

## LEGISLATIVE COUNCIL BRIEF

Railways Ordinance  
(Chapter 519)

### SHATIN TO CENTRAL LINK

### AUTHORIZATION OF SCHEME FOLLOWING RECEIPT OF OBJECTIONS

#### INTRODUCTION

At the meeting of the Executive Council on 27 March 2012, the Executive Council ADVISED and the Chief Executive ORDERED that, under section 11(4) of the Railways Ordinance (Cap. 519) (the Ordinance), the Shatin to Central Link (SCL) scheme as described in the scheme and the amendments and corrections to the scheme (the Scheme) at **Annex A**, with the proposed changes to the Scheme as described at paragraph 24 below and shown on the plans at **Annex B**, should be authorized.

A

B

#### BACKGROUND

2. On 11 March 2008, the Chief Executive in Council decided that-
  - (a) MTRCL should be asked to proceed with further planning and design of SCL based on the scheme jointly developed by KCRC and MTRCL (the M-Scheme); and
  - (b) further discussion should be carried out with MTRCL on the implementation details of the M-Scheme based on the concession approach to fund the SCL project.

We briefed the Subcommittee on Matters Relating to Railways of the Legislative Council Panel on Transport (the Railways Subcommittee) on 27 March 2008. Besides, we consulted the Railways Subcommittee on the SCL project on 27 March 2008, 31 March 2009, 4 November 2010, 6 December 2010, 7 January 2011, 6 May 2011, 2 March 2012 and 23 March 2012. The Railways Subcommittee also supports the early implementation of the SCL project.

## THE SCHEME

3. The proposed SCL consists of two parts namely an extension of the existing Ma On Shan Line from Tai Wai via East Kowloon to the West Rail Line and an extension of the existing East Rail Line across the Victoria Harbour and via northern Wan Chai to Admiralty. It provides an approximately 17 kilometres long electrified double-track railway system with proposed railway stations at Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, northern Wan Chai and Admiralty. The existing railway stations of the Ma On Shan Line will be modified to facilitate future operation of the SCL. The Scheme authorized by the Chief Executive in Council includes the following works –

- (a) construction of
  - (i) railway stations and railway facilities<sup>1</sup> at Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Hung Hom and northern Wan Chai, associated underground railway tunnels, station entrances and ventilation shafts;
  - (ii) an immersed tube tunnel from the proposed Hung Hom Station across the Victoria Harbour to northern Wan Chai; and underground overrun and refuge tunnels to the south of Admiralty near Hong Kong Park;
  - (iii) stabling sidings, associated ventilation shafts and facilities at Hung Hom;
  - (iv) ventilation buildings and emergency accesses;
- (b) modification works of the existing Ma On Shan Line;
- (c) modification of the existing Diamond Hill Station and Hung Hom Station; and
- (d) construction of footbridges/subways, escalators, lifts, staircases and covered walkways at Tsz Wan Shan and Kowloon City area.

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<sup>1</sup> Construction of SCL railway stations and railway facilities at Ho Man Tin and Admiralty were authorized under the respective railway scheme of the Kwun Tong Line Extension and the South Island Line (East) on 30 November 2010.

4. The original scheme was gazetted on 26 November 2010. To accommodate design development and to allow more time to consider public views and address, where practicable, the concerns expressed in the objections received, amendments to the original scheme were gazetted under two amendment exercises, on 15 July 2011 and 11 November 2011 respectively. The amendments mainly include –

- (a) reducing the area of the temporary works area near On Muk Street to the northwest of the existing Shek Mun Station;
- (b) deletion of the temporary works areas near On Muk Street and Mei Tin Road;
- (c) addition of temporary works areas at the open places near Pok Chuen Street and To Shek Path;
- (d) modification of the proposed underground strata resumption near Harcourt Road;
- (e) excluding the underground strata resumption at Tropicana Gardens;
- (f) revision to the pedestrian links at Tsz Wan Shan;
- (g) deletion of a proposed temporary concrete batching plant at Kai Tak;
- (h) addition of an emergency access at Kai Tak;
- (i) modification of part of a former freight yard at Hung Hom for use as stabling sidings;
- (j) deletion of the proposed stabling sidings at Diamond Hill; and
- (k) installation of noise barriers and noise enclosures at Hung Hom.

## **LAND REQUIREMENTS**

5. The Scheme covers a total area of about 329 hectares (ha), comprising approximately 53 ha of private land and 276 ha of government land. Out of the 53 ha of private land, about 90% of it is currently held by the Kowloon-Canton Railway Corporation (KCRC) or the MTR Corporation Limited (MTRCL). MTRCL will make its own arrangement with the concerned parties in order to use this land for the construction of the SCL.

6. As regards land resumption, no private building is required to be resumed under the Ordinance. A total of approximately 1.8 ha of underground strata of land within 34 private lots are required to be resumed under the Ordinance for the construction of the railway tunnels. Rights of temporary occupation of private land affecting three lots are required to be created under the Ordinance. They are required for temporary working space for construction/modification of railway facilities, underground railway tunnels and footbridges. In addition, easement and/or other permanent rights will be created in respect of one private lot at Harbour Centre and Great Eagle Centre, Wan Chai, for footbridge works to accommodate the future station entrances. Approximately 140 ha of government land and 5 ha of private land will be used as works sites or works areas by MTRCL under temporary government land allocation, short-term tenancies / licences or other appropriate documentation. Apart from the aforesaid 5 ha of private land, MTRCL will make use of 48 ha of land owned by KCRC/MTRCL or vested in KCRC as works sites or works areas. If needed, lease modification will be processed or consent granted to permit the proposed railway uses, subject to payment of nil premium/fee. Furthermore, the Scheme affects about 8 ha of playground or sitting out areas on which the relevant District Councils have been consulted. A total of 63 ha of existing government land allocations are affected and 21 short-term tenancies have to be terminated. As for land clearance, no major clearance is anticipated.

7. Part of the railway alignment will pass underneath the British Consulate General and the British Council. We have obtained prior agreement from the Consulate General for the proposed underground strata resumption before the gazettal of the Scheme.

8. According to the technical assessment prepared by MTRCL, the tunnels of SCL would not adversely affect the redevelopment potential of any of the potentially affected lots. On this basis, compensation for the underground strata resumption is estimated to be nominal.

## **COMPLIANCE WITH THE PROTECTION OF THE HARBOUR ORDINANCE**

9. Under the SCL project, the East Rail Line will be extended from Hung Hom across the harbour to Hong Kong Island. Construction of this cross harbour railway will require temporary reclamation at the Causeway Bay Typhoon Shelter (CBTS) and Hung Hom landfall. In order to comply with the requirements of the Protection of the Harbour Ordinance, a “Cogent and Convincing Materials” report (SCL CCM) was prepared in May 2010 to demonstrate the “overriding public need” for the temporary reclamation. The SCL CCM report has been uploaded to the websites of

the Highways Department and MTRCL for inspection by the public. On 21 March 2011, the Council authorized under the Foreshore and Sea-bed (Reclamations) Ordinance the proposed temporary reclamation works at the Causeway Bay Typhoon Shelter (CBTS) for the purpose of the protection works for SCL in CBTS. The remaining temporary reclamation at CBTS and Hung Hom landfall, which forms part of the scheme, was authorized under this SCL railway scheme.

## **THE OBJECTIONS**

10. Under the Ordinance, a railway scheme has to be prepared and published in the Gazette. Under section 10(1) of the Ordinance, any person 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 60-day period of lodging objections to the amendments, unless the Chief Executive allows an extension.

11. A total of **92** objections to the original scheme were received. Sixteen objections against the original scheme are group objection cases (comprising 134 sub-cases). Twelve objections against the original scheme were subsequently withdrawn unconditionally, leaving **80** unwithdrawn objections. No objections to the amendments of the scheme were received. Efforts have been made to resolve these objections as far as practicable and we have carefully reviewed whether changes to the Scheme could be made to accommodate the objections. A brief assessment of the unwithdrawn objections is given in paragraphs 13 to 21 and the detailed assessment of unwithdrawn objections and the responses of the Administration are tabulated at **Annex C**. The unwithdrawn objections are related to one or more of the following issues –

C

### ***Railway Scheme***

- (a) railway alignment at Sha Tin, Wong Tai Sin, Kowloon City, Wan Chai and Central and Western districts; request for a new railway station at Tsz Wan Shan and Ma Chai Hang of Wong Tai Sin;
- (b) station entrance and connectivity at Tai Shui Hang Station and Heng On Station of Ma On Shan Line, Hin Keng Station, Wong Tai Sin Station of Kwun Tong Line, Diamond Hill Station and its extension, To Kwa Wan Station, Ma Tau Wai Station, Hung Hom Station and station at northern Wan Chai;

- (c) proposed stabling sidings in the original scheme at Diamond Hill Comprehensive Development Area site and future topside development at such site;

#### ***Land Issues***

- (d) underground strata resumption;
- (e) works areas and works sites on government and private land;

#### ***Environmental Issues***

- (f) environmental impacts arising from the construction works, the works areas and the supporting facilities such as temporary concrete batching plant and barging points, noise from operation of eight-car trains for the Ma On Shan Line upon commissioning of SCL;

#### ***Engineering Issues***

- (g) impacts of the construction/excavation works on the existing buildings and use of explosives; and

#### ***Other Issues***

- (h) traffic impacts, railway protection zone, release of information, the public consultation of the railway scheme, reprovisioning works at Sha Tin and Wong Tai Sin, and provision of platform screen door.

### **CRITERIA FOR ADDRESSING OBJECTIONS BY AMENDMENTS**

12. 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 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 SCL 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.

## **ASSESSMENT OF OBJECTIONS**

13. Upon receipt of the objections, the Administration, in collaboration with MTRCL, had carefully studied the objectors' concerns, met the objectors who managed to attend the meeting and explained to them the details of the Scheme. The major concerns of the objectors and responses of the Administration and MTRCL are highlighted in the following paragraphs.

### **(A) Railway Alignment at Kowloon City, Location and Entrances of the Proposed To Kwa Wan Station and Ma Tau Wai Station**

14. A total of five objections are related to the railway alignment at Kowloon City. The objectors requested the railway alignment to run along To Kwa Wan Road as depicted in the approved Kai Tak Outline Zoning Plan. We explained that the planning and design of a mass transit railway system is closely related to community development. Revisions to the alignment of SCL had been made to cope with the changes in town planning of Kowloon City in the past few decades. The gazetted alignment, which runs through the most populated areas of the district, will serve more residents in Kowloon City including To Kwa Wan as well as the future Kai Tak Development Area. The gazetted alignment is best placed to meet the transport needs of the community and will act as a catalyst for the revitalisation of older areas.

15. A total of 11 objections are related to the provision of station entrances for To Kwa Wan Station and Ma Tau Wai Station. The objectors' main concerns are that the proposed stations are far away from Ma Tau Kok and are not convenient to residents in South To Kwa Wan area. Additional station entrances for To Kwa Wan Station and Ma Tau Wai Station were proposed at Kwei Chow Street, Mok Cheong Street, Shek Tong Street, Tin Kwong Road, Farm Road and Ko Shan Theatre. We responded that the proposed locations of To Kwa Wan Station and Ma Tau Wai Station would serve more population. The proposed station entrances are adequate to meet passengers' need. Experience in other railways suggests that construction of SCL will add momentum to the renewal and revitalisation of old buildings along the alignment. We will conduct timely

review of the pedestrian access facilities to cater for the local development and the needs of the public.

