

# **LEGISLATIVE COUNCIL BRIEF**

Railways Ordinance  
(Chapter 519)

## **SOUTH ISLAND LINE (EAST)**

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

#### **INTRODUCTION**

At the meeting of the Executive Council (the Council) on 30 November, 2010, the Council ADVISED and the Chief Executive ORDERED that under section 11(4) of the Railways Ordinance (the Ordinance), the South Island Line (SIL) (East) scheme as described in the scheme and the amendments to the scheme (the Scheme) at **Annex A** should be authorized.

A

#### **BACKGROUND**

2. On 18 December 2007, the Council decided that-
  - (a) the MTRCL should be asked to proceed with the preliminary planning and design of the SIL (East);
  - (b) negotiations with the MTRCL on the detailed scope, cost and implementation programme for SIL (East) should commence;
  - (c) the Wong Chuk Hang Estate site should be reserved for the SIL depot with above-depot private property development, and the site to the north of the Ocean Park Station should be reserved for private property development with associated park and ride facilities, both subject to rezoning approval; and
  - (d) Route 4 and the MTRCL's proposed SIL (West) should continue to be kept under review.

We briefed the Legislative Council Panel on Transport's Subcommittee on Matters Relating to Railways (the Railways Subcommittee) on 11 January

2008 on the above decision in detail. We also briefed the Railways Subcommittee on 9 February 2010 on the progress of the planning and design of the SIL (East).

## **THE SCHEME**

3. The SIL (East) is a railway system of approximately 7 kilometres long running between Admiralty and South Horizons with three intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung Estate. Passengers can interchange at the proposed Admiralty Station for the existing Island Line, Tsuen Wan Line and the future Shatin to Central Link (SCL). The Scheme authorized by the Chief Executive in Council comprises the following works –

- (a) three underground railway stations and facilities at Admiralty, Lei Tung Estate and South Horizons; and two above-ground railway stations and facilities at Ocean Park and Wong Chuk Hang together with the associated station entrances and the provision of park-and-ride facilities underneath Ocean Park Station;
- (b) construction of approximately 4 kilometres long underground railway tunnels and 3 kilometres long railway viaduct;
- (c) a railway depot of about 5 hectares at the ex-Wong Chuk Hang Estate site;
- (d) 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;
- (e) re-construction, modification and re-alignment of existing roads, preventive or remedial works including underpinning the foundations of existing structures and ground treatment, and ancillary works including associated drainage works, slope works, landscaping works and re-provisioning of existing services and facilities;
- (f) construction of a temporary magazine at Chung Hom Kok;
- (g) construction of a temporary barging point at Lee Nam Road in Ap Lei Chau;
- (h) co-use of the temporary barging point for the West Island Line project at Western District Public Cargo Working Area in Kennedy Town;

- (i) retention and modification of the existing temporary pier and associated structures at Telegraph Bay authorized under Foreshore and Seabed (Reclamations) Ordinance (Chapter 127) for the Hong Kong West Drainage Tunnel project under the Drainage Services Department for the proposed temporary barging point during construction and subsequent demolition and reinstatement;
- (j) essential public infrastructure works, including modification of existing Staunton Creek nullah between Ocean Park Road and Nam Long Shan Road; widening of Heung Yip Road; public transport interchange at Wong Chuk Hang Station; footbridge connecting to Heung Yip Road and Wong Chuk Hang Road; footbridge connecting to Ap Lei Chau Estate; road improvement at Ap Lei Chau Drive; and a pedestrian link between Kwun Hoi Path and Wong Chuk Hang Station; and
- (k) construction of advance works in Admiralty Station associated with the SCL, including an integrated station box, the 200 metres long platform tunnels and overrun tunnels structure. Since the SIL (East) will be commissioned earlier than the SCL, it is not possible to carry out these works after the commissioning of the SIL (East) 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 24 July 2009. To accommodate the detailed design development and address some of the concerns expressed in the objections received, amendments to the SIL (East) scheme were gazetted on 4 June 2010. The amendments mainly include –

- (a) the changes of layouts of railway stations at Admiralty, Ocean Park, Wong Chuk Hang and Lei Tung Estate;
- (b) the change of the layout of railway viaduct between Nam Fung Road and Ap Lei Chau;
- (c) the review of the proposal and extent of land to be resumed, to be temporarily occupied, where easement is to be created for the railway scheme;
- (d) the setting up of temporary barge loading facilities at Telegraph Bay instead of the previous Kellet Bay and the use of temporary barge loading facilities at Western District Public Cargo Working Area to be shared with the West Island Line railway scheme;

- (e) the deletion of the proposed underground single track service connection at Admiralty; and
- (f) implementing other technical amendments on the original scheme of the SIL (East).

## **LAND REQUIREMENTS**

5. The Scheme covers a total area of about 90.5 hectares, comprising 83.4 hectares of Government land, 5.9 hectares of private land and 1.2 hectares of landscape area attached to 2 private lots. Since the gazettal of the railway scheme, we have met the affected stakeholders including the relevant District Councils concerned and explained to them the details of the scheme including the land requirements.

6. Of the 5.9 hectares of private land affected, 0.1 hectare of land within 2 private lots is required to be resumed under the Ordinance to facilitate the construction of the railway works. No private building is required to be resumed. Another 4.7 hectares of underground strata of land within 22 private lots is also required to be resumed. Easements and or other permanent rights will also be created in 3 private lots affecting 0.2 hectare of land. Rights of temporary occupation of land or underground strata will be created within 7 private lots affecting 0.9 hectares. As for the 1.2 hectares of landscape area attached to 2 private lots, rights of temporary occupation of land or underground strata will be created. The rights of temporary occupation of land or underground strata are necessary for carrying out ground treatment works and underpinning, construction of the proposed railway stations / railway facilities / station entrances / ventilation and plant buildings as well as road traffic and utility diversion. The temporarily occupied land will be returned to the owners concerned after the works are completed.

7. Turning to Government land, about 2.1 hectares of playground or sitting out areas, about 30 existing government land allocations and about 10 short-term tenancies / licences would be affected, requiring modification or termination. The Housing Authority will return to the Lands Department the ex-Wong Chuk Hang Estate site for construction of the railway depot and associated works areas. The Scheme also involves reclamation or other works over or upon foreshore or sea-bed and clearance of some planters, shrines, chattels and minor structures on Government land. Compensation and ex-gratia allowance, where appropriate, will be provided to the affected eligible parties in accordance with the provisions of the Ordinance and Government policies. No occupants will be affected.

## THE OBJECTIONS

8. 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 its first publication in the Gazette. 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 statutory period of lodging objections to the amendments, unless the Chief Executive allows an extension.

9. A total of 86 objections, including 62 objections to the original scheme and 24 objections to the amendments of the scheme were received. Seven of the objections to the original scheme and two of the objections to the amendments of the scheme were group objection cases (comprising 2,700+ sub-cases among which 201 sub-cases are without or with incomplete contact details). Nine objections and 562 objections in the group objection cases against the original scheme were subsequently withdrawn unconditionally, leaving 77 unwithdrawn objections, including the group objections.

10. 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 12 to 18 and a summary of the Administration's assessment of objections is tabulated at **Annex B**. The objections are related mainly to one or more of the following issues –

B

### ***Railway Scheme***

- (a) the section of the railway from the toll plaza of the Aberdeen Tunnel to Lei Tung via Wong Chuk Hang to be built on viaduct;
- (b) alternative or additional locations for station entrances;

### ***Environmental Issues***

- (c) environmental impact arising from the construction and operation of railway works;
- (d) proposed locations for ventilation facilities;
- (e) proposed temporary barging point at Telegraph Bay;

### ***Traffic Issues***

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

- (g) proposed temporary barging point at Telegraph Bay;

***Engineering Issues***

- (h) excavation / tunnel works and impact on building integrity;
- (i) proposed temporary magazine site at Chung Hom Shan; and

***Lands Issues***

- (j) resumption of land and /or underground strata of land.

**CRITERIA FOR ADDRESSING OBJECTIONS BY AMENDMENTS**

11. 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 SIL (East) 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**

12. Upon receipt of the objections, the Administration, in collaboration with the MTRCL, had carefully studied the objectors' concerns. The major concerns of objectors and responses of the Administration and the MTRCL are highlighted as follows.

**(A) Effects Arising from the Proposed Viaduct**

13. Twenty-four objectors are concerned about the potential noise, air and visual impacts due to the construction of the viaduct section from

the toll plaza of the Aberdeen Tunnel to Lei Tung via Wong Chuk Hang. Particular concerns have been raised about the impact on the Jockey Club Rehabilitation Complex of the Tung Wah Group of Hospitals (“the JCRC”). The objectors suggest that the SIL (East) should be built entirely underground.

14. We explained that the MTRCL had studied in detail different options for the section from the toll plaza of the Aberdeen Tunnel to Ap Lei Chau. It was concluded that it was not the best choice to adopt the ‘full-tunnel’ option for the SIL (East) railway scheme, due to the prevailing site conditions. We further explained that if the SIL (East) were to run totally underground, the depot located in Wong Chuk Hang would need to be lowered by about 14 metres. It would involve excavation of an additional one million cubic metres of hard rock within the depot site and lead to about three to four years’ delay in the completion of the railway project which was against public aspiration for early implementation of the project. Besides, during the construction of the tunnel across the Aberdeen Channel, about two-thirds of the navigation channel would have to be closed for three years; only a 35-metre fairway would be left for marine traffic; and several existing shipyards at the northern shore of the Aberdeen Channel would have to be permanently resumed to facilitate the construction works. Regarding the concern on the visual impact, noise and air quality issues, the Administration explained that the SIL (East) railway, including its associated stations, railway depot and temporary magazine, was a designated project under the Environmental Impact Assessment (EIA) Ordinance pursuant to which the MTRCL would be required to prepare an EIA report. We further explained that the MTRCL would have an enhanced design of the viaduct where slender and round viaduct columns would be used to blend in with the environment. It would also put in place suitable mitigating measures. In gist, the approach for better integration with the environs and with as small an impact as possible to the environment was recommended.

15. As regards the JCRC, we fully appreciate the concerns of the parents and representatives of the JCRC about the potential impact brought about by the railway on the Complex. In the past year, the Administration and the MTRCL have been in close contact with the parents and representatives of the JCRC. To minimize the likely impact on the JCRC, the MTRCL had proposed, in the amendments to the Scheme, to change the detailed design which included erecting noise enclosures at the viaduct section adjacent to the JCRC, moving the viaduct farther away to at least 18 metres from the JCRC, and lowering the viaduct structure such that the top of the noise enclosures would be about the same level as the ground level of the JCRC to reduce the visual impact on the Complex.

