

WEST VENTILATION BUILDING CENTRAL-WANCHAI BYPASS

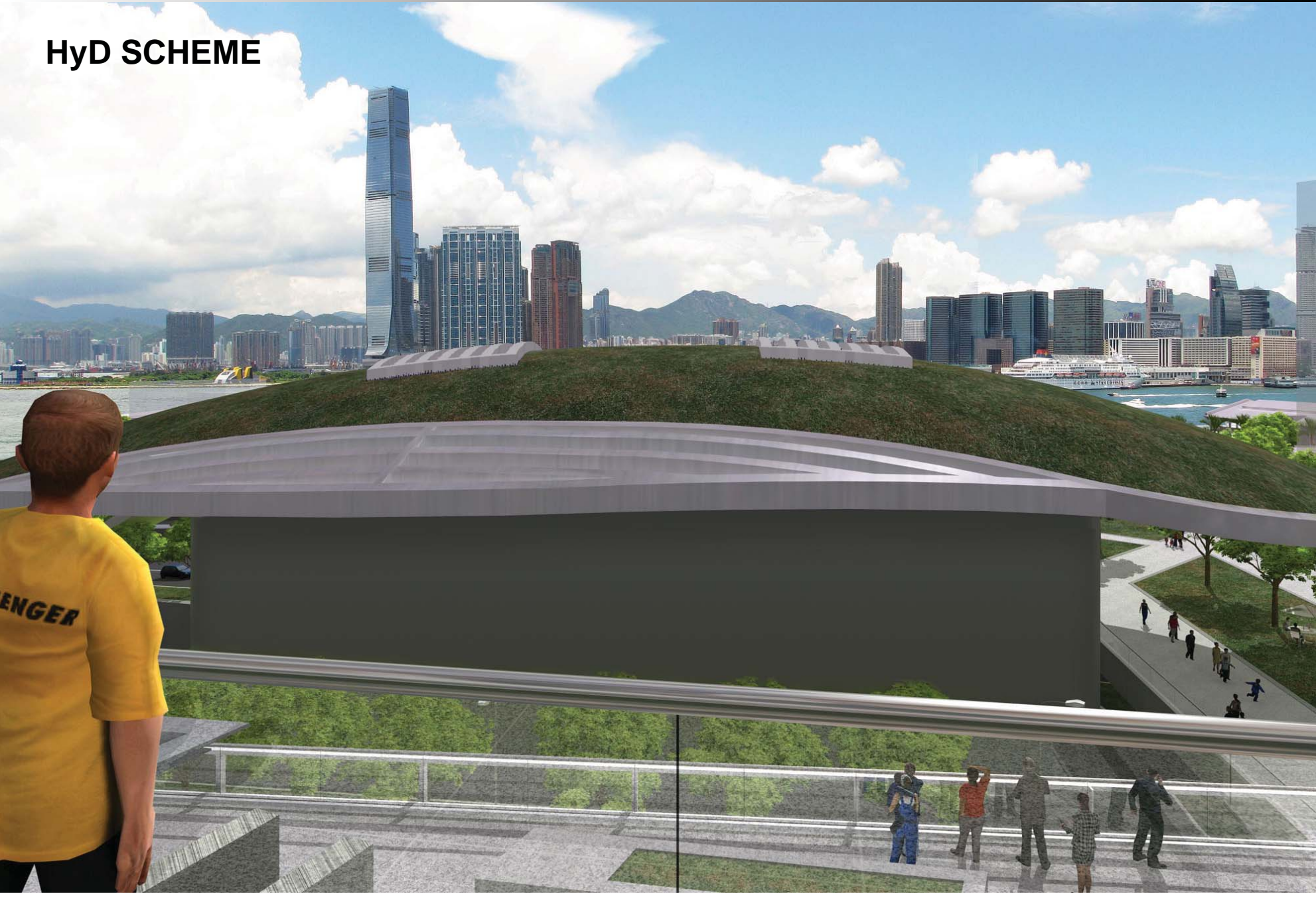
ALTERNATIVE PLAN

PRESENTED BY
DESIGNING HONG KONG
SEPTEMBER 2010

GOVERNMENT SCHEME - LOCATION

- Government's proposed location for West Ventilation Building is next to existing and planned public open space in front of IFC
- This space was promised to the community by Government to be part of a 'large landscape deck for the new harbourfront and providing about 1.7 hectares of public open space for festive events'
- Government wants public to share this green space with a noisy and polluting Ventilation Building!

HyD SCHEME



ALTERNATIVE SCHEME



GOVERNMENT SCHEME - SIZE

- The Government's proposed designs for the West Ventilation Building are unacceptably large and will block all levels of IFC and the public podium
- Option 1: 'Streamlined Roof' is equivalent to over 1250 stacked shipping containers and as long as 10 double-decker buses placed end-to-end
- Option 2: 'The Box' is equivalent to over 770 stacked shipping containers on public open space right in front of the harbour!

OPTION 1

OVER **1250** STACKED 20FT CONTAINERS



OPTION 2

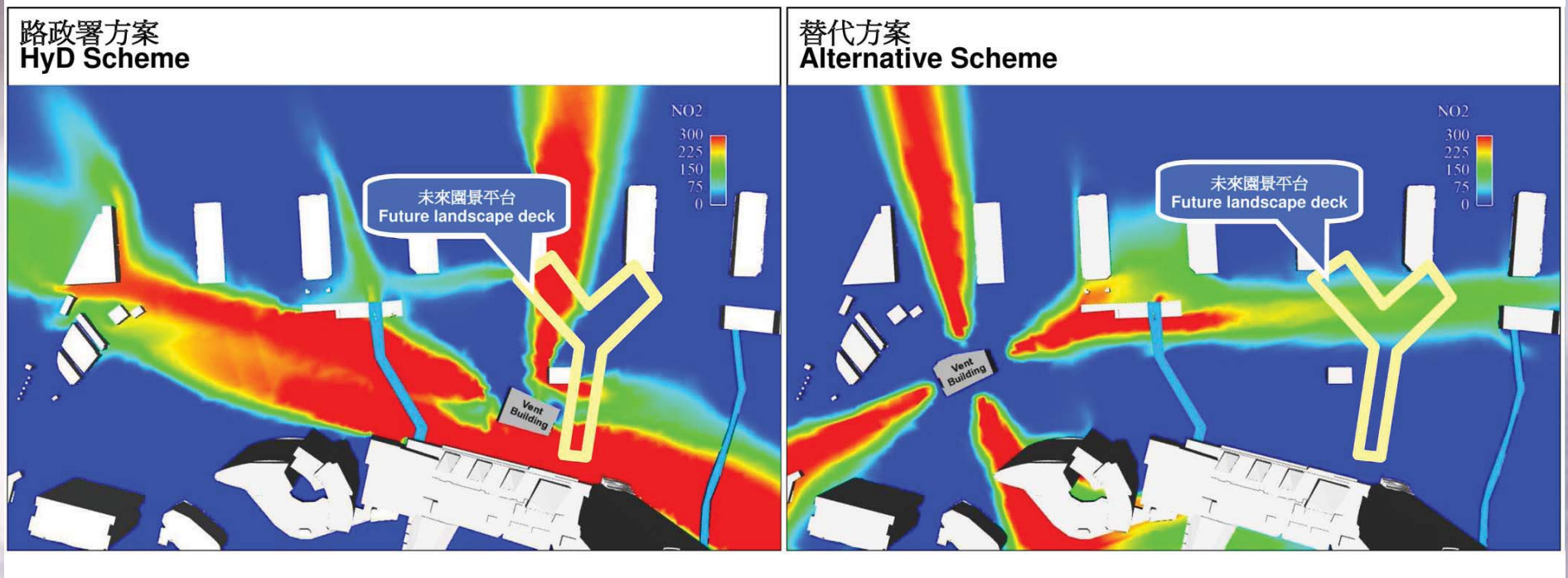
OVER 770 STACKED 20FT CONTAINERS



GOVERNMENT SCHEME - NOISY AND POLLUTING

- Government's Ventilation Building is unacceptably noisy and polluting
- Government's Ventilation Building is highly polluting spewing out exhaust fumes from about 6000 cars per hour!
- Government's Ventilation Building is extremely noisy causing vibrations to nearby walkways!

