promenade at Wan Chai North, were generally supported.

20. We consulted the four DCs of Hong Kong Island and the then PLW Panel of LegCo in May to June 2007 on the proposed WDII works in conjunction with the Trunk Road and proposed amendments to the relevant outline zoning plans (OZPs). Members of the Wan Chai, Eastern and Southern DCs generally supported the proposed works. Whilst some members of the Central and Western DC urged for completion of the Trunk Road as soon as possible, some other members maintained their objection to the proposed reclamation works notwithstanding explanation made by the Administration that the proposed reclamation is unavoidable and a report entitled “Report on Cogent and Convincing Materials to Demonstrate Compliance with the Overriding Public Need Test” (the CCM Report) has been produced for demonstrating compliance with the Protection of the Harbour Ordinance (Cap. 531) (PHO). The then PLW Panel of LegCo reached a general consensus that the extent of reclamation should be as small as possible and the Administration should ensure that the proposed reclamation could meet the overriding public need test.

21. Between April and July 2008, all the four DCs of the Hong Kong Island passed a motion urging the Government to expedite the construction of the Central-Wan Chai Bypass to resolve the traffic congestion problems in Central and Wan Chai.

22. We gazetted the proposed reclamation works and the proposed road works under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) (FS(R)O) and Roads (Works, Use and Compensation) Ordinance (Cap. 370) (R(WU&C)O) on 27 July and 3 August 2007 respectively for replacement of the original reclamation scheme and road scheme³. We received five objections to the proposed reclamation scheme and two objections to the proposed WDII road scheme. One of the objections to the proposed road scheme was subsequently withdrawn unconditionally. Details of the objections and the Administration's responses are summarised at Enclosure 4.

23. Having considered the unresolved objections, the Chief Executive in Council overruled the unresolved objections to the proposed reclamation and road works and authorized the reclamation and road schemes without modification on 19 May 2009. The notice of authorization was gazetted on 22 May 2009.

24. We again consulted the four DCs of Hong Kong Island and the Panel on Development of LegCo in November 2008 on the latest development of the Trunk Road and WDII projects, as well as providing supplementary information on the two options for constructing the Trunk Road, namely the tunnel and flyover options, with particular reference to the temporary reclamation requirements. The Planning, Works and Housing Committee of the Eastern DC and the Traffic and Transport Committee of the Central and Western DC supported the tunnel option unanimously. The Wan Chai DC supported the tunnel option with a great majority. The Southern DC did not comment on the tunnel option. Members of the LegCo Panel on Development supported the construction of the Trunk Road to be carried out as soon as possible. There was no support of the flyover option.

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³ The original reclamation scheme and road scheme were gazetted under the FS(R)O and R(WU&C)O on 19 April and 26 April 2002 respectively. In the light of the legal proceedings with the Society for Protection of the Harbour Limited, the gazetted schemes lapsed on 18 and 19 September 2003 respectively.

25. We consulted the Panel on Development⁴ again on 26 May 2009 on the WDII project. Members generally supported the project to facilitate the early implementation of the Trunk Road to solve the existing traffic congestion problems and to create jobs for the construction industry. Questions were raised on whether the proposed road works could cater for the traffic arising from the proposed HKCEC Phase III. We responded that the proposed road works would improve the traffic condition in Wan Chai North. The planning of the proposed HKCEC Phase III expansion proposal would need to address the traffic impact arising from the proposal which would also be subject to the statutory town planning process.

26. We shall continue engaging the public on the reprovisioning of the affected infrastructure facilities, in particular on the exterior design of the reprovisioned Wan Chai ferry pier. Views collected on the exterior design of the reprovisioned ferry pier will be reflected to the Town Planning Board (TPB) for approval of the exterior design.

ENVIRONMENTAL IMPLICATIONS

27. The WDII project is a designated project under Schedule 3 of the EIA Ordinance (Cap. 499) (EIAO). The proposed reclamation works, major roads, dredging for the reprovisioned cross harbour water mains, and reprovisioned sewage outfall pipelines, which form part of the WDII project, are also Schedule 2 designated projects under the EIAO. An EIA Report covering these designated projects has been prepared for the WDII project under the EIA Ordinance and the Director of Environmental Protection approved the EIA report with conditions on 11 December 2008 after consulting the Advisory Council on the Environment. The EIA report concluded that the environmental impacts of the WDII would be acceptable with the implementation of the recommended mitigation measures.

28. We shall implement the mitigation measures, and EM&A programme as recommended in the EIA report. The recommended mitigation measures include deployment of silt curtains at the dredging and filling areas, installation of silt screens at selected seawater intakes for reclamation works, use of quiet powered mechanical equipment and movable/temporary noise barriers for

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⁴ All LegCo Members have been invited to the meeting of the Panel on Development held on 26 May 2009, including those from the Panels on Transport, Security and Economic Development.

road works and translocation of the affected corals (although of low ecological value) to nearby suitable habitats such as Junk Bay. The water quality mitigation measures stated above would also be adopted during various marine works including dredging, filling and construction of a sewage outfall and cross harbour water mains. We shall put in place a real-time on-site system for monitoring the noise level around the works sites at North Point and Tin Hau during the construction phase of the WDII. To facilitate communication, enquiries and complaints handling, we shall set up a Community Liaison Group comprising representatives of the concerned and affected parties, including owners' corporations, management offices, local committees and schools in the North Point and Tin Hau areas. We estimate the cost of implementing the environmental mitigation measures and the EM&A programme to be about \$68.9 million which has been included in the project estimate.

29. We have considered all the proposed works and construction sequences in the planning and design stages to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated materials) on site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste to public fill reception facilities⁵. We will encourage the contractor to maximize the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimize the generation of construction waste.

