

Presentation to Harbourfront Commission Task Force on Harbourfront Developments on Hong Kong Island on 16 September 2010

海濱事務委員會 - 港島區海濱發展專責小組

二零一零年九月十六日



Waterfront
中環海濱 **Central**
Waterfront

West Ventilation Building of Central - Wan Chai Bypass

中環灣仔繞道西面通風機樓

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movie

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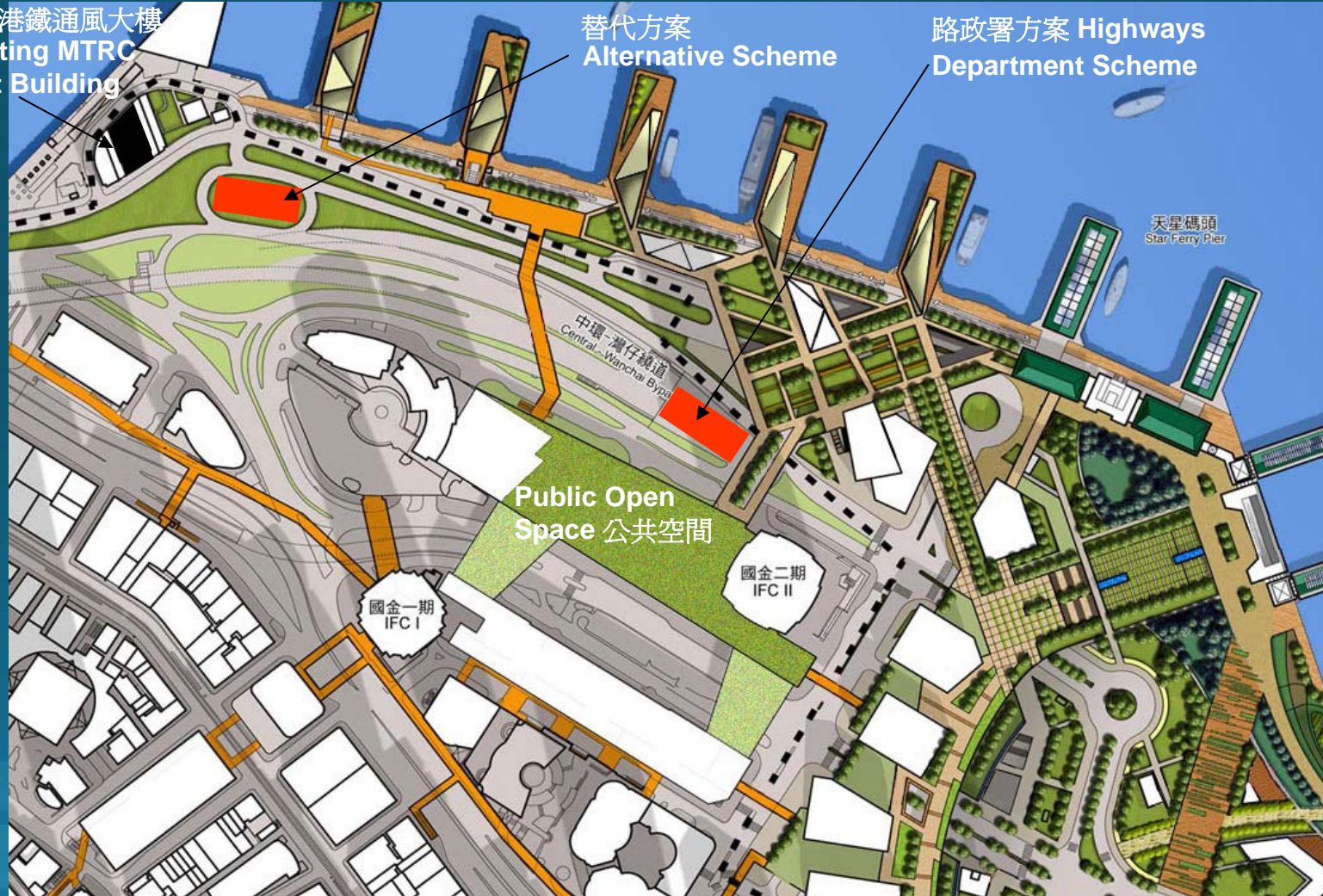
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西面通風機樓 (路政署及替換方案) 於發展局二零零九年十一月提出中環海濱方案的位置 Location of West Ventilation Building (Highways Department & Alternative Scheme) on Government Plan for Central Harbourfront presented by Secretary for Development to Legco in Nov 2009

現有港鐵通風大樓
Existing MTRC
Vent Building

替代方案
Alternative Scheme

路政署方案 Highways
Department Scheme



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景觀及視覺影響

LANDSCAPE AND VISUAL IMPACTS

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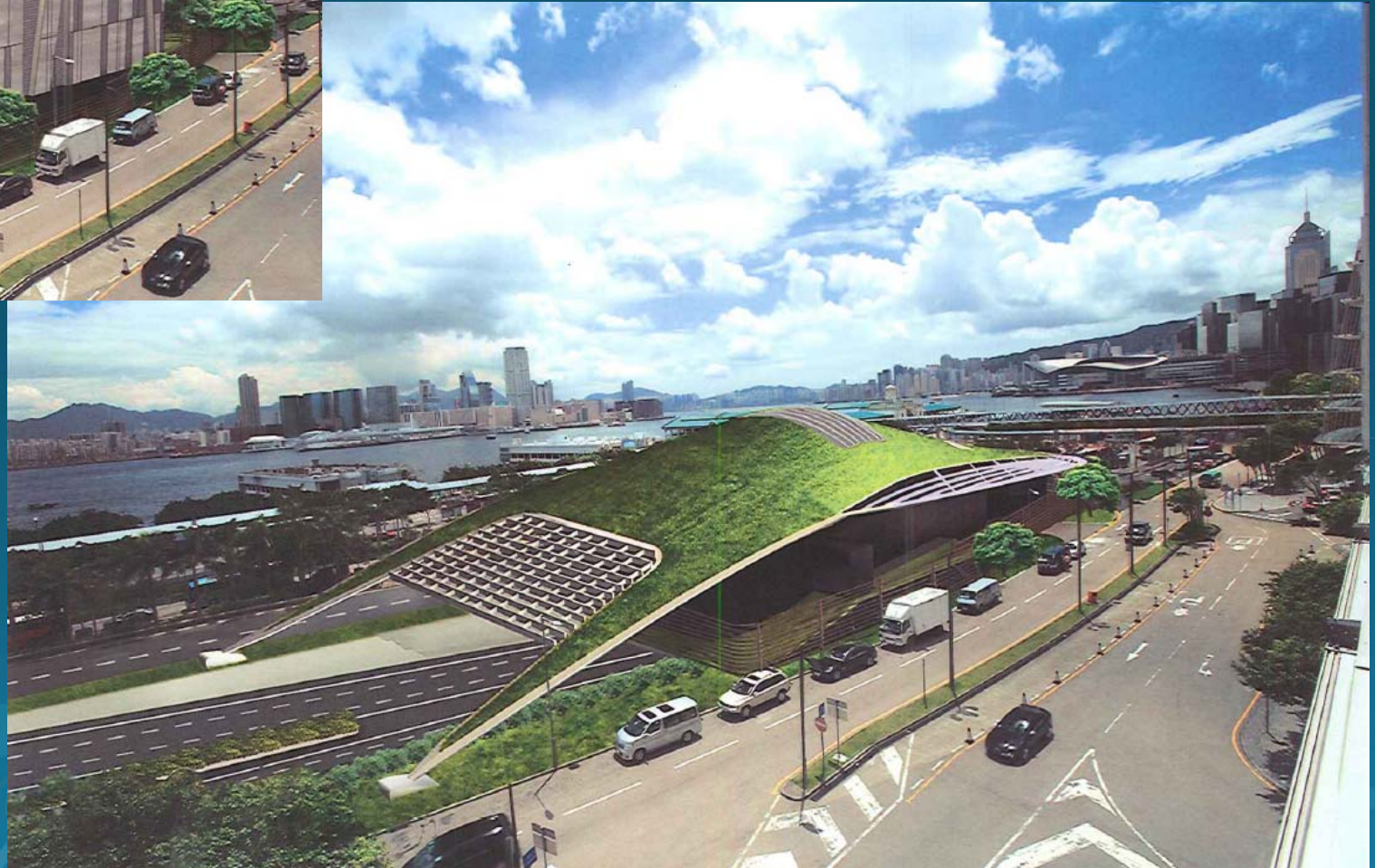
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WVB Façade Design – Highways Department Current Options

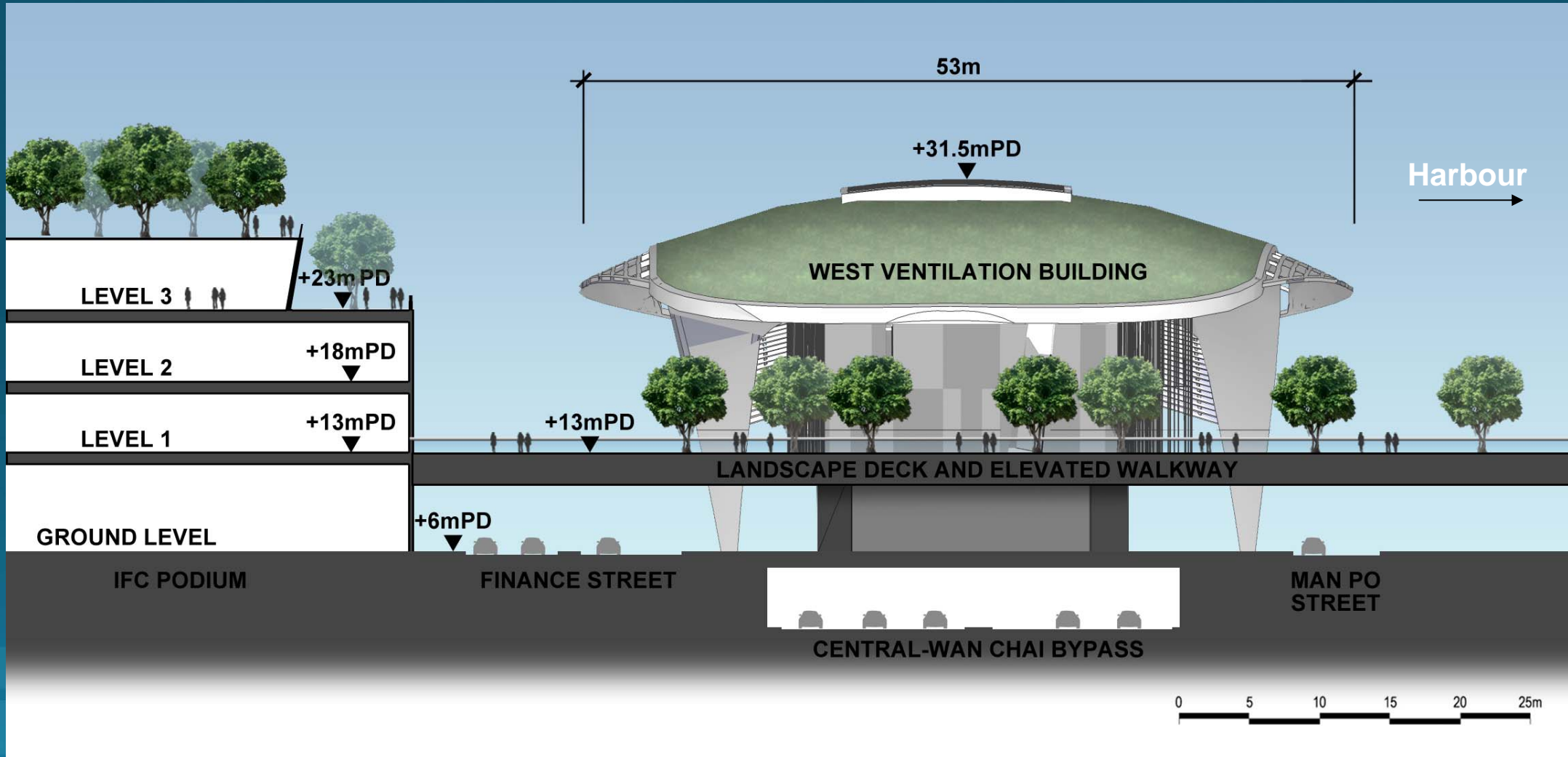


設計二
Option 2
'The Box'