**(B) Effects Arising from the Proposed Ventilation Buildings / Ventilation Shafts**

16. Fourteen objectors are concerned about the impact of ventilation buildings / ventilation shafts at the South Horizons in particular. The objectors' main concern is that the gases emitted and noise generated from ventilation buildings / ventilation shafts will pose hazards to their health and cause disturbance to their daily life. They also consider that ventilation buildings / ventilation shafts will generate visual impact on surrounding areas, and therefore should be relocated away from residential areas. In response, the MTRCL has amended its design in such a way that 2/3 of the ventilation facilities will be relocated to the industrial area, and the remaining ones are essential for the station. The Administration also explained to the objectors that the SIL (East) would be an electrified railway without combustion of fossil fuels in its operation. Hence, no toxic gases would be emitted from ventilation buildings / ventilation shafts. In addition, the operation of ventilation facilities would have to comply with the requirements stipulated in the Noise Control Ordinance. Given that the exhaust air speed was not high and suitable acoustic systems would be installed inside ventilation facilities, the noise impact on the public in the vicinity would be insignificant and compliant with the requirements under the Noise Control Ordinance. Moreover, ventilation louver openings would be oriented away from the residential flats as far as possible. The MTRCL will also strive to improve the design of the outlook of ventilation buildings / shafts to blend with the surroundings so that any visual impact will be minimized.

**(C) Effects Arising from the Proposed Temporary Barging Loading Facilities and Magazine Site**

17. Thirty-nine objectors are concerned about the establishment of proposed temporary barge loading facilities and magazine, particularly on the proposed barging point at Telegraph Bay. The Administration liaised closely with the Southern District Council (SDC), local organizations and concern parties on the issue. We explained that the construction of the SIL (East) would generate large amount of excavated materials. Disposal of these materials by road-based transport would have undesirable traffic and environmental impact. In order to minimize such impacts and to enable reuse of these excavated materials for the benefit of the environment, the MTRCL proposed to set up temporary barge loading facilities to remove excavated materials by marine transport. This would significantly reduce the impact on road traffic and the environment. The local residents in Telegraph Bay are concerned about the likely safety hazard that would be caused by the truck traffic particularly to nearby school students. We clarified that truck would not pass by the schools near the Telegraph Bay. To further address the concerns of local residents, the MTRCL has been examining various means to improve the



barging operation for the SIL (East). It will restrict the number of trucks shuttling between the excavation sites and the proposed barging point at Telegraph Bay to not more than 150 per working day; shorten the daily operating period from 9:00 am to 3:00 pm to avoid the school after hours and evening peak; and stop operating the facilities at night or on public holidays.

18. As regards the setting up of temporary magazine, the Administration explained that the construction of certain sections of the SIL (East) would require excavation by blasting in hard rock. In order to ensure that the SIL (East) would be completed and commissioned on time to meet public aspiration, it was required to carry out two blasts in a day. It added that all explosives used for construction works were stored in the explosives depot in Kau Shat Wan on Lantau Island under the control of the Mines Division of Civil Engineering and Development Department. Pursuant to the Dangerous Goods Ordinance, shipping of explosives is not permitted at night time and in the early morning within Victoria Harbour. Under the circumstances, there was a need to set up a temporary magazine for overnight storage of explosives for the SIL (East) so that one blast be carried out in the morning and the other in the evening. The objectors concerned have been assured that the MTRCL would ensure strict compliance with the Dangerous Goods Ordinance and would employ stringent risk control and safety measures to ensure safe delivery, storage and use of explosives.

## **HEARINGS REGARDING UNWITHDRAWN OBJECTIONS**

19. As mentioned above, the Administration together with the MTRCL have met all the objectors who expressed interest or managed to attend the meetings. Irrespective of whether we met the objectors or not, all the objectors were provided with the Administration's replies except those objectors who did not provide contact details (see paragraph 9 above). In addition, eight hearing sessions by independent panels consisting of non-official members were conducted between 14 September and 29 September 2010 on the unwithdrawn objections. The panels are generally satisfied that the handling of objections by the Administration has been fair, open and transparent.

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

20. 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 Executive Council for consideration.

## **FUNDING ARRANGEMENT**

21. The Executive Council decided at the meeting on 18 December 2007 that the Wong Chuk Hang Estate site should be reserved for the SIL depot with above-depot private property development, and the site to the north of the Ocean Park Station should be reserved for private property development with associated park-and-ride facilities, both subject to rezoning approval, to enable the Government to consider the granting of the property development rights to the MTRCL to bridge the funding gap of the SIL (East). We have provided an update of the funding arrangement of this project in our submission to the Railways Subcommittee for its meeting on 6 December 2010.

## **ENVIRONMENTAL IMPLICATIONS**

22. The SIL (East) is a designated project under the Environmental Impact Assessment (EIA) Ordinance and an Environmental Permit (EP) is required for the construction and operation of the SIL (East). In accordance with the EIA Ordinance, the MTRCL completed a detailed EIA study on this project and submitted an EIA report to the Environmental Protection Department on 11 June 2010. The EIA report was made available for public inspection from 10 August to 8 September 2010. A total of 45 written comments from the public were received during the public inspection period. They mainly raised concerns about the impacts arising from the operation of the proposed temporary barging point at Telegraph Bay. The EIA report was subsequently endorsed by the Advisory Council on the Environment (ACE) on 11 October 2010.

23. Having considered the views of the ACE and the public, the Director of Environmental Protection approved the EIA report with conditions on 26 October 2010. The MTRCL will implement all recommended mitigation measures in the approved EIA report and comply with the conditions in the EP, when it is issued by EPD upon MTRCL's application, and other statutory requirements for environmental protection.

## **SUSTAINABILITY IMPLICATIONS**

24. According to our sustainability assessment, the proposed SIL (East) should help improve mobility and air quality in the long run through enabling more commuters to switch from road to rail transport. However, the implementation of the project would inevitably cause some adverse impacts on the environment, including the noise during construction and operation, air pollution from works sites and ventilation shafts, loss of open space, permanent loss of greenery and habitats, and waste generated from tunnel excavation. Proper measures and temporary

traffic arrangement will be implemented to reduce the adverse impact as far as possible.

## **PUBLIC CONSULTATION**

25. The Administration and the MTRCL have carried out extensive consultation on the SIL (East) in the past years. The SDC has all along been urging for the early implementation of the project. We have been staying in close touch with it on the progress of the project, and have attended a series of public fora, meetings and site visits with the local residents that were organized by the SDC members and various political parties.

26. Prior to commencement of the SIL (East) 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.

## **SUBJECT OFFICER**

27. 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**

附件 A  
Annex A

南港島線（東段）的位置圖

**SOUTH ISLAND LINE (EAST) LOCATION PLANS**

二零零九年七月二十四日刊憲的南港島線 （東段）方案	附件 A-1
------------------------------	--------

Location Plan for the South Island Line (East) Scheme Gazetted on 24 July 2009	Annex A-1
---	-----------

二零一零年六月四日刊憲的南港島線（東段） 修訂方案	附件 A-2
------------------------------	--------

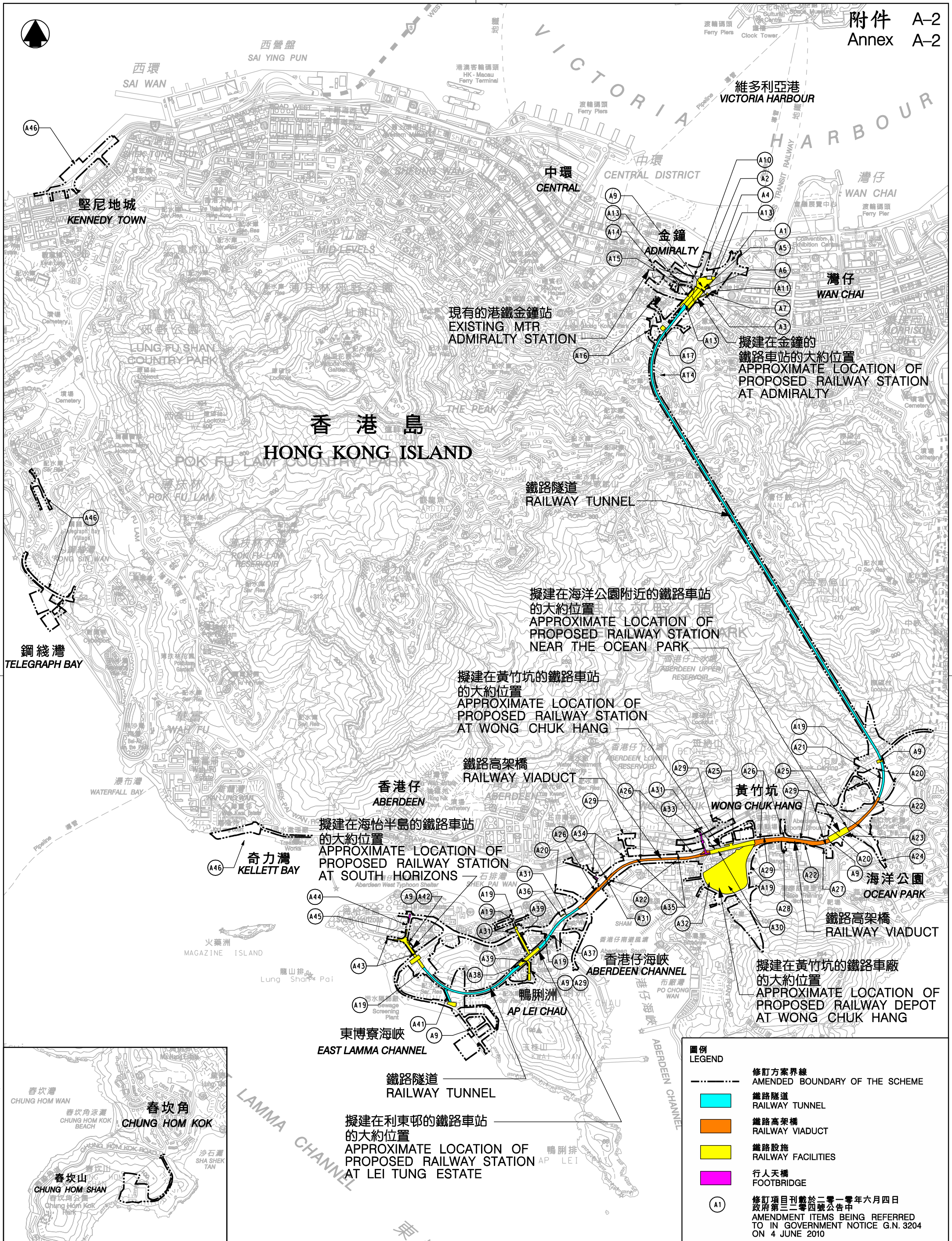
Location Plan for the amended South Island Line (East) Scheme Gazetted on 4 June 2010	Annex A-2
--	-----------