POLLUTANTS AT PEDESTRIAN LEVEL

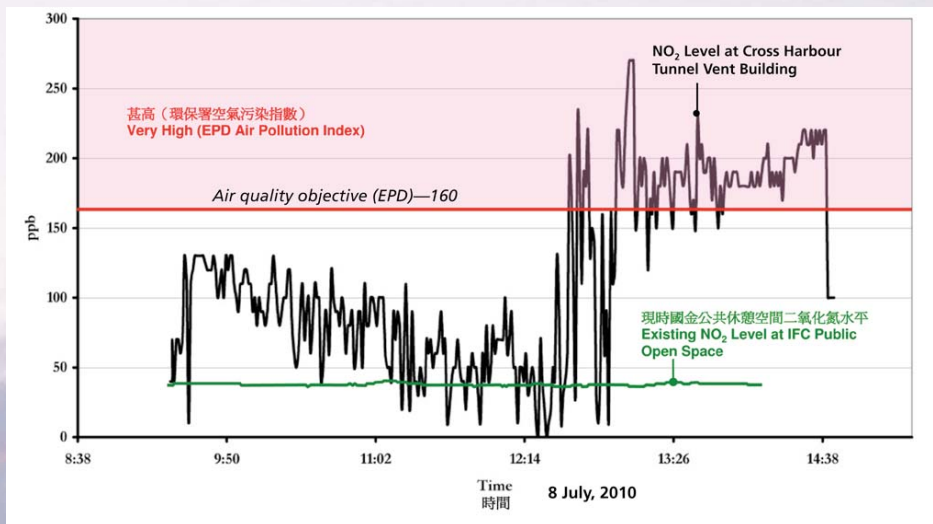


輕微 Low	中等 Medium	偏高 High	甚高 Very High	嚴重 Severe	空氣污染水平 Air Pollution Level
					空氣污染指數 API
0-25	25-50	51-100	101-200	201-500	

HyD POLLUTION AND NOISE LEVELS UNACCEPTABLE

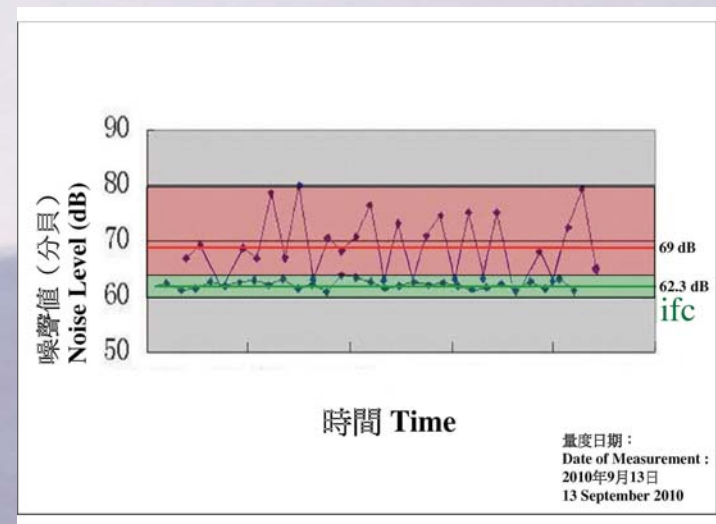
POLLUTION LEVEL

Example: Cross Harbour Tunnel Vent Building



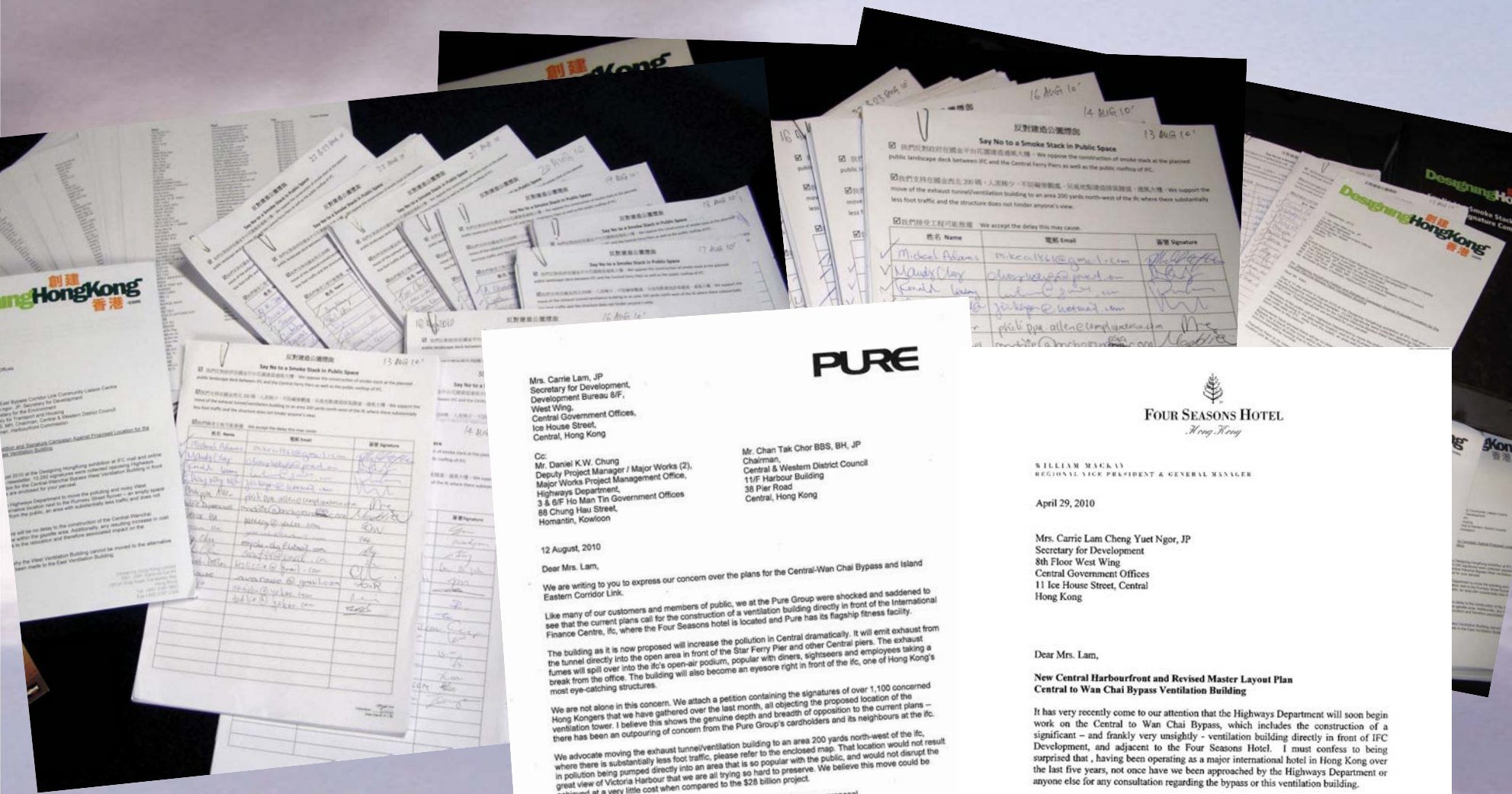
NOISE LEVEL

Example: Cross Harbour Tunnel Vent Building



GOVERNMENT SCHEME – OVERWHELMINGLY OPPOSED BY PUBLIC

- Over 10,000 members of the public have petitioned Government to relocate the West Ventilation Building to the alternative location.
- Grave concerns from the media and business leaders.
- Designing HK, Pure representing IFC tenants and Four Seasons Hotel have written to Government voicing objection to current location and asking them to relocate Ventilation Building to alternative location