設計一
Option 1 - 'Streamlined Roof'



路政署擬議西面通風大樓 - 切面圖 Proposed HyD's Scheme – Section



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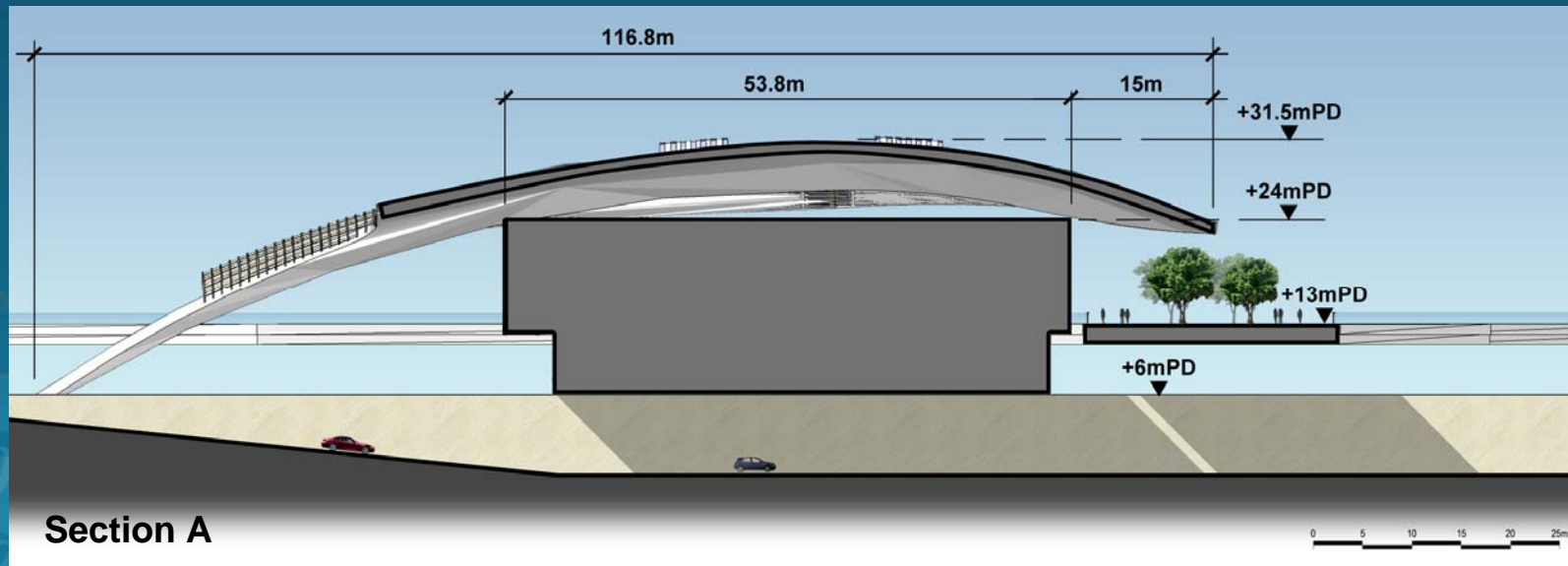
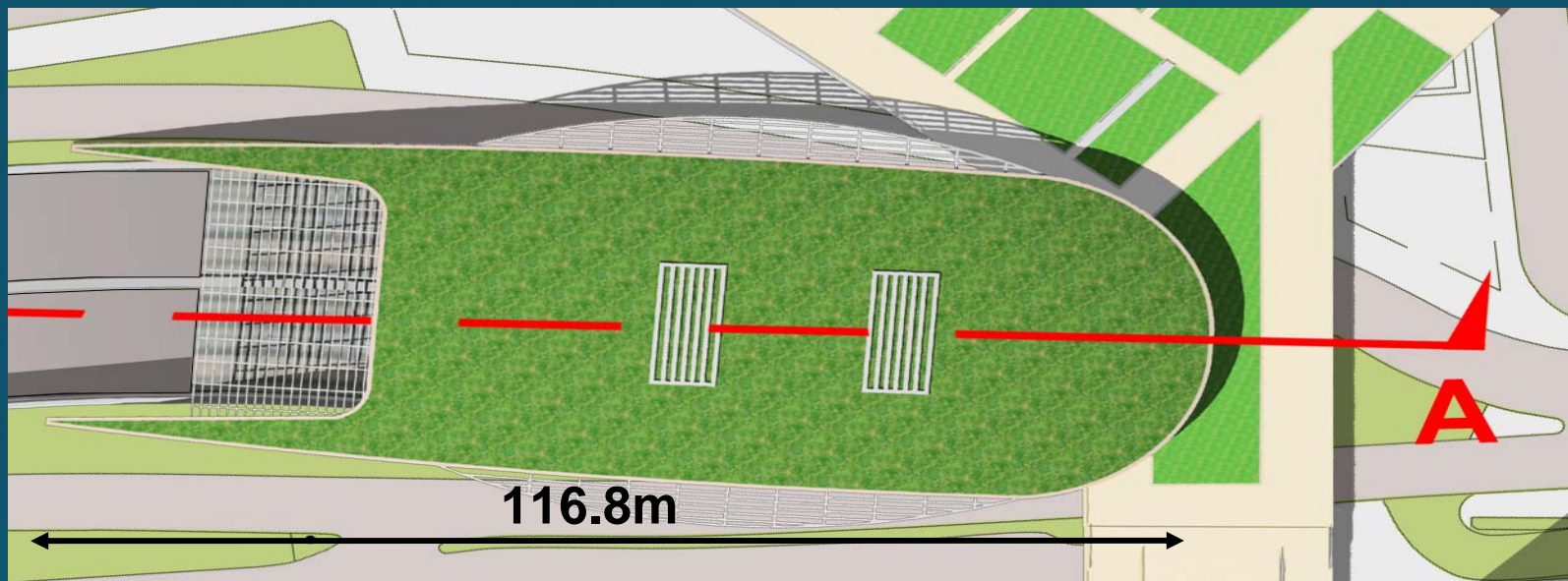
West Ventilation Building of Central - Wan Chai Bypass

中環灣仔繞道西面通風機樓

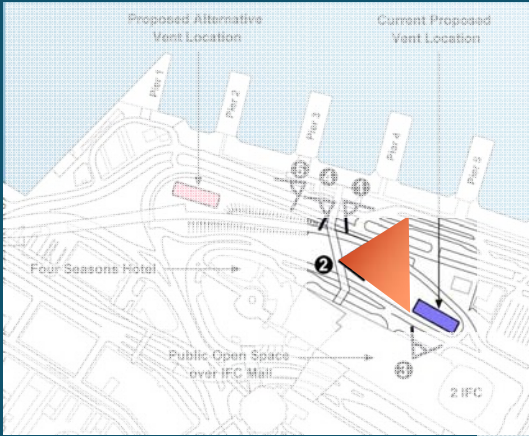
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路政署擬議西面通風大樓 - 平面圖及垂直切面圖 A-A Proposed HyD's Scheme - Plan & Section A-A



路政署方案: 視覺敏感受體二 - 現有狀況 HyD Proposal: VSR2 – Existing Condition



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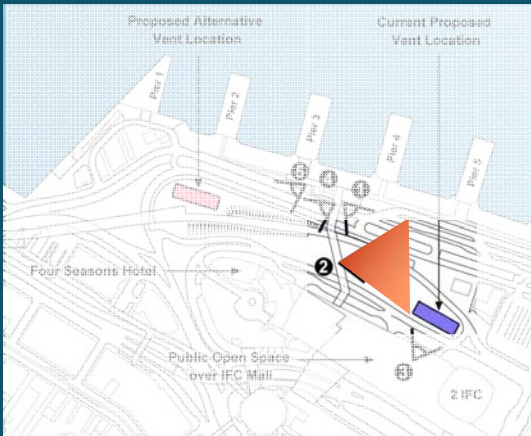
West Ventilation Building of Central - Wan Chai Bypass

中環灣仔繞道西面通風機樓

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路政署方案: 視覺敏感受體二 - 發展後第一年而沒有緩解措施 HyD Proposal: VSR2 – Year One without Mitigation

