

**Wong Tai Sin District Council**  
**Progress Update on Shatin to Central Link Wong Tai Sin Section**  
**(Summary)**

**Introduction**

1. This is a summary of WTSDC Paper 48/2010 which aims at updating Members on the latest progress of Wong Tai Sin Section of the proposed Shatin to Central Link (SCL) project.

**Update on SCL Programme**

2. The SCL will pass through multiple districts in Hong Kong. From the previous public consultation activities, we have gained public support for the new rail line to be implemented as soon as possible and understood that the public is concerned about the preliminary design of the project scheme. We shall continue the public consultation this year. Upon the completion of these public consultation activities, the proposed railway scheme will be gazetted for commencing the statutory consultation process.
3. The detailed design of SCL Wong Tai Sin Section has commenced since early this year. Ground investigation works is currently underway to gather geotechnical information for designing tunnels, station entrances and other railway facilities.

**Public Concerns**

- (1) **Diamond Hill Stabling Sidings**

### Location and Design

4. To launch sufficient trains to meet the morning peak demand of the SCL, a new train stabling sidings site is proposed to be located at the site of the former Tai Hom Village.
5. The proposed Diamond Hill Stabling Sidings will be semi-depressed to minimize the height of ventilation shafts, amount of excavated spoils, traffic impact, construction time and construction costs, when compared to a fully sunken design. In response to public views on impact from the stabling sidings, the footprint of the stabling sidings has been reduced from 4.8 hectares to the current proposal of 3.6 hectares.
6. For the tunnel connecting the stabling sidings and the main tracks, the section between Rhythm Garden and the vacant site near Choi Hung Road bus terminal will be constructed by bored tunnel method, instead of cut-and-cover method, to minimize the traffic disruption at Prince Edward Road East and traffic impacts in the vicinity.

### Preservation of Old Structures and Trees

7. In regard to those three old structures within the ex-Tai Hom Village namely the Pillbox, Former Royal Airforce Hangar and Stone House, MTRCL has engaged heritage consultants to thoroughly study on how to preserve these structures to the original configurations in relation to their structural stability and the future topside development plan.
8. An independent consultant has also been appointed to carefully assess the possible impact on trees within the ex-Tai Hom Village site and suggest preservation options.

#### **(ii) Topside Development of Diamond Hill Stabling Sidings**

9. The site of the former Tai Hom Village is zoned as a "Comprehensive

Development Area"(CDA) in the Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/22. This CDA site will include the development of public housing, commercial facilities, schools and other government, institution or community facilities. The development above the stabling sidings is beyond the scope of the SCL project. Linking up the topside development with the SCL project will delay the delivery of the SCL project, which will not be accepted by the public. We therefore consider that the gazette procedures of the SCL under the Railways Ordinance should be dealt with separately from the planning procedures of the topside development.

**(iii) Extension of Diamond Hill Station**

10. The current proposal of extension of Diamond Hill Station will be 60 metres further eastward than the preliminary design. This is to minimize the temporary traffic arrangement at Lung Cheung Road and traffic impact in the vicinity. Station entrances and ventilation shafts are also adjusted in the latest proposal while the noise barriers on Lung Cheung Road and Tai Hom Road could remain unchanged.

**(iv) Alignment of the Wong Tai Sin Section**

11. The SCL will extend the existing Ma On Shan Line from Tai Wai Station via Hin Keng Station, the proposed tunnel at Lion Rock, Ma Chai Hang Recreational Ground, Wong Tai Sin Road, Lung Cheung Road, Diamond Hill Station and Prince Edward Road East to Kai Tak Station. The alignment will be entirely underground, which is the same as that shown in the scheme approved by the Executive Council in March 2008. We have not changed the location of the tunnel portal at Shatin due to the addition of a station to the existing rail tracks at Hin Keng. As a result, the alignment for Wong Tai Sin Section has not been affected by the proposed Hin Keng Station. We have investigated various alignment options for the Wong Tai Sin Section during the preliminary design of the SCL. With a view to minimizing the resumption of stratum of housing

estates and individual buildings as well as ,reducing the risks to buildings in the vicinity of the railway works, we have not adopted other alignments.

