

# **LEGISLATIVE COUNCIL BRIEF**

Railways Ordinance  
(Chapter 519)

## **KWUN TONG LINE EXTENSION**

### **AUTHORIZATION OF SCHEME FOLLOWING RECEIPT OF OBJECTIONS**

#### **INTRODUCTION**

A \_\_\_\_\_  
At the meeting of the Executive Council on 30 November 2010, the Executive Council ADVISED and the Chief Executive ORDERED that, under section 11(4) of the Railways Ordinance, the Kwun Tong Line Extension (KTE) scheme as described in the scheme and the amendments to the scheme (the Scheme) at Annex A, should be authorised.

#### **BACKGROUND**

2. On 11 March 2008, the Chief Executive in Council decided that-
- (a) MTR Corporation Limited (MTRCL) should be asked to proceed with further planning and preliminary design of KTE, which would serve Ho Man Tin and Whampoa; and
  - (b) further discussion should be carried out with MTRCL on the implementation details of KTE based on the ownership approach to fund the project.

We briefed the Subcommittee on Matters Relating to Railways of the Legislative Council Panel on Transport (the Railways Subcommittee) on 27 March 2008. Subsequently, we consulted the Railways Subcommittee on the KTE project on 17 September 2009, 16 April 2010, 6 and 14 July 2010 and the Railways Subcommittee paid a visit to the proposed station locations on 17 May 2010. It also expresses the wish to see the early implementation of the KTE.

#### **THE SCHEME**

3. KTE is an extension of the existing MTR Kwun Tong Line from Yau Ma Tei Station to Whampoa of approximately 2.6 kilometres (km) long, with two new stations at Ho Man Tin and Whampoa. Passengers can interchange at the proposed Ho Man Tin Station for the future Shatin to Central Link (SCL). The Scheme authorised by the Chief Executive in Council comprises –

- (a) underground railway stations and facilities at Ho Man Tin and Whampoa, together with the associated station entrances;
- (b) an approximately 1.9 km long underground railway tunnel and 0.2 km long underground overrun/refuge tunnel;
- (c) construction of rail track formation works, earthworks, civil and structural works, electrical and mechanical works, and facilities including trackwork, train control and communication facilities, ventilation shafts and electrical and mechanical plants;
- (d) re-construction, modification and re-alignment of existing roads, preventive or remedial works including underpinning the foundations of existing buildings and ground treatment, and ancillary works including associated drainage works, slope works, landscaping works and re-provisioning of existing services and facilities;
- (e) construction of a temporary barging point at MTR Hung Hom Station Freight Terminal;
- (f) construction of a temporary magazine at Tseung Kwan O Area 137;
- (g) essential public infrastructure works, including construction of a pedestrian connection system comprising footbridges, subways, covered walkway, lifts and escalators connecting the neighbouring Ho Man Tin Estate, Oi Man Estate and Hung Hom area to Ho Man Tin Station and public transport facilities at Chung Hau Street next to the Ho Man Tin Station; and
- (h) construction of advance works, comprising the shared facilities between KTE and SCL and the civil works for the SCL, in Ho Man Tin Station. Since KTE will be commissioned earlier than SCL, it is not possible to carry out these works after the KTE commissioning as this will pose serious disruption to the operation of the railway service and construction impacts on the public and the environment.

4. The original scheme was gazetted on 27 November 2009. To accommodate the detailed design development and address some of the

concerns expressed in the objections received, amendments to the KTE scheme were gazetted on 25 June 2010.

5. The amendments mainly include changes to the scheme boundary to –

- (a) add an entrance in Ho Man Tin Station;
- (b) extend the proposed footbridge to Oi Man Estate;
- (c) integrate the proposed new footbridge with the existing footbridge crossing Chatham Road North;
- (d) modify the layout of the proposed railway facilities including ventilation shafts, station entrances and emergency access; and
- (e) reduce the extent of open excavation in Whampoa.

## **LAND REQUIREMENTS**

6. The Scheme covers a total area of about 39 hectares (ha), comprising approximately 30 ha of government land and 9 ha of private land<sup>1</sup>. Since the KTE scheme was gazetted, we have met the affected stakeholders and explained to them details of the scheme.

7. As regards land resumption, no private building is required to be resumed under the Railways Ordinance (the Ordinance). A total of 2 ha of land and/or underground strata of land within 12 private lots are required to be resumed under the Ordinance for the construction of the railway tunnels. As for land clearance, according to the MTR Corporation Limited (MTRCL), one newspaper stall held under a hawker license issued by the Food and Environmental Hygiene Department and some movable furniture serving as a shop front extension need to be cleared to facilitate the construction of KTE. Relocation of the affected newspaper stall and removal of the said furniture will be arranged by the relevant Government departments in due course. No housing commitment is envisaged in KTE.

8. Approximately 20 ha of government land and 4 ha of private land will be used as works sites or works areas by MTRCL under short-term tenancies/licences. The Scheme affects 13 private lots, one footbridge and about 2 ha of playground or sitting out areas on which the relevant District Councils have been consulted. A total of 11 ha of existing government land allocations are affected and four short-term tenancies have to be terminated.

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<sup>1</sup> Out of the 9 hectares of private land, about half of it is currently held by the Kowloon-Canton Railway Corporation or MTRCL. MTRCL will make its own arrangement with the concerned parties in order to use this land for the construction of KTE.

9. Rights of temporary occupation of private land affecting three lots and one footbridge are required to be created under the Ordinance. They are required for carrying out ground treatment works, road traffic and utility diversion and/or footbridge modification works. In addition, easement and/or other permanent rights will be created in respect of one private lot and the said footbridge, all at Whampoa Garden, Hung Hom, for road/footbridge modification works to accommodate the future station entrances.

## **THE OBJECTIONS**

10. Under the Ordinance, a railway scheme has to be prepared and published in the Gazette. Under section 10(1) of the Ordinance, any persons may object to the scheme by writing to the Secretary for Transport and Housing (the Secretary) within 60 days after the first publication of the notice of deposit of the scheme in the Land Registry. Section 11(2) of the Ordinance provides that the Secretary shall submit the scheme and all unwithdrawn objections to the Chief Executive in Council for consideration not later than nine months after the expiry of the 60-day objection period or, where the scheme is amended, three months after the expiry of the 60-day period of lodging objections to the amendments, unless the Chief Executive allows an extension.

11. A total of 50 objections, including 30 objections to the original scheme and 20 objections to the amendments of the scheme were received. Four of the objections to the original scheme were group objection cases (comprising 39 sub-cases). Three objections against the original scheme were subsequently withdrawn unconditionally, leaving 47 unwithdrawn objections, including the group objections.

12. Efforts have been made to resolve these objections as far as practicable and we have carefully reviewed whether any changes to the Scheme could be made to accommodate the objections. A brief assessment of major objections will be given in paragraphs 14 to 20 below and the summary of detailed assessment of objections by the Administration is at Annex B. The objections relate to one or more of the following issues –

B

### **Railway Scheme**

- (a) location of Whampoa Station, station entrances and connectivity to the station;
- (b) location of Ho Man Tin Station, station entrances and connectivity to the station;

### **Environmental Issues**

- (c) proposed locations for ventilation shafts of the stations;
- (d) environmental impact arising from the construction works;

**Traffic Issues**

- (e) traffic impact during the construction and upon completion;

**Engineering Issues**

- (f) excavation works and impact on building/structural integrity;
- (g) temporary magazine site;

**Land Issues**

- (h) land resumption and/or underground strata resumption;
- (i) works area and works site on government land/facilities; and

**Other Issues**

- (j) such as general planning of the railway scheme, funding arrangement for the project, exemption from opening the estate podium of Whampoa Garden to the public, use of private streets within Whampoa Garden and the public consultation of the railway scheme.

