

**LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT**

**PWP Item No. 3794CL — The demolition of existing superstructures at  
Caroline Hill Road site, Causeway Bay**

**Follow-up Actions Arising from the Discussion  
at the Meeting on 28 February 2017**

Supplementary information requested by the Panel on Development on 28 February 2017 is provided below:

**(a) details of the temporary traffic arrangements to be implemented during the demolition period;**

2. Traffic impact study for the demolition of the existing superstructures at Caroline Hill Road site has been carried out. The assessment results as agreed by the Transport Department indicate that the anticipated traffic impact to be brought about by the demolition work on the existing road network would be acceptable with implementation of mitigation measures in place. During the demolition period, we will implement temporary traffic management measures to minimise the traffic impact to the existing road network as far as practicable. The proposed traffic management measures include but not limited to the following –

- (i) restricting construction vehicles from getting in and out of the site during busy traffic period. We have allowed provision in the demolition contract that the Contractor shall take into account the traffic conditions of the nearby area when planning for site access and arrangement for material / machinery delivery and disposal of demolition waste from the site to minimise the impact on the nearby traffic. In addition, scheduling of construction vehicle access to the site would avoid busy school hours of the neighbouring schools. In this connection, we have also consulted the nearby schools collecting their school hours which will be incorporated into our scheduling of construction vehicle access;
- (ii) in view of the large site area, temporary holding and storage of demolition waste within the site would be implemented with effective housekeeping control measure. This allows flexibility for scheduling the construction vehicles for transporting demolition waste out of the site to suit the nearby traffic condition;
- (iii) provision of traffic signaller at the site vehicular entrance in order to manage departure of construction vehicles in a smooth controlled process without causing adverse effect to traffic of the nearby roads; and

- (iv) close liaison with the Hong Kong Police Force and Transport Department prior to any special events to be held in Hong Kong Stadium, such as Hong Kong Sevens which is used to be held in Mar/Apr annually, and adjust the vehicular site access schedule to suit. We have allowed provision of this requirement in this demolition contract.

3. Notwithstanding the above, we will closely monitor the traffic condition throughout the demolition period and adjust the temporary traffic management measures, whenever necessary, to ensure the nearby traffic performance will not be adversely affected by the site works of the project.

**(b) instead of renting office space in Champion Tower at Garden Road, Central to accommodate the Office of the Chief Executive-elect, whether the Administration could make use of the office building within the project site to accommodate the aforesaid Office; if not, the reasons; and**

4. The demolition works at Caroline Hill Road site are on a tight schedule so as to make available the site for long-term development as early as possible. Taking into account commencement of the demolition works which was originally scheduled in April 2017 and the mobilisation and demobilisation work involved, the site would not be suitable for accommodating the Chief Executive-elect Office.

**(c) whether the Administration had considered keeping the taller building(s) within the project site for re-use; if not, the reasons.**

5. Retaining of the existing tall buildings within the project site for re-use had been duly evaluated but not adopted due to the following reasons –

- (i) Retaining the existing tall buildings will pose constraints on the redevelopment of the remaining area. The release of the whole site will provide flexibility in the planning and layout design of the future developments, thus optimising the development potential of the Caroline Hill Road site; and
- (ii) The existing buildings were built between 1960s – 1970s and the present state of the tall buildings is of dilapidated condition with substantial concrete spalling and cracks. If the tall buildings have to be re-used, comprehensive structural survey and substantial alteration and renovation works will be required to bring the existing buildings up to the latest statutory requirements and safety standards before they can be fit for occupation. However, the existing buildings if going through major renovation will still be likely constrained with limited usage due to their given design and structures.