### **(B) Stabling Sidings at Diamond Hill Comprehensive Development Area Site**

16. A total of 14 objections are related to the proposed stabling sidings at Diamond Hill Comprehensive Development Area (CDA) site as suggested in the original scheme. The objectors' main concerns are the visual impact of the stabling sidings, the environmental impacts resulting from the ventilation shafts of the stabling sidings, the scale of the topside development and the preservation of the three relics namely the Pillbox, Former Royal Air Force Hangar and Stone House, in the CDA site. In response to the objectors' concerns, we have made use of the former freight yard at Hung Hom as stabling sidings and cancelled the proposed stabling sidings at Diamond Hill in the second amendment to the railway scheme. We also explained that MTRCL has employed heritage specialists to devise conservation plans to preserve and/or re-provision the relics on the CDA site. The Antiquities and Monuments Office will be consulted on the details of the conservation plans.

### **(C) Underground Strata Resumption**

17. A total of 34 objections were lodged against the proposed resumption of underground strata in Wong Tai Sin, Kowloon City and Hong Kong Island for the railway tunnels of SCL. The objectors' main concerns were on building safety, possible damage to their buildings, third party liability and redevelopment potential of their buildings as a result of the proposed resumption of underground strata for the railway tunnels of SCL. We explained to the objectors that SCL is a territory-wide strategic railway, which passes through many developed and densely populated areas. No private land is required to be resumed for the construction of SCL. Although we aimed to avoid as far as possible resumption of underground strata when designing the railway alignment, some sections of the railway tunnels inevitably have to pass through some private lots and resumption of the underground strata of the relevant part of these lots will therefore be required. We explained to the objectors that, to ensure safety, MTRCL would carry out building impact assessments and install movement monitoring device for the buildings affected before tunnelling works take place. We also explained that the proposed resumption of underground strata would not affect the permissible gross floor area of the buildings affected and the redevelopment potential of a building depends on a number of factors including the ground conditions of the building, the future redevelopment scheme and the particular circumstances of the subject site, its size and configuration, the land grant conditions and planning considerations. Since there were a lot of development possibilities, any effect on the redevelopment potential of a building could not be ascertained in simple terms and had to be assessed case-by-case.

We explained that, under the provision of the Railways Ordinance, any person who has a compensable interest in land resumed is entitled to claim compensation from the Government.

18. In response to the objectors' concerns, MTRCL has re-examined the design and studied the various alternative alignments as suggested by the objectors. There was scope for a slight adjustment of the railway tunnel alignment near Tropicana Gardens in Wong Tai Sin thus avoiding resumption of the underground strata of this building lot. MTRCL has also studied alternative alignments in other locations with a view to avoiding resumption of underground strata and confirmed that there was no further scope for adjusting the railway alignment in other locations.

**(D) Ventilation Building and Emergency Access at Ma Chai Hang Recreation Ground and Temporary Use of Ma Chai Hang Recreation Ground as Works Area**

19. A total of 22 objections are related to the proposed ventilation building and emergency access at the Ma Chai Hang Recreation Ground and the use of the recreation ground as a temporary works area. The objectors' main concerns are the environmental impacts of the proposed ventilation building and the loss of recreation areas for local residents and community. We explained that the proposed ventilation building and emergency access point were required to meet fire safety regulations. We also explained that ventilation building of a railway is for exchange of air only. The exhaust from ventilation buildings does not contain any undesirable emissions or pollutants. MTRCL has considered different locations for the ventilation building and the proposed location is most suitable in consideration of the nuisances to the nearby residents, visual impact, engineering feasibility, operational and fire safety requirements. In response to the objections, MTRCL reduced the area and the height of the proposed ventilation building by 25% and 40% respectively and cut down the footprint of the proposed temporary works area by 33%. MTRCL also proposed to temporarily re-provide a children playground and build a 5-a-side football pitch at the unaffected portion of the Ma Chai Hang Recreation Ground. Some existing facilities and pedestrian accesses on the unaffected portion of the Ma Chai Hang Recreation Ground will be retained during the construction period. In addition, since the proposed ventilation building and emergency access will permanently displace some existing recreation facilities at the Ma Chai Hang Recreation Ground, we will build an indoor games hall at the unaffected portion of the Ma Chai Hang Recreation Ground to compensate for the loss of facilities thereat. Other recreation facilities affected by the construction works will be reprovisioned upon completion of the construction works.

**(E) Environmental Impacts Arising from the Construction Works, Works Areas and Supporting Facilities of Concrete Batching Plant, Barging Points**

20. A total of 34 objections are related to the environmental impacts arising from SCL. Their concerns include air pollution, noise pollution and visual impact arising from the construction or operation of SCL. We explained that SCL is a designated project under Schedule 2 of the Environmental Impact Assessment Ordinance (Cap. 499). MTRCL has carried out environmental impact assessment (EIA) to assess the potential environmental impacts, such as noise, air and visual intrusion, that will arise from the construction and operation of SCL; and where appropriate, to propose suitable mitigation measures. SCL was considered to have met the requirements of the EIA study brief and Technical Memorandum on Environmental Impact Assessment process. The EIA reports on SCL were made available for public inspection from 24 November 2011 to 23 December 2011. The Director of Environmental Protection approved the EIA reports on 17 February 2012. MTRCL is required to ensure that the construction and operation of SCL will comply with the conditions of the environmental permits, the environmental protection provisions under the EIA Ordinance and other relevant statutory requirements and standards. As for the proposed concrete batching plant, we have reviewed the concrete supply arrangement for SCL and cancelled the proposed concrete batching plant at Kai Tak in the second amendment to the Scheme to relieve the public concern. We also explained that the barging points at the former Kai Tak Runway had to be retained for loading excavated spoil from SCL onto barges for removing off site by sea so as to reduce construction traffic on the public roads in the nearby districts.

**(F) Temporary Works Area and Works Site on Government Land/Facilities**

21. A total of 19 objections are related to the proposed temporary works areas and works sites in Wong Tai Sin, Kowloon City and Shek O. The objectors considered that the temporary works areas would reduce the recreational facilities being enjoyed by the community and affect the development programme on the planned recreational use of these areas. We explained that there were practical difficulties in identifying suitable works areas in developed urban areas through which SCL will pass. It is unavoidable that we have to make temporary use of some existing public recreational facilities as works areas for construction of the project and we have already minimized the extent of the proposed works areas for the project. While the recreational facilities affected by the construction works will be reprovisioned upon completion of the construction works, we will also make arrangement for temporary reprovisioning of the affected facilities whenever site conditions permit.

## **HEARINGS REGARDING UNWITHDRAWN OBJECTIONS**

22. As mentioned in paragraph 13 above, the Administration together with MTRCL have met all the objectors who expressed interest and managed to attend the meeting. Irrespective of whether we met the objectors or not, all the objectors were provided with the Administration's replies. In addition, 12 hearing sessions by independent panels consisting of non-official members were conducted on 14 and 16 December 2011, 31 January 2012 and 1, 3 and 6 February 2012 for the unwithdrawn objections. The independent panels are satisfied that the handling of objections by the Administration has been fair, open and transparent. The panels also agree that the objectors have been given ample opportunities to express their views and that the Administration has properly reviewed the Scheme having regard to such views.

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

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

## **PROPOSED CHANGES TO THE SCHEME**

### **Sha Tin Town Lot No. 503**

24. The Green Hatched Black Area (GHB Area) attached to Sha Tin Town Lot No. 503 (STTL 503) as shown in **Annex B** will be used as temporary working space for the construction of proposed railway facilities and underground railway tunnel. It has been proposed under the Scheme to create the rights of temporary occupation (TOA) of land for acquiring the land. However, as the Government Lease for STTL 503 stipulates that the GHB Area shall be re-delivered to the Government by the lessee upon demand from the Government, we now propose to rely on this to demand the re-delivery of the GHB Area. Hence, the creation of TOA at the GHB Area will not be required. The proposed change will not affect the boundary of the Scheme. The Secretary is satisfied that the change of TOA to re-delivery of the concerned area will have no adverse effect to the implementation of works, and therefore proposes to exclude the GHB Area of the STTL 503 (i.e. 1 932.7 square metres) from TOA as shown on the modified TOA Plan No. SCL-T01 (Revision 1) (in **Annex B**).

## **FUNDING ARRANGEMENT**

25. SCL will be implemented under the concession approach. Under this approach, the Government will fund the construction of SCL and its ancillary works under the Public Works Programme, and ultimately owns the railway. Funding for carrying out protection works at the Wan Chai Development Phase II and Causeway Bay Typhoon Shelter was approved by the Legislative Council (LegCo) Finance Committee in July 2010 and June 2011 respectively. We also secured funds from LegCo Finance Committee in February 2011 for the construction of SCL railway stations and railway facilities at Ho Man Tin and Admiralty as SCL advance works. We will seek funding approval of the LegCo Finance Committee for the construction of the remaining works of SCL, which is estimated at \$57.3 billion in September 2011 prices (or \$71.4 billion in MOD prices), in the first half of 2012.

## **PUBLIC CONSULTATION**

26. The Administration and MTRCL have carried out extensive consultation on SCL in the past years. We have been keeping the relevant District Councils (DC) updated on the major progress of the project in particular DC of Sha Tin, Wong Tai Sin, Kowloon City, Yau Tsim Mong, Wan Chai and Central and Western districts through which the SCL will pass. Representatives of the Transport and Housing Bureau, Highways Department and Transport Department have attended a series of public forum, meetings and site visits with the local residents that were organized by the DC members and various political parties, in addition to those organized by the Administration and MTRCL. The public have all along been urging for the early implementation of the SCL project.

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

## **ENVIRONMENTAL IMPLICATIONS**

28. SCL is a designated project under the Environmental Impact Assessment (EIA) Ordinance and an Environmental Permit (EP) is required for the construction and operation of SCL. In accordance with the EIA Ordinance, MTRCL completed a detailed EIA study to assess this project and submitted the EIA reports to EPD on 12 October 2011. The EIA reports were made available for public inspection from 24 November 2011 to 23 December 2011. A total of 10 different written comments from the public were received during the public inspection period. They mainly raised concerns about environmental impacts in relation to the buildings

along Ko Shan Road, tree felling and compensation, hazard to life issues relating to Shatin Water Treatment Works and KCR Beacon Hill Tunnel, cultural heritage impact at former Tai Hom Village site and the construction method for the overrun tunnel at Admiralty due to the construction of the project.

29. Having considered the comments from the public and the Advisory Council on the Environment, the Director of Environmental Protection approved the EIA reports with conditions on 17 February 2012. MTRCL will implement all recommended mitigation measures in the approved EIA reports and comply with the conditions in the Environmental Permit(s), and other statutory requirements for environmental protection.

## **SUSTAINABILITY IMPLICATIONS**

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

## **SUBJECT OFFICER**

31. The subject officer is Mr. S. H. Lam, Principal Assistant Secretary for Transport and Housing (Transport), (Tel:3509 8167).

