

**The 20th Meeting of  
the Housing and Infrastructure Committee  
of Kowloon City District Council**

Date: 21 March 2019 (Thursday)  
Time: 2:30 p.m.  
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr HO Hin-ming, BBS, MH  
Vice-chairman: Mr NG Fan-kam, Tony  
Members: Mr SIU Tin-hung, Terence  
Mr LAI Kwong-wai (Left at 4:13 p.m.)  
Mr YUE Chee-wing, Admond (Left at 4:15 p.m.)  
Mr LAM Tak-shing  
Ir Dr CHENG Lee-ming  
Mr YEUNG Chun-yu, Ronald  
Mr LAM Pok, Jimmy (Left at 3:45 p.m.)  
Mr SIU Leong-sing  
Mr LUK King-kwong (Left at 4:52 p.m.)  
Mr HE Huahan (Left at 3:39 p.m.)  
Mr YANG Wing-kit (Left at 3:35 p.m.)  
Mr LO Chiu-kit (Arrived at 3:13 p.m.)  
(Left at 4:13 p.m.)  
Mr NG Po-keung, MH  
Mr PUN Kwok-wah, JP  
Ir CHEUNG Yan-hong, MH  
Mr CHO Wui-hung, MH  
The Hon LEE Wai-king, Starry, SBS, JP (Arrived at 2:57 p.m.)  
(Left at 4:32 p.m.)  
Mr KWAN Ho-yeung, Roger  
Secretary: Mr IP Wai-kong, Eddie Executive Officer I (District Council), Kowloon City District Office

Absent: Mr TING Kin-wa  
Ms LEUNG Yuen-ting

<u>In Attendance:</u>	Miss SO Yi-ching, Venus	Assistant District Officer (Kowloon City), Kowloon City District Office
	Mr WONG Kam-keung, Eric	Senior Liaison Officer (Building Management), Kowloon City District Office
	Mr MAK Chung-hang	Senior Town Planner / Kowloon 2, Planning Department
	Mr LAU Ching-kwong, Wallace	Senior Property Service Manager / Kowloon West and Sai Kung, Housing Department
	Ms Alisa TSE	Senior Building Surveyor / E3, Buildings Department
	Mr MA Chun-hang	Engineer / Kowloon (Customer Services) Inspection, Water Supplies Department

Attendance by Invitation:

Item 2	Mr KWAN Yee-fai, Mike	General Manager (Planning and Design), Urban Renewal Authority
	Ms YAN Sin-wah	Senior Manager (Community Development), Urban Renewal Authority
	Mr Quincy HUI	Senior Manager (Acquisition and Clearance), Urban Renewal Authority
Item 3	Mr LEE Shing-put	Chairman, The Lok Sin Tong Benevolent Society, Kowloon
	Ms LAU Oi-sze, Alice	Chief Executive, The Lok Sin Tong Benevolent Society, Kowloon
	Ms Cherry LEE	Project Development Manager, The Lok Sin Tong Benevolent Society, Kowloon
	Mr FU Chuen-fu, Mark	Political Assistant to Secretary for Transport and Housing, Transport and Housing Bureau
	Mr CHAN Nap-ming	Project Director 1, Transport and Housing Bureau

	Mr LEE Chi-hang, Alfred	Senior Project Manager 2, Transport and Housing Bureau
Item 4	Dr CHOW Ka-wai, Mary	Senior Veterinary Officer (Animal Management) Development, Agriculture, Fisheries and Conservation Department
	Dr TO Man-wai, Esther	Senior Veterinary Officer (Animal Management) Operations, Agriculture, Fisheries and Conservation Department
	Dr NG Hoi-yim, Candy	Veterinary Officer (Animal Management) Kowloon, Agriculture, Fisheries and Conservation Department
	Mr YAN Kam-wing, Edmund	Senior Executive Officer (Inspection and Quarantine), Agriculture, Fisheries and Conservation Department
	Mr LAM Yiu-hon, Nevin	Senior Project Manager 323, Architectural Services Department
	Mr CHAN Yuk-hong, Clark	Project Manager 354, Architectural Services Department
	Mr KK CHUNG	Director, Simon Kwan and Associates Ltd.
	Ms SIN Man-wing	Engineer, Simon Kwan and Associates Ltd.
Item 5	Ms LAI Hiu-wah	Maintenance Surveyor / Kowloon West, Housing Department
Item 6-9	Ms CHAN Po-man	Assistant Housing Manager / Oi Man 2, Housing Department
	Ms CHAU Hau-fun	Assistant Housing Manager / Oi Man 3, Housing Department
Item 6, 8-9	Mr Myron NG	Assistant Public Affairs Manager, Link Asset Management Limited



**Kai Tak Road / Sa Po Road Development Scheme (KC-015) by the Urban Renewal Authority**  
**(Paper No. 12/19)**

4. **Ms YAN Sin-wah, Senior Manager of Community Development of the Urban Renewal Authority (URA)** stated that URA had published a notice in the Gazette on 22 February 2019 to announce the commencement of the Kai Tak Road / Sa Po Road Development Scheme (KC-015).

5. **Mr Mike KWAN, General Manager (Planning and Design) of URA** briefly introduced the project, with the main points as follows:

- The project site covered an area of about 6 100 square metres which included 24-82 Kai Tak Road (even numbers), 31-49 Sa Po Road (odd numbers) and 55-73 Sa Po Road (odd numbers). Buildings of about 50 street numbers and 450 titles were affected and it was preliminarily estimated that about 670 households and 40 shops at street level would be influenced. The exact figures would be ascertained in the Stage 2 Social Impact Assessment and the Freezing Survey.
- The total gross floor area (GFA) to be provided was about 48 100 square metres, comprising of a residential GFA of 40 100 square metres with which about 810 small and medium-sized residential units could be built, and a GFA of 8 000 square metres for commercial or retail uses (a GFA of 800 square metres would also be reserved for community uses). In addition, 420 private car parking spaces would be provided in the underground car park, about 300 of which would be open to the public.
- To fulfil the planning intentions proposed in the Kowloon City District Urban Renewal Forum and the targets set by the Urban Renewal Strategy published in 2011, the scheme was developed to ensure better integration and utilisation of the land and peripheral areas to achieve the optimal planning efficiencies through restructuring and replanning the area, designing more effective and environmentally-friendly transport and road networks as well as enhancing the cityscape with attractive landscape and urban design. Thus, it was not purely a redevelopment project of old buildings.
- To tie in with the planning of the Government, the scheme would

connect the old areas near Nga Tsin Wai Road, the Kai Tak Development Area and the proposed underground shopping street. A split-level sunken plaza of about 1 000 square metres would be built to provide restaurants, retail stores, outdoor event spaces and sitting-out areas and link up the old Kowloon City District with the new Kai Tak Development Area. In the meantime, the portion of Sa Po Road within the scheme would be replanned to provide more ground space to enhance pedestrian circulation and facilitate passengers to get on and off buses at bus stops so as to improve the waiting environment.