Mrs. Carrie Lam, JP
Secretary for Development,
Development Bureau 8/F,
West Wing,
Central Government Offices,
Ice House Street,
Central, Hong Kong

Cc:
Mr. Daniel K.W. Chung
Deputy Project Manager / Major Works (2),
Major Works Project Management Office,
Highways Department,
3 & 5/F Ho Man Tin Government Offices
88 Chung Hau Street,
Homantin, Kowloon

Mr. Chan Tak Chor BBS, BH, JP
Chairman,
Central & Western District Council
11/F Harbour Building
38 Pier Road
Central, Hong Kong

12 August 2010

Dear Mrs. Lam,

We are writing to you to express our concern over the plans for the Central-Wan Chai Bypass and Island Eastern Corridor Link.

Like many of our customers and members of public, we at the Pure Group were shocked and saddened to see that the current plans call for the construction of a ventilation building directly in front of the International Finance Centre, IFC, where the Four Seasons hotel is located and Pure has its flagship fitness facility.

The building as it is now proposed will increase the pollution in Central dramatically. It will emit exhaust from the tunnel directly into the open area in front of the Star Ferry Pier and other Central piers. The exhaust in pollution being pumped directly into an area that is so popular with the public, and would not disrupt the great view of Victoria Harbour that we are all trying so hard to preserve. We believe this move could be achieved at a very little cost when compared to the \$28 billion project.

We are not alone in this concern. We attach a petition containing the signatures of over 1,100 concerned Hong Kongers that we have gathered over the last month, all objecting the proposed location of the ventilation tower. I believe this shows the genuine depth and breadth of opposition to the current plans - there has been an outpouring of concern from the Pure Group's cardholders and its neighbours at the IFC.

We advocate moving the exhaust tunnel/ventilation building to an area 200 yards north-west of the IFC, where there is substantially less foot traffic, please refer to the enclosed map. That location would not result in pollution being pumped directly into an area that is so popular with the public, and would not disrupt the great view of Victoria Harbour that we are all trying so hard to preserve. We believe this move could be achieved at a very little cost when compared to the \$28 billion project.

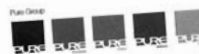
Please do not hesitate to contact me if you would like more details on our proposal.

Yours sincerely,

Colin Grant

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CEO
The Pure Group

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PURE

FOUR SEASONS HOTEL
The Hong Kong

WILLIAM MACAUL
REGIONAL VICE PRESIDENT & GENERAL MANAGER

April 29, 2010

Mrs. Carrie Lam Cheng Yuet Ngor, JP
Secretary for Development
8th Floor West Wing
Central Government Offices
11 Ice House Street, Central
Hong Kong

Dear Mrs. Lam,

**New Central Harbourfront and Revised Master Layout Plan
Central to Wan Chai Bypass Ventilation Building**

It has very recently come to our attention that the Highways Department will soon begin work on the Central to Wan Chai Bypass, which includes the construction of a significant - and frankly very unsightly - ventilation building directly in front of IFC Development, and adjacent to the Four Seasons Hotel. I must confess to being surprised that, having been operating as a major international hotel in Hong Kong over the last five years, not once have we been approached by the Highways Department or anyone else for any consultation regarding the bypass or this ventilation building.

Please know that I am extremely concerned by the close proximity of the proposed ventilation exhaust building to public open space areas in Central Harbourfront and the Four Seasons. I am seriously worried by the impact of this ventilation exhaust building in terms of all three issues of air quality, noise and visual impact. The size and nature of this building, as well as its unfortunate location right in front of the IFC (on what is now a pleasant green lawn) would certainly be very alarming to the general public and our guests using these areas. As one of the highest quality hotels in Hong Kong, the Four Seasons attracts many of Hong Kong's most senior corporate and leisure visitors. In its currently suggested location, this tunnel exhaust building will give an appalling impression of Hong Kong to these people as they look out of their windows expecting to enjoy a view of the harbour; it will also surely make them question whether there is any serious attempt by the Hong Kong government to consider the environmental impact of major infrastructure projects of this nature.

Ventilation building will ruin Central harbourfront

Secretary for Development Carrie Lam Cheng Yuet-ting will no doubt agree that in all her travels to investigate the waterfronts of leading cities in the world – including London, Liverpool, Sydney, Vancouver, San Francisco and Singapore – there is no structure anywhere more hideous and obtrusive than the proposed massive ventilation building for the Central-Wan Chai Bypass at the Central harbourfront.

Until this matter was exposed by your newspaper in recent articles, the public was unaware that the Central harbourfront would be ruined by such a huge, horrendous structure.

It is typical of the callous and short-sighted approach that too many government departments have taken towards the harbour and harbourfront. Hence, the public constantly finds all kinds of ugly structures which completely ruin people's enjoyment of the harbour.

Perhaps the secretary for transport and the Highways Department are not aware of the public

commitment and Central harbourfront mixture of social, and cultural activities open spaces and will be part of vibrant.

The reasons given design and to relocate not stand up to social improvement is slowly building will forever destroy the harbourfront, which

Secondly, the relocation will cause under Wan Chai, the Central-Wan Reclamation work will take at least several years to be completed.

Fifteen years ago Tony Eason, led the Planning Board, town planning deal. Perhaps the should do the same town planning imaginative and has adopted in Hong Kong to show

All officials at Lam's new vision design of Hong Kong administrative not provide any its frustrations but

therefore essential for the project to demonstrate competence and a sense of responsibility to the people. Winston K. S. Chu, adviser, Society for Protection of the Harbour



Artist's impression of the ventilation buildings at a Designing Hong Kong exhibition. Photo: Edward Wong

Rethink needed on how we handle big projects

Look no further than the ventilation shaft planned by the Highways Department for the front of Two IFC to get an idea of what is wrong with the workings of our government. The 18-metre-high flue is an engineering necessity that will take vehicle exhaust fumes out of the tunnel being built between Central and North Point. That it will be in the middle of a deck designated for "public enjoyment and festive activities", will obstruct harbour views and, if the wind is from the north, blow smoke in the faces of restaurant and bar patrons, is not of concern to planners. They say they have done their job and argue that changes will mean missed deadlines and excessive expense.

Moving the vent is possible. Harbourfront advisers say it can be placed several hundred metres to the west between flyovers, still within the gazetted area for the bypass. This will mean an added cost of HK\$70 million, a fraction of the HK\$28 billion budgeted for the project. A redesign will be necessary, a new funding request will have to be made and several other formalities met, but the 2017 completion date for the bypass can still be attained.