30. We will also require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste to public fill reception facilities and landfills respectively through a trip-ticket system.

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⁵ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public reception facilities requires a licence issued by DCED.

31. We estimate that the project will generate in total about 129 000 tonnes of construction waste. Of these, we will reuse about 12 000 tonnes (10%) of inert construction waste and will deliver about 110 000 tonnes (85%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of 7 000 tonnes (5%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$3.8 million for this project (based on a unit cost of \$27/tonne for disposal at public fill reception facilities and \$125/tonne⁶ at landfills).

32. We will use public fill for the reclamation and we estimate that the project will import about 2 741 000 tonnes of public fill from the Tseung Kwan O and/or Tuen Mun Fill Bank. We estimate that the reclamation works will generate about 712 000 m³ of uncontaminated mud and about 493 000 m³ of contaminated mud. The dredged marine mud will be disposed of at designated disposal sites to be allocated by the Marine Fill Committee (MFC) or other disposal sites to be agreed by the MFC and the Environmental Protection Department.

HERITAGE IMPLICATIONS

33. The project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

34. The proposed works do not require any land resumption. However, the marine rights of four private lots will be extinguished. Any person who considers that he has an interest, right or easement in or over such foreshore and sea-bed that will be injuriously affected by the proposed works may deliver a written statutory claim under section 12 of the FS(R)O, and if the claim cannot be settled by agreement, they may apply to the Lands Tribunal for determination of the amount of compensation to be paid. Under the established policy, ex-gratia allowance will be offered to eligible fishermen as a result of the loss of their habitual fishing ground.

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⁶ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90/m³), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

35. Furthermore, easement and rights of temporary occupation have to be created, under the R(WU&C)O, at Inland Lot No. 8593 (Portion) for the construction of a proposed pedestrian landscaped deck to the west of HKCEC. Along the embankment of the Causeway Bay Typhoon Shelter (CBTS), seven temporary structures will have to be cleared and ex-gratia allowance may be payable to the occupiers.

36. No land resumption cost is involved. Ex-gratia allowances will be offered for eligible fishermen and clearing the temporary structures along the CBTS seafront. We will charge the cost of land clearance estimated at \$1.8 million to **Head 701 – Land Acquisition**. We have already reviewed the design of the project to minimize the land acquisition and clearance cost. A breakdown of the clearance cost is at Enclosure 5.

BACKGROUND INFORMATION

37. Finance Committee approved in March 1999 the upgrading to Category A of part of **439CL** as **652CL** entitled “Wan Chai development phase II – comprehensive feasibility study and site investigation” at an estimated cost of \$60 million in MOD prices for engaging consultants to conduct a comprehensive feasibility study of the WDII which was completed in 2001.

38. As **439CL** would not cover the construction works of the WDII, a new item **677CL** entitled “Wan Chai development phase II, engineering works” was created in September 2000 for both the detailed design and construction for the WDII project.

39. We upgraded **677CL** to Category B in September 2000. In January 2002, we upgraded part of **677CL** as **696CL** entitled “Wan Chai development phase II, engineering works: consultants’ fees and site investigation” at an estimated cost of \$111.1 million in MOD prices for engaging consultants to carry out detailed design.

40. We gazetted the previous reclamation scheme under the FS(R)O and road scheme under the R(WU&C)O in April 2002. The relevant draft Wan Chai North OZP was also gazetted at the same time. The Society for Protection of the Harbour Limited lodged a judicial review (JR) on the decisions of the TPB on the OZP. The JR was eventually heard by the Court of Final Appeal (the CFA)

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which handed down its judgment (the CFA Judgment) on 9 January 2004. At the request of the TPB and in light the CFA Judgment, we engaged consultants to conduct the WDII Review which commenced in March 2004 and was completed in July 2007.

41. We have strictly observed the PHO in the planning of the proposed reclamation works. We have completed the CCM Report which provides in a step by step manner the “cogent and convincing materials” for fully demonstrating that the proposed reclamation of the WDII can comply with the PHO. The report together with its annexes provides a comprehensive package of materials which sets out in a cogent and convincing manner the rebuttal of the presumption against reclamation in the harbour by establishing an overriding public need for reclamation, in compliance with the CFA Judgment.

42. In line with the Court of First Instance’s judgment on the application of PHO to temporary reclamation, the CCM Report has been supplemented by the report entitled “Comparison of Trunk Road Tunnel and Flyover Options in accordance with the Overriding Public Need Test” (Comparison Report), with additional materials, to address specifically the reclamation requirements of the feasible Trunk Road options, including the temporary reclamation requirements, and then the comparison of the tunnel and flyover options with some further elaboration on their relative performance in all relevant aspects, for the purposes of assessing both options by reference to the Overriding Public Need Test. The Comparison Report has re-affirmed that the tunnel option best serves to protect and preserve the Harbour.

43. Of the 486 trees within the project boundary, none will be felled and 267 trees will be preserved. The proposed works will involve transplanting 219 trees elsewhere or to be replanted within the project site. All of them are not important trees⁷. We will incorporate planting proposals as part of the project, including about 150 new trees and 20 000 m² of grassed area.

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⁷ “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui trees, trees as landmark of monastery or heritage monument and trees in memory of important persons or events;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree size, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metre above ground level), or with height/canopy spread equal or exceeding 25 metres.

44. We estimate that the proposed works will create about 2 260 jobs comprising 430 professional/technical staff and 1 830 labourers, providing a total employment of 60 080 man-months.

