

By post and by email at info_urbanunderground@aecom.com

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Mr Jeffrey C F WONG
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Dear Mr WONG

**Stage 2 Public Engagement for the Pilot Study on Underground Space
Development in Selected Strategic Urban Areas**

Thank you for inviting the Institution to provide views on the captioned subject. We are pleased to provide herewith our views and suggestions on the subject matters for your consideration.

Thank you for your attention.

Yours sincerely



Monica YUEN (Mrs)
Chief Executive & Secretary
The Hong Kong Institution of Engineers

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MY/ML

Enclosure

**Views from the Hong Kong Institution of Engineers on
Pilot Study on Underground Space Development
in Selected Strategic Urban Areas - Stage 2 Public Engagement**

The Hong Kong Institution of Engineers (HKIE) supports the Administration to identify feasible and effective land use measures and enhance the use of land resources to improve the living environment of Hong Kong and support the growth of the city.

2. Regarding the proposed underground space development scheme in Kowloon Park, the HKIE would like to tender our support to the proposal which could bring significant benefits through addressing acute land shortage problem in the Tsim Sha Tsui District and improving the pedestrian connectivity amongst the MTR station and different destination nodes.

3. On the other hand, we have the following suggestions for the Administration's consideration in taking the study forward:

- (a) It is worth exploring whether the proposed underground space development scheme in Kowloon Park could be further extended or linked to the West Kowloon Cultural District at its northwest, to Jordan MTR station at its north and to Tsim Sha Tsui pedestrian subway network at its south. If achievable, it would create a regional weatherproof pedestrian network covering Tsim Sha Tsui, Tsim Sha Tsui East and Jordan, which would further enhance the attractiveness of the scheme.
- (b) With the launch of the proposed underground space development, the pedestrian flow within the District may be significantly changed. In estimating the anticipated pedestrian flow for the proposed development, all major origin/destination nodes nearby, including those from the Tsim Sha Tsui MTR station, China Ferry Terminal, Nathan Road, Austin Road, etc., should be duly considered.
- (c) Based on the discussion and information provided at the Focus Group Meeting on the subject matter organised by the Public Engagement Consultant on 5 June 2019, it is noted that, from technical point of view, it may not be practical to adopt trenchless excavation method for constructing the main portion of the underground space development given that a wide span of excavation is required. Hence, it is likely that the use of open excavation method is unavoidable. To reduce the impacts during construction stage, it is suggested to adopt top-down approach and phased development so as to offer an opportunity of early re-opening of the park surface to the public. The project team is also suggested to consider implementing other suitable measures to minimise the disturbance to the park users and other sensitive facilities/structures.
- (d) The proposed underground space development, including its external structures (e.g. ventilation shafts, ingress/egress buildings, etc.) should be thoughtfully designed so as to make the new development blend into the park environment. Energy saving and green elements should be incorporated into the design (e.g.

maximising the source of natural sunlight into the underground space, vertical greening, etc.).

- (e) It is noted that car parking facilities are proposed to ease the high demand in the district. The HKIE suggests that, if the need for a carpark is justified, smart technologies such as automated car parking system should be adopted. This can help achieve more effective use of underground space as the technology has been mature and widely adopted in different countries (e.g. Mainland China, Japan, etc.).