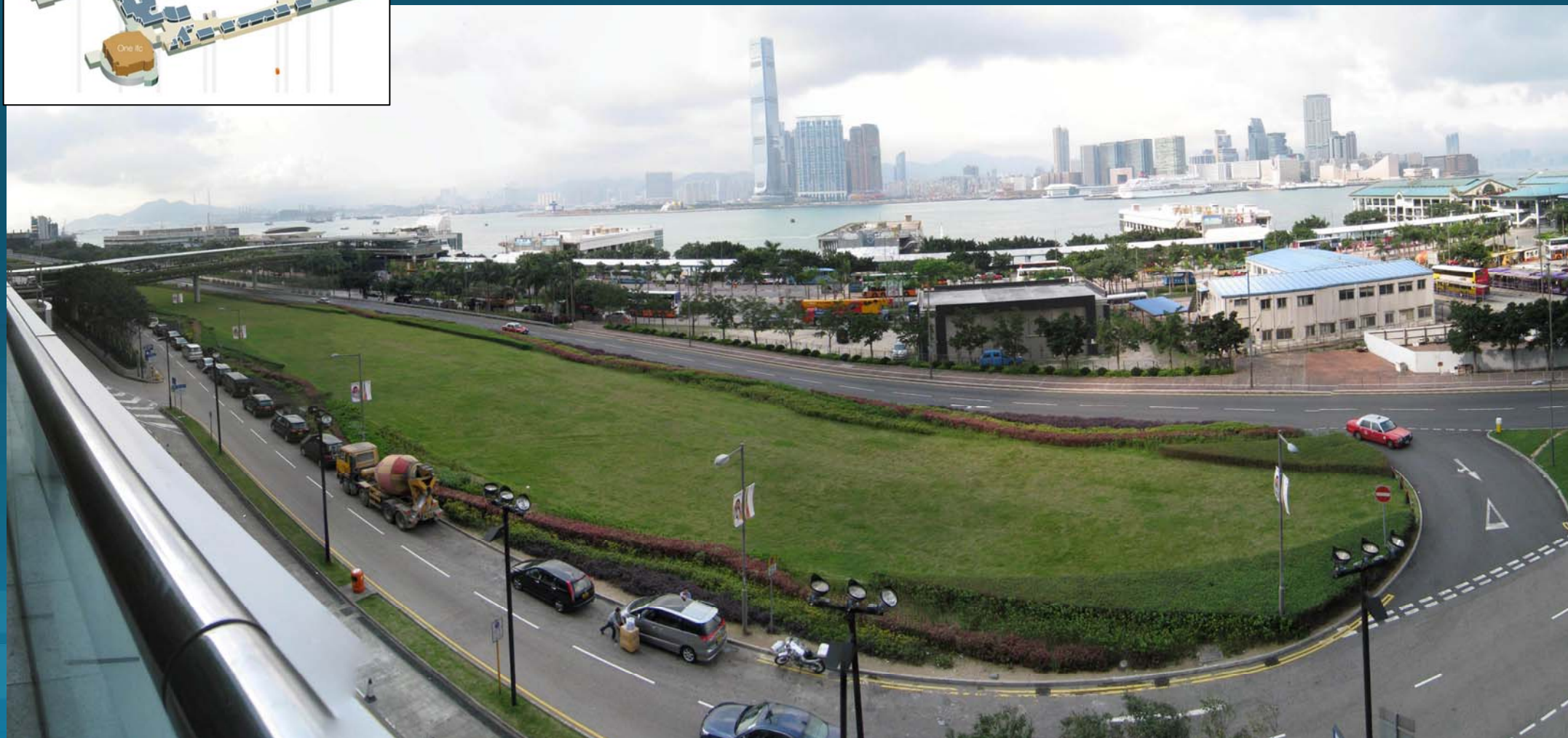
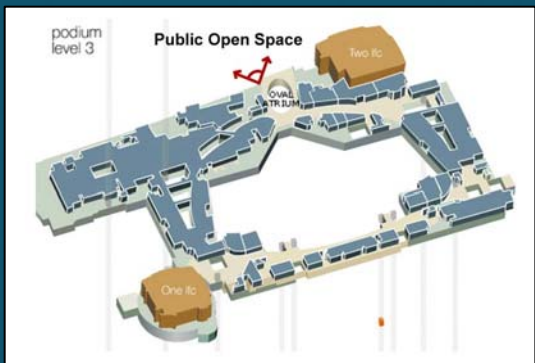


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路政署方案: 公共開放空間 (三樓) - 現有狀況 HyD Proposal: Public Open Space (3/F) – Existing Condition



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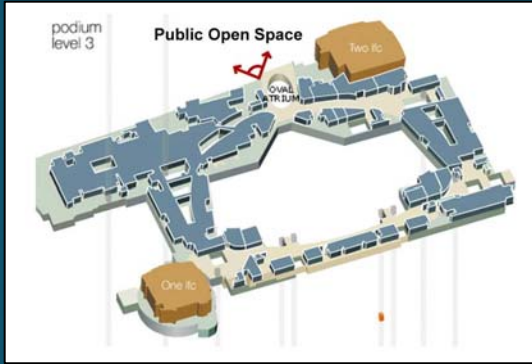
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路政署方案: 公共開放空間 (三樓) - 發展後第一年而沒有緩解措施 HyD Proposal: Public Open Space (3/F) – Year One without Mitigation



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路政署現有之設計 What Highways Department is Proposing Option 2 - 'The Box'

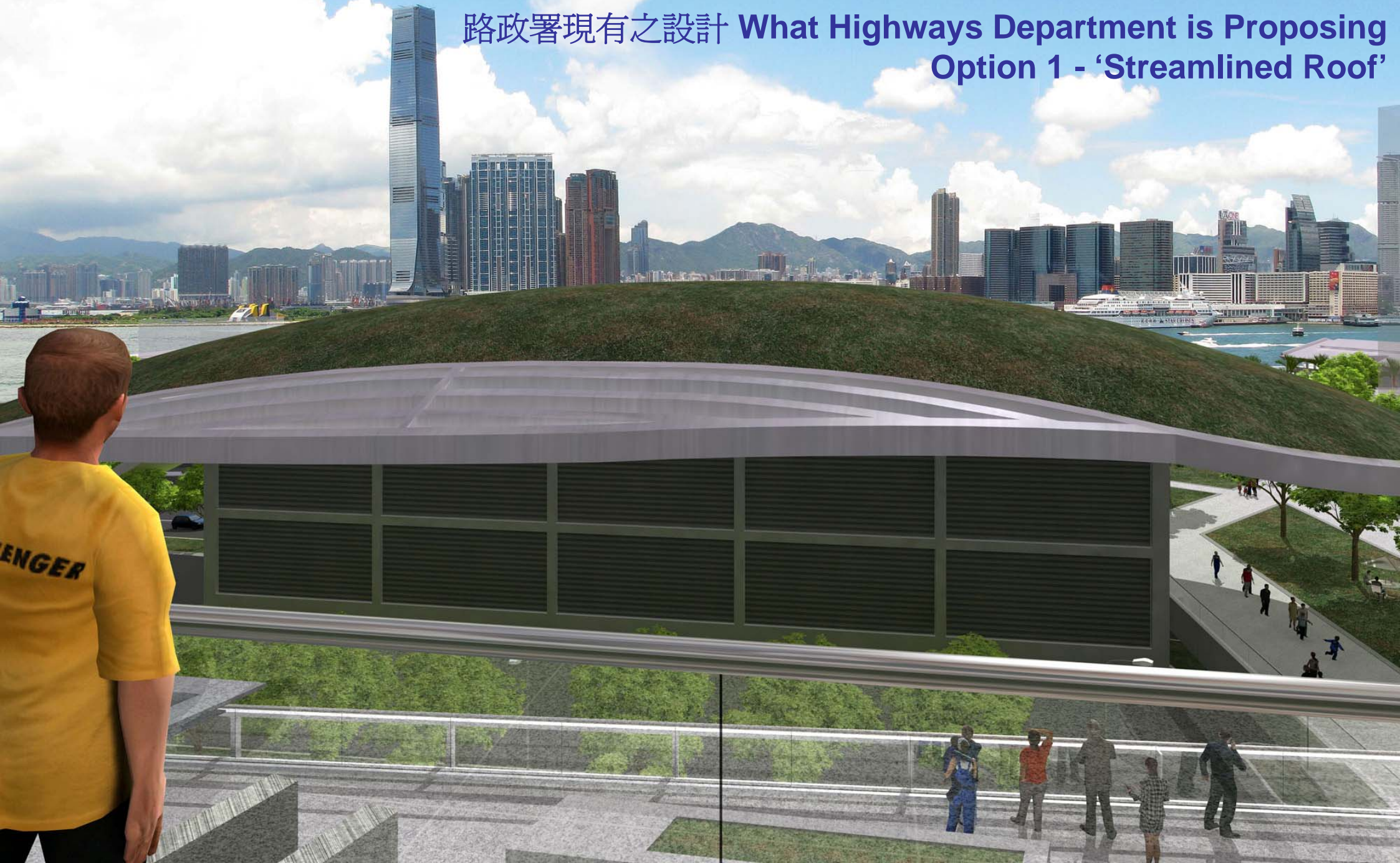


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路政署現有之設計 What Highways Department is Proposing Option 1 - 'Streamlined Roof'



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West Ventilation Building of Central - Wan Chai Bypass

中環灣仔繞道西面通風機樓

香港市民真正期待之世界級海濱！
What the Public Really Want – a World Class HarbourFront!

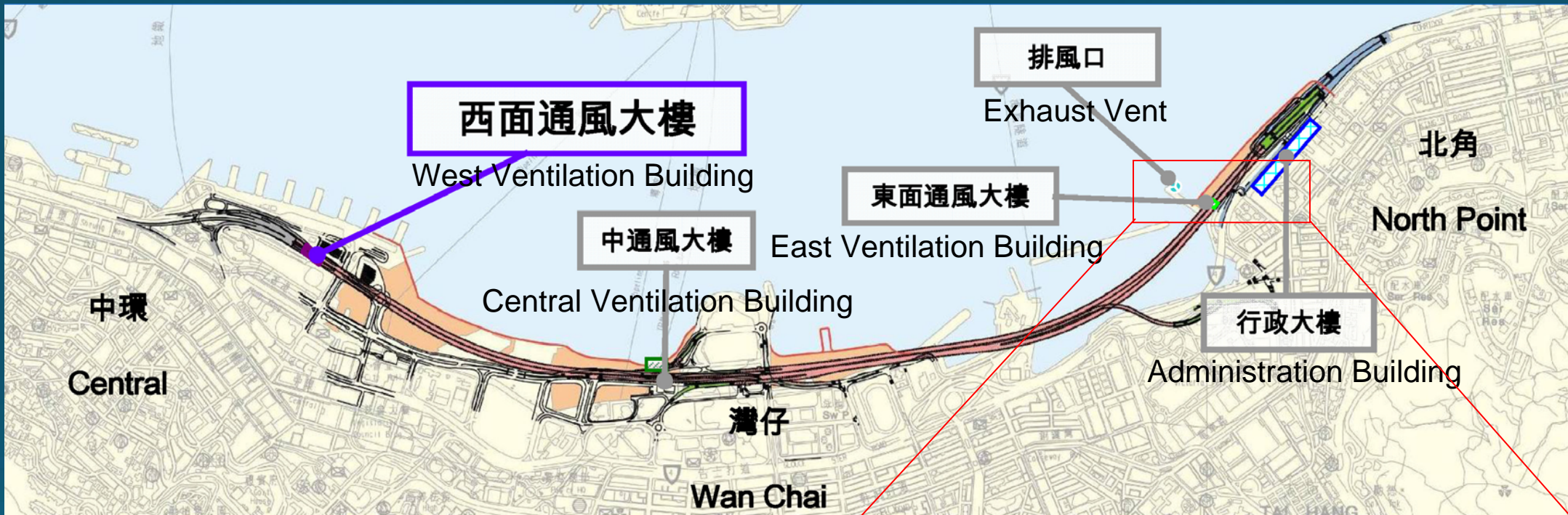


中環海濱 **Central**
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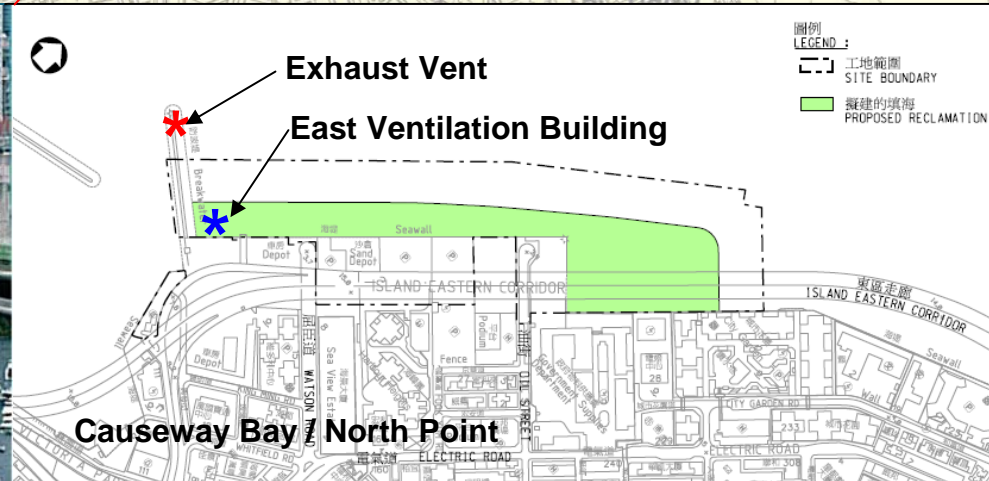
West Ventilation Building of Central - Wan Chai Bypass