Development Bureau
June 2009

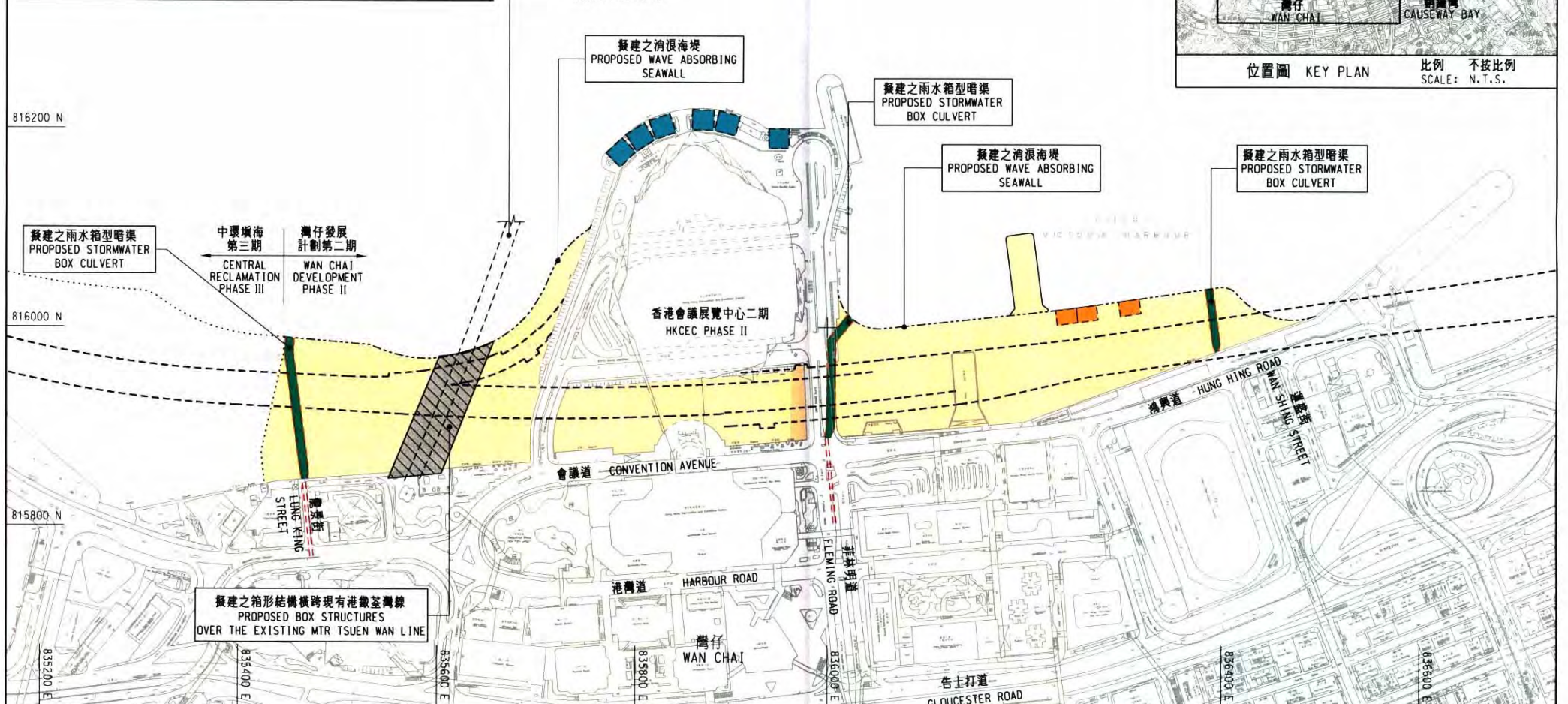
維多利亞港 VICTORIA HARBOUR



圖例 LEGEND:

- 灣仔發展計劃第二期的填海範圍
EXTENT OF RECLAMATION UNDER WAN CHAI DEVELOPMENT PHASE II
- 擬建之中環灣仔繞道 (不包括在本工程計劃之內)
PROPOSED CENTRAL - WAN CHAI BYPASS (NOT UNDER THIS PROJECT)
- 已建造之冷却水輸送系統抽水站作重置用途
CONSTRUCTED COOLING WATER PUMPING STATIONS FOR REPROVISIONING
- 擬建之冷却水輸送系統抽水站作重置用途
PROPOSED COOLING WATER PUMPING STATIONS FOR REPROVISIONING
- 擬建之腹地排水改善工程
PROPOSED HINTERLAND DRAINAGE IMPROVEMENT