- The public car park to be built could hopefully alleviate the inadequacy of parking spaces in the district. Moreover, it was believed that when the demand and supply of parking spaces were balanced in the long run, parking spaces at roadsides could be spared and converted to pavements, thus improving the walking environment in the district.
- The scheme involved restructuring and replanning of the area, during which some of the roads would be rezoned as "Residential (Group A)". Thus, the scheme had to be forwarded to the Town Planning Board (TPB) for approval. URA had submitted the Planning Report and the Development Scheme Plan (DSP) on 22 February and would submit a Stage 2 Social Impact Assessment Report later. Such information would be made available for public browsing at the websites of TPB and URA. Members of the public, members of District Councils and the affected persons were welcomed to make submissions to TPB.
- After consideration, TPB would publish and gazette DSP under the Town Planning Ordinance. Consultation would be conducted for two months and DSP would then be passed to the Chief Executive in Council for approval. The entire planning application procedures would take 18 to 24 months to be completed, that is, by the end of 2020 the earliest. Upon the completion of the procedures, URA would make acquisition offers and arrange for compensation.

6. **Mr NG Po-keung** thanked URA for their efforts in initiating this redevelopment project in the old district and raised the following views / enquiries: (i) residents in the nearby streets wished that the scale of the redevelopment project could be enlarged; (ii) as owners of rental properties received less compensation than owner-occupiers, the scheme might be unattractive to them; (iii) recently, tenants in the district

were forced to move out. Thus, he hoped URA could step up publicity and explain to property owners that termination of tenancies without reasonable grounds was deemed unlawful and the compensation payable would not be higher even if they forced tenants to move out; (iv) he wished to provide additional facilities including community centres and child care services in the district; (v) if residents chose the compensation package under the flat-for-flat arrangement, they might have to reside in other rental flats during the redevelopment period and thereby become ineligible for the compensation. Therefore, he suggested URA to compensate the affected persons; (vi) it was too late for the works to be completed in 2030. He wished that the progress of the works could be expedited; and (vii) the language needs of ethnic minorities should be addressed and translation services should be adequately provided.

7. **Mr Jimmy LAM** expressed support for the redevelopment scheme and put forward the following views / enquiries: (i) he hoped that To Kwa Wan District could be planned and developed in a holistic manner and more locations including major trunk roads like To Kwa Wan Road, San Lau Street and Ma Tau Wai Road could be incorporated into the scope of acquisition and redevelopment; (ii) he suggested building a subway to connect Hung Fook Street to To Kwa Wan Station in order to cope with the population growth in the future; (iii) as the existing compensation policy of URA was formulated in 2001, he advised that suitable adjustments should be made; (iv) the compensation limit could be raised so that an enterprise with an operation history of less than 30 years could still be eligible; (v) enlargement of the scale of redevelopment could be actively considered; and (vi) tenants were eligible to apply for the purchase of Home Ownership Scheme flats under the conditions of resettlement. Thus, he wished URA could explain the eligibility criteria in detail.

8. **Mr Terence SIU** made the following views / enquiries: (i) though the areas covered by the acquisition project were large, the number of small and medium-sized flats to be built was small. Thus, he enquired whether there was room to increase the number of flats; (ii) he enquired about the number of storeys of the underground car park to be built and whether more storeys could be added. He wished URA could get in touch with the Transport Department to discuss the solutions to the saturation of roads; and (iii) he asked whether the construction of the subway connecting Kai Tak Development Area could be expedited so that the general public could make use of the subway as soon as possible.

9. **Mr PUN Kwok-wah** welcomed the redevelopment project launched by URA in the district as a response to the requests raised by Members in the Urban Renewal Strategy and he gave the following views / enquiries: (i) he suggested URA consider

the opinions in respect of the planning of small districts and better utilise the area in the vicinity of Kai Tak Road to take forward the planning proactively; (ii) he proposed to build a tunnel connecting the new Kai Tak Area to Kowloon Walled City Park; (iii) he proposed to expand the car park which provided 300 parking spaces; and (iv) he enquired about the arrangements on the compensation offered to non-commercial societies and clubhouses within the project area.

10. **Mr LAI Kwong-wai** enquired how the 300 public parking spaces would be allocated for the use of vehicles like private vehicles, heavy vehicles and tourist coaches. In addition, he enquired whether flats or shop premises were reserved for exchange in the current compensation package and asked about the number of flats and shop premises reserved. He also suggested providing rental assistance subsidies to residents who moved out, thereby giving people more incentives to join the Flat for Flat Scheme.

11. **Mr LAM Tak-shing** expressed the following views / enquiries: (i) he hoped that the relevant department could deploy additional manpower to man the hotline so that the public could enquire about the relevant information directly; (ii) the progress of the construction of the sunken plaza varied with that of the works at the redevelopment area. He was worried that it would affect the interface between the two and the future development; and (iii) he enquired whether the parking spaces in the car park would be put to use for all kinds of vehicles and he suggested increasing the size of the car park and using a smart system to raise the number of parking spaces.

12. **Mr Admond YUE** stated that the percentage of parking spaces reserved for residents in the project was lower than that in other housing estates. Thus, he was worried that it might intensify the competition among parking spaces in the district and drive up the prices of parking spaces. He wished that URA could raise the ratio of car parks to housing units.