中環灣仔繞道西面通風機樓

West Ventilation Building for Tunnel Alignment



Example of Exhaust Vent Away from Public in North Point



獨立替換方案的景觀及視覺影響評估

LANDSCAPE AND VISUAL IMPACTS OF INDEPENDENT ALTERNATIVE SCHEME

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Proposed Transfer Station at the Central Waterfront North to IFC Mall – Existing Condition



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West Ventilation Building of Central - Wan Chai Bypass

中環灣仔繞道西面通風機樓

Proposed Transfer Station at the Central Waterfront North to IFC Mall



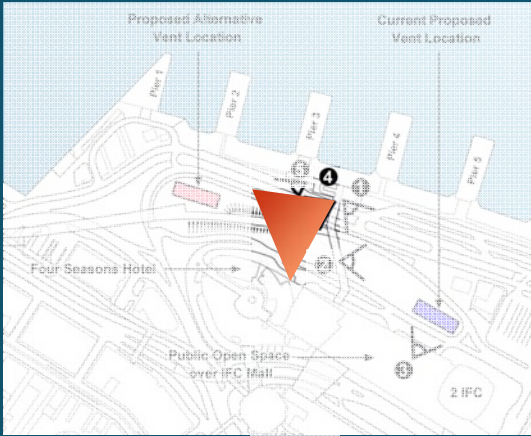
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Waterfront

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中環灣仔繞道西面通風機樓



替換方案: 視覺敏感受體四 - 現有狀況 Alternative Proposal: VSR4 – Existing Condition



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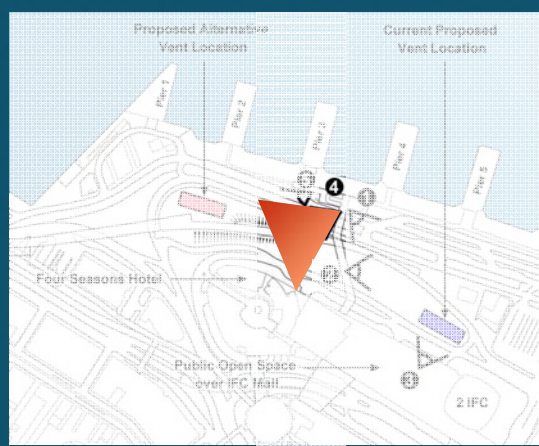
West Ventilation Building of Central - Wan Chai Bypass

中環灣仔繞道西面通風機樓

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替換方案: 視覺敏感受體四 - 發展後第十年並有緩解措施 Alternative Proposal: VSR4 – Year Ten with Mitigation



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West Ventilation Building of Central - Wan Chai Bypass

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通風大樓污染物分析報告

VENTILATION BUILDING POLLUTANT STUDY

中環海濱 **Central**
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West Ventilation Building of Central - Wan Chai Bypass

中環灣仔繞道西面通風機樓

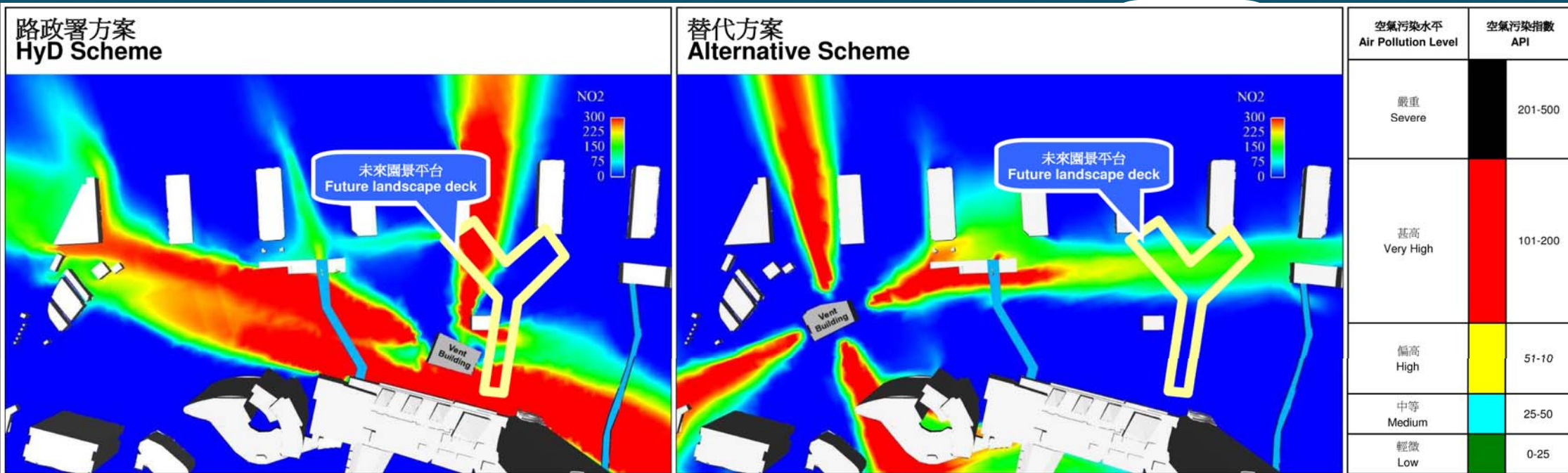
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Simulated NO₂ Level at West Ventilation Building
預計將來西面通風機樓二氧化氮水平

HyD Scheme

Alternative Scheme



就上述分析，“替代方案”得出結果較優。

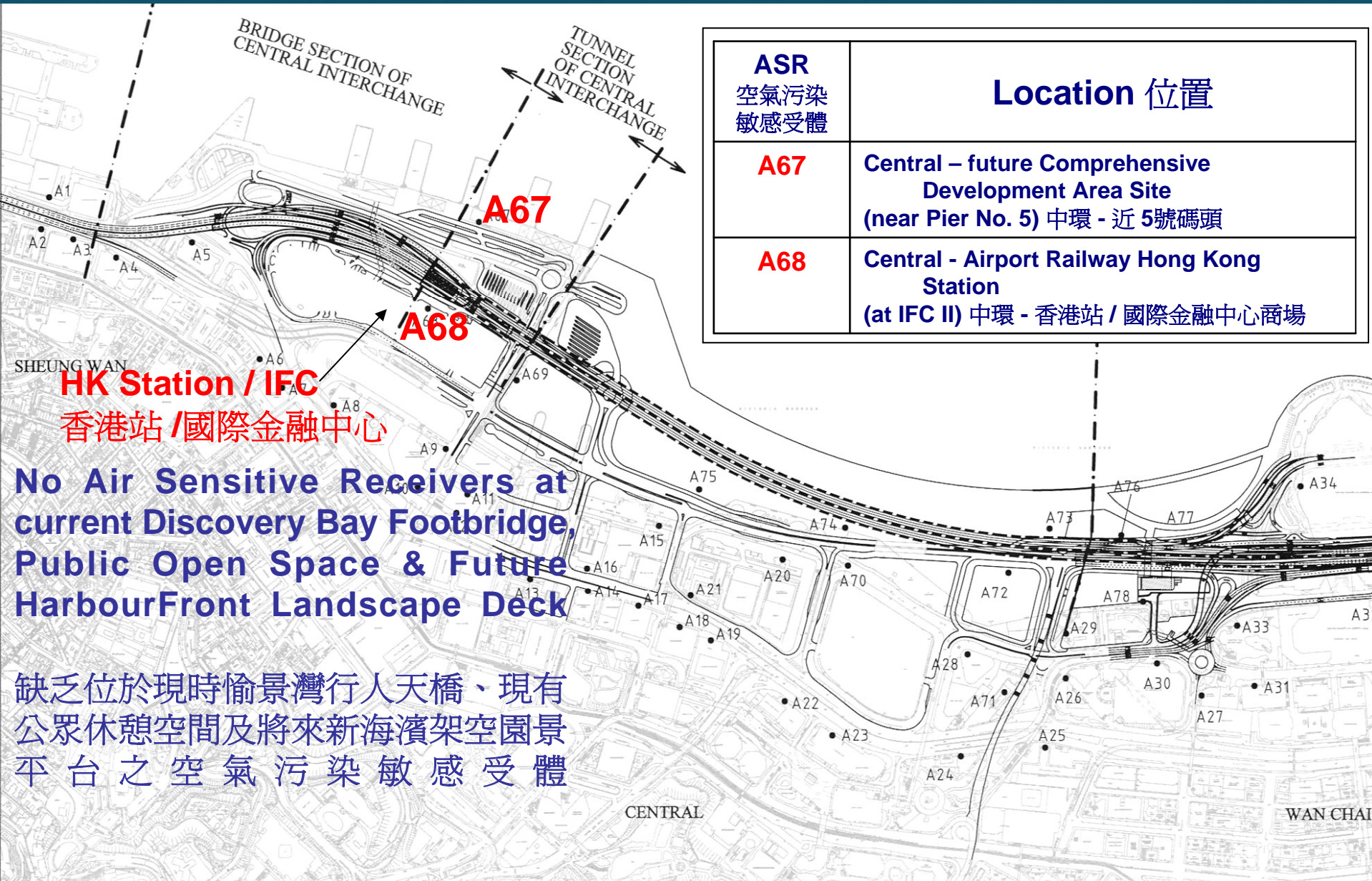
“Alternative Scheme” offers better condition at concerned areas

中環海濱 **Central**
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中環灣仔繞道西面通風機樓

Locations of Air Sensitive Receivers (ASR) in '2001' EIA



ASR 空氣污染 敏感受體	Location 位置
A67	Central – future Comprehensive Development Area Site (near Pier No. 5) 中環 - 近 5 號碼頭
A68	Central - Airport Railway Hong Kong Station (at IFC II) 中環 - 香港站 / 國際金融中心商場

HK Station / IFC
香港站 / 國際金融中心

No Air Sensitive Receivers at current Discovery Bay Footbridge, Public Open Space & Future HarbourFront Landscape Deck