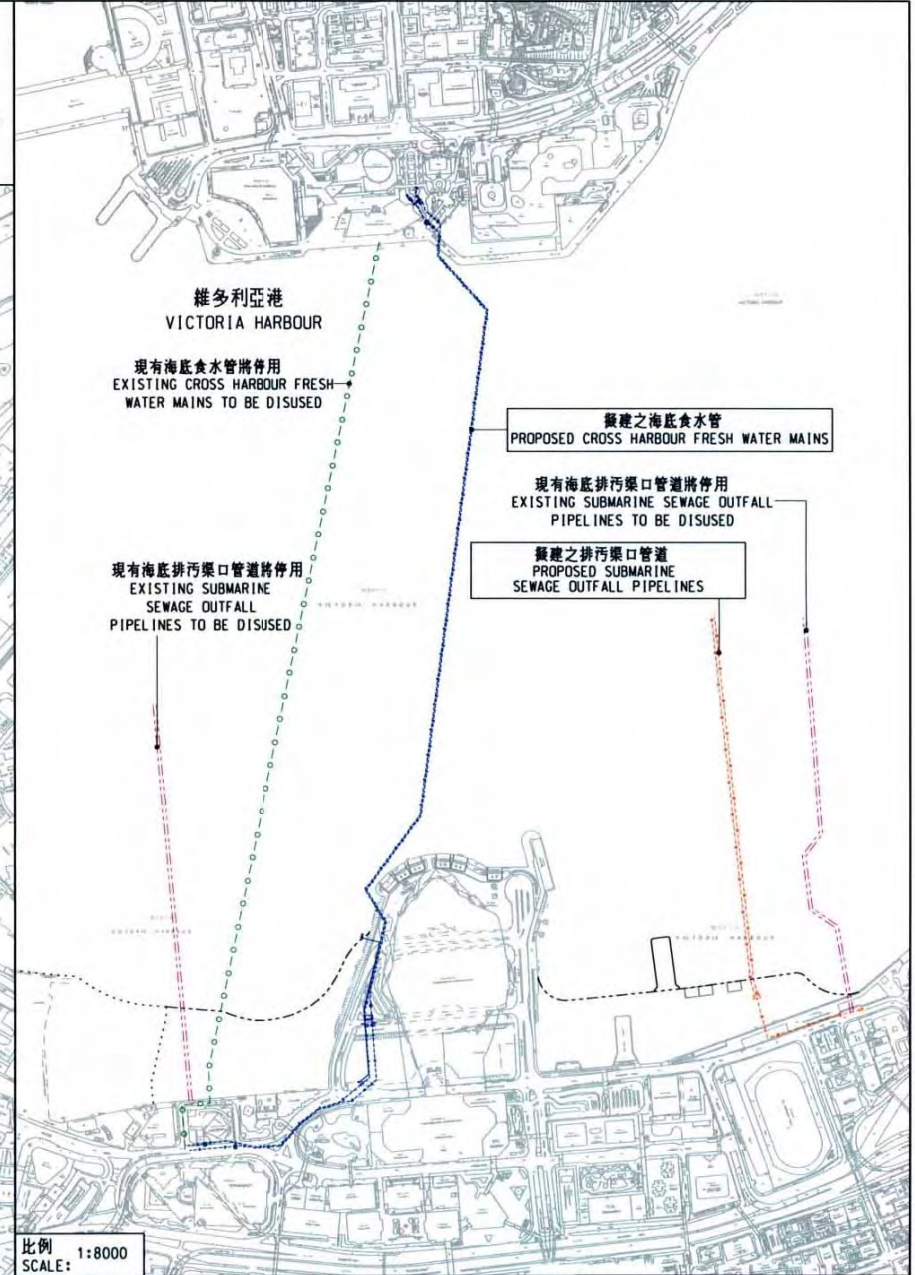
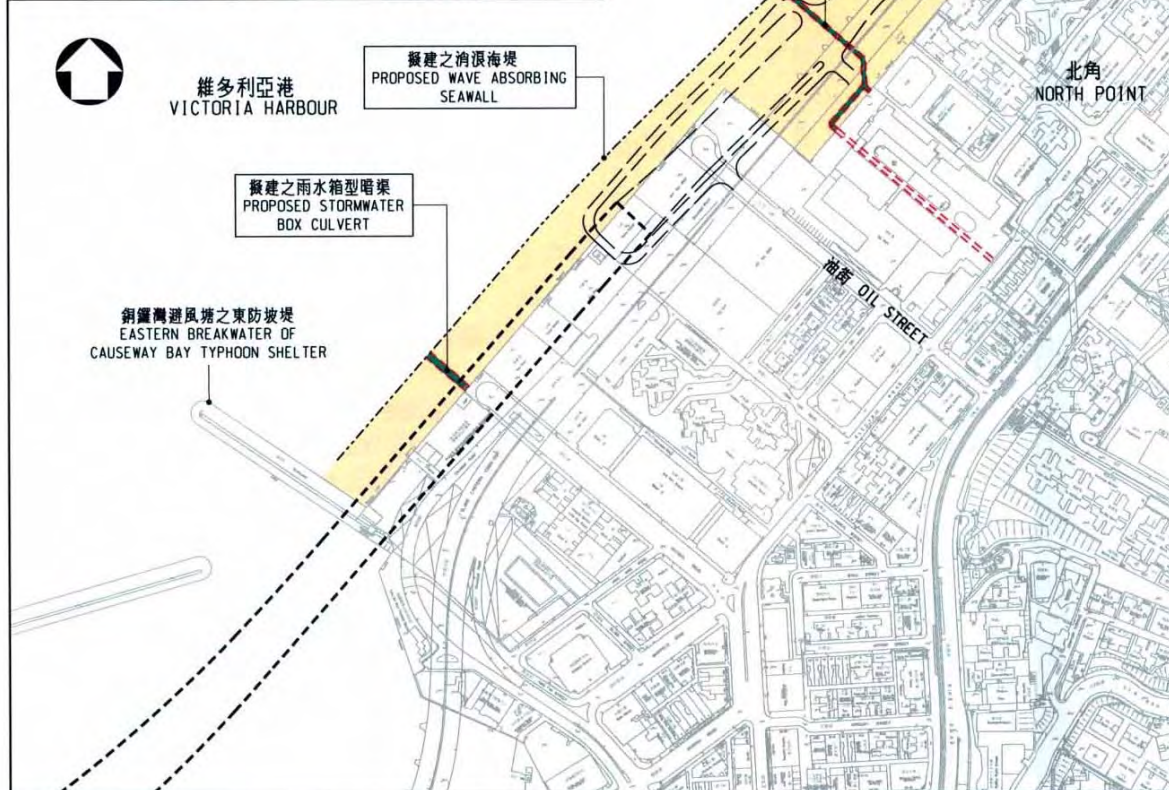
位置圖 KEY PLAN 比例 不按比例 SCALE: N.T.S.



