

Sai Kung District Council
Minutes of the Second Meeting in 2023

Date: 7 March 2023 (Tuesday)
Time: 9:30 a.m.
Venue: Conference Room of the Sai Kung District Council

<u>Present</u>	<u>From</u>	<u>To</u>
Mr CHAU Yin-ming, Francis, BBS, MH (Chairman)	9:30 a.m.	11:23 a.m.
Mr CHOI Ming-hei (Vice-Chairman)	9:30 a.m.	11:23 a.m.
Mr CHAN Yiu-chor, Andrew	9:30 a.m.	11:23 a.m.
Mr CHEUNG Chin-pang, Edwin	9:30 a.m.	11:23 a.m.
Ms FONG Kwok-shan, Christine	9:30 a.m.	11:23 a.m.
Mr LAU Kai-hong	9:30 a.m.	11:23 a.m.
Mr WONG Shui-sang	9:30 a.m.	11:23 a.m.
Ms TSOI Leung-leung, Teresa (Secretary)	Senior Executive Officer (District Council), Sai Kung District Office	

In Attendance

Mr TSANG Chun-man, Frank, JP	District Officer (Sai Kung), Sai Kung District Office
Mr CHOW Tat-wing, Cyrus	Assistant District Officer (Sai Kung) 1, Sai Kung District Office
Mr CHENG Chi-wing, Ken	Senior Liaison Officer (1), Sai Kung District Office
Ms LAM Yee-mang, Dawn	Senior Liaison Officer (2), Sai Kung District Office
Mr NG Wai-ming	Senior Liaison Officer (3), Sai Kung District Office
Miss WONG Chui-ying, Erin	Executive Officer I (District Council), Sai Kung District Office
Ms TANG Tsui-yee, Caroline	District Planning Officer/Sai Kung & Islands, Planning Department
Mr NG Wai-lung, David	District Social Welfare Officer (Wong Tai Sin/Sai Kung), Social Welfare Department
Mr MAK Man-yu	District Commander (Tseung Kwan O), Hong Kong Police Force
Mr TING Ka-ho, Louis	Police Community Relations Officer (Tseung Kwan O), Hong Kong Police Force
Mr CHOI Tung-tsoi	District Commander (Wong Tai Sin), Hong Kong Police Force
Mr LAI Ko-yin, Bruce	Divisional Commander (Sai Kung), Hong Kong Police Force
Ms CHAU Wing-ka, Alice	Police Community Relations Officer (Wong Tai Sin), Hong Kong Police Force
Mr NG Chou-keen, Horace	Chief Engineer/E1, Civil Engineering and Development Department

Mr LING Wai-kit, Ricky	Senior Property Service Manager/Kowloon West and Sai Kung, Housing Department	
Miss SIN Kai-wai, Marie	Chief Transport Officer/Sai Kung & North, Transport Department	
Ms CHEUNG Nga-yan, Amy	Deputy District Leisure Manager (District Support) Sai Kung, Leisure and Cultural Services Department	
Mr CHAN Chi-pun, Aaron	Deputy District Leisure Manager (Sai Kung)2, Leisure and Cultural Services Department	
Mr CHAN Ka-leong	District Environmental Hygiene Superintendent (Sai Kung), Food and Environmental Hygiene Department	
Ms HO Sau-ying	Chief Health Inspector (Sai Kung) 1, Food and Environmental Hygiene Department	
Mr HO Yiu-ming	Chief Health Inspector (Sai Kung) 2, Food and Environmental Hygiene Department	
Mr MAK Hon-sum, Ronnie	District Lands Officer/Sai Kung, District Lands Office, Sai Kung	
Mr CHOW Kin-keung	Administrative Assistant/Lands, District Lands Office, Sai Kung	
Mr CHUNG Ting-hao, Eric	Senior Engineer/19(E), Civil Engineering and Development Department	} For agenda item III(A)
Mr YEUNG Chi-kit, Kenneth	Senior Town Planner/SD, Planning Department	

Absent

Mr CHEUNG Mei-hung, Chris

The Chairman said a quorum was present and the meeting commenced officially.

2. The Chairman welcomed all Members and attendees, in particular —

- Mr Horace NG, Chief Engineer/E1, Civil Engineering and Development Department (CEDD), who took over the duties of Mr LO Sai-pak, Sunny on transfer;
- Mr Louis TING, Police Community Relations Officer (Tseung Kwan O), Hong Kong Police Force (HKPF)
- Mr Aaron CHAN, Deputy District Leisure Manager (Sai Kung)2, Leisure and Cultural Services Department (LCSD)
- Mr Kenneth YEUNG, Senior Town Planner/SD, Planning Department (PlanD);
- Mr Eric CHUNG, Senior Engineer/19(E), CEDD
- Mr Frank TSANG, the new District Officer (Sai Kung)

3. The Chairman said Mr Chris CHEUNG had submitted a Notification for Absence from Meeting before the meeting as required. There being no objection from Members, the Chairman declared that the application for absence concerned was approved in accordance with Order 51(1) of the Sai Kung District Council Standing Orders.

I. Confirmation of Minutes of the First Meeting of Sai Kung District Council (SKDC) in 2023 held on 3 January 2023

4. The Chairman noted that the Secretariat had not received any proposed amendment to the above minutes before the meeting. There being no proposed amendment at the meeting, the Chairman declared that the above minutes were confirmed.

5. The Chairman suggested that the discussion on Matters Arising be advanced.

III. Matters Arising

(A) Follow-up on motions of the First Meeting of SKDC held on 3 January 2023 and the First Special Meeting held on 3 February 2023

6. The Chairman said four motions were passed at the first SKDC meeting this year, and three extempore motions at its first special meeting this year. SKDC had written to relevant bureaux, departments and organisations to relay its demands and comments in respect of the motions passed. The Secretariat had informed Members by email about the written replies received and uploaded them onto the SKDC website.

Tseung Kwan O Area 137 and related near shore reclamations – Preliminary Outline Development Plan

7. The Chairman stated that since Members were very concerned about Tseung Kwan O (TKO) Area 137 and related near shore reclamations proposals, further discussion on the captioned matter at this meeting was arranged. According to Government information, the first stage of public consultation on the project would end on 31 March this year. After Members expressed their views, SKDC could discuss the subsequent follow-up work.

8. Mr Edwin CHEUNG stated that relevant departments had recently arranged to brief the incorporated owners and owners' committees of individual housing estates about the project. He asked the departments to summarise the opinions gathered or accepted during the process to facilitate Members' expression of views.

