

**Sai Kung District Council**  
**Minutes of the Sixth Meeting in 2024**

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Date: 5 November 2024 (Tuesday)  
Time: 10:00 a.m.  
Venue: Conference Room of the Sai Kung District Council

**Present**

Miss MA King-fan, Kathy, JP (Chairman)	District Officer (Sai Kung), Sai Kung District Office
Ms FONG Kwok-shan, Christine	Member of Sai Kung District Council
Mr WANG Wen	Member of Sai Kung District Council
Mr WONG Shui-sang	Member of Sai Kung District Council
Mr LI Tin-chi	Member of Sai Kung District Council
Mr LI Ka-leung, Philip, MH	Member of Sai Kung District Council
Ms LI Ka-yan	Member of Sai Kung District Council
Mr CHAU Ka-lok	Member of Sai Kung District Council
Mr LAM Chun-ka	Member of Sai Kung District Council
Ms KI Lai-mei, MH	Member of Sai Kung District Council
Mr YAU Siu-hung, Kelvin, MH	Member of Sai Kung District Council
Mr YAU Ho-lun	Member of Sai Kung District Council
Ms YU Natasha	Member of Sai Kung District Council
Ms SZE Pan-pan	Member of Sai Kung District Council
Ms WU Suet-lin	Member of Sai Kung District Council
Mr CHEUNG Mei-hung, Chris	Member of Sai Kung District Council
Mr CHEUNG Chin-pang	Member of Sai Kung District Council
Mr CHEUNG Man-tim	Member of Sai Kung District Council
Mr CHONG Yuen-tung, MH	Member of Sai Kung District Council
Ms CHONG Nga-ting, Angel	Member of Sai Kung District Council
Mr CHAN Chi-ho	Member of Sai Kung District Council
Mr CHAN Kin-chun, Ken	Member of Sai Kung District Council
Mr CHAN Kwong-fai	Member of Sai Kung District Council
Mr CHAN Kai-wai, MH	Member of Sai Kung District Council
Mr CHAN Kuen-kwan, MH	Member of Sai Kung District Council
Mr TSANG Kwok-ka	Member of Sai Kung District Council
Mr WAN Kai-ming	Member of Sai Kung District Council
Mr WONG Wang-to, MH	Member of Sai Kung District Council
Mr WONG Yuen-hong	Member of Sai Kung District Council
Ms KAN Tung-tung	Member of Sai Kung District Council
Mr LAU Kai-hong, MH	Member of Sai Kung District Council
Mr CHENG Yu-hei	Member of Sai Kung District Council
Ms TAM Chuk-kwan	Member of Sai Kung District Council
Mr CHUNG Kai-yin (Secretary)	Senior Executive Officer (District Council), Sai Kung District Office

### **In Attendance**

Miss LAM I-ching	Assistant District Officer (Sai Kung)1, Sai Kung District Office
Miss CHENG Suet-ching, Lacus	Assistant District Officer (Sai Kung)2, 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
Mr HUI Chun-kwan, Simon	Senior Executive Officer (District Management), Sai Kung District Office
Miss WONG Chui-ying, Erin	Executive Officer I (District Council), Sai Kung District Office
Mr KWONG Wang-ngai, Walter	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 YEUNG Chun-po, Carmelo	District Commander (Wong Tai Sin), Hong Kong Police Force
Mr MAK Man-yu	District Commander (Tseung Kwan O), Hong Kong Police Force
Ms WAI Kar-yan, Maria	Divisional Commander (Sai Kung), Hong Kong Police Force
Mr TAM Chun-hei	Assistant District Commander (Administration) (Tseung Kwan O), Hong Kong Police Force
Ms YEUNG Lok-kei, Kiki	Senior Engineer/20(East), Civil Engineering and Development Department
Mr YEUNG Wong-pan	Senior Property Service Manager/Kowloon West & Sai Kung, Housing Department
Miss LEUNG Pui-yin, Wendy	Chief Transport Officer/Sai Kung & North, Transport Department
Mr CHAU Chun-wing	Chief Leisure Manager (New Territories East), Leisure and Cultural Services Department
Ms LEE Lai-sheung, Susan	District Leisure Manager (Sai Kung), Leisure and Cultural Services Department
Miss LAI Wing-sau, Winsy	District Environmental Hygiene Superintendent (Sai Kung), Food and Environmental Hygiene Department
Ms CHOW Yuk-chu	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 YEUNG Man-leung	Senior District Engineer/South East, Highways Department	
Mr YEUNG Ka-chun	Engineer/Sai Kung, Drainage Services Department	
Mr YEUNG Yan-kin, Andy, FSDSM	Director of Fire Services, Fire Services Department	For agenda item II(A)
Mr CHU Man-chiu	Divisional Commander (Kowloon East), Fire Services Department	
Mr LEUNG Tak-yiu, Kelvin	Assistant Chief Ambulance Officer (Kowloon Central & East), Fire Services Department	
Mr LAW Wing-chun	Divisional Officer (Corporate Services) (Acting), Fire Services Department	
Miss AU Wing-yan, Christine	Principal Assistant Secretary (Planning & Lands)2, Development Bureau	For agenda item II(B)
Miss CHU Hiu-yin, Rebecca	Assistant Secretary (Planning) Special Duties 1, Development Bureau	
Mr CHENG Kam-ming, Anson	Assistant Secretary (Works Policies 3)4, Development Bureau	
Mr CHEUNG Doi-ching	Principal Assistant Secretary for Environment and Ecology (Sustainable Development), Environment and Ecology Bureau	
Miss CHOW Yin-tung, Ellen	Assistant Secretary for Environment and Ecology (Sustainable Development)2, Environment and Ecology Bureau	
Mr WAN Ka-ho, Viko	Senior Town Planner (Sustainable Development), Environment and Ecology Bureau	
Mr OR Chun-ming, Kenny	Assistant Secretary for Transport and Logistics 7B, Transport and Logistics Bureau	
Mr CHUNG Wing-hong	Deputy Project Manager (East), Civil Engineering and Development Department	
Mr LEE Ming-keung, Marco	Chief Engineer/East 2, Civil Engineering and Development Department	
Mr KO Wai-ching, Rick	Senior Engineer/19(East), Civil Engineering and Development Department	
Dr KWAN Cheuk-yan, Joanna	Principal Environmental Protection Officer (Waste Transfer & Development), Environmental Protection Department	
Mr HO Hei-yin, Bill	Senior Engineer (Environmental Infrastructure), Environmental Protection Department	
Miss WONG Ho-ying, Connie	Senior Environmental Protection Officer (Regional East)4, Environmental Protection Department	
Mr KWONG Pak-yiu, Patchill	Senior Environmental Protection Officer (Waste Transfer & Development)2, Environmental Protection Department	