<p>圖則名稱 drawing title</p> <p style="text-align: center;">灣仔發展計劃第二期工程 (填海範圍及地下設施) WAN CHAI DEVELOPMENT PHASE II - ENGINEERING WORKS (EXTENT OF RECLAMATION AND UNDERGROUND FACILITIES)</p> <p style="text-align: center;">(SHEET 1 OF 2)</p>	繪圖 drawn	簽署 initial	日期 date	項目編號 item no.		<p>辦事處 office</p> <p>港島及離島拓展處 HONG KONG ISLAND AND ISLANDS DEVELOPMENT OFFICE</p> <p>土木工程拓展署 CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT</p>
	Y.W. Yip		30/01/08	7677CL		
	核對 checked	簽署 initial	日期 date	比例 scale		
	K.F. Pong		22/04/09	1:4000		
核准 approved	簽署 initial	日期 date	圖則編號 drawing no.			
				HKI-Z1401		



- 圖例 LEGEND:**
- 灣仔發展計劃第二期的填海範圍
EXTENT OF RECLAMATION UNDER WAN CHAI DEVELOPMENT PHASE II
 - 擬建之中環灣仔繞道 (不包括在本工程計劃之內)
PROPOSED CENTRAL - WAN CHAI BYPASS (NOT UNDER THIS PROJECT)
 - 擬建之腹地排水改善工程
PROPOSED HINTERLAND DRAINAGE IMPROVEMENT



<p>圖則名稱 drawing title</p> <p>灣仔發展計劃第二期工程 (填海範圍及地下設施) WAN CHAI DEVELOPMENT PHASE II - ENGINEERING WORKS (EXTENT OF RECLAMATION AND UNDERGROUND FACILITIES)</p>	繪圖 drawn	簽署 initial	日期 date	項目編號 item no.	辦事處 office
	H.C. Lau		30/01/08	7677CL	港島及離島拓展處 HONG KONG ISLAND AND ISLANDS DEVELOPMENT OFFICE
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				HKI-Z1377	

圖例 LEGEND:

- 擬建之地面道路工程
PROPOSED ROAD WORKS AT GROUND LEVEL
- 擬建之中環灣仔繞道 (不包括在本工程計劃之內)
PROPOSED CENTRAL-WAN CHAI BYPASS (NOT UNDER THIS PROJECT)
- 擬建之行人圍景平台
PROPOSED PEDESTRIAN LANDSCAPED DECK
- 擬建之地面行人通道
PROPOSED AT-GRADE CROSSING

維多利亞港
VICTORIA HARBOUR

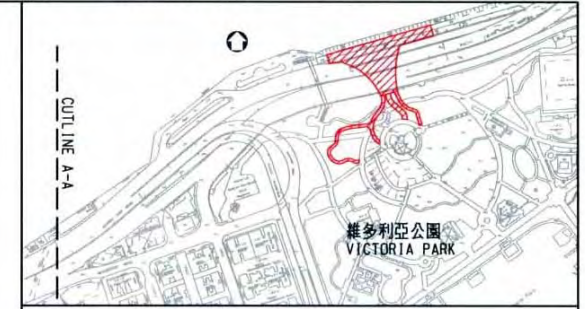
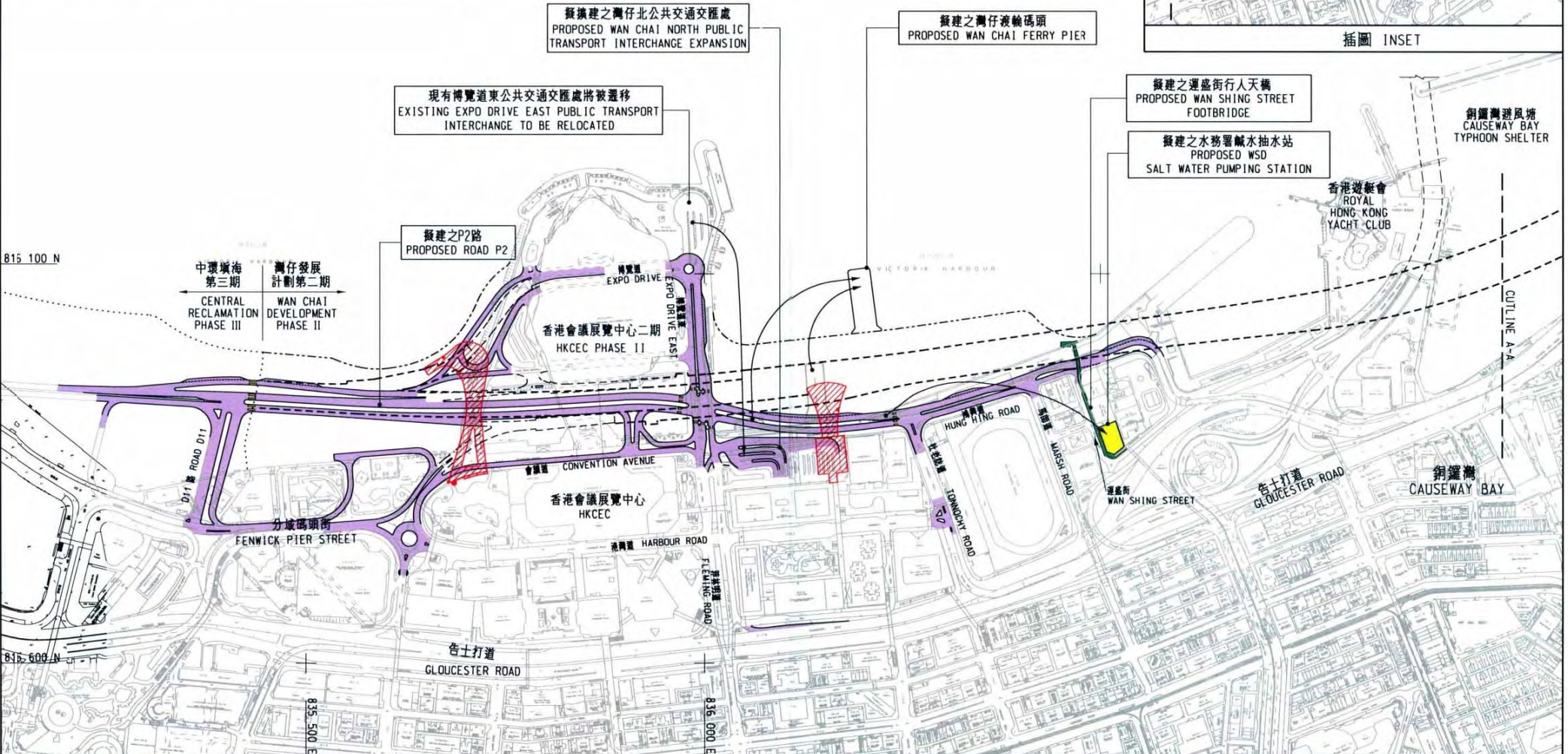
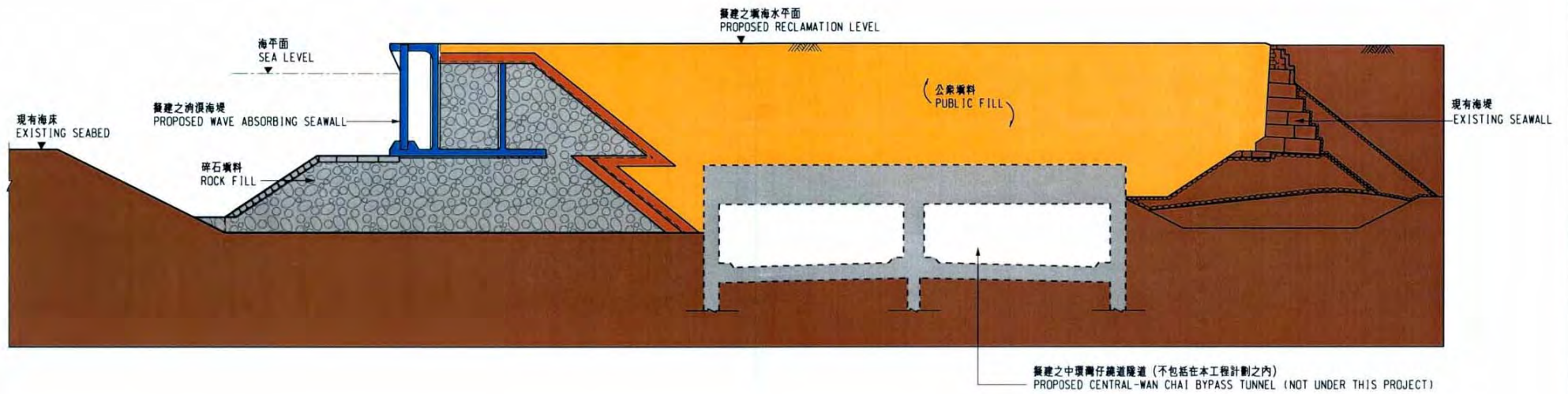


