

**Kowloon-Canton Railway Corporation Railway Protection
Railways Ordinance
Buildings Ordinance Scheduled Area No. 3**

To safeguard the safety and stability of the railway structures of the Kowloon-Canton Railway Corporation (KCRC), a “protection boundary” for the KCRC railways has been determined. The areas within the protection boundary are commonly known as the railway protection areas. In addition, the railway protection areas of the West Rail and East Rail Extensions – Hung Hom to Tsim Sha Tsui are designated in Scheduled Area No. 3 in the Fifth Schedule to the Buildings Ordinance. The KCRC railway protection areas in Scheduled Area No. 3 are: -

(a) West Rail

the areas delineated on the plans numbered KCR/WR/RP100 to 120 (Rev. 1), KCR/WR/RP121 (Rev. 2) and KCR/WR/RP/122 to 145 (Rev. 1) which were signed by the Secretary for Housing, Planning and Lands on 6 June 2003 and deposited in the Land Registry; and

(b) East Rail Extensions - Hung Hom to Tsim Sha Tsui

the areas delineated on the plans numbered KCR/ERE/TSTE/RP/100, KCR/ERE/TSTE/RP/101 and KCR/ERE/TSTE/RP/111 which were signed by the Secretary for Housing, Planning and Lands on 1 June 2004 and deposited in the Land Registry.

Copies of these plans are available for inspection in the Buildings Department (BD) and the KCRC Railway Protection Unit.

2. As a general guide, the protection boundary is about 30 m outside the outer surface of the railway structures but it encompasses the whole of any lot where any part lies within the 30 m distance. At the railway stations, the area enclosed by the boundary is more extensive.

3. The guidelines at Appendix A apply to all building works (including ground investigation works and underground drainage works) to be carried out in the railway protection areas of the above KCRC railways. Ground investigation works and underground drainage works in Scheduled Area No. 3 are subject to additional control as stated in paragraph 9 below.

/Building

Building Works

4. Plans submitted to BD for proposed building works within the protection boundary are circulated to the KCRC for its comment under the centralized processing arrangements. Railways Ordinance section 27 will be invoked to require the incorporation of any necessary measures to protect the railways.

5. APs and RSEs are required to monitor any movement and vibration on the railway structures when required by the KCRC. Upon request by the KCRC, APs and RSEs should submit a copy of the monitoring record to them. APs and RSEs are required to inform the KCRC direct of the commencement of any building works within the protection boundary to enable them to plan an appropriate monitoring programme. If any adverse situation becomes apparent, the KCRC will alert the interested parties.

6. Any other necessary monitoring within the building site (e.g. monitoring of piezometric change) will be carried out by the AP/RSE of the site, who should maintain regular contact with the KCRC and keep each other informed of the monitoring records as necessary.

7. The Secretary for the Environment, Transport and Works may in writing, under the provisions of Railways Ordinance section 24, authorize an employee of the KCRC to enter any building site within the protection boundary for the purpose of monitoring construction.

Building Opening adjacent to a Vent Shaft

8. There are certain restraints on the design of and making alteration to properties in close proximity to a railway vent shaft to minimise the possibility of contamination by fire or smoke. In this connection, APs and RSEs are advised that any opening such as an openable or fixed window, doorway, building ventilation system intake or exhaust and the like in any building shall be located not closer than 5 m to the opening of any railway vent shaft, irrespective of whether such vent shaft is free-standing or is accommodated in a building. This distance may be reduced to 2.5 m, if the exhaust air from the railway vent shaft is directed away from and is not likely to affect the opening by natural convection.

Ground Investigation Works and Underground Drainage Works

9. Ground investigation works within Scheduled Area No. 3 require prior approval and consent. Plans prescribed under Building (Administration) Regulation 8(1)(f) should be submitted and the proposals should follow the guidelines at Appendix A. Application for concurrent processing of approval and consent in respect of ground investigation works should follow PNAP 225. Underground drainage works in Scheduled Area No. 3 are also subject to the full provisions of the Buildings Ordinance.

/Railway

Railway Protection of Ma On Shan Rail

----- 10. The guidelines at Appendix A also apply, where appropriate, to all building works to be carried out in the vicinity of the railway structures of Ma On Shan Rail (also known as East Rail Extensions - Tai Wai to Wu Kai Sha). As a general guide, BD will circulate those building plans which involve building works within 30 m outside the outer surface of the railway structures to the KCRC for its comments on any necessary measures to protect the railway structures under the centralized processing arrangements. Information on the protection boundary of the railway is available for viewing by AP/RSE at the Building Information Centre of BD. It may also be obtained direct from the KCRC Railway Protection Unit.



(Marco M H WU)
Building Authority

Ref. : BD GP/BORD/67
BD Rail/29K/99 Pt III
BD Rail/29M/03

First issue August 2003 (AD/NB1)
This revision March 2005 (AD/NB1) (Generally revised)

Index under : Kowloon-Canton Railway Corporation Railway Protection
Scheduled Area No. 3