Mr CHO Chung-hon	Senior Engineer/Railway Strategy (7), Highways Department
Mr YU Chun, Calvin	Senior Executive Officer (Planning)22, Leisure and Cultural Services Department
Mr YUEN Shing-yip, Kepler	Assistant Director of Planning/New Territories, Planning Department
Mr YEUNG Chi-kit, Kenneth	Senior Town Planner/Special Duties, Planning Department
Mr KWOK Ho-man, Kelvin	Manager - External Affairs, MTR Corporation Limited

For agenda  
item II(B)

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

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

- Mr Andy YEUNG, FSDSM, Director of Fire Services;
- Mr CHU Man-chiu, Divisional Commander (Kowloon East), Hong Kong Fire Services Department (FSD);
- Mr Kelvin LEUNG, Assistant Chief Ambulance Officer (Kowloon Central & East), FSD;
- Mr LAW Wing-chun, Divisional Officer (Corporate Services) (Acting), FSD;
- Ms Kiki YEUNG, Senior Engineer/20(East), Civil Engineering and Development Department (CEDD), who attended the meeting on behalf of Mr NG Chou-keen, Horace, Chief Engineer/East 1;
- Mr TAM Chun-hei, Assistant District Commander (Administration) (Tseung Kwan O), Hong Kong Police Force; and
- Mr Kelvin KWOK, Manager - External Affairs, MTR Corporation Limited (MTRCL).

## **I. Confirmation of Minutes of the Fifth Meeting of Sai Kung District Council (SKDC) held on 3 September 2024**

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

## **II. New Items**

### **(A) Visit by the Director of Fire Services to SKDC**

4. Mr Andy YEUNG, Director of Fire Services introduced the department's work with the presentation slides.

5. Mr WONG Yuen-hong expressed that some venues with high footfall in Sai Kung District were not provided with automated external defibrillators (AEDs). Examples

included some shopping malls under the Link Asset Management Limited such as TKO Spot and TKO Gateway; and some government organisations or venues such as the cycle tracks near Tseung Kwan O South and the Immigration Headquarters in Tseung Kwan O. He suggested that FSD should meet more often with local stakeholders and encourage them to install AEDs in public venues like shopping malls. Besides, he suggested adjusting the requirements for ethnic minorities (EMs) to apply for post of FSD, such as relaxing the language requirements and allowing persons wearing spectacles to apply. FSD should also step up publicity efforts on recruitment in the community. Additionally, he proposed that FSD should arrange for SKDC to visit Fireboat 12.

6. Mr Philip LI said most venues in urban areas of Sai Kung under the purview of the Leisure and Cultural Services Department as well as the Sai Kung District Office (SKDO) were installed with AEDs. However, in rural areas of Sai Kung, only the visitor centre of Pak Tam Chung Country Park was equipped with AEDs. In order to handle emergency situations, he suggested that FSD should study with the Agriculture, Fisheries and Conservation Department (AFCD) the provision of AEDs at the East Dam of High Island Reservoir in Sai Kung, which was relatively far away from public transport facilities.

7. Mr Andy YEUNG, Director of Fire Services gave a consolidated response as follows:

- FSD had been proactively liaising with government departments and private organisations to expand the availability of AEDs at district level. FSD would take the initiative to contact government departments to learn about the installation status of the equipment. To promote the installation and use of AEDs, FSD would also maintain ongoing communication with the property management companies and relevant associations of both large and small shopping malls.
- FSD launched the campaign “Ethnic Minorities Connect” (EM-Connect) to attract EM job applicants through a series of long-term development plans from recruitment to training. The recruitment campaign aimed to provide convenience for EMs to experience the work of fire services and understand the relevant physical requirements. FSD also hired three EM students on a contract basis to promote this campaign. Furthermore, FSD deployed EM staff members to districts where most EMs resided, e.g. Yau Tsim Mong District, to handle the communication issues with EMs and promote the message of fire safety. FSD had already adjusted the entry requirements and job training for EMs, such as by allowing them to write in English, in a bid to attract more EMs to join FSD.
- FSD would arrange for SKDC to visit Fireboat 12 and the Sai Kung Fireboat Base to learn about FSD’s operation in the waters of Sai Kung.