**CRITERIA FOR ADDRESSING OBJECTIONS BY AMENDMENTS**

13. As a general rule, where an objection is considered valid, every effort will be made to ameliorate or avoid the effects of the scheme by amendments to the scheme, having regard to the following factors –

- (a) the objector's concerns are substantiated by justifiable reasons, facts and submissions;
- (b) the objector's concerns if considered to be reasonable can be addressed from technical angle or other pertinent aspects, without compromising public safety including safety of the construction and operation of the railway system;
- (c) the amendments to address the objector's concerns would not result in additional costs of disproportionate degree or cause undue delay to the KTE project; and
- (d) the amendments to address the objector's concerns would not unduly generate further objections or, on the whole, would not cause greater disturbance and inconvenience to the local community.

## **BRIEF ASSESSMENT OF MAJOR OBJECTIONS**

### **(A) Location of Whampoa Station, station entrances and connectivity to the station**

14. Twenty-seven objections are related to the Whampoa Station and the connectivity to the station. The objectors' main concerns and requests are summarized as follows:-

- (a) the proposed Whampoa Station located at Tak On Street should be relocated to Dyer Avenue to better serve Laguna Verde and the Hok Yuen area;
- (b) enhance connectivity by providing subways or additional station entrances to serve neighbouring areas; and
- (c) the proposed station entrances at Shung King Street and Tak On Street should be relocated to alternative places suggested by the objectors to avoid obstructing the access to the nearby shops and residential buildings and to maintain adequate pedestrian access. They have also requested to integrate the proposed station entrances with the basement of the shopping arcades in the close vicinity.

15. We have responded to the objectors' main concerns and/or requests and explained to them as follows:-

- (a) in the first round of public consultation, MTRCL proposed to the public two options for the location of Whampoa Station, namely Tak On Street and Dyer Avenue. MTRCL, after considering the public's views, the population served, impact on existing structures and resumption requirements of underground strata of private buildings, has proposed to locate Whampoa Station at Tak On Street;
- (b) as regards the provision of subway connections or additional station entrances, we have carefully considered a number of objective factors including conditions of existing pedestrian network and facilities, road safety concerns, pedestrian flow forecast, topographic conditions, technical viability and cost-effectiveness. We explained to the objectors that the existing footpath along Hung Hom Road could directly connect the Hok Yuen area, the neighbouring housing estates and industrial/commercial district to Whampoa Station and the width of which could adequately cope with the growth of pedestrian flow in future. With roadside planting, the existing footpath can provide a pleasant walking environment to road

users. We also agreed to enhance the existing roadside planting, where appropriate; and

- (c) we have explored the feasibility of locating the station entrances at the alternative places suggested by the objectors and have explained to them that the suggested alternative locations are not feasible, given the various site constraints such as the existence of major underground utilities, including joint bays of 400kV high voltage underground cables, large diameter fresh water main and salt water main as well as a series of cooling water mains, and the existing basement structures underneath the area, etc. We explained to the objectors that access with sufficient width will be maintained to meet the future pedestrian demand. As regards the suggested integrated entrances, direct connection from station concourse to ground level is required for evacuation during emergencies and could not be substituted by an integrated entrance connecting the station to the basement of the existing shopping arcade. Having said that, MTRCL would continue liaising with the management company of the shopping arcade to explore the feasibility of providing an integrated entrance for additional convenience to passengers.

**(B) Location of Ho Man Tin Station and connectivity to the station**

16. Six objections are related to the Ho Man Tin Station and the connectivity of station entrances for Ho Man Tin Station. The objectors' main concerns and requests are summarized as follows:-

- (a) the proposed Ho Man Tin Station located at ex-Valley Road Estate is too remote to the main housing estates such as Oi Man Estate and Ho Man Tin Estate in the vicinity;
- (b) the proposed pedestrian link is a detour to the station and could not directly connect Ho Man Tin Estate to the Ho Man Tin Station; and
- (c) subways should be constructed between Ho Man Tin Estate to the Ho Man Tin Station and Oi Man Estate to the Ho Man Tin Station.

17. We have responded to the objectors' main concerns and/or requests and explained to them as follows:-

- (a) the proposed Ho Man Tin Station is an interchange station for KTE and the future SCL. The scope to relocate the Ho Man Tin Station is limited by the SCL alignment and the existing Yau Ma Tei Station/proposed Whampoa Station that make it necessary

for the KTE alignment to go through a double bend with very tight turning radii; and

- (b) in response to the concerns mentioned in paragraphs 16(b) and 16(c) above, we have reviewed the scheme and improved access to the station in the amendments to the scheme. The improvements are:-
  - (i) an entrance is added at Fat Kwong Street near the Ho Man Tin East Service Reservoir Playground with a subway connection to the Ho Man Tin Station to facilitate residents of the Ho Man Tin Estate to access the station; and
  - (ii) the proposed footbridge along Chung Yee Street is extended to Oi Man Estate with additional lifts constructed on the podium near Ka Man House to facilitate residents of Oi Man Estate to access the station.

### **(C) Proposed locations for ventilation shafts of the stations**

18. Seventeen objections were lodged against the location of the proposed ventilation shafts. Their main concern is that the gases emitted and noise generated from the ventilation shafts will pose hazards to their health and cause disturbance to their daily life. We explained that since KTE is an electrified railway, there is no combustion of fossil fuels and hence no toxic gases will be emitted from the ventilation shafts. The only source of carbon dioxide is from the breathing of the passengers and staff working in the station. The air quality inside the railway facilities is in full compliance with the “Practice Note for Managing Air Quality in Air-conditioned Public Transport Facilities – Railways” issued by the Environmental Protection Department. With regard to the noise generated, the operation of ventilation facilities has to comply with the requirements stipulated in the Noise Control Ordinance. Given that the exhaust air speed is not high and suitable acoustic systems are installed inside the ventilation facilities, the noise impact to the public in the vicinity is insignificant and is in compliance with the requirements under the Noise Control Ordinance.

### **(D) Environmental impact arising from the construction works**

19. Twenty-three objections are related to the environmental impact arising from KTE. Their concerns include air and noise pollution and visual impact arising from the construction or operation of KTE. MTRCL responded that KTE is a designated project controlled under the Environmental Impact Assessment (EIA) Ordinance. MTRCL has carried out an EIA to assess potential environmental impacts, such as noise, air and visual intrusion, that will arise from the construction and operation of KTE; and where appropriate, to propose suitable mitigation measures.



The EIA Report on KTE was considered to have met the requirements of the EIA study brief and Technical Memorandum on Environmental Impact Assessment process, and was made available from 7 July to 5 August 2010 for public inspection. The Director of Environmental Protection approved the EIA Report on 19 August 2010 and granted the environmental permit (EP) to MTRCL on 27 September 2010. MTRCL is required to ensure that the construction and operation of the railway will comply with the conditions contained in an EP, the environmental protection provisions under the EIA Ordinance and other relevant statutory requirements and standards.

#### **(E) Traffic impact during the construction and upon completion**

20. Twenty objections are related to the impact on the local traffic during the construction stage and upon completion. Some objectors worried about the proposed station entrances located at Tak On Street and Shung King Street would occupy road space and aggravate the traffic congestion in the local area. MTRCL has studied the design of the road realignment and traffic movement at the locations and explained that the design of the realigned road sections would follow the relevant regulatory requirements and design codes. Both Tak On Street and Shung King Street will be realigned and the number of lanes would be maintained to meet the traffic demand after completion of the KTE Project. During construction stage, temporary traffic arrangement would be put in place to minimize disruption. All the temporary traffic management schemes related to the construction of the KTE will be scrutinized by a site liaison group comprising representatives of the Transport Department (TD), the Hong Kong Police Force, the Highways Department (HyD) and MTRCL, etc. to ensure that existing road and pedestrian traffic will be properly maintained.

