

(Confirmed minutes)  
(Translation)

**Sai Kung District Council**  
**Minutes of the Sixth Meeting in 2018**

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Date: 6 November 2018 (Tuesday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

<b><u>Present</u></b>	<b><u>From</u></b>	<b><u>To</u></b>
Mr NG Sze-fuk, George, GBS, JP	9:30 a.m.	5:15 p.m.
Mr SING Hon-keung, BBS, MH	9:30 a.m.	5:15 p.m.
Mr AU Ning-fat, Alfred, MH	9:30 a.m.	5:15 p.m.
Mr CHAN Pok-chi, Jonathan, JP	9:30 a.m.	5:15 p.m.
Mr CHAU Yin-ming, Francis, BBS, MH	9:30 a.m.	5:15 p.m.
Mr CHEUNG Chin-pang, Edwin	9:30 a.m.	5:15 p.m.
Mr CHEUNG Mei-hung	9:30 a.m.	5:15 p.m.
Ms FONG Kwok-shan, Christine	9:30 a.m.	5:15 p.m.
Mr CHONG Yuen-tung	9:30 a.m.	5:15 p.m.
Mr CHUNG Kam-lun	9:30 a.m.	5:15 p.m.
Hon FAN Kwok-wai, Gary	9:30 a.m.	5:15 p.m.
Mr HIEW Moo-siew	9:30 a.m.	5:15 p.m.
Mr HO Man-kit, Raymond	9:30 a.m.	12:00 noon
Mr KAN Siu-kei	9:30 a.m.	5:15 p.m.
Mr LAI Ming-chak	9:30 a.m.	5:15 p.m.
Mr LAM Siu-chung, Frankie	9:30 a.m.	5:15 p.m.
Mr LAU Wai-cheung, Peter, MH	9:30 a.m.	5:15 p.m.
Mr LEUNG Li	9:30 a.m.	5:15 p.m.
Mr LI Ka-leung, Philip	9:30 a.m.	5:15 p.m.
Mr LING Man-hoi, BBS, MH	9:30 a.m.	5:15 p.m.
Mr LUI Man-kwong	9:30 a.m.	5:15 p.m.
Mr TAM Lanny, Stanley, MH	9:30 a.m.	12:45 p.m.
Mr TSE Ching-fung	9:30 a.m.	5:15 p.m.
Mr WAN Kai-ming	9:30 a.m.	5:15 p.m.
Mr WAN Yuet-cheung, BBS, MH, JP	9:30 a.m.	5:15 p.m.
Mr WONG Shui-sang	9:30 a.m.	12:50 p.m.
Mr YAU Yuk-lun	9:30 a.m.	5:15 p.m.

Miss LAU Tang, Moira

Senior Executive Officer (District Council),  
Sai Kung District Office

In Attendance

Mr CHIU Yin-wa, David, JP	District Officer (Sai Kung), Sai Kung District Office
Mr CHOW Tat-wing, Cyrus	Assistant District Officer (Sai Kung)1, Sai Kung District Office
Miss WONG Ching-hang, Joey	Assistant District Officer (Sai Kung)2, Sai Kung District Office
Miss MAK Wai-man, Sandy	Senior Liaison Officer (1), Sai Kung District Office
Ms LAM Yee-mang, Dawn	Senior Liaison Officer (2), Sai Kung District Office
Mr WU Wai-kwong, Wilson	Senior Liaison Officer (3), Sai Kung District Office
Mr LIU Chung-him, Michael	Executive Officer I (District Council), Sai Kung District Office
Ms TAM Yin-ping, Donna	District Planning Officer/Sai Kung & Islands, Planning Department
Ms LAM Yuen-ting, Heidi	Assistant District Social Welfare Officer (Wong Tai Sin/Sai Kung)3, Social Welfare Department
Mr Paul RENOUF	District Commander (Tseung Kwan O) (Acting), Hong Kong Police Force
Ms CHEUK Yuet-ching	Police Community Relations Officer (Tseung Kwan O), Hong Kong Police Force
Ms KWOK Ka-yiu	Patrol Sub-Unit Commander (2) (Tseung Kwan O), Hong Kong Police Force
Ms TSANG Yim-sheung, Anna	District Commander (Wong Tai Sin), Hong Kong Police Force
Mr HO Lik-hang	Police Community Relations Officer (Wong Tai Sin), Hong Kong Police Force
Mr TSANG Wa-hei	Divisional Commander (Sai Kung), Hong Kong Police Force
Mr LAU Ching-kwong, Wallace	Senior Property Service Manager/KWS, Housing Department
Ms CHAN Siu-mui, Polly	Chief Transport Officer/Goods Vehicle, Transport Department
Ms HEUNG Ching-ye, Alice	Chief Leisure Manager (New Territories East), Leisure and Cultural Services Department
Ms LEE Kar-mei, Camay	District Leisure Manager (Sai Kung), Leisure and Cultural Services Department
Mr NG Kwok-lun, Wilson	District Environmental Hygiene Superintendent (Sai Kung), Food and Environmental Hygiene Department
Mr AU Ka-lok	Senior Health Inspector(Cleansing/Pest Control)1, Food and Environmental Hygiene Department
Mr MA Hon-yim, Francis	District Lands Officer/Sai Kung, District Lands Office, Sai Kung
Mr LI Man-yim	Administrative Assistant/Lands, District Lands Office, Sai Kung

Mr LO Sai-pak, Sunny	Chief Engineer/E1, Civil Engineering and Development Department	
Mr LIANG Pui-kay	Senior Engineer/Hiram's Highway, Highways Department	} For agenda item II(A)
Mr LAM Kwok-chuen	Engineer 2/Hiram's Highway, Highways Department	
Mr Stephen MAK	Technical Director, Meinhardt Infrastructure and Environment Limited	
Mr CHEUNG Kin-hung, Eric	Senior Engineer/Housing & Planning/NT East, Transport Department	} For agenda item II(A) and (D)
Ms TAM Kwai-ye, Ann Mary	Chief Architect 2, Housing Department	} For agenda item II(B)
Mr SUEN Wai-man	Senior Architect 26, Housing Department	
Mr LEUNG Bing-man, Joe	Senior Civil Engineer 2, Housing Department	
Ms IP Wai-man, Emily	Senior Planning Officer 9, Housing Department	
Ms KWOK Kwan-ye	Architect 106, Housing Department	
Ms KWAN Ka-pui, Jessie	Senior Town Planner/Kowloon 5, Planning Department	
Mr LAM Chung-kin, Terence	Senior Engineer/19 (E), Civil Engineering and Development Department	
Mr LEUNG Chung-lap, Michael, JP	Project Manager (E), Civil Engineering and Development Department	} For agenda item II(C)
Mr CHIANG Nin-tat, Eric	Deputy Project Manager (E), Civil Engineering and Development Department	
Mr CHEUNG Li-chun, Bruce	Senior Engineer/3 (E), Civil Engineering and Development Department	
Mr CHUNG Yuk-ming, Wilson	Engineer/8 (E), Civil Engineering and Development Department	
Mr WONG Yin-chiu, Alex	Technical Director, AECOM	
Mr WOO Kwong-ming	Engineer/Special Duties 1, Transport Department	} For agenda item II(D)
Ms AU YEUNG Lai-sze, Jane	Senior Project Manager 327, Architectural Services Department	
Ms CHEUNG Yuk-shan, Linda	Chief Executive Officer(Planning)2, Leisure and Cultural Services Department	
Mr YU Chun, Calvin	Senior Executive Officer (Planning)3, Leisure and Cultural Services Department	
Mr TANG Kai-yan, Alan	Chief Engineer / Port Works, Civil Engineering and Development Department	} For agenda item III(B)
Mr WONG Chi-yung	Senior Engineer / Dist, Civil Engineering and Development Department	
Mr CHO Wai-hung, Mike	Senior Engineer / 2 (E), Civil Engineering and Development	

	Department	
Mr CHAN Chi-ming, Saulomon	Chief Engineer/Mainland South, Drainage Services Department	} For agenda item III( B)
Mr TONG Yuen-fung, Raymond	Senior Electrical & Mechanical Engineer/Sewage Treatment 1/2, Drainage Services Department	
Mr NGAI Che-kwong, Donald	Senior Property Services Manager/Kowloon City & Sai Kung, Architectural Services Department	
Mr KAY Siu-hung	Property Services Manager/Sai Kung, Architectural Services Department	
Mr YEUNG Man-leung	Senior Maintenance Engineer/SE, Highways Department	
Mr WONG Siu-hin, Anson	Marine Officer/Harbour Patrol Sec (4), Marine Department	

Absent

Mr CHAN Kai-wai

Mr LUK Ping-choi

The Chairman welcomed all Members and attendees to the meeting, in particular:

- Hong Kong Police Force (HKPF)
  - Mr Paul RENOUF, District Commander (Tseung Kwan O) (Acting), who attended the meeting on behalf of Mr KONG Hok-lai, Kelvin;
  - Ms KWOK Ka-yiu, Patrol Sub-Unit Commander (2) (Tseung Kwan O);
- Mr Sunny LO, Chief Engineer/E1, Civil Engineering and Development Department (CEDD) who succeeded Mr CHIANG Nin-tat, Eric who had got promoted. The Chairman thanked Mr Eric CHIANG for his contributions to Sai Kung District in the past;
- Ms Heidi LAM, Assistant District Social Welfare Officer (Wong Tai Sin/Sai Kung)3, Social Welfare Department (SWD) who attended the meeting on behalf of Ms LUI Siu-ying, Micy, District Social Welfare Officer (Wong Tai Sin/Sai Kung);
- Mr Wallace LAU, Senior Property Service Manager/KWS, Housing Department (HD) who attended the meeting on behalf of Mr TSE Chick-lam, Chief Manager/Management (Kowloon West and Sai Kung).

2. The Chairman continued that Mr CHAN Kai-wai and Mr LUK Ping-choi were unable to attend the meeting due to indisposition and other commitment respectively. They had submitted the Notifications of Absence from Meeting before the meeting as required.

3. There being no objection, the Chairman declared that the applications for absence from meeting were approved in accordance with Order 51 (1) of the Sai Kung District Council

Standing Orders (SKDC Standing Orders).

## **I. Confirmation of Minutes of the 5<sup>th</sup> SKDC Meeting held on 4 September 2018**

4. There being no amendment from Members before and during the meeting, the Chairman declared that the captioned minutes and the corresponding voting result were confirmed.

## **II. New Items**

### **(A) Hiram's Highway Improvement Stage 2**

(SKDC(M) Paper No. 248/18)

5. The Chairman welcomed the following persons to the meeting:

- Mr LIANG Pui-kay, Senior Engineer/Hiram's Highway, Highways Department (HyD)
- Mr LAM Kwok-chuen, Engineer 2/Hiram's Highway, HyD
- Mr Eric CHEUNG, Senior Engineer/Housing & Planning/NT East, Transport Department (TD)
- Mr Stephen MAK, Technical Director, Meinhardt Infrastructure and Environment Limited

6. Mr LIANG Pui-kay, Senior Engineer/Hiram's Highway, HyD introduced the paper, and Mr Stephen MAK, Technical Director, Meinhardt Infrastructure and Environment Limited introduced the content of the project based on the presentation slides played.

7. Mr Philip LI supported the Government's early commencement of the Hiram's Highway Improvement Stage 2 project. He pointed out that before the design of the project was finalised, different stakeholders in Sai Kung District had expressed their views, and he was happy to see that the Government had taken into account the views and revised the project accordingly. He hoped that before the commencement of the project, HyD could collect views from the relevant stakeholders again and make further fine-tuning to the project to facilitate the smooth implementation of the project in the future. He also hoped that HyD could implement the project on schedule according to the existing plan.

8. Mr HIEW Moo-siew supported commencing the project as soon as possible. He said the Kwun Yum Temple in Pak Sha Wan was also a nearby historic building and hoped that the project when implemented could minimise the impact on it. Moreover, he was also concerned about the design of the road opposite the Fishermen's New Village, and hoped that HyD and the consultant could further revise the design to reduce the impact on the local residents.

9. Mr LAI Ming-chak looked forward to early implementation of the project. As HyD was planning to set up roundabouts at Mang Kung Wo Road, Che Keng Tuk Road and Mei Yu Street respectively, he would like to know whether these roundabouts would be designed as ordinary or spiral roundabouts. In addition, he enquired whether the roundabout near Marina Cove would be retained after the completion of the Stage 2 project. He also wanted to know the interface between Stage 1 and Stage 2 projects.

10. Mr WAN Yuet-cheung said as Hiram's Highway was currently a single 2-lane carriageway, traffic congestion occurred frequently. He believed that upon completion of the improvement works, the traffic capacity of Hiram's Highway could be increased. Therefore, he was pleased to note the implementation of the Stage 2 project. He noticed that traffic congestion along the section from Sai Kung Town to Pak Sha Wan and Ho Chung were often caused by traffic light signals, hence he welcomed HyD's plan to provide a pedestrian subway at Pak Sha Wan. He also suggested HyD to consider providing pedestrian subway or footbridge along the section from the fire station at Po Tung Road to Sai Kung Lok Yuk Kindergarten, so as to reduce traffic accidents.

11. Mr YAU Yuk-lun considered it too late for HyD to start the project design by 2021, which would be 3 years down the road. He held that HyD should start the design at this stage.

12. Mr Francis CHAU supported the early gazettal of the project and hoped that the project design could be advanced to start before 2021. He also asked whether the preliminary design of Ta Ho Tun Road, Che Keng Tuk Road and other major junctions were completed.

13. The Chairman said Members could have more in-depth discussion and consult local residents on this project at the meeting of the Working Group on Hiram's Highway Improvement Project. He hoped that the project could be gazetted early next year.

14. Ms Christine FONG said she had asked HyD about the progress and the cost of the Stage 1 project at the meeting of the Working Group on Hiram's Highway Improvement Project held on 16 April 2018. After half a year, HyD and the consultant still had not given her any reply. She was in support of the way forward regarding the Stage 2 project and hoped that its implementation could be expedited. Given that HyD had only held one public forum in 2016, she enquired about the number of submissions received by HyD over the past two years, and whether HyD would consider organising a more comprehensive consultation forum to enable the residents to express their views on the project design. Besides, one of the preliminary proposals introduced by the consultant just now was to adopt the design of a

single four-lane carriageway. She considered that the design should avoid the potential risk of head-on collision of vehicles from different directions. She suggested the construction of a tunnel from Pak Wai to Hing Keng Shek for use by vehicles in higher speed, while the existing road surface might be reserved for buses. Besides, local residents were concerned about the land resumption. She said some residents had complained that for the Stage 1 project, the Government only resumed their land with compensation of about \$750 per square foot. She enquired about the compensation for the Stage 2 project and hoped that the consultation process could be improved to protect the rights of the stakeholders and to ensure the proper use of public money. She also enquired whether there was over-spending on the Stage 1 project. As she estimated the Stage 2 project might cost some \$2 billion, she hoped that the project design could be further improved, for example more attention be paid to the arrangement of pedestrian crossings.

15. Mr YAU Yuk-lun said the consultation and various proposals of the project had been discussed many times at the meeting of the relevant Working Group, he advised Members to refer to the relevant minutes of meeting.

16. Mr HIEW Moo-siew said paragraph 3.3 of the paper already set out that SKDC had endorsed the dual 2-lane improvement scheme at its meeting on 8 January 2013. Further delay of the project would only substantially increase the project cost. He supported the gazettal of the project early next year.

17. Mr LING Man-hoi welcomed the proposal put forward by the government departments. He considered that the proposal could be further improved, and Members could continue expressing their views. He also pointed out that it was indeed very late for the design of project to commence in 2021, and hoped that the project could be carried out as soon as possible.

18. Mr Raymond HO said, in general, after the gazettal of a project, the Government would only seek funding approval from the Legislative Council (LegCo) after allowing a period for consultation and public responses. He enquired whether HyD was planning to seek funding approval from LegCo in 2019-20 for carrying out study on the project. He also requested HyD to provide the detailed works schedule and disclose the difficulties encountered by the department, so that SKDC could reflect the local views to the Finance Committee of LegCo accordingly.

19. Mr WONG Shui-sang said he was highly concerned about the improvement works of the Hiram's Highway. As the tunnel proposal had been rejected already, he considered it undesirable to further dwell on the issue. He supported the existing proposal put forward by

HyD, and hoped that the project could be carried out as soon as possible as he had been waiting for it for more than 40 years.

20. The Chairman said the Hiram's Highway Improvement Project involved his election constituency and pointed out that the government departments and the consultant had done a lot for the Stage 1 and Stage 2 projects. The residents in the Sai Kung Islands and Pak Sha Wan Constituencies of Sai Kung had raised no strong objection to the project and the Government had responded to the requests of the residents as far as practicable. When the Stage 1 project was implemented, he and Mr HIEW Moo-siew had spared no effort to assist with the relocation and resettlement of the affected residents and commercial tenants and the handling of compensation. He also pointed out that the Government had put in place an appeal mechanism, whereby the residents concerned could lodge an appeal if they considered the Government's arrangements unfair to them. In fact, the Government had endeavoured to arrange rehousing for the affected households and provide them with additional compensation. Up to now, no residents had reflected to him that they were dissatisfied with the arrangements. He hoped that individual Member would not tarnish the work of the Government. He concluded that SKDC supported the proposal of the Hiram's Highway Improvement Stage 2 project, and hoped that the project could be gazetted and implemented as soon as possible. The Working Group could follow up on the further details and the design options of the project.

21. Mr LIANG Pui-kay of HyD thanked Members for their views on the Hiram's Highway Improvement Project. He said HyD had all along been refining the project proposals having regard to the views received so as to minimise the impact of the project on residents during implementation and to sufficiently satisfy their expectations. On the other hand, HyD also sought to understand residents' views through Members to help improve the project proposals. He added that HyD had considered different improvement proposals at the previous stage of the project. SKDC eventually supported the dual 2-lane improvement scheme. HyD was currently fine-tuning the details of the project to make it easier for the public to reach a consensus. HyD was planning to consult the residents again in respect of the revised design of some critical road sections. For example in the section of Pak Sha Wan, HyD would try to minimise the occupation of space during implementation of the project through better design and works arrangement in order to reduce the impact on residents. Regarding the design of the pedestrian crossing and roundabout, HyD would consider various factors which included the pedestrian flow, space, visual impact and residents' views, etc. HyD would also follow up with the Transport Department (TD) on the feasibility and suitability of the designs. HyD had duly considered and followed up the public views on various aspects of the project received at the public forum held earlier. He understood Members were eager to have the project implemented as soon as possible. However, HyD preferred proceeding with the

gazettal and carrying out the detailed design of the project after there was a broad consensus on the project proposals, otherwise the project implementation would be more difficult. HyD would give an account of the progress of the Stage 1 project at the Working Group. Members could also browse the web page of the project to learn more about the progress and other information of the project.