8. Mr CHONG Yuen-tung commended firemen and ambulancemen for their professionalism in handling fire incidents and emergencies. He supported the establishment of the Resuscitation Alliance. Under this programme, 70 000 citizens

had received relevant training, which was of great importance to the promotion of self-help and first aid in the community. Setting up a Community Emergency Preparedness Experiential Learning Centre in the joint-user government complex in Tseung Kwan O would facilitate promotion of relevant knowledge. In order to uplift the efficiency and safety of FSD's work, he proposed adopting a proactive approach to introduce advanced technology to assist in rescue operations, such as firefighting robots, drones and artificial intelligence (AI)-integrated equipment, and further developing the indoor positioning system in collaboration with the Hong Kong Polytechnic University (PolyU). He also suggested increasing the visitor quota for the Fire and Ambulance Services Academy (FASA) Open Day, in order to allow more members of the public to visit FASA, and to attract young people to join FSD.

9. Mr YAU Ho-lun highly commended FSD for its quick response in rural areas under inclement weather to perform emergency road opening works for roads affected by fallen trees, etc. He suggested that FSD should consider upgrading the tools and equipment for handling fallen trees, so as to improve the work efficiency and safety of frontline firemen when handling large obstructions. He also suggested that FSD should collaborate with other departments or data platforms to make optimal use of open source data and share relevant data and information, such as congested roads due to flooding and the latest locations of hill fires. This could inform the public about the affected locations of emergencies through mobile applications in a timely manner, enhance their emergency preparedness, and also promote the long-term development and application of digital technology in Hong Kong.

10. Mr Andy YEUNG, Director of Fire Services gave a consolidated response as follows:

- This year's FASA Open Day attracted a total of 15 000 visitors with an overwhelming response. FSD would consider organising more Open Days for more citizens to understand the work of FSD.
- FSD had been committed to developing and adopting advanced technology to improve the efficiency and its service quality. FSD had signed a Memorandum of Understanding with PolyU to develop a system to track the location of fire personnel at indoor fire scenes in order to further enhance frontline personnel safety. With the use of radio technology, the locations of firemen at fire scenes would be presented in three dimensions. The development of the system had reached a mature stage. FSD would also make adjustments to the system so that it could be applied in scenes of real-time firefighting.
- FSD would regularly review and evaluate response measures for situations such as extreme weather or exceptionally severe rainstorms through the Reviewing Committee on Operation Strategies for Rescue Operations for Extreme Weather. As for efforts to increase the efficiency in clearing fallen trees, FSD had provided various types of additional hewing tools in all fire stations, together with fire appliances in different districts. Meanwhile, FSD had arranged for more than 2 000 staff members to receive training on tree

- cutting. FSD noted the Member's views, and would continuously improve its equipment and facilities.
- FSD was working on improving the connectivity of data with the Digital Policy Office, with a view to promoting the digitalisation of data progressively. At the present stage, FSD would provide the key data and reports on its dashboard to the public in the forms of text and images. FSD would continue exploring the release of relevant figures, so that the information could be shared with the public and hence allowing them to understand more about the work of FSD.
  - Currently, in the event of a major fire or an incident, FSD would disseminate relevant messages to the public through press releases and social media within 10 to 20 minutes. The chairmen of the District Councils and the District Fire Safety Committees would also be informed of relevant messages as soon as practicable through FSD's Community Collaboration Network, so as to ensure that residents could obtain the latest information about fire incidents or other emergencies in a timely manner. For instance, during a fire incident recently broke out on a vessel in the Mong Kok area as the smoke drifted to Mong Kok, local residents mistook that as a nearby fire incident. To avoid confusion and unnecessary fear, FSD would continue its efforts to promptly announce the accurate locations of fire incidents.

11. Mr CHAN Kai-wai commended Tai Chik Sha Fire Station and Po Lam Fire Station for their thorough work in stabilising residents' air conditioners after typhoons. He expressed that the annual detailed inspections, maintenance and repairs of fire hose reels and sprinkler systems entailed complicated and lengthy procedures. The sprinkler heads would have to be dismantled every year for inspection, and procedures such as using water level gauges and measuring vantage points would increase inspection cost. He suggested simplifying the inspection procedures of fire hose reels and sprinkler heads in buildings. This would alleviate the financial burden on property owners. He also recommended simplifying or digitalising the annual inspection checklists for fire equipment.

12. Ms Angel CHONG suggested drawing reference from the Mainland's practice of providing AEDs on public vehicles for citizens to use and render assistance to others in case of an emergency.

13. Mr Andy YEUNG, Director of Fire Services gave a consolidated response as follows:

- Fire Service Installation Contractors must arrange acceptance inspections for new buildings in accordance with the Code of Practice for Minimum Fire Service Installations and Equipment set out by FSD. FSD would issue a Certificate of Compliance after the fire service installations and equipment (FSI) of a building were inspected by the respective registered contractor and confirmed to be meeting the requirement for fire services installations and equipment. To ensure normal operation of FSI in buildings, registered

contractors were also required by Fire Service (Installations and Equipment) Regulations, Chapter 95B of the Laws of Hong Kong to conduct annual inspections in old buildings. Generally speaking, FSD would not request inspectors to dismantle the entire set of sprinkler heads. FSD would follow up the matter with the Member after the meeting.

