

**For discussion
on 27 February 2009**

**Legislative Council Panel on Transport
Central Kowloon Route
Progress Report**

Purpose

This paper briefs Members on the latest position of the consultancy study (the Study) for the Central Kowloon Route (CKR).

Background

2. At the meeting of the Panel on Transport on 16 May 2008, we reported on the progress of the Study, in particular the preferred alignment of the CKR (**Enclosure 1**) and the process of arriving at it. Members generally supported the proposed alignment. The Highways Department (HyD) has proceeded with the preliminary design and impact studies of the CKR, including the Environmental Impact Assessment (EIA).

Public Engagement Activities

3. HyD has maintained close liaison with the concerned District Councils (DCs) and members of the community. Since our last report to this Panel in May 2008, HyD organised several focus group meetings, as well as two public forums in January and February 2009. HyD continues to update the community through the dedicated website for the project and distribution of monthly newsletters.

Preliminary Design

4. In the preliminary design of the CKR, HyD is currently examining the layout, land requirements, technical requirements, construction methods, programme, various possible impacts and cost of the project. HyD will continue to take into consideration the major concerns and suggestions collected, including reprovisioning of the community facilities affected by the CKR, future use of the sites vacated, the

preservation of the Yau Ma Tei Police Station (the Police Station), and the construction method of the underwater tunnel linking Ma Tau Kok and the Kai Tak Development Area, through further public engagement activities with a view to achieving an optimum preliminary design.

Urban Design Conceptual Study and Yau Ma Tei Police Station Conservation Study

5. At the western end of the CKR, the preferred alignment will affect some of the busiest locations in the Yau Ma Tei area and the reprovisioning of several community facilities. HyD noted the public's aspiration to take the opportunity of constructing the CKR to improve the sustainability of the Yau Ma Tei area through integrated planning with conservation, improvement works and land use restructuring. In this connection, HyD commissioned an urban design conceptual study on the area and a conservation study on the Police Station.

6. The urban design conceptual study aims at addressing the future physical form, pedestrian circulation, vibrancy, connectivity, visual openness, air circulation and the continuity of local culture in areas affected by the project. The study proposes that the areas vacated by demolition of the three major existing government buildings, namely Yau Ma Tei Specialist Clinic Extension, Kowloon Government Offices and Yau Ma Tei Multi-storey Carpark Building, be developed into quality public open space. This will open up a new corridor, providing visual and environmental enhancements in the built-up urban area. The existing areas championing the themes of "public square" and "Yung Shu Tau" will be supplemented by the addition of open space. A proposed "sunken plaza" would integrate with the Police Station and lead to a wide subway beneath Ferry Street to be built as part of the CKR project. This will be conducive to the improvement of the connectivity and facilitate pedestrian movement between the built-up area of Yau Ma Tei east of Ferry Street and the newer developments on the West Kowloon Reclamation areas. A visual illustration of the urban design conceptual study is in **Enclosure 2**.

7. The preservation of the Police Station has been another major concern of the community. HyD has placed much emphasis on the Police

Station's preservation in developing the alignment options. The preferred alignment will avoid the old wing of the Police Station and will run underneath about one-third of the new wing which can be retained technically with underpinning. With this in view, we launched a conservation study so as to provide a thorough understanding of this Grade III historic building as well as the conservation opportunities. The scope and main findings of the study are briefly summarised in **Enclosure 3**.

8. HyD presented the findings of the above two studies at the public forum in January 2009. Participants were generally supportive of the proposed urban design concept and raised various ideas regarding the detailed design and provisions for the area in Yau Ma Tei affected by the project. Regarding the Police Station, participants noted the significance of the compound in the social, historical and architectural contexts revealed in the conservation study. There was general support to preserve the old wing while different opinions were received on whether the new wing should be preserved and the adaptation of the buildings for future use. The concerned Government departments will look into all the suggestions raised while charting out the way forward of the Police Station and the affected Yau Ma Tei area.