#### **HEARINGS REGARDING UNWITHDRAWN OBJECTIONS**

21. As mentioned above, the Administration together with MTRCL have met all the objectors who expressed interest or managed to attend the meeting. Irrespective of whether we met the objectors or not, all the objectors were provided with the Administration's replies. In addition, four hearing sessions by independent panels consisting of non-official members were conducted on 27 September and 5 October 2010 on the unwithdrawn objections. The panels are satisfied that the handling of objections by the Administration has been fair, open and transparent. The panels also agreed that the objectors have been given ample opportunities to express their views and that the Administration has properly reviewed the Scheme having regard to such views.

## **SUBMISSION OF THE OBJECTIONS TO EXECUTIVE COUNCIL**

22. Subsequent to the hearings of the unwithdrawn objections, the objection cases, the panel reports together with the views of the objectors on the panel report have been submitted to the Chief Executive in Council for consideration.

## **FUNDING ARRANGEMENT**

23. On 27 March 2008, we informed the Railways Subcommittee that KTE would be an extension of the existing MTR network and would be implemented as a MTR project under ownership approach. In the paper for its meeting on 6 December 2010, we briefed the Railways Subcommittee on the latest progress of the funding arrangement of the KTE.

## **PUBLIC CONSULTATION**

24. The Administration and the MTRCL have carried out extensive consultation on the KTE in the past years. We have been keeping the Kowloon City District Council (KCDC) updated on the major progress of the project, and representatives of the Transport and Housing Bureau, Highways Department and Transport Department have attended a series of public fora, meetings and site visits with the local residents that were organized by the KCDC members and various political parties, in addition to those organized by the Administration and the MTRCL. The KCDC has all along been urging for the early implementation of the project.

25. Before the commencement of the KTE works, the MTRCL will set up community liaison groups to enable direct dialogue with the local community including affected owners and residents and to handle enquiries and complaints.

## **ENVIRONMENTAL IMPLICATIONS**

26. KTE is a designated project under the Environmental Impact Assessment (EIA) Ordinance and an Environmental Permit (EP) is required for the construction and operation of KTE. In accordance with the EIA Ordinance, MTRCL completed a detailed EIA study to assess the original scheme of this project and submitted an EIA report to EPD on 30 April 2010. The EIA report was made available for public inspection from 7 July to 5 August 2010. A total of 2 written comments from the public were received during the public inspection period. They mainly raised concerns about the large numbers of trees to be felled due to the construction of the project.

27. Having considered the views of the public, the Director of Environmental Protection approved the EIA report without conditions on 19 August 2010. MTRCL submitted an application for an EP for the original scheme as assessed in the EIA report on 31 August 2010. The EPD granted the EP on 27 September 2010. MTRCL will implement all recommended mitigation measures in the approved EIA report and comply with the conditions in the EP, the environmental protection provisions under the EIA Ordinance for the scheme amendments, and other statutory requirements for environmental protection.

## **SUSTAINABILITY IMPLICATIONS**

28. According to our sustainability assessment, the proposed KTE should help improve mobility and air quality in the long term through enabling more commuters to switch from road to rail transport. The implementation of the project would inevitably cause some adverse impacts on the environment, including noise during construction and operation, air pollution from works sites and ventilation shafts, loss of open space, loss of trees and waste generated from tunnel excavation. Proper measures and temporary traffic arrangement will be implemented to reduce the adverse impact as far as possible.

## **SUBJECT OFFICER**

29. The subject officer is Mr. C. W. Chow, Principal Assistant Secretary for Transport and Housing (Transport), (Tel:2189 2187).

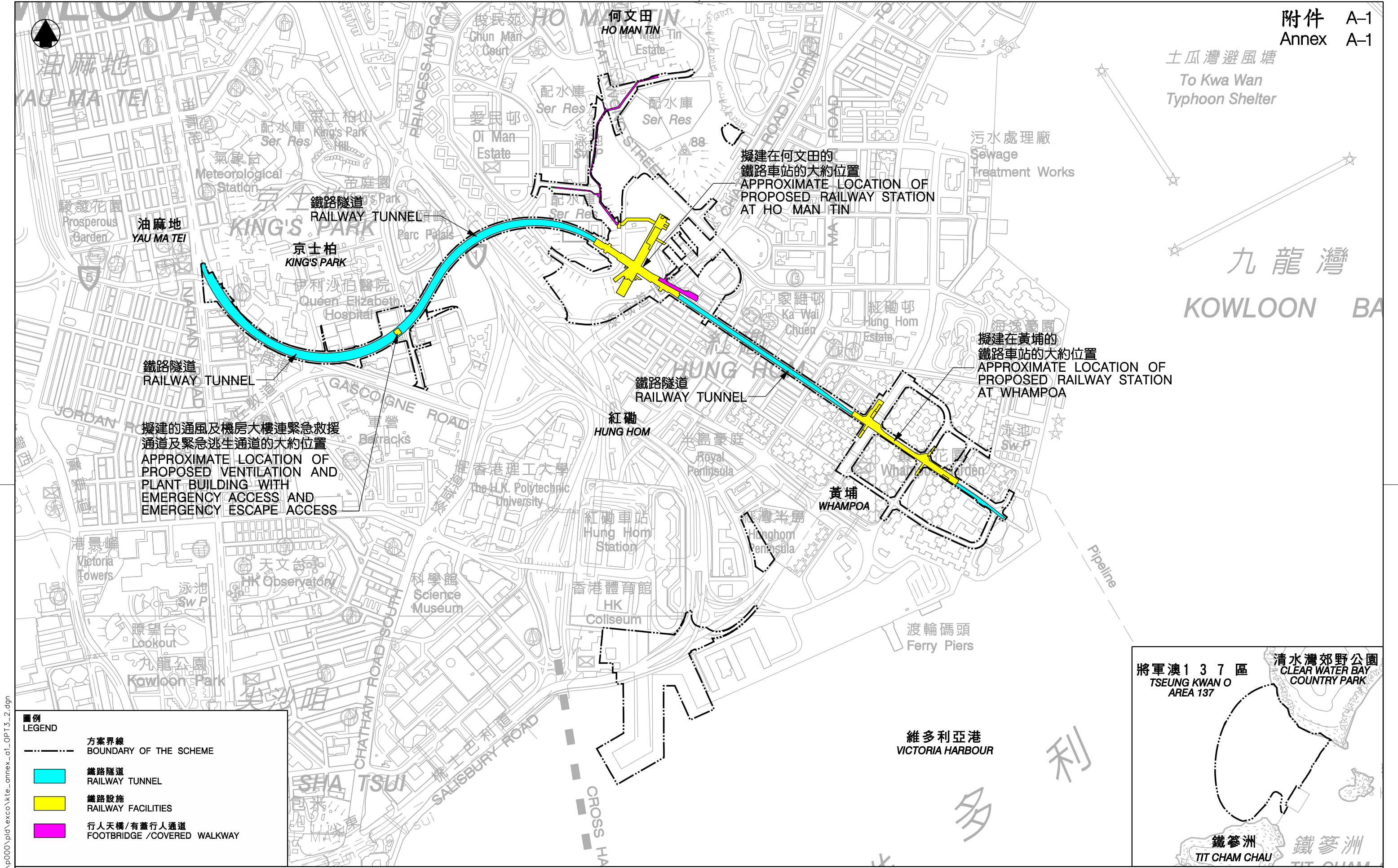
**Transport and Housing Bureau**  
**30 November 2010**