- Sprinkler heads must be installed at designated spots inside buildings under Codes of Practice for Minimum Fire Service Installations and Equipment and Inspection, Testing and Maintenance of Installations and Equipment. If the height of a suspended ceiling to be installed exceeded 800 millimetres, the sprinkler heads must be extended below the suspended ceiling, in order to avoid obstructing normal operation of the sprinkler heads.
- To enhance the application process, FSD was progressively using electronic systems to handle the submission of application forms with blockchain technology.
- Currently AEDs were installed on more than 900 fire appliances, together with ambulances and the staff cars of all senior officers of FSD. FSD would continue increasing the availability and coverage of AEDs in the community, such as by drawing reference from Singapore, where AEDs were provided on taxis.

14. Mr Chris CHEUNG opined that drones should be utilised for dangerous work or work in confined spaces, such as thermal imaging, gas analysis, repairs and maintenance of lighting systems. He also suggested further expanding the scope of application of drones. He expressed concerns over the operation of the broadcasting system of the fire station in Area 72, which would be put into service soon. As he had received reports from residents on the noise nuisance caused by other fire stations, he was worried that the nearby residential buildings in that area would be affected by the noise. Furthermore, he suggested stepping up publicity strategies involving the character “Anyone”, with a view to encouraging and educating more citizens on first-aid skills.

15. Mr CHAN Kuen-kwan appreciated FSD’s measures on the “Three Treasures for Fire Protection”, which were well received by the public. There were a lot of berthed yachts and citizens engaging in water sports activities in Sai Kung District. He thanked FSD for deploying a fireboat in Sai Kung, for which many residents had lobbied for many years. He relayed the difficulties encountered by some old buildings and restaurants in Sai Kung Town in licence renewal, hoping that FSD could provide alternative solutions that were more feasible.

16. Mr Andy YEUNG, Director of Fire Services gave a consolidated response as follows:

- FSD would further expand the scope of application of unmanned aircraft system in the future. In addition to the existing uses such as detection of unknown gases and thermal imaging, FSD would also study the feasibility of using the unmanned aircraft system for mountain rescue operations and transportation of tools, so as to ease the burden on rescuers. Meanwhile,

- FSD would explore the use of unmanned aircraft system in firefighting as well.
- As for the new fire station in Area 72, FSD would refine the design and setting of the broadcasting system based on operational experience and residents' feedback. FSD would avoid broadcasting towards residential areas and would turn off the broadcasting system of the drill yard at night to reduce the impact on the residents living nearby.
  - To encourage more citizens to learn about basic knowledge on first aid, FSD would continue its publicity work utilising the character "Anyone".
  - FSD would study and follow up the difficulties encountered by old buildings and restaurants in license renewal, and explore ways to improve the efficiency in processing licence matters.

17. Ms Christine FONG expressed her appreciation of FSD's contribution to disaster rescue and firefighting operations, etc. She suggested that FSD should collaborate with AFCD to coordinate the work arrangements for firebreaks in the countryside. She hoped that FSD could share big data and information with SKDO, the Care Teams, the FSD Community Emergency Responder, etc. This would alert them on potential incidents at an early stage, and adopt response measures accordingly. She was also concerned about the risk that the large glass curtain walls and external units of air conditioners of the buildings in LOHAS Park might be damaged by typhoons. She suggested that FSD should provide timely assistance for residents.

18. Mr Kelvin YAU recommended that FSD should invite SKDC and schools in the district to visit the Community Emergency Preparedness Experiential Learning Centre. He welcomed the establishment of the Fire & Ambulance Services Teen Connect (FAST Connect) by FSD in Sai Kung District, and suggested that this project should be extended to more schools in the district.

19. Mr Andy YEUNG, Director of Fire Services gave a consolidated response as follows:

- FSD would maintain regular communication with AFCD, and planned to expand the area of firebreaks in the countryside. By analysing hill fire black spots data, FSD had proactively stepped up patrols at the hill fire black spots in North District. FSD also promoted information about hill fire prevention to grave sweepers and countryside visitors during Chung Yeung Festival this year. These measures were highly effective.
- FSD would release data through the Central Management Committee, and would be glad to share relevant information with the FSD Community Emergency Responder and Honorary Presidents.
- Ensuring public safety would always be FSD's top priority. FSD would conduct on-site safety assessments of the glass curtain walls and deal with potential dangers promptly. FSD would deploy manpower and resources based on risk assessment, and the extent to which the situation was under control.

- Upon completion of the construction works, FSD would invite SKDC, schools and community organisations in the district to visit the Community Emergency Preparedness Experiential Learning Centre. The visit would encourage them to learn the skills in emergency preparedness applicable to their daily lives.
- FSD thanked SKDC for its support for FAST Connect. FSD planned to progressively extend FAST Connect to various districts and increase the participation quota, with the aim of encouraging more young people to join and promoting training on emergency preparedness, e.g. extinguishing and preventing fire, as well as self-help.