22. Regarding the arrangements of roundabouts and crossing facilities, Mr Stephen MAK of Meinhardt Infrastructure and Environment Limited said the road proposals would be designed according to the standards set out in the Transport Planning and Design Manual and subject to approval by the relevant departments. Besides, the proposed road design would also be discussed in the District consultation forums. Improvements to the design would be made as far as practicable after taking into account the views of residents. For example, pedestrian subway would be provided and traffic lights removed at Pak Sha Wan. He said at the current stage, views from all sectors would continue to be collected for improving the design proposals.

23. Mr Francis CHAU hoped that the gazettal of the Stage 2 project could be expedited. He quoted the Hiram's Highway Improvement Stage 1 project as an example, it had taken 10 years for the project to proceed to the present stage, i.e. stage 4. The Stage 1 project was upgraded to Category B in 2004, put up to the Traffic & Transport Committee (TTC) for consultation in 2007, gazetted in 2010, re-gazetted with modifications in 2011 (when the Government still received more than 50 opposing views at that time), and was submitted to the Finance Committee of LegCo for funding approval in 2015. He anticipated that the situation of the Stage 2 project would be similar to that of the Stage 1 project, and some people may oppose the project after its gazettal. He emphasised that he did not support the gazettal of the project three years later.

24. Ms Christine FONG said HyD had not responded to her question about the land resumption regarding the boundary, terms and conditions and the amount of compensation, etc.. She was also concerned whether HyD would carry out public consultation and consider consulting every village and region given that the project would involve substantial public money and affect many residents in Sai Kung. For example, the area in the vicinity of the Sai Kung Lok Yuk Kindergarten and even Sai Kung Town were affected by the land resumption. She emphasised that some residents had complained to her about the Stage 1 project and said they did not want their land to be resumed by the Government, and the compensation was as low as only \$700 per square foot. Therefore, she requested HyD to clearly disclose the land resumption boundary and arrangements, otherwise she would move an extempore motion.

25. Mr LIANG Pui-kay of HyD replied that as the Stage 2 project was only at the preliminary design stage, the land resumption boundary was not yet confirmed. Moreover, the relevant information could only be provided at the gazettal stage of the project. He pointed out that it was set out in the paper that the Government would compensate the affected parties according to the prevailing policy.

26. The Chairman said SKDC had established a Working Group on the Hiram's Highway Improvement project and closely monitored the Stage 2 project. Over the past few years, Members of the Working Group had paid several site visits to Pak Sha Wan with the consultant, and convened a number of meetings with different stakeholders in Sai Kung to discuss on the project. As for whether there was over-spending in the Stage 1 project, the Chairman said he respected individual Member's efforts in monitoring the Government. However, the issue was not related to the agenda of this meeting, he suggested the Member to search for the information required at the relevant website.

27. Ms Christine FONG expressed reservation about the proposal of HyD, and considered that SKDC should not hastily endorse a works proposal which would cost \$2 billion.

28. The Chairman concluded that the majority of Members supported the proposal of HyD and the early implementation of the project, and some individual Members were opposed to the proposal. He asked Members who opposed the proposal to put up their hand.

29. Mr Francis CHAU suggested Members to vote on the issue by open ballot, and requested the Chairman to add the request for speeding up the gazettal procedure of the project in his conclusion.

30. Ms Christine FONG emphasised that she supported the Stage 2 project, but she considered that the views of the local residents should not be ignored and the project proposal should not be endorsed in haste. She requested HyD to reasonably disclose the land resumption boundary as the affected residents had not received any such information. She said that HyD conducted the last public consultation in 2016. At that time, the residents requested for the construction of a short tunnel but the request was neglected, and SKDC subsequently endorsed the project proposal hastily. She also pointed out that HyD did not carry out any detailed environmental impact assessment nor disclose the views collected earlier. She also considered that HyD had not learned a lesson from the serious accident occurred earlier and adopted a design proposal with no segregation of vehicles approaching from different direction. She held that the public consultation on the Stage 2 project was insufficient. Since it was a large-scale project, the public should be given an opportunity to participate and express their views.

31. The Chairman said he did not want to see any Member tarnishing other Members or government departments. He pointed out that he himself and the respective Members of Pak Sha Wan and Sai Kung Islands constituencies had conscientiously communicated with the residents, and listened to the views of different stakeholders in the district such as the Sai Kung Kai Fong Committee, and residents in Man Yee Wan and Sha Tsui, etc., many times. Members of the respective constituencies should have a better understanding of the views of their residents than others. The Government handled the project according to the established mechanism while SKDC had also established a Working Group for the project. He considered that SKDC vis-à-vis other District Councils had devoted a lot of efforts in following up district affairs.

32. Mr WONG Shui-sang said there were bound to be people in support of or opposed to a particular project in the district. The fact was that several rounds of consultation had been held on the project proposals. He considered that the project should be endorsed as soon as possible, to be followed by the further refinements. For example, the provision of subways at suitable locations in the Sai Kung town centre could be considered so as to reduce the number of safety islands, with a view to easing the traffic congestion in Sai Kung town centre. HyD should continue to listen to Members' views, while the details of the project could be further discussed at the Working Group meetings.

33. The Chairman said Members should give a fair recognition to the efforts of the government departments. He quoted the Construction of the Sharp Island Pier Project as an example, the approved budget was \$50 million and the initial design did not include a roof cover. With the department's efforts in making good use of resources, the project was still within budget after adding a roof cover. Besides, the original design of a foul drainage linking to Tui Min Hoi by the Drainage Services Department (DSD) had to pass through Hoi Pong Street. After DSD had refined the project proposal, the foul drainage could be connected to the sea directly from See Cheung Street, which not only shortened the construction time but also reduced the project cost. He considered that the work in the district was becoming too politicised, making it difficult to concentrate on issues related to the livelihood of residents.

34. Mr Francis CHAU reiterated his request for a vote on the project by open ballot, and the inclusion of a request for HyD to speed up the gazettal of the project in the conclusion. He stated that for stage 4 of the Stage 1 project, the Government had sought a funding of \$1,774.40 million from LegCo; while the final construction cost was \$1,260 million, i.e. \$500 million below the budget. He understood that it might not be appropriate to make public the information on compensation of land resumption at a particular stage, and that the

compensation would be revised from time to time. The Hiram's Highway Improvement Stage 1 project involved resumption of land under compensation zones B, C and D, all of which had been handled according to established procedures, and under the supervision of LegCo and the Audit Commission. He said SKDC needed to endorse the scope of the project at this meeting. Members agreed in general that the project scope should span from Pak Wai to Sha Kok Mei and hoped for the early gazettal of the project. The residents might have different views on the details of the project, and could raise objection after the project was gazetted. The relevant government departments would consider their views and make suitable amendments. He said SKDC should bear the political responsibilities for endorsing the project scope and the major design proposal. He asked HyD to explain whether it was necessary to seek funding approval prior to carrying out the preliminary project design.

35. Mr LIANG Pui-kay of HyD responded that the department would work hard in taking forward the project, and would continue to conduct studies with existing resources. The department hoped to collect and adopt as many local views as possible before the gazettal of the project so as to reduce any necessary amendments thereafter. He said that after the project was gazetted, the department would need to handle the opposing views, to implement the improvement proposal, and then to carry out the detailed design. Upon completion of the design, the Government would submit the project to LegCo for funding approval, and then carry out the tendering of the project. After that, the contractor would commence the project officially. HyD noted Members' views on the project and hoped that the project could be gazetted and commenced as early as possible.

36. Mr CHEUNG Mei-hung said given that Members had clearly expressed their concerns and views on the project, and the Chairman's conclusion was very clear, and taking into account that many other agenda items needed to be discussed later, he considered there was no need to further discuss the project or to put it to the vote.

37. Ms Christine FONG requested HyD and the consultant to give a written reply on the boundary and timetable of land resumption later, and to make reference to the experience of the Stage 1 project to reduce the impact of the project on the residents.

38. The Chairman said as the project was not yet gazetted, it might not be appropriate to disclose the land resumption boundary at this stage. Members could still express their views after the gazettal of the project, and the Government could not ignore the views. He concluded that SKDC supported the proposal on Hiram's Highway Improvement Stage 2 project submitted by HyD, and asked Members who did not support the proposal to put up their hands.

39. Ms Christine FONG considered the Chairman's voting method improper; and said she herself also had reservation about the design option of a dual 2-lane carriageway, and requested the department to conduct more studies on the project.
40. The Chairman reiterated that the tunnel proposal had been discussed many times and explained to residents during public forums.
41. Mr Francis CHAU requested for a vote on the project by open ballot according to Order 32 of SKDC Standing Orders.
42. The Chairman invited Members to vote on the proposal on Hiram's Highway Improvement Stage 2 project submitted by HyD.
43. Ms Christine FONG said she supported the project but requested for another design. She would like to move an extempore motion.
44. The Chairman said he did not accept the extempore motion.
45. Ms Christine FONG walked out.
46. The Chairman announced the voting result as follows: 22 votes for the proposal, 0 vote against it, and 1 abstention. The Chairman declared that SKDC supported the proposal of Hiram's Highway Improvement Stage 2 project submitted by HyD.
47. Mr Francis CHAU suggested HyD to report the progress of the project at every SKDC full council meeting. He reiterated that if the Stage 2 project was not gazetted until 2021, according to the experience from the Stage 1 project, he believed that the Stage 2 project would be completed by as late as 2030. Given that the traffic throughput of the relevant road section had already reached 130% of its capacity, it was believed that the residents still had to tolerate the traffic congestion after completion of the Stage 1 project.
48. Mr LIANG Pui-kay of HyD clarified that the target of HyD was to gazette the project in 2019 and begin the detailed design in 2021. He hoped that Members would be understanding and allow time for HyD to continue with the design and consultation.
49. The Chairman said the Working Group on Hiram's Highway Improvement Project should convene a meeting as soon as possible.

(B) Public Housing Development at Anderson Road Quarry (ARQ) Site RS-1  
(SKDC(M) Paper No. 249/18)

50. The Chairman welcomed the following persons to the meeting:

- Housing Department
  - Ms Ann Mary TAM, Chief Architect 2
  - Mr SUEN Wai-man, Senior Architect 26
  - Mr Joe LEUNG, Senior Civil Engineer 2
  - Ms Emily IP, Senior Planning Officer 9
  - Ms KWOK Kwan-ye, Architect 106
- Ms Jessie KWAN, Senior Town Planner/Kowloon 5, Planning Department (PlanD)
- Mr Terence LAM, Senior Engineer/19 (E), CEDD

51. Ms Ann Mary TAM, Chief Architect 2 of HD, said before introducing the paper, she would like to clarify the Chinese name of the site on the agenda item already issued. To tally with the name of the site adopted by the Government, the Chinese name of the location of the public housing development in question should be “安達臣道石礦場RS-1 用地”, as shown in the paper, instead of “安達臣道石礦場 RS-1 地盤”. She continued to present the paper with the aid of Powerpoint.

52. Mr WAN Kai-ming said, according to the Hong Kong Planning Standards and Guidelines (HKPSG), a car parking space would be provided for every 6 to 9 flats. He enquired about the standard that the Housing Department (HD) had actually adopted. In addition, he was also concerned about whether charging facilities would be installed at the car parks to be built by HD.

53. Mr LAI Ming-chak said it was mentioned in the paper that subsidised sale flats would be built on the ARQ Site RS-1, but without specifying whether they would be Home Ownership Scheme (HOS) or Green Form Subsidised Home Ownership Scheme (GSH) sale flats. He personally supported the construction of HOS flats. In addition, if one car parking space was provided for every 6 flats as set out in HKPSG, the future housing estates could provide some 70 car parking spaces upon completion. Given that the shortage of car parking spaces in Tseung Kwan O had indirectly resulted in illegal parking, he hoped that the Anderson Road site could provide as many car parking spaces as possible, including the car parking spaces for private cars, light goods vehicles, and commercial vehicles. He also hoped that kindergarten and some retail facilities could commence service simultaneously with the completion of the estates. Lastly, he enquired whether the site in the vicinity of Anderson Road would be transferred from the purview of Sai Kung District to that of Kwun

Tong District. If Sai Kung District needed to handle the district affairs of the northern part of Kwun Tong, SKDC would become a super DC.

54. The Chairman said the above site would not be transferred to the purview of Kwun Tong District.

55. Mr Raymond HO said the issue relating to the jurisdiction of Anderson Road had been discussed as early as the demarcation of constituency boundaries for DC election. He enquired whether the site belonged to the Tseung Kwan O Police District. In addition, he pointed out that the development at Anderson Road was similar to that of Hong Sing Garden. There were about 1 850 flats and some 230 car parking spaces in Hong Sing Garden. The sale price of each car parking space exceeded \$1 million, while the hourly rate was about \$60, which might be the highest in the territory. He said a total of 316 or 211 car parking spaces might be provided on the ARQ Site if the highest or lowest standards set out in HKPSG were adopted respectively. Given the significant difference between the two figures, he considered that the highest standard should be adopted and car parking spaces for bicycles, motorcycles and goods vehicles should be reserved. Moreover, he hoped that the kindergartens in the court would consider providing nursery classes and the relevant facilities to cater for the needs of the majority of young couples. Besides, according to the paper, an area of 800 square meters would be used for retail facilities such as shops. As the walking distances between the ARQ Site and Po Tat Estate and On Tat Estate were quite long, he was worried that there would be insufficient provision of retail shops and restaurants, and suggested HD to consider providing a podium to accommodate more shops and provide more open spaces, and building the residential blocks above the podium.

56. Ms Christine FONG said over the years SKDC had been in support of taking forward the development at Anderson Road. The Government was planning to provide 1 900 subsidised sale flats, which she believed could benefit many middle-class and fairly well-off families. She had visited On Tai Estate and On Tat Estate and considered these housing estates well-equipped. To make proper use of public money, she hoped the Government could tighten the resale restriction period to 10 years. She said the existing income limit set for subsidised sale flats was between \$57,100 and \$74,000 per month, while the property price was calculated at 62% to 72% of the market price, and the public could take out mortgage loans of a loan-to-value ratio of 90%. She considered this a piece of good news which the public had been longing for. As regards the transport, she was concerned about the way in which the relevant departments would address traffic connection for residents living in the uphill area. If the future residents there used the Clear Water Bay Road, this would affect the residents of Sai Kung heading for or returning from Kowloon. Taking Shui Chuen O Estate in Sha Tin district as an example, she said the provision was hardly sufficient

when the residents relied only on escalators and lifts for connection. She suggested the Government to study ways of properly connecting Anderson Road with Tseung Kwan O Tunnel to avoid competition for traffic resources between residents on Anderson Road and those in Sai Kung when using Po Lam Road South and Clear Water Bay Road at the same time. Lastly, she had confidence in the overall design of the project, and supported the early implementation of the project by the relevant departments.

57. Mr YAU Yuk-lun welcomed the project but expressed concern over the supporting transport facilities. He pointed out that the traffic congestion at Tseng Lan Shue after 7 pm usually lasted for more than one hour, and hoped that HD and the relevant departments would pay attention to the planning of supporting transport facilities. He also hoped that a traffic lane would be added at Po Lam Road North near the junction of Ma Yau Tong. In addition, he thought that HD might consider using the site reserved for community halls to provide more car parking spaces. Given that there were only very few car parking spaces in On Tai Estate and On Tat Estate, many residents were forced to park their vehicles along the streets and being fined as a result. He hoped that HD would provide as many car parking spaces as possible when planning the Site RS-1.

58. Mr CHUNG Kam-lun was concerned about the social welfare facilities of the project. He pointed out that the reservation of lands for social welfare uses had been controversial in the recent years, and the elderly service facilities in the territory were insufficient. He asked whether HD had reviewed the problem of shortage of lands for social welfare uses together with the Labour and Welfare Bureau (LWB) and SWD, and whether there was room for providing more social welfare facilities in the development at Anderson Road.

59. Mr Philip LI expected that many young families would move into the housing estates built under the project. He suggested providing child care services and relevant ancillary facilities for children aged zero to two. Moreover, he also pointed out that although the Government emphasised “single site, multiple use”, currently the problem of shortage of car parking spaces was still very serious. He suggested converting some green belt areas into car parking spaces, in particular those for goods vehicles and school buses. He stated that there would be many schools near the housing estates, the provision of more parking spaces for school buses could help shorten the walking distance of students to the schools after drop off, thus reducing the occurrence of accidents. He also suggested that apart from lifts, escalators should also be provided to reduce the need of residents for using public transport. The transport routes from Anderson area to Po Lam via Hong Sing Garden in Tseung Kwan O should also be studied to provide convenience for the residents living in the two uphill housing estates.

60. Mr CHONG Yuen-tung said given that more than 260 000 applicants were currently waiting for public rental housing, and the waiting time was about five years, he supported the development of subsidised housing under the project. He pointed out that Site RS-1 was quite far away from other housing estates in the neighbourhood, the reservation of an area of only 800 square metres for retail facilities under the project was really insufficient. He suggested providing more shops that could meet the daily needs of residents. On supporting transport facilities, the terminal stations of many bus routes were located at the Site, yet the Government had not made any overall planning in respect of the transport in the area and Tseung Kwan O. He was worried that the use of the same road by residents in the two areas during the busy hours might cause traffic congestion. Besides, a plot ratio of 6.3 to 6.5 was currently adopted for the housing development, which could accommodate only about 5 000 residents. He suggested the Government to adopt a higher plot ratio to increase the number of residents, with a view to increasing the facilities and supporting transport facilities for residents.

61. Mr Peter LAU said he supported the public housing development at Site RS-1, but hoped the Government could provide sufficient supporting transport facilities. He suggested that at least one to two bus routes departing from the area should run pass Tseung Kwan O area, but there was only one bus route namely no. 290X passing Hong Sing Garden. If the Government failed to divert the traffic properly, it was anticipated that the Kwun Tong bound traffic of Clear Water Bay Road would be even more congested. He suggested the relevant departments to carry out a comprehensive review of the traffic of Clear Water Bay Road, Po Lam Road North and Ma Yau Tong. In addition, he considered that the reliance on public light buses solely could not carry the large amount of residents living in Anderson Road, and suggested arranging suitable public transport to connect Anderson Road with Tseung Kwan O to facilitate the residents living there to go shopping in the shopping malls in Tseung Kwan O and to travel to other districts by MTR via the stations in Tseung Kwan O.