9. The Chairman said the Development Bureau (DEVB) had arranged meetings with representatives of various housing estates and relevant parties through the Sai Kung District Office (SKDO). Since the meetings were non-public in nature and the general public might not be able to attend, he asked PlanD to report on the number of meetings held and the latest progress of the project.

10. Ms Caroline TANG, District Planning Officer/Sai Kung & Islands, PlanD, responded as follows:

- As at 7 March, the Government had held three meetings with local residents and relevant representatives, and similar meetings would continue to be conducted in the coming two to three weeks for gauging the views of the local community and owners' committees.
- At three previously held meetings, the public generally agreed with the

development proposal for TKO Area 137. They did not have strong objection to the proposed reclamation (about 20 ha) to smoothen the shoreline and to increase land supply for housing development. They hoped that the Government would commence the project as soon as possible to create a comprehensive community.

- Regarding TKO Area 132, the Government would create 25 ha of land through reclamation and slope-cutting. In view of the proximity of the proposed facilities to residential areas and potential environmental issues, some local community members hoped that the Government could relocate the proposed facilities further away from residential areas or further reduce the extent of reclamation.
- Some opined that since the facilities would mainly serve Kowloon East and New Territories East region, the Government should consider accommodating some of the facilities in areas other than Tseung Kwan O. Besides, some cited that more “Government, Institution or Community” (“G/IC”) sites could be provided on the reclaimed land for the benefits of the community.
- As the consultation exercise was still in progress, the Government would continue to listen and give consideration to public opinions.

11. Ms Christine FONG had the following views:

- Although SKDC had all along requested the Government to designate TKO Area 137 as a residential cluster, she still had some opinions on this project. In respect of reclamation, the current area of Area 137 reached 104 ha, among which 10 ha would be used for the construction of a desalination plant while a part would be reserved for constructing a temporary concrete batching plant (CBP). She hoped that the Government would make optimal use of the land therein, obviating the need for TKO residents to stand various obnoxious facilities when developing Area 137 into a better community. She also opined that the construction of relevant facilities near high-density residential areas in TKO was undesirable. She asked DEVB, PlanD and CEDD to consider how to avoid impact on the existing residents in developing various types of housing or ancillary facilities.
- Residents of LOHAS Park and Ocean Shores were concerned about development in the area. Although DEVB had earlier reduced the extent of reclamation for the development of the TKO Line Southern Extension to two ha, she suggested that the Government consider increasing the depth of the rail line by caisson method. This would avoid the need for construction of breakwater, which might obstruct seawater flow and turn it into stagnant water, thus affecting water quality. She asked PlanD and CEDD to respond to how to avoid environmental impact arising from planning.
- Regarding the reclamation project in TKO Area 132, relevant departments had arranged briefing sessions for residents, including the Tseung Kwan O Estate Committees Union, through SKDO. As far as she knew, many housing estate representatives opposed constructing all six facilities together in Area 132, particularly the refuse transfer station (RTS) and CBP. These two facilities would have substantial impact on the high-density TKO community during the prevailing south-westerly wind in summer. Moreover, after delivering

domestic waste to TKO, refuse collection vehicles (RCVs) would have to queue to enter the RTS in turns. Even if the Government built a separate road for RCVs, local residents would still be affected. Therefore, she asked relevant departments to think again before taking action and seek alternative options, e.g. offshore reclamation or identification of other sites. Furthermore, she had once proposed selecting the Cha Kwo Ling Road section near the portal of Tseung Kwan O - Lam Tin Tunnel (TKO - LT Tunnel) for provision of such facilities so as to enable the sharing of obnoxious facilities with other districts.

- The Government had earlier planned to construct an RTS at Tai Sheung Tok, and she considered it unnecessary for the Government to identify another site in the district for an additional RTS.

12. Mr Edwin CHEUNG said the Government planned to develop six obnoxious facilities in TKO Area 132. The responsible bureaux and departments included DEVB, the Environment and Ecology Bureau (EEB), CEDD, PlanD, the Lands Department (LandsD) and the Environmental Protection Department (EPD). In May 2020, EPD had once stated its plan to construct an RTS at Tai Sheung Tok for handling domestic wastes, but relevant details had not been mentioned in its annual programmes 2023-24. Hence, he asked whether EPD would continue to take forward the plan. He pointed out that the public was most concerned about the RTS proposed at Area 132 as they were worried about the associated odour problems. He had conducted site inspections at the RTSs in Kowloon West and Sha Tin, and found that the odour problem was already quite severe even though it was not summer yet. EPD's information showed that the proposed RTS would handle waste from Sai Kung District and Kowloon East. However, according to the statistics in 2021, the population of Sai Kung District was about 480 000, whereas that of Kwun Tong district was more than 660 000, together with Kowloon City and Wong Tai Sin districts, the total population of Kowloon East exceeded that of Sai Kung District by one million. In view of the above, he enquired about the number of RCVs arriving and leaving TKO Area 132 in future. Based on the papers provided by EPD in 2020, 400 trips of RCVs to and from Tai Sheung Tok Transfer Station (TSTTS) were envisaged at that time.

13. Mr Andrew CHAN said that public consultation exercise on the development projects in TKO Areas 137 and 132 launched by the Government were not as open and high profile as compared with the past, but he still thanked relevant departments for holding a number of consultation sessions for exchanging views with the local community. He suggested that the Government should roll out more consultation exercises to allow greater participation by more residents. He also suggested that SKDC could play a dominant role in assisting the Government in holding public consultation sessions so that stakeholders, e.g. residents in TKO and Lei Yue Mun, could express their views for the Government's consideration even without assistance from District Council Members or housing estate representatives.

14. The Vice-Chairman stated that government departments had not responded actively to proposals other than reclamation. He recommended that the Government should explore different proposals with a view to minimising the negative impact of the facilities on residents.

15. Mr LAU Kai-hong concurred that the Government should carry out more diversified consultation work and step up exchanges with rural representatives or villagers of Sai Kung

and Hang Hau as some villages were originally situated at areas near TKO Area 137. He was worried that burial grounds for villages would be affected by the works. He also asked the Government to consider reserving certain locations in the new development area for relocation of Shui Bin Village and other villages.