It is, after all, a simple case of where there's a will, there's a way. The government has shown time and again – most recently with the high-speed rail link and alterations to the design of its new headquarters in Admiralty – that changes can be swiftly pushed through. The vent is obviously too close to public space and commercial premises, so plans have to be altered. That process has to begin promptly.

Tunnel engineers did not make a mistake. A commercial building and hotel were originally proposed for the site, but pressure for better use of the harbourfront led them to set it aside for public use. The envisaged deck will connect IFC and the adjacent ferry piers, providing an unparalleled opportunity to create a vibrant and lively waterfront. Despite the changes, the vent remained.

Blame two of the main scourges of our government: a lack of co-ordination among agencies and inflexibility. The departments involved did not bother working closely with one another. Highway officials refused to redo work that had already been done. No one questioned the location of the ventilator.

The result is an outcome that we assume satisfies officials but does not meet the expectations of taxpayers. It is clear that the government's definition of planning and ours are different. While we perceive it as a comprehensive process involving a master plan or seamless interaction between departments and bureaus, reality is otherwise. The agencies generally work independently with little interaction.

There are any number of possible reasons. Among them could be ministerial rivalry, departmental turf protection and administrative officers angling to improve promotion prospects. Or maybe co-ordination of changes is simply too much hard work. None of them are in the spirit of the civil service, which is mandated to serve Hong Kong's people. Officials have to be sensitive to requirements.

Authorities are reviewing the plans. They can order the vent moved. That would be welcome but the wider problem remains. Addressing that requires a government rethink of how it does its work. In the case of big projects, the solution is taking decision making out of the hands of departments and putting them with higher authority, such as the chief secretary. A project office with oversight would create the best outcomes. There would be fewer and the ability to improve. The city would be served as it should

Businesses, activists fume over Central smoke-stack

Natalie Wong

The government yesterday refused to relocate a proposed giant exhaust vent at the Central-Wan Chai Bypass as it would be undesirable and costly.

The massive six- to nine-story vent, which is equivalent to half a football field, is to be built on open space opposite IFC Two tower.

The government has invited members of the Harbourfront Commission to visit the proposed site tomorrow to explain two design options for the ventilation exhaust building.

The group Designing Hong Kong will stage a protest at the scene.

A campaign at the IFC mall pushing for the relocation of the vents collected more than 3,000 signatures within four days.

Designing Hong Kong, which organized the campaign, suggested the ventilation building be shifted west toward a flyover, away from the harbourfront open space.

A spokeswoman for the Highways Department said: "The relocation will delay the whole project and the power consumption of the tunnel ventilation fans will have to be increased because of the longer distance from the tunnel."

IFC allowed the environmental campaigner to use its mall to stage a 10-day showcase to oppose the government plan.

"The 'smoke-stack' is extremely noisy and if you are on one of the nearby walkways, you will feel it vibrate," campaign project manager Kwong Ho-yin said.

He added the exhaust fumes from about 6,000 cars per hour on the bypass will be highly polluting.

"Even if a filter is added, the huge pollution will affect pedestrians as the location is too close to the congested area in Central," Green Sense president Tam Hoi-pong said.

In his policy address last year, Chief Executive Donald Tsang Yam-kuen said he was scrapping the planned hotel and office developments in the area while retaining the public space as "a large landscaped deck connecting the Central business district to the new harbourfront



A campaign at IFC mall against the proposed project pulled 4,000 signatures within hours. Right, the location of the proposed vent. JIMMY LUK

and providing about 1.7 hectares of public open space, including a central plaza for festive events." According to the two new design options, a smaller landscaped deck will still be put in place along with the proposed vent.

"I believe no one will be happy to play near a rubbish bin, no matter how beautiful it is," Kwong said.

Lai Kwong-tak, a civil engineer and the convener of Citizens Envisioning@Harbour said: "One of the major town planning principles is to enhance public enjoyment of open space. However, the existing designs greatly reduce the integrity and quality of the harbourfront."

Opposition is also brewing among businesses in the IFC mall.

Robbie Lam, manager of the Red Bar + Restaurant on the fourth floor of the mall, said he is opposed to the vent con-



struction as it will block the harbor view in front of the mall.

The Highways Department, in a consultation exercise ending on September 3, is asking the public to vote on one of the proposed exterior designs. natalie.wong@singtaonecorp.com

海景草地建排氣樓捱轟

無敵草皮景觀原來都有價，連小超李 起網上聯署，有興趣可以去呢個網址睇睇
澤鉅日前都出高價競投望草地景嘅市區靚 <http://...>

地起樓，偏偏政府就暴殄
在國金中心二期對出嘅一
興建中環灣仔繞道嘅通風
行政總裁司馬文同一班朋
現場抗議。

擬建嘅通風樓體積龐大
至 1,250 個貨櫃咁巨型，每
當於 6,000 輛車嘅廢氣。司
家都建議將通風機樓改在距
北 200 碼，即係 2 號碼頭附
度人流稀少，冇咁阻礙景觀

政府違承諾 國金外建機樓 團體憂噪音空氣污染

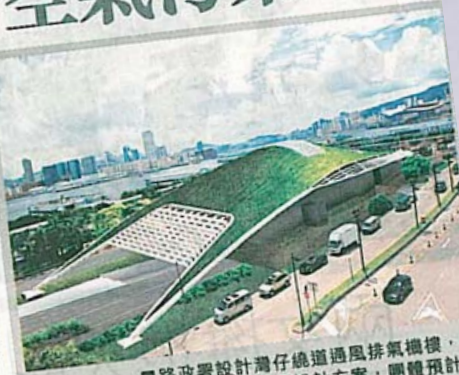
【新報訊】有環保團體於國金二期大堂舉行簽名行動，反對政府於國金中心附近的公共用地，興建樓高 6 至 7 層的中環灣仔繞道通風排氣機樓。「創建香港」項目經理鄭浩然擔
在該公共用地興建機樓，會令市民長期受噪音及空氣的污
染，同時亦影響遊客於國金中心遠眺維港的景色。而團體其後
向政府及海濱事務委員會表達反對意見，要求政府另覓地方興
建機樓。

已收集 6000 市民簽名

創建香港於上周五起，於國金二期舉行簽名運動，至今
已收集近 6,000 個簽名，反對政府於國金二期公共空間興建中
環灣仔繞道通風排氣機樓。鄭浩然表示，政府於去年〈施政報
告〉承諾取消在國金附近興建酒店和辦公大樓的計劃，並將有
關用地改建為公眾享用的海濱休憩用地。但路政署最近計劃於
國金三期附近，興建中環灣仔繞道通風排氣機樓，並提出兩
個通風排氣機樓設計方案細節，進行公眾諮詢。其中一個方
案是採用流線形屋頂設計，另一個方案則採用長方形立體設
計，整體機樓高度介乎 6 至 7 層樓間。
鄭氏批評，政府早前承諾將興建海濱休憩用地，但現時又
建議興建機樓，違反當初承諾。他續指，路政署提供的兩種設
計方案，機樓的體積龐大，擔心會影響遊客遠眺維港景色。他
說：「如果用流線形屋頂設計方案，體積相當於 1,250 個大型
貨櫃；立體設計方案的體積亦相當於 770 個大型貨櫃，完全將
維港景色遮住。」

排放量相當於 6000 輛車

同時他亦憂慮，排風機樓會對在旁邊空地附近活動的市民
構成影響，特別是在健康方面，因為每小時的廢氣排放量，相
當於約 6,000 輛車輛的排放，「搞到無人會嚟附近活動。」
團體曾向政府建議，於 2 號碼頭對出民光街的高架天橋附
近興建，認為該地遠離人煙，對空氣及景觀的影響不大。但政
府以會延誤工程、及機樓距離太遠為由拒絕。團體要求政府重
新規劃新址興建機樓。
採訪：李家祺