13. **The Chairman** put forward the following views / enquiries: (i) he asked whether an application for increasing the plot ratios of the land lots to be acquired would be made to TPB; (ii) as the building density in Kowloon City District was high, he asked whether green areas in the district would be expanded; (iii) since the vehicular flow around Sa Po Road was high, he proposed studying whether the road concerned was suitable for access by all kinds of vehicles; and (iv) he suggested providing a cover above the escalators leading to the plaza.

14. **Ir Dr CHENG Lee-ming** gave the following enquiries: (i) he enquired about



the commercial gross floor areas provided by the project; (ii) he asked whether the existing shop operators would be given priority for renting new shop premises or could enjoy the preferential policies; and (iii) in view that the car park in the project would attract a lot of vehicles, he enquired whether URA would introduce measures or amend the relevant measures in a bid to solve the traffic problem and ensure smooth traffic flow.

15. **Mr Mike KWAN of URA** gave a consolidated reply in respect of the planning issue, with the main points as follows:

- The scheme covered an area of about 6 100 square metres and thus the goal of achieving planning benefits were attained. There was not much room for enlarging the redevelopment area but URA welcomed Members to submit their opinions to TPB.
- A floor area of 800 square metres had been reserved for community uses. URA would timely consult the District Council and the relevant government departments regarding the community uses of the area to meet society's needs.
- As the scheme involved acquisition and relocation work, which would take a long time, the redevelopment was expected to be completed in 2030. URA would try to expedite the progress.
- The some 810 residential flats to be provided by the scheme were preliminary estimates and the exact number of flats was yet to be determined. As around 350 flats were currently covered in the project, the number of flats to be provided after redevelopment would be more than double. Moreover, the average floor area of flats to be provided after redevelopment was around 50 square metres. Though there was room for increasing the number of flats, some people still expressed reservations about the "nano flats" which were too small in size. URA would provide a greater number of flats as far as practicable.
- The Civil Engineering and Development Department (CEDD) was responsible for the construction of the shopping street and the subway in the new Kai Tak Area. URA was maintaining liaison and making coordination with CEDD and wished that the commissioning of the split-level sunken plaza could tie in with that of the shopping street and

the connecting subway.

- The 420 parking spaces provided in the proposed underground car park were all for private vehicles, 120 of which were designated for residents and such number was the maximum amount required by the Hong Kong Planning Standards and Guidelines. The traffic impact assessment conducted by the consultant envisaged that the roads and the nearby traffic networks could not cope with the vehicles drawn in by additional parking spaces. There were five storeys in the car park in the project. URA had conducted studies on the introduction of smart car park.
- In terms of development parameters, URA had applied the maximum plot ratio of land parcels designated as "Residential (Group A)" in Kowloon District, that is, 7.5 for residential buildings and 1.5 for commercial buildings. Thus, it was difficult to increase the plot ratio in the project.
- Depending on the further design, the overall green coverage of the project would not be less than 20%. As the project was still at the preliminary planning stage, more green spaces could be provided in the future.
- The traffic impact assessment report had included some technical issues arising from the change of the portion of Sa Po Road like how large vehicles could make a turn and so on. Full details would be set out in the detailed design plan.
- URA noted the opinions of constructing a subway at Ngan Hon Street to connect to the MTR station and conducting studies on district-based planning.
- The social impact assessment report suggested that if there were opinions raised and needs spotted in the district, URA would consider allowing shops with distinctive features in the district to rent shop premises provided in the future development projects.
- URA would reserve some flats in-situ, in the same districts or in suitable projects for the flat-for-flat arrangement. However, due to various reasons, property owners tended to purchase flats on their own instead

of selecting the flat-for-flat arrangement nowadays. In addition, the compensation criteria set in 2001 had been widely discussed by the public in Hong Kong. Any amendments of the criteria had to be submitted to the Legislative Council for approval.

16. **Mr Quincy HUI, Senior Manager (Acquisition and Clearance) of URA** made a consolidated reply concerning the compensation and relocation issues, with the main points as follows:

- All property owners could receive compensation equivalent to the market value of the property. Owner-occupiers could also receive a full rate of the Home Purchase Allowance (HPA) for purchasing a replacement flat. However, as property owners of rental or vacant flats did not reside in the properties, they had no urgent needs for purchasing a replacement flat. Thus, in addition to the amount equivalent to the market value of the property they owned, the allowance granted to them would differ from HPA given to owner-occupiers. Such policies were proven effective in the past years and further reviews could be conducted as appropriate.
- He noted that tenants were forced to move out by property owners and thus he had reminded owners repeatedly that no additional compensation would be given even if they forced tenants to move out after the announcement of the redevelopment project. Tenants could notify URA if they were asked to move out and URA would offer proper compensation depending on merits of each case in the future.
- The Flat for Flat Scheme was another option aside from offering cash compensation and ex-gratia payment to property owners. Owner-occupiers could select flats under the Flat for Flat Scheme after receiving payable compensation. URA would offer compensation to property owners after they had accepted the acquisition proposals. However, no cash grants for renting flats temporarily would be given.
- The ex-gratia business allowance would be paid for a maximum of 30 consecutive years. Such arrangement was made on the basis of the circumstances of most of the shop owners. Reviews on the number of years of operation could be conducted.

- URA would provide due compensation to tenants of both residential flats and tenants of non-residential flats. Based on the prevailing policy, URA would offer compensation to community groups which had rented residential flats in accordance with the benchmarks set for tenants of non-residential flats.
  
- No shop-for-shop arrangement would be offered. URA would not arrange tenants of residential flats to apply for the Home Ownership Scheme flats.

17. **Ms YAN Sin-wah of URA** stated that after completing the freezing survey, she noted that 19 Thai families and one Thai occupier of a non-residential property were affected by the project. URA had arranged a Thai interpreter in the briefing session held on 27 February and had organised a briefing session especially for the affected Thais on 18 March, in which a total of 15 Thai attended. Also, URA had asked for the company of Thai interpreters when carrying out visits for the freezing survey earlier on. URA would distribute information about the compensation policies and the planning procedures in Thai to the Thai people so as to cater for their needs.

18. **The Chairman** made a conclusion and said that Members supported the Kai Tak Road / Sa Po Road Development Scheme launched by URA in principle. However, they wished that URA could enlarge the scope of the project for further contribution to the redevelopment of Kowloon City District.