**Transport and Housing Bureau**  
**March 2012**

沙田至中環線

**SHATIN TO CENTRAL LINK**

二零一零年十一月二十六日刊憲的  
沙田至中環線方案簡圖

附件 A-1

Illustration of the Shatin to Central Link scheme  
gazetted on 26 November 2010

Annex A-1

二零一一年七月十五日刊憲的  
沙田至中環線修訂方案簡圖

附件 A-2

Illustration of the amended Shatin to Central Link  
scheme gazetted on 15 July 2011

Annex A-2

二零一一年十一月十一日刊憲的  
沙田至中環線修訂及更正方案簡圖

附件 A-3

Illustration of the amended and corrected Shatin to  
Central Link scheme gazetted on 11 November 2011

Annex A-3



現有的港鐵馬鞍山站  
EXISTING MTR  
MA ON SHAN STATION  
現有的港鐵烏溪沙站  
EXISTING MTR  
WU KAI SHA STATION

沙田海  
SHA TIN HOI

烏溪沙  
WU KAI SHA

附件 A-1  
Annex A-1

馬料水  
MA LIU SHUI

馬鞍山  
MA ON SHAN

現有的港鐵恆安站  
EXISTING MTR  
HENG ON STATION

現有的港鐵大水坑站  
EXISTING MTR  
TAI SHUI HANG STATION

火炭  
FO TAN

石門  
SHEK MUN

現有的港鐵石門站  
EXISTING MTR  
SHEK MUN STATION

現有的港鐵第一城站  
EXISTING MTR  
CITY ONE STATION

現有的港鐵沙田圍站  
EXISTING MTR  
SHA TIN WAI STATION

擬建在慈雲山的行人設施改善工程  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED IMPROVEMENT WORKS  
TO PEDESTRIAN LINK AT TSZ WAN SHAN

現有的港鐵鑽石山站  
EXISTING MTR  
DIAMOND HILL STATION

擬建在鑽石山的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT DIAMOND HILL

擬建在啟德的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT KAI TAK

上水  
SHEUNG SHUI  
將軍澳137區  
TSEUNG KWAN O  
AREA 137

石澳  
SHEK O

大潭灣  
TAI TAM BAY

圖例  
LEGEND

- 方案界線  
BOUNDARY OF THE SCHEME
- 鐵路隧道  
RAILWAY TUNNEL
- 鐵路高架橋  
RAILWAY VIADUCT
- 鐵路沉管隧道  
RAILWAY IMMERSED TUBE TUNNEL
- 鐵路設施  
RAILWAY FACILITIES
- 行人天橋  
FOOTBRIDGE

現有的港鐵車公廟站  
EXISTING MTR  
CHE KUNG TEMPLE STATION

現有的港鐵大圍站  
EXISTING MTR  
TAI WAI STATION

擬建在顯徑的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT HIN KENG

鐵路高架橋  
RAILWAY VIADUCT

鐵路隧道  
RAILWAY TUNNEL

擬建在鑽石山的列車停放處  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED STABLING SIDINGS  
AT DIAMOND HILL

擬建在土瓜灣的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT TO KWA WAN

現有的港鐵旺角東站  
EXISTING MTR  
MONG KOK EAST STATION

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

現有的港鐵紅磡站  
EXISTING MTR  
HUNG HOM STATION

現有的港鐵金鐘站  
EXISTING MTR  
ADMIRALTY STATION

鐵路隧道  
RAILWAY TUNNEL

擬建在金鐘的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT ADMIRALTY

九龍  
KOWLOON

黃大仙  
WONG TAI SIN

鑽石山  
DIAMOND HILL

九龍灣  
KOWLOON BAY

旺角  
MONG KOK

紅磡  
HUNG HOM

尖沙咀  
TSIM SHA TSUI

維多利亞港  
VICTORIA HARBOUR

金鐘  
ADMIRALTY

銅鑼灣  
CAUSEWAY BAY

香港島  
HONG KONG ISLAND

圖則名稱 DRAWING TITLE

沙田至中環線 - 在二零一零年十一月二十六日刊憲的原方案  
SHATIN TO CENTRAL LINK - ORIGINAL SCHEME GAZETTED ON 26 NOVEMBER 2010



現有的港鐵馬鞍山站  
EXISTING MTR  
MA ON SHAN STATION  
現有的港鐵烏溪沙站  
EXISTING MTR  
WU KAI SHA STATION

沙田海  
SHA TIN HOI

烏溪沙  
WU KAI SHA

附件 A-2  
Annex A-2

馬料水  
MA LIU SHUI

馬鞍山  
MA ON SHAN

現有的港鐵恆安站  
EXISTING MTR  
HENG ON STATION

現有的港鐵大水坑站  
EXISTING MTR  
TAI SHUI HANG STATION

火炭  
FO TAN

石門  
SHEK MUN

現有的港鐵石門站  
EXISTING MTR  
SHEK MUN STATION

現有的港鐵第一城站  
EXISTING MTR  
CITY ONE STATION

現有的港鐵沙田圍站  
EXISTING MTR  
SHA TIN WAI STATION

擬建在慈雲山的行人設施改善工程  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED IMPROVEMENT WORKS  
TO PEDESTRIAN LINK AT TSZ WAN SHAN

現有的港鐵鑽石山站  
EXISTING MTR  
DIAMOND HILL STATION

擬建在鑽石山的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT DIAMOND HILL

擬建在啟德的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT KAI TAK

上水  
SHEUNG SHUI  
將軍澳137區  
TSEUNG KWAN O  
AREA 137

石澳  
SHEK O

大潭灣  
TAI TAM BAY

圖例  
LEGEND

方案界線  
BOUNDARY OF THE SCHEME

- 鐵路隧道  
RAILWAY TUNNEL
- 鐵路高架橋  
RAILWAY VIADUCT
- 鐵路沉管隧道  
RAILWAY IMMERSED TUBE TUNNEL
- 鐵路設施  
RAILWAY FACILITIES
- 行人天橋  
FOOTBRIDGE

現有的港鐵車公廟站  
EXISTING MTR  
CHE KUNG TEMPLE STATION

現有的港鐵大圍站  
EXISTING MTR  
TAI WAI STATION

擬建在顯徑的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT HIN KENG

鐵路高架橋  
RAILWAY VIADUCT

鐵路隧道  
RAILWAY TUNNEL

擬建在鑽石山的列車停放處  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED STABLING SIDINGS  
AT DIAMOND HILL

擬建在土瓜灣的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT TO KWA WAN

現有的港鐵旺角東站  
EXISTING MTR  
MONG KOK EAST STATION

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

現有的港鐵紅磡站  
EXISTING MTR  
HUNG HOM STATION

現有的港鐵金鐘站  
EXISTING MTR  
ADMIRALTY STATION

鐵路隧道  
RAILWAY TUNNEL

擬建在金鐘的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT ADMIRALTY

九龍  
KOWLOON

黃大仙  
WONG TAI SIN

鑽石山  
DIAMOND HILL

九龍灣  
KOWLOON BAY

尖沙咀  
TSIM SHA TSUI

維多利亞港  
VICTORIA HARBOUR

金鐘  
ADMIRALTY

銅鑼灣  
CAUSEWAY BAY

香港島  
HONG KONG ISLAND

圖則名稱 DRAWING TITLE

沙田至中環線 - 在二零一一年七月十五日刊憲的修訂方案

SHATIN TO CENTRAL LINK - AMENDMENTS TO SCHEME GAZETTED ON 15 JULY 2011



現有的港鐵馬鞍山站  
EXISTING MTR  
MA ON SHAN STATION  
現有的港鐵烏溪沙站  
EXISTING MTR  
WU KAI SHA STATION

沙田海  
SHA TIN HOI

烏溪沙  
WU KAI SHA

馬料水  
MA LIU SHUI

馬鞍山  
MA ON SHAN

現有的港鐵恆安站  
EXISTING MTR  
HENG ON STATION

現有的港鐵大水坑站  
EXISTING MTR  
TAI SHUI HANG STATION

火炭  
FO TAN

石門  
SHEK MUN

現有的港鐵石門站  
EXISTING MTR  
SHEK MUN STATION

現有的港鐵第一城站  
EXISTING MTR  
CITY ONE STATION

現有的港鐵沙田圍站  
EXISTING MTR  
SHA TIN WAI STATION

擬建在慈雲山的行人設施改善工程  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED IMPROVEMENT WORKS  
TO PEDESTRIAN LINK AT TSZ WAN SHAN

現有的港鐵鑽石山站  
EXISTING MTR  
DIAMOND HILL STATION

擬建在鑽石山的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT DIAMOND HILL

擬建在啟德的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT KAI TAK

上水  
SHEUNG SHUI  
將軍澳137區  
TSEUNG KWAN O  
AREA 137

石澳  
SHEK O

大潭灣  
TAI TAM BAY

圖例  
LEGEND

- 方案界線  
BOUNDARY OF THE SCHEME
- 鐵路隧道  
RAILWAY TUNNEL
- 鐵路高架橋  
RAILWAY VIADUCT
- 鐵路沉管隧道  
RAILWAY IMMERSED TUBE TUNNEL
- 鐵路設施  
RAILWAY FACILITIES
- 行人天橋  
FOOTBRIDGE

現有的港鐵車公廟站  
EXISTING MTR  
CHE KUNG TEMPLE STATION

現有的港鐵大圍站  
EXISTING MTR  
TAI WAI STATION

擬建在顯徑的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT HIN KENG

鐵路高架橋  
RAILWAY VIADUCT

鐵路隧道  
RAILWAY TUNNEL

擬建在土瓜灣的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT TO KWA WAN

現有的港鐵旺角東站  
EXISTING MTR  
MONG KOK EAST STATION

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

現有的港鐵紅磡站  
EXISTING MTR  
HUNG HOM STATION

現有的港鐵金鐘站  
EXISTING MTR  
ADMIRALTY STATION

鐵路隧道  
RAILWAY TUNNEL

擬建在金鐘的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT ADMIRALTY

九龍  
KOWLOON

大圍  
TAI WAI

慈雲山  
TSZ WAN SHAN

鑽石山  
DIAMOND HILL

黃大仙  
WONG TAI SIN

擬建在馬頭圍的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT MA TAU WAI

擬建在紅磡的列車停放處  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED STABLING  
SIDINGS AT HUNG HOM

擬建在紅磡的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT HUNG HOM

鐵路沉管隧道  
RAILWAY IMMERSED  
TUBE TUNNEL

擬建在灣仔北的鐵路車站  
的大約位置  
APPROXIMATE LOCATION OF  
PROPOSED RAILWAY STATION  
AT NORTHERN WAN CHAI