Underwater Tunnel between Ma Tau Kok and the Future Kai Tak Development Area

9. At the eastern end of the CKR at Kowloon City, the preferred alignment will involve the construction of an underwater tunnel connecting Ma Tau Kok at Kowloon City and the future Kai Tak Development Area to avoid permanent reclamation in compliance with the Protection of the Harbour Ordinance (Cap. 531). Various construction methods for this underwater tunnel are being considered. Taking into account the site constraints, HyD considers at this stage that the best way to construct this tunnel will be the cut-and-cover method using the diaphragm wall technique¹. In constructing the tunnel, HyD will use the diaphragm wall

¹ The cut-and-cover method using the diaphragm wall technique is a safe and reliable technique for tunnel construction commonly used in the construction industry. The method involves insertion of wall structures (diaphragm walls) into the ground along both sides of the tunnel alignment before excavation. The diaphragm walls support the adjacent ground while a trench is excavated between the walls.

technique with a working land platform formed by temporary reclamation, the area of which will have to be minimised as required by Cap. 531. According to HyD's estimation, the temporary reclamation will be carried out in two stages with a total area of about 3.2 hectares. The location and the sequence of works are illustrated at **Enclosure 4**. The Administration will ensure that the affected harbour area will be reinstated and restored upon the completion of the underwater tunnel works.

10. HyD has consulted a number of stakeholders on this matter. It presented the proposed scheme in a focus group meeting in January 2009 and the public forum in February 2009. The scope of the construction in the harbour and the associated works at the landfall at Ma Tau Kok were introduced. The participants appreciated that the construction proposal was the only feasible option considering the site constraints. They noted that the required reclamation is temporary and that it will be removed and the affected harbour reinstated upon the completion of the tunnel works. They were also keen to have the area affected by the project enhanced with increased landscaping and harbour-front amenity upon reinstatement.

11. In accordance with Cap. 531, HyD will compile cogent and convincing materials (CCM) to demonstrate the overriding public need for the temporary reclamation. The community, this Panel, the concerned DCs, the Harbour-front Enhancement Committee, etc. will be consulted on the CCM in the second half of 2009.

Environmental Issues at the Western Tunnel Portal

12. In May 2008, we reported to this Panel our proposed measures to address the concerns of some local residents on the possible air and noise impacts by the Western Tunnel Portal of the CKR. The measures include building a landscaped deck to move the vehicular entrance farther west, installing an exhaust extract system to limit emissions at the portal, relocating the ventilation building to the Yau Ma Tei Interchange of the West Kowloon Highway and installing noise barriers on the existing sections of Gascoigne Road Flyover (GRF) to be reprovisioned due to the construction of the CKR. HyD will continue to investigate these measures in the preliminary and detailed design studies. We also note that some residents

are keen to have noise barriers installed at the sections of Ferry Street Flyover fronting Prosperous Garden which are not affected by the CKR construction. While there are technical difficulties on retrofitting these sections of Ferry Street Flyover with noise barriers, the Administration will study if practical and effective mitigation measures could be implemented at the concerned section of the flyover.

13. HyD will pay attention to the environmental impact of the CKR during the construction stage. It will take measures to minimise nuisance to the communities affected and to comply with all requirements under the Environmental Impact Assessment Ordinance.

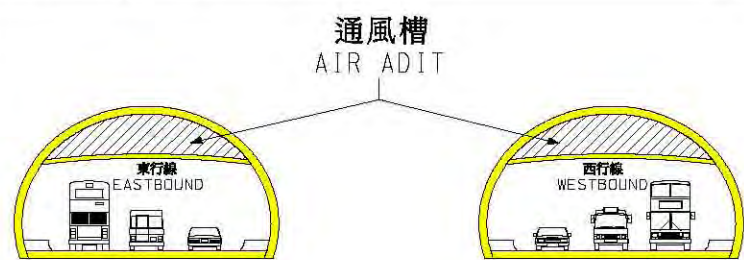
Way Forward

14. HyD will continue with the preliminary design of the CKR and detailed impact studies, and work to complete the EIA in the second half of 2009. HyD will report the progress of the Study, the findings of the EIA and the CCM on temporary reclamation to the relevant DCs. We will continue to take on board public views in the detailed design, and examine the urban design concepts with the concerned Government departments/organizations. Our current target is to seek the funding approval by the Legislative Council to commence the construction of the CKR in 2012 for completion in around 2016.

