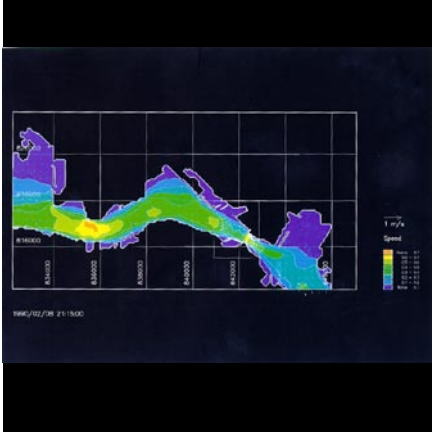


Wan Chai Development Phase II Comprehensive Feasibility Study

Hong Kong



Job Title:

Agreement No. CE 74/98 Wan Chai
Development Phase II
Comprehensive Feasibility Study

Client:

Territory Development Department

Contract Period:

1998-2003

Service to Client:

Environmental Impact Assessment

The Wan Chai Development Phase II (WDII) is the fifth phase in the implementation of the Central and Wan Chai Reclamation, following Central Reclamation I, II, III and Wan Chai Reclamation Phase I. The main objectives of WDII were to provide land for key transport infrastructure and facilities, and also to develop an international standard of waterfront for the enjoyment of the public and tourists.

The proposed Trunk Road, which extended from the project limit of Central Reclamation Phase III to the Island Eastern Corridor, would form an east-west strategic route through Central and Wan Chai. Upon completion, it would provide relief to the existing main east-west route (i.e. Connaught Road – Harcourt Road – Gloucester road).

The environmental work, undertaken by Maunsell, involved two distinct phases. The first phase comprised a Trunk Road Options study, in which alternative road alignments and built forms were developed, evaluated, ranked and selected for the subsequent studies. Maunsell evaluated and ranked the seven

options with respect to various environmental issues, including noise, air quality, water quality, land contamination, ecology, sediment quality and waste management.

During Phase II, an EIA study was carried out, covering environmental issues such as air quality (construction dust and vehicle emission), noise (construction noise and traffic noise), ecology, land contamination, waste management and biogas risk on residential, commercial and recreational premises near the waterfront. In addition, a hydrodynamic and water quality model, the detailed Victoria Harbour Model, was set up specifically for the WDII area.

Using the model, the movement of fine sediment released during dredging and filling activities was simulated in order to assess the water quality and ecology impacts arising from reclamation activities. A hydraulic study was also conducted by simulating the tidal flows through Victoria Harbour with and without the reclamation. The overall hydrodynamic effects of the reclamation during the operation phase were then assessed.

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