16. Ms Caroline TANG of PlanD responded as follows:

- Regarding the impact of reclamation for development of the TKO Line Southern Extension, the Transport and Logistics Bureau (TLB) was conducting public consultation on the “Strategic Studies on Railways and Major Roads beyond 2030” (“RMR 2030+”). Public views collected would be considered when carrying out the detailed design. Furthermore, reclamation works were required to comply with the requirements of the Environmental Impact Assessment (EIA) Ordinance. Relevant departments would also aim to minimise any impact on the environment and ensure that the works would be carried out in accordance with the procedures appropriately.
- As the proposed TSTTS would be accommodated in caverns away from the waterfront and the collected municipal waste needed to be delivered to landfills or incinerators by barges via sea route, there was a genuine need for locating the RTS at a waterfront site.
- The proposed RTS would serve residents in Sai Kung District (including TKO). Area 132 was located more than one kilometre away from Ocean Shores and the proposed RTS was located behind the electricity facilities (EFs) which would act as a barrier. The natural slopes near the Chinese Permanent Cemetery could also reduce noise and pollution from the proposed facilities and minimise visual impact on the residents. In view of the above, the Government considered Area 132 to be a suitable location.
- The proposed temporary CBP in Area 137 would cease operation in mid-2029. To meet the long-term demand for concrete arising from new developments in TKO in the future, the Government proposed to accommodate a CBP at the westernmost of Area 132 which was the furthest away from residential areas to minimise any potential impacts on the residents. Moreover, the proposed CBP would adopt a more advanced design. Besides, the Government would regulate the contractor through terms and conditions in the tender documents and licence requirements. It was believed that those measures could effectively regulate the operation of the CBP and allow the Government to deal with unauthorised activities appropriately.
- The Government noted Members’ concern over the six public facilities and could arrange site visit to similar public facilities for Members to have a better understanding of the proposed facilities. She pointed out that there were a total of seven RTSs in Hong Kong at the moment. On a yearly basis, apart from a few complaints received on certain facilities, no complaints had been received on the remaining facilities. The relevant departments would also improve the management of the RTSs in the future.
- The Government understood that residents in the vicinity of Areas 137 and 132 would be more concerned about the development of the project. Therefore, the Government would proactively collect views from the stakeholders and meet them directly before the end of March.

- The Government noted the suggestion of locating the proposed facilities into caverns with a view to minimising the adverse impacts on the community. As such, the Government would consider the cavern proposal in addition to the reclamation and slope-cutting proposals. However, she hoped Members would understand that even if the facilities could be built within caverns, accesses were still required for the facilities. The Government would explore whether the extent of reclamation could be further reduced at the next stage, including technical assessment and design, before finalising the proposal.
- The current proposal would not affect burial grounds of former village sites, and if there was a need for relocation of villages in future, PlanD would consider such need comprehensively under the prevailing mechanism.

17. Mr Eric CHUNG, Senior Engineer/19(E), CEDD, responded that the Government would conduct EIA pursuant to statutory procedures, which included assessing the impact of the proposed development on water quality. Broadly speaking, the proposed reclamation in TKO Area 137 was mainly for smoothening the shoreline and would not have adverse impact on water quality. As regards Area 132, drawing reference from the reclamation works for TKO - LT Tunnel and Cross Bay Link (CBL), the impact of the proposed land creation on water quality would be within an acceptable range after adopting corresponding mitigation measures. Since reclamation would change the shape of the seabed, impact on the water velocity would be assessed using a hydrodynamic model at the next stage to avoid sedimentation or poor water quality arising from slower water flow. The EIA would also examine whether there were sensitive receivers, such as fish rafts and coral, in the vicinity of the works area. Reclamation off LOHAS Park was under the purview of “RMR 2030+”, and TLB was currently conducting public consultation on “RMR 2030+” to gauge public opinions.

18. The Chairman enquired if the project was also relevant to the Foreshore and Sea-bed (Reclamations) Ordinance, in addition to the EIA Ordinance.

19. Mr Eric CHUNG of CEDD said the Chairman’s understanding was correct.

20. Mr LAU Kai-hong asked the Government to consider connecting the transport network to the existing roads in Clear Water Bay while planning Area 137, for example, by extending the Clear Water Bay Road or by way of tunnel.

21. Mr Edwin CHEUNG had the following views:

- In its reply, PlanD said it would study the cavern proposal or move the proposed locations southwards; if the response was true, the Government should announce it to the public as soon as possible. The Government should also promise to disclose the study result in future because residents were very worried that the Government would make no headway, not listening to public views nor improving the proposal.
- He was concerned about the future sewage treatment arrangements for facilities in Area 132 since the RTS would definitely generate wastewater, and the Government should consider how to deal with the matter.

- Government departments had not responded to enquiries about social responsibility yet. Since Kwun Tong district had a larger population than Sai Kung District, together with restaurants and commercial facilities therein, the amount of waste generated in Kwun Tong district might exceed two to three times than that in Sai Kung District. The estimation had yet to factor in the waste generated from Wong Tin Sin and Kowloon City districts handled by the RTS. Hence, the Government should consider constructing the RTS at other waterfront locations, e.g. Cha Kwo Ling and Yau Tong, etc. He questioned whether the Government had not considered other waterfront locations for provision of the six facilities because new development projects would be carried out thereat. He hoped that relevant departments would not evade the above enquiries.

22. Ms Christine FONG said CEDD indicated that it would conduct hydraulic studies on the reclamation proposal for the development of TKO Line Southern Extension. She anticipated that the Government would take active steps to conduct the study and release the results to residents. She considered the preliminary assessment based on past EIA results was inadequate. She was also concerned about the water quality of waters between Tung Lung Chau and TKO Areas 137 and 132, as well as sewage discharge from the RTS. She counter proposed that the Government make available the area off Route 6 near Cha Kwo Ling, which would be connected with Trunk Road T2 in future, for provision of the RTS so as to avoid the need for transporting waste from the entire Kowloon East to TKO in future. After the commissioning of TKO - LT Tunnel and CBL, the road surface had been polluted by sand and dust arising from heavy vehicles, and the more than thousand trips of RCVs delivering waste to TKO via TKO - LT Tunnel and CBL in future would have a huge impact on the community. She asked CEDD and EPD to respond and consider buying back suitable land around Cha Kwo Ling Road, Yau Tong from private developers on the grounds of public health.

23. Ms Caroline TANG of PlanD responded as follows:

- Regarding roads connecting Clear Water Bay and TKO, the Transport Department (TD) had earlier responded to a relevant SKDC motion, stating that an in-house study on the transport problems at the roundabout of Clear Water Bay Road near Choi Hung would be conducted, and had also pledged to report the study findings to SKDC. In fact, traffic congestion in TKO had been improved since the commissioning of TKO – LTT and CBL, and she believed that relevant departments would continue to follow up the traffic conditions in TKO.
- The Government would examine the feasibility of accommodating relevant facilities in caverns. The reason why the Government planned to form land in Area 132 was that all six facilities had to be located at waterfront sites. Apart from accommodating the required barge berthing spaces, locating six public facilities in Area 132 would result in synergy. For example, as construction waste and fill materials were of similar nature, there is synergy in their transportation, treatment and classification. Furthermore, since RTS and marine refuse collection point (MRCP) were also similar facilities, marine refuse

could be handled at the adjacent RTS to avoid further transfer of refuse via land transport, which could reduce the nuisance to the community.