南港島線(東段) – 在二零零九年七月二十四日刊憲的原方案  
SOUTH ISLAND LINE (EAST) – ORIGINAL SCHEME GAZETTED ON 24 JULY 2009





圖則名稱 DRAWING TITLE

南港島線(東段) – 在二零一零年六月四日刊憲的修訂方案  
SOUTH ISLAND LINE (EAST) – AMENDMENTS TO SCHEME GAZETTED ON 4 JUNE 2010



## **A Summary of Administration's Assessment of and Response to Objectors' Views and Suggestions**

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<b><i>Railway Scheme</i></b>	
<b>(a) The section of the railway from the toll plaza of the Aberdeen Tunnel to Lei Tung via Wong Chuk Hang will be built on viaduct</b>	
<p>Eleven objectors are concerned that the proposed railway viaduct will be too near to the TWGHs Jockey Club Rehabilitation Complex ('the JCRC') and railway operation will generate noise and vibration causing disturbance to the inmates and staff of JCRC. Requests are also raised for shifting the viaduct away from the JCRC as far as possible and into the nullah, lowering the viaduct level to not higher than the ground floor of JCRC and provision of full noise enclosure. Concerns are also raised about impact of the railway operation on their electronic medical equipments.</p>	<p>Close liaison and regular meetings had been arranged with the JCRC since mid-2009 to respond to their requests. The MTRCL has revised the design to combine the two viaducts proposed in the original Scheme to a single viaduct design to increase the distance between Block A of the JCRC and the viaduct to at least 18 metres. The top level of the viaduct structure would be lowered to not higher than +27mPD, which is similar to the ground floor level of Block A. Full noise enclosure would be provided on the viaduct section adjacent to Block A. If the viaduct structure were to be shifted further and into the existing nullah, widening of the nullah would be required in order not to affect its hydraulic performance. The proposal would involve large scale slope works and seriously affect the existing trees on the slope below Block A, causing adverse environmental impact. Therefore, it would not be practicable. The MTRCL has carried out impact assessment on the electromagnetic effects of the railway to the electronic medical equipments in the JCRC and found that it would not cause any effect on them.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>Fifteen objectors are concerned that the elevated viaduct from Nam Fung Portal to Ap Lei Chau will be incompatible with the living environment and 'ambience' of the south side of Hong Kong Island. Some objectors also consider that the viaduct will forever limit the revitalizing of Wong Chuk Hang and Heung Yip Road. The objectors suggest that the entire South Island Line (East) (SIL(E)) should be built underground.</p>	<p>In order that the South Island Line (East) (SIL(E)) could be built totally underground, the level of the proposed Wong Chuk Hang depot would need to be lowered by about 14 metres and require excavation of an additional one million cubic metres of hard rock. The extra works would lead to about 3 to 4 years' delay of the project. The Aberdeen Channel would have to be closed for 3 years to facilitate construction of the tunnel which would be unacceptable for the marine traffic. The construction of floodgates and tunnel ventilation buildings would also render clearance and resumption of some shipyards on the north shore of the Aberdeen Channel. Due to the topography, locating the stations underground would make traveling time much longer for passengers and have impact on the accessibility of the railway. Part of the Hong Kong Police College and its operation would also be affected during the tunnel construction. Regarding the mitigations on visual and environmental impacts, the MTRCL will improve the viaduct design based on the comments gathered. The Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS) as well as the Southern District Council had been consulted on the viaduct design.</p>
<p>One objector is concerned that the level of the viaduct adjacent to the Holy Spirit Seminary (HSS) will cause undesirable psychological impact on the users of the</p>	<p>The MTRCL has revised the design and lowered the viaduct such that the highest point of the viaduct structure in most area adjacent to the HSS will be lower than the level of the football field. The MTRCL has also proposed to install semi-enclosed noise</p>



<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>seminary, impact on the environment, impact on air circulation and impact on the view corridor. Request has been raised to lower the viaduct to level with the football field of the HSS as well as providing a noise barrier on the viaduct adjacent to the HSS.</p>	<p>barrier for the viaduct section adjacent to the HSS in addition to the findings of the EIA study.</p>
<p>One objector is concerned that the viaduct will be too close to the Tai Wong Ye Temple which will affect the "Fung Shui", the view corridor and the visitors of the temple. Request has been raised on shifting the viaduct away into the nullah or keeping a distance at least 18 metres away from the temple.</p>	<p>The request to shift the viaduct structure into the existing nullah would require widening of the nullah in order not to maintain its hydraulic performance. The proposal would involve large scale slope works and would seriously affect the existing trees on the slope causing adverse environmental impact. Therefore, it would not be practicable. The proposed viaduct adjacent to the Tai Wong Ye Temple has already been located as close to the nullah as practicable and will maintain certain distance from the temple. The viaduct level is higher than the temple and will not obstruct the view of the temple. The nullah in front of the temple will be decked and beautified. With the commissioning of the SIL(E), a more convenient access and better environment will be provided for the visitors of the temple.</p>
<p>One objector is concern about the viaduct which will have impact on the ecology, threaten the egret inhabiting</p>	<p>All impacts in relation to the ecology, threat to egret, living environment of the birds, existing trees and the noise impact, had been thoroughly considered in the EIA study and</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>ground, affect the living environment of the birds as well as impact on existing trees. Concern has also been raised on the effectiveness of the noise mitigation measures as full enclosures are not proposed for the entire viaduct section. Request has also been raised for information not shown on the gazette drawings including width of the viaduct crossing the Aberdeen Channel. The objector is also concerned about the proposed viaduct of SIL(E) which will dictate the use of viaduct in the future South Island Line (West) (SIL(W)).</p>	<p>appropriate mitigation measures had been proposed to address all adverse impacts. Regarding the request for information, in particular the width of the viaduct crossing the Aberdeen Channel, the exact dimensions are not available as the detailed design is still in progress. The SIL(W) is under planning. Upon the completion and operation of SIL(E), the Government will review the need for construction of the SIL(W) based on the traffic conditions at the time. The feasibility of the SIL(W) will not be affected by the design of SIL(E).</p>
<b>(b) Alternative or additional locations for station entrances</b>	
<p>Four objectors object that there is no station entrance at Phase 1 and 2 of the South Horizons.</p>	<p>In April 2009, the SIL Focus Group together with the local district councilors of the Southern District conducted a survey on the location of station entrances in the South Horizons and Apleichau Estate. More than 80% of the respondents in the South Horizons and 70% in Apleichau Estate supported building station entrances at Yi Nam Road. Under the current scheme, the proposed station would have three entrances. It is believed that majority of nearby residents will be adequately served.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>One objector is concerned that the entrance near Phase 4 of the South Horizons will block the estate stairway, road crossing and the access to the Marina Square East Centre. It will also hinder fire fighting.</p>	<p>In April 2009, the SIL Focus Group together with the local district councilors of the Southern District conducted a survey on the location of station entrances in the South Horizons and Apleichau Estate. More than 80% of the respondents in the South Horizons and 70% in Apleichau Estate supported building station entrances at Yi Nam Road.</p> <p>The MTRCL would liaise with the concerned parties and relevant government departments, and implement the SIL(E) in full compliance with all the statutory requirements to minimize impact and disturbances to the local community and ensure public safety. All vehicular and pedestrian accesses including means of escape to and from all buildings within or adjacent to the SIL(E) scheme boundary would be maintained.</p>
<p>Five Objectors request for an additional entrance of the Lei Tung Station to serve Yue On Court, Sham Wan Towers and a new residential development.</p>	<p>During the planning stage, the MTRCL has taken into the consideration various factors, such as the ability to serve major population group, method of construction, technical feasibility and cost-effectiveness. During public consultation, the majority of the local residents considered that Lei Tung Commercial Centre, with good transport interchange facilities, attracted most local residents.</p> <p>The MTRCL has proposed to provide two station entrances, one at Lei Tung Commercial Centre and the other near Main</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	<p>Street, Aplichau. The station entrance at Lei Tung Commercial Centre, complemented by other public transport services, should be adequate to serve the residents in Lei Tung area.</p>
<p>Three objectors request for a Happy Valley Station as this is the only opportunity to alleviate the traffic congestion in Happy Valley, Causeway Bay and Wan Chai.</p>	<p>The MTRCL has conducted a review on the proposed Happy Valley Station. The estimated population of Happy Valley would be about 19,000 with relatively few passengers that would travel on railway daily. The traveling distance and time between the South Horizons and Admiralty would be prolonged if a station is provided at Happy Valley, thus reducing the economic effectiveness of the SIL(E). Also, the extra tunnel excavation would extend the construction period by 10 months to 31 months.</p>
<p>Two objectors object that no station entrance to the Lei Tung Station will be provided at Yue On Court.</p>	<p>During the public consultation in 2008, the residents of Yue On Court objected to the proposed entrance within their estate and suggested locating the entrance either at the taxi lay-by outside the Lei Tung Commercial Centre, the ex-Harbour Mission School site or the works area of the Water Supplies Department near True Light College. In response, the MTRCL adopted to relocate the entrance to Lei Tung Commercial Centre.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
Two objectors are concerned about the occupation of most of the existing bus terminus area by the proposed entrance of the Lei Tung Station at Lei Tung Commercial Centre.	The MTRCL will relocate the bus terminus area affected by the SIL(E) to the existing planter area opposite to Tung Hing House, which is adjacent to the existing bus terminus. The existing bus routes will not be affected during the construction of SIL(E).
Two objectors request for a station at Wah Kwai Estate and Wah Fu Estate.	According to the current plan, railway stations at Wah Kwai Estate and Wah Fu Estate will be considered under the planning of the SIL(W). Under the SIL(E) scheme, a public transport interchange will be provided at the Wong Chuk Hang Station to facilitate residents in Wah Kwai Estate and Wah Fu Estate to use the railway service.
<b><i>Environmental Issues</i></b>	
<b>(c) Environmental impact arising from the construction and operation of railway works</b>	
Twelve objectors consider that the elevated stations and viaducts will cause permanent environmental impacts on the Wong Chuk Hang and the Aberdeen Channel areas and seriously affect the sustainable development of the Southern District. They consider that a full-tunnel option should be adopted.	In view of the programme implications, benefits to and impacts on the district, as well as relevant planning and environmental considerations, it is considered not practicable to adopt the full tunnel option for the SIL(E). First, additional excavation of one million cubic metres of hard rock will be required at the Wong Chuk Hang depot which leads to 3 to 4 years' delay. Second, two-thirds of the Aberdeen Channel will have to be closed for 3 years to facilitate construction of the tunnel which is unacceptable for the marine traffic. Third, the construction of floodgates and ventilation buildings will render clearance and resumption of some shipyards on the north shore of the Aberdeen Channel.