插圖 INSET



<p>圖則名稱 drawing title</p> <p style="text-align: center;">灣仔發展計劃第二期工程 (道路及地上設施) WAN CHAI DEVELOPMENT PHASE II - ENGINEERING WORKS (ROADS AND ABOVE-GROUND FACILITIES)</p>	繪圖 drawn	簽署 initial	日期 date	項目編號 item no.	<p>辦事處 office</p> <p>港島及離島拓展處 HONG KONG ISLAND AND ISLANDS DEVELOPMENT OFFICE</p> <p style="text-align: center;">土木工程拓展署 CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT</p>
	Y W Yip	K F Pong	30/01/08	7677CL	
	核對 checked	簽署 initial	日期 date	比例 scale	
核准 approved	簽署 initial	日期 date	圖則編號 drawing no.	1:5000	HKI-Z1396



圖則名稱 drawing title

灣仔發展計劃第二期工程 (填海土地典型切面圖)
WAN CHAI DEVELOPMENT PHASE II - TYPICAL SECTION OF RECLAMATION

繪圖 drawn	簽署 initial	日期 date
H.S. CHAN		08/04/09
核對 checked	簽署 initial	日期 date
K.F. PONG		22/04/09
核准 approved	簽署 initial	日期 date

編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
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修訂 REVISION

項目編號 item no.	7677CL
比例 scale	N.T.S.
圖則編號 drawing no.	HKI-Z1515

辦事處 office
港島及離島拓展處
HONG KONG ISLAND AND ISLANDS
DEVELOPMENT OFFICE



土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT



圖則名稱 drawing title 灣仔發展計劃第二期 - 將來灣仔北及北角海濱長廊 WAN CHAI DEVELOPMENT PHASE II - FUTURE WAN CHAI NORTH AND NORTH POINT WATERFRONT PROMENADE	繪圖 drawn	簽署 initial	日期 date	項目編號 item no.	辦事處 office 港島及離島拓展處 HONG KONG ISLAND AND ISLANDS DEVELOPMENT OFFICE
	S.H.CHENG		08/04/09	7677CL	
	核對 checked	簽署 initial	日期 date	比例 scale	土木工程拓展署 CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
K.F.PONG		17/04/09	N.T.S.		
核准 approved	簽署 initial	日期 date	圖則編號 drawing no.		
			HKI-Z1514		