**Lok Sin Tong Social Housing Scheme – Redevelopment of School Premises into Transitional Housing**  
**(Paper No. 13/19)**

19. **The Chairman** stated that the redevelopment of school premises into transitional housing proposed by Lok Sin Tong was a new project of public concern. Thus, according to the Standing Orders, he approved Lok Sin Tong and the Transport and Housing Bureau (THB) to send representatives to attend this meeting and briefed Members over the matter.

20. **Ms Alice LAU, Chief Executive of the Lok Sin Tong Benevolent Society, Kowloon** introduced the scheme, with the main points as follows:

- Lok Sin Tong had, in 2013, applied to the Special Scheme on Privately Owned Sites for Welfare Uses launched by the Labour and Welfare

Bureau for redeveloping Lok Sin Tong Primary School and the Main Office of Lok Sin Tong into an integrated social welfare building. The school would cease operation on 31 August 2019. A total of 21 students being affected had been arranged by the Education Bureau (EDB) to transfer to other schools in Kowloon City District and Wong Tai Sin District, while 10 affected staff would be deployed to work in other primary schools under Lok Sin Tong.

- The redevelopment procedures of the integrated social welfare building involved discussion with the Social Welfare Department (SWD) about the services provided on each floor, the change in the land use, the application for funding, the tendering work and so on and it would also take at least two years to complete the technical report of the works which included the examination of the building structures and monuments. Lok Sin Tong wished to make good use of the original site of the primary school and redevelop it into transitional housing during this period.
- She thanked THB's assistance in consulting the opinions of the relevant government departments and the local community between February and April and said that Lok Sin Tong had already made an application to the Lands Department for a temporary waiver. The redevelopment blueprint and the budget of the school were still under preparation and the planning of redevelopment works and resources would be underway from May to July. Renovation and refurbishment works of the school premises would be carried out from September 2019 to February 2020 and the applications for the intake of the housing would be allowed and approved in the first quarter of 2020. It was hoped that the residents could move in as soon as possible.
- There were a total of 22 classrooms on the two upper floors and the ground floor of Lok Sin Tong Primary School. Without altering the structure of the building, 45 to 55 flats could be provided including two barrier-free flats being reserved on the ground floor. It was expected that these rental flats would be allocated to families with three to four members and priority would be given to residents in Kowloon city District and families with children. The lease would be signed for more than two years and the estimated average living space per person would not be less than 60 square feet. Moreover, the flats were

designed in an environmentally friendly manner. Facilities like the hall and the playground would not be restructured but be reserved as a common space for residents and shared service areas such as a laundry room, an after-class child care centre and a dining hall would be provided as well.

- The following were eligible to apply: applicants who had waited for three years or more for public housing and were living in poor environment such as rooftop huts, sub-divided flats and metal shacks; families which urgently needed housing and community support such as single-parent families and families which comprised of children with special educational needs; families which were receiving Comprehensive Social Security Assistance or making a monthly household income below 55 per cent of the median monthly employment earnings would be given priority.
- In respect of the rental, since the families which were receiving Comprehensive Social Security Assistance had already obtained assistance from SWD, Lok Sin Tong would charge these families a fee equivalent to the maximum monthly rent allowance. Low-income families would pay a rental below the market rate.

21. **Mr Mark FU, Political Assistant to Secretary for Transport and Housing of THB** introduced the policy direction of transitional housing:

- In order to solve the housing problem, the construction of more public housing in a long term was necessary but no additional public flats could be provided in a short period of time. Nonetheless, upon listening to different opinions raised in society, THB would help facilitate the implementation of the proposal of transitional housing launched by civic organisations. THB established a task force led by the Under Secretary for Transport and Housing in June 2018 to provide one-stop service including the coordination work of this project. Up to now, three interdepartmental meetings had been held to discuss the relevant policies.
- Other policy measures included an initiative announced by TPB in November 2018. TPB agreed that transitional housing projects coordinated by the task force in permanent buildings, including

wholesale-converted industrial buildings in the "Commercial", "Comprehensive Development Area" and "Other Specified Uses" annotated "Business" and "Residential" zones in the urban and new town areas, could be regarded as for temporary use, which was always permitted under the Outline Zoning Plan if such projects were for a period of five years or less.

- The Buildings Department (BD) had issued a Circular Letter, saying that taking into consideration of the planning and design limitations in old-style domestic buildings, BD would grant some "Modifications" or "Exemptions" concerning the provision of transitional housing units inside old-style domestic buildings. The provision of compensatory measures would be required at the same time, so as to ensure the "Modifications" or "Exemptions" granted would not affect the safety and hygiene standards including the natural lighting requirement for the habitable areas, as stipulated in the Building Ordinance.
- Under the revitalisation scheme for industrial buildings, the Government would exercise flexibility in the handling of planning, land lease and building design requirements for non-profit-making schemes supported by the task force concerning the renovation of industrial buildings into transitional housing, which included exemption of waiver application fees for the specific use of transitional housing.
- As at February 2019, there were a total of more than 600 transitional housing units in Hong Kong, 75 of which were provided under the Lok Sin Tong Social Housing Scheme. The rest of them were units with special features provided by the Hong Kong Housing Society and the Hong Kong Council of Social Service. It was hoped that more units could be provided in the future as a short-term mitigating measure.

22. **Ir Dr CHENG Lee-ming** expressed support for this project. He enquired whether gas facilities would be installed in the kitchen of the flat or only electrical installations would be provided and whether individual electric meters and water meters and Internet facilities would be installed in each flat.

23. **Mr LUK King-kwong** stated that though transitional housing could address the pressing needs of the people, it was definitely not an effective solution to the housing problem in Hong Kong in the long run. THB should look for more land lots

to construct housing units.

24. **Mr YEUNG Chun-yu** said that THB should not be contented with minor patch-ups and its role as a facilitator. It should take the lead to tackle the housing problem and search for land lots and build houses boldly. He emphasised that the criterion of poor living environment should not be defined by residing in specific flats as the living environment of sub-divided flats might be even worse than that of metal shacks. Thus, he suggested conducting home visits before approving the applications.

25. **Mr NG Po-keung** stated that a multi-pronged approach had to be adopted in order to solve the housing problem and he expressed support for the scheme. He pointed out that housing priorities should be accorded to the residents in Kowloon City as they were well adapted to the community life and social networks and were familiar with the condition of the district. Besides, as a few redevelopment projects were implemented in the district recently, owners tended to vacant their flats or forced tenants to move out.