觀塘線延線的位置圖

**KWUN TONG LINE EXTENSION LOCATION PLANS**

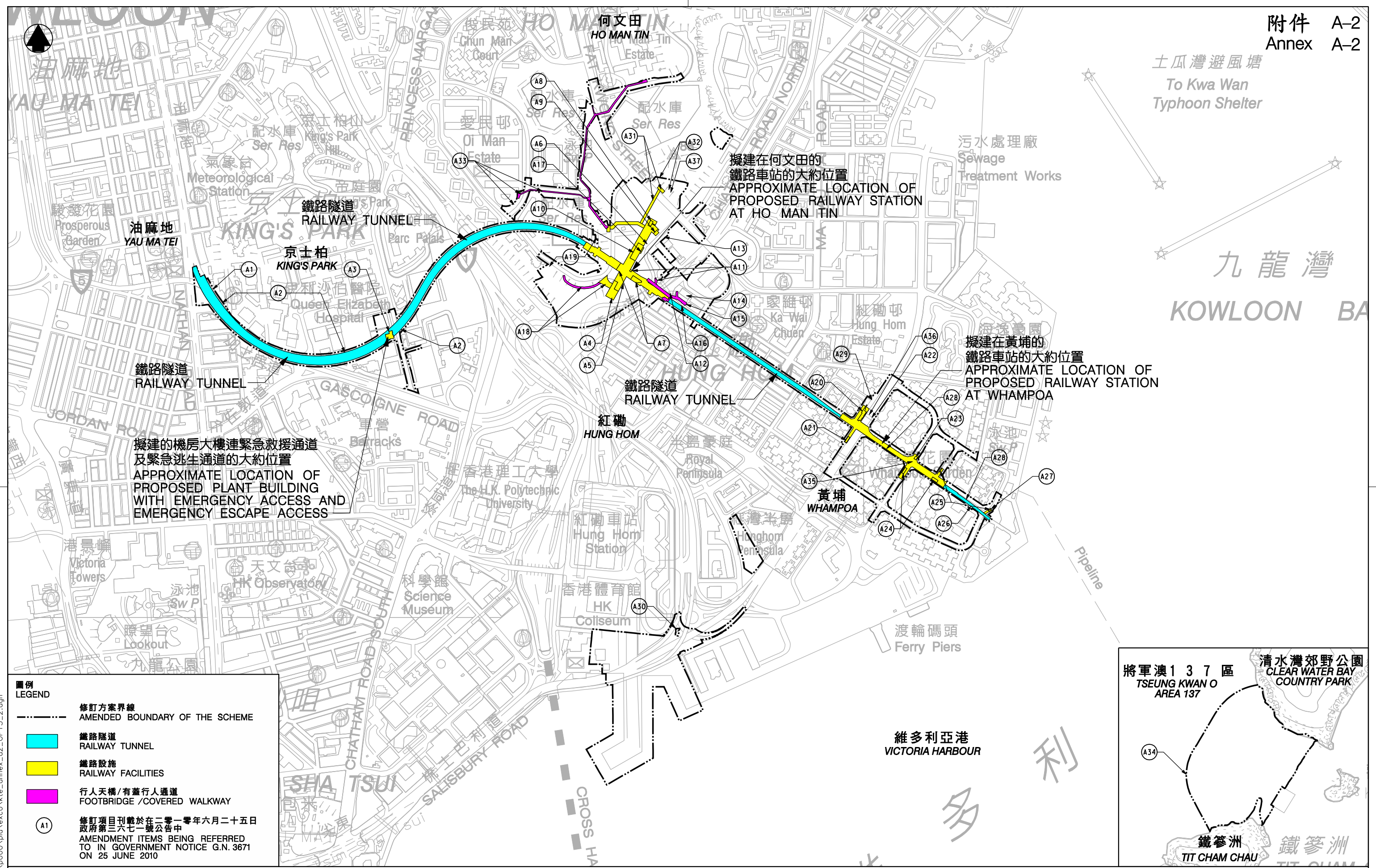
二零零九年十一月二十七日刊憲的觀塘線延線原方案	附件 A – 1
Location Plan for the original Kwun Tong Line	Annex A-1
Extension Scheme gazetted on 27 November 2009	

二零一零年六月二十五日刊憲的觀塘線延線修訂方案	附件 A – 2
Location Plan for the amended Kwun Tong Line	Annex A-2
Extension Scheme gazetted on 25 June 2010	



觀塘線延線 - 在二零零九年十一月二十七日刊憲的原方案  
KWUN TONG LINE EXTENSION - ORIGINAL SCHEME GAZETTED ON 27 NOVEMBER 2009





土瓜灣避風塘  
To Kwa Wan  
Typhoon Shelter

九龍灣  
KOWLOON BA

污水處理廠  
Sewage  
Treatment Works

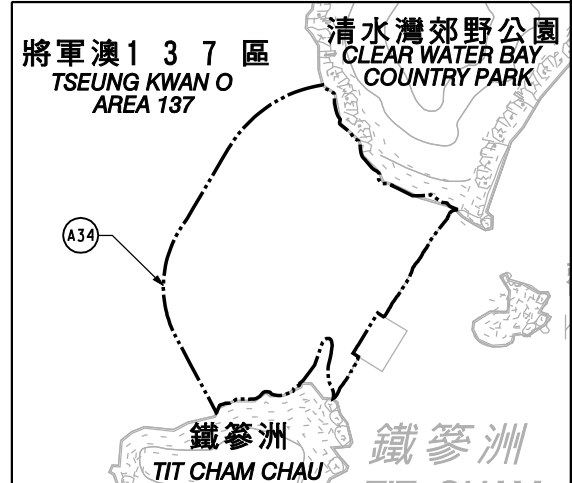
擬建在黃埔的  
鐵路車站的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT WHAMPOA

擬建在何文田的  
鐵路車站的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT HO MAN TIN

擬建的機房大樓連緊急救援通道  
及緊急逃生通道的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED PLANT BUILDING  
WITH EMERGENCY ACCESS AND  
EMERGENCY ESCAPE ACCESS

**圖例**  
LEGEND

- 修訂方案界線  
AMENDED BOUNDARY OF THE SCHEME
- 鐵路隧道  
RAILWAY TUNNEL
- 鐵路設施  
RAILWAY FACILITIES
- 行人天橋/有蓋行人通道  
FOOTBRIDGE / COVERED WALKWAY
- (A1) 修訂項目刊載於在二零一零年六月二十五日  
政府第三六七一號公告中  
AMENDMENT ITEMS BEING REFERRED  
TO IN GOVERNMENT NOTICE G.N. 3671  
ON 25 JUNE 2010



觀塘線延線 - 在二零一零年六月二十五日刊憲的修訂方案  
KWUN TONG LINE EXTENSION - AMENDMENTS TO SCHEME GAZETTED ON 25 JUNE 2010

