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**Transport and
Housing Bureau**
Government Secretariat

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East Wing, Central Government Offices,
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本局檔號 Our Ref. THB(T) L4/6/127

來函檔號 Your Ref.

By Fax

Clerk to Panel on Transport
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn.: Ms. Macy NG)

6 May 2013

Dear Ms. NG,

Legislative Council Panel on Transport
Meeting on 15 March 2013
Reprovisioning of Yaumatei Police Station
Supplementary Information on Central Kowloon Route

At the meeting of the Panel on Transport held on 15 March 2013, Members requested the Administration to provide information on the Central Kowloon Route (CKR) project. Please find our reply below.

Regarding construction arrangement, the Ma Tau Wai section of the CKR will be constructed in the rock strata below existing ground level. The distance of the top of the tunnel from the general ground levels around some of the buildings in To Kwa Wan area is detailed at the Annex. As shown at the Annex, the depth of the To Kwa Wan section of the CKR tunnel varies from 26 metres to 62 metres. This section will be

constructed using drill-and-blast method. The drill-and-blast method has been adopted in Hong Kong for over 40 years. It is confirmed effective and is generally adopted for tunnel construction in rock strata in Hong Kong and around the world. Safety is our primary consideration. The Highways Department (HyD) has taken into account successful experience accumulated in the past years so as to develop appropriate design and construction arrangements for the CKR to ensure that its construction and subsequent operations will not affect the structural integrity and use of buildings along the tunnel alignment.

Blasting works will be subject to stringent control of the Mines Division of the Civil Engineering and Development Department. The use of explosives will also be subject to close monitoring under the Dangerous Goods Ordinance (Cap. 295) and by the Fire Services Department, the Hong Kong Police Force and the Buildings Department. HyD will complete in the planning and design stage the “Blasting Assessment Report” for approval by the Mines Division to demonstrate the feasibility of the blasting works, as well as to confirm that the execution of such works is in a safe manner and in accordance with relevant standards. Upon the letting of the works contracts, HyD will apply to the Mines Division for the Blasting Permit. The application concerned will include an assessment of the impact of the blasting works on adjacent facilities including buildings, public facilities and slopes. The approach of assessment fulfils the existing best international standard and is widely adopted internationally. Moreover, blasting works will be carried out by qualified contractors and personnel. The construction arrangements for each blasting operation will take into account the structural safety of adjacent buildings and should ensure that impact on residents of adjacent buildings is minimised. Furthermore, the construction arrangements have to be approved by the Mines Division. This rigorous regime will provide adequate independent control on the drill and blast operations.

The construction of the CKR will not involve resumption of any private land. However, we need to create easement and other permanent rights underneath private buildings along the CKR tunnel according to the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (“the Ordinance”) so as to allow Government and personnel authorized by

Government to construct, operate, maintain and repair the tunnels as well as to allow the public to enter and use CKR. The concerned owners will still retain the title of their properties (including the underground strata). As the construction and subsequent operations of the CKR tunnel will not affect the structural integrity and normal use of the buildings, the creation of easement should not affect the valuation of the existing buildings concerned. Furthermore, as the additional loadings resulting from the redevelopment of buildings along the tunnel alignment have been allowed in the design, the tunnels of CKR will not affect the various development parameters (such as height, plot ratio and gross floor areas) that are provided for under the existing building regulations, land leases and Outline Zoning Plans (OZP). In other words, CKR will not affect the redevelopment potential under existing building regulations, land leases and OZP. If the owners concerned consider that the creation of easement and other permanent rights affect the value of their properties or the building cost for redeveloping their sites, they may claim compensation under section 27 of the Ordinance.

Regarding the wish of some of the residents to pursue early redevelopment of their properties, we understand from the Urban Renewal Authority (URA) that according to the “Urban Renewal Strategy” promulgated in 2011, “demand-led” redevelopment scheme was launched. Under “demand-led” redevelopment scheme, the URA may respond to the joint approach from building owners to initiate redevelopment of their lot/ building.

The following pre-requisites apply for the scheme concerned. There should be a joint application by owners of not less than 67% of the undivided shares of the lot/building concerned; the building is classified as “varied/poor” in the URA Building Conditions Survey; and the site should generally be larger than 400 square metres. The URA would consider and select projects for redevelopment in an equitable manner by taking into account factors such as conditions of buildings, living conditions of residents, the resources of the URA. After selecting the projects, the URA will take forward redevelopment projects in accordance with the Urban Renewal Authority Ordinance (Cap. 563), and will adopt its prevailing acquisition, compensation and rehousing policies for the affected owners and tenants.

Since the CKR will pass through the Yau Ma Tei Multi-storey Car Park Building (YMTMCB), the YMTMCB will have to be demolished to facilitate the tunnel construction works. According to a survey conducted by the Transport Department (TD) in 2006, the average utilization rate of the car park was consistently low. From both the demand and the cost effectiveness point of view, the car parks would not be reprovisioned. This recommendation was discussed by the Traffic and Transport Committee of the Yau Tsim Mong District Council at the meeting on 7 September 2006 and the majority of members did not raise any objections. According to the recent survey conducted by TD, the average daily utilization rate of the YMTMC in 2012 is only 25%. Thus it has been confirmed that reprovisioning of the car parks still lacks sufficient justifications. However, TD and HyD will continue to closely monitor the parking demand and would explore the provision of public parking spaces through Short Term Tenancy or future developments if necessary.

Yours sincerely,

(Miss Carrie LEE)

For Secretary for Transport and Housing

Annex

Building Name	Approximate distance between tunnel and ground level (m)*
Celestial Heights	55-62
Kau Pui Lung Road Nos. 85 to 107 (odd number)	55
Maisy Building / Maidstone Road Nos. 6 to 24 (even number)	53
Mega Building / Maidstone Road Nos. 21、 23、 25 / Maidstone Apartments Nos. 27, 29 & 33	52
Ma Tau Wai Road Nos. 410, 432 , 434 & 438 / Kam Wah House / Maidshine Court / Goldtone Court / Delight Court	50
Pak Tai Mansion (Block A) / Po Kwong Mansion / Wah Fat Building / Cheung Wan Building / Ming Yuet Building / Ma Tau Wai Road Nos. 179 to 187 (odd number) / Sheung Heung Road Nos. 1 to 9 (odd number) / Wing Yiu Street Nos. 1 to 15 and 17 to 25 (odd number) / Hung Kwong Street Nos. 2 to 31, 33 and 35 / Pau Chung Street Nos. 41 to 45 (odd number)	44-50
View Court / Double Mansion / Cambo Mansion / Harmony Garden (Blocks 1 & 2)	41-44
Merit Industrial Centre	29-30
Kapok industrial Building/Lucky Building	26-28

* Since the detailed design of CKR is in progress, the above information is only an estimate and is subject to the final design.