缺乏位於現時愉景灣行人天橋、現有公眾休憩空間及將來新海濱架空園景平台之空氣污染敏感受體

Highways Department 路政署
Major Works Project Management Office

CENTRAL - WAN CHAI BYPASS AND IEC LINK

LOCATIONS OF REPRESENTATIVE AIR SENSITIVE RECEIVERS

MAUNSELL CONSULTANTS ASIA LTD
馬塞爾 亞洲 工程顧問有限公司

DRG/NO. 圖紙編號 FIGURE 3.1.1

DESIGNED BY SY	CONTRACT NO. 合約編號	DATE OF ISSUE 發給日期
DRAWN BY EH	STATUS 圖則狀態	MAY 01
SCALE 比例	1:4500	
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中環海濱 **Central**
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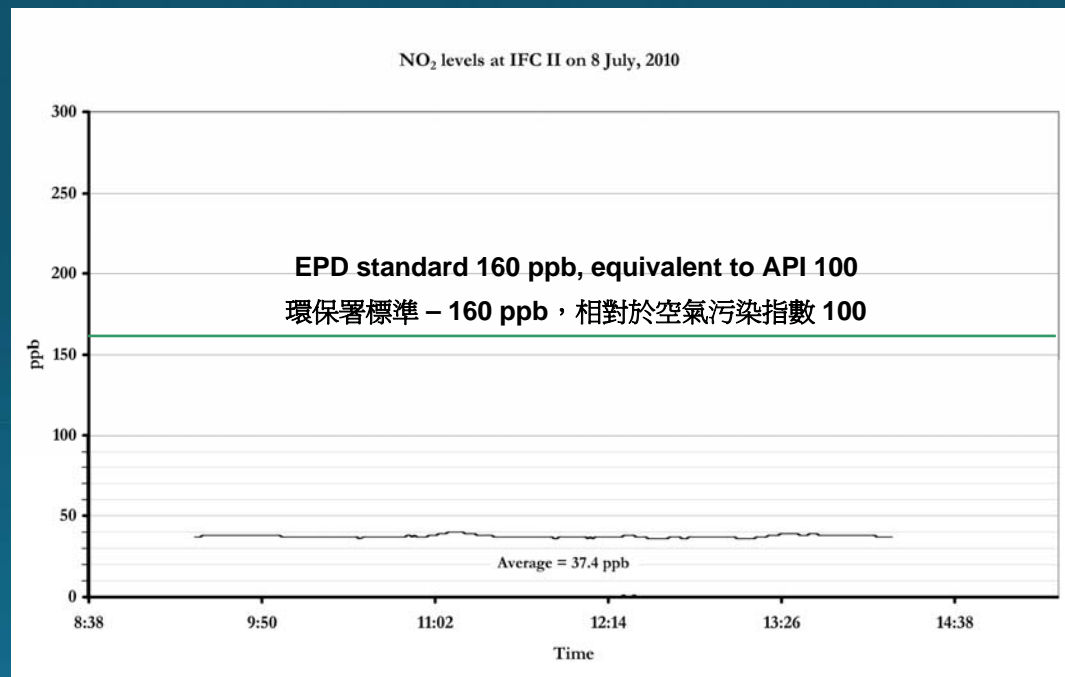
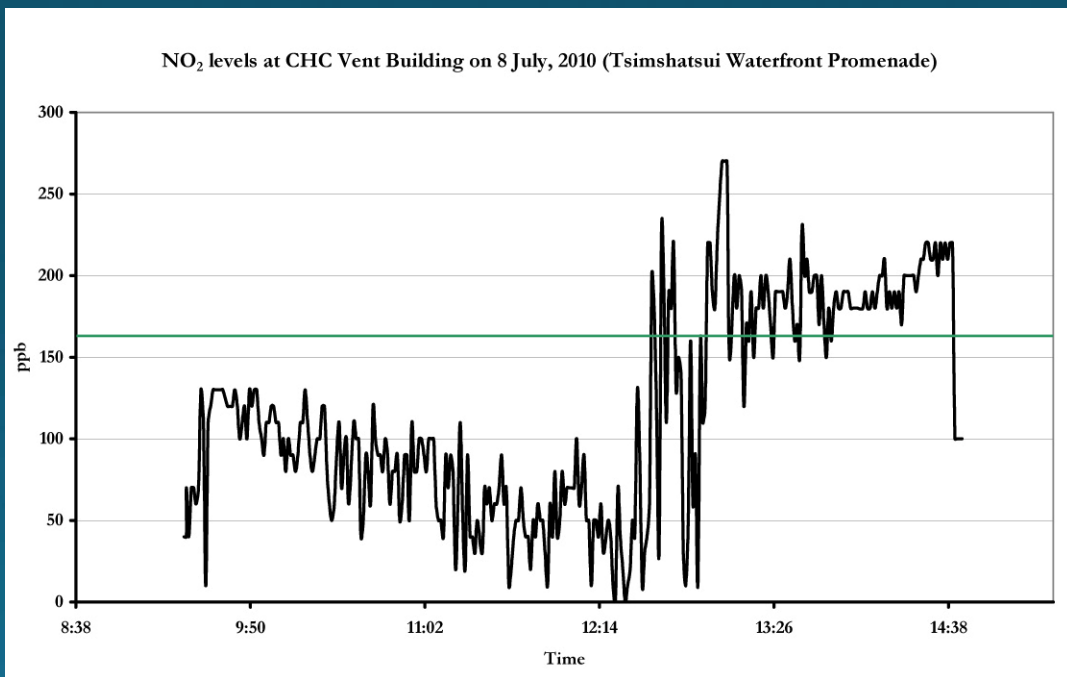
West Ventilation Building of Central - Wan Chai Bypass

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Comparison of NO₂ Levels between Central Harbour Crossing Vent Building and IFC 2

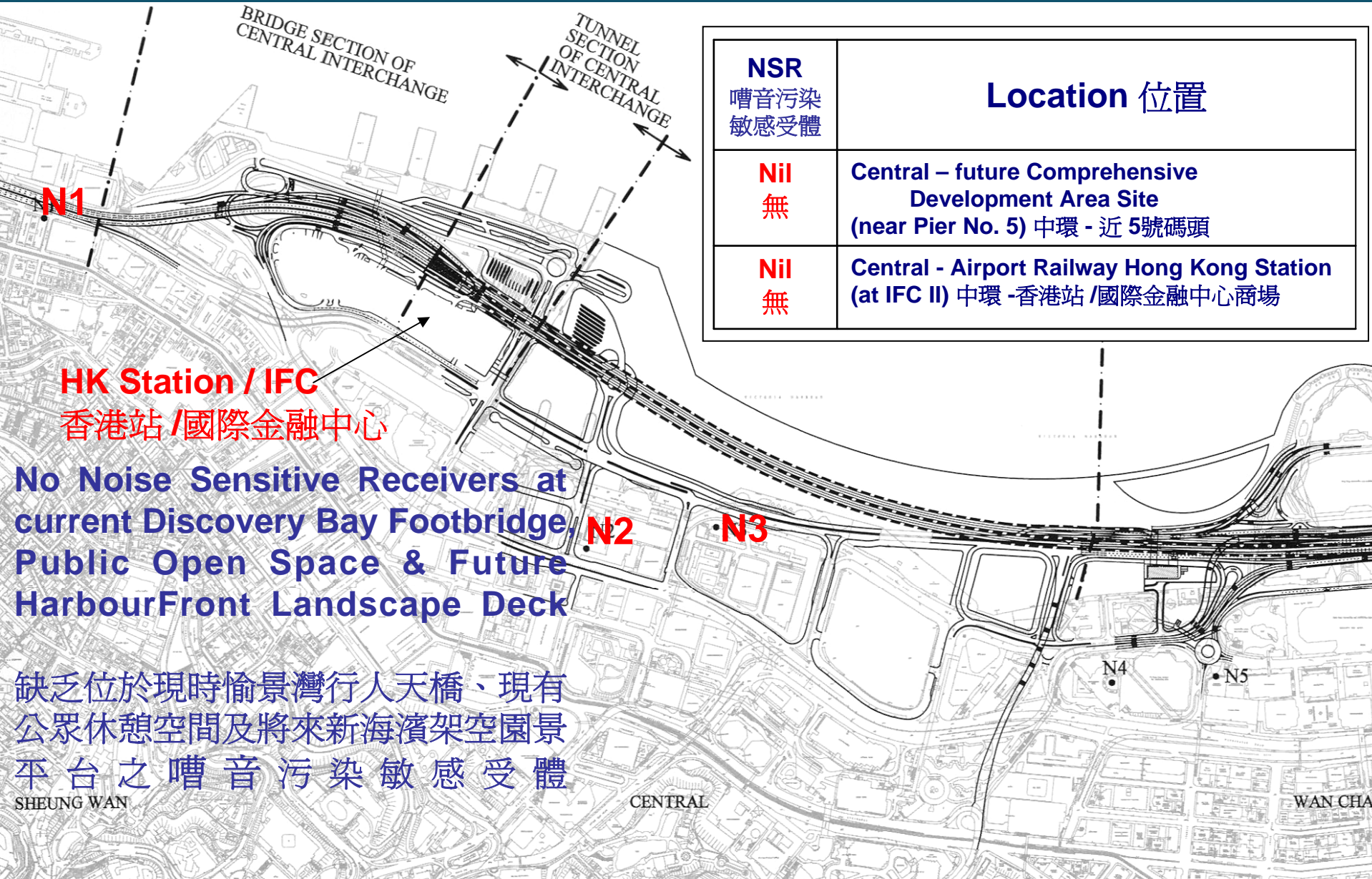
Possible Future NO₂ Level at West Ventilation Building
 預計將來西面通風機樓二氧化氮水平

Existing NO₂ Level at IFC Level 3 Public Open Space
 現時國金公共休憩空間二氧化氮水平



* based on NO₂ Level at Vent Building of Existing Hung Hom Cross Harbour Tunnel
 根據現時「紅磡海底隧道」通風機樓二氧化氮水平

Locations of Noise Sensitive Receivers (NSR) in '2001' EIA



NSR 嘈音污染 敏感受體	Location 位置
Nil 無	Central – future Comprehensive Development Area Site (near Pier No. 5) 中環 - 近 5號碼頭
Nil 無	Central - Airport Railway Hong Kong Station (at IFC II) 中環 - 香港站 / 國際金融中心商場

HK Station / IFC
香港站 / 國際金融中心

No Noise Sensitive Receivers at current Discovery Bay Footbridge, Public Open Space & Future HarbourFront Landscape Deck