26. **Mr Admond YUE** expressed appreciation of Lok Sin Tong's enterprise and commitment towards the community and supported the provision of transitional housing as an expedient measure. He was worried that if residents were required to move out two years later, social problems would arise. Thus, he reminded Lok Sin Tong to carry out proper follow-up work and enquired whether there was any mechanism to handle the moving out of residents.

27. **Mr PUN Kwok-wah** welcomed the project and commented that it could improve the living environment of residents living in sub-divided flats. He wished that the representatives of THB could relay Members' opinions on solving the housing problem in Hong Kong. He pointed out that if the pitch of the school was open to the public, there was a risk that trespassers might enter the school. Thus, he enquired about the issues of security and management of the school.

28. **Mr Terence SIU** thanked Lok Sin Tong for their contribution and hoped that THB could attach importance to Members' opinions and reflect on why they needed non-profit organisations' assistance in handling the housing problem.

29. **The Chairman** said that rooftop huts and metal shacks were illegal structures. He was worried that if the residents concerned were given priorities in renting flats in the scheme, it would encourage erection of unauthorised building works (UBWs) or even give chances to persons with powers to make profits by leasing UBWs to other



people. He suggested that after the relevant residents had moved into the flats, URA could work with BD to conduct clearance operations.

30. **Ms Alice LAU of the Lok Sin Tong Benevolent Society, Kowloon** made a consolidated reply, with the main points as follows:

- Since the installation of gas facilities were complicated, no installation would be carried out. Electricity supply would be available in all flats. CLP Power Hong Kong Limited would provide assistance by installing power boxes.
- Individual water metres and electricity metres would be installed in each flat to avoid conflicts and Internet facilities would be provided as well.
- Lok Sin Tong would pay home visits to all applicants to understand their housing difficulties and whether they had any special needs.
- Lok Sin Tong would firstly consider the applications lodged by residents in Kowloon City so that residents did not have to work and study across districts nor re-adapt themselves to the environment of another community.
- Lok Sin Tong encouraged more organisations to participate in the project and share their operational experience. If EDB provided more vacant school premises, Lok Sin Tong could perform the role as an operator. The number of community housing kept increasing at present and if the project was terminated, residents would be rehoused in the same locality.
- In respect of security arrangements, gates were installed at the entrances on both sides of the school premises. Closed-circuit televisions and card systems for monitoring the access of residents would also be installed.

31. **Mr Mark FU of THB** gave a consolidated reply, with the main points as follows:

- He agreed that only searching for land for development and constructing permanent housing could solve the housing problem in the long run.

- The provision of transitional housing was a short-term mitigating measure and there were mainly three directions of the development of the project: (i) making good use of vacant residential properties; (ii) providing transitional housing through the construction of modular integrated houses and other temporary structures on vacant pieces of land; and (iii) converting non-residential properties such as schools and industrial buildings into such housing.
- At present, all transitional housing projects and the waiting list for public rental housing were handled separately to ensure fairness. Some of the social welfare organisations had provided not only accommodation but also social services to render residents assistance in expanding their interpersonal networks, upgrading their skills for employment and improving quality of life.

32. **The Chairman** made a conclusion and stated that Members fully supported this project launched by Lok Sin Tong and welcomed THB to make necessary coordination.

**Introduction of the Animal Management and Animal Welfare Building Complex Project by the Agriculture, Fisheries and Conservation Department (Paper No. 14/19)**

33. **Dr Mary CHOW, Senior Veterinary Officer (Animal Management) Development of the Agriculture, Fisheries and Conservation Department (AFCD)** briefly introduced the facilities in the building complex and the project, with the following main points:

- Relocation of the existing Kowloon Animal Management Centre, providing services including: vaccinating dogs against rabies, microchipping dogs and issuing licences for dogs; carrying out quarantine inspection on dogs and cats; conducting rabies assessment on stray dogs and cats as well as dogs and cats involved in biting incidents; managing other small mammals and animals suitable for adoption. The relocated Kowloon Animal Management Centre would be at a larger scale than the existing centre on Sung Wong Toi Road. It would also be operated and managed using advanced designs, so the overall service quality would be evidently improved.

- Animal Management Development Division, providing services including: offering the public and students with venues for educational purposes as well as basic knowledge about animal keeping, and promoting animal adoption, animal welfare and the message of being a responsible pet owner; providing the industry training venues to help broaden animal keeping knowledge; at the offices, issuing licences to dog breeders and collecting DNA samples of the dogs bred to facilitate the monitoring of dog breeding activities; and at the offices, monitoring online animal trading and combating unlicensed animal trading activities.
- Veterinary laboratories, providing facilities for performing tests on equine diseases and antimicrobial resistance in animals.
- Animal Health Division providing offices for the Antimicrobial Resistance Surveillance Section and the Avian Influenza Surveillance Section under the division to monitor antimicrobial resistance and avian influenza as well as organise publicity and educational activities.
- The Veterinary Surgeons Board of Hong Kong and the secretariat would move into the building. Offices and conferencing facilities were provided for the board to regulate the practices of locally registered veterinary surgeons, including processing registration of veterinary surgeons and investigating complaints about registered veterinary surgeons.
- While conducting planning for the project, AFCD had submitted proposals to seek the views of the Animal Welfare Advisory Group, formed by representatives from different sectors including animal welfare organisations, the Hong Kong Veterinary Association, universities and the Kadoorie Farm and Botanic Garden, and had obtained support from the Group. The design of the project had taken into consideration the views of different parties and made reference to the advanced designs for animal management in overseas countries.
- In general, service users with animals would choose taxis or private cars as the means of transport. Part of the at-grade vehicle pick-up / drop-off area of the complex building would be opened up for picking

up / dropping off service users briefly.

- The complex building was close to the transport network in Kowloon Bay and the nearby MegaBox Shopping Mall offered charged parking spaces. Service users could also get to the complex building via the footbridge connecting Kowloon Bay with Kai Tak Development Area (KTDA). Besides, the complex building provided an at-grade pick-up / drop-off point for large coaches to pick up / drop off group visitors.
- AFCD planned to apply for funding from the Finance Committee of the Legislative Council in 2020. If the funding application was approved, the aforementioned facility was expected to be put into service in 2023.