維多利亞港  
VICTORIA HARBOUR

金鐘  
ADMIRALTY

灣仔  
WAN CHAI

銅鑼灣  
CAUSEWAY BAY

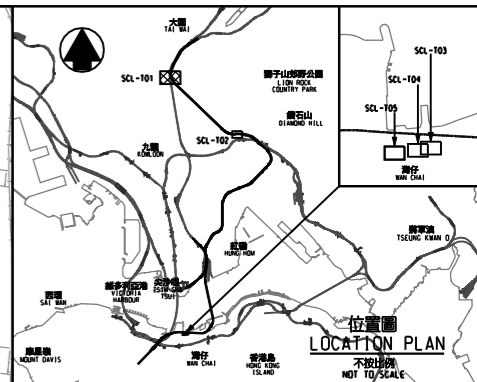
香港島  
HONG KONG ISLAND

圖則名稱 DRAWING TITLE














沙田至中環線 - 在二零一一年十一月十一日刊憲的修訂及更正方案

SHATIN TO CENTRAL LINK - AMENDMENTS AND CORRECTIONS TO SCHEME GAZETTED ON 11 NOVEMBER 2011

附件 B  
ANNEX B



圖例 LEGEND

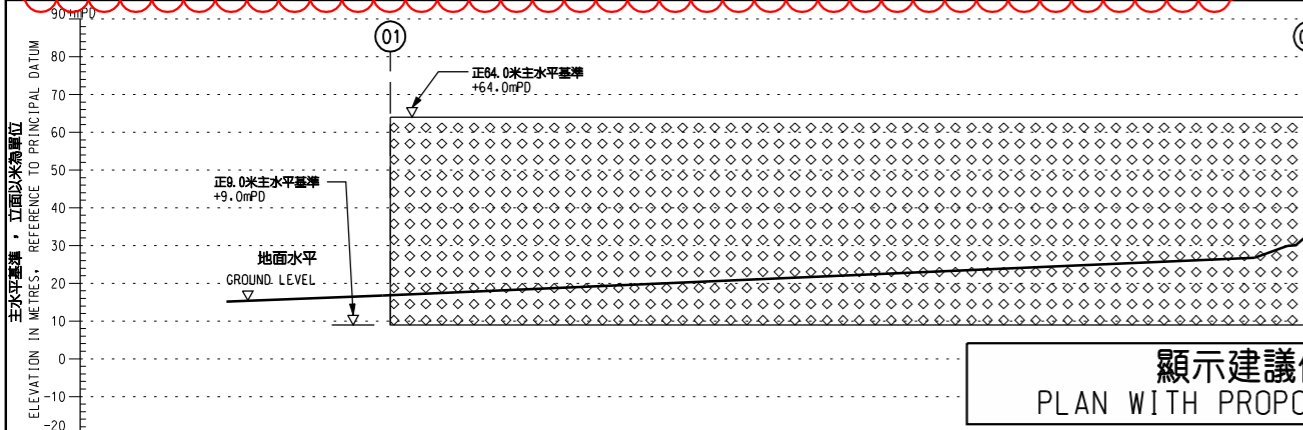
- |   |  |
|---|--|
|  | 方案界線<br>BOUNDARY OF THE SCHEME   |
|  | 地段界線<br>LOT BOUNDARY   |
|  | 受影響綠色黑影線地區界線<br>BOUNDARY OF AFFECTED<br>GREEN HATCHED BLACK AREA   |
|  | 參線標記<br>REFERENCE LINE MARK  |
|  | 參線<br>REFERENCE LINE   |
|  | 擬建的鐵路車站及其他鐵路設施(地下)<br>PROPOSED RAILWAY STATION AND OTHER<br>RAILWAY FACILITIES (UNDERGROUND)   |
|  | 擬建的車站 / 車站入口 / 通風大樓<br>/ 通風井 / 其他鐵路設施或永久建築物<br>PROPOSED RAILWAY STATION/ENTRANCES/<br>VENTILATION SHAFTS/OTHER RAILWAY<br>FACILITIES OR PERMANENT STRUCTURES |
|  | 建議將予設定暫時佔用權利的土地<br>LAND ON WHICH RIGHTS OF TEMPORARY<br>OCCUPATION IS PROPOSED TO BE CREATED   |
|  | 資料已更改<br>INFORMATION CHANGED   |
|  | 無須設定暫時佔用土地權利的土地<br>LAND EXCLUDED FROM CREATION OF<br>RIGHTS OF TEMPORARY OCCUPATION  |
|  | 圖則修改<br>DRAWING REVISION   |
|  | 修改參考編號(參考憲報公告)<br>MODIFICATION REFERENCE NUMBER<br>(SEE GAZETTE NOTICE)  |
|  | 修改範圍<br>MODIFICATION AREA  |

## 一般說明 GENERAL NOTES

1. 有關一般說明參閱圖號 SCL-G01。  
FOR GENERAL NOTES, REFER TO DRAWING NO. SCL-G01.

**暫時佔用土地表**  
TEMPORARY OCCUPATION OF LAND SCHEDULE

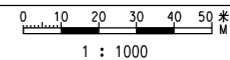
項目 ITEM NO.	地段編號/受影響土地 LOT NUMBER/AFFECTED LAND	全部/部分 WHOLE/ PORTION	物業名稱 NAME OF PROPERTY	地址 (祇供參考用途) ADDRESS (FOR REFERENCE PURPOSE ONLY)	建議受影響的土地面積(平方米) AREA PROPOSED TO BE AFFECTED (sq.m.)
1	沙田市地段第503號 SHA TIN TOWN LOT NO. 503	部分 PORTION	顯徑邨 HIN KENG ESTATE	新界沙田車公廟路6號顯徑邨 HIN KENG ESTATE NO. 69 CHE KUNG MIU ROAD, SHATIN, NEW TERRITORIES	約 7534.5 (由正9.0米主水平基準至 正64.0米主水平基準) APPROX. 7534.5 (FROM LEVEL OF +9.0 mPD TO +64.0 mPD)
2	附連於沙田市地段第503號的綠色 黑影線地區 GREEN HATCHED BLACK AREA ATTACHED TO SHA TIN TOWN LOT NO. 503	全部 WHOLE	顯徑邨 HIN KENG ESTATE	新界沙田車公廟路6號顯徑邨 HIN KENG ESTATE NO. 69 CHE KUNG MIU ROAD, SHATIN, NEW TERRITORIES	約 1032.7 (由正10.0米主水平基準至 正70.0米主水平基準) <del>APPROX. 1032.7</del> <del>(FROM LEVEL OF +10.0 mPD</del> <del>TO +70.0 mPD)</del>



顯示建議修改的圖則  
PLAN WITH PROPOSED MODIFICATION

沿參線的切面立視圖

SECTIONAL ELEVATION ALONG REFERENCE LINE



獲准發出 APPROVED FOR ISSUE	馮傑榮 ERIC K W FUNG 陸政署 鐵路拓展處副處長(1) GOVERNMENT ENGINEER/ RAILWAY DEVELOPMENT (1) HIGHWAYS DEPARTMENT
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發出日期 DATE OF ISSUE

圖則名稱	DRAWING TITLE
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鐵路條例(第519章)  
沙田至中環線

設定暫時佔用土地權利圖則  
5頁的第1頁

RAILWAYS ORDINANCE (CHAPTER 519)  
SHATIN TO CENTRAL LINK

CREATION OF RIGHTS OF TEMPORARY  
OCCUPATION OF LAND PLAN SHEET 1 OF 5

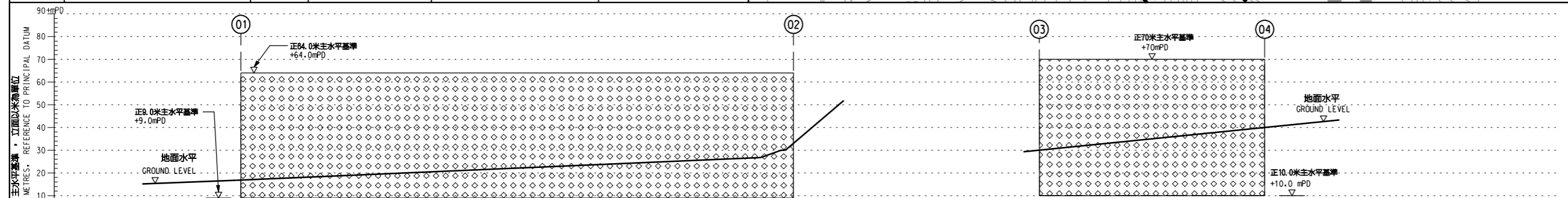
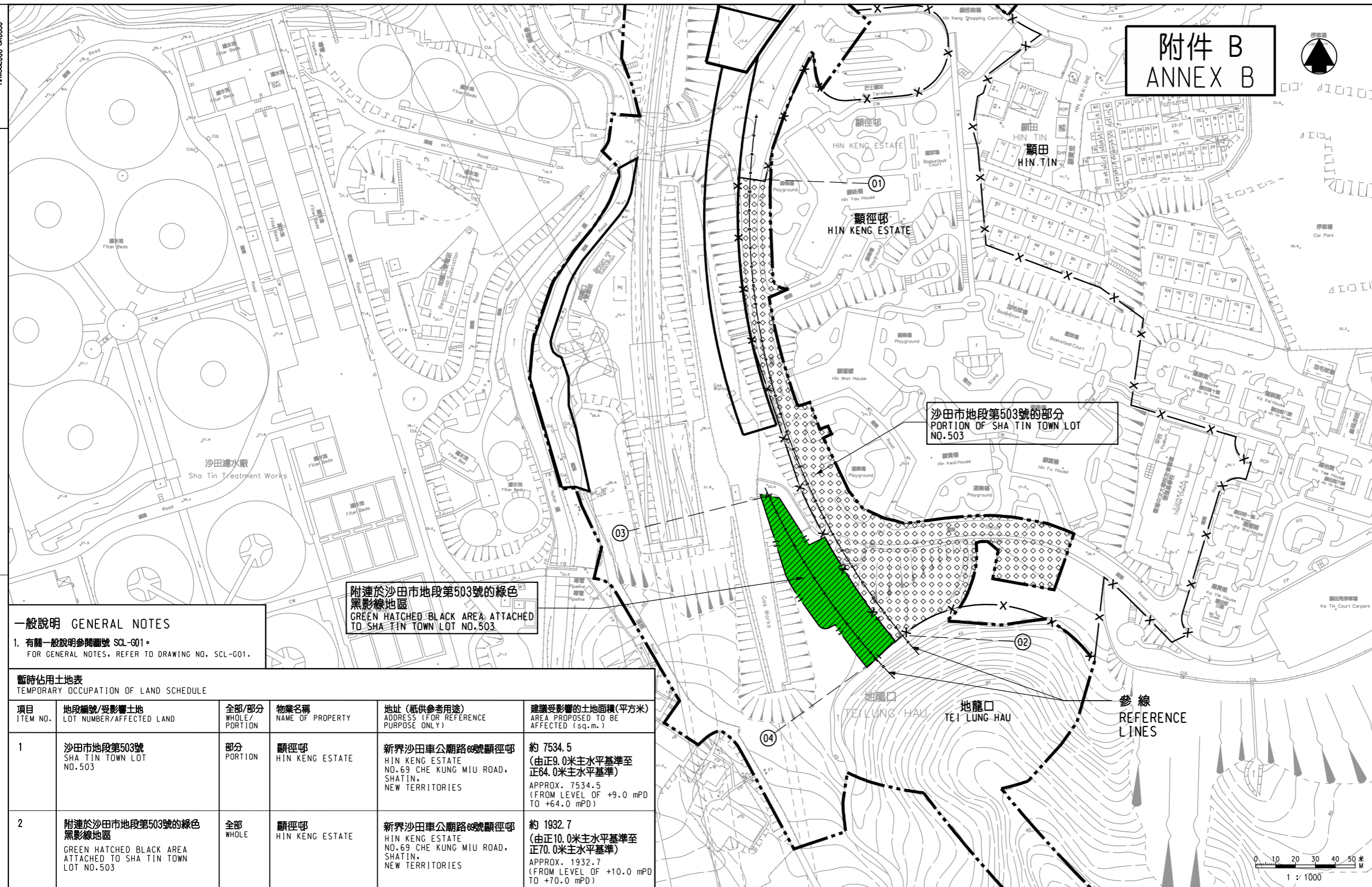
圖號 DRAWING NO.	比例 SCALE
SCL-T01	1:1000 (A1) 或如圖示 OR AS SHOWN