編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				

圖則名稱 drawing title 灣仔發展計劃第二期 - 將來灣仔北及北角的園景設計總圖 WAN CHAI DEVELOPMENT PHASE II - FUTURE WAI CHAI NORTH AND NORTH POINT MASTER LANDSCAPE PLAN	繪圖 drawn	簽署 initial	日期 date	項目編號 item no.	辦事處 office 港島及離島拓展處 HONG KONG ISLAND AND ISLANDS DEVELOPMENT OFFICE 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
	核對 checked	簽署 initial	日期 date	比例 scale	
	核准 approved	簽署 initial	日期 date	圖則編號 drawing no.	
				7677CL	
				N.T.S.	
				HKI-Z1516	

677CL – Wan Chai development phase II, engineering works**Breakdown of the estimates for consultants' fees and resident site staff costs
(in September 2008 prices)**

		Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a) Consultants' fees for contract administration (Note 2)	Professional	-	-	-	6.6
	Technical	-	-	-	4.0
				Sub-total	10.6
(b) Resident site staff costs (Note 3)	Professional	1 529	38	1.6	148.1
	Technical	5 243	14	1.6	166.4
				Sub-total	314.5
Comprising –					
(i) Consultants' fees for management of resident site staff				2.7	
(ii) Remuneration of resident site staff				311.8	
(c) EMSTF charges ^(Note 4)					7.0
				Total	332.1

* MPS = Master Pay Scale

Notes

1. A multiplier of 1.6 is applied to the average MPS point to arrive at the cost of resident site staff supplied by the consultants (As at 1 April 2008, MPS point 38 = \$60,535 per month and MPS point 14 = \$19,835 per month).
2. The consultants' fees for construction supervision and contract administration are estimated in accordance with the terms stipulated in Supplemental Agreement No. 2 to Agreement No. CE54/2001(CE) titled "Wan Chai Development Phase II - Design and Construction". The construction phase of the assignment will only be executed subject to Finance Committee's approval to upgrade **677CL** to Category A.

3. We will only know the actual man-months and actual costs after completion of the construction works.
4. Since the establishment of the EMSTF on 1 August 1996 under the Trading Fund Ordinance, government departments are charged for design and technical consultancy services provided by Electrical and Mechanical Services Department. The services rendered for this project include checking consultants' submissions on all E&M installations and providing technical advice to Government on all E&M works and their impact on the project.

Enclosure 3 to PWSC(2009-10)53

677CL – Wan Chai development phase II, engineering works

Records of Public Engagement

A. Consultation on Wan Chai development phase II (WDII) Planning including Trunk Road Alignment, Associated Reclamation and Harbour-front Enhancement

Public Engagement undertaken under the HER comprised three stages, namely, the “Envisioning”, “Realization” and “Detailed Planning” Stages.

1. Envisioning Stage

Public engagement on the need for constructing the Trunk Road and harbour-front enhancement ideas	May 2005 – Nov 2005
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2. Realization Stage

Public Engagement on Trunk Road alignments and harbour-front enhancement proposals -

- | | |
|--|-------------|
| - HEC Sub-committee | 20 Apr 2006 |
| - TPB | 21 Apr 2006 |
| - HEC Sub-committee | 8 May 2006 |
| - Works and Development Committee of Eastern DC | 11 May 2006 |
| - Traffic and Transport Committee of Southern DC | 15 May 2006 |
| - Wan Chai DC | 16 May 2006 |
| - Transport Advisory Committee | 17 May 2006 |

- Joint Forum of Hong Kong Institute of Architects, Hong Kong Institution of Engineers, Hong Kong Institute of Landscape Architects, Hong Kong Institute of Planners and Hong Kong Institute of Surveyors 20 May 2006
- LegCo PLW Panel 23 May 2006
- Central and Western DC 25 May 2006
- LegCo PLW Panel 9 Jun 2006
- Public engagement on the Concept Plan of WDII Jun 2006 – Dec 2006
- HEC Sub-committee 13 Jun 2006
- LegCo PLW Panel 26 Jun 2006
- TPB 25 Aug 2006
- HEC Sub-committee 31 Aug 2006
- Task Force of HEC Sub-committee 6 Sep 2006
- Planning, Transport and Environment Protection Committee of Wan Chai DC 26 Sep 2006
- Collaborator's Working Session 14 Oct 2006
- Traffic and Transport Committee of Central and Western DC 19 Oct 2006
- Works and Development Committee of Eastern DC 19 Oct 2006
- Planning, Works and Housing Committee of Southern District Council 23 Oct 2006

- Community Workshop & Harbour Walk 21 & 28 Oct 2006
- LegCo PLW Panel 28 Nov 2006
- Consensus Building Town Hall Meeting 16 Dec 2006

3. Detailed Planning Stage

Public Engagement on WDII Recommended Outline Development Plan and relevant draft Outline Zoning Plans

- TPB 3 & 20 Apr 2007
- HEC Sub-committee 14 May 2007
- Wan Chai DC 15 May 2007
- Traffic and Transport Committee of Central and Western DC 17 May 2007
- LegCo PLW Panel 29 May 2007
- Works and Development Committee of Eastern DC 31 May 2007
- Planning, Works and Housing Committee of Southern DC 4 Jun 2007
- Wan Chai DC 11 Jun 2007
- Public Briefing 23 Jun 2007
- TPB 29 Jun 2007

B. Consultation on Review on the Comparison of Trunk Road Tunnel Option and Flyover Option (i.e. the Comparison Report)

- Public Forum 25 Oct 2008
- HEC 31 Oct 2008
- Planning, Works and Housing Committee of Eastern DC 12 Nov 2008
- Traffic and Transport Committee of Central and Western DC 13 Nov 2008
- Southern DC 13 Nov 2008
- Wan Chai DC 18 Nov 2008
- LegCo Panel on Development 25 Nov 2008

C. Consultation on Upgrading WDII Engineering Works

- LegCo Panel on Development (All LegCo Members have been invited to attend including those from the Panels on Transport, Security and Economic Development) 26 May 2009

677CL – Wan Chai development phase II, engineering works

(A) Details of Objections and Administration’s Responses under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127)

- (a) One objector expressed concern that the proposed works may pose an adverse impact upon its sailing activities and about the impact of the construction traffic on the at-grade Hung Hing Road.