## Summary of Assessment of Unwithdrawn Objection Cases

Objector's Views and Suggestions	Administration's Assessment and Response
<b>Railway Scheme</b>	
<b>(a) Location of Whampoa Station (WHA), station entrances and connectivity to the station</b>	
<p>i) Under four objections, the objectors have objected to the proposed location of the WHA. They consider that the proposed location is distant from some of the neighbourhoods in the Whampoa area. Two objectors have requested to locate the station at Dyer Avenue.</p>	<p>If the Kwun Tong Line Extension (KTE) alignment runs from Wuhu Street to Dyer Avenue, underground stratum resumption of a number of private buildings is required. In order to minimise the impact of the KTE project to the existing buildings, the Tak On Street option is more preferable.</p> <p>There are caisson walls supporting the Dyer Avenue flyover above Hung Hom Road. To avoid conflict with these existing structures, the station at Dyer Avenue will have to be built at a much deeper level than that under the Tak On Street option and will thus cause greater inconvenience to the passengers.</p> <p>The catchment of Tak On Street option is relatively greater than that of the Dyer Avenue option and more passengers will benefit from the Tak On Street option.</p>
<p>ii) Three objections are related to the proposed station location at Tak On Street. The objectors have expressed concerns that the proposed station location at Tak On Street would aggravate the already congested traffic conditions in the area. One objector has suggested to locate the proposed station at Tak Man Street instead.</p>	<p>The MTR Corporation Limited (MTRCL) has explored the possibility of providing the station at Tak Man Street and found that this station will then clash with the proposed crossover track located under Wuhu Street. Furthermore, if the station is located at Tak Man Street, large portion of its catchment area will overlap with that of Ho Man Tin Station and cannot efficiently serve the residents of Whampoa and the Hung Hom Bay area. As regards the station location at Tak On Street, the MTRCL has carried out traffic impact assessment for the nearby road junctions which have been found acceptable.</p>
<p>iii) Under eight objections, the objectors consider that the separation of the two station concourses of WHA would</p>	<p>The eastern and western station concourses of WHA will be located at the junctions of Shung King Street/Tak On Street and Hung Hom Road/Tak On Street respectively. If the</p>

### Summary of Assessment of Unwithdrawn Objection Cases

<p>pose adverse impact on the pedestrian flow within the Whampoa area .</p>	<p>two station concourses are to be connected, a larger extent of cut-and-cover excavation will be required and hence greater traffic impact during construction. Also, as parts of the pavements of Tak On Street are rather narrow, there will not be sufficient space for locating the station concourse and the related electrical and mechanical installations. Moreover, the station will mainly serve its passengers while pedestrians outside the station, such as those travelling out from Whampoa Garden in the direction of Man Siu Street, will use the existing pavements. The pavements on the section of Tak On Street between Hung Hom Road and Shung King Street are providing a satisfactory pedestrian access.</p>
<p>iv) Under three objections, the objectors consider that the proposed station entrances of Whampoa Station will obstruct the shop fronts, narrow the footpath and carriageway, thus affecting the normal traffic and pedestrian flow in the Whampoa area during construction and after commissioning of the KTE. Two objectors have suggested to locate the proposed station entrances at other places such as the basement level of the Jusco Store ( 吉之島百貨 ) at Whampoa Garden. Two other objectors consider the option of an integrated entrance connecting to the basement of commercial arcades in Whampoa Garden very worth pursuing.</p>	<p>There will be 4 station entrances located at strategic locations to serve the Whampoa area. During construction of the Whampoa Station and the associated railway facilities, temporary traffic management schemes agreed by a site liaison group, with members comprising representatives from relevant Government departments, the MTRCL and its traffic consultants, etc., will be implemented in stages to ensure that existing road traffic and pedestrian flow will be adequately maintained. Partially transparent hoardings will be erected with proper signage to direct pedestrians / customers to the affected shop fronts.</p> <p>The MTRCL will enhance the design of the proposed station entrances to reduce its visual impact on the surrounding environment. Adequate width of carriageway and footpaths will be maintained to ensure smooth traffic flow in the area and pedestrian flow in front of shops.</p> <p>As regards the suggested integrated entrances, direct connection from station concourse to ground level is required for evacuation during emergencies and could not be substituted by an integrated entrance</p>



### Summary of Assessment of Unwithdrawn Objection Cases

	<p>connecting the station to the basement of the existing shopping arcade. That said, MTRCL has been liaising with the concerned management company regarding connection of the station entrance to the basement arcades of Whampoa Garden Site 11 and to the basement level of the Jusco Store. Nevertheless, apart from technical feasibility, the agreement from the land owners will be required before further pursuing the suggestion. MTRCL will continue to follow this up.</p>
<p>v) Ten objections are related to the proposed station entrance adjacent to the Esprit Store at Shung King Street. Some of the objectors have suggested alternative locations such as the opposite side of Shung King Street adjacent to “The Whampoa”.</p>	<p>There are 400kV underground cables and joint bays under the Shung King Street adjacent to “The Whampoa”. Upon discussion with the China Light and Power Co. Ltd (CLP) and subsequent trial trenches excavated to ascertain the location of said 400kV underground cables and joint bays, it is concluded that diversion of the above utilities would involve high risks and any damage to the cables would cause serious disruption to the power supply to Tsim Sha Tsui, To Kwa Wan and Hung Hom areas. Furthermore, the diversion works would occupy road space for a long period, thus causing more nuisance to the community. The present proposal of locating the station entrance on the other side of Shung King Street outside the Esprit Store is, on balance, a much better option.</p> <p>As the Whampoa area is densely populated, it is difficult to find alternative locations for station entrances. The MTRCL has studied all alternative locations suggested by the objectors and has considered the relevant factors, such as distance between the alternative locations and the station, engineering feasibility, impact to public facilities and traffic during the construction period, etc. The proposed location of the entrance is considered as the most appropriate option.</p>
<p>vi) Ten objections are related to</p>	<p>Direct connection from the station</p>

### Summary of Assessment of Unwithdrawn Objection Cases

<p>the proposed station entrance adjacent to the Jusco Store at Tak On Street. The objectors consider locating the entrance at Tak On Street will alter the alignment of the street and aggravate the already congested traffic conditions of Tak On Street. Some of the objectors have suggested alternative locations such as within or at the basement level of the Jusco Store, or outside S. K. H. Fung Kei Millennium Primary School (聖公會奉基千禧小學).</p>	<p>concourse to ground level is required for evacuation during emergencies and could not be substituted by an integrated entrance connecting the station to the basement of the Jusco Store. Nevertheless, MTRCL would continue liaising with the management company to explore the feasibility of providing an integrated entrance for additional convenience to passengers.</p> <p>There are major existing utilities, including a 1.4-m diameter fresh water main and a 900-mm diameter salt water main as well as a series of cooling water mains running underneath the road pavement near S. K. H. Fung Kei Millennium Primary School. Location of a station entrance at this location would require additional excavation works for diversion of water mains, thereby causing severe disturbance to the area. Therefore, this option is considered not feasible.</p>
<p>vii) Under nine objections, the objectors consider that the proposed station entrances of the WHA are all near to Whampoa Garden and could not serve the residents of Laguna Verde (海逸豪園) and the Hok Yuen area (鶴園區). They have requested an additional station entrance at, or a pedestrian subway or covered walkway leading to, the junction of Hung Hom Road / Tai Wan Road East / Fat Kwong Street.</p>	<p>In the provision of pedestrian linkages between railway stations and the neighbourhood, a number of objective factors would have to be taken into consideration, including conditions of the existing pedestrian network and facilities, road traffic conditions, road safety concerns, pedestrian flow forecast, topographic conditions, technical viability and cost-effectiveness etc. The existing footpath along Hung Hom Road can well serve the Hok Yuen area and the nearby residential/industrial/commercial buildings for access to the proposed WHA. This section of level footpath, which is approximately 400 metres long and about 3 metres wide with roadside planting, provides a comfortable walking environment and can adequately cope with the growth of pedestrian flow in future. The suggested subway alignment is very similar to that of the existing footpath, and the function of which duplicates the footpath.</p>