 香港特別行政區政府  
THE GOVERNMENT OF THE HONG KONG  
SPECIAL ADMINISTRATIVE REGION



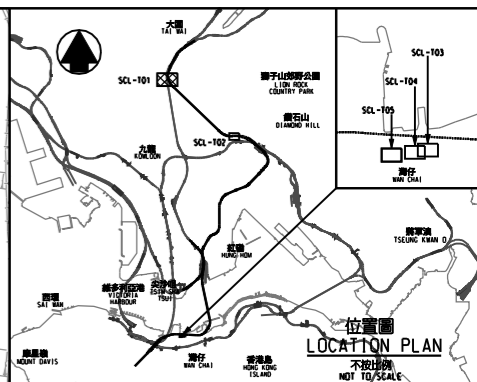
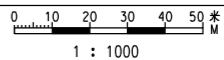
路政署  
HIGHWAYS DEPARTMENT

鐵路拓展處  
RAILWAY DEVELOPMENT OFFICE



顯示附連於沙田市地段第503號的綠色黑影線地區的位置圖  
PLAN SHOWING LOCATION OF THE GREEN HATCHED BLACK AREA ATTACHED TO SHA TIN TOWN LOT NO.503

沿參線的切面立視圖 SECTIONAL ELEVATION ALONG REFERENCE LINE



圖例 LEGEND

- |  |  |
|--|--|
|  | <b>方案界線</b><br>BOUNDARY OF THE SCHEME  |
|  | <b>地段界線</b><br>LOT BOUNDARY  |
|  | <b>受影響綠色黑影線地區界線</b><br>BOUNDARY OF AFFECTED<br>GREEN HATCHED BLACK AREA  |
|  | <b>參線標記</b><br>REFERENCE LINE MARK   |
|  | <b>參線</b><br>REFERENCE LINE  |
|  | <b>擬建的鐵路車站及其他鐵路設施(地下)</b><br>PROPOSED RAILWAY STATION AND OTHER<br>RAILWAY FACILITIES (UNDERGROUND)  |
|  | <b>擬建的車站 / 車站入口 / 通風大樓<br/>/ 通風井 / 其他鐵路設施或永久建築物</b><br>PROPOSED STATION/STATION<br>ENTRANCES/VENTILATION BUILDINGS<br>/ VENTILATION SHAFTS/OTHER RAILWAY<br>FACILITIES OR PERMANENT STRUCTURES |
|  | <b>建議將予設定暫時佔用權利的土地</b><br>LAND ON WHICH RIGHTS OF TEMPORARY<br>OCCUPATION IS PROPOSED TO BE CREATED  |

[illegible]

核准發出  
APPROVED FOR ISSUE

伍德榮 NG TAK WING

陸政署  
鐵路拓展處副處長 (1)  
GOVERNMENT ENGINEER/  
RAILWAY DEVELOPMENT (1)  
HIGHWAYS DEPARTMENT

2011.10.10

圖別名稱 DRAWING TITLE

鐵路條例(第519章)  
沙田至中環線  
設定暫時佔用土地權利圖則  
5頁的第1頁

RAILWAYS ORDINANCE (CHAPTER 519)  
SHATIN TO CENTRAL LINK  
CREATION OF RIGHTS OF TEMPORARY  
OCCUPATION OF LAND PLAN SHEET 1 OF 5

圖號 DRAWING NO.	比例 SCALE
HRWSCL003-SK0350	N.T.S



## Assessment of Unwithdrawn Objections and Responses of the Administration

Objector's Views and Suggestions	Administration's Assessment and Responses
<b><i>Railway Scheme</i></b>	
<b><i>(A) Railway alignment</i></b>	
<b><i>(A) (i) Alternative alignment</i></b>	
a) Under four objections, the objectors suggest the alignment should start from University Station or Fo Tan Station of East Rail Line via Shek Mun Station of Ma On Shan Line and Tate's Cairn to Choi Hung Station, Kai Tak Development Area and Central.	After detailed study of the objectors' proposed scheme, the suggested alternative scheme will neither improve the railway network between New Territories East and urban areas, nor fully utilize the capacity of Ma On Shan Line. Therefore, the suggested alternative scheme is not preferable from the railway planning and service point of view.
b) Under four objections, the objectors are concerned about the capacity of the East Rail Line after the change of operation with 12-car trains to 9-car trains for the future "North-South Corridor" and with the extension of East Rail Line across the Victoria Harbour.	<p>The Shatin to Central Link (SCL) will be connecting various existing and future railway lines to form two strategic railway corridors, namely the "East-West Corridor" and "North-South Corridor". The Hung Hom to Admiralty section will extend the existing East Rail to Admiralty forming the "North-South Corridor". In future, passengers in the northern part of the New Territories can travel to Hong Kong Island without changing trains by using the "North-South Corridor". The "East-West Corridor" will be an extension of the Ma On Shan Line from Tai Wai to Kowloon East, connecting the West Rail Line at Hung Hom.</p> <p>The Hung Hom to Admiralty section will run across Wan Chai North to Admiralty. Along the route, space is inadequate to accommodate platforms for 12-car trains and therefore all trains for the "North-South Corridor" will be replaced by 9-car trains.</p>

## Assessment of Unwithdrawn Objections and Responses of the Administration

Objector's Views and Suggestions	Administration's Assessment and Responses
	<p>When the "North-South Corridor" is in operation, the headway at peak hours would be reduced from about 3 minutes to about 2 minutes by the enhanced signalling system. The total capacity of the "North-South Corridor" would not be less than that of the current East Rail Line. Moreover, it is envisaged that about 20% of the passengers from the East Rail Line and Ma On Shan Line travelling southward will be diverted to the "East-West Corridor" to Kowloon East and Hong Kong East. Therefore, the capacity of "North-South Corridor" would meet the expected increase in passenger demand.</p>
<b>(A) (ii) Alignment in To Kwa Wan</b>	
<p>Under five objections, the objectors object to the change of railway alignment from the previously proposed To Kwa Wan Road to Ma Tau Wai Road as presently gazetted.</p>	<p>The planning and design of a mass transit system is closely related to community development. The railway alignment of the SCL has been revised in the past few decades to meet the changes and better serve the population centres by maximizing the benefits brought by the railway network. The gazetted alignment is at the centre of the existing and future population catchments and will serve more residents in To Kwa Wan, Kowloon City and Kai Tak Development Area. The railway is therefore better placed to meet the community's transport needs and to act as a catalyst for the revitalisation of older areas.</p>

## Assessment of Unwithdrawn Objections and Responses of the Administration

Objector's Views and Suggestions	Administration's Assessment and Responses
<b>(A) (iii) Alignment conflicting with others</b>	
a) One objection is related to the SCL alignment in Wan Chai, that the proposed tunnel would clash with the piles of the objector's two electric stations.	The MTR Corporation Limited (MTRCL) had made amendments to the tunnel alignment to avoid clashing with the concerned piles of the two electric stations. Ground treatment works have also been included in the vicinity.
b) Under one objection, the objector is concerned about the SCL alignment in Wan Chai and hence its railway protection zone requirements in future would preclude utilization of a site, which would be earmarked to the objector's possession for building a Northern Annex extension to its campus after the completion of the SCL.	The concerned site was zoned as "Government, Institution or Community" (GIC) use in the Central District (Extension) Outline Zoning Plan. While funding has yet to be earmarked for the proposed Northern Annex extension and the concerned site is not yet allocated to the objector, advance piling works alongside the SCL tunnels would be carried out as a part of the SCL project to alleviate the constraints on the future development of GIC facilities at the site concerned.
<b>(A) (iv) Additional station at Ma Chai Hang Recreation Ground</b>	
Under six objections, the objectors suggest providing a new station at Ma Chai Hang Recreation Ground.	The three existing MTR stations, namely Lok Fu, Wong Tai Sin and Diamond Hill, currently serving Wong Tai Sin area, should be able to meet the current and future passenger demand. The proposed station at Ma Chai Hang Recreation Ground is considered not justifiable as it will only increase the direct serving population(直接服務人口), i.e. within 500 metres walking distance of a railway station, by 20 000 and the catchment area will overlap with those of Wong Tai Sin Station and Lok Fu Station.

## Assessment of Unwithdrawn Objections and Responses of the Administration

Objector's Views and Suggestions	Administration's Assessment and Responses
<b><i>(B) Stations, station entrances and connectivity</i></b>	
<b>(B) (i) Existing Tai Shui Hang and Heng On Stations of Ma On Shan Line</b>	
<p>Four objections are related to the connectivity of Tai Shui Hang Station and/or Heng On Station and suggest providing additional entrance and covered walkway/ subway to the station.</p>	<p>During the planning and design stage of the SCL, the station design was reviewed in connection with the catchment population of each station according to the current and future overall land use planning (including Ma On Shan Line). After detailed study, it is considered that all of the existing station entrances of Ma On Shan Line are able to cope with the future passenger demand. Therefore, no additional entrance works are required under the SCL scheme.</p> <p>Tai Shui Hang Station and Heng On Station are situated at Ma On Shan Road with the entrances connecting to the public subways across Ma On Shan Road. They have been providing accesses to the stations since the operation of the Ma On Shan Line. According to the traffic impact assessments carried out by the consultants of the MTRCL, the existing subways can cope with the expected increase in number of passengers for the Ma On Shan Line. Passengers can use the existing grade-separated pedestrian facilities connecting to the Tai Shui Hang Station and the Heng On Station in a safe and convenient manner.</p>
<b>(B) (ii) Hin Keng Station</b>	
<p>Under two objections, the objectors suggest providing footbridges connecting the Hin Keng Commercial Complex, Hin Yau House and Hin Yeung House with the proposed Hin</p>	<p>The proposed station at Hin Keng will be located right opposite to Hin Keng Estate, separated by a section of Che Kung Temple Road. The provision of grade-separated pedestrian facilities is subject to the consideration of certain factors such as</p>

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Keng Station.	<p>traffic volume, speed, pedestrian flow of existing pedestrian linkage facilities, safety of road users and the future passenger volume crossing Che Kung Temple Road.</p> <p>There are two existing at-grade crossing facilities at Che Kung Temple Road next to the Hin Keng Sport Centre. According to the traffic impact assessment carried out by the consultants of the MTRCL, with improvement works such as widening of crossing facilities and adjustment of traffic light signals, the facilities can cope with the increased pedestrian flow between the future Hin Keng Station and Hin Keng Estate. As the section of Che Kung Temple Road is a road with only light traffic, passengers will be safe and find it convenient by using the at-grade crossing facilities to Hin Keng Station. The footbridge suggested by the objectors will serve the same function of the at-grade crossing facilities at Che Kung Temple Road and is not justified.</p>
<b>(B) (iii) Existing Wong Tai Sin Station of Kwun Tong Line</b>	
Under five objections, the objectors suggest including the pedestrian linking system connecting Chuk Yuen area and Tsui Chuk Garden into the SCL scheme.	The proposed pedestrian linking system connecting Chuk Yuen area and Tsui Chuk Garden is not a part of the SCL scheme. The Administration would separately assess the feasibility and benefit of the proposed pedestrian linking system under the established "Assessment System for Provision of Hillside Escalator Links and Escalator Systems".