62. Mr Francis CHAU supported the provision of subsidised housing at Site RS-1. He pointed out that the boundary of Anderson Road was divided into the northern and southern parts. The area to the south of Anderson Road, i.e. On Sau Road, would be used mainly for building public housing, with subsidised housing accounting for about 20% of all lots. Given that the Government had said earlier that it would raise the plot ratio and consider providing more subsidised housing, he asked HD whether it would provide additional subsidised housing in the eight remaining sites, or consider reallocating private housing sites for building subsidised housing. The original public to private housing ratio of the entire ARQ Site was 2:8, which had changed to 7:3 now. He asked the relevant departments whether the planning of the project would be further revised in the future. Besides, he suggested providing more hourly parking spaces and supported the early implementation of

the project at Site RS-1.

63. Ms Ann Mary TAM of HD gave the following consolidated reply in response to Members' views:

- HD mainly made reference to the requirements set out in HKPSG when planning car parking facilities. Having regard to Members' views, HD would optimise the site utilisation in the site planning of Site RS-1 and increase the number of car parking spaces as far as practicable. With reference to HKPSG and subject to the agreement of TD, the ratio of car parking space for the subsidised sale flat ranged from 1:13 to 1:15. HD would explore the feasibility of adopting the maximum ratio or beyond for the provision of car parking spaces at the detailed design stage of the project in the future;
- Charging facilities for electric vehicles would be provided in car parks managed by HD in accordance with the principle of being environmentally friendly and in compliance with the regulatory requirements. The quantity of charging facilities was not restricted by plot ratio;
- The subsidised sale flats covered both HOS and GSH flats. The target buyers and method of sale would be studied in the future;
- HD would convey to the relevant bureaux/departments Members' views on adding child care services;
- Concerning the suggestion on increasing the area of retail facilities, HD would study the feasibility of this and the possible increase in area during the detailed design stage to facilitate convenience for the residents as far as practicable. Given that the statutory maximum non-domestic plot ratio in Site RS-1 was 0.2, HD had to strike a balance between the needs in various aspects;
- HD had been striving to balance the actual needs of different types of facilities given the restriction on the plot ratio of Site RS-1, and had discussed the issue with SWD. In order to reserve more space for retail shops in Site RS-1, and taking into account that the relevant bureaux/departments had plans to set up social welfare facilities in other quarry sites, there was no plan to provide any social welfare facility under the project for the time being;
- It was expected that the shops and kindergarten in Site RS-1 would be completed at the same time as the domestic portion;
- CEDD was carrying out public transport interchange works in the whole quarry site at present. Upon completion of the works and following the gradual intake of residents of various ARQ sites, TD would discuss the arrangement of bus routes with the bus companies taking into account factors such as population and demand, etc. The bus routes of On Tat Estate and On Tai Estate were also arranged by TD during the intake of residents.

64. Mr Terence LAM, Senior Engineer/19(E) of CEDD, said CEDD had conducted the traffic impact assessment on the development project; consulted SKDC and Kwun Tong District Council on the road scheme in May 2015; and obtained funding from LegCo for the infrastructural works and road scheme in 2016 and 2018 respectively. The relevant works, which included constructing a flyover of 390 metres long from Sau Mau Ping Road to Lin Tak Road, had commenced in 2018 for completion in 2022 to 2023. Upon completion of the works, the situation of traffic entering Tseung Kwan O Road from Sau Mau Ping Road would be improved. Besides, the single-lane carriageway of the Kowloon bound of Clear Water Bay Road near Shun Lee Estate would be widened to a two-lane carriageway. The works would be completed before the intake of residents of the court. According to the analysis of the traffic impact assessment, the development project would not impose any unacceptable impact on the traffic of Sai Kung or Kwun Tong districts.

65. Ms Jessie KWAN, Senior Town Planner/Kowloon(5) of PlanD, said that the SKDC had been consulted on the recommendations of the Planning Study on Future Land Use at ARQ – Feasibility Study (the Study) in 2013. In view of the high percentage of public housing developments in the vicinity of ARQ, including the adjacent On Tai Estate and On Tat Estate and the more distant Sau Mau Ping area, a public-private housing ratio of 20:80 was proposed in the Study. To better meet the need for more affordable housing, 6 private housing sites at the ARQ were reallocated for public housing development after balancing the different needs of society and having reviewed the situation of the land in question. After the reallocation, the public-private housing ratio was revised as 90:10. She concluded that apart from a site sold for private residential development at the northern part of the ARQ, and a residential site reserved for the “Starter Homes” Pilot Scheme for Hong Kong Residents at the southern part of the ARQ, the remaining residential sites in the ARQ would be developed for public housing.

66. Ms Christine FONG said as the Government had planned a lot of ancillary facilities under the development plan, she hoped that the Government could make good use of the public money. Besides, she was concerned that the substantial population increase would add to the traffic loading of Clear Water Bay Road and Po Lam Road South. Although CEDD would construct a flyover of 390 metres long to connect Anderson Road with Lin Tak Road, she still hoped that the Government could expedite the construction of facilities such as footbridges, escalators and lifts, etc., and asked CEDD to provide SKDC with the relevant detailed plans after the meeting. Regarding the planning of the Anderson Road project, she suggested including the kindergarten in other school premises to optimise site utilisation, and releasing space of some 10,000 square feet under the project for adding more commercial elements to improve the living quality of the residents.

67. Ms Ann Mary TAM of HD said the view of Ms Christine FONG on including the kindergarten in the premises of other schools was noted. As she understood, this was not a usual practice for arrangement of schools, and she would convey the view to the Education Bureau (EDB).

68. Mr Francis CHAU said although HD had changed the ratio of public to private housing to 9:1, the statutory plans were not yet revised. He considered that the substantial increase in the proportion of public housing would bring about changes in the travelling pattern of the residents, the arrangement on public transport interchange would also needed to be revised accordingly. He asked PlanD to explain the relevant details in the future. He would also like to know the arrangements for residents travelling on foot and by public transport.

69. Ms Jessie KWAN of PlanD said that the reallocation of private residential sites for public housing development did not involve any amendment to the Outline Zoning Plan. The master plan, overall layout and the number of sites reserved for government, institutional or community facilities and open space uses at ARQ remained unchanged; while the planning intention and development parameters of the RS-1 project were the same as those in 2013 when SKDC was consulted on the Study.

70. The Chairman said the areas to the south of ARQ were within the boundary of Kwun Tong district. As some Members did not agree with including ARQ in Kwun Tong District, he enquired whether Members agreed to remain the present arrangement, i.e. the relevant lots still belonged to Sai Kung district.

71. Mr YAU yuk-lun supported the arrangement.

72. Mr Francis CHAU said if there was no objection from Members, it meant that SKDC agreed to maintain the existing arrangement. However, such arrangement might not tally with the relevant demarcation adopted by PlanD and HKPF, which meant that the departments might have to send officers responsible for different regions to attend the same DC meeting. Regarding the planning of the project, given that the planning of private residential development and public housing might be different, and taking into account the change in the ratio of public to private housing, he asked whether the splitting of the Government, Institution or Community (G/IC) sites into four parts in the early stage of the project would be reviewed and the relevant sites be handled together. Besides, as different sites in the Anderson Road Development project had different principal datum, he hoped to discuss the issue with PlanD and the relevant departments again for maximising site utilisation.

73. The Chairman concluded that there being no objection from Members, SKDC supported the Public Housing Development at ARQ Site RS-1, and asked the relevant departments to consider the views put forward by Members, and consider the ancillary facilities for the ARQ developments in a comprehensive manner. He suggested assigning the Housing and Environmental Hygiene Committee (HEHC) to follow up the overall development of the ARQ, and assigning TTC to follow up the traffic issues of the development projects.

(C) Tseung Kwan O Further Development - Infrastructure Works at Tseung Kwan O Stage 1 Landfill Site (Remaining Works)

(SKDC(M) Paper No. 250/18)

74. The Chairman welcomed the following persons to the meeting:

- CEDD
  - Mr Michael LEUNG, Project Manager (E)
  - Mr Eric CHIANG, Deputy Project Manager (E)
  - Mr Sunny LO, Chief Engineer/E1
  - Mr Bruce CHEUNG, Senior Engineer/3 (E)
  - Mr Wilson CHUNG, Engineer/8 (E)
- Mr Alex WONG, Technical Director, AECOM

75. The Chairman congratulated Messrs Michael LEUNG and Eric CHIANG on their promotion to Project Manager (E) and Deputy Project Manager (E) of CEDD respectively.

76. Mr Michael LEUNG of CEDD said the East Development Office attended today's SKDC meeting for the purpose of reporting the latest progress of the Southern Bridge at the Eastern Channel and the Sewage Pumping Station on Lohas Park Road. CEDD would strive for submitting funding application to LegCo in the 2018-19 legislative session. If everything went smoothly, the project works were expected to commence at the latter half of 2019.

77. Mr Sunny LO, Chief Engineer/E1 of CEDD introduce the remaining works of the infrastructure works at Tseung Kwan O Stage 1 Landfill Site based on the Presentation Slides played.

78. Mr CHEUNG Mei-hung enquired about the anticipated completion time of Southern Bridge. Moreover, he pointed out that the storm surges caused by typhoon Mangkhut when it hit the territory had washed the containers originally placed along the proposed Sewage Pumping Station onto Lohas Park Road and the cycle track. He was worried that the proposed Sewage Pumping Station could not resist the attack of similar strong typhoon in the future, and that the odour from the proposed Sewage Pumping Station would affect the nearby

Package 5 of LOHAS Park and other development projects. Therefore, he expressed reservation over the proposed Sewage Pumping Station of the project, and asked CEDD what precaution measures against typhoon would be adopted.

79. Mr Francis CHAU said eternity would be the theme of design of Southern Bridge. He hoped that CEDD would enhance the aesthetic appeal of Cross Bay Link (CBL) together with Southern Bridge, for example, providing more lighting on the condition that no light pollution would be caused.

80. Mr LAI Ming-chak hoped for the early completion of Southern Bridge. He pointed out that the design of most parts of Southern Bridge had been finalised, and the impact of winds and waves on the bridge would be limited. He hoped that CEDD would pay more attention to the impact of winds and waves on the coastal areas instead. After typhoon Mangkhut, SKDC was concerned about the precautionary measures of Tseung Kwan O Waterfront Promenade against waves. He hoped that CEDD would strengthen the protection for Southern Bridge when constructing wave precautionary facilities in the future to avoid waves from hitting the bridge or its connection points.

81. Mr CHONG Yuen-tung said as CBL, Southern Bridge and Northern Bridge would be the future landmarks of Tseung Kwan O, improved lighting and enhanced greening would make them more comfortable for users. Besides, he suggested providing benches underneath the bridge for the convenience for passers-by to admire the scenery and the installation of closed-circuit television (CCTV) for security needs.

82. Mr Michael LEUNG of CEDD gave the following consolidated reply in response to Members' views:

- CEDD planned to seek funding approval from LegCo in 2018-19. The works were expected to commence in the latter half of 2019, and would take about three years to complete given the length and topographical conditions of Southern Bridge;
- As for the design of Southern Bridge, while Northern Bridge was an arch bridge, Southern Bridge was a steel arch bridge, and CBL was a double arch bridge. Such design concept could signify the characteristic of Junk Bay;
- CEDD had completed the lighting design and could provide SKDC with the design details if needed;
- CEDD would discuss the suggestion on installing closed-circuit television (CCTV) with HyD;
- CEDD had no plan to provide benches there for the time being. As the provision of benches would have implication on the future management arrangement, CEDD

would discuss the issue with HyD later.

83. In response to the concern over the identified site of the Sewage Pumping Station, Mr Eric CHIANG of CEDD said the Sewage Pumping Station would be surrounded by external walls with decorative patterns on them. Since the Sewage Pumping Station was built beneath the ground, it would not be affected by winds and waves. As the Sewage Pumping Station would be used to transfer sewage, it would be equipped with odour abatement facilities to prevent diffusion of any smell outside it.

84. The Chairman said after typhoon Mangkhut, Members and residents were very concerned about the safety of coastal facilities. He hoped that the Government would learn from the experience of the typhoon and make reference to the existing practices adopted by Tsing Ma Bridge and Hong Kong-Zhuhai-Macao Bridge (HZMB) to improve the design of facilities in Sai Kung district.

85. Ms Christine FONG expressed her views as follows:

- She hoped that Southern Bridge project could be implemented as soon as possible, and welcomed the submission of funding application to LegCo by CEDD;
- Southern Bridge would be the main access link between LOHAS Park and Tseung Kwan O South. As many residents would use Southern Bridge to go to the housing estates in Tseung Kwan O South apart from taking MTR, Southern Bridge was crucial to the community;
- In addition to viewing the Eastern Channel and watching dragon boat racing, Southern Bridge would also be used as a main access link. She hoped that CEDD would improve the design of the bridge, which included the consideration of using lamp posts and the provision of additional facilities for emergency assistance, etc.;
- Given the close proximity of Southern Bridge to LOHAS Park and Tseung Kwan O South, she suggested improving the lighting of Southern Bridge to enhance the safety of the access link while avoiding light pollution to the nearby residential buildings;
- The salt water pumping station on Lohas Park Road was destroyed during the typhoon earlier, she asked CEDD to consider combining the Sewage Pumping Station and the salt water pumping station through this project to optimise land utilisation;
- The rising mains would be laid on the fast lane of the carriageway of Lohas Park Road. Given that SKDC had endorsed the suggestion of providing temporary metered parking spaces on Lohas Park Road, there was a conflict between the

existing site identified by CEDD and the temporary metered parking spaces. She suggested CEDD to consider relocating the rising mains to Tseung Kwan O Area 77 near the carriageway rather than near the restored area of the Landfill; and

- She enquired about the area and capacity of the cistern for processing the sewage in Tseung Kwan O Area 77. She also considered that as the Government would construct a cistern to store sewage, it should also consider providing a public toilet near the Sewage Pumping Station for the convenience of the local residents. Otherwise, they had to walk to Package 5 of LOHAS Park for a public toilet.

86. Mr CHEUNG Mei-hung said although the Sewage Pumping Station was built underground, it would still be hit by storm surges. The storm surges might even affect the football training school. He considered that CEDD should address the problem and consider precautionary measures against waves to avoid damage of the Sewage Pumping Station which would affect several tens of thousands of residents and the waterfront promenade. He suggested CEDD to engage a consultant to carry out study on measures for strengthening the resilience to winds and waves before a submission to LegCo.

87. Mr Michael LEUNG of CEDD provided the following additional information in response to Members' views:

- A clear space of 72 metres in length and 4 metres in height was reserved under Southern Bridge, therefore, dragon boats could pass through the area under Southern Bridge; and
- The lighting design of Southern Bridge had already taken into account the light pollution problem. CEDD would continue reviewing and improving the design.

88. Mr Eric CHIANG of CEDD provided the following additional information in response to Members' views:

- The Sewage Pumping Station was enclosed by external walls which could safeguard the facilities against any impact of winds and waves; and drainage system would also installed in the periphery of the Sewage Pumping Station;
- Concerning Members' worries that the Sewage Pumping Station might be damaged by flooding, he said CEDD would address the issue of flooding based on established measures when constructing underground facilities. If there was any equipment failure in the Sewage Pumping Station, the cistern could serve as a fallback option to facilitate the Sewage Pumping Station to continue providing sewage service; and the sewage would be removed by pumping appliance during that period;
- Regarding the suggestion on combining the salt water pumping station with the Sewage Pumping Station, he pointed out that the purposes of the two facilities

were different. The latter was to cater for the long-term needs of Tseung Kwan O Area 77, and would need to be operated on its own; while the former would mainly perform the function of taking sea water for flushing purposes;

- The rising mains had to be laid under the carriageway of Lohas Park Road because there were other underground facilities beneath the pavement there which could not accommodate the rising mains. The rising mains were only about 0.15 metre in diameter, as different from other wider underground pipes; and
- CEDD had studied the suggestion on the provision of public toilet. As the Sewage Pumping Station would not be opened to the public, CEDD would not provide a public toilet at the site identified. The residents could use the public toilet at the public transport interchange near the LOHAS Park station of MTR or the temporary toilet on the roadside of Lohas Park Road.

89. The Chairman concluded that SKDC supported the works projects introduced by CEDD and hoped for the early submission of funding application to LegCo and commencement of works. Members could maintain contact with CEDD during the construction period and offer constructive views at that time.

90. Ms Christine FONG agreed that salt water pumping station and the Sewage Pumping Station were two types of different facilities. However, given the availability of idle sites near the salt water pumping station, she hoped CEDD would reconsider her suggestion so as to optimise site utilisation and keep the Sewage Pumping Station away from other facilities, which in turn could release the relevant sites for other alternative use of car parking or other ancillary facilities. Secondly, apart from greening, she hoped that other ancillary facilities, such as temporary bazaars, etc., would be provided at the surface of the Sewage Pumping Station. Thirdly, she suggested allocating the open space near the Landfill for use as a temporary car park. Lastly, she considered that the lighting of Northern Bridge rather dim and suggested improving the lighting and material of the pavement underneath Southern Bridge.

91. The Chairman hoped that CEDD would note and study Members' views.

(D) Report of Preliminary Study of Provision of Public Vehicle Park at the planning Government Facilities in Tseung Kwan O

(SKDC(M) Paper No. 251/18)

92. The Chairman welcomed the following persons to the meeting:

- Mr Eric CHEUNG, Senior Engineer/Housing & Planning/NT East, TD
- Mr WOO Kwong-ming, Engineer/Special Duties 1, TD

- Ms Jane AU YEUNG, Senior Project Manager 327, Architectural Services Department (ArchSD)
- Ms Linda CHEUNG, Chief Executive Officer (Planning) 2, Leisure and Cultural Services Department (LCSD)
- Mr Calvin YU, Senior Executive Officer (Planning)3, LCSD

93. Mr Eric CHEUNG, Senior Engineer/Housing & Planning/NT East, TD, introduced the finding of the Preliminary Study of Provision of Public Vehicle Park (PVP) at the Planning Government Facilities in Tseung Kwan O based on the Presentation Slides shown.