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	Fourth, due to the topography, the underground stations will be very deep, making traveling time much longer for passengers and impact the accessibility of the railway. Lastly, part of the Hong Kong Police College and its operation will be affected during the construction period.
Six objectors worry that the viaduct at Wong Chuk Hang will destroy the natural environmental and cause environmental impact to the nearby residents, including the Little Sisters of the Poor St. Mary's Home for the Aged, Tai Wong Ye Temple and the HSS.	The MTRCL had completed an EIA study to assess the environmental impact of the SIL(E) project and proposed mitigation measures to ensure that the design, construction and operation of the project will comply with the requirements, guidelines and standards under the EIAO and other relevant environmental protection legislations. The viaduct will be so designed to reduce the visual and environmental impact and the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS) as well as the Southern District Council will be consulted.
One objector requests that a green pedestrian precinct should be created along Heung Yip Road for tourism development.	Landscaping proposal would be developed along the Heung Yip Road and along the railway alignment. A new pedestrian link will be built on the southern bank of Wong Chuk Hang nullah to create a continuous pathway between Wong Chuk Hang and Aberdeen waterfront.
Four objectors are concerned about the noise, vibration and environmental nuisance caused by the viaduct section near the JCRC. They request	Close liaison and regular meetings had been arranged with the JCRC since mid-2009 and their requests of lowering the viaduct level to not higher than the ground floor of Block A, shifting the viaduct away from the JCRC as

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>the viaduct to be relocated to the nullah.</p>	<p>far as possible and provision of full noise enclosure had been included in the SIL(E) design. In the current design, the two viaduct columns as proposed in the original scheme will be combined to increase its distance from the JCRC and the viaduct will be at least 18 metres away from Block A of the JCRC. The crown of the viaduct structure will be about the same height as that of the ground floor of the Block A. The length of the full noise enclosure will cover the length of the viaduct commensurate with the span of Block A of the JCRC.</p> <p>If the viaduct were to be located within the existing nullah, it would have to be widened to compensate the loss of hydraulic capacity. A lot of trees on the slopes below Block A would need to be felled and extensive slope retaining structure will be necessary, causing even more environmental impacts.</p>
<p>Three objectors worry that the railway operation will affect the normal operation of electronic medical equipments.</p>	<p>The MTRCL had done a study confirming that the railway operation will not affect the electronic medical equipments in the JCRC.</p>
<p>One objector is concerned that the proposed temporary access at Kwun Hoi Path will create noise and dust nuisance to the Ocean Court.</p>	<p>The proposed temporary access at Kwun Hoi Path will be fenced off with hoardings and the vehicle movements will be limited. The MTRCL would directly supervise the construction works to ensure that the nuisance to the nearby residents is minimized.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
One objector is concerned about the environmental impacts of the construction shaft at Admiralty and removal of existing plants and valuable trees at the Harcourt Garden.	The potential construction nuisances were studied in the EIA Report and an environmental permit will be required for the construction works. Mitigation measures will be imposed to ensure that the design, construction and operation of the project will not induce unacceptable environmental impact to the nearby sensitive receivers. The MTRCL will ensure that all environmental impacts are kept within the permitted standards in the Air Pollution Ordinance, Noise Control Ordinance and relevant environmental legislations. No old and valuable trees will be removed and tree felling, transplantation and compensatory proposals due to the SIL(E) project will be submitted to relevant government departments for approval.
One objector is concerned about the environmental impact during the construction of the SIL(E) which would affect the underground car park at Admiralty.	
One objector is concerned that the ventilation building at Lee Nam Road will impose environmental impact its business nearby.	
Three objectors are concerned about the nuisance due to construction in close proximity of Sham Wan Towers and Yue On Court.	
Four objectors raise concern that the proposed barging point at Kellett Bay will have adverse impact on the surrounding environment of Wah Kwai area.	The proposal for setting up a barging point at Kellett Bay had been cancelled in the Amendments to Scheme.



<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>Eleven objectors raise concerns on the long-term nuisance, including hot air, heat island effect, air and noise pollution as well as loss of trees and landscape due to the proposed ventilation and plant building at Lee Nam Road. They also consider that the appalling facilities will create visual impact.</p>	<p>The SIL(E) is an electrified railway and no fuel combustion will be involved and no diesel exhaust fumes will be released through the ventilation shafts. The tracks and tunnels will be cleaned regularly for dust control. Similar to other electrified railways, the impact of ventilation facilities on air quality will be insignificant. The only source of carbon dioxide inside the station is the breathing of humans.</p> <p>The ventilation facilities are required to maintain adequate air exchange inside the underground station. Based on records of existing railways, the air quality inside the railway facilities is in full compliance with the highest standard under the "Practice Note for Managing Air Quality in Air-conditioned Public Transport Facilities – Railways" issued by Environmental Protection Department. There are a few sources of dust from the railway system and the MTRCL had commissioned a monitoring programme on the dust level at the ventilation shaft at Central which showed that the air quality was similar to that of the nearby environment. Regarding the noise impact, the MTRCL will monitor the noise level to ensure full compliance with the requirements of the Noise Control Ordinance.</p> <p>Noise absorption panels will be installed inside the ventilation building to minimize the noise nuisance. A cooling system will be in place to serve the railway station and the</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	<p>chiller plant will be housed in the ventilation building near Ap Lei Chau Industrial Area. Landscape and visual impact assessments have also been included in the EIA study and the proposed ventilation and plant building will be designed to blend with the surrounding environment. Tree felling will be kept to a minimum. Associated tree felling, transplantation and compensatory planting proposal will be submitted for approval by relevant government departments.</p>
<p>One objector requests that noise barrier should be installed at Lee Nam Road in view of the noise impact.</p>	<p>The EIA study includes assessments on noise impact both in construction and operation stages and relevant mitigation measures, including the provision of noise barrier, have been proposed as necessary.</p>
<p>One objector is concerned about the environmental impact due to the proposed station entrances at the South Horizons.</p>	<p>Other environmental aspects such as air quality, visual impact and dust control etc. were also assessed in the EIA study.</p>
<p>Three objectors are concerned about the noise, vibration and environmental nuisance caused by the viaduct section near the Wong Chuk Hang Complex. They request for the provision of noise barrier/enclosure at the viaduct.</p>	

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>Sixteen objectors are concerned about the environmental impact brought about by the proposed temporary barging point at the Telegraph Bay.</p>	<p>The MTRCL had completed an EIA study and the EIA Report is accessible by the public. Potential noise and air nuisance, etc. have been studied and respective mitigation measures will be put in place to minimize the impact such that the construction and operation of the SIL(E) will comply with the requirements, guidelines and standards under the EIAO and other relevant environmental protection legislations. The delivery programme for offsite disposal will be well-planned such that the environmental impact arising from the transportation of excavation materials will be minimal. The tipping area at the barging points will be enclosed and wheel-washing bays will be provided. All trucks will be fitted with mechanical cover to prevent dust dispersion. The operation of the temporary barging point will be closely supervised by the MTRCL.</p>
<p>Four objectors raise concern that the EIA Report was not published before gazettal of Amendments to Scheme, rendering it difficult for the public to make comments and objection in this regard.</p>	<p>The MTRCL had completed an EIA study and the EIA Report is accessible by the public. Potential noise and air nuisance, etc. have been studied and respective mitigation measures will be put in place to minimize the impact such that the construction and operation of the SIL(E) will comply with the requirements, guidelines and standards under the EIAO and other relevant environmental protection legislations. The delivery programme for offsite disposal will be well-planned such that the environmental impact arising from the transportation of excavation materials will be minimal. The tipping area at the barging points will be enclosed and wheel-washing bays will be provided. All trucks will be fitted with mechanical cover to prevent dust dispersion. The operation of the temporary barging point will be closely supervised by the MTRCL.</p>
<p>Three objectors raise that residents in Pokfulam have already been subjected to traffic and environmental impacts for 3 years by drainage projects. The Government should not set up a temporary barging point for the SIL(E) at the Telegraph Bay to extend the nuisance.</p>	<p>After review of different alternatives and potential locations for barging point in the Southern District, the proposed barging point at the Telegraph Bay is the most practicable location after balancing various environmental and traffic concerns. While the SIL(E) project would take about 4 years to complete, the disposal of excavated materials to the Telegraph Bay barging point would last for about 2 years. The MTRCL had carried out an assessment and reckoned that the road capacity would be able to handle the additional truck loads generated during the construction stage.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
Two objectors are concerned that the long delivery route from the mucking out points to the Telegraph Bay would lead to waste of fuel and cause air pollution due to emission of fine particulates by diesel engines.	Based on EIA prediction, the dust concentrations at identified sensitive receivers in the vicinity of the proposed barging point would be controlled within the statutory standards. The annual average dust concentrations would be similar to the background air quality.
One objector considered that the current environmental standard does not meet the present need.	Since 1 October 2006, all newly registered heavy duty vehicles over 3.5 tonnes must comply with Euro IV emission standards. The MTRCL will encourage their contractors to use Euro IV standard dump trucks.
Five objectors raise that there are other construction projects being carried out in the Pokfulam area within the same period of the construction of SIL(E) and will create accumulative environmental impact.	There would be no overlapping of the programmes of excavation works for the Hong Kong West Drainage Tunnel project and the SIL(E). The excavation of Harbour Area Treatment Scheme Stage 2A project would be completed in mid-2012 whereas the peak of the excavation works and spoil disposal of the SIL(E) would be in 2013. Therefore, the peak of dump truck movements between these two projects would not overlap. The construction works for salt water pumping station of the Water Services Department would be completed in 2011. Other projects in the Pokfulam area would only induce minimal construction traffic and environmental impact. Close liaison with nearby works agents will be maintained.