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<b>(B) (iv) Pedestrian enhancements at Tsz Wan Shan area</b>	
Under eight objections, the objectors request to commence the works for Tsz Wan Shan pedestrian link in advance of the SCL project.	The proposed Tsz Wan Shan pedestrian link is one of the works items accorded with top priority. The proposed works will be the first batch of works under the SCL and the construction is targeted to commence in 2012.
<b>(B) (v) Diamond Hill Station and extension</b>	
Under seven objections, the objectors suggest improving the station design and connectivity of the Diamond Hill Station and providing additional station entrances and lifts to Diamond Hill Station.	<p>Diamond Hill station of the SCL will be the interchange station between the SCL and the existing Kwun Tong Line. Hence the existing Diamond Hill Station will be expanded. During the design stage of the SCL, the MTRCL had assessed the projected passenger volumes for the station and its extension and considered that the entrance design for enlarged Diamond Hill Station could cope with the future passenger demand. For residents of Galaxia and Bel Air Heights, they can use the entrance A1 at Lung Poon Street for railway service since the road network and ancillary facilities can accommodate the future pedestrian flow.</p> <p>Regarding the connectivity to the Rhythm Garden, the two existing footpaths connecting to the Diamond Hill Station should be able to cope with the increase in pedestrian volume.</p>
<b>(B) (vi) To Kwa Wan Station</b>	
Under ten objections, the objectors are concerned about the location of the proposed station at To Kwa Wan Station	The MTRCL have reviewed different options of entrances suggested by the objectors. Having taken into account factors such as road traffic condition, road safety, future

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<p>and the associated station entrances which would be unable to serve the South To Kwa Wan. There were suggestions to provide a pedestrian link from To Kwa Wan Station and South To Kwa Wan areas.</p>	<p>pedestrian flow, and the existing facilities available for the pedestrians, it is considered not justified to adopt the objectors' suggestions.</p> <p>The feasibility of providing a pedestrian link between South To Kwa Wan and To Kwa Wan Station was also reviewed. Due to constraints imposed by existing building foundations and the diaphragm walls of Kai Tak Tunnel, the suggested pedestrian link would have to be built below ground at a depth of about 9 to 10-storey building high. Furthermore, the footpaths in the area, such as those of Mok Cheong Street and Ma Tau Kok Road are not wide enough to accommodate any lift and station entrance facilities. Moreover, an existing underground box culvert along Sung Wong Toi Road will impede the construction of a subway at that location. In addition to the technical and construction risks, the travelling time between station and the ground level will be significantly increased. Therefore, the option of building an underground pedestrian link along Sung Wong Toi Road is not justifiable.</p>
<b>(B) (vii) Ma Tau Wai Station</b>	
<p>Seven objections are related to the proposed location of the Ma Tau Wai Station and the associated station entrances which would be unable to serve the South To Kwa Wan areas.</p>	<p>The assessment on the provision of entrances for Ma Tau Wai Station is same as that of To Kwa Wan Station (item (vi) above).</p> <p>In addition, the MTRCL reckoned that the alignment of the suggested pedestrian links is similar to that of existing footpaths leading to the station. Therefore, the function of the suggested pedestrian links will duplicate that of the existing footpaths. Also, the</p>

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	<p>construction of pedestrian links requires concurrent implementation of road closure at Ma Tau Wai Road and To Kwa Wan Road and temporary traffic management schemes. This will inevitably affect the shops, pedestrian network and the nearby traffic conditions seriously .</p>
<b>(B) (viii) Hung Hom Station</b>	
a) Under four objections, the objectors suggest providing a covered walkway or footbridge at Cheong Tung Road South to relieve the heavy pedestrian flow at the footbridge of Hung Ling Street.	After the completion of Kwun Tong Line Extension and the SCL, a portion of the existing Hung Hom Station passengers will be diverted to use Homantin Station and Whampoa Station. Therefore, the pedestrian volume for the footbridge at Hung Ling Street is expected to decrease.
b) Under five objections, the objectors suggest providing a covered walkway at Cheong Wan Road to facilitate pedestrian connection to Hung Hom Station.	There is an existing pedestrian linkage system connecting Hung Hom Station to the surrounding areas and developments. Although part of the existing Cheong Wan Road flyover would be demolished for the construction of the SCL, it would be reprovisioned nearby before its demolition. This is to ensure that pedestrians and vehicles would have access to Hung Hom Station at all times. Pedestrians could also use an existing nearby covered footbridge at Hung Ling Street for access to Hung Hom Station.
<b>(B) (ix) Wan Chai</b>	
Under one objection, the objector suggests provision of additional stations to serve	Under the study by the Kowloon-Canton Railway Corporation (KCRC), the construction of Causeway Bay North Station

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<p>Happy Valley, Wan Chai South areas, Causeway Bay North and Victoria Park.</p>	<p>would seriously affect the road networks and the traffic condition of Gloucester Road. During KCRC's consultation with Wan Chai and Eastern District Councils (DC), DC members were concerned about the traffic impacts at Wan Chai North and Gloucester Road during the construction stage and they objected to the provision of Causeway Bay North Station. Besides, the catchment area of Causeway Bay North Station is about the same as that of Causeway Bay Station.</p> <p>For the provision of station in Happy Valley, the MTRCL estimated that the increase in the serving population would be 19 000 for a new station. With the implementation of South Island Line (East) (SIL(E)), the traffic condition of Aberdeen Tunnel and Happy Valley is expected to improve.</p> <p>The "Victoria Park Scheme" was proposed under the "Railway Development Strategy 2000". The current SCL Scheme will pass through Wan Chai North and Admiralty and better serve the passengers heading to the commercial centres along the coastal area of the Victoria Harbour. The route is considered to be more direct and convenient to passengers and with fewer nuisances to the community.</p>
<b>(C) Railway facilities</b>	
<b>(C) (i) Ventilation building and emergency access at Ma Chai Hang Recreation Ground</b>	
<p>Nineteen objections are related to the location of the ventilation building and emergency access</p>	<p>The MTRCL considered different locations for the construction of ventilation building including the slopes under Tsui Chuk</p>

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<p>at Ma Chai Hang Recreation Ground. Most of the objectors considered that the proposed ventilation shafts would pose environmental impacts (including air, noise and visual intrusion) affecting their health and lead to loss of recreation areas of local residents and community. Some objectors also suggest alternative locations for accommodating the facilities.</p>	<p>Garden, Chuk Yuen South Estate, the open spaces next to Lung Cheung Government Secondary School and near Wong Tai Sin Station, as well as the open spaces in Lion Rock Park. It was concluded that the proposed location at Ma Chai Hang Recreation Ground would be most suitable in consideration of nuisance to the nearby residents, visual impact, engineering feasibility, impacts on the SCL project and risks to the neighboring buildings, etc.</p> <p>Ventilation facilities are integral parts of an underground railway providing the necessary air exchange for stations and tunnels. The SCL will be an electrified railway and hence no harmful gas will be emitted from the operation of the railway through the ventilation facilities. Carbon dioxide in the exhalation of passengers and staff will be sufficiently diluted by the fresh air intake and exchanged with air outside through the ventilation facilities. The air quality inside the railway facilities will be in full compliance with Level 1 standard, the highest standard in the "Practice Note for Managing Air Quality in Air-conditioned Public Transport Facilities – Railways" issued by the Environmental Protection Department.</p> <p>The design, construction and operation of the SCL project will be in compliance with the Noise Control Ordinance and Environmental Impact Assessment (EIA) Ordinance to ensure that the noise levels will not exceed the statutory standards. Ventilation louver openings will be oriented away from the residential flats as far as possible. The proposed ventilation building will be sufficiently separated from nearby residential</p>

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	<p>flats. Since the speed of air flow from the ventilation building will not be high and suitable noise absorbing materials will be installed, the noise impacts will be minimal and in compliance with the Noise Control Ordinance.</p> <p>Regarding the visual impact of the ventilation building/shaft, the MTRCL explained that the design of the ventilation building/shaft will be integrated with the environment in the vicinity, and the top of the ventilation building will be approximately leveled with the adjacent roads.</p>
<b>(C) (ii) Stabling sidings at Diamond Hill Comprehensive Development Area (CDA) site</b>	
a) Under thirteen objections, the objectors are concerned about the semi-sunken design of the stabling sidings at Diamond Hill and requested fully sunken design for the stabling sidings.	Throughout the consultation period, the MTRCL revisited different options as suggested by the objectors. The stabling sidings at Diamond Hill has been deleted under the amended scheme.
b) Under three objections, the objectors are concerned about the environmental impacts (including noise and air quality) resulting from the ventilation shafts of stabling sidings at Diamond Hill.	The stabling sidings at Diamond Hill has been deleted under the amended scheme.
c) Under eight objections, the objectors are concerned about the preservation of	The 3 relics include the Pillbox, Royal Air Force Hangar and Stone House. As the proposed stabling sidings at Diamond Hill

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the 3 relics at Diamond Hill CDA site.	has been deleted, Stone House will not be affected. As for the other two relics, they have to be dismantled and removed off site during construction. The MTRCL has employed heritage specialists to devise the methods in preserving and reprovisioning the old structures on site. In developing the conservation plan for the relics, the public will be fully consulted.
<b>(C) (iii) Topside development at Diamond Hill CDA site</b>	
Under four objections, the objectors are concerned about the proposed topside development at ex-Tai Hom Village.	The Government explained that the topside development of the former Tai Hom Village site is not a part of the SCL project. Planning Department is reviewing the land use of the site and the public will be consulted in due course.
<b>(C) (iv) Ventilation and plant building at Hong Kong Park</b>	
Under one objection, the objector raises concern about the ventilation and plant building at Hong Kong Park and the demolition and reprovisioning of the refuse collection point near the ventilation and plant building at Hong Kong Park.	Ventilation facilities are integral parts of an underground railway providing the necessary air exchange for stations and tunnels which should be placed as close to stations and tunnels as possible. As SCL trains are powered by electricity, no toxic gases will be emitted from the ventilation facilities. The SCL ventilation facilities will be integrated with the SIL(E) ventilation building located at Hong Kong Park. This arrangement is considered the most preferable option in view of the proximity of the SIL(E) and the SCL and other engineering factors. The ventilation and plant building will be constructed under the SIL(E) scheme which had been authorized and will be slightly modified for the SCL under the SCL scheme.