94. The Chairman said the shortage of car parking spaces was a common problem for all districts in the territory. He had conveyed his views on the shortage of car parking spaces in Sai Kung and Tseung Kwan O to the Government, including the advice for the Government to study the feasibility of increasing car parks under the principle of “single site, multiple uses”.

95. Mr LUI Man-kwong said the information provided in the paper was insufficient, for example, the works commencement and completion dates after the project in Tseung Kwan O Areas 66 and 68 were split into two works were not mentioned. Secondly, serious flooding occurred in the vicinity of Chi Shin Street during typhoon Mangkhut. He asked TD how the flooding issue would be addressed if it was decided to implement the underground car park project in Tseung Kwan O Area 66, and pointed out that if the flooding problem could not be resolved, more disputes would be caused. He also enquired whether the Government would conduct any consultation on this project. Thirdly, he asked whether the car parking spaces would be charged on hourly rate or let out on a monthly basis, and the reason for only proposing increase of car parking spaces in Tseung Kwan O South. He also asked for the figures on the demand for car parking spaces in Tseung Kwan O South and Tseung Kwan O North. Moreover, he asked how the Government could prevent settlement and avoid affecting the structure of nearby buildings if it were to implement the underground car park project in Tseung Kwan O Area 66.

96. Mr Francis CHAU thanked TD and the relevant departments for following up the car parking space problem in the district and providing relevant information quickly. In general, he supported TD’s plan in increasing car parking spaces, and considered that it could serve as a precedent for providing car parks on government land and the relevant facilities. He also welcomed the provision of more car parking spaces in the government buildings in Tseung Kwan O Area 67, and was appreciative of the Government’s agreeing to open the car parking spaces in the government buildings to the public for parking cars at night. He welcomed the construction of underground car park in Area 66 and hoped for the early commencement of the works if the car park would not cause any significant delay in the development of Area 66

in comparison with Area 68. He continued that there were two G/IC sites in Areas 15 and 16 in Tseung Kwan O North. The provision of a community hall in Area 15 had not been implemented; while the site in Area 16, originally reserved for building a multi-storey car park, had been used as a petrol filling station now. He suggested the Government to conduct another study on the car parking facilities in Tseung Kwan O Areas 15 and 16.

97. Mr YAU Yuk-lun thanked TD for responding quickly to the request of SKDC. He hoped that TD would consider converting the outdoor car park in Yau Yue Wan Village into a multi-storey car park, with social welfare facilities incorporated at the upper floors to address the problem of insufficient ancillary facilities in the neighbourhood.

98. Mr Peter LAU considered the project better than nothing, but stated that the actual demand for car parking spaces far exceeded the provision under planning. He hoped that TD and other departments would stop using HKPSG to determine the number of car parking spaces to be provided. Given the serious shortage of parking spaces for “nanny vans” and heavy vehicles in Sai Kung district, he was happy to see the provision of an underground car park in Tseung Kwan O Area 66 by the Government, and hoped that the relevant departments would consider relaxing the restriction on the number of car parking spaces. He supported the Government in opening up the government parking spaces for car parking by the public at night to reduce illegal parking and the risk associated with the problem. He also supported the proposal of constructing a multi-storey car park in the vicinity of the open space in Yau Yue Wan.

99. Mr Edwin CHEUNG thanked TD for the study report, yet he pointed out that the Government had conducted consultation on the two options proposed by the Leisure and Cultural Services Department (LCSD) on 9 April this year. The two options, i.e. spending five years to construct a park, or spending seven years more to build an additional underground car park respectively, had aroused great controversy among the local community. He was worried that the plan proposed by TD now would cause controversy again. To avoid such problem, he suggested Sai Kung District Office (SKDO) and TD to contact the stakeholders in the local community, including the mutual aid committees and resident representatives of the housing estates in the periphery as soon as possible, because they had clearly indicated in April that they did not need a car park. Coupled with the fact that Members had unanimously agreed on choosing the Five-year option, he was worried that if the decision made early was scrapped and the issue had to start from scratch again, it would invite complaints. Secondly, according to TD, many other sites could be considered for building car parks. To avoid causing any further delay to the ground level works as a result of constructing the underground car park, he suggested focusing the building of underground car parks on sites where the development purposes on the ground level were not yet

confirmed.

100. Mr CHEUNG Mei-hung said if TD had proposed the above option earlier in April, it might have affected the decision of SKDC. However, TD did not propose the option until now. He was worried that this might fuel controversy again. He asked TD or the relevant departments whether they would consult the stakeholders in Tseung Kwan O Areas 66 and 68 again. Secondly, he pointed out that TD had handled the problem of inadequate car parking spaces in Tseung Kwan O South on a bundled basis. Given that the inadequacy of car parking spaces in various areas might be different, he asked TD to provide such data in different areas to enable Members to have a better understanding of the shortage of car parking spaces in these areas. Taking LOHAS Park as an example, he said the serious shortage of car parking spaces there had indirectly caused the monthly parking rent to rise to \$3,300, while the provision of car park in Tseung Kwan O Area 66 could not help relieving the car parking space shortage problem in LOHAS Park at all. In addition, he asked TD to actively consider providing metered parking space on Lohas Park Road, and to consider providing additional car parking spaces in Tseung Kwan O Area 85, Shek Kok Road and the site reserved for Radio Television Hong Kong (RTHK) under the principle of “single site, multiple uses”.

101. Mr TSE Ching-fung said he had doubt on TD’s plan. Firstly, TD hoped for meeting the parking needs arising from the cancellation of the temporary car park in Tseung Kwan O Areas 66 and 68 through providing car parks in seven different locations. He hoped that TD could provide actual data to show the total number of car parking spaces that could be provided in the seven sites, and whether such car parking spaces could fully meet the needs on car parking spaces after the temporary car park in Areas 66 and 68 was cancelled. Secondly, he hoped that the Government could make sufficient district consultation to dispel the anxiety of the public and the stakeholders. Thirdly, the residents were concerned about the development timetable of the Town Park in Areas 66 and 68. He asked LCSD to provide an exact timetable with the commencement, completion and opening time of the park if a car park was to be built in Area 66.

102. Mr LAI Ming-chak said as Tseung Kwan O lacked car parks, the residents welcomed the provision of car parking spaces on government land. He believed that the provision of car parking spaces in Tseung Kwan O Area 67 would not cause great controversy. However, for Tseung Kwan O Area 66, time was a crucial factor. If the construction of an underground car park would only cause a delay of one to two years in the ground level works, he believed that there would not be strong opposition. However, if the ground level works would be delayed for seven years, it would surely cause a great outcry. As the relevant figures, which would greatly affect the decisions of residents, were not shown on the paper, he hoped that

TD would respond on the commencement and completion time of the works. In addition, given that the existing temporary car park in Areas 66 and 68 provided both hourly and monthly parking spaces, he enquired whether the car parking spaces of the proposed car park would be rented on a monthly basis. He would also like to know the proportion of monthly parking spaces in Area 67 or the multi-storey car parks on other sites, and suggested TD to increase the proportion of monthly parking spaces as far as practicable. He also hoped that TD could study constructing car parks in Tseung Kwan O North at the same time. As there were many idle G/IC sites in Hang Hau and Po Lam, he hoped that the Government could use these sites to improve the shortage of car parking spaces.

103. Mr Stanley TAM welcomed TD's proposal on splitting the development of Tseung Kwan O Areas 66 and 68 given that the construction of car park in Areas 66 and 68 had aroused considerable controversy in the past mainly because the completion of the whole park would be delayed for several years, while the existing proposal aimed for completing the park in Area 68 as soon as possible on one hand, and simplifying the relevant procedures for the works in Area 66 to facilitate an early completion of the underground car park on the other. The existing temporary car park in Areas 66 and 68 provided a total of some 700 car parking spaces. Apart from the residents in Tseung Kwan O South, many residents in Po Lam were also renting the car parking spaces there. Therefore, TD should provide public vehicle parks at other suitable locations when it terminated the above-mentioned temporary car park. He supported the proposal of TD as a whole, and hoped that TD could strike a balance between the views of all parties and commence the works as soon as possible.

104. Mr CHONG Yuen-tung said the proposal put forward by LCSD on providing an underground car park in Tseung Kwan O Areas 66 and 68 had excited violent controversy because the works would lead to serious delay in the completion of the project and would involve substantial public money. Now that the project had split into two independent public works projects, LCSD and TD would design and seek funding approval for the two projects respectively at the same time, the construction time could be shortened effectively. Besides, he believed that if the car park in Area 66 was to be handled by TD, many technical problems could be solved, thus significantly shortened the time required for completing the project, which could help reducing many controversies. In view of the severe shortage of car parking spaces in Tseung Kwan O South which had brought about serious problem of illegal parking, he supported the splitting of the development in Areas 66 and 68 into two public works projects. Besides, the temporary car park in Areas 66 and 68 provided about 600 car parking spaces at present, but only 395 car parking spaces would be available after the relocation, he asked TD how those vehicles that failed to have a car parking space would be handled. He also pointed out that the issue should be handled cautiously because many heavy vehicles and goods vehicles were involved. He suggested rezoning some of the sites

with no specified use in the short term as temporary car parking spaces, for example, the site reserved for developing the civic centre in Tseung Kwan O Area 67, etc. On the whole, he supported the proposal for providing an underground car park in Tseung Kwan O South.

105. Mr Eric CHEUNG of TD gave the following consolidated reply in response to Members' views:

- LCSD had roughly estimated earlier that the construction of the underground car park in Tseung Kwan O Area 66 would take seven more years. TD and the relevant departments had discussed compressing the time required to complete the whole project by adopting the “design and build” method and speeding up the tendering procedures. TD planned to seek funding approval for the project in 2022 to commence the works. The construction works of the underground car park and the park were expected to take two to three years to complete, but the actual construction time would be subject to factors such as the actual area and layout plan of the park, etc, TD could only provide the exact timetable after the completion of the detailed design;
- The hourly and monthly parking spaces in government car parks would be allocated according to the established mechanism. TD noted the views of Members;
- TD had conducted surveys on the demand for car parking spaces in the district. The seven sites mentioned in the paper were provided by PlanD, among which some could be considered for building car parks at this stage. When determining the number of car parking spaces, TD would consider the car parking demand of the area by making reference to the number of car parking spaces available and the illegal parking situation in the temporary car park near the proposed sites, etc.;
- If only a park but without an underground car park was built in Area 66, when the temporary car park in Area 66 was closed, it would result in serious shortage of car parking spaces in the area concerned. In view of this, TD had contacted the relevant departments to consider speeding up the works with a view to building the park and the car park at the same time to meet the public demand for the park on one hand and that for car parking spaces on the other;
- If SKDC accepted the plan of TD on Area 66, TD and Lands Department (LandsD) would consider identifying nearby sites for transitional arrangements, and would close the transitional car park after the works were completed;
- As regards Members' query that only 395 car parking spaces would be provided in Area 66 which could not meet the demand, TD would also take into account other factors apart from considering the car parking spaces of the existing temporary car park and the illegal parking situation. The proposed 2-storey underground car park would have lesser impact on the construction time of the works. If more

storeys were built, the completion time would be extended. TD would study the feasibility of increasing the car parking spaces in Area 67, and would also increase the supply of public car parking spaces in other development items;

- For other new development projects, TD would follow the “single site, multiple uses” principle and request the developers to add public car park under the premise of meeting the actual development conditions, topography and terrain of the development items; and
- TD had discussed with ArchSD the flooding problem, which could be handled through design.

106. Ms Jane AU YEUNG, Senior Project Manager, ArchSD, responded to Members’ views as follows:

- If an underground car park was to be built in Area 66, preventive measures on the flooding problem concerned by Members would be studied and designed, and it is technically feasible to resolve. It was noted that the existing residential buildings in the vicinity of Area 66 had underground car parks and basements;
- For the construction of an underground car park, the Government needed to carry out foundation works and excavation of basement. Given that the site was quite close to the Mass Transit Railway alignment, the Government would generally set up monitoring points for the above said works to monitor the water level and settlement, and carry out mitigation and control measures timely;
- Concerning the number of storeys of the underground car park, if deeper excavation is required, the unit cost of each car parking would be further increased. After the discussion among TD, ArchSD and LCSD, if two departments implement the projects separately then more resources could be used on projects;
- For building of an underground car park in Area 66, prior planning permission and construction of foundation would be necessary. As it would take time to apply for planning permission and to construct the foundation, the completion time of the project in Area 66 would inevitably be elongated if both areas were bundled together. Therefore, the handling of the two works projects separately would facilitate the development of the town park in Area 68 in full speed first, and TD would apply for planning permission and carry out necessary studies for the car park provision at Area 66 and designing the foundation. After obtaining the planning permission and completion of other required assessments (e.g. traffic and environmental impact), ArchSD would engage contractors to take forward the works at Area 66 through the “Design & Build” approach to shorten the development time by constructing the foundation and developing detailed design at the same time;
- If the proposal was supported by all parties concerned, the Government anticipated

that the works for Area 68 could commence in 2021; while that for Area 66 could commence in 2022.

107. Mr Frankie LAM expressed concern over the shortage of car parking spaces in Tseung Kwan O North. He pointed out that the temporary car park in Mau Wu Tsai would be closed on 18 November, and suggested TD to provide a temporary car park or metered car parking spaces near the service reservoir on Lam Shing Road, otherwise, serious problem of illegal parking would be resulted in the vicinity of Lam Shing Road. Given that the Police would surely take enforcement actions against illegally parked vehicles, but the vehicles owners could find no car parking space to park their vehicles, he requested TD to explore a solution for this.

108. Mr Edwin CHEUNG asked in case there was delay in the works project of Area 66, whether some of the facilities originally planned for Area 66 could be transferred to Area 68, so that SKDC could fulfill its commitment to the public. He hoped that the Government could construct the underground car park on the one hand and avoid affecting the number of facilities in the park on the other.

109. Mr Calvin YU, Senior Executive Officer (Planning)<sup>3</sup> of LCSD, said no matter whether the park was a comprehensive development or split development, the facilities to be provided thereof would remain unchanged. The leisure and sports facilities and hardware facilities, etc., of the park would be provided in accordance with the works limit endorsed by the District Facilities Management Committee (DFMC) under SKDC. As for the distribution of the facilities, it had been set out in Appendix 2 of the paper of TD. If the two projects were split, the facilities to be provided in Area 66 would include a landscaped garden, part of the central pedestrian avenue, a covered piazza and fitness equipment, etc., while other facilities would be provided in Area 68.

110. Ms Christine FONG said although the shortage of car parking spaces in Tseung Kwan O was serious, it was worth discussing as to whether all proposed car parking spaces should be built in Tseung Kwan O South. The Government had staged a large-scale public consultation in April this year on the development of Tseung Kwan O South, more than ten housing estates had expressed their stances at that time and disagreed unanimously on extending the construction time of the park. Now that the Government announced suddenly starting the project from scratch again, she considered it a must for TD and ArchSD to conduct public consultation in the areas concerned again in the future, while SKDO needed to provide assistance as well. Moreover, when LCSD stated originally that it would take seven years to build the underground car park, TD just stood with folded arms. But now, TD suddenly said it planned to build the underground car park in Area 66 to replace the temporary

car park in Tseung Kwan O South, which was actually used by not only residents in Tseung Kwan O South. She pointed out that the problem of insufficient car parking spaces had all along been very serious in LOHAS Park and Wan Po area as well, but TD made no mention of it. She agreed with Mr Edwin CHEUNG's view, and suggested TD to compile the statistics on the overall demand for car parking spaces in the district. In addition, she was worried that the traffic capacity of the road section from Po Yap Road to Chi Shin Street could not cope with the traffic flow in the future, which would result in traffic congestion in Tseung Kwan O town centre. Moreover, TD estimated preliminarily that the project cost of the car park would be as high as \$1 billion, which meant that the average cost of each car parking space would range between \$2 million to \$4 million. She suggested the Government to consider providing car parking spaces on the roof of the swimming pool to reduce the construction cost. She stated that she was not opposing the construction of car park, she just hoped that the Government would use an option with lower construction cost.

111. Mr Eric CHEUNG responded that TD would not only build car park in Area 66. For other government land that would undergo planning, TD would also request for providing car park there in accordance with the "single site, multiple uses" policy. The study of TD showed that the construction of the park in Area 66 would lead to the closure of the temporary car park there, which currently provided 760 private car parking spaces, 30 light goods vehicle parking spaces, and 7 motorcycle parking spaces. As the utilisation rate of the temporary car park was very high, its closure would bring about the problem of insufficient car parking spaces and illegal parking. TD considered that such problem must be handled and hoped for solving the problem by matching of time between the two projects to facilitate the construction of both the park and the car park. As for the traffic impact, given that Area 66 was also a car park at present, and that fewer car parking spaces would be provided in the future underground car park, he anticipated that there would be no insurmountable problem in term of traffic. TD would follow up Mr Frankie LAM's views after the meeting.

112. Ms Jane AU YEUNG of ArchSD responded that according to the experience of ArchSD in constructing underground car parks, the construction cost of each underground car parking space ranged from \$2 million to \$4 million, depending on the geological condition, the depth of excavation and the site configuration. Constructing more additional above ground car parks on other "G/IC" sites in the district might reduce the unit cost of each car parking space, but it might also bring about other concerns. For example, constructing a high multi-storey car park might cause light pollution, or a large bulky car park podium might cause adverse visual impact to the nearby residential areas, which was not ideal in terms of urban design. Therefore, after reviewing with TD, ArchSD considered that a two-storey underground car park in Area 66 would be an optimum and appropriate solution to partly address car parking space shortage in the district. To address the concern on flooding, ArchSD advised that

specialist would be engaged to study and design the preventive measures on it caused by adverse weather. Preliminarily, ArchSD would consider setting the transformer room and the main switch on ground level, providing flooding gate at car park entrance, and enhancing the capacity of the drainage system under the project that would be subject to further study and DSD's advice.