### Summary of Assessment of Unwithdrawn Objection Cases

	<p>The residents in the Hok Yuen area can use the proposed station entrance at the junction of Hung Hom Road/ Man Siu Street, while the residents in Laguna Verde can use the proposed station entrance at the junction of Hung Hom Road /Man Siu Street or the one at Tak On Street near to the Jusco Store.</p>
<p>viii) Under three objections, the objectors have requested to improve connectivity between WHA and Harbour Place (海濱南岸) and the nearby areas. The objectors consider that the proposed station entrances of the WHA are all near to Whampoa Garden and could not serve the residents of Harbour Place (海濱南岸) and the neighbouring residential estates. One objector has suggested constructing an entrance at the junction of Hung Hom Road/ Hung Hom South Road. The other objector, who submitted two objections, has suggested providing more greenery or a cover for the walkway along Hung Hom Road.</p>	<p>Harbour Place and the neighbouring estates have been well served by the existing barrier-free footbridge crossing Hung Hom South Road. The public can use this footbridge and the footpath along Hung Hom Road (portion of which is with canopy above) to access the WHA. This section of footpath along Hung Hom Road is on level ground and provides a direct and convenient access to WHA to the local residents. Apart from using the said pedestrian link, residents of the estates, such as Royal Peninsula (半島豪庭) and University Student Halls of Residence (香港理工大學宿舍) can use the existing passage to access Hung Hom Station.</p>
<p><b>(b) Location of Homantin Station (HOM), station entrances and connectivity to the station</b></p>	
<p>i) Six objections are related to the proposed location of the HOM at ex-Valley Road Estate, which the objectors consider as too remote from the main housing estates in the area such as Oi Man Estate and Ho Man Tin Estate .</p>	<p>The HOM will be an interchange station for KTE and the future Shatin to Central Link (SCL). The scope to relocate HOM is limited by the SCL alignment and the existing Yau Ma Tei Station / proposed WHA that make it necessary for the KTE alignment to go through a double bend with very tight turning radii.</p>

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ii) Under five objections, the objectors have requested provision of an additional station entrance near to the Ho Man Tin Estate and/or the Oi Man Estate for serving the local residents in these two housing estates.	The MTRCL has studied all alternative locations suggested by the objectors and has considered the distance between the alternative locations of the entrances and the station, engineering feasibility, impact to public facilities and existing footpath network, etc. The proposed locations of the entrances are considered as the most appropriate options.
iii) Under five objections, the objectors consider that the proposed pedestrian links connecting HOM to the Ho Man Tin Estate, Oi Man Estate, the neighbouring estates and buildings are too winding and have requested for more direct connections, such as pedestrian subway and footbridges, between the two housing estates and HOM.	<p>Amendments to the scheme were gazetted on 25 June and 2 July 2010 with items relating to improvement of connectivity from HOM to Ho Man Tin Estate and Oi Man Estate respectively. The proposed footbridge network is extended across Hau Man Street to Oi Man Estate and an additional subway is proposed to cross Fat Kwong Street with an additional entrance at Fat Kwong Street.</p> <p>The MTRCL has studied the alternative pedestrian connection facilities suggested by the objectors and has considered engineering feasibility and practicality, impact to public facilities, existing footpath network, effectiveness of the facilities etc. The proposed pedestrian network connecting HOM and the neighbouring estates and area is considered to be the most appropriate option.</p>

### **Environmental Issues**

#### **(c) Proposed locations for ventilation shafts of the stations**

i) Seventeen objections are related to the locations of the ventilation shafts in the Whampoa area. Most of the objectors consider that the proposed ventilation shafts will pose environmental impacts (including air, noise and visual intrusion) on the local residents and community and affect their health. Some of the objectors have also suggested	The ventilation structures are integral parts of an underground railway providing the necessary air exchange for the stations and tunnels. KTE is an electrified railway and hence no harmful gas will be emitted from the ventilation shafts. Furthermore, the tracks and the tunnels will be cleaned regularly. All carbon dioxide exhaled by the passengers and staff is sufficiently diluted by the fresh air intake and exchange with the outside air through the ventilation shafts. The air quality inside the railway facilities is in full compliance with Level 1
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<p>alternative sites, which are away from the residential blocks, for locating these railway structures, while others have suggested to merge some of the proposed ventilation shafts. There are also suggestions to adopt underground ventilation shafts or to model these structures on overseas designs which the objectors consider to be causing less visual impact. One objector raised the concern that no application was made to the Town Planning Board for approval of ventilation shafts and other structures above ground level.</p>	<p>standard, the highest standard in the “Practice Note for Managing Air Quality in Air-conditioned Public Transport Facilities – Railways” issued by the Environmental Protection Department (EPD).</p> <p>The MTRCL will comply with the Noise Control Ordinance and Environmental Impact Assessment (EIA) Ordinance in the design, construction and operation to ensure that the noise will not exceed the statutory standard. The noise level of the ventilation shafts during the operation stage will also be monitored to ensure its compliance with the requirements under the Noise Control Ordinance. The ventilation fans will be located deep underground at a substantial distance from the openings at street level. Given that the speed of air flow will not be high and suitable noise absorbing materials will be installed, any noise impact will be minimized and will be in compliance with the EIA Ordinance.</p> <p>The location of the ventilation shafts is constrained by the design and alignment of the railway. As the Whampoa area is densely populated, it is difficult to find alternative locations for ventilation shafts. The MTRCL has studied all alternative locations suggested by the objectors and has considered the distance between the alternative locations and the station, engineering feasibility, nuisance to the nearby residents, impact to public facilities and traffic during the construction period, etc. The proposed locations of the ventilation shafts are considered to be most suitable.</p> <p>According to section 13 A of the Town Planning Ordinance, any scheme authorized under the Railways Ordinance (Cap 519) shall be deemed to be approved under the Town Planning Ordinance (Cap 131), irrespective of whether or not that scheme forms part of a plan approved by the Chief</p>
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	Executive in Council under section 9 of Town Planning Ordinance.
ii) Two objections concern the proposed ventilation shaft and the emergency access fronting G.C.E. Past Students Association Whampoa Primary School (葛量洪校友會黃埔小學) as it will narrow the footpath and cause inconvenience to the students and pedestrians.	In the amendments to the scheme, the proposed ventilation shaft and the emergency access located outside the G.C.E. Past Students Association Whampoa Primary School will be incorporated into the one at Wan Hoi Street.
<b>(d) Environmental impact arising from the construction works</b>	
i) Seventeen objections are related to the environmental impacts (including noise, air quality and visual intrusion) arising from the KTE project. The objectors are concerned about the environmental impacts and inconvenience caused to the public during construction of the railway line. One objector is worried about the potential noise nuisance due to the operation of trains underneath his premises.	<p>The KTE is a designated project under the Environmental Impact Assessment (EIA) Ordinance. In accordance with the EIA Ordinance, the MTRCL has undertaken an EIA study to identify the environmental impacts, including aspects of noise, air quality, water quality, waste management, landscape and visual intrusion, that may be caused by the construction and operation of the KTE and to recommend necessary mitigation measures. The Director of Environmental Protection has approved the EIA Report on 19 August 2010 and granted the environmental permit to the MTRCL on 27 September 2010. The MTRCL will implement appropriate mitigation measures, such as by using covered trucks, lower noise machines and plants, to minimize any impact to the local area due to noise, dust and other nuisances. Moreover, partial transparent hoardings and proper signage will be erected at appropriate locations to minimise the effect of construction works on publicity of the shops nearby. Environmental monitoring will be conducted in accordance with the EIA Ordinance.</p> <p>The existing railway lines, such as Kwun Tong Line, Island Line and Tsuen Wan Line, which have been in service for over 30 years,</p>