- The RTS would be equipped with facilities for treating self-generated sewage. The discharge from the RTS should also comply with legislative requirements.
- Apart from EFs serving the whole territory, all the other five facilities would also serve residents of Sai Kung District. When selecting the site, the Government had carefully considered different location options with a view to minimising impacts on residents. It also committed to addressing any environmental and noise issues, etc. properly. The Government also had to conduct EIAs for various development projects during which residents could provide comments on the reports.

24. Mr Eric CHUNG of CEDD responded that the legislation had set standards for discharge into various waters, and effluents generated from the facilities had to undergo treatment to reach the standards before being discharged to the public sewerage system. According to the Preliminary Outline Development Plan, a sewage treatment plant would be provided in Area 137, while effluents generated from the facilities in Area 132 would be treated before discharge.

25. The Chairman had the following views:

- At the first special SKDC meeting, three extempore motions were passed, one of which was “Propose to construct a third road between Clear Water Bay and Tseung Kwan O connecting Wan Po Road, Area 137, the Cross Bay Bridge and Tseung Kwan O - Lam Tin Tunnel to tackle traffic congestion in rural Sai Kung and Clear Water Bay and shorten the journey time from rural areas to West Kowloon”. The relevant departments had replied briefly, but SKDC still hoped to continue to follow up the issue given that traffic congestion problem along Clear Water Bay Road near Hang Hau roundabout was very serious in the morning, and traffic would tail back to Mang Kung Uk. He therefore asked the Government to consider ways to improve the situation. He understood that the matter involved environmental and resource issues, but since the Government planned to take forward large-scale development in Area 137, it should consider how to coordinate with nearby rural facilities.
- The other two extempore motions passed at the above special meeting were “Urge the Development Bureau to seek alternative locations (including caverns) suitable for the construction of obnoxious facilities, shelve the reclamation project near the residential area of Tseung Kwan O Area 132 to avoid odour and dust from being carried by prevailing winds to the high-density residential community in the inland area of Tseung Kwan O” and “Strongly request the Government to ensure all obnoxious facilities are situated far away from densely populated residential areas and carry out cavern development instead of reclamation to accommodate such facilities”. SKDC was still unsatisfied with the government departments’ response regarding TSTTS, and hoped that further response from government departments regarding the amount of waste to be handled in the facility, whether the plan had been suspended, whether it could cope with service demands in Kowloon East, etc., would be provided.

- Among the six facilities proposed to be constructed by the Government, the fill bank, construction waste handling facility, and the CBP to be relocated to Area 137 soon, were originally temporary facilities in TKO, but would become permanent after relocation to Area 132. He enquired if relevant facilities would still be retained in Area 132 after all developments in TKO had completed.
- Regarding whether pollutants from relevant facilities would be blown to TKO by the prevailing winds, he opined that dust arising from transportation of fill materials by barge would adversely affect TKO - LT Tunnel and Ocean Shores, and the EFs could only block limited amount of dust.
- TKO community was not unwilling to support social development; in fact, TKO had already shouldered social responsibility for decades. Even if TKO still needed to bear such responsibility, the Government should consider reducing the scope of land creation in Area 132, identify alternative sites for some of the facilities and construct an EcoPark on part of the sites. SKDC deemed the Government's current arrangements unacceptable.
- Although relevant government departments had launched district consultation work, he believed that SKDC should also have the responsibility for assisting in consultation work. Hence, he had co-ordinated with SKDO and the Secretariat to hire community halls for holding consultation sessions with residents. Currently, only Lohas Park Community Hall and Chi Shin Activity Centre had available time slots. Members could ask existing hirers whether they could spare some time slots for SKDC to hold consultation sessions, providing general residents with opportunities to voice their opinions. He enquired whether Members were in support of the holding of consultation sessions with residents; if so, Members in attendance could assist in hosting the meetings, while he would invite departments including DEVB, CEDD and PlanD to send representatives to attend the meetings.
- He asked relevant departments to arrange for Members' site inspection at facilities similar to those proposed in Area 132, including RTS, CBP, MRCP, etc. SKDC had held discussions on duty visits during the last full council meeting. Since DEVB had not yet announced the development projects in Areas 137 and 132 then, he considered that SKDC could decide the subsequent arrangements after inspecting relevant facilities in the territory.

26. Mr Edwin CHEUNG considered public consultation an essential procedure, but relevant departments should make full preparations beforehand. Since news on the developments had been circulating in the public domain, opinions raised by Members had covered those of residents, and relevant departments should prepare more options before attending the consultation sessions to show their goodwill to residents. He also suggested that the Government should commence studies on the cavern proposal or optimise the current proposal immediately so as to address the discontent among residents with the construction of permanent facilities in the district. If government departments were fully prepared before gauging the views of residents at district level, the consultation sessions would be more meaningful, which could also avoid wasting the time of residents. If the Government intended to commence studies on other proposals right away, it should also announce such intention at the consultation sessions, which he believed would make the consultation process more harmonious.

27. Given that no Members objected to the holding of consultation sessions with residents, the Chairman asked the Secretariat make relevant arrangements and inform Members, and then asked Members to set aside time to attend and host the meetings. As regards site inspections, relevant arrangements could be made after the meeting.

