

Harbour-front Enhancement Committee

**Information Note on
Central-Wan Chai Bypass and Island Eastern Corridor Link**

Background

A report entitled “Report on Cogent and Convincing Materials to Demonstrate Compliance with the Overriding Public Need Test” (CCM Report) was prepared in February 2007 under the planning and engineering review of the Wan Chai Development Phase II project (WDII Review) to demonstrate that the Central-Wan Chai Bypass (CWB) and Island Eastern Corridor Link (together known as “the Trunk Road”) and the associated reclamation are in compliance with the requirements of the Protection of the Harbour Ordinance (PHO) (Cap 531) and the judgment of the Court of Final Appeal on 9 January 2004.

2. From May 2005 to June 2007, an extensive public engagement exercise entitled “Harbour-front Enhancement Review - Wan Chai, Causeway Bay and Adjoining Areas” under the steer of the then Sub-committee on WDII Review of the Harbour-front Enhancement Committee (HEC Sub-committee) was conducted in parallel with the WDII Review. Public views and inputs on the alignments of and the

associated harbourfront enhancement and land use proposals were gathered. All such views had been fully taken into consideration in developing the currently proposed Trunk Road alignment.

Gazettal of the Trunk Road Project

3. The proposed road scheme of the Trunk Road was gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap 370) on 27 July 2007. The Government has committed in the gazetted road scheme that, after construction of the Trunk Road tunnel, the temporary reclamation works and the temporary breakwater will be removed and the existing sea-bed will be reinstated. The Wan Chai Development Phase II (WDII) reclamation and at-grade roadwork scheme as well as the proposed amendments to the draft Wan Chai North Outline Zoning Plan (OZP) and the amendments to the draft North Point OZP were also gazetted under appropriate ordinances on the same date.

Judicial Review Sought by SPH

4. The SPH applied for a judicial review on 3 October 2007 against the Government for declaration that PHO also covers the proposed temporary reclamations gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap 370). The Court of First Instance of the High Court delivered its judgment on 20 March 2008 ruling that the PHO did apply to the proposed temporary reclamation referred to in the road scheme.

Temporary Works Required for Construction of the Trunk Road Tunnel

5. The proposed tunnel sections at the ex-Wan Chai Public Cargo Working Area (ex-PCWA) and Causeway Bay Typhoon Shelter (CBTS) will be aligned underneath the existing seabed without the need for permanent reclamation in these areas in order to minimize the extent of reclamation in accordance with the PHO. It has been assessed that the most practical, reasonable and safe form of tunnel construction through the ex-PCWA and CBTS is by cut-and-cover method. However, construction of these tunnel sections by cut-and-cover method will require temporary works, which will include the provision of a dry working platform by means of temporary reclamation to around +2.5mPD to provide a safe working environment on which the contractor's construction plant would stand. Diaphragm walls will then be installed from the working platform for the construction of the tunnel box at depth. In addition, temporary seawalls that contain the temporary reclamation will be required to protect the diaphragm walls against damage from ship impact by vessels using the surrounding water areas. The extent of the proposed temporary reclamation is shown at Annex A.

6. During construction, temporary displacement of existing boats in the CBTS will be required to provide the necessary working area for construction. While staged construction could minimize the extent of temporary typhoon shelter reprovisioning required, temporary

reprovisioning of sufficient mooring area would still need to be considered. Hence, temporary reprovisioning of the typhoon shelter in close proximity to the existing CBTS was considered the most appropriate arrangement. A temporary rubble mound breakwater would need to be constructed for this purpose.

7. The current proposal is to carry out works in the CBTS in four stages, with the durations of the individual temporary reclamation stages varying from around 1 year to just over 3 years. The stages having longer durations are those immediately adjacent to Kellett Island and at the connection of Slip Road 8, where more complex construction methods will be adopted and require a longer construction period. Upon completion of each stage, the temporary reclamation will be removed and the seabed reinstated, returning this part of the Harbour to its original condition. There will be some overlapping of stages. At any one time during construction stage, the maximum area of temporary reclamation required for tunnel construction and temporary typhoon shelter/breakwater at seabed level is about 3.7 hectares and 2.4 hectares respectively.

Public Consultation

8. The need for temporary reclamations was raised in the Report entitled “Trunk Road Alignments & Harbour-Front Enhancement” that was submitted in April 2006 to the HEC Sub-committee. Information in this respect was repeated in the CCM Report, on which a Task Force of


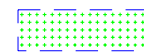


the HEC Sub-committee and the HEC Sub-committee were briefed on 3 April and 14 May 2007 respectively. These reports have been uploaded onto the HEC website for public reference. The temporary reclamations were described in the project profile for WDII and CWB that was exhibited in August 2006 under the Environmental Impact Assessment Ordinance (Cap 499) for public comments. The issue of temporary reclamations was also covered when the then Panel on Planning, Lands and Works of the Legislative Council and the four District Councils of Hong Kong Island were consulted on the WDII and Trunk Road projects and the relevant OZPs in May to June 2007. The Town Planning Board has also been advised on the need for the temporary reclamation.

Way Forward

9. In the light of the judicial review judgment handed down by the Court on 20 March 2008 as well as the judicial reviews recently sought by Fook Lee Holdings Ltd., and Hong Kong Regional Heliport Working Group and Heliservices (HK) Ltd., against the Town Planning Board decisions on the relevant draft OZPs, we are studying the impact on the road scheme for the Trunk Road and reviewing what steps to be taken to implement the Project. As the proposed Trunk Road is of paramount importance to resolving the problem of serious daily traffic congestion in the northern part of Hong Kong Island, we will implement the project in a lawful and reasonable manner as early as practicable.

Major Works Project Management Office
Highways Department
April 2008

LEGEND :

-  PERMANENT RECLAMATION
-  TEMPORARY RECLAMATION
-  PROPOSED TEMPORARY BREAKWATER ABOVE HIGH WATER MARK
-  PROPOSED TRUNK ROAD



TEMPORARY TYPHOON SHELTER

TEMPORARY BREAKWATER & TEMPORARY PILED WAVE WALL	2.4 ha
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TEMPORARY RECLAMATION FOR TRUNK ROAD TUNNEL CONSTRUCTION

CAUSEWAY BAY TYPHOON SHELTER	6.4 ha
EX-PUBLIC CARGO WORKING AREA BASIN (EX-PCWA)	1.5 ha
EX-PUBLIC CARGO WORKING AREA WEST	0.4 ha
TOTAL	8.3 ha

SLIP ROAD 3

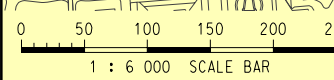
SLIP ROAD 1

HONG KONG CONVENTION AND EXHIBITION CENTRE EXTENSION

EX-PCWA

CAUSEWAY BAY TYPHOON SHELTER

SLIP ROAD 8



drawing title

CENTRAL - WAN CHAI BYPASS AND ISLAND EASTERN CORRIDOR LINK - TEMPORARY RECLAMATION

FOR INFORMATION ONLY