113. The Chairman said the territory was facing a serious shortage of car parking spaces. TD had not reflected the actual situation to the officials at higher levels, and it was not TD which initiated the option in question. As TD had not discharged its responsibility properly, a lot of outstanding problems had been accumulated for TTC to handle. Given that the Government of the last term had made mistakes in its policies and that the demand on parking spaces for private cars could not be met solely by supporting public transport facilities per se, the Chairmen of the 18 DCs had reflected the problem of insufficient car parking spaces in their respective districts to the Chief Executive (CE). Moreover, under the policy of "single site, multiple uses", he had urged TD to study providing car parks on the government lands to be developed in Sai Kung and Tseung Kwan O, and he believed that the construction cost of a multi-storey car park would be lower than that of an underground car park. He considered that the paper of TD was sloppy, and had created conflicts in the district again. Although the option proposed by TD could meet the needs of the district, some affected residents had already voiced their opposition to it. He believed that even if TD consulted the public on the option, the public would not support it. Members might consider whether or not to request TD to launch a public consultation on the option. He would meet with TD later with a view to solving the problem comprehensively.

114. Mr Frankie LAM said the shortage of car parking spaces was a problem common to all 18 districts. He understood that the disciplined services had to identify sites to build staff quarters, he just could not understand why the relevant departments had not satisfied the demand for car parking spaces in the district at the same time. Currently, there were not enough car parking spaces in the vicinity of Hong Sing Garden, and the temporary car park in Mau Wu Tsai would be closed soon. He suggested opening the government car parking spaces to the public for parking cars at night, or that TD should arrange temporary car parking spaces on Lam Shing Road until the open area of Lam Shing Road near the service reservoir was converted into metered parking spaces.

115. Mr LUI Man-kwong said TD's paper had not provided sufficient information, making it difficult for the residents to understand and discuss the option. Besides, it would take about two to three years to construct the park in Area 66, he enquired whether the time mentioned had included the time for constructing the underground car park. Apart from taking too much time, the arrangement of the exits of car park and air pollution, etc., were the major

points of the discussions held earlier, but TD's paper had made no response to such points at all. He asked TD how the problems raised by the residents would be addressed to ease their anxiety, and to persuade them to accept the option under proposal this time. Lastly, he asked TD whether it planned to launch any public consultation on the option.

116. Hon Gary FAN said the "single site, multiple uses" principle was good. TD had proposed the option because apart from Tseung Kwan O, many other districts were also facing the shortage of car parking spaces caused by the lack of ancillary facilities. The Government should listen to the views of residents regarding various aspects of the option, from its planning to whether it could match with the surrounding environment, etc.. For example, whether the position of the entrances and exits of the car park could help to minimise the traffic impact of the car park. In addition, given that SKDC had reached a consensus earlier and the residents also strongly hoped that the implementation of the "single site, multiple uses" policy would not cause any delay in the works of the central park, he considered that the creation of unnecessary confrontation during the construction process should be avoided. In fact, the problems of the works could be solved technically, and whether the park could be completed as scheduled would be a major concern of the residents when considering the option.

117. The Chairman proposed continuing the discussion on constructing a car park in Area 66 at the TTC meeting to be held on 22 November, and hoped that TD and the relevant departments could make use of the time before the TTC meeting to consult the stakeholders in the periphery of the proposed car park on the option.

118. Mr LAI Ming-chak said TD would contact the District Lands Office, Sai Kung (DLO/SK) to make transitional arrangements if the proposal on building an underground car park in Area 66 was endorsed. He hoped that the two departments could try their best to identify location for car parking near Area 66. Secondly, he hoped that LCSD could seek funding approval for constructing the sports centre in Area 65, the civic centre in Area 67, and Tiu Keng Leng Park in Area 72 as soon as possible to facilitate Members to explain to the residents that apart from the park in Areas 66 and 68, other sites were also available to share the demand on car parking spaces; while TD could also relocate the car parking spaces of the temporary car park in Areas 66 and 68 through this opportunity.

119. The Chairman hoped that TD could make use of the time between the two meetings and prepare a more detailed paper to enable Members to better communicate with the residents. Members could submit the residents' views they collected during the transitional period, if any, to the Secretariat.

120. Mr CHEUNG Mei-hung suggested the relevant government departments to organise one public consultation session during the transitional period because the consensus in April was not reached easily, and Members should not make a decision hastily at this meeting. The Government should take the lead in launching public consultation on the option and pass it to TTC meeting for making a decision.

121. The Chairman said he had urged the relevant departments such as TD, etc., to invite the stakeholders to attend a briefing on the option before the coming TTC meeting, and to prepare paper with more details, including the development timetables of more cultural and recreational facilities in the district.

122. Ms Christine FONG emphasised that the residents did not consider that only Tseung Kwan O South faced the shortage of car parking spaces, and the temporary car park in Areas 66 and 68 was used not only by residents in Tseung Kwan O South also. She requested TD to take a step forward and carry out a comprehensive survey to find out the total number of car parking spaces in shortage in Tseung Kwan O, and then distribute the car parking spaces to different areas in a reasonable manner. Secondly, she considered that factors such as planning, air quality, and whether the capacity of Po Yap Road was sufficient, etc., were also very important. Professional Power had moved a motion earlier to propose constructing a car park on the roof of the heated swimming pool to reduce the construction cost of the car parking spaces. She considered it unreasonable to spend \$2 million to \$4 million to build one car parking space, and proposed using \$1 billion to construct car parks on the roofs of buildings at different locations in the district. She believed that light pollution problem would not be generated if the car parks had only a few storeys. She also hoped that the Chairman would lead SKDC to condemn TD for submitting such a sloppy option. She pointed out that many residents of The Wings II and The Wings IIIA were opposed to the option, and asked TD to carry out consultation in the district.

123. Mr YAU Yuk-lun said some politicians had acted against their conscience to please the voters. He considered that the park in Areas 66 and 68 was not a private park, but one that could be enjoyed by all residents in the territory, Members should not speak merely for winning the votes of voters. TD had spared no effort in identifying sites to construct car parks in Tseung Kwan O. He considered that building car parks in remote areas could bring no economic benefit, and the surge in the price of one car parking space to several million dollars was caused by the existing serious shortage of car parks.

124. The Chairman concluded the item and asked TD and other relevant departments to consult the stakeholders in the periphery of the proposed car park on the option, and to prepare a detailed paper which should include more information about the development

timetables of various cultural and recreational facilities in the district before the next TTC meeting. The item would be passed to TTC to follow up.

125. The Chairman announced that the meeting was adjourned for lunch break.

(The meeting was resumed on 2:30 p.m.)

(E) Proposed timetable of Sai Kung District Council and Committee Meetings for 2019

(SKDC(M) Paper No. 252/18)

126. The Chairman referred Members to the proposed timetable for 2019 and asked the Secretary to provide supplementary information.

127. The Secretary said the 2nd meeting of the Finance and Administration Committee (FAC) in 2019 would be held on 4 April 2019 (Tuesday) so that discussion could be held after HAD had confirmed the funding amount for the coming year. In addition, the dates of meetings of the Signature Project Scheme Committee (SPSC) would be swapped with those of FAC in the next year, i.e. the meetings of SPSC would be held on Tuesdays while those of FAC would be held on Thursdays. Moreover, the tenure of the current District Council term would end in 2019. According to established practice, the District Councils would suspend operation about three months before the end of the tenure (for example, the District Councils stopped operation on 2 October in 2015 and 15 September 2011 for the last term and the term before it respectively). Therefore, no meeting was scheduled for November 2019 as shown in the paper. As for the meetings to be held in September next year, after the date on which the District Councils would suspend operation was determined, SKDC could consider cancelling the meetings originally scheduled after that date.

128. There being no objection, the Chairman declared the endorsement of the above arrangements and the time-table for the meetings in 2019.

(F) Funding Applications for the Community Involvement Projects under SKDC 2018-19 submitted for vetting at the 6th Meeting of SKDC in 2018

(SKDC(M) Paper No. 253/18)

129. The Chairman asked the Secretary to briefly introduce the paper.

130. The Secretary referred Members to SKDC(M) Paper No. 253/18, which set out the information on declaration of interests of Members. According to the record of the Secretariat, no Member had made any declaration of interest. If Members found any

incorrect or missing information on the paper, they were requested to make a declaration immediately. If Members present at the meeting had any doubt about the information or the relationship with an organisation as declared by a Member, they should raise it immediately at the meeting for discussion and resolution.

131. No Member present at the meeting said they needed to make any declaration of interests.

132. The Secretary added that the funding applications submitted to SKDC for consideration had been vetted by the Secretariat based on the Guidelines/Procedures on the Use of Sai Kung District Council Funds for Community Involvement Project (Guidelines) before they were recommended to SKDC for approval. If there was no provision under the existing items listed in the Guidelines for a particular funding item under request, the item would be regarded as “non-standard item”. Members could decide whether funding should be granted for such “non-standard item”.

133. The Secretary continued that two funding applications for 2018-19 were shown in the paper, with a total amount of \$477,236.40 recommended for approval. The first application was a joint application of Healthy City and Safe Community Accreditation and Road Safety, and a total amount of \$199,716 was recommended for approval. The application was discussed and recommended by both the Social Services & Healthy and Safe City Committee (SSHSCC) and TTC. SSHSCC would bear the expenses amounting to \$49,716; while TTC would bear the remaining expenses of \$150,000.

134. There being no objection, the Chairman declared the endorsement of the above funding application.

135. The Secretary said there was another funding application under the “Partnership Projects”, with a total amount of \$277,520.40 recommended for approval. As the project was a cross-year activity, an amount of \$82,755.60 would be paid in this financial year; while the remaining \$194,764.80 would be paid in the next financial year. The funding application was discussed and recommended by SSHSCC. According to the latest financial condition estimated by the Secretariat, the unspent balance of the “Partnership Projects” could cover the expenditure of the funding application for this financial year.

136. There being no objection, the Chairman declared the endorsement of the above funding application.

### **III. Matters Arising**

(SKDC(M) Paper Nos. 253/18 and /18)

(A) Follow-up on motions of the 5<sup>th</sup> SKDC Meeting held on 4 September 2018

137. The Chairman said a total of 17 motions were endorsed at the last meeting, which were subsequently referred in writing to the relevant organisations or government departments. Details were set out in paragraphs 66 to 151 of the minutes of the last meeting. The Secretariat had already forwarded the relevant replies to Members by emails and uploaded the contents to SKDC website. SKDC would continue to monitor the relevant issues and delete the corresponding items at the next meeting.

(B) Follow-up on the 1<sup>st</sup> Special Meeting held on 15 October 2018 - Progress Report on the aftermath of typhoon Mangkhut in Sai Kung District and the recovery work

(SKDC(M) Paper No. 254/18)

138. The Chairman welcomed the following persons to the meeting:

- Mr Alan TANG, Chief Engineer/Port Works, CEDD
- Mr WONG Chi-yung, Senior Engineer/Dist, CEDD
- Mr Mike CHO, Senior Engineer/2 (E), CEDD
- Mr Saulomon CHAN, Chief Engineer/Mainland South, DSD
- Mr Raymond TONG, Senior Electrical & Mechanical Engineer/Sewage Treatment 1/2, DSD
- Mr Donald NGAI, Senior Property Services Manager/Kowloon City & Sai Kung, ArchSD
- Mr KAY Siu-hung, Property Services Manager/Sai Kung, ArchSD
- Mr YEUNG Man-leung, Senior Maintenance Engineer/SE, HyD
- Mr Anson WONG, Marine Officer/Harbour Patrol Section (4), Marine Department (MD)

139. The Chairman asked Members to note the above Progress Report and the relevant departments to provide supplementary information.

140. Mr Raymond TONG, Senior Electrical & Mechanical Engineer/Sewage Treatment 1/2, DSD, said the Sai Kung Sewage Treatment Works had currently maintained primary sewage treatment operation with additional disinfection process since the plant was damaged by the

typhoon. DSD had added chemicals in the sewage since mid-October to strengthen the effectiveness of the primary sewage treatment operation. DSD was also stepping up the repairing works and the installation of temporary facilities such as air blowers and power distribution units, etc. It was targeted to resume the secondary treatment process of the Sai Kung Sewage Treatment Works by December.

141. Mr Saulomon CHAN, Chief Engineer/Mainland South, DSD, added that for the five sets of manhole covers on the Tseung Kwan O South Waterfront Promenade damaged during the storm, DSD had completed their improvement design and hoped that they could withstand storm surge in the future. The repair works were expected to be completed in December this year.

142. The Vice-Chairman expressed concerns over the sea water pollution problem of beaches in Sai Kung, and asked DSD about the pollution level of the beaches in Sai Kung and the relevant situation.

143. Mr Raymond TONG of DSD said that of DSD had collected water samples near Port Shelter daily for testing since September. The test results of water quality at the above location showed no sign of significant deterioration.

144. Ms Christine FONG enquired how DSD would handle the sewage pumped from the sewage treatment works by tankers. Besides, she quoted the media report that the level of E. Coli in the waters near the Sai Kung Sewage Treatment Works was 2.6 times higher than the permitted level, and asked whether DSD was collecting water samples at the same positions daily, and whether the sewage would flow from Port Shelter to other places thus polluting other rocky beaches. She hoped that DSD could take water samples at different locations for testing. In addition, she noted that the depth of the channels varied in the Tseung Kwan O Waterfront Promenade and the Sai Kung Waterfront Promenade, some of them were only about 200 millimetres in depth, while other were about 1 metre in depth. She enquired whether DSD would conduct a comprehensive review on the depth and increase the depth of existing channels after the typhoon. Moreover, more than one hundred vessels were damaged by typhoon and sunk subsequently. She enquired MD about the progress of handling seabed refuse and the relevant wrecks (including the large vessel on the waters opposite Sai Kung town centre and those wrecks already marked by emergency marking buoy by MD ).

145. Mr Raymond TONG of DSD said that tankers would pump and deliver the sludge generated from the sedimentation tanks of the Sai Kung Sewage Treatment Works to the Shatin Sewage Treatment Works for further processing every day. DSD took water samples

at the same position of three beaches, namely Hap Mun Bay Beach, Trio Beach and Kiu Tsui Beach, daily. According to test results, the rating of water quality of these beaches was “Good”.

146. Mr Saulomon CHAN of DSD said that DSD would review with other relevant departments for construction of flood prevention and drainage improvement facilities on the site reserved for open space in Tseung Kwan O Area 68 with a view to preventing “overtopping waves” from flowing into the adjoining streets and premises via the reserved site. Secondly, as Chi Shin Street was susceptible to flooding, DSD and HyD would consider installation of additional roadside gullies at the street to raise its draining efficiency. Thirdly, given that some housing estates along the coast were inundated by seawater during and after the typhoon, DSD with the assistance of SKDO, had visited some of the coastal estates to inspect their drainage provisions and offered advices on improvement for flood prevention during typhoon. Up to then, DSD had visited the Ocean Wings, the Wings III A, the Wings III B, and Twin Peaks. DSD would contact the management office of other relevant estates shortly and make arrangements in response to the feedbacks of these estates.

147. Mr Anson WONG, Marine Officer/Harbour Patrol Section (4), MD, said MD had placed three buoys on the waters off the Sai Kung town immediately after the typhoon to indicate and to remind vessel operators of the positions of wrecks. MD had removed the wrecks off the Sai Kung town and largely completed the harbor cleaning work in early October. As for the wrecks which mainly involved the waters in the vicinity of Hebe Haven, the removal operation was on-going and the operation would be completed soon. The sea had restored to normal condition generally. Regarding the stranded vessel off the breakwaters, MD had affixed a written notice of the removal of the vessel on the vessel on 22 Oct 2018, directing the owner/person-in-charge of the vessel to remove it before the deadline. If the owner/person-in-charge of the vessel did not comply with the direction before the deadline, MD would take further action in accordance with established procedure, which might include seizing and detaining the vessel.

148. Mr LING Man-hoi asked MD about the period of time given to the owner/person-in-charge for removing the vessel.

149. Mr Anson WONG of MD said the relatively large size of the vessel in question had complicated the removal procedures. The notice on the removal of the vessel issued by MD earlier requested the owner/person-in-charge of the vessel to remove it within two weeks (i.e. on or before 5 November). After taking into account the size of the vessel and whether it was convenient to carry out removal operation at the position where the vessel was stranded, MD decided to allow one more week for the owner/person-in-charge to remove the vessel.

MD would take action if the owner/person-in-charge failed to follow the direction before the deadline.

150. The Chairman invited representatives of different departments to report on the recovery work after the typhoon.

151. Mr YEUNG Man-leung, Senior Maintenance Engineer/SE, HyD, said HyD was currently carrying out repair works at various locations, including Sai Kung Promenade, the subways for cycle track adjacent to the Tseung Kwan O Waterfront Park and the portion of Tseung Kwan O South Waterfront Promenade near LOHAS Park. Except for the repair works to the planter walls, which were not yet completed, the repair works at the Tseung Kwan O South Waterfront Promenade near LOHAS Park were almost completed. It was expected that the repair works to the footpath along the Tseung Kwan O South Waterfront Promenade would be completed within this week. HyD would expedite the handling of cases relating to blockage of footpaths and cycle tracks by fallen trees. Moreover, HyD would continue repairing traffic facilities damaged by fallen trees, including paving blocks, railings and road lighting. It would also speed up handling trees and withered branches that posed danger to road users.

152. Mr Francis MA, District Lands Officer/Sai Kung said as at 5 November, DLO/SK had removed and cleared 112 vehicle loads of about 560 tonnes of collapsed trees and withered branches. DLO/SK would continue expediting the cleaning work, which was expected to be completed in December.

153. Ms Camay LEE, District Leisure Manager (Sai Kung)/LCSD, said the temporary restoration work of the Tseung Kwan O Waterfront Park had been completed. The temporary power supply had been resumed on 22 September and ArchSD had reinstalled a more stable electric pillar box. LCSD would consider the possibility of relocating the electric pillar box, and the details of the improvement work would be provided by ArchSD later. Regarding the recreational facilities, the Silverstrand Beach was reopened on 1 November, and the Clear Water Bay Second Beach was expected to be reopened in December. LCSD was currently carrying out the restoration works through ArchSD. Concerning the clearing of collapsed trees and streets, LCSD had removed more than 2 100 collapsed trees up to now. The department would also continue speeding up the necessary vegetation maintenance and guying of trees. Besides, LCSD would also arrange vehicles to clear the collapsed trees and withered branches on roadsides and inside the recreation venues, with a view to reopening these facilities for use by the public as soon as possible.

154. Mr Wilson NG, District Environmental Hygiene Superintendent (Sai Kung), Food and

Environmental Hygiene Department (FEHD) said for the period between 17 September and 5 November, FEHD had sent out 1 400 vehicles and collected some 6 000 tonnes of refuse brought about by the typhoon. FEHD would also continue deploying additional manpower and vehicles to collect collapsed trees and withered branches and refuse disposed by the public at the refuse depots because of the typhoon. As on 5 November, FEHD had collected 37 tonnes of rubbish that were floating on the sea and along the coast.