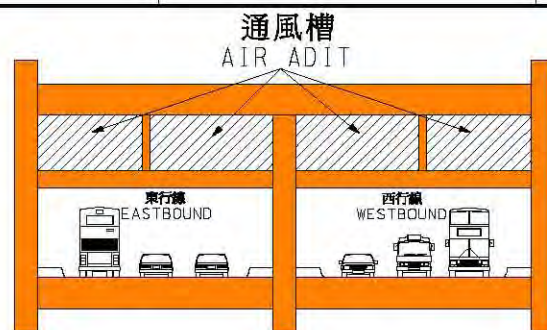
Advice Sought

15. Members are invited to note and comment on this paper.

Transport and Housing Bureau
February 2009



典型鑽挖式隧道橫切面
TYPICAL SECTION FOR BORED TUNNEL
不按比例 N.T.S.



典型明挖回填式隧道橫切面
TYPICAL SECTION FOR CUT-AND-COVER TUNNEL
不按比例 N.T.S.



現有海床水平
EXISTING SEABED LEVEL



典型海底隧道橫切面
TYPICAL SECTION FOR UNDERWATER TUNNEL
不按比例 N.T.S.

圖例

LEGEND :

- 擬建鑽挖式隧道
PROPOSED BORED TUNNEL
- 擬建明挖回填式隧道
PROPOSED CUT-AND-COVER TUNNEL
- 擬建海底隧道
PROPOSED UNDERWATER TUNNEL
- 擬建高架/地面道路
PROPOSED ELEVATED/AT-GRADE ROAD
- 擬建低於地面道路
PROPOSED DEPRESSED ROAD
- 擬建隧道出入口
PROPOSED TUNNEL PORTAL
- 擬建綠化平台
PROPOSED LANDSCAPED DECK
- 擬建通風大樓
PROPOSED VENTILATION BUILDING
- 擬建行政大樓
PROPOSED ADMINISTRATION BUILDING