28. Ms Christine FONG had the following views:

- She considered that the construction of a third road connecting Clear Water Bay and TKO was related to the development of Areas 132, 137 and TKO Line Southern Extension.
- The Housing, Planning and Environment Committee had once passed a motion that read “Request the Government to give an account of the proposed reclamation extent and land uses; implement the use of various “G/IC” sites for the construction of ancillary livelihood facilities in the district first; shelve the reclamation in Tseung Kwan O (including the waters off Ocean Shores in Tiu Keng Leng, LOHAS Park and InnoPark); provide an implementation timetable for the North Island Line; study the adoption of caisson method in constructing the Tseung Kwan O Line Southern Extension and its cross-harbour link with the Island Line; and construct a road harbour crossing or cross-harbour bridge connecting Area 137 and LOHAS Park with Hong Kong Island, so as to tie in with the residential development of 50 000 households in Area 137”, and relevant departments had provided responses regarding the reclamation extent and the purpose of the reclaimed land.
- She agreed that the Government should extend the consultation period and agreed with the arrangement on holding consultation sessions with residents by SKDC.
- She proposed that government departments should show their goodwill and identify alternative proposals. She suggested that the Government could study the provision of facilities, e.g. domestic RTS and CBP, in the area off the Cha Kwo Ling section of Route 6. Given the nearly 1 million population in Kowloon East, transportation of waste from various districts to TKO was undesirable. Therefore, she suggested that the Government to expedite the construction progress of TSTTS.
- She moved an extempore motion that read “Urge the Development Bureau to hold public consultation sessions regarding the reclamation projects in Areas 132 and 137, Tseung Kwan O and the Tseung Kwan O Line Southern Extension, extend the consultation period, conduct more briefings for local residents on the proposal and listen to their views; utilise the Tai Sheung Tok Transfer Station under construction in Anderson Road Quarry and expedite the works progress, or study the construction of a domestic refuse transfer station in the waters off the Cha Kwo Ling Road section of Route 6; identify alternative caverns for the construction of concrete batching plant to minimise impact on existing residential areas; optimise the proposed Tseung Kwan O line extension and construct a cross-harbour circular rail line.”

29. The Chairman suggested advancing the discussion of the New Item, Matters relating to “RMR 2030+”.

[Post-meeting note: On 19 March 2023, SKDC had held a consultation session with residents at the Hall of Chi Shin Activity Centre. SKDC had written to DEVB and the Legislative Council Panel on Development to express residents' views on 30 March, and inspected three public facilities, namely, the CBP in Tai Po, Chai Wan Public Fill Barging Point and Island East Transfer Station, on 4 April.]

II. New Items

(B) Matters relating to the “Strategic Studies on Railways and Major Roads Beyond 2030”

30. The Chairman stated that public consultation on “RMR 2030+” would end on 31 March this year, and TLB had held a consultation session on 20 January, which had been attended by four SKDC Members. Furthermore, the Secretariat had invited the views of Members of the Traffic and Transport Committee (TTC) via email on 2 February. If Members raised their views at this meeting, the Secretariat would consolidate them with Members' suggestions given at the last TTC meeting, and submit to TLB in the name of SKDC. The recommendations of “RMR 2030+” included the provision of an additional MTR Station in TKO Area 137 and construction of a new TKO - Yau Tong Tunnel. Members had already given many suggestions on MTR's TKO Line Southern Extension; as for TKO - Yau Tong Tunnel, Members had certain expectations about its effects, but some Members also suggested that the Government should make better use of resources and consider the provision of a direct road linking to Hong Kong Island, reflecting Members' diversified views on TKO - Yau Tong Tunnel. He hoped to discuss “RMR 2030+” first, then refer the matter to TTC for follow-up, and officially convey SKDC's views to TLB by the end of the consultation period on 31 March.

31. Ms Christine FONG had the following views:

- She thanked TLB for recommending in “RMR 2030+” the construction of TKO Line Southern Extension and TKO - Yau Tong Tunnel, and showed support and approval for such plans.
- She agreed to express Members' views by writing to TLB in the name of SKDC and suggested mentioning in the letter her proposal for a cross-harbour circular rail line, which enabled the public to travel to Hong Kong Island using another rail line in case of incidents on TKO Line, thereby enhancing accessibility of the TKO railway network. If the Government planned to further develop Area 137 and Hong Kong Island East, she believed that the associated population growth would be adequate to support implementation of the railway project.
- Given that TKO - Yau Tong Tunnel would connect to Hang Hau and Po Lam, she was in support of the plan. In her opinion, TKO - Yau Tong Tunnel could not only strengthen the resilience of TKO's transport network, but also facilitate the Government's future residential development on sites including O Tau at Clear Water Bay Road near the hill behind Tsui Lam Estate, so as to replace part of the residential development in Area 137 with a view to reducing the density and extending the East Kowloon Line to Hong Sing, Tsui Lam and Po Lam. She suggested including the above views in the letter to TLB.
- She suggested that the Government extend the consultation period for TKO Area 137 and related near shore reclamations, and invite DEVB, TLB, CEDD and

relevant government departments to the consultation sessions held by SKDC. The reclamation works were carried out for the development of TKO Line Southern Extension, but TLB had not sent representatives to past consultation sessions. If TLB attended the consultation sessions, residents could have a better understanding of the details of relevant projects.

32. The Chairman asked PlanD, CEDD and TD to respond to the developments in the vicinity of Po Lam Road North and O Tau, as well as the Government's planning studies on housing development at Po Lam Road South, including whether Hong Sing and Tsui Lam had the development potential, the preliminary concepts of TKO - Yau Tong Tunnel, the feasibility of developing a circular rail line, etc.

33. Ms Caroline TANG of PlanD replied that apart from the public housing developments announced or underway, the Government would firstly focus on taking forward the planning of Area 137 with a view to developing it into an ideal new community, while the provision of ancillary transport and public facilities, etc. would also be handled properly.

34. Mr Horace NG, Chief Engineer/E1, CEDD, advised that the establishment of TKO - Yau Tong Tunnel project was currently under TLB, which had invited CEDD earlier for review and discussion on the technical details and potential development of the project. TLB would conduct consultation on the content of the work project, including preliminary study on the routing, alignment, etc., when available.

35. The Chairman asked relevant departments to respond to the development project at Po Lam Road South.

36. Ms Caroline TANG of PlanD responded that the Government would give priority to handling the work pertaining to the development of Area 137, and would study other housing developments later.

37. The Chairman stated that since the residential development sites on Po Lam Road South were along the alignment of TKO - Yau Tong Tunnel, if the Government planned to construct slip roads and pavements for connection with future housing development projects, the said location would have certain development potential. If a rail line was to be developed thereat, more issues would have to be dealt with, for example, the footbridge in Tsui Lam which had been dealt with for a long time. He was worried that the suggestion concerned would lead to arrangements similar to those for Anderson Road, but he still hoped that government departments would follow up the relevant suggestions.

38. The Chairman continued that the last exchange on "RMR 2030+" would be held at the next TTC meeting, after which Members' views would be conveyed to TLB in writing in the name of SKDC.