34. **Mr Nevin LAM, Senior Project Manager 323 of the Architectural Services Department (ASD)** said that ASD appointed a consultancy in 2017 to create a design for the building and the relevant work had been completed.

35. **Mr CHUNG Kin-kan, director of Simon Kwan and Associates Limited** provided supplementary introduction of the building design, with the following main points:

- Situated in KTDA, the new complex building was opposite to the relatively new commercial area in Kowloon Bay, which comprised Megabox Shopping Mall and other commercial centres due for completion. No major changes would be made to the routes leading to the building and the existing roads. At present, a footbridge was planned to connect to the building complex and it would be extended to the nearby commercial area in the future.
- The pedestrian entry of Kowloon Animal Management Centre would be opened to the public to facilitate the registration work and the provision of vaccination service. Besides, after making drop-offs, vehicles could drive around the building for re-entry.
- The building consisted of 14 floors. The ground floor would be opened to the public; about three floors would be provided for AFCD to park departmental vehicles while another three floors would be used as offices. The main part of the building would house animal

management facilities, including different kinds of cat cages and dog cages, while the top two floors would be laboratories.

36. **The Hon Starry LEE** welcomed the completion of the new building. She pointed out that people hoped the Government would perform more roles in animal issues, for example, promoting harmony between people and animals, and correcting people's misunderstanding about animals. She also suggested that cat microchipping service be provided in the building.

37. **Mr Ronald YEUNG** enquired if vehicles having entered the building could only leave by driving around the roundabout or driving further inward. He remarked that as animals were not allowed to board MTR trains or buses, service users with animals would likely enter and leave the place by taxis or private cars. He was worried that traffic congestion might occur at the place.

38. **Mr LUK King-kwong** stated that as general service users would unlikely use MTR trains, the relevant pedestrian routes did not have much reference value. Since Hong Kong lacked experience in constructing animal-related buildings, he suggested making reference to examples outside Hong Kong to raise the management level of the building and thus enable it to reach the global standard. He also asked if locating veterinary laboratories on top floors would cause a risk of spreading infectious diseases and how AFCD would dispose of medical waste and animal carcasses.

39. **Mr Terence SIU** enquired if separate lifts for animals would be provided in the building for the use of people with animal allergies.

40. **The Chairman** asked if the building would be used to enhance education and regulation, for example, to set up classrooms and teach pet owner offenders. He also expressed concern over the impacts of animals on the community.

41. **Dr Mary CHOW of AFCD** made a consolidated reply, with the following main points:

- AFCD understood that Members were concerned about human-animal coexistence, education, social harmony and responsible pet ownership. On one of the floors of the complex building were classrooms and libraries, where activities could be organised to teach students about animal keeping, animal welfare, and how to be responsible pet owners. A special zone would also be set up to keep animals for adoption.

Visitors could have contact with the animals and learn about the adoption procedures. Besides organising talks at schools and holding exhibitions in the 18 districts at present, AFCD would also make use of the building to enhance educational publicity and provide facilities for the industry to conduct training activities.

- Since the amended Public Health (Animals and Birds) (Trading and Breeding) Regulations came into operation in 2017, AFCD had started monitoring dog breeding activities. AFCD would review the effectiveness of the amended regulations and then consider the need of extending the monitoring scope to cats, including the ways to regulate cat microchipping service.
- Animal vaccination service was mainly provided on the ground floor and animal quarantine facilities on upper floors were only required by specific users. Lifts would be segregated for different purposes. Some lifts could only access certain floors and were designated for the use of animal owners, accompanied by staff members in charge.
- The building design had incorporated the views of the members of the Animal Welfare Advisory Group and drawn reference to examples overseas. Due to local conditions, the facilities would be provided in the form of a storey building. When planning the design of the animal management floors in the building, cages, lighting, space, and air flow, etc., the views of a number of professionals were taken into consideration. It was believed that a high level of services could be provided in the building.
- Laboratories on top floors mainly conducted tests on equine diseases and antimicrobial resistance in animals. As current information showed that equine diseases would not be transmitted to humans and all tests on antimicrobial resistance in animals were tube tests, there was no health threats. As for Animal Health Division which conducted examination of avian influenza, it would only use the office facilities in the building.
- At present, contractors would handle medical waste and animal carcasses in compliance with government legislation.

42. **Mr CHUNG Kin-kan of Simon Kwan and Associates Limited** gave a response concerning the traffic arrangement. In overseas countries, parallel parking was adopted in general, i.e. drivers would walk directly to building facilities after parking. However, as there was limited space in this case, a customary “three-point turning” was adopted for the entry and exit of vehicles, i.e. vehicles would leave after making pick-ups / drop-offs at specific points. Therefore, vehicles would not have to drive backward and cause traffic congestion. Besides, after obtaining permission from AFCD, a vehicle entry / exit reservation system would be provided. It was believed that the regulatory system could help control traffic problems effectively.

**Request to the Housing Department for Enhancing the Installation of Laundry Rods in Ho Man Tin Estate**  
**(Paper No. 15/19)**

43. **Mr LUK King-kwong** presented the Paper. He stated that the replacement laundry rods installed by the Housing Department (HD) at public housing estates were difficult to use. Many rods were installed too close to facades, so clothes could hardly be hung up and would easily fall off hangers. Besides, the laundry rods faced a serious rust problem. Thus he suggested that HD should provide samples of use to some flats at each housing block, improve the existing design of laundry rods, examine whether the rust problem was related to the quality of rods and add secure hooks to the rods. He also requested HD to update the progress of the replacement scheme at Estate Management Advisory Committee meetings in a timely manner.

44. **Ms LAI Hiu-wah, Maintenance Surveyor (Kowloon West) of HD** gave a consolidated reply, with the following main points:

- Longer clothes might get dirty when they touched the concrete panels between floors. The parallel laundry rods were designed by taking into consideration the features of different types of clothes. HD suggested hanging longer tops and pants further away from facades and socks as well as small towels inward.
- HD had inspected the laundry-hanging situation. It found that the dirt smeared on some clothes was not rust and could be cleaned off or wiped off.
- In addition to inviting an independent laboratory to sample check the laundry rods, HD would inspect the rods on-site when they arrived.