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	<p>To facilitate the construction of the ventilation and plant building, an existing refuse collection point within Hong Kong Park will need to be relocated to an adjacent area.</p>
<b>(D) Land issues</b>	
<b>(D) (i) Underground strata resumption – Realignment and structural integrity</b>	
<p>a) Thirteen objections are related to the alignment of railway tunnels at Tsui Chuk Garden. The objectors requested shifting the railway alignment to avoid underground strata resumption and damage to the structural integrity of building.</p>	<p>The proposed tunnel alignment of the SCL will pass through the rock stratum beneath Tsui Chuk Garden. Sufficient rock cover to the railway tunnels is available to disperse the surcharge loadings from the building foundation of Tsui Chuk Garden.</p> <p>The MTRCL has studied different railway alignments proposed by the objectors, including those passing through (i) Lion Rock Park/Tin Wang Court/Tin Ma Court, (ii) Lung Cheung Road roundabout/Lung Cheung Road, (iii) Wing Chuk Street, (iv) Tsui Chuk Street and (v) Po Kong Village Road. However, these options cannot be adopted due to the construction risk and safety concerns, etc. After further site investigation and thorough studies, the alignment passing through Ma Chai Hang Recreation Ground and Tsui Chuk Garden has been recommended since the tunnels and associated facilities will largely be located beneath existing roads to avoid resumption of buildings, minimize the extent of underground strata resumption of building lots and reduce the impact on existing buildings due to railway construction works.</p>

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<p>b) Under one objection, the objector is concerned about the underground strata resumption at Tropicana Gardens in Wong Tai Sin, which would affect the redevelopment potential and suggests adjusting the alignment towards Sik Sik Yuen Social Service Complex and Fung Tak Park.</p>	<p>The proposed resumption of the underground strata of Tropicana Gardens was deleted under the amended scheme.</p>
<p>c) Ten objections are related to the concern on the damage to structural integrity of the 7 buildings at Ko Shan Road and Chatham Road in Ma Tau Wai and the loss of redevelopment potential due to underground strata resumption.</p>	<p>The SCL alignment will pass through many districts, some of which are located among the most densely developed urban areas such as Kowloon City. In designing the SCL alignment, every effort had been made to avoid resumption of private land/lots and reduce the extent of underground strata resumption of buildings so as to minimize the impacts on local residents. The railway alignment currently proposed is already optimized with minimum underground strata resumption.</p> <p>Through meetings with the public, the MTRCL collected a number of alternative alignments suggested by the public aiming to avoid underground strata resumption of the seven buildings at Ko Shan Road and Chatham Road. In response to these suggestions, the MTRCL reviewed all of the suggested alternative alignments. But they were found to be infeasible due to various reasons including requiring resumption of private lots, substandard alignment curvature and/or having geotechnical problems.</p>

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<p>d) Seven objections are related to the underground strata resumption of buildings in Wanchai and Central/ Western districts which might affect structural integrity and the future redevelopment of buildings.</p>	<p>The Government explained that the proposed railway alignment and the extent of the proposed underground strata resumption were determined by taking into account all the prevailing factors, including site constraints, operational requirement and geographical conditions. Since the area concerned is highly developed, the railway tunnels will unavoidably have to go underneath some of the private lots. Resumption of the underground strata of the relevant part of the private lot is therefore required. The proposed alignment balances various related factors and is therefore a preferred design.</p> <p>Having considered the views and concerns expressed by objectors and residents from various communities in the Wan Chai, Central and Western districts, the latest design developments and changes to site constraints and land use, the Government gazetted the amendments of the SCL on 15 July 2011. Under the amended scheme, the railway tunnel alignment north of Admiralty Station and respective scheme boundary were amended in order to avoid clashing with the pile foundations of the Hong Kong Electric substation building and reducing the extent of underground strata resumption at The Hong Kong Academy for Performing Art.</p>
<p>e) Five objections are related to the alignment of the overrun tunnel at the south of Admiralty. The objectors request shifting of the alignment to avoid underground stratum resumption.</p>	<p>The concerned section of tunnel will serve two functions. It includes the overrun tunnel and refuge tunnel. The SCL Admiralty Station is the terminal station for the "North-South Corridor" and therefore an overrun tunnel is required to allow trains to turn back from the southbound to the northbound tunnel. Moreover, if there is a</p>

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	<p>failed train, in order to reduce disturbance to the railway passengers and to minimize the impact on the operating railway by speedily removing it to a spare track, a refuge tunnel which provides spare space for accommodating the failed train is required. Since the SCL tunnel on Hong Kong Island is in a stacked configuration within a densely developed area, a refuge tunnel at the south of Admiralty Station is considered the only suitable location. If there is no such tunnel on Hong Kong Island, any failed train along the SCL alignment south of Hung Hom Station would need to be towed to the Kowloon side, causing serious impact on the normal operation of the railway.</p> <p>The length of the overrun tunnel has been developed by taking into account all the prevailing factors, including railway operational requirements and train safety. The tunnel alignment and the extent in plan of the proposed underground strata resumption have been determined by taking into account all the prevailing factors, including site constraints, operational requirements and geographical conditions. The MTRCL has also studied different alignment options, but since the area concerned has been well developed with existing buildings, any alignment options will involve the resumption of underground strata of private properties and the incorporation of private properties into the railway protection zone.</p> <p>Having said that, the tunnel is in fact located deep in the rock layer and the depth of the proposed strata resumption ranges from some 60m to 300m. The rock stratum where</p>

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	<p>the tunnel is located is strong and able to provide rigid support for the existing buildings including their foundations. Therefore, the construction of the tunnel will not affect the structural safety of the buildings above.</p>
<b>(D) (ii) Underground strata resumption - Redevelopment potential</b>	
<p>Under nineteen objections, the objectors are concerned about the impact on re-development potential of buildings and/or compensation.</p>	<p>The Government explained that the proposed resumption of underground strata would not affect the permitted plot ratio of the site concerned. Whether the redevelopment would be affected in future highly depends on various factors, such as the location of the future railway facilities and the ground condition in the vicinity. The redevelopment potential of a site would also depend on factors, such as the plot ratio utilized, planning restrictions, the redevelopment scheme and design, building structural design, area of the subject land, etc. The compensation has to be assessed on a case-by-case basis.</p> <p>Nevertheless, under the provisions of the Railways Ordinance, any person who has a compensatable interest in land resumed is entitled to claim compensation from the Government.</p>

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<b>(D) (iii) Works areas and works sites on government land/facilities</b>	
<p>a) Thirteen objections are related to the temporary occupation of the proposed works area at Ma Chai Hang Recreation Ground. The objectors considered the temporary occupation would deprive the use of these facilities by the community.</p>	<p>The Government appreciates that Ma Chai Hang Recreation Ground is an important recreational area for the local community. After consulting the residents, the MTRCL revised the original design and the site coverage of the ventilation facilities and emergency access by approximately 25% from 1 900 sq.m to 1 400 sq.m. Its height had also been reduced from 17m to 10m. Meanwhile, the MTRCL had reduced the proposed temporary works area by 30% from about 15 000 sq.m to 10 000 sq.m. During the construction period, the physical training facilities at the west, jogging track at the south as well as the entrance and the barrier-free pedestrian access within the recreation ground will be retained. It is also proposed to temporarily re-provide a 5-a-side football pitch and a children playground at the location of the existing 11-a-side football pitch.</p>
<p>b) Under one objection, the objector is concerned about the proposed temporary works areas in Tsz Wan Shan which will reduce the recreational facilities in the communities and affect the development programme on the planned recreational use for these areas.</p>	<p>To cope with the construction of the SCL which will run through densely developed urban areas, it is necessary to make use of some unallocated government lands in the urban areas as temporary works areas. After considering all the comments from the public, the Government has already minimized the extent of proposed works areas for the project.</p>

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<p>c) Under two objections, the objectors were concerns about the construction works at Hong Kong Aviation Club (HKAC).</p>	<p>There have been strong requests from the public for an entrance at Pak Tai Street to serve the residents nearby. The proposed entrance is connected to the proposed To Kwa Wan Station by a pedestrian subway crossing underneath the Olympic Avenue/Sung Wong Toi Road and running beneath an existing open air car park of the HKAC, which is part of the site let to the HKAC under a short term tenancy. Given the fill materials underneath the car park and the shallow subway structure required, the MTRCL considers that cut-and-cover method is most appropriate for the subway construction.</p> <p>To maintain access to the HKAC's premises during construction of the SCL, an alternative vehicular access to the HKAC via Sung Wong Toi Road would be provided. As such, other than the existing car parking area, the SCL project would not occupy the areas of the HKAC where the normal flight operation is currently carried out.</p>
<p>d) Under five objections, the objectors are concerned about the temporary occupation of recreation areas near Ma Hang Chung Road and Ma Tau Wai Road in Kowloon City area.</p>	<p>The SCL will pass through many districts in the territory, some of which are among the most densely developed urban areas such as Kowloon City. In designing the SCL alignment, every effort had been made to reduce the need for resumption of land, underground strata or buildings so as to minimize the impacts on local residents. It is therefore unavoidable to temporarily occupy some public recreation areas and open spaces to support the construction works. After considering all the comments from the public, the Government has already minimized the extent of proposed works areas for the project.</p>

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<p>e) Under one objection, the objector is concerned about the proposed temporary works areas in Shek O which would affect the development programme on possible recreational use for these areas.</p>	<p>The Government explained that the ex-Shek O Quarry site is the only suitable site in Hong Kong that can be used as the temporary fabrication yard for the SCL immersed tube units. The site will be used for the SCL works from 2013 to 2018. The MTRCL consulted the District Development and Environment Committee (DDEC) of the Southern District Council in 2009 and 2010 and the DDEC has no objection to the proposal. The temporary use of the site before it is used for the SCL works and the long-term land use of the site after being used for the SCL works, were discussed among the concerned departments at subsequent DDEC meetings.</p>
<p><b>(D) (iv) Works areas and works sites on private land</b></p>	
<p>Under one objection, the objector is concerned about the temporary occupation of land within Hin Keng Estate.</p>	<p>A section of estate road within Hin Keng Estate would be temporarily occupied for the construction of railway tunnel and as a works site for the SCL project. Prior to the commencement of construction works, the road pavement conditions would be investigated and recorded. In the event of such road damage, the MTRCL will take remedial measures.</p> <p>For the affected refuse collection point, it would be temporarily reprovisioned before commencement of works and reinstated after the completion of works.</p>
<p><b>(E) Environmental issues</b></p>	
<p><b>(E) (i) Environmental impacts arising from construction</b></p>	
<p>Under thirty-four objections, the objectors are concerned</p>	<p>The SCL is a designated project under the Environmental Impact Assessment (EIA)</p>

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<p>about the environmental impacts due to the construction works of the SCL, including noise and air quality.</p>	<p>Ordinance. In accordance with the EIA Ordinance, the MTRCL has undertaken an EIA study to identify the environmental impacts, including aspects of noise, air quality, water quality, waste management, landscape and visual intrusion, that will arise from the construction and operation of the SCL and to recommend relevant mitigation measures if necessary. The MTRCL is required to ensure that the construction and operation of the railway will comply with the conditions contained in the relevant environmental permits and the environmental protection provisions under the EIA Ordinance and other relevant statutory requirements and standards.</p>
<p><b>(E) (ii) Concrete batching plant and barging point at Kai Tak</b></p>	
<p>Ten objections are related to the concerns about the proposed provision of temporary barge loading facilities, stock piling and concrete batching plant within the proposed works areas in Kai Tak which would seriously pollute the environment of the community.</p>	<p>The station and tunnel works will mainly be carried out below ground. A large amount of excavated materials will have to be taken away from the construction sites. To reduce the impact on public roads and overall transportation within the district, the MTRCL proposes to set up the barge loading facilities at the Kai Tak Development Area so that the excavated materials can be delivered through the shortest possible path. If the barge loading facilities cannot be provided, the large amount of materials will have to be carried by land transport to other landfill sites. This will substantially increase the traffic flow within the district and cause traffic impact on the community.</p> <p>In response to the concern from locals, the MTRCL has reviewed the arrangement for provision of concrete. The concrete batching</p>

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	plant proposed in Kai Tak was deleted under the amended scheme.
<b>(E) (iii) Operation of 8-car train</b>	
Under two objections, the objectors are concerned about the noise impact arising from the proposed change of 4-car train operation to 8-car train for Ma On Shan Line.	The noise level associated with train operation is regulated by statutory requirements. The MTRCL has adopted various mitigation measures to reduce the noise level from the trains such as providing noise adsorbing material to the trains and tracks. Floating panels and elastic covers will also be added to the railway track. Furthermore, the MTRCL will carry out various measures such as polishing the railway tracks and wheel, adjusting the travelling speed, renewing the tracks and rearranging the travelling schedule and maintenance time table.
<b>(F) Engineering issues</b>	
<b>(F) (i) Impacts of construction works on existing building</b>	
Twenty objections are related to the excavation works of SCL underneath or adjacent to buildings/structures, in particular with the use of drill-and-blast method which might affect the structural integrity of the buildings and induce disturbance.	The design and construction of the SCL will be supervised by the MTRCL. During the detailed design stage, the MTRCL has employed professional consultants to carry out the detailed design to ensure that the impacts of railway construction works on the existing buildings will be kept to a minimum with no adverse effects on the structural safety and integrity of the buildings above or adjacent to the railway construction works. The design and construction works will comply with the standards of safety stipulated under the Buildings Ordinance (Cap. 123) and related regulations.