路政署設計灣仔繞道通風排氣機樓，其
中一個流線型屋頂設計方案，團體預計體
積相當於 1,250 個大型貨櫃。



路政署提出的另一個方案，立體設計的
體積亦相當於 770 個大型貨櫃。



政府擬於中環海旁建六至七層通風排氣機樓，將
維港景觀遮蓋。
創建香港網頁模擬圖片

中環擬建排氣機樓放廢氣

【本報訊】政府多次承諾於中環海
旁地段，給予市民廣闊的綠化公共空
間，建議包括在國際金融中心二期對
開，為市民提供一處休憩空間。不過，
路政署近日有意於該空地旁興建日後中
環灣仔繞道的通風排氣機樓，預計整
幢機樓樓高六至七層。關注城市發展
組織「創建香港」批評，機樓將令享用
公共空間的市民長期呼吸廢氣，要求
更改機樓選址。

樓高六至七層遮維港

政府將於本週三邀請共建維港委員
會成員，到國金二期外的選址實地視
察，並解釋路政署兩個通風排氣機樓
設計方案細節。其中一個方案是採用
流線型屋頂設計，另一個方案則採用長
方形立體設計，整體機樓高度介乎六
至七層間，若落實興建機樓，站於國
金平台眺望維港的視野將被大幅遮蓋。

創建香港指出，流線型屋頂設計
方案體積相當於 1,250 個大型貨櫃，立
體設計方案的體積也相當於 770 個大型
貨櫃，可以估計機樓對中環海旁景觀
的影響。

機樓也會令空氣污染進一步惡化，
將來每小時將排出相當於 6,000 部汽車
的車輛廢氣，對在旁邊空地活動的市
民健康構成威脅。

創建香港召集人司馬文表示，經
過市民多年努力爭取，政府早前才承諾
在中環海旁撥出 1.7 公頃土地，發展貫
通海濱及商業區的園景平台，現在又
擬於這片休憩空間旁，興建中環灣仔繞
道的排氣煙囪，實在有違最初的原則。
他曾提出建議，要求將繞道煙囪的選
址遷至鄰近一號碼頭，但政府以遷址
拖慢繞道工程為理由拒絕。

創建香港強調，遷址不會對工程
造成重大延誤，後日會到場向政府表達
反對意見，並要求政府公開交代事件。

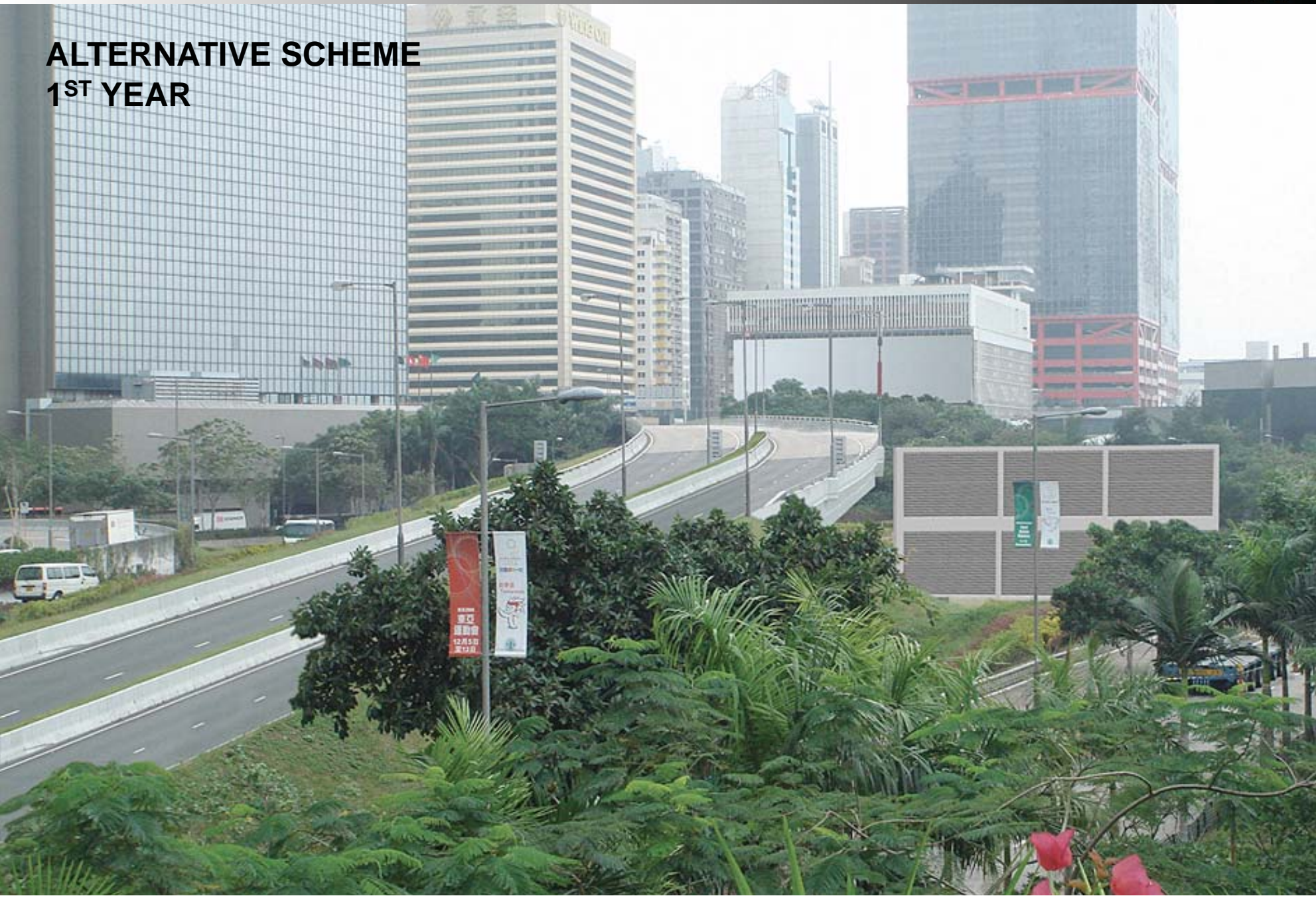
THE DESIGNING HONG KONG

ALTERNATIVE SCHEME

ALTERNATIVE SCHEME - LOCATION

- Proposed alternative location is not next to public open space.
- Proposed alternative location next to Rumsey Street flyover which is away from public open space, in an area with substantially less pedestrian traffic and where it does not block harbour views!
- With planting and landscaping, the Ventilation Building in the alternative location will hardly be visible!