Extempore motion: Urge the Development Bureau to hold public consultation sessions regarding the reclamation projects in Areas 132 and 137, Tseung Kwan O and the Tseung Kwan O Line Southern Extension, extend the consultation period, conduct more briefings for local residents on the proposal and listen to their views; utilise the Tai Sheung Tok Transfer Station under construction in Anderson Road Quarry and expedite the works progress, or

study the construction of a domestic refuse transfer station in the waters off the Cha Kwo Ling Road section of Route 6; identify alternative caverns for the construction of concrete batching plant to minimise impact on existing residential areas; optimise the proposed Tseung Kwan O line extension and construct a cross-harbour circular rail line

39. The Chairman said the extempore motion moved by Ms Christine FONG was “Urge the Development Bureau to hold public consultation sessions regarding the reclamation projects in Areas 132 and 137, Tseung Kwan O and the Tseung Kwan O Line Southern Extension, extend the consultation period, conduct more briefings for local residents on the proposal and listen to their views; utilise the Tai Sheung Tok Transfer Station under construction in Anderson Road Quarry and expedite the works progress, or study the construction of a domestic refuse transfer station in the waters off the Cha Kwo Ling Road section of Route 6; identify alternative caverns for the construction of concrete batching plant to minimise impact on existing residential areas; optimise the proposed Tseung Kwan O line extension and construct a cross-harbour circular rail line.”

40. The extempore motion was seconded by Mr LAU Kai-hong and the Vice-Chairman.

41. With the consent of more than half of the Members, the Chairman declared that the extempore motion moved by Ms Christine FONG was included in the agenda.

42. There being no objection from Members, the Chairman declared that the above extempore motion was passed, and SKDC’s requests would be relayed to DEVB and relevant departments in writing.

II. New Items

(A) Departmental Annual Programmes 2023-24 (SKDC(M) Paper No. 22/23)

43. Mr Edwin CHEUNG said that in May 2020, EPD had introduced the TSTTS project, however, which had not been included in its annual programme. Hence, he enquired whether it meant the RTS, originally proposed to be provided in Tai Sheung Tok, would be relocated to Area 132.

44. Mr Horace NG of CEDD said CEDD’s annual programme mainly reported the progress of projects underway. He would later obtain more information from relevant departments on the progress of development projects other than the Public Works Central Laboratory.

45. The Chairman enquired, with regard to TD’s report, about relevant arrangements for the provision of traffic signals on Clear Water Bay Road near Razor Hill Road in Sai Kung. In addition, the objective of the traffic management scheme was to review major road junctions and speed limits with a view to improving traffic flow and road safety. SKDC would discuss a motion related to traffic management of the Cross Bay Bridge later at the meeting.

46. Miss Marie SIN, Chief Transport Officer/Sai Kung & North, TD, responded that TD

had already issued a works request form to the Highways Department (HyD) for the installation of additional traffic signals on Clear Water Bay Road near Razor Hill Road, which was expected to be completed within the third quarter of 2024. Enquiries on speed limits would be responded to when the above motion was discussed.

47. Ms Christine FONG said TTC had discussed the arrangements for provision of traffic signals near Razor Hill Road for a number of times. In light of TD's issuance of works request form and residents' grave concern over relevant arrangements, she asked TD to provide detailed drawings for SKDC. Furthermore, since serious traffic accidents often occurred off Pik Uk Prison, she welcomed TD's relevant arrangements and anticipated that traffic conditions thereat would be improved.

48. The Chairman said the report of the District Lands Office, Sai Kung (DLO/SK) showed that the estimated number of small house grant cases was 80 this year, which was the same as last year. He asked Messrs LAU Kai-hong and WONG Shui-sang whether the number met the standards.

49. Mr Ronnie MAK, District Lands Officer/Sai Kung, DLO/SK, stated that the number of small house grant cases to be processed as mentioned in the report was a target set by DLO/SK based on its manpower arrangements. DLO/SK would maintain contact with the two rural committees to review the progress of applications each year.

50. Mr LAU Kai-hong pointed out that in recent years, the processing time and procedures of small house applications had been affected by the pandemic. Along with the upturn in the epidemic situation at present, the vetting and approval procedures had improved. The Hang Hau Rural Committee would meet with DLO/SK representatives in late March for discussion on the vetting and approval of small house applications. He opined that the current vetting and approval situation was within an acceptable range, and anticipated that DLO/SK would expedite the processing of case backlogs accumulated during the pandemic. Furthermore, he recommended that DLO/SK speed up the progress of issuing certificates of compliance (CCs). Since DLO/SK could not deploy manpower to carry out measurements in small houses during the pandemic, the progress of issuing CCs was even slower than that of granting land for small house development. Although DLO/SK had already endeavoured to speed up the progress, he still suggested that more manpower be arranged for handling land grant applications and issuance of CCs.

51. The Chairman had the following views:

- During SKDC's discussion on transitional housing, the difficulties encountered by residents of TKO Village in applying for CCs had been mentioned, and he hoped that DLO/SK would offer assistance.
- There were three transitional housing sites in the district, and works were already underway on two sites. He asked relevant departments to include the projects into their annual programmes so that Members could understand the works progress. As far as he knew, DLO/SK was only responsible for the grant of land, whereas the subsequent work was undertaken by non-governmental organisations (NGOs). He therefore hoped that relevant bureaux or

departments would provide the Secretariat with relevant information for consolidation and inclusion in the report.

- SKDC was concerned about the arrangements for resident intake of the transitional housing, and anticipated that relevant works would be taken forward as scheduled. SKDC hoped that the site at TKO Village would be converted back to village type development zones after completing their mission. He opined that development of transitional housing should not hinder the progress of small house applications.
- CEDD would carry out site formation and infrastructure works for three public housing developments in the district. He asked CEDD to report on the works progress to relevant committees in a timely manner. Members and CEDD would contact the contractors regarding problems of pavements and noise nuisance arising from site formation and infrastructure works from time to time. During the construction of Chiu Ming Court, for example, SKDC had held a meeting with the contractor to discuss the works impact on the surrounding environment. Therefore, he asked relevant departments to include the progress of relevant works in their future annual programmes.
- Improvement works at Kau Sai Village Pier and Leung Shuen Wan Pier were underway, and he anticipated that the works would be completed as scheduled. SKDC was following up the other two piers to be improved in the next phase and would like to continue its follow-up actions in future.
- Many projects in the district were already included in LCSD's five-year plan. He hoped that LCSD would include more projects, e.g. the sea of flowers in LOHAS Park, etc., into its five-year plan in future.

52. Mr Edwin CHEUNG said he had once reflected to SKDO that the general elections of incorporated owners or owners' committees of various housing estates in the district every year had often led to conflicts or unpleasant incidents among residents, especially when candidates of various camps would strive for residents' votes by proxy. SKDC Members often received complaints from residents about irregularities or doubts during candidates' collection of proxy votes, e.g. residents often complained about being impersonated in completing proxy votes, which was undesirable. He asked SKDO to play a more proactive role in reflecting views to the Home Affairs Department (HAD), and introduce an online voting system to provide housing estates with a free voting platform requiring only the particulars of eligible residents for verification. He believed that as long as the Government provided this platform, it would be hard for the housing estates to decline to use it, which could in turn promote and encourage active participation in estate affairs by residents.