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<b>(d) Proposed locations for ventilation facilities</b>	
<p>Two objectors are concerned about the dimensions of the proposed ventilation shaft at the Hong Kong Park.</p>	<p>The ventilation facilities and plant building are integral part of the SIL(E) and the future SCL underground railway stations to provide necessary air exchange. They should be as close to the stations and tunnel as possible. Other factors such as engineering difficulties, distance from station, impact on the public during construction, cost, availability of alternatives, etc. had been taken into account in designing the location of the ventilation facilities. Due to the lack of open space and unallocated government land in Admiralty as well as the minimum land take policy, the proposed ventilation building at the Hong Kong Park is considered the best option. The SIL(E) is in the detailed design stage, the dimensions of the proposed ventilation building would not be available until completion of the design.</p>
<p>One objector is concerned about the location of the ventilation building at Lee Nam Road Industrial Area opposite to the driving school of the objector.</p>	<p>The proposed ventilation building will serve the tunnel at Lei Tung during the railway operation. As the SIL(E) trains will be driven by electricity, no fuel combustion will be involved and no diesel exhaust fumes will be released through the ventilation shafts.</p>
<p>Eleven objectors object to the proposed location of the ventilation and plant building at Lee Nam Road, which is close to nearby residential buildings. The environment and the price of their properties will be affected.</p>	<p>The ventilation facilities and plant building are integral part of the SIL(E). They should be as close to the stations and tunnels as possible. About two-thirds of the ventilation facilities for the South Horizons station would be located at another location at Lee Nam Road near the industrial area. The remaining facilities at Lee Nam Road near the South Horizons are to serve the</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	underground station.
<p>Nine objectors suggest that the ventilation and plant building at Lee Nam Road near the South Horizons should be relocated southward and farther away from the residential buildings.</p>	<p>The MTRCL has studied other alternative locations for the ventilation facilities, including the site opposite to the existing oil storage tanks at Lee Nam Road. However, locating the ventilation facilities farther away from the station will significantly affect the efficiency of ventilation and render construction of additional plants and conduits necessary. This will result in a larger footprint and necessitate more slope works which in turn will cause greater impact on the environment. The current proposed location is considered the best option on balance.</p>
<p>One objector is concerned that the proposed ventilation facilities at Lee Nam Road are not compatible with the Outline Zoning Plan.</p>	<p>The ventilation and plant building forms part of the railway scheme gazetted under the Railways Ordinance. Pursuant to the Town Planning Ordinance (TPO), a railway scheme authorized under the Railways Ordinance shall be deemed to be approved under the TPO.</p>
<b>(e) Proposed temporary barging point at Telegraph Bay and related issues</b>	
<p>Four objectors are concerned about the proposed temporary barging point at Kellett Bay, together with the future concrete batching plant, will cause cumulative noise, dust and traffic impacts on the residents of Wah Kwai Estate and Ka Lung Court.</p>	<p>After considering the concerns raised by the locals, the MTRCL had identified an alternative site for the proposed temporary barging point, which is an existing one at the Telegraph Bay for a drainage project. The proposal to set up a temporary barging point at Kellett Bay has been deleted in the Amendments to Scheme.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>One objector is concerned that the proposed number of temporary barging points is excessive and will cause inconvenience due to the trucks operation. The temporary barging point at Kennedy Town Praya for the West Island Line (WIL) should be used by the SIL(E) project as well.</p>	<p>There is a need to set up barging facilities close to the construction sites in the Southern District to minimize the traffic impact on the Southern District. In addition, the temporary barging point at the Western District Public Cargo Working Area being used by the WIL project has been included in the Amendments to Scheme for handling the excavated materials from the SIL(E) station construction at Admiralty.</p>
<p>Two objectors are concerned about the noise and traffic impact due to the operation of the temporary barging point at Lee Nam Road.</p>	<p>Fully covered conveyor belt system will be used to transport part of the excavated materials in Ap Lei Chau to the barging point at Lee Nam Road to reduce the noise and traffic impact. An EIA had been completed and a Traffic Impact Assessment have been carried out. Appropriate environmental mitigation measures and traffic improvement works will be implemented when necessary.</p>
<p>One objector is concerned that no agreement had been sought from the Southern District Council on the proposal to set up a barging point at Kellett Bay. The objector considers that the site should be used for leisure facilities.</p>	<p>The Southern District Council had been consulted regarding the proposed barging point at Kellett Bay and agreed to put on hold the leisure facilities proposal at the site until the issues of setting up of a barging point at Kellet Bay were sorted out. After considering the concerns raised by the locals, the MTRCL had identified an alternative site for the proposed temporary barging point, which is the existing temporary barging point at the Telegraph Bay for a drainage project. The proposal for setting up a temporary barging point at</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	Kellett Bay had been deleted in the Amendments to Scheme.
Three objectors are concerned about the setting up of the proposed barging point at Telegraph Bay and the excessive use of the barging point at Lee Nam Road if the Telegraph Bay proposal is dropped.	After considering the concerns raised by the locals, the MTRCL had identified an alternative site for the proposed temporary barging point, which is the existing temporary barging point at the Telegraph Bay for a drainage project. The proposal for setting up a temporary barging point at Kellett Bay had been cancelled in the Amendments to Scheme.
Two objectors are concerned about the setting up of the proposed temporary barging point at Kellett Bay, together with the future concrete batching plant, would cause cumulative noise, dust and traffic impacts on the residents of Wah Kwai Estate and Ka Lung Court.	After considering the concerns raised by the locals, the MTRCL had identified an alternative site for the proposed temporary barging point, which is the existing temporary barging point at the Telegraph Bay for a drainage project. The proposal for setting up a temporary barging point at Kellett Bay had been deleted in the Amendments to Scheme.
One objector is concerned about the cancellation of the proposal to set up a barging point at Kellett Bay in the Amendments to Scheme which will render additional traffic using the Lee Nam Road barging point.	After cancellation of the proposal to set up a barging point at Kellet Bay, there will three barging points, namely the Telegraph Bay, the Lee Nam Road and the Kennedy Town Praya, proposed in the Amendments to Scheme to facilitate the construction of the SIL(E). Enclosed conveyor belt system will be used to transport part of the excavated materials in Ap Lei Chau to the barging point at Lee Nam Road in order to reduce traffic and environmental impacts. The MTRCL had reviewed the proposed truck delivery



<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	<p>routes and the road capacity was found acceptable to handle the additional truck loads as generated under the project.</p>
<p>Sixteen objectors are concerned about the operation of the proposed barging point at Telegraph Bay which will cause traffic, road safety and environmental impacts on the locals. The use of barging points at other locations should be considered.</p>	<p>Two temporary barging points, one at Lee Nam Road and the other at the Telegraph Bay, are required in the Southern District to remove excavated materials by sea to minimize traffic impact as well as reducing the overall environmental impact. The MTRCL had examined other alternative sites in the Southern District including Kellett Bay, Aberdeen Typhoon Shelter, Tai Shue Wan of Ocean Park. Due to various reasons, the Telegraph Bay site is considered the most suitable location for use as a barging point for the SIL(E). Using barging points outside the Southern District would put additional traffic to the major roads in the Southern District. Taking into account the concern of local residents, the trucks will take the route via Victoria Road and Sha Wan Drive to access the barging point at Telegraph Bay and will depart via Cyberport Road and Victoria Road to ensure each truck will pass a given point in Sha Wan Drive and Cyberport Road for only once per trip with a view to minimizing nuisance.</p> <p>Sha Wan Drive is a carriageway designed to the public road standard and is not a traffic black spot. To closely monitor the speed of the trucks, the MTRCL will carry out their own laser gun speed check on the trucks as well as requiring the contractor to provide devices or instrument such as tachograph</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	<p>for the continuous surveillance of the speed and route.</p> <p>To reduce air pollution, the MTRCL will encourage their contractors to use Euro IV standard trucks and dust control measures will be put in place. The proposed number of trucks using the Telegraph Bay has been reduced to 150 per working day and will operate from 9:00 am to 3:00 pm outside the morning peak, the school after hours and evening peak to minimize the traffic impact.</p>
<p>One objector is concerned about operation of the proposed barging point at the Telegraph Bay and "zero dumping" method should be considered.</p>	<p>Temporary barging point at Telegraph Bay is needed to remove the excavated materials by sea to minimize the traffic impact as well as reducing the overall environmental impact.</p> <p>The MTRCL has examined other alternative sites in the Southern District including Kellett Bay, Aberdeen Typhoon Shelter, Tai Shue Wan of the Ocean Park. Due to various reasons, the Telegraph Bay site is considered the most suitable location. The "zero dumping" proposal by filling up the Ex-Canadian Hospital site at Nam Fung Path by the excavated materials is considered not feasible as it will adversely affect the future hospital development as well as causing adverse environmental and visual impacts .</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>One objector is concerned about operation of the proposed barging point at Telegraph Bay and considers that the excavated materials should be reduced and other alternative uses of the excavated materials should be identified to minimize trucking.</p>	<p>The temporary barging point at Telegraph Bay is needed to remove the excavated materials by sea to minimize the traffic impact on the Southern District as well as reducing the overall environmental impact.</p> <p>The proposed number of trucks using the Telegraph Bay has been reduced to 150 per working day and will operate from 9:00 am to 3:00 pm outside the morning peak, the school after hours and evening peak to minimize the traffic impact. The MTRCL will make the best endeavour to minimize and reuse the excavated materials. It has also been making effort to coordinate the delivery of excavated materials to other ongoing / upcoming projects requiring filling materials such as Hong Kong-Zhuhai-Macau Bridge, Central-Wan Chai Bypass and Wan Chai Development Phase II.</p>
<b>Traffic Issues</b>	
<b>(f) Traffic impact during the construction and upon completion</b>	
<p>Six objectors are concerned about the potential traffic impact arising from the proposed temporary barging point at Kellett Bay.</p>	<p>After considering the concerns raised by the locals, the proposal for setting up a temporary barging point at Kellett Bay had been cancelled in the Amendments to Scheme.</p>
<p>One objector is concerned about the potential traffic impact arising from the proposed temporary construction access at Kwun Hoi Path.</p>	<p>The capacity of Kwun Hoi Path is adequate to cater for the construction traffic for the SIL(E) which will be less than eight construction vehicles per hour. The vehicles will not be allowed to station on roadside.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>Five objectors are concerned on the potential traffic impact arising from the delivery of explosives to and from the proposed temporary magazine at Chung Hom Shan.</p>	<p>The number of trips for delivery of explosives to and from Chung Hom Shan magazine will not exceed six times a day and will have minimal impact on the traffic at Repulse Bay Road and Chung Hom Kok Road. All vehicles for delivery of explosives with safety features are licensed and approved by the Commissioner of Mines. The delivery of explosives in Hong Kong has been proven to be very safe.</p>
<p>The objector is concerned about the increased number of dump trucks on Lee Nam Road which will jeopardize the learner drivers of the driving school of the objector.</p>	<p>The preliminary traffic impact assessment conducted by the MTRCL reveals that the traffic impact on Lee Nam Road during the barging point operation would be within the acceptable level. During construction, temporary traffic management schemes, which will be considered by a Site Liaison Group with members from the Transport Department, the Highways Department and the Hong Kong Police Force, will be put in place to ensure that existing road traffic will be maintained.</p>
<p>Three objectors raised concern on the traffic impact arising from the increased dump trucks on Lee Nam Road due to the proposed barging point.</p>	
<p>One objector is concerned about the use of the site of ex-Harbour Mission Primary School for temporary traffic diversion which will affect the traffic in Ap Lei Chau area and cause disturbance to the residents of Sham Wan Towers.</p>	<p>The ex-Harbour Mission Primary School site will be used for temporary traffic diversion and as a works site. During construction all temporary traffic management schemes will be approved by a Site Liaison Group with members from Transport Department, Highways Department and Hong Kong Police Force to ensure all existing road traffic will be maintained.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>Two objectors raised concern on the potential traffic impact arising from the increased number of dump trucks travelling to and from the proposed barging point at the Telegraph Bay.</p>	<p>The MTRCL has conducted a preliminary traffic impact assessment and revealed that the road capacity would be able to handle the additional truck loads generated during the construction stage. Taking into account the concern of local residents, the trucks travelling to the temporary barging point will take the route via Victoria Road and Sha Wan Drive to access the barging point and will depart via Cyberport Road and Victoria Road. This will ensure that each truck will pass a given point in Cyberport Road and Sha Wan Drive for only once per trip with a view to minimizing nuisance. During construction, temporary traffic management schemes, which will be considered by a Site Liaison Group with members from the Transport Department, the Highways Department and the Hong Kong Police Force, will be put in place to ensure that all existing road traffic will be maintained.</p> <p>To reduce air pollution, the MTRCL will encourage their contractors to use Euro IV standard trucks and dust control measures will be put in place. The proposed number of trucks using the Telegraph Bay has been reduced to 150 per working day and will operate from 9:00 a.m. to 3:00 p.m. outside the morning peak, the school after hours and evening peak to minimize the traffic impact. The MTRCL will closely monitor the construction traffic to ensure that the safety procedures are strictly adhered to and local traffic will not be affected.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>One objector is concerned about potential traffic impact arising from the Wong Chuk Hang Station and its associated Public Transport Interchange during construction and after completion of the SIL(E).</p>	<p>The MTRCL had carried out assessment and reckoned that the road capacity would be able to handle the additional truck loads generated during the construction stage. During construction, temporary traffic management schemes, which will be considered by a Site Liaison Group with members from the Transport Department, the Highways Department and the Hong Kong Police Force, will be put in place to ensure that all existing road traffic will be maintained. To improve the pedestrian access and facilitate the interchange with the SIL(E), footbridge connecting to the Wong Chuk Hang Station will be built and substantial road improvement works at Heung Yip Road and Nam Long Shan Road will also be implemented.</p>
<b>(g) Proposed temporary barging point at Telegraph Bay and related issues</b>	
<p>Four objectors are concerned about the operation of the proposed temporary barging point at Kellett Bay, together with the future concrete batching plant, which will cause cumulative noise, dust and traffic impacts on the residents of Wah Kwai Estate and Ka Lung Court.</p>	<p>After considering the concerns raised by the locals, the MTRCL had identified an alternative site for the proposed temporary barging point, which is an existing one at the Telegraph Bay for a drainage project. The proposal to set up a temporary barging point at Kellett Bay had been cancelled in the Amendments to Scheme.</p>
<p>One objector is concerned that the number of proposed temporary barging points is excessive and would cause inconvenience due to the</p>	<p>There is a need to set up barging facilities close to the construction sites in the Southern District to minimize the traffic impact on the Southern District. In addition, the WIL temporary barging point</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
trucks operation. The WIL temporary barging point at Kennedy Town Praya should be utilized for use of SIL(E).	has been included in the Amendments to Scheme for handling the excavated materials from the SIL(E) station construction at Admiralty.
Two objectors raised concern about the noise and traffic impact to be caused by the temporary barging point at Lee Nam Road.	Enclosed conveyor belt system will be used to transport part of the excavated materials in Ap Lei Chau to the barging point at Lee Nam Road in order to reduce the traffic and environmental impacts. Appropriate environmental mitigation measures and traffic improvement works will be provided when necessary.
One objector raised concern about the proposed barging point at Kellett Bay had not been agreed by the District Council. The proposed site should be used for leisure facilities.	The Southern District Council had been consulted regarding the proposed barging point at Kellett Bay and agreed to put on hold the leisure facilities proposal at the site until the issues of setting up of a barging point at Kellet Bay were sorted out. After considering the concerns raised by the locals, the MTRCL has identified an alternative site for the proposed temporary barging point, which is an the existing temporary barging point at Telegraph Bay for a drainage project. The proposed temporary barging point at Kellett Bay has been deleted in the Amendments to Scheme.