20. The Chairman expressed her gratitude to the Director of Fire Services for sharing and discussing relevant matters in detail with SKDC. Noting that the roads in the rural villages of Sai Kung were prone to accumulation of water and blockages during typhoons and rainstorms, she thanked Members and the Care Teams for their timely reports on the on-site situation. This enabled government departments such as FSD and SKDO to immediately deploy resources through the emergency response mechanism to promptly clear the blocked drains, so as to reduce the impact on residents. The Chairman commended FSD for its handling of emergencies, and hoped that FSD would share its dashboard information with the chairmen of the “three committees” of the district. This would facilitate timely dissemination of information about relevant issues in the district, such as flooding, to affected residents.

(B) Enhanced land creation proposal for Tseung Kwan O Area 137 and off Area 132  
(SKDC(M) Paper No. 106/24)

21. The Chairman welcomed the representatives of government departments including the Development Bureau (DEVB), the Environment and Ecology Bureau (EEB), the Transport and Logistics Bureau (TLB), CEDD, the Environmental Protection Department (EPD), the Highways Department (HyD) and the Planning Department (PlanD). Considering the number of attendees, she invited the departmental representatives to introduce themselves before they spoke.

22. As the following motion was relevant to the current item, and there being no objection from Members, the Chairman declared that the discussion of the motion would be advanced and combined with the said item.

- (1) Suggest constructing a new cross-harbour railway from Area 137 to Hong Kong Island East, and study the proposal to operate the LOHAS Park line independently to meet future population needs and tackle the traffic problems in Tseung Kwan O in the long run  
(SKDC(M) Paper No. 103/24)

23. The Chairman said the motion was moved by Mr CHAU Ka-lok and seconded by Mr Philip LI, Mr LI Tin-chi, Ms KAN Tung-tung, Mr YAU Ho-lun, Mr Chris CHEUNG, Ms SZE Pan-pan, Ms WU Suet-lin, Mr CHAN Kuen-kwan, Mr CHEUNG Man-tim,

Mr CHONG Yuen-tung, Mr Ken CHAN, Mr LAM Chun-ka, Mr CHAN Kwong-fai, Mr CHENG Yu-hei, Mr WONG Wang-to, Mr TSANG Kwok-ka, Mr WAN Kai-ming, Mr LAU Kai-hong, Ms TAM Chuk-kwan, Ms KI Lai-mei, Mr CHEUNG Chin-pang, Mr WONG Yuen-hong and Ms Christine FONG.

24. Members noted the written replies from TLB and MTRCL (SKDC(M) Paper Nos. 107/24 and 108/24).

25. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB briefed SKDC on the enhanced land creation proposal for Tseung Kwan O Area 137 and off Area 132 with the aid of presentation slides.

26. Mr LAU Kai-hong suggested developing a carriageway linking Area 137 with Clear Water Bay Road to improve the traffic conditions of High Junk Peak and the surrounding area. As the nearby section of Clear Water Bay Road was a two-lane two-way carriageway, residents' access would be hindered whenever there were road maintenance works. To provide convenience for villagers to travel to and from urban areas, and for members of the public to reach rural Sai Kung, Po Toi O and Tai Au Mun, he hoped that the Government would proactively consider the above suggestion. He also wished that the proposed pier in Area 137 would be closer to residential areas, and suggested enhancing the ancillary facilities around the pier in Area 137 by providing transport services connecting the urban areas with the pier. He recommended that the department should meet with and brief residents including the Rural Committees more often details of the development of Area 137. Additionally, he proposed that the reclamation site in Area 132 should be curved, which was more natural, instead of having a square-shaped outline.

27. Mr CHAN Kai-wai said the previous-term SKDC had discussions about the development project. He suggested that the department should organise more exchange sessions to explain to residents the overall design and the facility locations of Area 132. He opined that frequent relocation of the concrete batching plant (CBP) would lead to a waste of resources, and thus suggested opting for alternative solutions at the original location. He also expressed concerns about the impact of the future population growth on the transport system in Tseung Kwan O. In particular he had concern on whether the upgraded signalling system for railway lines could cope with the increased population. As the construction works in Area 132 might generate a noise nuisance, he suggested establishing a mechanism for works suspension. The buildings of the public facilities in Area 132 were quite tall, which would have an impact on the surrounding environment and residents. He had previously received reports from residents of Tseung Kwan O on their poor reception for television signals. He remarked that the Environmental Impact Assessment Report (EIA Report) should explain in detail whether the electricity facilities would give rise to noise and radiation problems, etc. He also asked the Town Planning Board about the public consultation period, and hoped that the Government would listen to residents' views and strengthen communication, in order to ensure that the project could actually meet public needs.

28. Mr CHEUNG Chin-pang expressed concerns about the pedestrian walkway connecting Tiu Keng Leng with Lei Yue Mun in the development project. He asked whether the viaduct design of Tseung Lam Highway Garden was intended for pedestrian use only. Moreover, he enquired whether the driving route for transporting the household waste in Tseung Kwan O to Area 132 would pass through Tseung Lam Highway. He concerned that the dump trucks and refuse collection vehicles would affect Tiu Keng Leng residents. Furthermore, he suggested taking Yantian, Shenzhen as reference for a waterfront boardwalk along the shoreline to connect Lei Yue Mun with Tiu Keng Leng. It would be easier for pedestrians to walk up and down the slopes and would enhance connectivity. The pedestrian walkway should be completely segregated from the carriageway, so as not to affect the walking experience.