ALTERNATIVE SCHEME 1ST YEAR



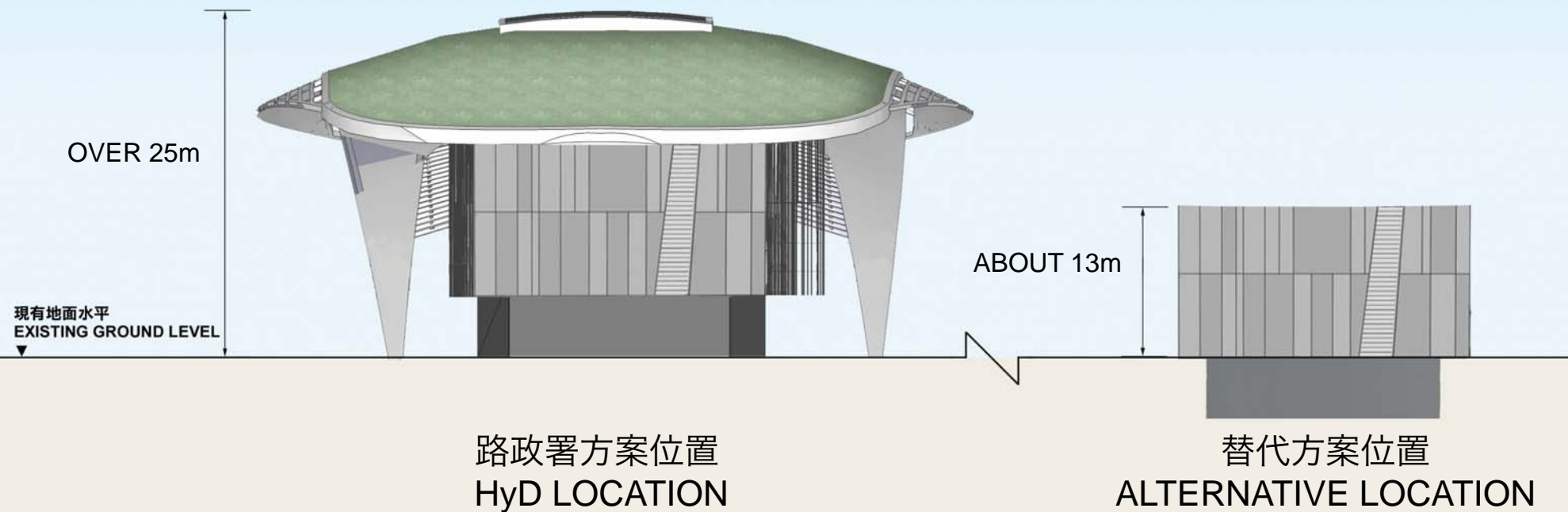
ALTERNATIVE SCHEME 10 YEARS LATER



ALTERNATIVE SCHEME - SIZE

- The alternative scheme's Ventilation Building will be substantially smaller than either Government options.
- The alternative scheme allows for the Ventilation Building to be sunk into the ground making it 10% smaller and 1 storey lower than Government options!

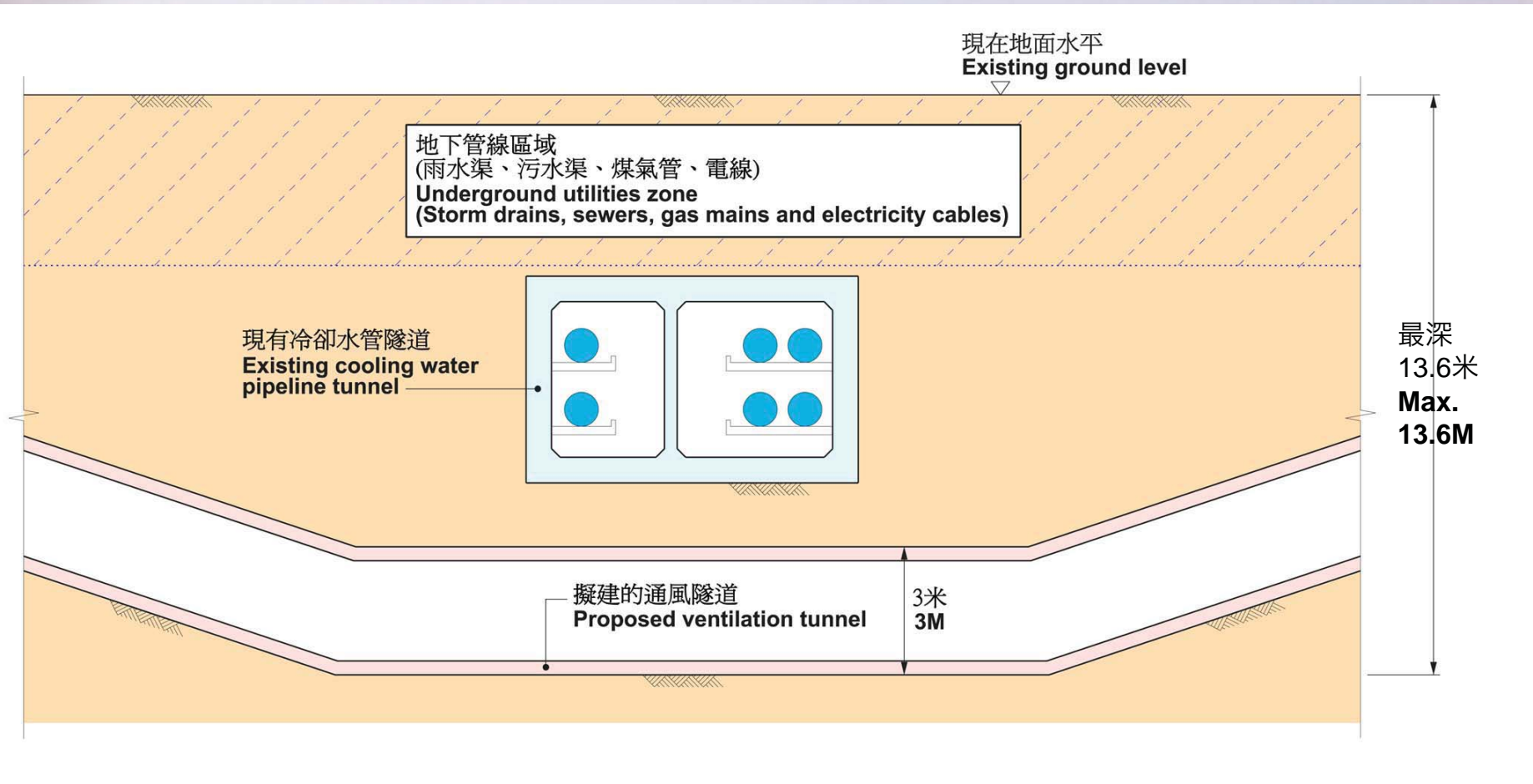
ALTERNATIVE SCHEME IS 10% SMALLER AND SUBSTANTIALLY LOWER THAN GOVERNMENT SCHEMES