53. Mr Frank TSANG, District Officer (Sai Kung), said that SKDO would reflect Members' views to HAD.

54. Ms Christine FONG said regarding the election and voting mechanisms of incorporated owners and owners' committees, she had once reflected to HAD that the Building Management Ordinance (Cap. 344) was already outdated, and the degree of participation by residents was yet to be enhanced. Moreover, she had once suggested that HAD explore the feasibility of enabling the attendance of independent accountants or representative district personalities at the meetings of incorporated owners or owners' committees, granting them the powers of veto and allowing them to monitor the voting

process. Given that tender amounts for building repairs and management often exceeded 10 million or even 100 million dollars, and the amounts involved management fees payable by residents, she hoped that SKDO would reflect the suggestion as well. In addition, she opined that the Government should give careful consideration on whether to set up a data platform for incorporated owners and owners' committees since the elderly might not be capable of using it. Instead, she suggested that HAD establish a central databank to process the particulars of housing estates and residents to avoid impact on the fairness of the elections.

55. The Vice-Chairman echoed the views of Mr Edwin CHEUNG and Ms Christine FONG, opining that SKDO could play a more proactive role in the affairs of incorporated owners and owners' committees. As regards the report of the Social Welfare Department (SWD), he commended the Wong Tai Sin & Sai Kung District Social Welfare Office for co-ordinating the Tsui Lam Service Collaboration Alliance in Tsui Lam all along and providing information on NGOs in the vicinity of Po Lam and Tsui Lam through distributing leaflets. He suggested that SWD print more leaflets to facilitate the use of relevant services by residents and district social workers.

56. Mr David NG, District Social Welfare Officer (Wong Tai Sin/Sai Kung), SWD, responded that he noted and would follow up the Vice-Chairman's views.

57. The Chairman thanked various departments for preparing the annual reports and hoped that residents would receive proper services.

IV. Report Items

(A) Progress reports of the Committees under SKDC

- (1) Education, Health and Social Welfare Committee
 - (2) Culture, Recreation and District Facilities Management Committee
 - (3) Housing, Planning and Environment Committee
 - (4) Traffic and Transport Committee
- (SKDC(M) Paper Nos. 23/23 to 26/23)

58. Members endorsed the above reports.

(B) Progress report of the Committee under Sai Kung District Office

- (1) Sai Kung District Management Committee
(SKDC(M) Paper No. 27/23)
- (2) Sai Kung District Fight Crime Committee
Sai Kung District Fire Safety Committee
Sai Kung, Tseung Kwan O (North) and Tseung Kwan O (South) Area Committees
Sai Kung District Youth Programme Committee
Sai Kung District Civic Education Promotion Committee
Sai Kung District Building Management Promotion Committee
(SKDC(M) Paper No. 28/23)

59. Members noted the above two reports.

V. Motions raised by Members

(A) The 2 motions raised by Members

(1) Request the Environmental Protection Department to address the issue of vehicle noise reflected by residents of various phases of LOHAS Park after the commissioning of the Cross Bay Bridge and Road D9 by measuring the noise levels in the nearby residential areas and exploring noise mitigation measures (SKDC(M) Paper No. 29/23)

60. The Chairman said the motion was moved by Mr Chris CHEUNG and seconded by Mr Edwin CHEUNG.

61. Members noted the written replies from HKPF, EPD and CEDD (SKDC(M)Paper Nos. 31/23, 32/23 and 35/23).

62. Ms Christine FONG said CEDD and EPD had responded to the noise problem of CBL. Phases 2, 4, 6, 8, 9 and 10 of LOHAS Park were the main housing estates affected by the noise problem, while those on the other side were not significantly affected. Regarding the noise problem encountered by the housing estates along CBL, CEDD was taking mitigation measures against the noise generated from movement joints. It was also mentioned in the paper that on 10 February 2023, noise measurement was conducted by EPD on the refuge floors of LP6 Tower 2 and Grand Marini of LOHAS Park near Road D9, showing the traffic noise levels of 62dB and 63dB respectively during the afternoon rush hours. She had been very concerned about the noise problem since the Government made an environmental assessment for CBL. Given the close proximity of the Cross Bay Bridge to residential areas, she hoped that the noise levels at other phases of LOHAS Park would be measured by relevant departments including CEDD, EPD and HyD, and that mitigation measures would be enhanced. In addition to the improvement measures for the movement joints of the Cross Bay Bridge, she suggested providing small noise barriers at the junction of LOHAS Park and Road D9 provided that there would be no sightline and visual impact.

63. Mr Edwin CHEUNG enquired if relevant departments would install speed enforcement cameras at CBL and Road D9. Furthermore, he requested EPD and CEDD to take the initiative to contact Mr Chris CHEUNG after the meeting to follow up the recently received cases.

64. Mr Horace NG of CEDD thanked Members for their consistent attention paid to the situation after the commissioning of CBL. He had maintained liaison with local DC Members and received many views from residents. His responses were as follows:

- After receiving enquires about the noise associated with the movement joints, CEDD had, apart from measuring the noise levels, taken mitigation measures by grinding the surface of movement joints in February so as to further smoothen the surface of the movement joint. The noise problem was slightly improved after the completion of the works. In order to further enhance the situation, CEDD was

exploring other feasible initiatives, which included studying the effectiveness and feasibility of coating the movement joints with anti-skid asphalt materials in conjunction with HyD in the coming month with a view to further reducing the noise levels. To carry out the works, CEDD had applied to TD and the Police for necessary temporary traffic arrangement on the trial works while ensuring the traffic and engineering staff safety. Upon the completion of the works, CEDD would once again measure the noise levels so as to review the effectiveness of such approach and report it to DC in due course.

- Noting Members' suggestion on the provision of small noise barriers at suitable locations of Road D9, CEDD would explore its feasibility and effectiveness and also consider the acoustic insulation effect of small noise barriers as well as the visual impact, etc. CEDD would continue to gather the views from Members and the public.

65. The Chairman said regarding the inner streets, CEDD could accord a lower priority to the landscape issue, but he still hoped that CEDD would brief SKDC on the specific design of small noise barriers on a timely basis. Moreover, EPD indicated in the paper that the project team of CEDD would have to measure the noise levels within one year after the road commissioning as required by the Environmental Permit. He asked when CEDD would conduct the noise measurement.