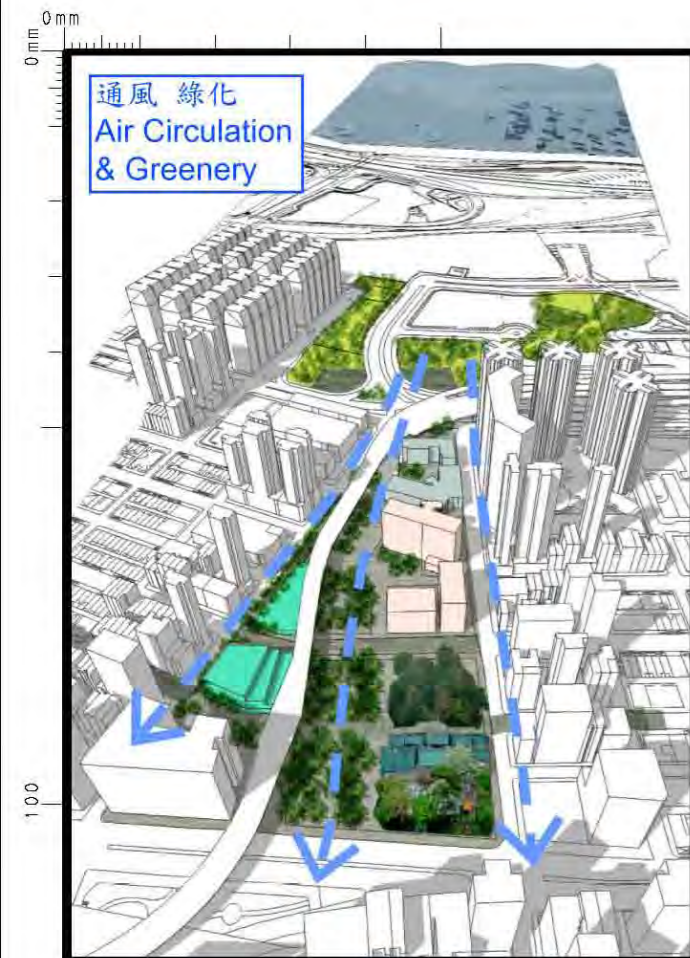
圖則名稱 plan title

中九龍幹線 - 總平面圖
CENTRAL KOWLOON ROUTE - GENERAL LAYOUT PLAN

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|-------------|----------|-------------|----------|---------------------------|-------------------------------|
| 設計 designed | SIGNED | 繪圖 drawn | SIGNED | 圖則編號 plan no. | 比例 scale |
| K.T.YAU | 20/02/09 | L.B.LEUNG | 20/02/09 | HMW6461TH-SPO020 | 1:15000 或圖示 OR AS SHOWN |
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| C.M.CHAN | 20/02/09 | C.W.CHOW | 20/02/09 | | |

主要工程管理處
MAJOR WORKS PROJECT MANAGEMENT OFFICE

路香港
政署
HIGHWAYS
DEPARTMENT
HONG KONG



通風綠化
Air Circulation & Greenery



人流連繫
Connectivity & Pedestrian Movement



油麻地警署
Yau Ma Tei Police Station

建議中的新玉器市場
Proposed New Jade Hawker Bazaar

油麻地賽馬會分科診療所
Yau Ma Tei Jockey Club Polyclinic

梁顯理油麻地社區服務中心
Henry Leong Yau Ma Tei Community Centre

天后廟
Tin Hau Temple

建議中的小型政府辦公設施(圖書館及郵政局)
Proposed Mini-Government Offices (Library and Post Office)

榕樹頭廣場
Yung Shu Tau Square



「沉降式廣場」結合油麻地警署，通往渡船街下的寬闊隧道。
"Sunken Plaza" integrates with Yau Ma Tei Police Station, leading to a wide subway beneath Ferry Street.



隧道通風樓
Ventilation Building

中九龍幹線隧道入口
CKR Entrance Portal

園境平台
Landscape Deck

渡船街
Ferry Street

油麻地警署
Yau Ma Tei Police Station

彌敦道
Nathan Road

圖則名稱 drawing title
工務計劃項目第6461TH號 - 中九龍幹線 - 油麻地城市設計概念研究的建議
PWP ITEM NO. 6461TH - CENTRAL KOWLOON ROUTE - YAU MA TEI URBAN DESIGN CONCEPTUAL STUDY PROPOSAL

| | | | | | |
|--|--------------------|-------------------------------------|--------------------|--|--------------------------|
| 設計 designed K.T.YAU 19/02/09 | SIGNED 19/02/09 | 繪圖 drawn H.Y.YIP 19/02/09 | SIGNED 19/02/09 | 圖則編號 drawing no. HMW6461TH-SPO019 | 比例 scale DIAGRAMMATIC |
| 覆核 checked C.M.CHAN 19/02/09 | SIGNED 19/02/09 | 批准 approved C.W.CHOW 19/02/09 | SIGNED 19/02/09 | © 版權所有 COPYRIGHT RESERVED | |
| 主要工程管理處 MAJOR WORKS PROJECT MANAGEMENT OFFICE | | | | HIGHWAYS DEPARTMENT HONG KONG 路政署 | |

Background



The Yau Ma Tei Police Station (the Police Station) is one of the buildings in the locality possibly affected by the CKR construction. Since the public has aspirations to consider its future preservation and usage in a greater depth, the Highways Department has commissioned a conservation study of the Police Station based on internationally recognized conservation standards such as the Venice Charter, Burra Charter and the Principles for the Conservation of Heritage Sites in China. Findings of the study will become one of the useful references in considering the conservation of the Police Station.