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	<p>Prior to the commencement of construction works, the MTRCL will conduct condition surveys to record the existing conditions of the buildings in the proximity of the works. During the construction stage, instrumentation and monitoring will be implemented to closely monitor the existing buildings, structures, slopes, etc. As safety is the prime consideration for the construction activities, the MTRCL will engage its Competent Persons and site supervision teams as well as the Registered Geotechnical Engineers to review the monitoring results and carry out all necessary actions to rectify any abnormalities detected. In addition, relevant government departments will also carry out site audit from time to time to ensure that the responsible persons have properly discharged their duties.</p> <p>In the unlikely event of damage to buildings due to the railway construction works, the MTRCL and its contractor will follow up the case without delay. Under the Railways Ordinance (Chapter 519), any person who has a compensatable interest in the land or building is entitled to submit claims for compensation from the Government for any physical or structural damage resulting from the railway works.</p>
<b>(F) (ii) Use of explosives</b>	
Under seven objections, the objectors are concerned about the potential impact of the underground tunnelling works by drill-and-blast method on existing buildings / structures	The construction method to be adopted depends on various factors, such as topography, geology and existing facilities along the tunnel alignment. Drill-and-blast method is commonly used and is proven to be safe and effective for rock excavation in

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Objector's Views and Suggestions	Administration's Assessment and Responses
<p>/ facilities. In particular, some objectors worry that the blasting works would undermine the structural integrity of their buildings and would lead to vibration, formation of cracks and generation of noise. Some objectors also are concerned about the safety of explosives during transportation.</p>	<p>Hong Kong and worldwide. It is therefore a suitable method for constructing the concerned section of tunnels in rock. The MTRCL is also well experienced in using drill-and-blast method to build underground railway tunnels and stations in densely populated areas.</p> <p>For the use of explosives, a Blasting Permit has to be obtained from the Mines Division of the Civil Engineering and Development Department (CEDD). The MTRCL will ensure strict compliance with the regulations of the Dangerous Goods Ordinance (Cap. 295) under the control of Mines Division of the CEDD, the Fire Services Department and the Hong Kong Police Force, and will impose stringent risk control and safety measures to ensure the safe operation of the delivery, use and storage of explosives during the construction period.</p> <p>Suitably qualified professionals will be employed for the blasting operations and a set of stringent control measures in accordance with the Buildings Ordinance (Cap. 123) and relevant statutory requirements will be adopted. Where necessary, monitoring points will be installed prior to the commencement of works to monitor possible impacts on adjacent building structures. The Buildings Department and the Geotechnical Engineering Office of the CEDD will also carry out site monitoring to check for compliance.</p>

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<b>(G) Other issues</b>	
<b>(G) (i) Traffic matters</b>	
<p>a) Eighteen objections are related to the local traffic impact during construction of the SCL. The objectors raise concerns about the construction works in the area which will aggravate the already congested traffic conditions thereat during peak hours.</p>	<p>The MTRCL has appointed an independent consultant to carry out comprehensive traffic impact assessments and formulate appropriate temporary traffic management scheme (TTMS) so as to minimize the disruption to traffic during the construction period. Besides, a site liaison group comprising representatives from relevant government departments as members will be set up during construction to examine the TTMS submitted by the MTRCL. The Government will ensure that all the related construction works are conducted in a co-ordinated manner and the existing roads and pedestrian traffic would not be adversely affected.</p> <p>Upon commencement of the construction works, the Government and the MTRCL will continue to communicate with the stakeholders in the community. Community Liaison Groups will be set up and regular meetings will be held to keep the stakeholders informed of the latest work progress of the project.</p>
<p>b) Under ten objections, the objectors request the provision of public transport interchange together with a parking area for coaches at the open space next to the Wong Tai Sin Temple.</p>	<p>Relevant government departments have started to review the use of the open space adjacent to the Wong Tai Sin Temple and proposed to construct a public transport interchange (PTI) near the junction of Shatin Pass Road and Wong Tai Sin Road. The purpose of the PTI is to provide terminal facilities for public light buses, picking up and dropping off facilities for taxis and private vehicles, and parking of coaches.</p>

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<b>(G) (ii) Railway protection zone</b>	
<p>Two objections are related to the inclusion of private land within the area as shown in the proposed control of building plans under Section 27 of the Railways Ordinance.</p>	<p>The Government explained to the objectors that once their premises were within the railway protection boundary (i.e. any land situated within 30m from the outer surface of the proposed station and other railway facilities and encompasses the whole of any lot where any part lies within the 30m distance), their buildings would be subject to building control.</p> <p>The Government also explained that the basis of defining the extent of the area of land subject to building control might go beyond the boundary of the Scheme. Under Section 27 of the Railways Ordinance, the Building Authority is empowered to refuse to give approval to any plans, to refuse to consent to the commencement of the building works, or to impose conditions on the giving of approval to plans or consent to commence the works, etc so as to avoid incompatibility with the Scheme or the operation or maintenance of the railway.</p> <p>The railway protection is a well-established protection measure which has served its purpose effectively. The objectors were also assured that despite the application of Section 27 of the Railways Ordinance, the approval process for the concerned building plans would not be lengthened due to the consultation of the MTRCL as this would be carried out in parallel with the consultation with other government departments as required under the Buildings Ordinance.</p> <p>The Government further explained that repair of drainage and manhole would not</p>

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	<p>lead to any conflicts with the operation or maintenance of railway generally and therefore, no special condition on works would be imposed.</p> <p>In the event that the Building Authority is of the opinion that the building plan is incompatible with a railway scheme or the operation or maintenance of a railway and considers it necessary to exercise his powers under Section 27(1) of the Railways Ordinance to ensure the safe and stable operation of the railway, the affected land owner may claim compensation under the Ordinance. The owner of the land on which the building works are carried out is entitled to submit claims to the Secretary for Transport and Housing for the amount which is fairly and reasonably estimated as the loss to the claimant which is attributable solely in compliance with an amendment required or a condition imposed by the Building Authority under section 27(1)(c) or (d) of Cap. 519 so as to avoid incompatibility with works for the construction of the railway. The period within which the claim must be served on the Secretary is before the expiration of one year from the completion of the building works.</p>
<b>(G) (iii) Release of information</b>	
Under sixteen objections, the objectors are concerned about the disclosure of technical details of SCL project to the public.	<p>The MTRCL explained that the relevant ground investigations, as-built building records, foundation plans and orders for demolition of unauthorized building works are available in the Buildings Department.</p> <p>The objectors were advised that the Highways Department and other concerned</p>

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	<p>government departments would consider the submission reports and check whether the design and construction comply with the safety requirements stipulated under the Buildings Ordinance and other related regulations before the design was finalized.</p> <p>The MTRCL will also carry out condition surveys for existing buildings to inspect their conditions, including the conditions of the external walls and the public areas. The technical details of the SCL projects can only be finalized upon completion of the detailed design, appointment of the contractors and approval of the construction methods by the relevant government departments.</p> <p>Prior to commencement of the construction works, condition surveys will be carried out by the MTRCL which includes recording of the conditions of the buildings in the vicinity of the construction works in order to protect the interests of the owners and residents, and to determine the most appropriate construction methods and associated protection measures. The MTRCL will seek the agreement of owners so that the MTRCL can inspect their buildings and install monitoring points at appropriate locations. The results of the relevant condition surveys will be made available to the owners upon request.</p>
<b>(G) (iv) Public consultation</b>	
Under twenty-four objections, the objectors consider that the consultation of the proposed railway scheme should be	The Government and MTRCL have maintained close communication with the concerned local communities and extensive public consultations have been conducted

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<p>improved. They suggest establishing more communication channels with the local communities.</p>	<p>since the commencement of preliminary design in early 2008. Before commencement of works, Community Liaison Groups will be set up to continue the communications with the local communities regarding the progress and issues related to the railway project.</p>
<p><b>(G) (v) Reprovisioning works at Sha Tin</b></p>	
<p>a) Under two objections, the objectors are concerned about the reprovision of the refuse collection point (RCP) in Hin Keng Estate and suggest that the demolition should be started after the reprovisioning of temporary refuse collection point.</p>	<p>The proposed SCL railway alignment runs just outside the Hin Keng Estate. An easement will be created for using the road of the estate for construction access and works area only during the construction period of the SCL. Upon the completion of the works, the affected portion of the road will be reinstated and reverted to the estate. The RCP will be temporarily re-provided for the construction of the tunnel portal. The MTRCL is studying the feasibility of enhancing the landscape around the RCP with tree planting.</p>

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b) Under one objection, the objector is concerned about the temporary occupation of the Hin Tin Playground and suggests reprovisioning of recreation facilities at open space nearby.	The Government explained that partial resumption and temporary occupation of the facilities is required to enable the construction of the proposed station at Hin Keng and the associated works. Reprovisioning options have been developed by the MTRCL to minimize the area and facilities being affected within Hin Tin Playground as well as at the neighboring area. After consulting the residents, the MTRCL has revised and further minimized the temporary occupation area in Hin Tin Playground. During the construction period, the physical training lane, the four tennis courts including the kiosk, the 11-a-side football pitch together with the resting ground, the changing rooms as well as the toilets will be retained.
<b>(G) (vi) Reprovisioning works at Wong Tai Sin</b>	
Under one objection, the objector requests for the provision of an indoor games hall at Ma Chai Hang Recreation Ground.	The Government explained that an indoor games hall at Ma Chai Hang Recreation Ground would be provided. Public consultation will be conducted in due course prior to submitting planning application in accordance with the provisions of the Town Planning Ordinance.
<b>(G) (vii) Provision of platform screen door</b>	
Under three objections, the objectors are concerned about the provision of platform screen doors at stations for the safety of passengers.	Platform screen doors will be provided for all stations under the SCL project.