**(v) Ma Chai Hang Recreational Ground**

Ventilation Building and Emergency Access

12. The proposed Hin Keng Station and Diamond Hill Station will be linked by a long tunnel in the SCL. We need to provide a ventilation building (VB) and emergency access point (EAP) at suitable locations. We have investigated different locations for the provision of these facilities. Having considered all relevant factors including nuisance to residents, visual impact, engineering feasibility and risks to the surrounding buildings, we recommend the VB and EAP be located at Ma Chai Hang Recreational Ground (MCHRG). We understand the concerns about the VB and EAP raised by the residents in close proximity of MCHRG. We have placed great efforts to minimize the footprint and enhance the appearance of the VB and EAP so that they can be integrated with the surrounding environment. The design of the VB and EAP has been revised with the reduction in height from 17 metres to 10 metres, and size from 1,900 m<sup>2</sup> to 1,400 m<sup>2</sup>.

Works Areas

13. To minimize the traffic impact on Wong Tai Sin district during the construction of SCL, we propose to employ tunnel boring machines (TBM), but not a cut-and-cover method, for the tunnel section between Ma Chai Hang and Diamond Hill Station. For the use of TBM, we need to provide temporarily a launching shaft at Ma Chai Hang and a retrieving shaft at Diamond Hill Station. In this connection, MCHRG is the best location for the provision of a temporary launching shaft and a temporary works area.
14. In response to the residents' concern about the use of MCHRG as temporary works area, we have reduced the size of the area as well as the amount of

recreation facilities affected by it. We now propose to maintain the jogging track, the entrance to MCHRG and the barrier-free access. We also propose to re-provide temporarily a 5-a-side football court, children playground and recreation facilities within MCHRG during the construction stage.

#### Provision of Station

15. The three existing MTR stations in Wong Tai Sin can meet the current and future patronage demand. If Ma Chai Hang Station is to be built, the anticipated marginal increase in population served by railways is only about 20,000 because most areas to be served by the proposed Ma Chai Hang Station have been covered by Wong Tai Sin and Lok Fu Stations. As regards the engineering aspect, the proposed Ma Chai Hang Station will have to be built in soft stratum well below the ground level. The risks are high for the extensive tunneling works in the soft layer. With the anticipated engineering complexity and high risks, the construction cost will be substantial. Therefore, the addition of a station at Ma Chai Hang to the SCL is not cost effective.

#### **(vi) Tunnel Construction under Tsui Chuk Garden**

16. Since the tunnel section underneath Tsui Chuk Garden is in the rock stratum and is 40 metres below the building foundation, which is equivalent to 13 storeys in height, the tunnelling works will not affect the safety of the buildings

#### **(vii) Emergency Access at the vacant site near Wong Tai Sin Station**

17. The proposed Hin Keng Station and Diamond Hill Station will be linked by a long tunnel in the SCL, we need to provide emergency access points at suitable locations in accordance with the fire safety regulations. We propose an emergency access point is to be located at the vacant site near Wong Tai Sin Station. The footprint of emergency access point will be minimized and the appearance will be enhanced to integrate with the surrounding environment.

**(viii) Land and Stratum Resumption**

18. The alignment of the SCL will pass through multiple districts. It is inevitable that the railway line will pass under some private lots, thus requiring the resumption of stratum or building. As the detailed design of the SCL is underway, we will strive to minimize any land and stratum resumption.

**(ix) Improvement Works on Pedestrian Link Facilities in Tsz Wan Shan**

19. During the consultation activities for the improvement works of the pedestrian linkage system in Tsz Wan Shan, we understand the concerns in relation to the design of link facilities, impacts on residents and trees, locations of temporary works areas and traffic impacts during the construction period. We will continue to maintain close communication with District Council Members and the local residents with a view to providing a better connectivity system to meet community needs.

**Environmental Impact Assessment**

20. MTRCL has appointed independent consultants to carefully assess the possible construction and operation impacts on the environment and suggest mitigation measures. The environmental impact assessment is expected to be completed in mid 2011.

**Temporary Traffic Arrangement**

21. During the construction stage of the SCL, temporary traffic arrangements will be carried out at the relevant sections of Lung Cheung Road, Choi Hung Road, Wong Tai Sin Road, Ma Chai Hang Road and Chuk Yuen Road. MTRCL has

engaged independent consultants to carefully assess the possible traffic impacts of the construction works to the local traffic and propose mitigation measures accordingly.

## **Conclusion**

22. We will continue to stay in close touch with the Wong Tai Sin District Council Members and the local residents as regards their views and concerns. We will try to accommodate their views in formulating the railway scheme so that it can be finalized and gazetted in early 2011.

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Railway Development Office, Highways Department  
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