If any rod was found to fail to meet HD's specifications, HD would request for a replacement from the contractor, and install and put the rods to use only when the rods fulfilled the requirements.

- Take Ho Man Tin Estate as an example, HD would start the replacement scheme at King Man House situated at a more remote location. When the installation neared completion, HD would then install sample rods at Homantin Plaza so that more residents could try out the rods. If necessary, HD would arrange site inspections with Members and consider increasing the number of samples.
- As regards distributing questionnaires to residents one month prior to the installation works to collect their views on the replacement of laundry rods, HD would not force residents to have a replacement.

### **Request for Stepping Up Control over Restaurants Emitting Oily Fumes in Oi Man Estate**

**(Paper No. 16/19)**

45. **Mr CHO Wui-hung** presented the Paper. He stated that an increase in the number of restaurants in Oi Man Estate in recent years helped boost consumption in the district, but the oily fumes, heat and noise produced by the restaurants caused great nuisance to people at Oi Man Plaza, pedestrians on pavements and residents upstairs. He hoped that Link Asset Management Limited (Link) would conduct a comprehensive examination of the existing restaurants, including cleaning filters more frequently and upgrading the facilities. Besides, Link should avoid locating restaurants close to residential areas in future shop planning and set out stricter regulations in future contracts upon the expiry of the current leasing contracts.

46. **Mr Tony NG** remarked that in recent years, residents had repeatedly complained about the nuisance caused by oily fumes, particularly the negative impacts of the oily fumes at Oi Man Plaza on residents. He criticised that both HD and Link shirked the responsibility and hoped that they could coordinate with each other properly. HD should reflect to Link when it received complaints while Link should make appropriate decision on whether to lease shop premises to restaurants.

47. **Ir Dr CHENG Lee-ming** stated that although Oi Man Plaza had been acquired by Link, some areas in the shopping centre were still under the management of HD. Thus he requested HD to clarify the accountable body. If HD did not assume



responsibility, he hoped that the Food and Environmental Hygiene Department (FEHD) would intervene. He also enquired about the general lease period of shop premises and if a demerit points system was established so that shops could not have contract renewal if they did not comply with the requirements.

48. **Mr Nick YIU, Community Relationship Manager of Link** gave a consolidated reply, with the following main points:

- Link acquired Oi Man Plaza and various ground floor shops in 2005, including ground floor shops at Chiu Man House, Chung Man House and Hong Man House. As the buildings were constructed and designed in the 1970s, Link carried out several enhancement works after the acquisition. Oi Man Plaza allowed greater flexibility in the modification of layout, but the ground floor shops had little room for modification due to constraints on design. Therefore, Link decided that ground floor shop premises would not be used for operating restaurant business except the existing restaurants, which could continue with operation at the premises.
- Restaurant tenants held the responsibility for managing the emission of oily fumes. Link would also monitor the emission by adopting the following strategies: (i) imposing strict leasing standards on shops, for example, conducting vetting on facilities like filters; (ii) carrying out inspections and issuing written and verbal warnings when fume emission was serious. The warning record would directly affect the chances of shops in getting contract renewal; and (iii) suggesting shops adopt filters, electrostatic precipitators and other types of new products.
- FEHD and the Environmental Protection Department had law enforcement authority in Oi Man Estate and Link would fully complement with their actions. According to the records, no prosecution or conviction was initiated in the estate in the past two years. Link would conduct site inspections with Members and listen to the views of different parties so as to make improvements.

49. **Mr CHO Wui-hung** suggested inviting HD to join the site inspections. He also said that there was a grey area in the existing legislation and asked what role Link performed if the responsibility for improving facilities was borne by shop tenants.

50. **The Chairman** enquired when Link conducted site inspections, whether it would require shops to submit the records of regular examination and maintenance or not.

51. **Mr Nick YIU of Link** gave a follow-up reply, with the following main points:

- Link required shops to employ qualified personnel to carry out regular cleaning and submit monthly reports. It also drew up different regulations based on the types of range hood appliances and the actual application. It would continue to maintain close contact with various units and monitor the shops.
- If shops failed to perform their duties prescribed by the law, Link, as the property owner, would not shirk the responsibility. It would coordinate with the law enforcement bodies to resolve the relevant issues.
- Link entered into different contract agreements with restaurants. In general, contracts were signed for a three-year period, and, upon expiry, renewed for another three-year period with agreement between both parties. At present, no demerit points system was established. However, if shops were found to commit grave breaches, the contract period could be shortened to six months, though such cases were quite rare.

### **Request to HD for Installing Drain Sumps on the Cover of the Stage of Oi Man Estate**

**(Paper No. 17/19)**

52. **Mr CHO Wui-hung** presented the Paper. He stated that during the rainy season, rainwater dripped incessantly from the cover of the stage at Oi Man Plaza to the bus stop nearby. This resulted in the growth of mosses next to the stage and on road surfaces, and caused some passengers to slip over. Besides, he was concerned about the blockage of stormwater drains near the stage due to an accumulation of fallen

leaves, sand and mud, so he thought it was inadequate that HD only cleaned the cover of the stage.

53. **Mr Tony NG** raised the following views / enquiries: (i) he asked if there was only one stormwater drain at the place; (ii) the cover of the stage was at height, which posed great danger to cleaners at work. Thus he doubted about the design of the stage; (iii) if no regular cleaning was conducted on ordinary days, the problem might recur during the rainy season; and (iv) currently, apart from conducting cleaning, no other improvement strategies were devised. He suggested installing more stormwater drains at the site.

54. **Ms CHAN Po-man, Assistant Housing Manager / Oi Man 2 of HD** gave a reply. She stated that HD had commissioned a contractor to clean the stormwater outlets at the cover of the stage. In accordance with the relevant legislation, stormwater outlets were provided at both sides of the cover. The contractor reflected that the drains were blocked due to an accumulation of fallen leaves, sand and stones, which was probably caused by the striking of typhoon Mangkhut last year. No items were found accumulating on the ground and at the platform. HD would conduct regular inspections in the future and arrange the contractor to clean the place in a timely manner. As the cover of the stage was at height, scaffolding would be constructed prior to the cleaning and the contractor would be required to adopt proper safety measures.