29. Mr CHONG Yuen-tung supported the development scheme of Area 137, believing that it could alleviate land and housing problems in the short run. For future population growth in Area 137 and the long-term issues related to cross-harbour traffic in Tseung Kwan O, he suggested that the Government should build a new cross-harbour tunnel, which could complement the future development of Hong Kong Island East and the industrial area in Chai Wan. He also proposed that the Government should develop Area 137 into a pilot smart city and introduce smart mobility measures, as well as smart water supply and electricity grid systems. Noting that the Government strived to achieve carbon neutrality in 2050, he expressed support for the addition of public facilities in Area 132 to realise the concept of carbon neutrality. The new facilities could complement the land development of Area 137 and process the household waste in the district.

30. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB responded that when formulating the Recommended Outline Development Plan, the project team had already established the technical feasibility of the proposed development through conducting detailed technical assessment and environmental impact assessment, covering aspects including transport and traffic, drainage, water supplies, sewerage, environment, and air ventilation, etc. The current suggestion of setting up a CBP in Area 132 was not intended for relocating the existing CBP in Yau Tong. Instead, the future operator of the CBP in Area 132 would be selected by the Government through tender. The Government, as the party inviting bids from the market, could set tender conditions to debar CBP operators with poor track record in operation from taking part in the tender exercise from the onset. Besides, relevant departments would closely monitor the operation of the CBP in the future so as to ensure its compliance with conditions imposed by EPD when granting the relevant licence. As regards the project programme, the project team planned to submit the EIA Report to EPD within this year for its review, to be followed by public inspection. The project team would also strive to commence the relevant statutory procedures, including those related to town planning, in the first quarter of 2025.

31. Mr Kenny OR, Assistant Secretary for Transport and Logistics 7B, TLB gave a consolidated response as follows:

- The Hong Kong Major Transport Infrastructure Development Blueprint released by the Government last year had taken full account of the latest planning and land uses, including the potential population intake in Area 137.
- The report indicated that the cross-harbour section between Yau Tong and Quarry Bay of the Tseung Kwan O Line had the highest loading. Meanwhile, the sections between Po Lam and Tseung Kwan O and between LOHAS Park and Tseung Kwan O had relatively lower loadings.
- Through upgrading the signalling system and increasing the number of trains, the train frequency and maximum carrying capacity of the Tseung Kwan O Line could meet the passenger demand to and from Po Lam Station as well as enabling the increase in train frequency to and from LOHAS Park Station/Area 137, meeting the transport demand arising from the long-term development in Tseung Kwan O.
- For the suggestion of a new cross-harbour railway in Tseung Kwan O South, the study showed that the construction of cross-harbour transport infrastructure in Tseung Kwan O South would not effectively shorten the journey time for Tseung Kwan O residents to travel to the core business districts on Hong Kong Island. The relevant transport benefits and service coverage were also limited.
- Factors such as the associated transport infrastructure on Hong Kong Island and technical feasibility should be taken into account when considering the provision of additional cross-harbour transport infrastructure, including the potential demolition of a number of offshore buildings and public facilities for the connection of the new transport infrastructure to the existing elevated railway and major roads. The Government had comprehensively considered the overall transport and cost effectiveness, as well as the impact on the existing buildings and public facilities. Currently, the Government had no plans to provide cross-harbour infrastructure in Tseung Kwan O South. Reviews would be conducted in due course if the planning parameters or physical conditions changed significantly over time.
- Member's suggestion to connect Clear Water Bay Road with Area 137 was noted. TLB would continue to study the suggestion with the Transport Department (TD).

32. Mr CHUNG Wing-hong, Deputy Project Manager (East), CEDD responded that straight seawalls would be more suitable for vessels to berth as the daily operation of the public facilities in Area 132 relied on marine transport. If the seawalls were curved as suggested, the reclamation extent would be unnecessarily increased. Conversely, the current proposal could effectively reduce the reclamation extent and was also cost-effective. In addition, CEDD would build new connecting roads to link Area 132 with the existing road network. As for the connection between Tseung Kwan O and Lei Yue Mun, CEDD would ensure a safe and comfortable walking environment for pedestrians on the footpath linking Tiu Keng Leng with Area 132.

33. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB added that, as one of the enhancement measures, the project team would look into the

feasibility of opening the existing pier at the southeastern end of Area 137 near Tit Cham Chau for public use, with a view to enhancing the connectivity of the new community by providing sea access. When planning Area 137, space had already been reserved for connecting the future developments with the pier located at the end of the future roads.

34. The Chairman asked CEDD representatives to explain the driving route of urban refuse collection vehicles after the planned development in the future.

35. Mr CHUNG Wing-hong, Deputy Project Manager (East), CEDD responded that currently vehicles heading from Kowloon East to the South East New Territories (SENT) Landfill would normally travel via Tseung Kwan O – Lam Tin Tunnel (TKO-LT Tunnel), the Cross Bay Bridge and Wan Po Road. Relevant vehicles in Tseung Kwan O would travel via roads to Wan Po Road to reach SENT Landfill. If the land creation proposal was implemented, vehicles entering and leaving Area 132 could travel to and from Kowloon directly via TKO-LT Tunnel and the new connecting roads in the future, without passing through road sections such as Wan Po Road. Vehicles in the Tseung Kwan O area could also reach Area 132 via the road network of the district and the new connecting roads.

36. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)<sup>2</sup>, DEVB added that to cater for the operational needs, these public facilities would adopt marine transport alongside land transport in their future operations. For instance, the construction waste handling facility would transfer construction waste to other waste handling facilities by barges; the public fill transfer facility would transfer public fill received to appropriate projects for reuse through marine transport; and the refuse transfer station would transfer compacted and containerised municipal solid waste to waste handling facilities via marine traffic. The abovementioned traffic arrangements would be conducive to minimising the impact on road traffic.

37. Mr CHAN Chi-ho remarked that the future public pier in Area 137 was relatively far from residential areas, and enquired about the feasibility of moving the pier closer. He suggested constructing a new cross-harbour tunnel connecting to Hong Kong Island East in Area 137, so as to alleviate traffic congestion during morning and evening peak hours at the Eastern Harbour Crossing (EHC), and to cope with the transport demand arising from the future population growth in Area 137. He recommended building walkways and cycle tracks linking Area 137 and Area 132, so that Tseung Kwan O would have a complete cycle track network. Toilets should also be provided along the way for the convenience of users. He also proposed putting up a private hospital in Area 137 to meet the demand for medical services brought by the future population growth. In that way, residents would not have to travel to Kowloon Central or Hong Kong Island to seek medical services.

38. Mr WONG Yuen-hong said the development project report anticipated that Area 137 would provide around 50 000 units in the future. 35 000 of them would be public housing units based on the current public/private split for housing supply.

However, this year the Policy Address stated that the ratio between public housing and subsidised sale flats would be adjusted in the future. This approach might result in a decrease in the proportion of public housing originally planned for Area 137. He asked whether the public/private split for housing supply in Area 137 would remain unchanged. He also suggested that the percentage increase of the average living space per person in Area 137 should be adjusted downward from 10% to 5%. The overall units to be supplied could thus be increased to 52 500 to meet the housing needs of the grassroots. As the Government intended to establish a third medical school, he suggested reserving part of the land in Area 137 to build a public teaching hospital, with a view to supporting the medical needs of over 200 000 residents living in Area 137 and LOHAS Park.

39. Ms SZE Pan-pan relayed local residents' concerns about the heights of the public facilities in Area 132. The development project report mentioned that the height of the electricity facilities would be limited to 70 metres (m) above Principal Datum (mPD). She asked whether this meant the buildings would be 70 m tall. She suggested that the department should explain to residents with simulated images, and invite residents living nearby who were worried about the potential noise and odour nuisance to visit relevant facilities. She agreed that the boardwalk connecting Tiu Keng Leng with Lei Yue Mun should be provided with cycle track facilities to offer convenience for residents who opted for cycling instead of walking for a relatively long distance.

40. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB gave a consolidated response as follows:

- In response to Member's concerns about the building heights and visual impact, building height restrictions would be imposed for different facilities having regard to their respective needs. The proposed development on the newly reclaimed land off Area 132 would mainly comprise low-rise structures, with height restrictions set between 35 mPD to 70 mPD. Besides, when conducting detailed design for the new structures in the future, the relevant bureaux and departments would consider adopting vertical greening for the building facades so as to further enhance the visual appeal of the area.
- To build a green and liveable new waterfront community, the project team had already planned a cycle track network of about 6.5 kilometres (km) long in Area 137. The said network would be connected to the current cycle track network of Tseung Kwan O via the existing 2.4-km cycle track along Wan Po Road and Wan O Road.

41. Mr Kenny OR, Assistant Secretary for Transport and Logistics 7B, TLB understood the demand of residents in Tseung Kwan O, including those in Area 137 in the future, for connectivity to and from Hong Kong Island. Given the geographical location and the existing road network, at present, most of the residents in the district mainly used Tseung Kwan O Tunnel or TKO-LT Tunnel for harbour crossing via EHC. The entire Route 6, including TKO-LT Tunnel which had been in use since December

2022, and the Central Kowloon Route, the Trunk Road T2 and Cha Kwo Ling Tunnel which were currently under construction, was expected to be fully commissioned in 2026. After its completion, the travelling time between Tseung Kwan O Town Centre and Yau Ma Tei Interchange would be significantly reduced from 65 minutes to 12 minutes approximately during peak hours. TLB anticipated that the new route would effectively divert the residents in Tseung Kwan O and those in Area 137 in the future to use the Cross-Harbour Tunnel and the Western Harbour Crossing, thereby reducing the reliance on EHC. In the long run, the Government also planned to construct a strategic route under the project of the Kau Yi Chau Artificial Islands to connect Northeast Lantau with Hong Kong Island. The route could be regarded as the fourth cross-harbour tunnel to further improve the traffic conditions of the existing three cross-harbour tunnels.

42. Miss Ellen CHOW, Assistant Secretary for Environment and Ecology (Sustainable Development)<sup>2</sup>, EEB provided supplementary information about the design of the electricity facilities in Area 132. A multi-storey design would be adopted to accommodate equipment within the four buildings, each not exceeding 60 m in height. The design would incorporate elements such as vertical greening and roof greening.