We explained to the objector that the proposed works at Wan Chai North and at Victoria Harbour would have little impact on its sailing activities and that those at North Point would be beyond the sailing routes. Furthermore, we explained to the objector that the impact on traffic along the at-grade Hung Hing Road during construction should not be significant as the contractor would consider transport by sea. We promised to maintain close liaison with the objector during the detailed design and construction stages. Despite our explanation, the objector did not withdraw its objection.

- (b) One objector was of the view that the proposed works would fundamentally affect the harbour and alleged that the Administration had failed to demonstrate that the proposed works comply with the requirements of the PHO as adumbrated by the CFA Judgment.

We explained to the objector that the Administration had complied with the requirements under the PHO and satisfied the “overriding public need test” laid down in the CFA Judgment in planning the proposed works. The objector was referred to the CCM Report of which the objector had before received a copy and had been briefed on its content on 3 April 2007 in the capacity as a member of the HEC. Despite our explanation, the objector did not withdraw its objection.

- (c) Two objections were received from the registered owner and the tenant of two lots in North Point. The objectors stated that the proposed works would result in the loss of marine right and hence would significantly reduce the use and value of the lots and the income that could be earned

from the sand depot being operated there. The objectors also enquired about the arrangement for relocation and compensation of the affected lots.

We explained to the objectors that the proposed works would provide land for the construction of the Trunk Road. The planning of the Trunk Road had to comply with the PHO and the Tunnel Option being adopted would serve best in protecting and preserving the harbour. The lots in question would be required for constructing the connection of the Trunk Road to the IEC so as to minimize the extent of reclamation. We also explained the relevant procedures of claim for compensation under the Ordinance. Despite our explanation, the objectors maintained their objections.

- (d) One objector objected to the adoption of the Tunnel Option for the Trunk Road leading to resumption and temporary occupation of part of its lot in North Point. It was alleged that the proposed reclamation to accommodate the construction of the Trunk Road would frustrate the approved planning intention and use of its lot and it would suffer loss as a result. It also expressed concern about the potential environmental impacts during construction. The objector opined that the Flyover Option for the construction of the Trunk Road should be adopted and requested that its Objection Statement submitted to TPB in relation to its further objection/representation to the relevant OZPs should be considered in the handling of its objection under this Ordinance.

We explained to the objector that the justifications and the supporting reasons for adopting the Tunnel Option. The Tunnel Option was the option serving best to protect and preserve the harbour. The objector's Objection Statement had been considered but we still concluded that adoption of the Tunnel Option satisfied the "overriding public need test" laid down in the CFA Judgment and we had satisfied the Administration's internal circular in planning the proposed reclamation and Trunk Road schemes. In this respect, we referred the objector to the CCM Report and the Comparison Report. We also pointed out that there was a clear preference from the public to the Tunnel Option. For the environmental impacts arising from the Tunnel Option, we explained that they were acceptable during both the construction and operation stages. Despite our explanation, the objector did not withdraw its objection.

(B) Details of Objections and Administration's Responses under the Roads (Works, Use and Compensation) Ordinance (Cap. 370)

- (a) One objector alleged that the proposed slip roads of the Trunk Road, the proposed Exhibition Station of the Shatin to Central Link project, and the proposed Phase III extension of the Hong Kong Convention and Exhibition Centre (HKCEC), reported in the media, would introduce an unacceptably large volume of additional traffic in the Wan Chai North area. The objector considered that the road system should be reassessed to reduce the potential traffic increase in the Wan Chai North area.

We explained to the objector that a district traffic study concluded that the implementation of the Trunk Road and its associated slip roads would improve the traffic in the Corridor as part of the east-west traffic from the Corridor would be diverted to the Trunk Road. The slip roads of the Trunk Road would not increase the traffic in Wan Chai North, rather it would facilitate the traffic diversion from the heavily trafficked spots, especially Fleming Road. Together with the proposed improvement works on the local road network, the road network as proposed would be adequate to cope with the anticipated traffic flow in the area. The proposed Phase III extension of the HKCEC was not included in the proposed amendments to the draft Wan Chai North OZP No. S/H25/1 gazetted on 27 July 2007. Despite our explanation, the objector maintained its objection.

- (b) One objector objected to the proposed footbridge along Wan Shing Street alleging that it was close to a sewage screening plant which would affect the walking environment. The objector proposed to shift the footbridge to run along Marsh Road and link it to the existing footbridge at the south of Hong Kong Automobile Association (HKAA). The objector considered that this alternative proposal would provide a better pedestrian walking environment and facilitate crowd dispersion during major public events.

We explained to the objector that the proposed footbridge was at a certain distance from the sewage screening plant and was partially shielded by the buildings in between and thus the sewage screening plant would not cause negative impact on the walking environment. We also explained that the proposed footbridge is preferred as it was the more cost-effective solution

for optimizing pedestrian connectivity between the hinterland area and the new waterfront and would be more effective in crowd dispersion as it would be closer to the Causeway Bay Station. We also pointed out that there were technical difficulties to extend, as proposed by the objector, the existing footbridge at the south of HKAA across the Marsh Road Flyover. The objector accepted our explanation and withdrew its objection subsequently.

677CL – Wan Chai development phase II, engineering works

Breakdown of the estimated clearance cost

	\$ million
Clearance cost	
- Ex-gratia allowance to fishermen	1.123
- Clearance of temporary structures	0.51
Contingency	<u>0.162</u>
Total Clearance Cost	1.795 (say \$1.8 million)