155. Mr Alan TANG, Chief Engineer/Port Works, CEDD, said CEDD had inspected the marine infrastructure facilities in Sai Kung town centre after the passage of Super Typhoon Mangkhut. There were no major structural damage observed in general. CEDD found that the plastic tiles and walls made with recycled timber at the Sai Kung Public Pier were damaged and the department was sourcing suitable materials for replacement as soon as possible. The operation of the pier was not affected. Moreover, it was expected that the repair works of the parapet wall on the seawall opposite the public car park of Jockey Club Kau Sai Chau Public Golf Course would be completed before end-November; while the facing stones of the parapet wall scattering along the seaside of Tui Min Hoi had been removed. CEDD would liaise with HyD with a view to completing the repair works of the parapet wall within this year. As for the seafront of the Tseung Kwan O Waterfront Park, CEDD was arranging to replace smaller size stones on the rock-armoured seawall, and to strengthen the interlocking of stones. In addition, the landing steps were damaged during the typhoon. CEDD had commenced the repair and stabilisation works for completion in the first quarter of 2019. Lastly, CEDD was considering building a wave protection wall along the seafront of the Waterfront Park to enhance the protection of waterfront facilities. CEDD was currently carrying out the relevant study and design works, and hoped that the works could be implemented as soon as possible.

156. Mr Donald NGAI, Senior Property Services Manager/Kowloon City & Sai Kung, ArchSD, said regarding the paving blocks on the footpath of the Tseung Kwan O Waterfront Park that were devastated by sea waves, the contractor had paved the surface of the damaged footpath with the original paving blocks as a temporary arrangement to facilitate the pedestrians to use the facilities of the Waterfront Park. ArchSD and LCSD would study repaving the surface of the footpath with more durable materials, such as granite tiles, later.

157. The Chairman said Members were highly concerned about the conditions of the beaches. They had conducted site visits at Kiu Tsui Beach and Hap Mun Bay Beach and found that they were seriously damaged. Given that beaches were the mainstay of Sai Kung's economy, he enquired when the repairs works of the beaches would commence and whether the beaches could be opened as scheduled in next summer.

158. Ms Camay LEE of LCSD said LCSD would focus on handling the two beaches that remained opened in winter first. The Silverstrand Beach was opened; while the Clear Water Bay Second Beach would be opened soon. As for the three offshore beaches, ArchSD and a structural engineer had paid site visits to the beaches and found that they had suffered a certain degree of damage. LCSD would try to finish the restoration work during the winter with a view to reopening the beaches in the swimming season next year. Yet, the exact completion date of the works would depend on the arrangements of ArchSD and the progress of the restoration works.

159. The Chairman said Kiu Tsui Beach and Hap Mun Bay Beach had been enormously damaged. The restoration works required were not simple, in particular those relating to the infrastructure buildings on Hap Mun Bay Beach. Since the beaches in Sai Kung, including Kiu Tsui Beach, Hap Mun Bay Beach and Clear Water Bay First Beach, were crucial to the economy of Sai Kung, he hoped that ArchSD and other government departments would focus on and expedite the handling of the problems related to the beaches in Sai Kung. Besides, in view of the District Council election to be held next year, he hoped that the relevant departments could confirm the timetable of the works as soon as possible to avoid Members of the current term being criticised for not handling and following up the problem.

160. Mr Donald NGAI of ArchSD said apart from Clear Water Bay Second Beach and Silverstrand Beach, some repair works were also underway in the four remaining beaches. After conducting site visits at each of the beaches with structural engineer, ArchSD had formulated the repair options, and the repair works were expected to be carried out in winter. He hoped that the repairing of all affected major building facilities could be completed before the opening of beaches for public use next year.

161. The Chairman said although Kiu Tsui Beach was closed, many tourists still chose to visit the Sharp Island (also known as Kiu Tsui Chau). He noted that some tourists had been fouling the island because the toilet there was not opened, resulting in the deterioration of environmental hygiene on the island. He asked whether FEHD or LCSD could set up a temporary toilet on the island for use by tourists.

162. Mr Wilson NG of FEHD responded that parts of Sharp Island were beaches managed by LCSD, while other parts were non-gazetted beaches and coastal areas. FEHD noted that during the closure of Kiu Tsui Beach, more visitors had went to the above coastal areas, and the department had stepped up the daily cleaning up of refuse there. Besides, FEHD had held initial discussion with the contractor for mobile toilet services, given that mobile toilets needed to be set up on hard and stable terrain, the provision of mobile toilet on the coastal areas might encounter technical problems. FEHD would try to solve the problem together

with the contractor, and would consider setting up a mobile toilet there if the technical problem was solved.

163. The Chairman believed that it was possible to set up temporary toilet on Sharp Island. It was unreasonable to shelve the provision of temporary toilet because of the terrain or technical problem.

164. Ms Camay LEE of LCSD said the toilet facility in the beach building on Sharp Island was under the management of LCSD. Before opening the toilet, LCSD had to ensure that the beach building was safe and all the sewage treatment systems could operate properly. LCSD understood the needs of the public and tourists, and would follow up in collaboration with FEHD.

165. Mr HIEW Moo-siew reflected that the handrails of Silverstrand Beach were seriously damaged. He hoped that ArchSD would pay more attention to the issue. In addition, he hoped that HyD could increase the frequency of cleaning the gullies to avoid blockage. He also enquired whether such cleaning service was provided by outsourced contractor.

166. Mr LAI Ming-chak was pleased to see that the relevant departments would carry out different studies on Tseung Kwan O Waterfront Promenade, for example, ArchSD and LCSD would study using other paving materials, and CEDD would repair the rock-armoured seawalls and study the provision of a wave protection wall there. The relevant departments would also study improving the drainage in Area 68, etc. He asked about the works schedule of the above works and hoped that they could be completed before the typhoon season to avoid similar damages caused by typhoon again.

167. Mr Peter LAU pointed out that the beaches near Tai Wan Tau Village were non-gazetted beaches. During the passage of the typhoon, the drains of streams were blocked by tremendous amount of debris. He thanked DSD for making prompt arrangements to clear the debris inside the drains in the above village. Besides, he reflected that on the slopes along Clear Water Bay Road, the roots of many trees were exposed. The loose structure of such trees would pose danger to drivers and pedestrians. He hoped that the relevant departments could speed up clearing and pay attention to the collapsed trees in the vicinity of Clear Water Bay Road.

168. Mr Edwin CHEUNG said he had moved an extempore motion during the special meeting held on 15 October, but the motion was rejected. Currently, all departments responded that they would study improvement options subsequent to the typhoon, for example, the study on building a wave protection wall and using granite tiles, etc., but no

specific works schedule was provided. He continued that CEDD said in the written reply that a consultancy study of about 18 to 24 months would be conducted for a comprehensive review of the situation of low-lying and windy locations; while DSD said it would follow up having regard to CEDD's study report. He considered that the consultancy study would take too long time to complete, and that DSD being an independent and professional department should conduct a study on its own. Given that the data on sea waves and the damaged caused were facts, he enquired whether the study conducted by CEDD was a territory-wide study, if the study was for Tseung Kwan O only, it was unreasonable that the study would need two years to complete.

169. Mr Jonathan CHAN was concerned about the falling of withered branches from trees due to strong wind earlier on. Fortunately, no passer-by was injured. He found that in Hau Tak Estate, many collapsed trees and withered branches were hanging in the air, posing danger to the passing vehicles and pedestrians. He enquired whether HD could erect fences around such hanging branches. In addition, although the security guards of the estate had tried their best to remind the residents not to put cigarette butts on the withered branches on road sides, this could not solve the problem at the root. Therefore, he hoped that the relevant departments could continue to follow up the outstanding issue.

170. Mr KAN Siu-kei considered that the typhoon had caused widespread devastation in Sai Kung district. After the passage of typhoon "Hato" a few years ago, the relevant departments had spent over \$100 million to repair the Tseung Kwan O Waterfront Promenade. At that time, he had proposed to relocate the power cubicle. He felt strongly against reinstating the power cubicle at the original position after it was toppled during typhoon Mangkhut. Besides, in Sheung Tak Estate, many exposed tree roots had caused some residents to stumble; and the collapsed trees and withered branches also imposed hazard to the schools nearby. He considered that the Government should follow the practice adopted in the Mainland, for example, when all areas in the vicinity of Shenzhen and Dongguan were also battered by typhoon Mangkhut, the relevant departments managed to remove the collapsed trees and carried out compensatory planting quickly within days. He continued that some withered branches had fallen on a vehicle earlier on, and the vehicle could not be driven away from the location until four days later, and the removal of the withered branches there had only completed recently. He hoped that all relevant departments could learn a lesson from this typhoon, i.e. to handle the recovery work with cross departmental efforts and to make good preparation for the future.

171. Mr Francis CHAU said many trunks and withered branches of collapsed trees were still piled next to cycle tracks or footpaths, including the venues managed by LCSD. According to the discussion paper, HD anticipated that the removal of tree debris would be finished

within November. He hoped that other departments could also set a deadline for their work. Some Members had reflected the locations where recovery work was required through SKDO, but they were only told that the cases had been referred to the relevant departments to follow up but no timetable of the work was provided. The Government said ample amount of money and resources were available to carry out the recovery work, yet its performance was considered inferior comparing with other places. He appreciated the assistance rendered by departments and volunteers, yet Members should be informed of the timeframe and arrangement for clearing the tree roots and withered branches. Moreover, he considered that SKDC should continue to follow up the provision of a large-scale breakwater in Sai Kung district.

172. Mr Frankie LAM said the pedestrian flow of the footpath from Hong Sing Garden to Tseung Kwan O Village was quite heavy, yet many collapsed trees and withered branches were still found on the footpath. He hoped that HyD and the relevant departments could clear the withered branches as soon as possible to avoid accident.

173. Mr LUI Man-kwong hoped that the preliminary timetable of the individual works could be made available as soon as possible. Secondly, he pointed out the lack of co-ordination among different departments in handling the recovery work of the typhoon. Taking the handling of collapsed trees and withered branches as an example, given that different government departments were responsible for different steps, it took a very long time to complete the work. He considered that the relevant departments should revamp their share of responsibilities, e.g. the function of the Tree Management Office (TMO) should be strengthened.

174. Mr Philip LI considered that the departments had made progress in clearing withered branches of trees. Yet, some withered branches were still found along Hiram's Highway, and some of the street illuminations on two sides of the highway were not functioning normally. Since many rural areas relied on street illuminations, he hoped that the Government could complete the repair work as soon as possible. Besides, the repair work of the lighting system in Hong Kong Velodrome was not yet completed due to the lack of parts, he hoped that the Government could put in extra efforts on the recovery work.

175. Mr YAU Yuk-lun understood that all government departments had spared no effort in the recovery work, but were lacking of sufficient manpower. He hoped that the Government could deploy additional manpower to handle the work. He also hoped that the practices adopted during the typhoon could be continued at this stage, i.e. dedicated emergency teams formed by firemen be deployed to handle various kinds of emergencies, which he believed would be more efficient than the existing recovery work that solely relied on contractors.

Besides, he suggested extending the function of TMO for handling the recovery work after the typhoon.

176. Mr CHEUNG Mei-hung reiterated that Tseung Kwan O Waterfront Promenade was severely damaged, and the area near Exit A of LOHAS Park Station of MTR and Tseung Kwan O South were also heavily hit by the typhoon. The huge waves pushed up by the typhoon were over ten metres, and had swept away the embankment. He pointed out that he had proposed the construction of an offshore protective breakwater in two layers to cushion the impact of waves, as the provision of a wave protection wall per se could not withstand the extreme weather. He continued that all residents in Tseung Kwan O had participated in assisting the recovery work, if CEDD still needed nearly two years to conduct the consultancy study, it was really unacceptable. He considered that the Government should make special arrangements for this special case, or that a higher level authority should be assigned to handle the problems of Tseung Kwan O Waterfront Promenade.

177. Mr WAN Yuet-cheung said it was unacceptable that the relevant departments still had not properly handled the withered branches of trees two months after the typhoon. He knew that 20 construction companies were recently commended under the Secretary for Home Affairs' Commendation Scheme, and he believed the commendations were related to their assistance in clearing the collapsed trees and withered branches. He thought that the relevant departments should invite these construction companies to provide assistance. Since specific tools were required for removing withered tree branches at height, community organisations were unable to handle these operations. He added that if Members called 1823 to request for clearing of collapsed trees and withered branches, they would be informed of the completion time of the work.

178. Mr CHONG Yuen-tung said in view of the substantial amount of collapsed trees and withered branches to be handled after the typhoon, he hoped that the Government could actively consider introducing the use of chippers, so that these collapsed trees and withered branches could be re-utilised as soon as possible, saving the manpower and resources required for transporting them to the landfill which already needed to handle a lot of household refuse at present. In addition, the withered branches on both sides of Tseung Kwan O Tunnel were not yet removed. Given the high traffic volume there, any accidents that might unfortunately take place could paralyse the road traffic. He hoped that the relevant departments could follow up as soon as possible.

179. Mr WAN Kai-ming said the collapsed trees in many housing estates were still not yet removed. As he understood, it was because the contractors had increased the prices for clearing collapsed trees and withered branches to a level that the estates could not afford.

However, if cigarette butt was disposed carelessly, it might cause a fire. He suggested the Government to consider setting up a fund to provide subsidy to residents in need for hiring a contractor to remove the collapsed trees and withered branches.

180. Regarding the restoration work of Tseung Kwan O Waterfront Park, the Chairman asked CEDD about the details of the short, medium and long-term options. He also hoped that the relevant departments could improve the location of power cubicle. He continued that some construction companies had approached him after the typhoon and offered to assist with the clearance work in the district on a voluntary basis. He had accepted the offer with pleasure, and suggested the Government to consider accepting the assistance provided by private organisations in carrying out recovery work in the territory. Yet, he also noted there were worries that the issue could be politicised. Besides, there were opinions that the government departments should procure additional equipment and upgrade the existing ones to prepare for the disasters in the future, yet, this might be criticised as a waste of public money as well. And the suggestion for requesting the Hong Kong Garrison of the Chinese People's Liberation Army to provide assistance seemed not suitable for the existing situation. It was undeniable that typhoon Mangkhut had affected the district enormously. Therefore, the restoration work was much more complicated than those in the past. The relevant government departments had been following up the restoration work proactively, which were proven to be effective. He hoped that Members could be understanding and tolerant. SKDO would continue coordinating the relevant departments in following up the issues concerned by Members.

181. Mr David CHIU, District Officer (Sai Kung), said after the passage of typhoon Mangkhut, SKDO had convened an inter-departmental meeting with the relevant departments in early October 2018 to set out the priority of the follow-up work. After the Special Meeting of SKDC on 15 October, SKDO maintained close communications with the relevant departments, and convened another inter-departmental meeting in end-October which mainly discussed the restoration work of Tseung Kwan O Waterfront Park and Waterfront Promenade. SKDO and departments concerned had carried out a joint site visit at Tseung Kwan O Areas 66 and 68 to understand the impact of flooding there. He was pleased to note that DSD had planned to carry out improvement of the drainage facilities at Tseung Kwan O Areas 66 and 68, and expected departments concerned could later provide a concrete timetable of the follow-up works undertaken. Besides, SKDO had been coordinating inter-departmental efforts for the early removal of collapsed trees, branches and miscellaneous items accumulated on road sides after the typhoon. SKDO had also collated information on locations where there were collapsed trees affecting the residents based on reports by front-line staff, residents and Members, and had referred these outstanding cases to the responsible departments to follow up. If temporary road closure and traffic control were

needed for the clearing operations at specific locations, SKDO would coordinate with departments concerned for giving advanced notification to the police. He hoped that Members would be understanding because the quantity of trees to be handled was enormous. Clearance operations by relevant departments were underway and several key departments already anticipated to have the clearance work completed by the end of this year. SKDO would continue to collaborate with the departments concerned to review ways for expediting the clearance work, for example, requesting the contractors to deploy additional manpower, etc., when necessary.

182. Mr Alan TANG of CEDD responded that in the short-term, CEDD would formulate improvement measures, including building a wave protection wall, to reduce the threat of overtopping waves to coastal areas. Besides, CEDD would carry out a consultancy study lasting about 18 to 24 months to review the situation of low-lying or windy locations in coastal areas of the territory, conduct relevant investigations on storm surge and wave, and then formulate medium and long-term proposals based on the results of the studies. CEDD noted the suggestion of a breakwater, and would take this into consideration during the studies.

183. Mr Edwin CHEUNG said Tseung Kwan O Waterfront Promenade was seriously damaged after being hit by typhoon Kalmaegi in 2014, typhoon Hato in 2017 and typhoon Mangkhut this year respectively. He considered that the consultancy study to be carried out by CEDD covered various locations in the territory simply because the department did not want to admit that the design of Tseung Kwan O Waterfront Promenade was improper. Coupled with the fact that the consultancy study would last for about 18 to 24 months and the subsequent improvement works would also take time, he found the arrangements of the consultancy study unacceptable. He strongly requested the Government to review the improvement measures for the Tseung Kwan O Waterfront Promenade independently and urged the Government to provide a specific timetable on this.

184. Ms Christine FONG said during typhoon Kalmaegi in 2014, typhoon Hato in 2017 and typhoon Mangkhut this year, the housing estates along Tseung Kwan O Waterfront Promenade were battered by waves. The residents had sustained huge losses, and the staff of the estate management offices of some estates had to clear the leaves inside the nearby channels by themselves to drain the stagnant water. She considered the consultancy study unacceptable because it would take as long as two years to complete. She was also dissatisfied that CEDD had not implemented Members' suggestions on building a breakwater and a wave protection wall, and paving the site earmarked for the proposed water sports centre at Tseung Kwan O Area 77, etc. Given that the water sports centre was under the purview of ArchSD and was one of the projects under the "Five-Year Plan for Sports and

Recreational Facilities” mentioned in the Policy Address, she requested ArchSD to pave the site, which could not only avoid debris from being washed onto the Waterfront Promenade by waves along the water sports centre site, but could also help developing the site into a temporary bazaar. Furthermore, the areas along the junction of Tong Chun Street and Chi Shin Street were low-lying areas. To avoid damages of the waterfront facilities by sea waves again, she urged the Government to adopt short-term measures, such as placing dolosse in suitable locations, as well as medium to long-term measures, which included constructing a breakwater, and improving the drainages near the G/IC sites (including the proposed indoor heated swimming pool and the new government buildings) and building a storage cistern. She also requested the relevant departments to provide a timetable of the works.