ALTERNATIVE SCHEME - TECHNICALLY FEASIBLE

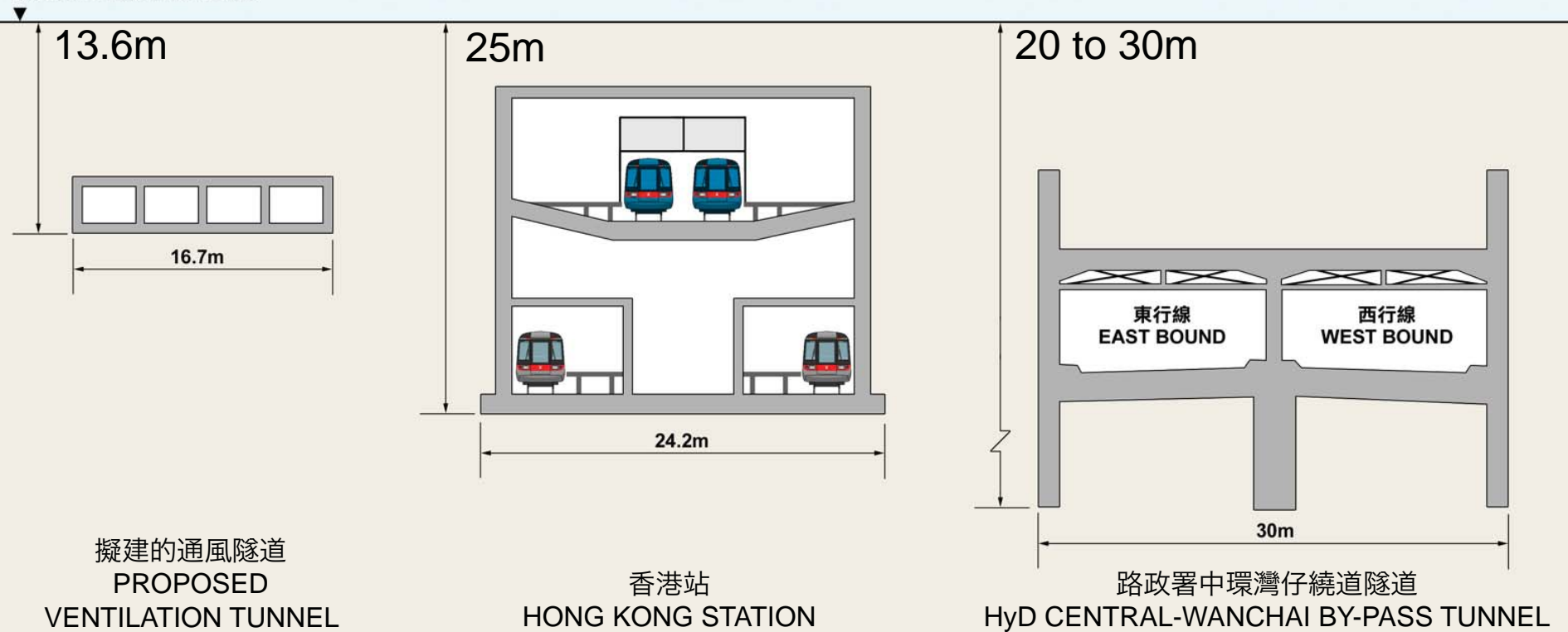
- The alternative scheme is technically feasible.
- The alternative scheme is technically feasible using standard construction methods that are safe and are implemented all the time in Hong Kong.
- The alternative scheme will not delay construction due to re-gazettal or EIA as these can be done at the same time as the construction of the Central-Wanchai Bypass.

MAXIMUM DEPTH OF ALTERNATIVE SCHEME IS 13.6M



MAXIMUM DEPTH OF ALTERNATIVE VENTILATION TUNNEL IS ONLY 13.6M – OTHER SIMILAR TUNNELS ARE UP TO 30M DEEP

現有地面水平
EXISTING GROUND LEVEL

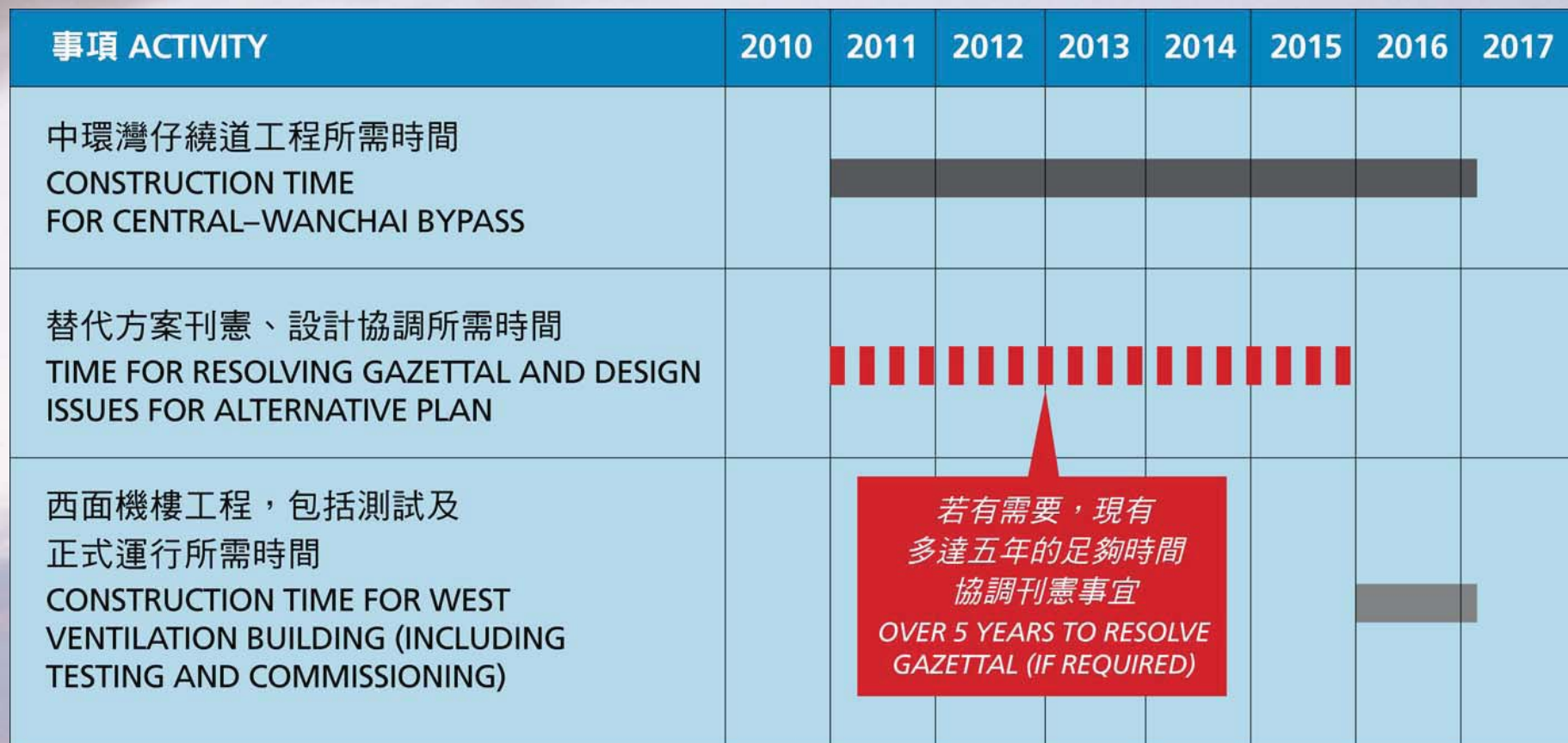


擬建的通風隧道
PROPOSED
VENTILATION TUNNEL

香港站
HONG KONG STATION

路政署中環灣仔繞道隧道
HyD CENTRAL-WANCHAI BY-PASS TUNNEL

NO DELAY TO CENTRAL-WANCHAI BYPASS



若有需要，現有多達五年的足夠時間
協調刊憲事宜
OVER 5 YEARS TO RESOLVE GAZETTAL (IF REQUIRED)