缺乏位於現時愉景灣行人天橋、現有公眾休憩空間及將來新海濱架空園景平台之嘈音污染敏感受體

Highways Department 路政署
Major Works Project Management Office

CENTRAL - WAN CHAI BYPASS AND IEC LINK

LOCATIONS OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS

MAUNSELL CONSULTANTS ASIA LTD
茂盛 亞洲 工程顧問有限公司

DRG. NO. 圖紙編號	FIGURE 4.3.1
DRAWN BY 繪圖	STATUS 狀態
SCALE 比例	DATE OF ISSUE 日期
PROJECT NAME 工程名稱	MAY 2001
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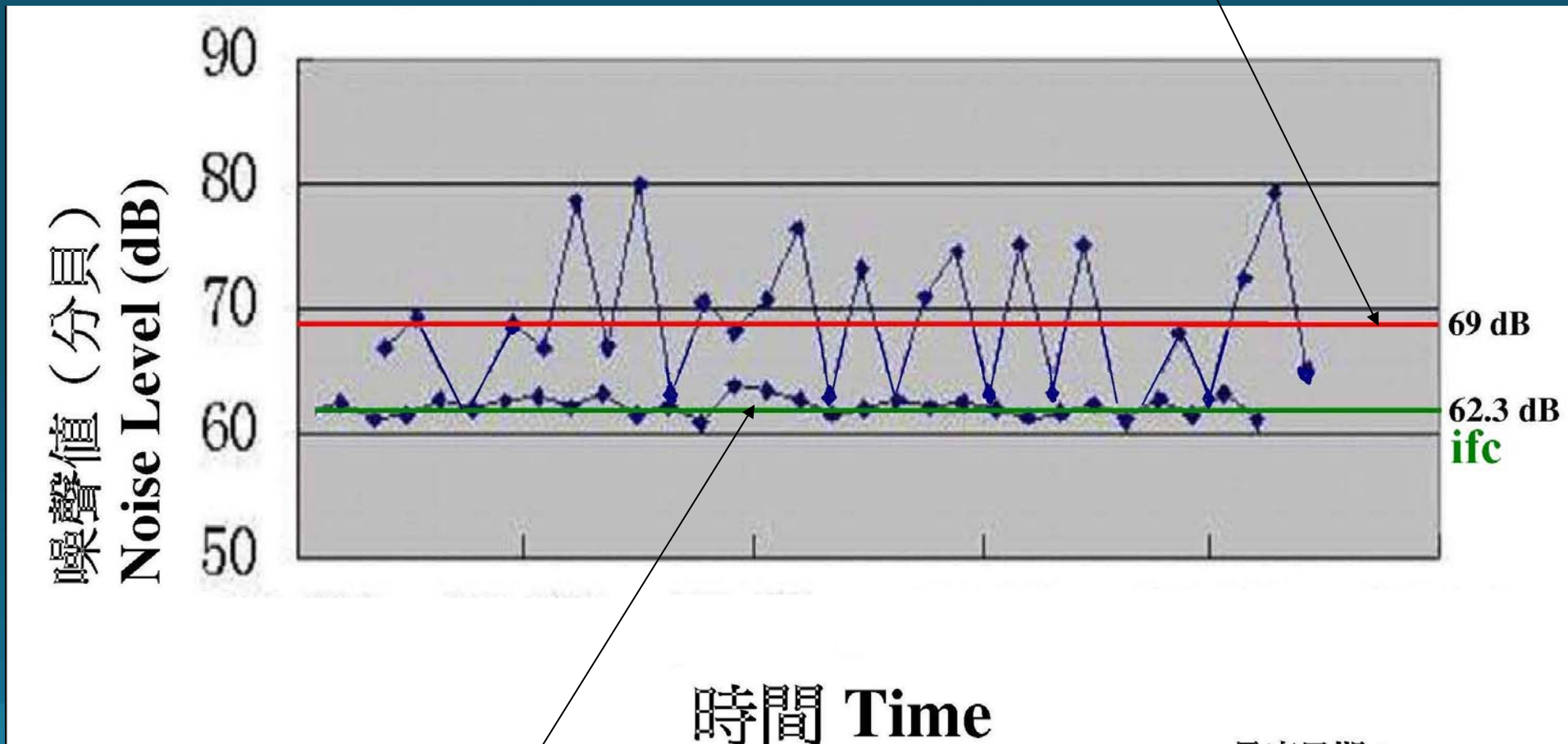
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Waterfront

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中環灣仔繞道西面通風機樓

Noise Level Comparison between Central Harbour Crossing Vent Building and IFC 2

Possible Future Noise Level at West Ventilation Building
預計將來西面通風機樓嘈音水平



現時國金公共休憩空間嘈音水平
Existing Noise Level at IFC Level 3 Public Open Space

通風大樓遷移技術可行性研究

FEASIBILITY STUDY FOR ALTERNATIVE ROUTING OF WEST VENTILATION BUILDING

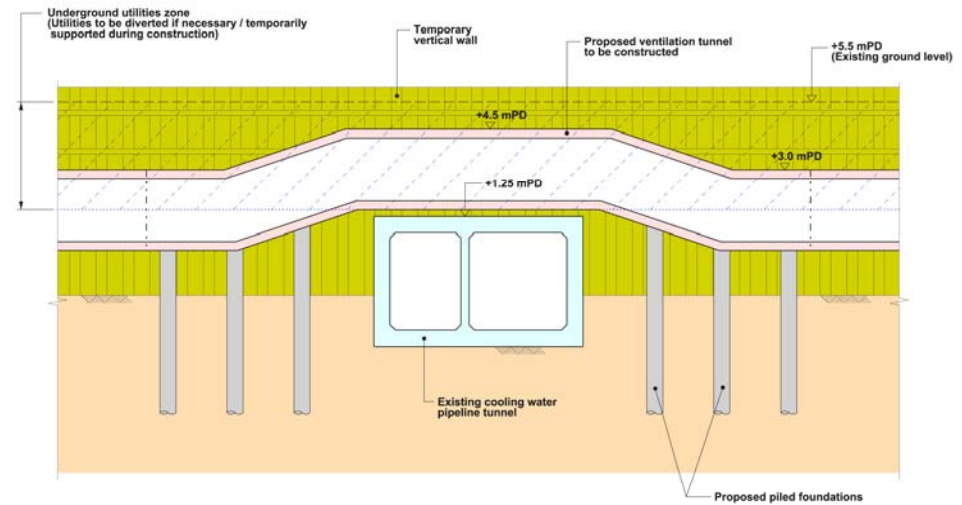
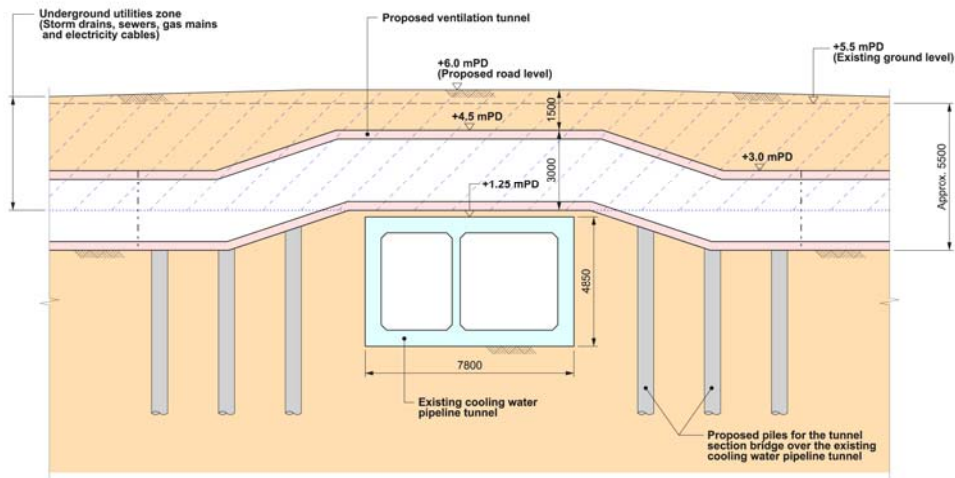
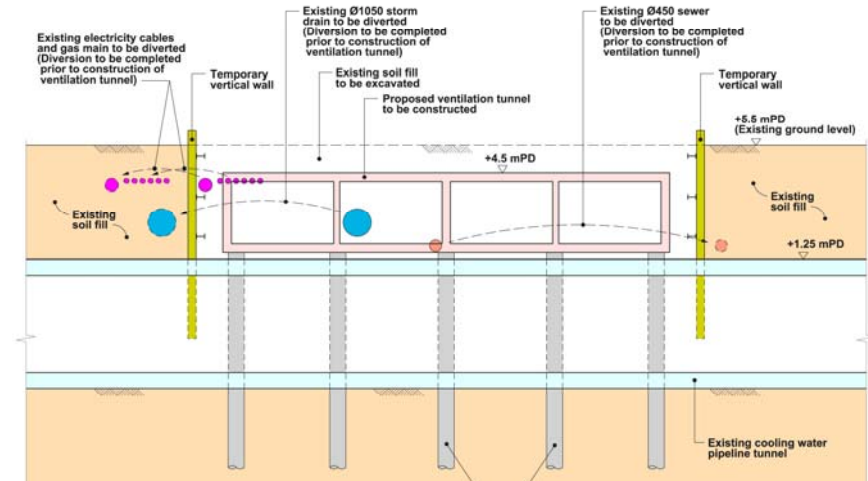
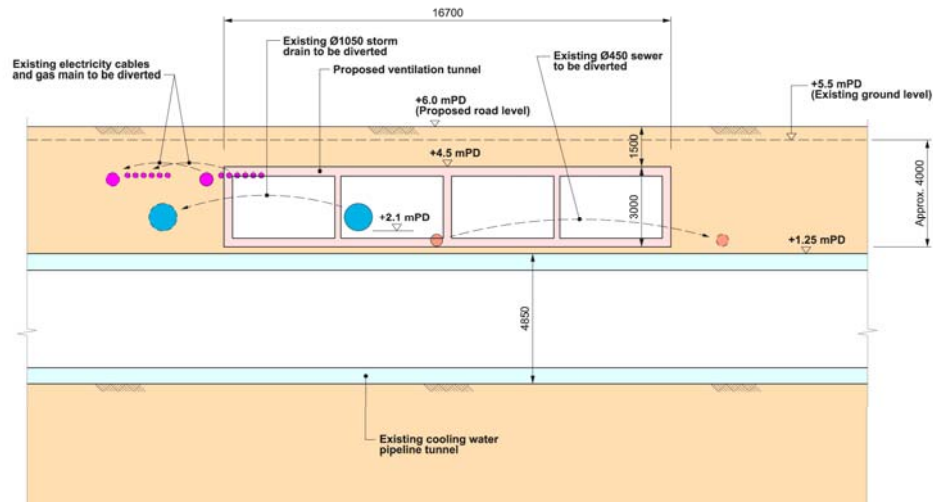
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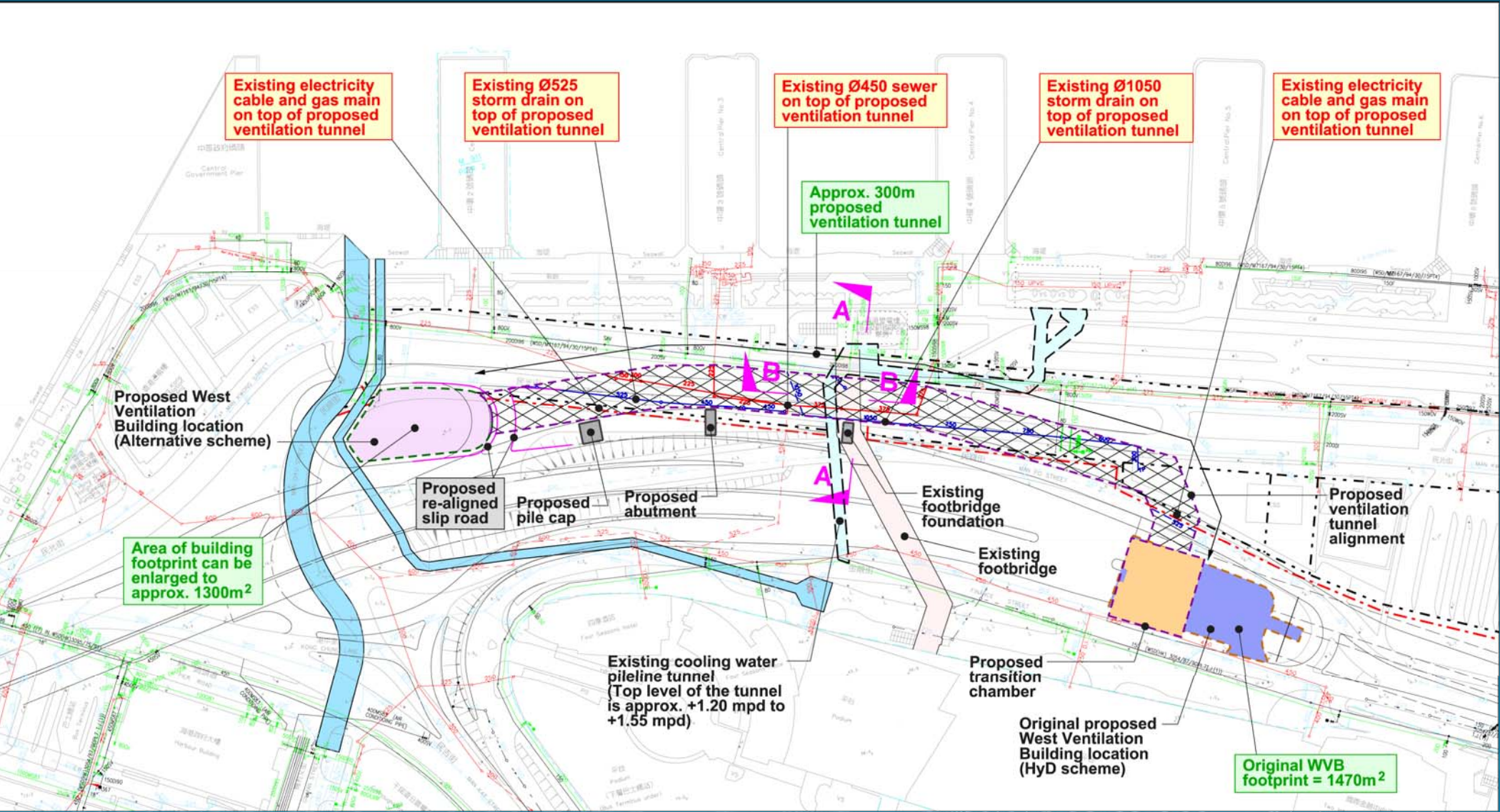
中環灣仔繞道西面通風機樓