185. The Chairman said that the relevant departments should have taken note of Members’ views and would follow up proactively. He announced that the District Management Committee would be assigned to follow up the above issues.

186. Mr David CHIU of SKDO summarised the short, medium and long-term measures for the Tseung Kwan O Waterfront Promenade and Tseung Kwan O Waterfront Park. He said that in the short-term, CEDD would add a wave protection wall and explore using larger and interlocking stones to strengthen the seawalls. ArchSD would repave some parts of the surface of the footpaths in the Waterfront Park with the original materials and carry out reinforcement works for places with more serious damages. LCSD and ArchSD would carry out an interim review later to study the possibility of using other more resilient materials (e.g. granite tiles) to pave the Waterfront Park. Given the anticipated larger scale of the project, to take forward the proposal as a public works project might apply. Besides, LCSD and ArchSD had completed the foundation reinforcement of the power cubicle. The departments were currently identifying a more suitable location to relocate the power cubicle in consultation with CLP Power Hong Kong Limited (CLP). The power supply had resumed normal. Moreover, SKDO had requested ArchSD to review the design of facilities in the Waterfront Park (including benches and planters) to enhance the resistance of such facilities to waves and winds. In the long-term, CEDD would carry out a consultancy study of about 18 to 24 months. Given that the relevant departments would need time to study the feasibility of the above suggestions and to carry out consultation and resources allocation, etc., for formulating concrete proposals, no specific timetable could be provided for the time being. Nevertheless, the relevant departments would follow up the improvement work as soon as possible with a view to completing them before the next typhoon season. He also asked DSD to follow up the issues related to the locations for drainage facility improvement proposed by Members as well. As for the site of the water sports centre, it was under the purview of Lands Department at the existing stage, and would be managed by LCSD after completion of the water sports centre. Having considered the resources available, paving the

entire site was not feasible for the time being. However, the relevant departments had explored ways to prevent debris from rushing onto the footpaths and cycle tracks, for example, partitioning the Waterfront Promenade and the water sports centre site. The proposal was still subject to further technical study. SKDO noted the views expressed and would continue to coordinate with the relevant departments on the restoration works, the progress of which would be reported to SKDC in due course.

#### **IV. Report Items**

##### (A) Financial Position of the District Council Funds as at 15 October 2018

(SKDC(M) Paper No. 255/18)

187. Members noted the above paper.

##### (B) Progress Report of the District Council Committees

- (1) District Facilities Management Committee  
(SKDC(M) Paper No. 256/18)
- (2) Finance & Administration Committee  
(SKDC(M) Paper No. 257/18)
- (3) Housing & Environmental Hygiene Committee  
(SKDC(M) Paper No. 258/18)
- (4) Social Services & Healthy and Safe City Committee  
(SKDC(M) Paper No. 259/18)
- (5) Traffic & Transport Committee  
(SKDC(M) Paper No. 260/18)
- (6) Signature Project Scheme Committee  
(SKDC(M) Paper No. 261/18)

188. Members endorsed the above Progress Reports.

189. The Chairman said, regarding paragraph 19 of the Progress Report of SSHSCC, the Department of Health would provide a maximum funding of \$250,000 for each DC to subsidise the organisation of activities that promote community health. The Chairman suggested that, once the funding was available, it should be accepted according to established practice, and SSHSCC would be assigned to follow up on the funding and to approve the activity proposals directly.

##### (C) Progress Report of the Working Groups established under SKDC

**(1) Working Group on Organising Festival Celebrations**

(SKDC(M) Paper No. 262/18)

190. Members endorsed the above Progress Report.

**V. Motions Raised by Members:**

**(A) The 23 motions raised by Members:**

**(1) Request for the early construction of public markets in Tseung Kwan O**

(SKDC(M) Paper No. 263/18)

191. The Chairman said the motion was moved by Mr KAN Siu-kei and seconded by Messrs CHONG Yuen-tung, WAN Yuet-cheung and Jonathan CHAN.

192. Members noted the written response from FEHD (SKDC(M) Paper No. 296/18).

193. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to FEHD in writing.

**(2) Suggestion for including Tseung Kwan O Chinese medicine hospital in the public healthcare system to promote the development of Chinese medicine industry in Hong Kong**

(SKDC(M) Paper No. 264/18)

194. The Chairman said the motion was moved by Mr Peter LAU and seconded by Messrs WAN Yuet-cheung, WAN Kai-ming, CHONG Yuen-tung, KAN Siu-kei, CHAN Kai-wai, YAU Yuk-lun, Jonathan CHAN, HIEW Moo-siew and LING Man-hoi.

195. Members noted the written response from the Food and Health Bureau (FHB) (SKDC(M) Paper No. 290/18).

196. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to FHB in writing.

**(3) Request for early invitation of tenders for the Subsidy Scheme to Extend Fibre-based Networks to Villages in Remote Areas for achieving universal coverage**

(SKDC(M) Paper No. 265/18)

197. The Chairman said the motion was moved by Mr HIEW Moo-siew and seconded by Messrs Peter LAU, SING Hon-keung, YAU Yuk-lun and Philip LI.

198. Members noted the written response from the Office of the Communications Authority (OFCA) (SKDC(M) Paper No. 288/18).

199. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to OFCA in writing.

**(4) Strongly request the Government to construct noise barriers for road sections affected by vehicle noise in the District, provide the specific construction timetable, and pave low noise asphalt on the relevant road sections**  
(SKDC(M) Paper No. 266/18)

200. The Chairman said the motion was moved by Mr LING Man-hoi and seconded by Messrs WAN Yuet-cheung, YAU Yuk-lun, SING Hon-keung, CHONG Yuen-tung, KAN Siu-kei, Jonathan CHAN, WAN Kai-ming and Stanley TAM.

201. Members noted the joint written response from the Environmental Protection Department (EPD) and HyD (SKDC(M) Paper No. 291/18).

202. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to EPD and HyD in writing.

**(5) Request the Highways Department to repave the whole Wan Po Road to ensure driving safety**  
(SKDC(M) Paper No. 267/18)

203. The Chairman said the motion was moved by Mr LUK Ping-choi and seconded by Mr TSE Ching-fung.

204. Members noted the written response from HyD (SKDC(M) Paper No. 292/18).

205. Mr CHEUNG Mei-hung said since the resurfacing works at Wan Po Road would be completed soon, he asked why the proposer and seconder of the motion requested for repaving the road again and the relevant timetable.

206. Mr TSE Ching-fung said the Chinese words “重鋪” (repave) in the paper should read as

“重鋪”。 He hoped that HyD could expedite the repaving of Wan Po Road as the large amount of rubble and inert construction materials would cause defective surfaces during the resurfacing works.

207. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to HyD in writing.

**(6) Request for the provision of ferry service between Tseung Kwan O and Hong Kong Island**  
**(SKDC(M) Paper No. 268/18)**

208. The Chairman said the motion was moved by Mr TSE Ching-fung and seconded by Mr LUK Ping-choi.

209. Members noted the written response from TD (SKDC(M) Paper No. 297/18).

210. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to TD in writing.

**(7) Request the Government to fulfil its commitment by closing the Temporary Fill Bank at Tseung Kwan O Area 137 as scheduled, and to use water-borne transport only before the closure of the fill bank**  
**(SKDC(M) Paper No. 269/18)**

211. The Chairman said the motion was moved by Mr LUK Ping-choi and seconded by Mr TSE Ching-fung.

212. Members noted the written response from CEDD (SKDC(M) Paper No. 293/18).

213. Mr CHEUNG Mei-hung said he and Mr Edwin CHEUNG had moved an amended motion at the meeting on 4 September requesting for closure of the Temporary Fill Bank as scheduled. The proposer and seconder of this motion abstained from voting at that time, but they now requested for closing the Temporary Fill Bank as scheduled. He asked the proposer and seconder about their stances.

214. Mr TSE Ching-fung pointed out that Mr LUK Ping-choi said he agreed with the original motion moved by Ms Christine FONG at that time, and considered the other amended motions not necessary. Therefore, they had abstained from voting on the amended motion. He suggested that Member to check the relevant records.

215. The Chairman said CEDD had stated in the written response that it would make revision to the application for extending the operation period of Temporary Fill Bank at Tseung Kwan O, and reduce the period of extension from 5 years to 3 years.

216. Mr CHEUNG Mei-hung said at that time, both the amended motion and the original motion requested for closing the Temporary Fill Bank as scheduled. He found it puzzling that Messrs LUK and TSE had abstained from voting on the amended motion at that time but moved another motion on the closure of the Temporary Fill Bank as scheduled two months later.

217. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to CEDD in writing.

**(8) Concern over the unevenness of slabs on footpaths and request for improvement to the design and enhancement of supervision  
(SKDC(M) Paper No. 270/18)**

218. The Chairman said the motion was moved by Mr Philip LI and seconded by Messrs CHONG Yuen-tung, KAN Siu-kei, Peter LAU, YAU Yuk-lun, Jonathan CHAN and WAN Kai-ming.

219. Members noted the written response from HyD (SKDC(M) Paper No. 294/18).

220. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to ArchSD, CEDD and HyD in writing.

221. As the contents of motions (9) to (12) were related, and there being no objection from Members, the Chairman declared that they would be discussed together.

**(9) Request for redesigning the Tseung Kwan O Waterfront Promenade and the park to strengthen their capabilities to resist typhoons and waves  
(SKDC(M) Paper No. 271/18)**

222. The Chairman said the motion was moved by Mr LAI Ming-chak and seconded by Hon Gary FAN, Messrs LEUNG Li, CHUNG Kam-lun, LUI Man-kwong and Frankie LAM.

**(10) Request for strengthening the capabilities of the Waterfront Promenade to resist typhoons and prevent seawater back flow, and considering construction of sea walls with two barriers and storage cistern**  
**(SKDC(M) Paper No. 272/18)**

223. The Chairman said the motion was moved by Mr Edwin CHEUNG and seconded by Ms Christine FONG, Messrs CHAN Kai-wai and CHEUNG Mei-hung.

**(11) Request for enhancing the capabilities of the coastal areas in Tseung Kwan O South to resist flooding and waves**  
**(SKDC(M) Paper No. 273/18)**

224. The Chairman said the motion was moved by Mr TSE Ching-fung and seconded by Mr LUK Ping-choi.

**(12) Concern about the damage to the facilities in the District caused by the typhoon, and request for carrying out restoration and reconstruction work as soon as possible and strengthening of preventive and contingency measures**  
**(SKDC(M) Paper No. 274/18)**

225. The Chairman said the motion was moved by Mr CHONG Yuen-tung and seconded by Messrs WAN Yuet-cheung, WAN Kai-ming, Jonathan CHAN, Peter LAU, Philip LI, HIEW Moo-siew, YAU Yuk-lun and KAN Siu-kei.

226. Members noted the written responses from LCSD, CEDD, DSD, MD and TD (SKDC(M) Paper Nos. 298/18 to 307/18).

227. There being no objection from Members, the Chairman declared that these motions were endorsed. SKDC would convey in writing the requests under motions (9) and (10) to LCSD, CEDD and DSD; the request under motion (11) to CEDD and DSD; and the request under motion (12) to LCSD, CEDD, MD and TD.

228. As motions (13) to (15) were related to tree management, and there being no objection from Members, the Chairman declared that they would be discussed together.

**(13) Request for formulating suitable guidelines on tree planting, and stepping up inspection of trees in the District to prevent accidents**  
**(SKDC(M) Paper No. 275/18)**

229. The Chairman said the motion was moved by Mr YAU Yuk-lun and seconded by Messrs CHONG Yuen-tung, SING Hon-keung, WAN Yuet-cheung, WAN Kai-ming, Peter LAU, KAN Siu-kei, Jonathan CHAN, Philip LI and HIEW Moo-siew.

**(14) Request the Government to step up the coordination of early removal of collapsed trees and miscellaneous articles, to formulate the respective removal timetable for each district to avoid such trees and articles from causing fire and affecting environmental hygiene, and to conduct comprehensive review and assessment on the health and structural condition of trees territory-wide (including Sai Kung and Tseung Kwan O)**  
**(SKDC(M) Paper No. 276/18)**

230. The Chairman said the motion was moved by Mr Frankie LAM and seconded by Mr CHUNG Kam-lun, Hon Gary FAN, Messrs LEUNG Li, LUI Man-kwong and LAI Ming-chak.

**(15) Suggestion for purchasing chipper and improving tree management**  
**(SKDC(M) Paper No. 277/18)**

231. The Chairman said the motion was moved by Ms Christine FONG and seconded by Messrs CHAN Kai-wai, CHEUNG Mei-hung and Edwin CHEUNG.

232. There being no objection from Members, the Chairman declared that the motions were endorsed. SKDC would convey the requests to TMO in writing.

**(16) Request the Government to study the work suspension arrangement for the gridlock and adverse road conditions after natural disasters**  
**(SKDC(M) Paper No. 278/18)**

233. The Chairman said the motion was moved by Mr LUI Man-kwong and seconded by Hon Gary FAN, Messrs LEUNG Li, CHUNG Kam-lun, LAI Ming-chak and Frankie LAM.

234. Members noted the written response from LWB (SKDC(M) Paper No. 308/18).

235. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to LWB in writing.

236. As the contents of motions (17) and (18) were related, and there being no objection from Members, the Chairman declared that they would be discussed together.

**(17) Strongly condemn MTR for the failure of 4 MTR lines simultaneously, request for conducting serious review to improve the existing contingency measures on transport system failure**  
**(SKDC(M) Paper No. 279/18)**

237. The Chairman said the motion was moved by Mr Jonathan CHAN and seconded by Messrs WAN Yuet-cheung, CHONG Yuen-tung, KAN Siu-kei, YAU Yuk-lun, Philip LI, HIEW Moo-siew and LING Man-hoi.

**(18) Request the Government to review the risk management of the upgrading of signalling system of MTR, and to review the contingency measures on serious incidents adopted by MTR with other public transport service providers**  
**(SKDC(M) Paper No. 280/18)**

238. The Chairman said the motion was moved by Mr CHUNG Kam-lun and seconded by Hon Gary FAN, Messrs LEUNG Li, LAI Ming-chak, LUI Man-kwong and Frankie LAM.

239. Members noted the written responses from the Mass Transit Railway Corporation Limited (MTRCL) and TD (SKDC(M) Paper Nos. 312/18 to 314/18).

240. There being no objection from Members, the Chairman declared that these motions were endorsed. SKDC would convey the requests to MTRCL and TD in writing.

**(19) Request for improving the “HKeTransport” information platform to provide convenience to the public**  
**(SKDC(M) Paper No. 281/18)**

241. The Chairman said the motion was moved by Mr Peter LAU and seconded by Messrs WAN Yuet-cheung, Philip LI, Jonathan CHAN, CHONG Yuen-tung, KAN Siu-kei and WAN Kai-ming.

242. Members noted the written response from TD (SKDC(M) Paper No. 309/18).

243. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to TD in writing.

**(20) Suggest the Government to implement full-pay maternity leave for improvement of working conditions and retention of talents**

**(SKDC(M) Paper No. 282/18)**

244. The Chairman said the motion was moved by Mr CHONG Yuen-tung and seconded by Messrs YAU Yuk-lun, Jonathan CHAN, Philip LI, WAN Kai-ming and KAN Siu-kei.

245. Members noted the written response from LWB (SKDC(M) Paper No. 308/18).

246. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to LWB in writing.

**(21) Request for the early implementation of the “Lift Modernisation Subsidy Scheme”,  
stepping up of supervision and provision of sufficient manpower support  
(SKDC(M) Paper No. 283/18)**

247. The Chairman said the motion was moved by Mr LING Man-hoi and seconded by Messrs CHONG Yuen-tung, WAN Yuet-cheung, WAN Kai-ming, Peter LAU, Jonathan CHAN, HIEW Moo-siew, Philip LI and KAN Siu-kei.

248. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to the Electrical and Mechanical Services Department in writing.

**(22) Request the Government to provide sign language interpretation when  
disseminating public information (including Announcement of Public Interest) to  
enable persons with hearing impairment (PHIs) to receive social information easier,  
and request for stepping up the promotion of sign language to facilitate all sectors  
of the community to learn about the culture of PHIs and sign language  
(SKDC(M) Paper No. 284/18)**

249. The Chairman said the motion was moved by Mr Frankie LAM and seconded by Messrs CHUNG Kam-lun, LEUNG Li, LUI Man-kwong, Hon Gary FAN and Mr LAI Ming-chak.

250. Members noted the written response from the Information Services Department (ISD) (SKDC(M) Paper No. 289/18).

251. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to ISD and LWB in writing.

**(23) Oppose to “Lantau Tomorrow”, i.e. the reclaimed artificial island project, and request for according priority to developing brownfield, club house and vacant military sites**

**(SKDC(M) Paper No. 285/18)**

252. The Chairman said the motion was moved by Hon Gary FAN and seconded by Messrs LAI Ming-chak, LEUNG Li, CHUNG Kam-lun, LUI Man-kwong and Frankie LAM.

253. Members noted the written response from the Development Bureau (DEVB) (Paper on table (1)).

254. Mr WAN Yuet-cheung said the calculation results of professionals with different stances would be different. One of the most important initiatives of the “Lantau Tomorrow” project introduced by the Government was to commence the study as soon as possible with a view to providing land reserve to meet the long-term housing, economic and employment needs in the society. The Chief Executive said the study would be conducted by phase and that the reclamation would not be carried out in one go. The Government would also provide facilities such as hospitals and schools, etc., there. Besides, the proposer had only set out the cost of the project in the paper, but made no mention of the revenue, such as the revenue from land sale. He pointed out that Tseung Kwan O, where Members were currently living, was also developed from reclamation. To tackle the housing problem in the long term, developing East Lantau was equally important as developing brownfield sites and agricultural land. And for the development of brownfield sites, compensation and rehousing arrangements were also needed. Moreover, he considered that agricultural land was not mentioned in the motion for the fear of being criticised as the collusion between the Government and business sector. He concluded that he was opposed to the motion, and agreed with conducting a study on the East Lantau project.