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>Three objectors raised concern on the proposed barging point at Telegraph Bay and the excessive use of the barging point at Lee Nam Road if the Telegraph Bay proposal was dropped.</p>	<p>After considering the concerns raised by the locals, the MTRCL has identified an alternative site for the proposed temporary barging point, which is an existing temporary barging point at Telegraph Bay for a drainage project. The proposed temporary barging point at Telegraph Bay has been included in the Amendments to Scheme.</p>
<p>Two objectors raised concern about the proposed temporary barging point at Kellett Bay, together with the future concrete batching plant, would cause cumulative noise, dust and traffic impacts to the residents of Wah Kwai Estate and Ka Lung Court.</p>	<p>After considering the concerns raised by the locals, the MTRCL has identified an alternative site for the proposed temporary barging point, which is an existing temporary barging point at Telegraph Bay for a drainage project. The proposed temporary barging point at Kellett Bay has been deleted in the Amendments to Scheme.</p>
<p>One objector raised concern about the deletion of the Kellett Bay barging point in the Amendments to Scheme would incur additional traffic using the Lee Nam Road barging point.</p>	<p>With the deletion of Kellett Bay barging point, there are three barging points proposed to facilitate the construction of SIL(E) in the Amendments to Scheme. Enclosed conveyor belt system will be used to transport part of the excavated materials in Ap Lei Chau to the barging point at Lee Nam Road in order to reduce the traffic and environmental impacts. The MTRCL had reviewed the proposed truck delivery routes and the road capacity was found acceptable to handle the additional truck loads as generated under the project.</p>



<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>Seventeen objectors raised concern about the proposed barging point at Telegraph Bay would cause traffic, road safety and environmental impacts to the locals. The use of other barging point locations should be considered.</p>	<p>Two temporary barging points at Lee Nam Road and Telegraph Bay are needed to set up in the Southern district to remove the excavated materials by sea to minimize the traffic impact as well as reducing the overall environmental impact. The MTRCL has examined other alternative sites in the Southern District including Kellett Bay, Aberdeen Typhoon Shelter, Tai Shue Wan of Ocean Park.</p> <p>Due to various reasons, the Telegraph Bay site is considered the most suitable location for use as a barging point for SIL(E). Using barging points outside the Southern District would put additional traffic to the major roads in the Southern District. Taking into account the local residents' concern, the trucks will take the route via Victoria Road and Sha Wan Drive to access the barging point at Telegraph Bay and will depart via Cyberport Road and Victoria Road to ensure each truck would pass a given point in Sha Wan Drive and Cyberport Road for only once per trip with a view to minimizing nuisance.</p> <p>Sha Wan Drive is a carriageway designed to the public road standard and is not a traffic black spot. To closely monitor the speed of the trucks, the MTRCL will carry out their own laser gun speed check on the trucks as well as requiring the contractor to provide devices or instrument such as tachograph for the continuous surveillance of the speed and route.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	<p>To reduce air pollution, the MTRCL will encourage their contractors to use Euro IV standard trucks and dust control measures will be in place. The proposed number of trucks using the Telegraph Bay has been reduced to 150 per working day and will operate from 9:00am to 3:00pm outside the morning peak, the school end hours and evening peak to minimize the traffic impact.</p>
<p>One objector has raised concern about the proposed barging point at Telegraph Bay and “zero dumping” method should be considered.</p>	<p>Temporary barging point at Telegraph Bay is needed to remove the excavated materials by sea to minimize the traffic impact as well as reducing the overall environmental impact.</p> <p>The MTRCL has examined other alternative sites in the Southern District including Kellett Bay, Aberdeen Typhoon Shelter, Tai Shue Wan of Ocean Park. Due to various reasons, the Telegraph Bay site is considered the most suitable location. The “zero dumping” proposal by filling up the Ex-Canadian Hospital site at Nam Fung Path by the excavated materials is considered not feasible as it will adversely affect the future hospital development as well causing adverse environmental and visual impacts to the locals.</p>
<p>One objector raised concern about the proposed barging point at Telegraph Bay and considered that the excavated materials should be reduced and other alternative uses of the excavated materials</p>	<p>Temporary barging points at Telegraph Bay is needed to remove the excavated materials by sea to minimize the traffic impact in the Southern District, as well as reducing the overall environmental impact.</p> <p>The proposed number of trucks using the</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>should be identified to minimize trucking.</p>	<p>Telegraph Bay has been reduced to 150 per working day and will operate from 9:00am to 3:00pm outside the morning peak, the school end hours and evening peak to minimize the traffic impact. The MTRCL had carried out assessment and reckoned that the road capacity would be able to handle the additional truck loads generated during the construction stage. The MTRCL will make the best endeavour to minimize and reuse the excavated materials and has been making effort to coordinate on the delivery of excavated materials to other ongoing/ upcoming projects requiring filling materials such as Hong Kong-Zhuhai-Macau Bridge, Central-Wan Chai Bypass and Wan Chai Development Phase II by barges.</p>
<b>Engineering Issues</b>	
<b>(h) Excavation / tunnel works and impact on building integrity</b>	
<p>Nine objectors are concerned about the railway tunnel passing underneath Yue On Court, which would affect the structural integrity and stability of the building. Two objectors raise similar concern on Pacific Palace I and Admiralty Car Park respectively; whereas an objector has concern about Block 19 of the South Horizons due to the proposed creation of easement for station entrance.</p>	<p>To ensure the structural integrity of those buildings will not be affected by the railway tunnel construction, the MTRCL will employ competent persons to carry out detailed design, assess the impact of proposed tunnel construction and establish necessary monitoring schemes and mitigation measures in compliance with the standards of safety stipulated under the Buildings Ordinance and related Regulations. Condition survey will be carried out to record the existing condition of the buildings in the proximity of the SIL(E) works prior to the commencement of the construction works.</p> <p>There is a provision under the Railways</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	Ordinance for any person who has a compensatable interest in land or building that is subject to physical or structural damages resulting from railway works to claim compensation from the Government.
<b>(i) Proposed temporary magazine site at Chung Hom Shan</b>	
Three objectors are concerned about the safety of the proposed temporary magazine at Chung Hom Shan and the impacts on the telecommunication facilities and the effect of electromagnetic wave on detonators.	To ensure that the SIL(E) can be completed on time to meet public aspirations, it is required to carry out two blasts per day for construction and a temporary magazine is needed for overnight storage to allow one blast in the morning and another in the evening. Chung Hom Shan is the only suitable location for use as a magazine site for the SIL(E). To address the safety concern, the MTRCL has conducted a quantitative risk assessment, and stringent risk control and safety measures will be enforced to ensure the safe transport, storage and use of explosives. According to the design check, the vibration and effect resulting from very unlikely accidental explosion of the magazine store to the closest building is negligible. Non-electric detonators will be stored in the Chung Hom Shan magazine which are not affected by electromagnetic wave.