History

The study examines:

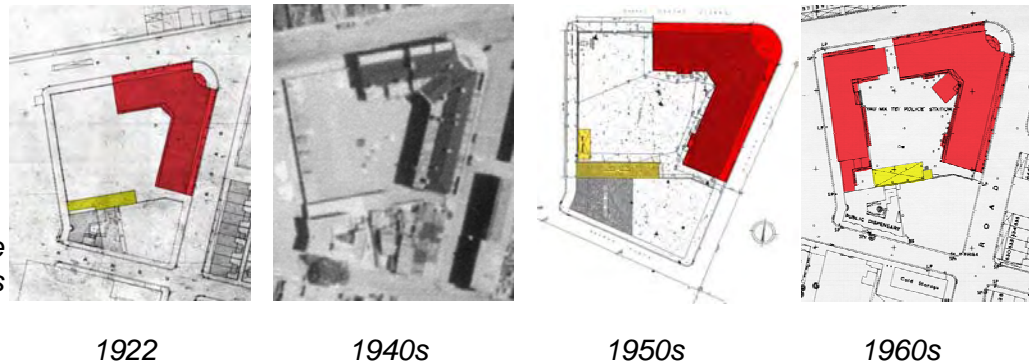
- **History of the Police Station** in the context of Yau Ma Tei history



1947 – Aerial view of Yau Ma Tei (the Police Station shaded pink)

- **Evolution of the buildings**

Evolution of the Police Station buildings



Condition Survey and Inventory of Historical Features

A **condition survey** was carried out to appraise the building condition for consideration of conservation or renovation works.

Historical architectural features and interventions were identified. The survey also identified interventions considered worth retaining or removing.

The study report presents identified historical features of the Police Station (page extracted from the study report)

| LEGEND | |
|--------|--|
| | Stone finish |
| | Tan stone finish |
| | Red concrete floor tile with black border |
| | Vaulted floor / other modern floor finishes |
| | Concrete road surfacing |
| | Door |
| | Concrete door (architectural / glazed / double door) |
| | Typical iron door (1-panel / 2-panel door with 3-light / double door) |
| | Veneered Door (architectural / 3-light double door with 4-light / double door) |
| | Modern reinforced door with double / triple / with multiple frame component |
| | New (replaced) door (modern / aluminium) |
| | Wide Entrance Door |
| | Recessed door (2-panel and 3-light door with fixed light above and back side) |
| | Recessed door (2-panel and 4-light double door with fixed light above and back side) |
| | Recessed exit door |
| | Window |
| | 3-light window |
| | Modern replaced window (aluminium) |
| | Other architectural features |
| | Fireplace (architectural) |
| | Original flat iron plate on door or door panel |

Significance

The Study examines the **contextual significance, historic significance, architectural significance, and social significance** of the Station, and identifies the **character-defining elements** and **conservation guidelines** of individual components of the compound.

Examples of Character-Defining Elements



Significance of Individual Buildings



Recommendations

A **conservation approach** is proposed:

- to conserve, repair, manage & rehabilitate carefully as necessary;
- to preserve and restore the significant features; and
- to introduce modifications where necessary and to remove intrusive alterations.

Some potential **compatible future uses** are:

- accommodation (e.g. youth hostel);
- community use (e.g. youth centre, Junior Police Call clubhouse); or
- cultural use (e.g. Chinese opera or local theatre).