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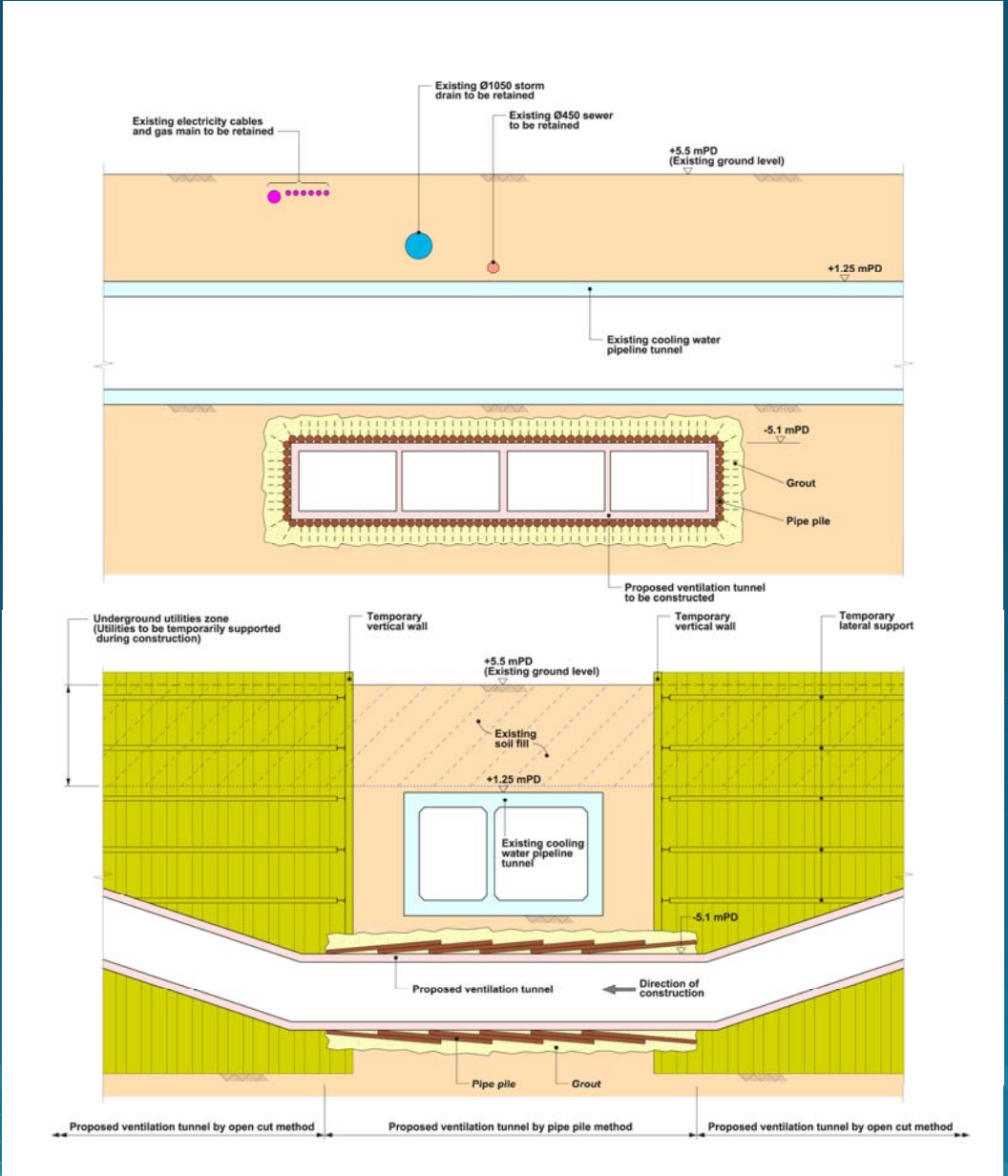
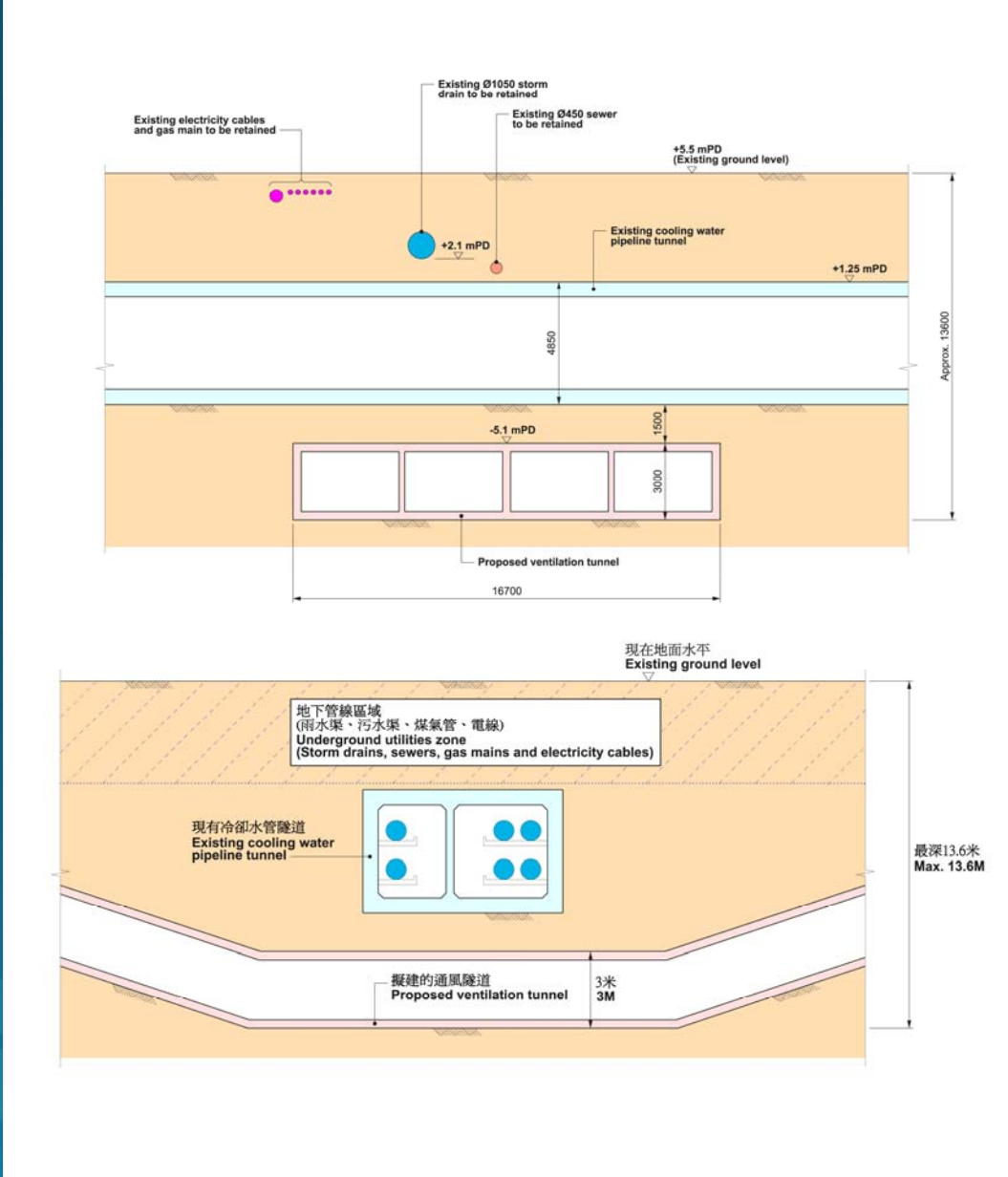
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擬議替換走線 (方案二) Alternative Routing (Deeper Option)