採用替代方案，**並不會延誤建造中環灣仔繞道**

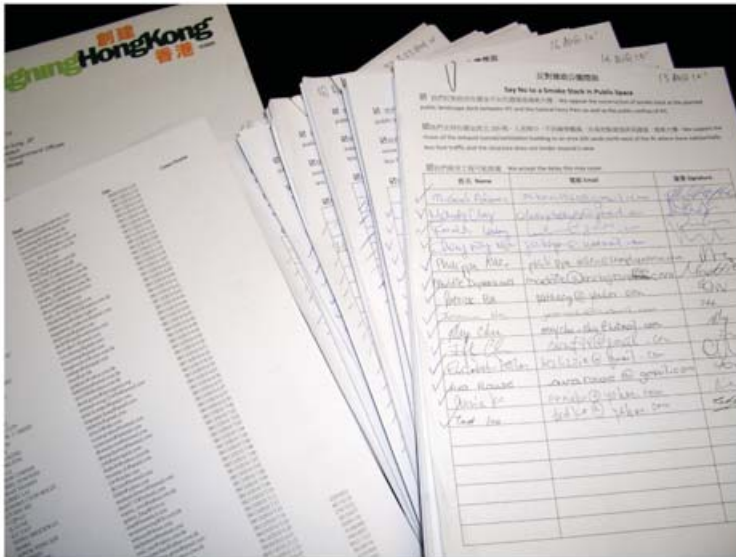
IF ALTERNATIVE PLAN IS ADOPTED – **NO DELAYED CENTRAL-WANCHAI BYPASS**

ALTERNATIVE SCHEME – OVERWHELMINGLY SUPPORTED BY PUBLIC

- **Over 10,000 members of public call on Government to -**
 - Remove the West Ventilation from public open space in front of IFC and
 - Relocate Ventilation Building to alternative location next to Rumsey Street flyover which is away from the public, in an area with substantially less pedestrian traffic and where it does not block harbour views!

- **Compared to the 6,000 forms collected by Government in their public engagement for all 3 Ventilation Buildings!**

DESIGNING HONG KONG'S 10,000+ SIGNATURES IN 10 DAYS



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DHK verified signatures

行政大樓
Administration Building

幾何立體
3-D Geometry

屏風
Louvered Screen

您對以上各外觀設計有其他意見嗎? Other comments on exterior design _____

請只 一項 Please select one option only

我是 I am

- 中環/灣仔/北角*的居民 Resident in Central / Wan Chai / North Point*
- 在中環/灣仔/北角*工作 Working in Central / Wan Chai / North Point*
- 在中環/灣仔/北角*上學 Schooling in Central / Wan Chai / North Point*
- 經常到訪中環/灣仔/北角* Frequent visitor to Central / Wan Chai / North Point*
- 遊客 Tourist
- 其他 Others(請註明 Please specify _____)

*請刪去不適用者 Please delete as appropriate

請把意見表格投入展覽場內的投票箱，如對以上外觀設計有任何查詢，歡迎聯絡我們：
Please put the opinion form into the voting box of the exhibition. If you have any enquiries, please contact us as follows:

地址 Address: 北角油街中環灣仔繞道和東區走廊東段東區聯絡中心
Central - Wan Chai Bypass and Island Eastern Corridor Link
Community Liaison Centre, Oil Street, North Point

電話 Tel: 2512 6233 傳真 Fax: 2512 6220 電郵 Email: enquiry@cwv-hyd.hk
網址 Website: http://www.cwv-hyd.hk

規社府區用劃為社府企現地府
HyD responses anonymous: open to abuse

- **Designing Hong Kong's petition urging Government to relocate the West Ventilation Building was sent to various Government departments on 9 September 2010**
- **The package was received that same day by Director of Highways, Secretary for Development, Secretary for Transport and Housing, Chairman of the Central & Wanchai District Board, Chairman of the Harbourfront Commission.**

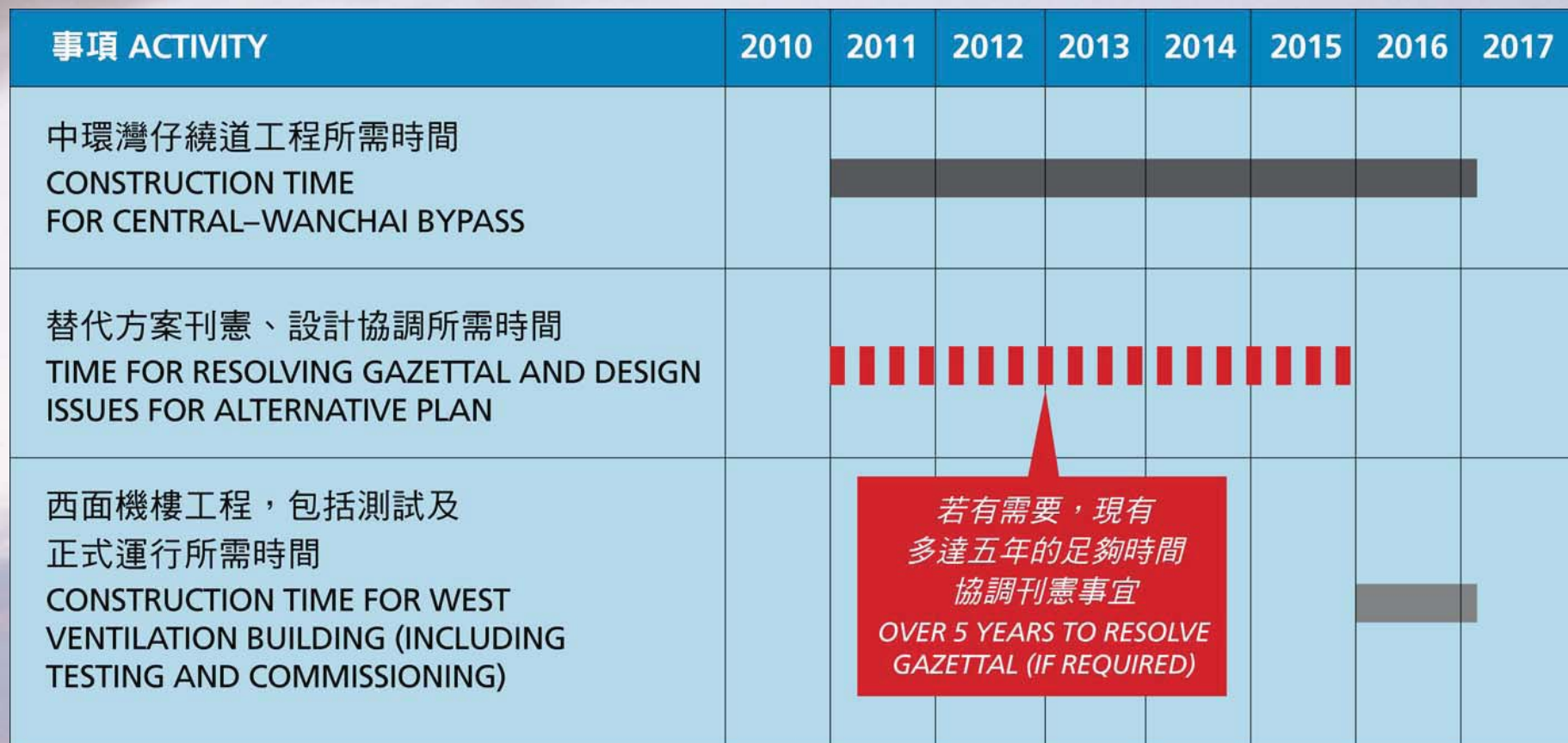
HyD SCHEME – NOT SUPPORTED BY PUBLIC



ALTERNATIVE SCHEME – WHAT THE PUBLIC REALLY WANTS



NO DELAY TO CENTRAL-WANCHAI BYPASS



若有需要，現有多達五年的足夠時間
協調刊憲事宜
OVER 5 YEARS TO RESOLVE GAZETTAL (IF REQUIRED)

採用替代方案，**並不會延誤建造中環灣仔繞道**

IF ALTERNATIVE PLAN IS ADOPTED – **NO DELAYED CENTRAL-WANCHAI BYPASS**

THANK YOU

DESIGNING HONG KONG