Conservation guideline for individual buildings (extracted from the study report)

Examples of Possible Modifications

Re-open enclosed verandahs and reproduce balustrades to restore the original appearance



Old Wing

Introduce modifications to facilitate public use such as lifts and air-conditioning



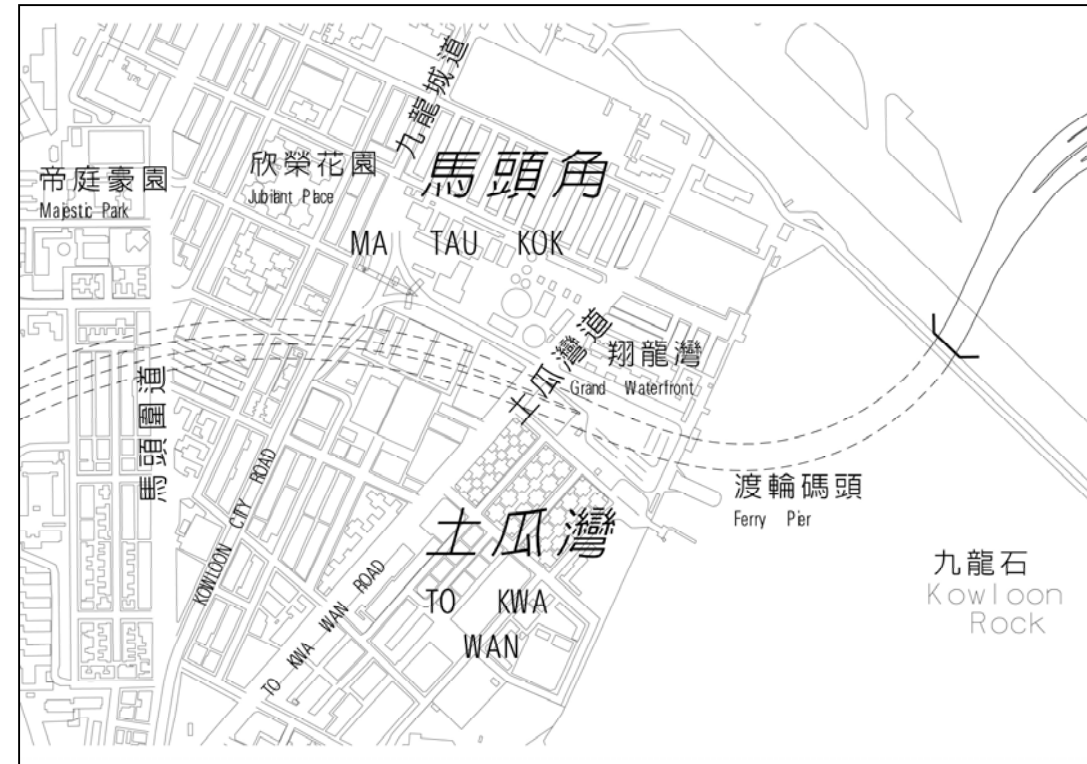
New Wing

Temporary Reclamation at Kowloon Bay Water 九龍灣水域的臨時填海

Photo of Kowloon Bay water. Proposed CKR on the pink alignment is a tunnel under seabed.
九龍灣水域照片。於粉紅色走線的中九龍幹線是位於海床以下的隧道。



Location Plan 位置圖



Stage 1 Temporary Reclamation 第一階段臨時填海

Duration : 20 months 時間：20 個月
Area : 1.6 hectares 面積：1.6 公頃



Construction is in stages to maintain marine traffic. This temporary reclamation will have been removed during Stage 2 works.
分階段進行工程以維持海上交通運作。於第二階段臨時填海時，此段之臨時填海將已經被移除。

Stage 2 Temporary Reclamation 第二階段臨時填海

Duration : 20 months 時間：20 個月
Area : 1.6 hectares 面積：1.6 公頃



Stage 1 temporary reclamation has been removed during this stage of construction. Marine traffic is maintained.
第一階段之臨時填海經已被移除，並維持海上交通運作。

Completion of underwater tunnel construction.

於海底之隧道建造完成。



The affected harbour area reinstated with seabed reinstated to original levels. All temporary reclamation removed under the CKR project.
海床回復至原有水平並復修受影響的海港範圍。所有臨時填海於中九龍幹線之工程中移除。