66. Mr Horace NG of CEDD responded that TKO - LT Tunnel and CBL had been commissioned on 11 December 2022. Generally speaking, it might take few months for motorists to adapt to the new road network, so it would be more appropriate to conduct noise measurement only after the gradual stabilisation of traffic flow on the newly built road. CEDD had already submitted a noise measurement proposal to EPD based upon the requirements in the Environmental Permit (EP). Subject to the consent of EPD, noise measurement was expected to be conducted as required by the EP in April/May in order to verify the assumption and projection made in the design stage.

67. Miss Marie SIN of TD said, in response to proposed installation of fixed speed enforcement cameras, that TD would review from time to time with the Police the traffic accident records and speeding conditions at major sections. TD would also consider suitable locations and priorities for installing fixed speed enforcement cameras where necessary, based on various factors such as the geographical location of the carriageway. TD had noted Members' concern about the speed for safety. However, given that CBL was a new infrastructure, TD would keep in view the traffic accident records and speeding conditions at the sections concerned and review the need for installation of fixed speed enforcement cameras.

68. The Chairman indicated that if TD had no plan to install fixed speed enforcement cameras at CBL for the time being, it might attract motorists to engage in illegal racing thereon. He asked the Police to provide information such as the current speeding conditions at CBL and respond whether relevant traffic enforcement actions would be arranged.

69. Mr MAK Man-yu, District Commander (TKO), HKPF, responded that the Police had pointed out in its written reply the enforcement actions which would be carried out by Tseung Kwan O Police District and Traffic Kowloon East Region against illegal racing and other

traffic problems. Besides, Traffic Kowloon East Region had conducted operations to combat speeding and other dangerous driving behaviours around Wan Po Road near Shek Kok Road in January this year. Given that CBL had been commissioned for a short time, the Police would keep a close watch on the situation and take traffic enforcement actions at different times.

70. Ms Christine FONG hoped that the measures to be taken by CEDD in April would further rectify the noise condition at CBL. If temporary road closure was needed for the works, CEDD was requested to provide information to SKDC as early as possible so that residents would get prepared in advance. Furthermore, CEDD indicated that one of the mitigation options would be coating the movement joints with asphalt materials. Yet, as there were too many heavy vehicles travelling along CBL, she was worried that asphalt materials would easily come off, which in turn might affect road safety. She thus suggested that CEDD carefully look into the matter and deal with it properly.

71. There being no objection from Members, the Chairman declared that the above motion was passed and SKDC's requests would be conveyed by writing to HKPF, EPD and CEDD.

**(2) Request for the release of the sites south of Wan O Road, Area 86 (including the site west of the Joint-user Government Building) to facilitate the construction of low-rise buildings for livelihood facilities such as public market in Wan Po area (LOHAS Park)
(SKDC(M) Paper No. 30/23)**

72. The Chairman said the motion was moved by Ms Christine FONG and seconded by Messrs WONG Shui-sang and LAU Kai-hong.

73. Members noted the written replies from EEB and the Drainage Services Department (DSD) (SKDC(M) Paper Nos. 33/23 and 34/23).

74. Ms Christine FONG said the purpose of the motion was to propose to the Government the construction of a public market around Shek Kok Road. Having discussed with DSD the drainage reserve area in TKO Area 86, she knew that it could be used for providing community facilities as long as it had sufficient loading capacity. She hoped that EEB would make further studies in that regard. Also, EEB pointed out in its written reply that the Government had planned to build a new public market in TKO Area 67. However, Area 67 was within the area of TKO town centre, which was rather distant from the residential buildings in LOHAS Park and Shek Kok Road. At present, it was quite inconvenient for residents of LOHAS Park to go to a private supermarket or travel to other places by vehicle for food purchase. As Area 86 was the closest "G/IC" site to the residential area in LOHAS Park, she counter suggested that the Government should reserve space in Area 86 for the construction of a public market.

75. Ms Caroline TANG of PlanD responded that Area 86 was a "G/IC" site and from planning perspective, relevant bureaux or departments could provide some public facilities as they deemed appropriate, such as a wet market.

76. Ms Christine FONG said the site other than the green and orange area as shown in the diagram attached to the motion paper was also a “G/IC” site. She asked if it could be used for a new public market, which was acceptable even though it might not be large in size.

77. Ms Caroline TANG of PlanD responded that the entire “G/IC” site in Area 86 could be used for the construction of public facilities, but the design required thorough consideration by and collaboration among relevant departments.

78. There being no objection from Members, the Chairman declared that the above motion was passed and SKDC’s requests would be conveyed by writing to EEB and DSD. He said DSD was open-minded about the suggestion but there would be some restrictions on its implementation, including the need to allow sufficient headroom for the overhanging structures above the area, and such constraint was not technically infeasible. The most important point was whether the Government would consider providing the facilities at the site that were lacking in the community. Since LOHAS Park was quite far away from the proposed public market in Area 67, he hoped that PlanD would provide support as far as practicable.

VI. Any Other Business

(A) The 8th Hong Kong Streetathon - “Hong Kong Streetathon 2023”

79. The Chairman said RunOurCity Foundation (ROC) had invited SKDC to support “Hong Kong Streetathon 2023”, a charity run organised by ROC which was scheduled for 17 December (Sunday) this year. The event comprised full marathon, half marathon and 10km run. This year’s 10km run would feature a new route, starting from Tseung Lam Highway, running via TKO Cross Bay Bridge and TKO - LT Tunnel East Bound. ROC was committed to develop the youth-oriented 10km run into the largest 10km youth race in Hong Kong, and to raise funds for local youth development charitable organisations. After checking with the organiser, it was noted that the event had not yet been approved by relevant departments. As the Cross Bay Bridge was a new infrastructure, many organisations showed interest in holding events at the Bridge but its closure might affect local traffic. Therefore, he suggested that a reply be sent to the organiser at a later stage. The Secretariat would forward the relevant letter to Members later, and it could be voted by SKDC by way of circulation, if necessary. He asked whether HKPF and TD had received the relevant application.

[Post-meeting note: The Secretariat had forwarded the letter to Members via email on 20 March 2023.]

80. Mr MAK Man-yu of HKPF responded that he had initially learnt about the event but not yet received any detailed information.

81. The Chairman said after the organiser provided specific information, such as the areas affected by and timing of the event, SKDC could consider and decide whether to support the event by way of circulation.

VII. Date of Next Meeting

82. The next meeting was scheduled to be held on 2 May 2023 (Tuesday) at 9:30 a.m. The meeting ended at 11:23 a.m.

Sai Kung District Council Secretariat
April 2023