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	are proven to have minimal impact on the buildings along the alignments. The proposed KTE tunnels near the objector's premises will pass deep underground and will not cause any noticeable vibration and nuisance to the premises.
ii) Six objections have raised concerns about the environmental impacts (including noise, air quality and hygiene) resulting from the occupation of Government land at Hung Lok Road, Fat Kwong Street and Wuhu Street as works areas / works sites for the construction of KTE.	<p>The KTE is a designated project under the EIA Ordinance. In accordance with the EIA Ordinance, the MTRCL has undertaken an EIA study to identify the environmental impacts, including aspects of noise, air quality, water quality, waste management, landscape and visual intrusion, that may be caused by the construction and operation of the KTE and to recommend necessary mitigation measures. The Director of Environmental Protection has approved the EIA Report on 19 August 2010 and granted the environmental permit to the MTRCL on 27 September 2010. The MTRCL will manage the house-keeping on site and monitor the hygiene control to ensure that the environment is not adversely affected by the works areas / works sites.</p> <p>The proposed works area, located close to the Whampoa Station site, is for storage of materials and plants for the construction of the station. If the works area is located away from the station site, transportation of materials will overload the nearby road network and create traffic impact to the community. Besides, the project programme will be adversely affected due to the longer transportation time required.</p> <p>We have also reviewed the suggested sites and advised the objectors that these sites are either occupied by other users, planned for imminent development or on the list of Sites for Sales by Application.</p>
iii) Under one objection, the objector is concerned about the environmental impacts, including noise and air	The MTRCL has conducted an EIA, including assessment of the noise and air quality and will take necessary measures recommended in the EIA Report to minimize

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quality, on Methodist College (循道中學), during the construction works carried out near to the school .	the environmental impact during construction. Notwithstanding this, we have subsequently made amendments to the scheme to delete the proposed slope improvement works concerned.
iv) One objection is related to the environmental impact arising from demolition of an existing footbridge over Hung Hom Road. The objector has suggested to adjust the position of the proposed station entrance near to Man Siu Street so as to avoid demolition of the existing footbridge there.	In the amendments to the scheme, the main span of the said footbridge will be retained and only the footbridge staircase will be modified to cope with the design of the proposed station entrance at Man Siu Street.
v) Under two objections, the objectors opine that the EIA Report should include an assessment on the environmental impact of the KTE on Ka Wai Chuen.	Compared with Ka Wai Chuen, Hung Hom Government Primary School is located closer to the proposed works site / works area at Fat Kong Street Playground and has been selected as a site for placing representative sensitive receivers for the noise and air impact assessment in the EIA Report approved by EPD. The assessment results indicate that there are no exceedance of the relevant construction noise limits and Air Quality Objectives criteria after implementation of the relevant recommended mitigation measures.
vi) One objection is related to the consultation process of the EIA Report. The objector has expressed concern that the EIA Report has not covered the amendments to the scheme gazetted subsequent to the submission of the Report to the EPD.	<p>The MTRCL has submitted the EIA Report to EPD for approval in accordance with Section 6 of the EIA Ordinance and EPD gave consent to proceed with exhibiting the Report for public inspection. Pursuant to section 7 of the EIA Ordinance, the public inspection of the accepted Report has been allowed for a period of 30 days at the locations approved and publicised by EPD. The MTRCL has advertised the availability of the EIA Report for public inspection once every 10 days of the 30-day public inspection period starting from 7 July 2010.</p> <p>In handling any EIA related inconsistencies that may arise due to scheme amendments</p>



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	gazetted subsequent to submission of the EIA Report to the EPD, the MTRCL will follow the guidelines and requirements as stipulated in the EIA Ordinance.
<b>Traffic Issues</b>	
<b>(e) Traffic impact during the construction and upon completion</b>	
i) Twenty objections are related to the local traffic impact during construction of the KTE in the Whampoa area. The objectors have raised concerns over the construction works in the area which will aggravate the already congested traffic conditions there during peak hours.	<p>The MTRCL has conducted traffic impact assessment for the construction stage of the project and the impact is found to be acceptable. Detailed temporary traffic management scheme (TTMS) will be formulated so as to minimize disruption to traffic during the construction period. Besides, a site liaison group comprising representatives from relevant Government departments as members will be set up during construction to examine the TTMS submitted by MTRCL. The Government will ensure that all the related construction works are conducted in a co-coordinated manner and the existing road and pedestrian traffic would not be adversely affected.</p> <p>To minimize the traffic impact, the MTRCL will adopt the bored / mined tunneling method which will be carried out underground and serve to reduce the extent of road surface that would be affected by the cut-and-cover construction method as far as possible. In the amendments to the scheme, the extent of road areas that would be affected by the cut-and-cover method at Tak On Street has been so reduced.</p>
ii) Under fifteen objections, the objectors consider that the proposed station entrances at Tak On Street and Shung King Street would obstruct the traffic and pedestrian flow and cause safety concerns. They have therefore suggested alternative sites for locating	<p>Tak On Street and Shung King Street will be re-aligned in accordance with the relevant requirements and safety standards. The number of traffic lanes will be maintained to ensure that the local roads are operated at an appropriate capacity. The revised road layout will be submitted to relevant Government departments for approval.</p> <p>As the Whampoa area is densely populated,</p>

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<p>these entrances. Some of them are also concerned that the realignment of Wan Hoi Street would affect the normal traffic and pedestrian flow at that Street and the adjoining Tak Fung Street.</p>	<p>it is difficult to find alternative locations for station entrances. The MTRCL has studied all alternative locations proposed by the objectors and has considered the distance between the alternative locations and the station, engineering feasibility, impact to public facilities and traffic during the construction period, etc. The proposed locations of the entrances are considered to be the most appropriate.</p>
<b>Engineering Issues</b>	
<b>(f) Excavation works and impact on building / structural integrity</b>	
<p>i) Nineteen objections are related to excavation works of the KTE underneath or adjacent to buildings / structures. The objectors are concerned that the excavation, in particular with the use of drill-and-blast method, may affect the structural integrity of the buildings and induce disturbance.</p>	<p>The design and construction of the KTE will be supervised by the MTRCL and subject to compliance with the Buildings Ordinance (BO) and the associated regulations. During the detailed design stage, the MTRCL shall employ professionals to carry out the detailed design and submit the design drawings to the Buildings Department (BD) for vetting to ensure compliance with the relevant statutory standards and safety requirements under the BO. The BD will circulate the design drawings to the Geotechnical Engineering Office and Mines Division of the Civil Engineering and Development Department (CEDD) as appropriate for vetting of the geotechnical and blasting aspects to ensure their compliance with the respective safety ordinances and regulations.</p> <p>In the detailed design submission, the MTRCL shall conduct assessment on the effects of the proposed tunnel boring or excavation works on the adjacent buildings and propose necessary monitoring schemes and mitigation measures.</p> <p>Prior to the commencement of the construction works, the MTRCL will conduct condition surveys of the adjacent buildings. Also, adequate monitoring stations and monitoring points will be installed at the affected buildings to monitor the effects of</p>

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	the construction works and ensure full compliance with all statutory standards and safety requirements. During construction, the MTRCL will provide site supervisory staff to supervise the blasting works and monitor the blasting vibrations and noise regularly to ensure that they are within the specified limits. The relevant Government departments will carry out site audits to ensure that the contractor shall carry out the works according to the approved design drawings and competent site staff will be employed to ensure the safety and quality of works.
ii) Under four objections, there are concerns on the structural integrity of the footbridge across Hung Hom Road due to the proposed modification works under the amended scheme.	The span of the subject footbridge will be temporarily supported during the modification works. In the design, the MTRCL has taken into account the conditions of the existing footbridge to ensure that the modification works to the staircase will not affect the structural integrity and safety of the footbridge. The temporary works design will be submitted to BD for approval to ensure compliance with the technical requirements of the Buildings Ordinance prior to commencement of works.
<b>(g) Temporary magazine site</b>	
i) One objector has raised concerns about the operation of the proposed temporary magazine site at Tseung Kwan O Area 137 and the prolonged use of this magazine site by future mega projects.	The design, construction and operation of the magazine site will comply with the terms and conditions stipulated by the relevant Government departments. Stringent risk control measures in accordance with the Dangerous Goods Ordinance (Cap. 295) will be established in relation to the storage and transport of explosives. The Quantitative Risk Assessment conducted by the MTRCL indicated that the risk of the storage and transport of explosives would be acceptable. Mitigation measures, such as safety features in the design of delivery trucks (e.g. use of diesel engines, fire and spark resistance materials in the cargo compartments and protection of fuel tanks from accidental damages) will be implemented. The