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>One objector enquires why the proposed temporary magazine site was chosen at Chung Hom Shan and raises concern about the impact of explosive delivery on traffic to the nearby residential areas.</p>	<p>The MTRCL has examined other alternative sites on Hong Kong Island including Shek O Quarry and Ocean Park. Shek O Quarry is far way for the blasting sites and the Ocean Park is not equipped with suitable access road.</p> <p>The Chung Hom Shan site is relatively near the project construction sites and is situated about 250 metres from Chung Hom Kok Road and more than 300 metres from the nearest residential area which is separated from the site by a 60 metres high hillock.</p> <p>Therefore the Chung Hom Shan is considered the most suitable location as a magazine site for SIL(E). The number of delivery trips of explosives to and from Chung Hom Shan magazine will not exceed six times a day and will have minimal impact on the traffic at Repulse Bay Road and Chung Hom Kok Road. All vehicles for delivery of explosives, with safety features, are licensed and approved by the Commissioner of Mines. The delivery of explosives in Hong Kong has been proven to be very safe.</p>
<p>One objector enquires why the West Island Line (WIL) temporary magazine cannot be co-used with the SIL(E).</p>	<p>The WIL temporary magazine has insufficient capacity to support both the SIL(E) and WIL projects.</p>
<p>Three objectors are concerned about the setting up of the proposed temporary magazine at Chung Hom Shan and the</p>	<p>The MTRCL had examined other alternative magazine sites in Hong Kong Island. Due to various reasons, the Chung Hom Shan site is considered the most suitable location for use</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>impact of delivery of explosives on traffic to the nearby residential areas.</p>	<p>as a magazine site for SIL(E). The number of delivery trips of explosives to and from Chung Hom Shan magazine will not exceed six times a day and will have minimal impact on the traffic at Repulse Bay Road and Chung Hom Kok Road. All vehicles for delivery of explosives, with safety features, are licensed and approved by the Commissioner of Mines. The delivery of explosives in Hong Kong has been proven to be very safe.</p>
<p>Five objectors are concerned about the setting up of a proposed temporary magazine at Chung Hom Shan. They consider that explosives should be transported by sea to a temporary pier near the work sites to avoid impact and minimize the risk on the road traffic associated with the road delivery.</p>	<p>The Mines Division can only operate the Government Explosives Depot and make delivery by sea during daylight hours. As such, it cannot meet the demand of two blasts per day for the construction of the SIL(E).</p> <p>The MTRCL had examined other alternative sites in Hong Kong Island. The Chung Hom Shan site is relatively near the project construction sites and is situated about 200 metres from the nearby telecommunication facilities. It is also separated from the nearest residential area by a hillock. The number delivery trips of explosives to and from Chung Hom Shan magazine will not exceed six times a day and will have minimal impact on the traffic at Repulse Bay Road and Chung Hom Kok Road. All vehicles for delivery of explosives, with safety features, are licensed and approved by the Commissioner of Mines. The delivery of explosives in Hong Kong has been proven to be very safe.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<b><i>Lands Issues</i></b>	
<b>(j) Resumption of land and / or underground strata of land, etc</b>	
<p>Four objectors are concerned that the creation of easement and/or other permanent rights and creation of rights of temporary occupation of land at the South Horizons will intrude their private rights and properties and causing their losses.</p>	<p>The proposed station entrances at South Horizon Drive and Yi Nam Road would require the creation of easement and/or other permanent rights and creation of rights of temporary occupation of land of the South Horizons. The locations of the South Horizons Station entrances are generally supported by the local communities. The amendment of the extent of easement creation was due to revised design having regard to the conflict of existing utilities with Fire Services Department's requirement.</p> <p>Under the Railways Ordinance, any person who has a compensatable interest in the land where easement and/or other permanent rights and /or rights of temporary occupation of land are created is entitled to claim compensation.</p>
<p>One objector is concerned about the creation of easement and/or other permanent rights at the Little Sisters of the Poor St. Mary's Home for the Aged which will seriously affect the future right to build and redevelop the lot.</p>	<p>The concerned land will be required for the water and drainage works and other utilities to facilitate the construction of the SIL(E). The extent of land over which easements and/or other permanent rights to be created has been carefully studied to minimize the impact. The MTRCL will closely liaise with the owner to arrange the works of the SIL(E) in such way to cause minimal impact on the lot's planned development. In any event, any person who has a compensatable interest in the land where easement and/or other permanent rights are created is entitled to claim compensation under the Railways Ordinance.</p>



<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>One objector is concerned about the underground strata resumption below the Pacific Place which will affect the existing foundations and the future redevelopment of the lots. The objector is also concerned about the creation of rights of temporary occupation of land at portion of Queensway adjacent to Pacific Place which will affect the existing EVA and footpath and the enjoyment of the landscape area. The objector also raises concern that part of the resumption is for the Shatin to Central Link (SCL) but not for SIL(E).</p>	<p>In order to provide seamless interchange for railway passengers, the railway platforms and concourse of the SIL(E) will be constructed and connected to the eastern end of existing Admiralty Station under the Harcourt Garden and Queensway. As the new platforms are orientated at a northeast-and-southwest direction to match the alignment of the SIL(E) alignment. Therefore, resumption of the underground strata of part of the Pacific Place is required. The MTRCL confirmed that the extent of underground strata resumption will not embrace any foundation structure of the Pacific Place. The MTRCL has undertaken the preliminary technical evaluation and the results suggest that the impact on future redevelopment of the Pacific Place due to the underground railway facilities is minimal. The extent in plan and vertical limit of the proposed resumption of underground strata of the Pacific Place have been carefully determined. The present option of alignment will have minimal impact on the redevelopment of the Pacific Place. Meanwhile, the proposed temporary occupation of land at Queensway is no longer required due to the design development of the SIL(E) and has been cancelled in the Amendments to Scheme. In any event, any person who has a compensatable interest in the land affected by resumption of underground strata of land is entitled to claim compensation under the Railways Ordinance.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	<p>The objector was advised that the new SIL(E) and SCL stations would be integrated into a single structure to provide convenient and seamless interchange between the different MTR lines meeting at Admiralty. The implementation of the protection works of the SCL during the SIL(E) construction is to minimize the overall construction time and the disturbance to the community.</p>
<p>One objector is concerned about the underground strata resumption below the car park underneath Harcourt Garden ('the Car Park') as the railway works may affect the existing foundations and the future redevelopment of the Car Park. The objector is also concerned that no detail of the proposed duration has been given for the creation of rights of temporary occupation of portion of the Car Park. The objector also raises concern about part of the resumption is for the Shatin to Central Link (SCL) but not for SIL(E).</p>	<p>In order to provide seamless interchange for railway passengers, the railway platforms and concourse of the SIL(E) will be constructed and connected to the eastern end of existing Admiralty Station under the Harcourt Garden. Therefore, resumption of part of the underground strata of the Car Park is required for the railway construction. The MTRCL confirms that the extent of underground strata resumption will not embrace any foundation structure of the Car Park.</p> <p>The objector was advised that any redevelopment proposal would be separately considered by the Government having regard to the lease conditions, the compatibility with the railway scheme, the safe operation and maintenance of the railway and the legislation on building and town planning control. The objector was also advised that the new SIL(E) and SCL stations would be integrated into a single structure to provide convenient and seamless interchange between the different MTR lines meeting at Admiralty.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	<p>The implementation of the protection works of the SCL during the construction of the SIL(E) is to minimize the overall construction time and the disturbance to the community. The extent and period of the temporary occupation of the area of the Car Park will be specified in the notice of the creation of rights of temporary occupation which will be issued by the Lands Department after the authorization of the SIL(E).</p>
<p>One objector is concerned about the significant impact on the redevelopment potential of the HSS since the whole land lot will be included in the Railway Protection Zone of the SIL(E).</p>	<p>The SIL(E) gazettal drawings entitled "Control of Building Plan and Commencement of Work Plan" includes any land situated about 30 metres outside the outer face of the proposed railway scheme and the facilities but encompasses the whole of any lot where any part of the lot falling within the 30 metres distance. This is to comply with the general guideline of the Practice Note from the Building Department. Any re-development proposal will be separately considered by the Government having regard to the lease conditions, the compatibility with the railway scheme, the safe operation and maintenance of the railway and the legislation on buildings and town planning. Any design and construction of private re-development project shall be subject to full application of the Buildings Ordinance.</p> <p>There is provision under the Railways Ordinance for the affected owner to claim compensation for the loss due to resumption of land and creation of rights of temporary occupation.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>Two objectors are concerned about the underground strata resumption below Yue On Court which will affect the existing foundations and future maintenance works of Yue On Court.</p>	<p>The proposed alignment of the SIL(E) has been carefully determined with consideration on various factors including the geographical constraints, the impact on existing buildings and other technical aspects. In order to connect the future Lei Tung Station and the railway viaduct across the Aberdeen Channel, running the SIL(E) railway tunnel underneath the Yue On Court is unavoidable. The MTRCL confirms that the extent of underground strata resumption will not embrace any foundation structure of Yue On Court. The structural integrity and future maintenance of Yue On Court should not be adversely affected. In any event, any person who has a compensatable interest in the land affected by resumption of underground strata of land is entitled to claim compensation under the Railways Ordinance.</p>
<p>One objector is concerned about the creation of rights of temporary occupation of land and underground strata at Sham Wan Towers which will affect the existing enjoyment of the residents, especially those who walk their dogs at the garden area.</p>	<p>The temporary occupation of the concerned land and underground strata are required for the construction of the railway tunnels, the associated ground treatment and slope retaining works for the SIL(E). The Food and Environmental Hygiene Department will consult the residents of Sham Wan Towers to seek their views of a suitable location to provide facilities for dog owners, such as dog excreta bins.</p>
<p>One objector is concerned about the underground strata resumption below Regent On The Park which will affect the</p>	<p>In order to provide seamless interchange for railway passengers, the railway platforms and concourse of the SIL(E) will be constructed and connected to the eastern</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>future redevelopment and cause losses of property value.</p>	<p>end of existing Admiralty Station under the Harcourt Garden and Queensway. As the new platforms are orientated at a northeast-and-southwest direction to match the SIL(E) alignment, resumption of the underground strata of the relevant part of Regent On The Park is therefore required for the railway construction. The MTRCL confirms that the extent of underground strata resumption will not embrace any foundation structure of Regent On the Park.</p> <p>The impact on future redevelopment of the estate will be minimal with the designed 60 to 70 m sound rock cover between the existing building foundation and the future railway tunnel structure.</p> <p>In any event, any person who has a compensatable interest in the land affected by resumption of underground strata of land is entitled to claim compensation under the Railways Ordinance.</p>
<p>One objector is concerned about the underground strata resumption below their properties at 27 Magazine Gap Road which will affect the future redevelopment. The objector has indicated to reserve their rights to claim for compensation in the future.</p>	<p>The impact to future redevelopment of the estate will be minimal with the designed sound rock cover of more than 300 metres between the existing building foundation and the future railway tunnel structure.</p> <p>In any event, any person who has compensatable interest in the land affected by resumption of underground strata of land is entitled to claim compensation under the Railways Ordinance.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<b>(k) Others</b>	
<p>Three objectors are concerned that the SIL(E) design is not compatible with the future SIL(W) railway scheme.</p>	<p>The SIL(W) is under planning. Upon the completion and operation of SIL(E), the Government will review the need for the construction of the SIL(W) based on the traffic conditions at the time. The feasibility of the SIL(W) will not be affected by the design of the SIL(E).</p>
<p>Eleven objectors suggest that a full tunnel option should be adopted.</p>	<p>In view of the programme implications, benefits and impacts to the Southern District, as well as relevant planning and environmental considerations, it was considered not practicable to adopt the full tunnel option for the SIL(E). First, additional excavation of one million cubic metres of hard rock will be required at the Wong Chuk Hang depot which leads to 3 to 4 years' delay. Second, two-thirds of the Aberdeen Channel will have to be closed for 3 years to facilitate construction of the tunnel which is unacceptable for the marine traffic. Third, the construction of floodgates and ventilation buildings will render clearance and resumption of some shipyards on the north shore of the Aberdeen Channel. Fourth, due to the topography, the underground stations will be very deep, making traveling time much longer for passengers and impact the accessibility of the railway. Lastly, part of the Hong Kong Police College and its operation will be affected during the construction period.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>Five objectors propose that a station should be added at Happy Valley and that the additional cost and time required would be off-set by the associated benefits.</p>	<p>The MTRCL had conducted a study of four options for provision of a station at Happy Valley, which includes potential station locations at Fung Fai Terrace option, Happy Valley Tram Terminus, within the Racecourse and adjacent to the Grandstand of the Hong Kong Jockey Club. All options were found to have considerable implications for the SIL(E) project in terms of cost and programme. In addition, the catchment population of the Happy Valley Station will only be about 19,000 and the projected patronage is not high. Serious traffic disruption will be experienced during the construction stage in the vicinity of the tram terminus and the total tunnel length will be increased by 3 kilometres, about 50% of that of the current scheme. This will result in a substantially higher construction cost and much longer journey time. The longer tunnel will render more excavation and longer construction period, which is against the strong public expectations for early completion of the SIL(E). The Happy Valley Station was hence not included as part of the SIL(E) scheme.</p>
<p>One objector is concerned that the three proposed railway lines, i.e. the SIL(E), the WIL and the SCL together with the existing Island Line (ISL) and Tsuen Wan Line will bring significant passenger loading to Admiralty Station and aggravate the already</p>	<p>Based on the latest population and employment forecasts, the ISL should have sufficient capacity to handle the patronage demand beyond 2020. Modification and expansion works to the Admiralty Station will be carried out under the SIL(E) and the SCL projects to cater for the future interchange arrangement. The MTRCL had conducted an analysis using a transport or</p>