**Strong Request for Strengthening Anti-mosquito Work and Installing Additional Mosquito Catching Apparatuses in Oi Man Estate  
(Paper No. 18/19)**

55. **Mr CHO Wui-hung** briefed Members on the Paper. Residents reflected that the problem of mosquito infestation occurred when warm and rainy seasons came, so they hoped HD and Link would collaborate in performing anti-mosquito work properly. As they suspected that part of the problem arose from the rooftop of Oi Man Market, where several withered plants were left unattended and water was not discharged timely, they hoped HD would help clean up the place. Besides, there were quite a number of parks within the Oi Man Estate region, so he suggested that HD should install mosquito-catching apparatuses and affix trapping stickers at appropriate locations as well as clear away stagnant water due to the accumulation of fallen leaves and rubbish.

56. **Mr Tony NG** agreed that HD should strengthen environmental cleaning.

He also said that plenty of cigarette butts and tree sticks accumulated in drains, causing drainage blockage. Water seepage also occurred at lifts on rainy days, which not only led to a breakdown of the lifts, but also gave rise to a mosquito problem. He hoped HD would enhance regular cleaning and install more mosquito-catching devices.

57. **The Chairman** said HD replied that it would study the feasibility of installing mosquito-trapping devices at appropriate locations in the estate. He enquired when the study results would be available. He also asked Link about the effectiveness of the installation of mosquito light traps.

58. **Ms CHAN Po-man of HD** replied that HD placed an order for mosquito trapping devices in 2018, but all the six suppliers replied that the devices were out of stock. HD would invite the suppliers to submit tenders again later and asked the relevant organisations for more procurement information. It would also conduct studies on the places for installing mosquito trapping devices.

59. **Mr Nick YIU of Link** said Link used the rooftop of Oi Man Market as a site for the pilot installation of mosquito light traps. The venue had been included in the scope of daily inspection, so the progress of results would be recorded and closely monitored. If the results proved to be satisfactory, Link would install more mosquito light traps. It would also study the feasibility of removing the rooftop plants, continue to complement with the actions of HD and FEHD, and listen to professional views.

60. **Ir Dr CHENG Lee-ming** cast doubt over the effectiveness of the mosquito light traps installed by Link. He said the LPG mosquito light traps installed earlier at Man Fuk Road Garden by the Leisure and Cultural Services Department yielded satisfactory results and suggested that Link should adopt this type of light traps.

### **Strong Request for Repairing the Kerb at the Entrance and Exit of the Car Park (Paper No. 19/19)**

61. **Ir CHEUNG Yan-hong** presented the Paper. He requested Link to restore the damaged kerb at the entrance / exit gate of the car park at Oi Man Plaza. He also suggested that HD and Link should talk about providing appropriate facilities near the entrance / exit gate of the car park to remind drivers to avoid vehicles hitting the kerb.

62. **Ms CHAU Hau-fun, Assistant Housing Manager / Oi Man 3 of HD** said that HD referred the case to Link for follow-ups in July 2018. Link had completed the restoration of the aforementioned part of the kerb, but it recently found that another

part of the kerb was damaged. HD held meetings with Link every year. In the meetings, it had reminded Link to take note of the entry / exit of large trucks and maintenance vehicles of shopping centres into and from housing estates.

63. **Mr Nick YIU of Link** gave a reply, with the following main points:

- The damaged part mentioned by Members had been completely restored and repainted.
- Link acquired the car park in 2005. As the car park was built in the 1970s, quite a number of modification restrictions applied. Besides, the loading area inside the car park allowed the entry / exit of large trucks over the years, including shop vehicles and contractor vehicles of HD, so Link could not make modifications abruptly.
- Link expressed regret for damages caused by drivers due to attention, attitude and technical problems. It reserved the right to affix the responsibility based on the respect for private property rights.
- A professional team in Link would study the possibility of providing instructions and installing kerbs pursuant to the law. Link would continue to remind shops and other users to drive carefully, and it was hoped that HD would also remind contractors to do so. It would listen to views from different parties and endeavour to resolve this communal problem.

64. **The Chairman** remarked that as drivers drove at a high speed, it became difficult for them to get through a narrow driveway. He suggested that Link set a limit on the driving speed.

65. **Mr CHO Wui-hung** supported the Chairman in his suggestion and raised the following views: (i) along the driveway entrance to the car park, there was only one kerb set up near the entrance gate. Besides, no sign was hung to remind drivers to drive carefully; (ii) no pedestrian crossing facilities were provided, which posed potential danger to pedestrians; (iii) the driveway was too narrow, easily leading to scratching; (iv) he was dissatisfied that HD and Link failed to reach consensus on the ways to resolve the problem over these months; and (v) if similar problems happened again, Link should conduct repairs immediately for safety concerns.

**Great Concern over the Clogging of Drains at the Junction of Gillies Avenue and Baker Street**

**(Paper No. 20/19)**

66. **Mr LAM Tak-shing** presented the Paper. He stated that the drains at the junction of Gillies Avenue and Baker Street were constantly blocked. As a result, flooding occurred on the passageways on rainy days, which not only threatened the safety of pedestrians, but also affected the business operation of shops nearby. In view of this, he conducted several discussions with the departments concerned to seek feasible solutions, but all were to no avail. He also conducted a site inspection with the representatives of the Drainage Services Department (DSD). DSD said it would follow up the problem proactively and study solutions with the Highways Department. He hoped the departments concerned would resolve this pressing issue as soon as possible.

67. **The Chairman** suggested asking DSD in a letter whether the drains had an adequate discharge capacity. He stated that if it was attributed to the design of the drains, the problem would become more complicated and detailed studies would be required. A blockage problem caused by rubbish would be relatively easier to handle.

(Post-meeting notes: After the meeting, the Secretariat conveyed Members' views on drainage blockage at the junction of Gillies Avenue and Baker Street to DSD.)

**Date of Next Meeting**

68. **The Chairman** adjourned the meeting at 5:39 p.m. The next meeting of HIC would be held on 23 May 2019 and the closing date for submission of papers would be 7 May 2019.

The minutes of this meeting were confirmed on 23 May 2019.

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The Chairman

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The Secretary