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	<p>explosives and the detonators will be stored and transported separately. All personnel handling the explosives would be appropriately licensed and properly trained.</p> <p>Having conducted a thorough site search exercise in consultation with the relevant government departments, the MTRCL has found the proposed site at Tseung Kwan O Area 137 to be most suitable.</p>
<b>Land Issue</b>	
<b>(h) Land resumption and/or underground strata resumption</b>	
<p>i) Five objections are related to the underground strata resumption of Two Harbourfront (海濱廣場二期) and Harbourfront Landmark (海名軒). The objectors are concerned that the underground strata resumption and the associated underground excavation works may affect the structural integrity of the carpark and other common facilities of the buildings.</p>	<p>The MTRCL has reviewed the required underground strata resumption around the affected structures in the light of additional information obtained in the detailed design stage to ensure that the areas to be resumed is kept to the minimum.</p> <p>Amendments to the scheme have been subsequently made to reduce the extent of underground strata resumption and to avoid conflict with the carpark structures.</p> <p>The facilities inside the premises will not be affected under the current design scheme. In case any facilities within the development are damaged due to the construction of the railway project, the MTRCL will be responsible for reinstatement and rectification.</p> <p>For land affected by underground strata resumption, any person having a compensatable interest in the land affected can submit claims within the specified period of time under the Railways Ordinance.</p>
<p>ii) Two objections are related to the impact on Whampoa Garden caused by the underground excavation. The objectors have requested provision of detailed</p>	<p>Since the Whampoa area is highly developed and congested, the major portion of the KTE tunnels and stations will be located deep underground to avoid conflict with ground level features as far as possible. Notwithstanding this, small portions of land</p>

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<p>construction plans and the related compensation details of temporary occupation of land / underground strata resumption.</p>	<p>and underground strata will need to be resumed and temporarily occupied for construction of station, entrances and associated railway facilities. Upon completion of the railway works, the private streets within Whampoa Garden will be reinstated by MTRCL and handed back to the owners.</p> <p>For land / underground strata resumption affected by the railway works, any person having a compensatable interest in the land affected can submit claims within the specified period of time under the Railways Ordinance. There are also provisions in the Ordinance regarding compensation claims under other circumstances relating to the implementation of the railway scheme, such as temporary road closures, etc.</p>
<p>iii) Under one objection, the objector has requested deletion of the proposed underground strata resumption of the part of Parc Palais (君頤峰).</p>	<p>The Government will only resort to resuming underground stratum of private land when it is absolutely necessary. The current alignment of KTE is a balanced solution taking into account various considerations and resumption of land strata underneath Parc Palais is considered necessary for construction of the railway. Any person who has a compensatable interest affected by resumption of underground strata may submit claims under the Railways Ordinance to the Secretary for Transport and Housing.</p>
<p><b>(i) Works Area and Works Site on Government Land / Facilities</b></p>	
<p>Under three objections, the objectors consider that the temporary occupation of the Fat Kwong Street Playground and Wuhu Street Temporary Playground as works areas will deprive the use of these facilities by the community and will affect the smooth running of some local traditional cultural events.</p>	<p>Works areas and works sites are essential for construction and storage of materials and plants for implementation of the project and helps to minimize impact to the community during construction of the KTE. There are limited open areas in the vicinity that are available for such purposes. The MTRCL has tried to minimize the temporary occupation of the facilities in the area and will critically review the feasibility of reducing the proposed areas to be occupied</p>

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	during the detailed design and subsequent construction periods.
<b>Other Issues</b>	
<b>(j) General planning of the railway scheme</b>	
Two objections are related to the general planning of the railway scheme. The objectors have suggested that the KTE should cater for its future extension from WHA to the eastern part of Hong Kong Island.	Based on the current railway planning, the future Shatin to Central Link (SCL) will provide the fourth railway route across the harbour by extending the East Rail Line from the existing Hung Hom Station to the Admiralty Station. Passengers can interchange at the proposed station at Ho Man Tin in order to travel on the future SCL, which will cross the harbour to reach Hong Kong Island through the fourth rail harbour crossing currently under planning.
Under one objection, the objector is concerned about the effects on the current public transport service upon the commissioning of the KTE.	Before commissioning of the railway line, the Government will conduct a study on the impact of the KTE on other public transport modes. The study will review current situation and provide network organization proposals from different perspectives of the prevailing public transport services. The Government will also consult the various public transport trades and the relevant district councils as appropriate.
<b>(k) Funding arrangement for the project</b>	
Two objections are related to the funding and financial arrangements for provision of the KTE. The objector, who submitted both of these objections, has asked about the contents of the discussion between the Government and the MTRCL on the subject, whether profit brought about by the property developments is sufficient to bridge the funding gap, and the party who will bear the risk. The objector has also requested details of the future property developments above the HOM.	In early 2008, the Executive Council decided that the KTE would be implemented as a MTR project under the ownership approach and adopted the 'rail plus property' model to bridge the funding gap. The Government has engaged an independent consultant to check the funding arrangement for the project. Discussion on the funding arrangement between the Government and MTRCL is ongoing.

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<b>(l) Exemption from opening the estate podium of Whampoa Garden to the public</b>	
Four objections concern the increased additional maintenance cost to the estate podium of Whampoa Garden as more people will be travelling through Whampoa Garden upon commissioning of the KTE. They have requested the Government to exempt the owners of Whampoa Garden from opening the estate podium to the public.	The pedestrian flow will not be adversely affected upon commissioning of the railway but will benefit the commercial activities of the Whampoa area. The request of exempting the owners of Whampoa Garden from opening the estate podium to public access has been referred to the Lands Department for consideration under lease. Lands Department is following up the issue with the residents.
<b>(m) Use of private streets within Whampoa Garden</b>	
Under four objections, the objectors have requested the Government to take over the private streets within Whampoa Garden for management and maintenance as more people will be travelling through these private streets upon commissioning of the KTE.	<p>We have explained that the conditions of the private streets will not be adversely affected upon commissioning of the railway as more people will travel to the Whampoa area by railway, which will have a positive effect on the road traffic.</p> <p>Furthermore, the Road Traffic Ordinance (Cap. 374) and the associated regulations relating to safety apply to private roads. Section 117 of the Ordinance sets out the specific sections that equally apply to private roads. The Police can take enforcement actions in respect of traffic offences committed on private roads. The Police can also take enforcement actions against vehicles left standing on private roads, which cause unnecessary obstruction or danger to other persons using the roads. Private road owners are empowered to designate restricted parking areas, impound and remove any unattended vehicles, which have been parked without authorization on the private roads. The Government has no intention to take over the private roads from the owners from the transport and traffic management perspectives.</p> <p>For land affected by land/underground</p>

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	strata resumption or creation of easement/other permanent rights/temporary occupation rights, any person having a compensatable interest in the land affected can submit claims within the specified period of time under the Railways Ordinance.
<b>(n) Public consultation of the railway scheme</b>	
Under five objections, the objectors consider that the consultation of the railway scheme can be further improved. There are suggestions to establish more communication channels with the local communities.	The Administration and MTRCL have all along maintained close communication with the concerned local communities and extensive public consultation has been conducted since the preliminary design of the proposed railway scheme was available in early 2008. Before commencement of works, Community Liaison Groups will also be set up in due course to continue to keep the local communities informed of details of the railway project.