<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
<p>congested condition of Admiralty Station at peak hours. The objector also considers that it is not appropriate to leave the construction of the North Island Line (NIL) after the SIL(E), the WIL and the SCL. Information should be released in this regard. The objector also considers that the flexibility of the alignment of the SCL will be constrained by the protection works at Admiralty.</p>	<p>railway network model for the phased implementation of various railway projects, including the WIL, the SIL(E), the SCL and the NIL based on the latest population and employment forecasts. The current project implementation arrangement is found appropriate. As the model includes commercial and operating data, it was not appropriate to release this information. The SCL protection works will be desirable to minimize the disturbance to the community at the Admiralty area.</p>
<p>Three objectors request that stations should be provided at Wah Kwai Estate, Wah Fu Estate and Chi Fu areas.</p>	<p>According to the current plan, railway stations at Wah Kwai Estate and Wah Fu Estate will be considered under the planning of the SIL(W). In the SIL(E) scheme, a public transport interchange will be provided at Wong Chuk Hang Station to facilitate residents in Wah Kwai Estate and Wah Fu Estate to use the rail service.</p>
<p>Three objectors are concerned about impact on the redevelopment potential of existing premises.</p>	<p>Any redevelopment proposal will be separately considered by the Government with regard to the lease conditions, the compatibility with the railway scheme, the safe operation and maintenance of the railway and the legislation on building and town planning control.</p>

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
Two objectors are concerned that the current enjoyment of the landscape area at Admiralty and that the emergency vehicular access would be affected.	All emergency vehicular accesses and footpaths will be maintained or temporarily diverted during the construction of the SIL(E). During the period, the MTRCL will be responsible for the maintenance of the landscaped area. A tree assessment and compensatory planting proposal will be carried out to minimize the impact on existing trees and landscaping works.
One objector is concerned about the impact on the fire services and building services of the Car Park during the construction of the SIL(E).	The affected fire services water tank will only be temporarily relocated and the MTRCL will ensure the normal operation of both fire services and the ventilation systems of the Car Park during the construction of the SIL(E). The Admiralty Station will be equipped with independent fire services systems and the fire system of the Car Park will not be affected.
One objector proposes to relocate its driving school.	The proposed barging point at Lee Nam Road will not occupy land of the objector's driving school. Efforts will be made to minimize the impacts of the construction of SIL(E) on their learner drivers and the operation of the driving school. The impact on the operation of the driving school by the SIL(E) scheme would be minimal. Regarding the objector's proposal of relocating the driving school to Chai Wan, it is not within the purview of the SIL(E) scheme. The Transport Department and the Lands Department are responsible for identifying suitable sites on Hong Kong Island for that purpose.

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
One objector is concerned about the design of the footbridge near the Precious Blood Primary School.	During the detailed design stage, the MTRCL will submit the aesthetical design of the footbridge to the ACABAS for their review and approval. The aesthetics of the footbridge and the passenger lift will be designed in accordance with the relevant requirements and standards. The MTRCL will continue liaison with the local community and relevant government departments to ensure that the design of the footbridge will not infringe on the privacy of the nearby residents.
Two objectors request that sufficient space should be reserved at the South Horizons Station for future expansion.	The current design of the SIL(E) has taken into account the forecast population and employment figures of the Southern District. The MTRCL can also adjust the train service to cope with the growth of patronage.
Three objectors are concerned about the construction of the covered footway along Nam Long Shan Road and connectivity of the Wong Chuk Hang Station.	The design of the covered footway and its arrangement will be carried out in conjunction with the property development of the ex-Wong Chuk Hang Estate site. Before the completion of the property development, hoardings and covered walkway will be provided along Nam Long Shan Road. Residents of the Shum Wan area can use the current footway from Chan Pak Sha College along Nam Long Shan Road to access the proposed Wong Chuk Hang Station.
One objector requests for the information of the property development at the ex-Wong Chuk Hang Estate site.	The property development of the ex-Wong Chuk Hang Estate site is outside the purview of the SIL(E) railway scheme.

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
Three objectors request that a green pedestrian precinct should be created along Heung Yip Road.	Landscaping proposal will be developed along the Heung Yip Road along the railway alignment and a new pedestrian link will be built on the southern bank of Wong Chuk Hang nullah to create a continuous pathway between Wong Chuk Hang and Aberdeen waterfront.
One objector opines that the small patronage could not justify the construction of the SIL(E).	The SIL(E) project will not only enhance the existing railway service, but also improve the traffic conditions in the Southern District. Apart from the transport benefits, the SIL(E) will bring huge economic benefits to the vast traveling public and promote further development in Hong Kong.
One objector requests that an additional entrance be provided near the toll plaza of the Aberdeen Tunnel.	The Ocean Park Station and Wong Chuk Hang Station are elevated stations. After completion of the SIL(E), the public can interchange with rail service at the existing Ocean Park Road bus terminus and the future public transport interchange at Wong Chuk Hang Station. Before commissioning of the railway line, the Transport Department will review the traffic need and adjust the public transport service as necessary.
One objector is concerned about damage to the "Fung Shui" of Tai Wong Ye Temple and suggests that the viaduct should be built within the Wong Chuk Hang nullah.	If the viaduct was to be located within the existing nullah, it would have to be widened in order not to affect its hydraulic capacity. A lot of trees on the slopes on the southern bank of the nullah would need to be removed and extensive slope modification works would be necessary causing great environmental impacts. Landscaped

<b>Objector's Views and Suggestions</b>	<b>Administration's Assessment and Response</b>
	proposal will be implemented in the vicinity of Tai Wong Ye Temple to improve the environment.
One objector considers that decking of the Wong Chuk Hang nullah is not the best arrangement.	The modification of part of the Wong Chuk Hang nullah will facilitate the construction of a public transport interchange and the associated road works which will become the vital supporting facilities for the proposed Wong Chuk Hang Station.
Two objectors request that low-noise material should be used for the viaduct. They are also concerned about the impact of the SIL(E) on the operation of the Wong Chuk Hang Complex.	The MTRCL has kept the proposed railway viaduct away from the Wong Chuk Hang Complex (the Complex) as far as it is technically feasible. In the current proposal, the distance between the viaduct and the Complex will not be less than 30 metres. Based on the Environmental Impact Assessment study, the MTRCL has proposed to install semi-noise enclosure on the viaduct in front of the Complex to alleviate the noise nuisance to the Complex. The MTRCL would continue to engage the Complex in the design and the use of materials of the viaduct.
Three objectors are concerned that the future maintenance cost will increase as a result of the vibration due to railway operation. They are also concerned that the values of their properties will be affected.	The MTRCL had carried out an assessment and found that the building structures near the proposed alignment and tunnel will not be damaged during construction and operation. Moreover, under the Railways Ordinance, any person who has a compensatable interest in land or buildings subject to physical or structural damage resulting from railway works is entitled to claim compensation.