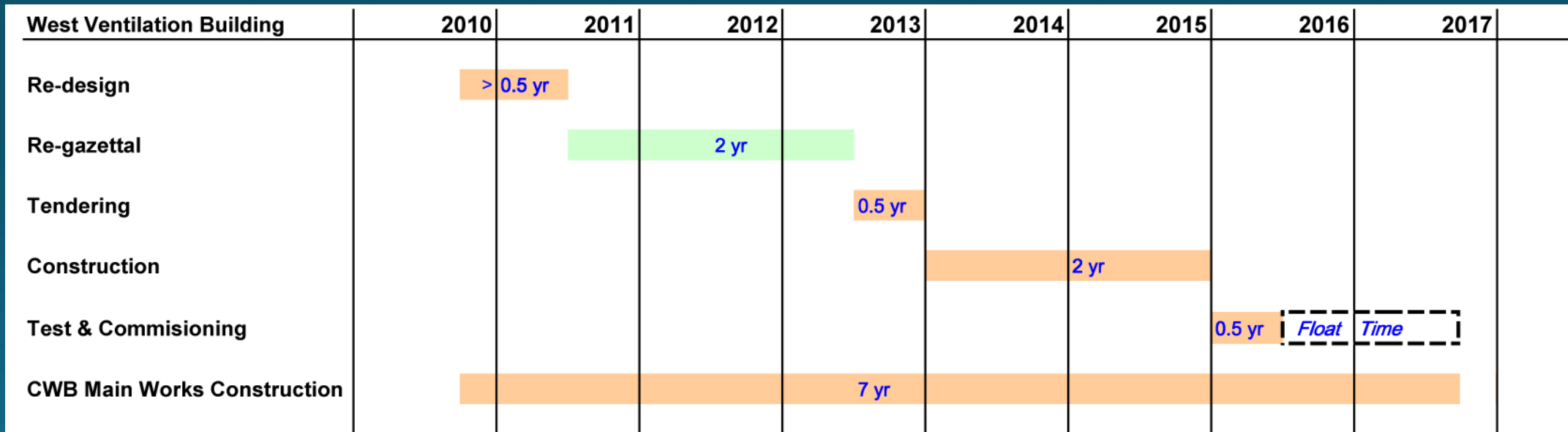


擬議替換走線 (方案二) Alternative Routing (Deeper Option)

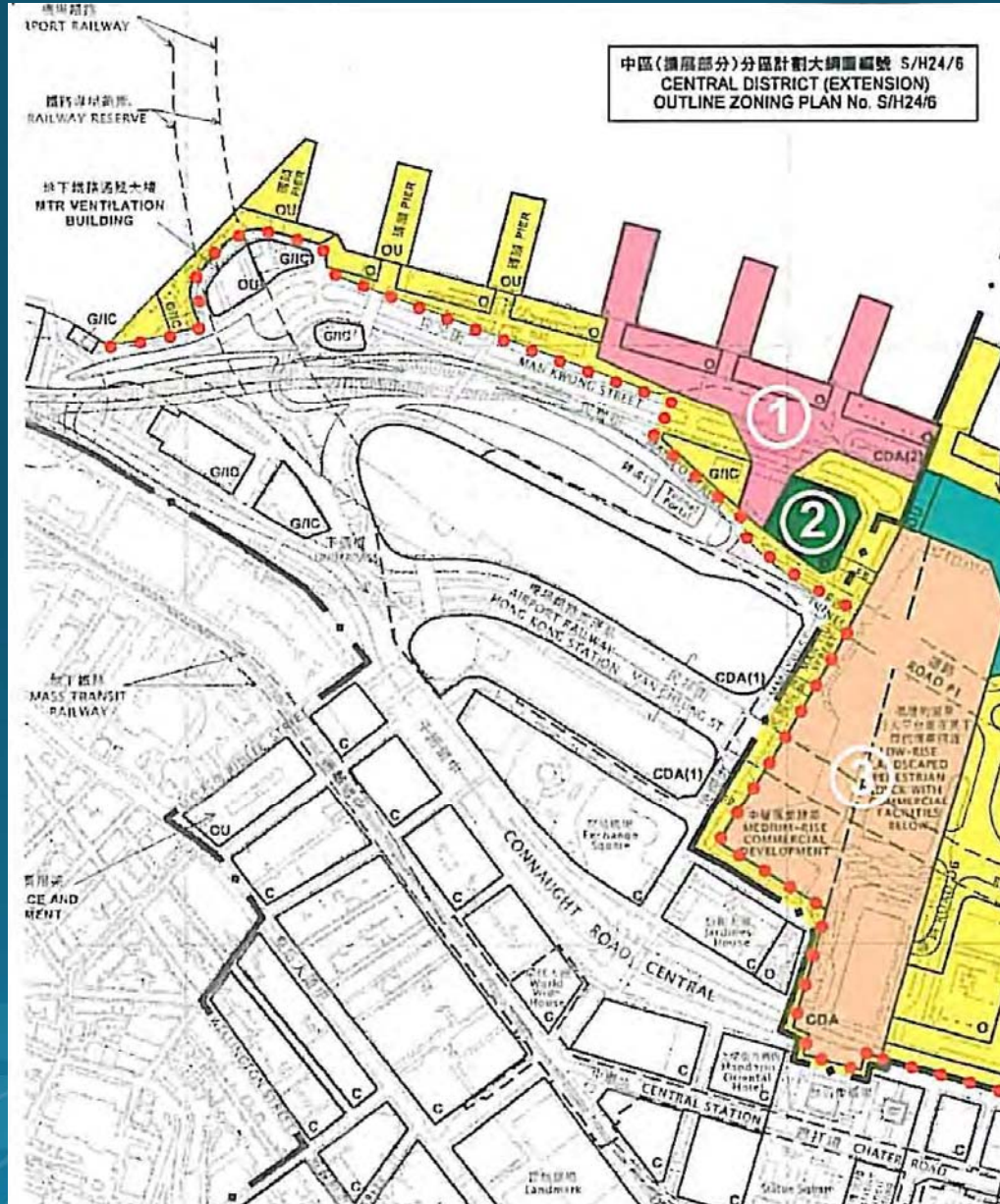


- Relocation of West Ventilation Building to Alternative site is Technically Feasible
 - Estimated additional construction cost for WVB relocation is HK\$ 70M – only 0.2% of Project Cost for entire Central - Wan Chai Bypass of HK\$ 28 Billion.
- 西面通風機樓遷移方案技術上可行
 - 遷移方案涉及額外約7,000萬建築費，只佔中環灣仔繞道工程費用280億之0.2%。

Re-gazettal & Construction Program for Alternative Scheme



Disadvantages of the Government Scheme



- Sites 1 & 2 Total GFA about 378,000 ft²
- Existence of WVB induces significant drop in land value
- Assumed HK\$ 26,000 / ft² GFA, and 10% drop in land value due to WVB, 'loss' in revenue is $HK\$ 2,600 \times 378,000 \text{ ft}^2 \Rightarrow HK\$ 1 \text{ Billion} !$

Advantages of the Alternative Scheme

- Highways Department's Scheme has significant adverse effect on the Central Harbourfront
- Alternative Scheme maintains Government's objective of creating a World-Class Harbourfront
- Alternative Scheme is Technically Feasible with NO delay to completion schedule of Central – Wan Chai Bypass and NO increase in net cost to Government

- 路政署方案對中環海濱構成嚴重負面影響。
- 替代方案貫徹政府提出世界級海濱之目標。
- 替代方案技術上完全可行，不會推遲中環灣仔繞道通車時間表，亦不會為政府帶來額外費用。

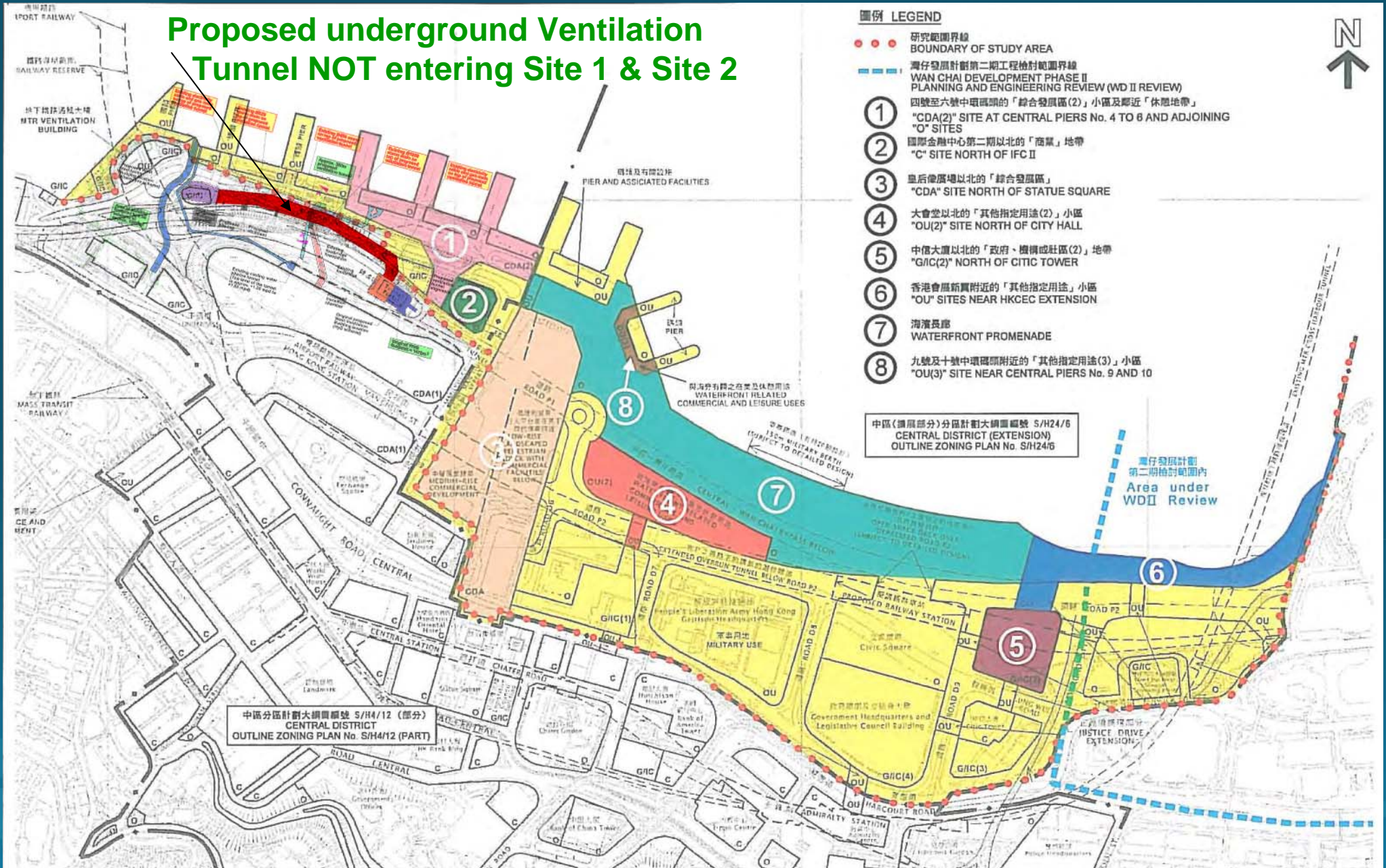


中環海濱 **Central**
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West Ventilation Building of Central - Wan Chai Bypass

中環灣仔繞道西面通風機樓

Proposed underground Ventilation Tunnel NOT entering Site 1 & Site 2



中環海濱 Central Waterfront

West Ventilation Building of Central Station - Wan Chai Bypass

中環灣仔繞道西面通風機樓



Thank you 多謝

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