255. Mr YAU Yuk-lun quoted Sha Tin and Tseung Kwan O as the past and present examples of reclamation, and hoped that the Lantau Island would be the next in the future. Without reclamation, there would be no Sha Tin and Tseung Kwan O, moreover, the land supply issue could not be solved completely, and no new town could be developed. He considered that levelling hills and reclaiming land from the sea was the single, fastest and most practical way to obtain land. SKDC should accord priority to improving the livelihood of people rather than politicising every issue. The investment in reclamation would be covered by revenue from land sale. Besides, given the soaring land price, the Government and the District Councils might be criticised if no artificial island was built. He agreed that the Government should continue to level hills and reclaim land from the sea and develop infrastructures to tie in with the development of the airport and the Hong Kong-Zhuhai-Macao Bridge. It should

also improve the railways and strengthen the co-operation among China, Hong Kong and Macao to boost the economic growth of Hong Kong. He continued that Tseung Kwan O could not have been developed if the villagers of Tseung Kwan O Village refused to allow the Government to carry out reclamation in the past.

256. Mr SING Hon-keung said the purpose of a long-term plan was to improve the living conditions of residents, and he considered the “Lantau Tomorrow” project introduced by the Government very good. Looking back, Tseung Kwan O was only a vast sea in the past. The land on which it could accommodate several hundred thousands of residents nowadays was reclaimed from sea. He hoped that Members would not judge the project on a superficial level. The indigenous residents of Man Yee Wan and Sha Tsui had selflessly offered their villages to the Government for building a reservoir in the past. Moreover, in the early 1980s, the agricultural land at Tseung Kwan O Village, Tai Chik Sha and Siu Chik Sha were resumed by the Government for developing Tseung Kwan O, the compensation rate of which was only \$2-3 per foot, which showed the significant contributions of the villagers at that time. The opposition to “Lantau Tomorrow” project appeared to be reasonable, but it was in fact misleading the public. He hoped that Members could consider the project from a long-term perspective instead of politicising the issue.

257. Mr Edwin CHEUNG said the motion consisted of two parts. The first part was an opposition to “Lantau Tomorrow”, the reclaimed artificial island project, and the second part was a request for according priority to developing brownfield, club house and vacant sites. He agreed with the latter. According to the Policy Address, building an artificial island to accommodate 1.1 million people would take 10 or 20 years. The economic benefit was relatively low and the project also lacked supporting data at present. Besides, after five months of study, the Task Force on Land Supply concluded that reclamation was only one of the options, and that developing East Lantau was a medium-term option. He considered that opposing to the development of the East Lantau Metropolis (ELM) without supporting data would be unfair to the public. However, the pace of developing brownfield, club house and idle sites should not be slowed down because of regarding reclamation as the only option. Therefore, he moved an amended motion, the wording of which was: “Strongly request the Government to accord priority to developing brownfield, club house and idle sites, and to conduct an in-depth study on the economic benefit and long-term sustainable development of carrying out reclamation at Lantau Island with a view to reaching a consensus in the community”. Mr CHEUNG Mei-hung seconded.

258. Mr LAI Ming-chak considered that the amended motion was contrary to the original motion. The term “idle sites” did not have an unambiguous definition, and it was not a widely discussed land supply option. The term used in the original motion was vacant

military sites. Problems might be caused if the definitions of idle sites among Members differed after voting. The original motion, which worried about the substantial expenditure, was raised from the point of view of people's livelihood. In fact, not all people who opposed to reclamation were from the pro-democracy camp or the non-establishment camp; some people of Sha Tin and Ma On Shan also opposed carrying out reclamation at Ma Liu Shui. People who opposed reclamation were not making no contribution or being unsympathetic to the sacrifice of their predecessors. Instead, they were considering whether land should be blindly created after having witnessed the sacrifices made by the predecessors. Moreover, the paper mentioned that the population of Hong Kong would gradually decrease after reaching over 8 million. Given that "Lantau Tomorrow" was not a short-term measure but a project of 20 to 30 years, whether the revenue from land sale could support the finance of the Government after the population declined would be highly uncertain. In addition, the economy was subject to cyclical fluctuations, and unsuccessful tendering of government land also occurred recently. Besides, government funding was needed to support a lot of infrastructures in many districts, such as the leisure and cultural services facilities in Tseung Kwan O Areas 65, 67 and 72, the fourth cross-harbour tunnel and the East Kowloon Line, etc. Although the Government said the funding for the "Lantau Tomorrow" project would be allocated in stages, he was really doubtful that, after the completion of the project, the infrastructure needed by the public would not be affected or decelerated. The original planning of Lantau Island was "Development in the North, Conservation for the South". Although Kau Yi Chau was not part of Lantau Island, it was located to the south of it. If large-scale development was carried out there, it would not only affect the conservation of South Lantau, but would also go against the original planning. Given that the "Lantau Tomorrow" project included construction of bridges and tunnels, the cost of which was believed to be even higher than that of the infrastructure at Wang Chau and Hung Shui Kiu, he hoped that Members could understand that the purpose of this motion was requesting the Government to use its funding on improving people's livelihood.

259. Mr CHEUNG Mei-hung said the discussion of SKDC could not affect the implementation of "Lantau Tomorrow" project. He himself supported reclamation on an appropriate scale, and considered the development of only golf courses and brownfield sites unrealistic since short, medium and long-term measures had to be considered when creating land. He thought that the short-term measure was development of brownfield sites and agricultural land, the medium-term measure might be development of golf courses and the long-term measure was reclamation. The advantage of creating land in the vicinity of Lantau Island was the relocation of resident population in the territory to Lantau Island, which could improve the existing congestion at the three road harbour crossings. However, as the "Lantau Tomorrow" project had deviated from the original reclamation plan of the East Lantau, he considered that a study on whether Hong Kong people had a consensus on

supporting the original East Lantau project should be conducted after the Task Force on Land Supply had completed the report, instead of proposing the idea of “Lantau Tomorrow” project suddenly. He reiterated that he supported reclamation on an appropriate scale, but had reservation over the “Lantau Tomorrow” project. He also considered that the amended motion raised by Mr Edwin CHEUNG was taking the middle ground. As for the original motion, he did not agree with the latter half, i.e. “according priority to developing brownfield, club house and vacant military sites”, since it was necessary to consider short, medium and long-term proposals for creating land, and that the current housing problem of Hong Kong could only be solved through a multi-pronged approach.

260. Mr Francis CHAU said during the discussion of “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” earlier, the Government had mentioned that it would focus on the development of the ELM and New Territories North. The “Lantau Tomorrow” vision was just a further proposal. In early 2016, the Government had launched a public engagement exercise for Lantau development. The survey conducted by the university commissioned by the Government showed that 51.2% of the residents disagreed with “conducting study to explore developing the ELM and use artificial islands to develop a new Central Business District (CBD)”. In spite of this, he agreed that Hong Kong needed adequate land reserve at present. Apart from the problem of an ageing population, Hong Kong was also facing the problem of ageing buildings. Having participated in urban renewal work, he knew that relying solely on the existing urban renewal practices would take very long and many difficulties would be encountered. He said DEVB had sought a total funding of about \$200 million from the Public Works Sub-committee of LegCo for the Lantau development project, but the application was rejected, and DEVB withdrew the application eventually. If the application was approved and the study had commenced at that time, more information would be available for the public to consider the “Lantau Tomorrow” project now. As he understood, similar procedures would be adopted for the “Lantau Tomorrow” project, i.e. funding would be sought from LegCo to conduct a detailed study first. He emphasised that apart from using traditional methods, such as developing brownfield sites and idle sites, etc., to increase land resources, Hong Kong should also adopt other suitable methods, such as reclamation, to explore new land. Otherwise, no new land could be opened up in Hong Kong, which might hinder the land development of the territory. The Government had proposed five potential reclamation sites earlier, two of which were more feasible. He had also received suggestions from residents on carrying out reclamation at Tung Lung Island or other places, which showed that some residents agreed with carrying out reclamation in the waters outside Victoria Harbour. To achieve the objective of sustainable development in 2030+ and to build Hong Kong into an international liveable city, he hoped that Members would stop merely opposing the “Lantau Tomorrow” project, but agreed with conducting a more detailed study on the project first, and then discussed whether to oppose it after

obtaining sufficient information from the study.

261. Mr LEUNG Li said given that the amended motion supported the “Lantau Tomorrow” project as one of the land supply options, but the original motion was opposed to it, he requested the Chairman to consider whether the amendment had constituted a direct negation of the original motion in accordance with Order 21 of SKDC Standing Orders. Besides, he said Members should consider the worthiness of implementing the “Lantau Tomorrow” project and whether the cost involved was used properly. According to the initial estimation of the project shown in the reply from DEVB, the cost of reclamation under the project was about \$13,000 to \$15,000 per square metre. Assuming that 1 000 hectares of land would be reclaimed and the costs of other infrastructure and constructions were deducted, the budget of the project would exceed \$13 billion. He considered that such budget could bring many immediate improvements to areas concerning people’s livelihood, such as healthcare services and elderly welfare, etc. Besides, the Task Force on Land Supply had proposed different options on land supply. The relevant public consultation report was not completed, but CE had already proposed the “Lantau Tomorrow” project in the Policy Address. He considered this disrespecting the consultation procedure, and queried whether the result of the consultation would still be valid.

262. Mr Philip LI said Hong Kong people currently did not have adequate living space. He considered that the “Lantau Tomorrow” project proposed by the Government could bring hope in improving the future living space of the residents. Besides, the incident of service disruption of four MTR lines occurred a few months ago and the frequent service disruption of the East Rail and West Rail reflected that residents living in the New Territories were actually facing great difficulties in going to work in urban areas. If brownfield sites and other land in the New Territories were also to be developed, it would add more pressure to the existing traffic loading. Therefore, he considered that the “Lantau Tomorrow” project could effectively alleviate the existing transport pressure and provide the public with a place of residence closer to urban areas to shorten their travelling time to the working places. He hoped that the “Lantau Tomorrow” project could be implemented as soon as possible, since many good suggestions and policy objectives had been delayed in the past resulting in their benefits not being fully optimised.

263. Ms Christine FONG said she supported the amended motion moved by Mr Edwin CHEUNG. She pointed out that more than 15 million tonnes of construction waste was currently stacking at the Temporary Fill Bank at Tseung Kwan O Area 137, some of which had been used for building the third runway at the airport; while some other was transported to Taishan at the price of \$70 per tonne. Taishan had carried out reclamation with such construction waste and obtained 500 hectares of land. She considered that it was not

reasonable to transport substantial amount of construction waste to areas outside Hong Kong from the environmental protection point of view. Hong Kong should be responsible for the construction waste generated locally, and the Government should use such construction waste for the construction works in Hong Kong. Taking the Liantang/Heung Yuen Wai Boundary Control Point as an example, she said although it faced many opposition at that time, after its completion, the convenience of taking only fifteen minutes to transport goods to Sha Tau Kok was welcomed. Likewise, she considered that for major infrastructure projects like the “Lantau Tomorrow” project, Members should not oppose to it immediately, they should study about it first. She also quoted Hiram’s Highway discussed earlier at the meeting as an example and pointed out that she hoped for a better option although she supported the improvement works. She supported the amended motion moved by Mr Edwin CHEUNG and agreed that an in-depth study on the economic benefit and long-term sustainable development of carrying out reclamation should be conducted first with a view to reaching a consensus in the community. She shared the concern of other Members about the budget and considered that the relevant study should be endorsed first, and the reclamation should be carried out in stages. Then, the budget should be adjusted in accordance with the actual situation (such as balancing the costs and benefits of land sale). Besides, developing artificial islands in central waters was crucial to Tseung Kwan O. She had suggested that the artificial islands could be used for converting, sorting and recycling waste. Unfortunately, the Government had ignored her suggestion.

264. Mr LUI Man-kwong asked whether the original motion and the amended motion were contrary to each other. He pointed out that the main idea of the original motion was to oppose the “Lantau Tomorrow” project of an artificial island by reclamation; while the amended motion did not mention about opposing it. Moreover, he said given that the artificial island where the Kansai Airport was located had been damaged after the typhoon, he was worried that residents living on the artificial islands would also have to face problems caused by typhoons in the future. Besides, he considered that the estimated funding to be used on the “Lantau Tomorrow” project should be allocated to issues such as elderly, education and transport, etc., which he believed could benefit the public more practically.

265. Mr Edwin CHEUNG responded to the enquiries of other Members about whether the original motion and the amended motion were contrary to each other. He said the original intention of his amended motion was to point out that reclamation was one of the options, a relevant study should be conducted first, to be followed by the decision on whether or not to implement the project, the scale of development and the way to develop the reclamation in stages, etc., in the light of the result of the study, and to seek consensus in the community. In other words, Members could support or oppose to the “Lantau Tomorrow” project in the end. Therefore, he did not consider that the amended motion had constituted a direct

negation of the original motion.

266. Hon Gary FAN said there were reasons behind the shelving of the reclaimed artificial island or its relevant studies. For many major infrastructure projects in recent years, the Government had conducted consultations and then pushed them through after securing with enough votes, the examples of which included the Hong Kong Section of the Guangzhou-Shenzhen-HongKong Express Rail Link (XRL) and HZMB, which had generated many problems. Given that this project was the largest infrastructure project in Hong Kong's history, it was worth further discussing from the planning, cost-effectiveness, environmental protection and ecological perspectives. He considered that all issues involving the utilisation of public money were political issues, and all politicians had responsibility to discuss them. He said the reclamation works under the "Lantau Tomorrow" project were off-shore reclamation but not near-shore reclamation. Therefore, a lot of large infrastructure was required to match with it, thus resulting in an extremely high construction cost. According to the records of Government's projects in the past 10 odd years, he was sure that the project would experience cost overrun and delay. Besides, the projected population of the project was much higher than that of the Census and Statistics Department. Moreover, he clarified that the funding application for \$200 million from LegCo for the Lantau Development project submitted by the Government was not rejected by LegCo, but was withdrawn by the Government in 2014. He also pointed out that the original motion was divided into two parts, apart from opposing to the "Lantau Tomorrow" project, an alternative option was also suggested. However, he believed that the Chairman would surely accept the amended motion moved by the Professional Power. He continued that there were currently 19 military sites in the territory. The Tsing Shan Firing Range in Tuen Mun alone had occupied an area of 2 200 hectares, which was even larger than the area of the proposed artificial island. If the Government could release some of the idle military sites, the problems of housing and land supply could be solved.

267. Mr Francis CHAU considered that the amended motion had constituted a direct negation of the original motion, and said according to Order 21 of SKDC Standing Orders, Members could vote against the original motion first and then formulate a new motion.

268. Mr CHEUNG Mei-hung considered that Mr Edwin CHEUNG moved the amended motion because he disagreed with part of the original motion, and there was no unambiguous definition for deciding whether the two motions were contrary to each other. In fact, the amended motion, which had taken the middle ground, requested for according priority to developing brownfield and club house sites, etc., just like the original motion. Therefore, he did not agree that the amended motion was totally contrary to the original motion. Moreover, he considered that the "Lantau Tomorrow" project should not be opposed or supported

completely, given that reclamation projects should be implemented through a multi-pronged approach with short, medium and long-term proposals. He explained that he had reservation over the project because the land it involved was 700 hectares more than expected, and the Government did not provide any relevant supporting data. As such, he considered it necessary to further discuss on the project, and hoped that Members would support the amended motion, which was beneficial to the long-term development of Hong Kong.

269. The Chairman pointed out that having no building on a military site did not mean that it was an idle site. Given that the amended motion moved by Mr Edwin CHEUNG and seconded by Mr CHEUNG Mei-hung had constituted a direct negation of the original motion, he did not accept the amended motion.

270. Mr CHEUNG Mei-hung said he disagreed with the ruling of the Chairman and considered that the amended motion and the original motion were in fact relevant. He reiterated that he agreed with the first half of the original motion but disagreed with the latter half of it.

271. Ms Christine FONG said the stance of Professional Power was not opposing to all reclamation projects. It considered reclamation one of the options, and that the Government should be given room to explore the feasibility of carrying out reclamation. She said the amended motion moved by Mr Edwin CHEUNG was already steering the middle course and was a rational suggestion. The Government should develop brownfield, club house and idle sites first, and conduct a detailed study on the economic benefit and long-term sustainable development of the “Lantau Tomorrow” project with a view to reaching a consensus in the community. She considered the amended motion reasonable and had not constituted a direct negation of the original motion. She continued that the Member who was also a Member of LegCo had stated clearly that the Chairman would surely accept the amended motion moved by Professional Power, but the Chairman did not, which proved that the Member was smearing SKDC. Lastly, she expressed utmost regret over the ruling of the Chairman and walked out from the meeting as a protest.

272. The Chairman invited Members to vote on the original motion.

273. The Chairman declared that the voting result was as follows: 7 votes for the original motion, 14 votes against it, and 0 abstention. The Chairman declared that the original motion was not endorsed.

274. Mr Francis CHAU said in accordance with Order 21 of the SKDC Standing Orders, he would like to move a new motion now, the wording of which was “The Government should

accord priority to developing brownfield, club house and other idle sites, as well as conducting extensive consultations on ‘Lantau Tomorrow’, the reclaimed artificial island project”.

275. As no Member seconded the new motion, the Chairman declared that the new motion was invalid.

(B) The 2 questions raised by Members:

**(1) Request the Civil Engineering and Development Department to provide the quantity of explosive used during the blasting works for the Tseung Kwan O - Lam Tin Tunnel already carried out**  
(SKDC(M) Paper No. 286/18)

276. The Chairman said as all Members who raised the question were absent, the question would not be discussed.

**(2) Request all departments to notify the nearby stakeholders in advance before approving any road works of Wan Po Road to cater for the unique situation of Wan Po Road and avoid the successive occurrence of serious congestions**  
(SKDC(M) Paper No. 287/18)

277. The Chairman said as all Members who raised the question were absent, the question would not be discussed.

## **VI. Any Other Business**

(A) The Joint Conference between Members of the Legislative Council and the Sai Kung District Council

278. The Chairman said the joint conference between Members of LegCo and SKDC was tentatively scheduled for Friday, 24 May 2019 at 10:45 a.m. The meeting would last around two hours, during which about five topics were anticipated to be discussed. Members were invited to submit topics for discussion at the meeting to the Secretariat later.

## **VII. Date of Next Meeting**

279. The Chairman said the next full council meeting was scheduled for Tuesday, 8 January 2019 at 9:30 a.m.

280. The meeting adjourned at 5:15 p.m.

Sai Kung District Council Secretariat  
November 2018