43. Mr Philip LI reflected the lack of cultural performance venues in the district. In addition to providing a community hall under the development scheme of Area 137, he suggested a civic centre to provide adequate performance venues as well as cultural and recreational facilities. Furthermore, while seven kindergarten facilities were reserved in the development project in Area 137, some of the kindergarten facilities in Po Lam remained vacant at present. He suggested changing these sites into multi-purpose uses in the future land planning. If the demand for kindergartens was insufficient, the sites could be converted to other uses. He said that the location linking Area 137 with the pier facilities shown in the bureau's layout plan was inconsistent with that in its three-dimensional modelling plan. He enquired about the location of the pedestrian link therein, and suggested leveraging AI to explore the implementation of smart city in Area 137 and Area 132.

44. Ms Christine FONG expressed her gratitude to the Government and the relevant departments for actively gauging public views. The primary concern of residents living in housing estates in Tseung Kwan O South was the reclamation issue as raised in a number of consultation meetings held by the previous-term SKDC. She emphasised the need to consider the impact on the surrounding environment in tandem with the implementation of the development project. It was thus necessary to enhance environmental monitoring measures to minimise the impact of the new facilities on the community. Relaying the current inadequacy of recreational and sports facilities, she hoped that the Government would, while advancing the construction of the Tiu Keng Leng Park in Area 72, consider expediting the construction of the sports centre in Area 86 and the water sports centre in Area 77. She agreed that the new development project should fully adhere to the infrastructure-led approach and ensure infrastructural facilities were aligned with the existing community needs. She suggested that a small public market should be constructed in the joint-user government building in Area 86 to address the livelihood needs of the residents in LOHAS Park. In respect of transportation, she

stressed the serious overcrowding at LOHAS Park MTR Station and hoped that the relevant departments could implement the circular railway link scheme through the construction of the “Tseung Kwan O Line Southern Extension”, and there could be a long-term planning of the cross-harbour section linking Area 137. She suggested upgrading the signalling system of the Tseung Kwan O Line as soon as possible, introducing new trains and enhancing the service between LOHAS Park and Area 137 with a view to operating with the train frequency of every four minutes throughout the day.

45. Mr YAU Ho-lun was concerned about the number of parking spaces and ancillary facilities provided in Area 137 as it was a large-scale residential development project. There were restrictions on the demand and supply ratio of parking spaces in large-scale housing estates. He suggested making good use of the parking spaces in government buildings to meet public needs and alleviate parking difficulties. As Area 137 was located at a “cul-de-sac”, footbridges could be constructed to connect the large-scale residential buildings within Area 137. As Area 137 was currently at the planning and development stage, advance planning should be made to ensure that all residential buildings could be interconnected by footbridges, even though there might be technical difficulties.

46. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)<sup>2</sup>, DEVB responded that the Government was committed to developing Area 137 into a green and liveable new waterfront community, to be supported by ancillary facilities and served by transport. In terms of development layout, the proposed railway station would be located at the centre of Area 137, accessible within a 15-minute walk from most residential developments and community facilities. An all-weather pedestrian network would also be provided in the area with a view to providing future residents with a comfortable walking experience. The project team would further work on the design of the pedestrian network at the detailed design stage, and identify appropriate locations for the footbridges or covered pedestrian walkways. Besides, the project team had already reserved sufficient floor area for kindergartens in Area 137, after taking into account the planned population and needs for community services as mentioned in the Hong Kong Planning Standards and Guidelines (HKPSG). Since the planned kindergartens formed part of the non-domestic portion, upon the completion of the developments, the use of the non-domestic portion could be suitably adjusted based on actual circumstances and the community’s demand for kindergartens.

47. Mr Kepler YUEN, Assistant Director of Planning/New Territories, PlanD responded that the existing location of the pier at the southeastern end of Area 137 near Tit Cham Chau was marked in Figure 3a in Paper No. 106/24. When considering amendments to the Outline Zoning Plan (OZP), PlanD would include the pier site as part of the amendments and designate it with a suitable land use zone on the OZP. As regards Member’s suggestion on the ancillary facilities at the pier, the relevant departments would carry out a detailed study at the next stage to enhance the planning of the ancillary pier facilities.

48. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB understood that Members had expectations for the development of Area 137 and hoped that more kinds of community facilities (such as cultural, recreational and sports facilities) could be provided for residents in the district to enjoy. In anticipation of the future increase in population arising from the development of Area 137, the Government would reserve sufficient land for the provision of various types of community facilities in accordance with the requirements set out in the HKPSG so as to meet the needs of the future residents. The project team would also relay Members' views on other development projects and community facilities in the district to the relevant bureaux and departments for consideration.

49. The Chairman said that Members were concerned about the location of the public market in the district. She asked the government departments to give an account of the current planning and considerations.

50. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB responded that, as one of the enhancement measures, when planning Area 137, the project team had already reserved a site near the proposed railway station for constructing a joint-user government complex. In addition to the originally proposed facilities, the complex would also include a public market to serve the residents in the area and those living near the southeastern side of Tseung Kwan O. Moreover, the waterfront commercial/residential site located next to the proposed railway station and all other residential sites in the area would allow the provision of commercial facilities (such as shop and services as well as eating place, etc.) on lower floors to meet the daily needs of residents.

51. Ms Angel CHONG expressed that even though the number of public facilities in Area 132 was reduced from six to five and the marine refuse collection point would no longer be constructed, a public fill transfer facility, a CBP, electricity facilities, a construction waste handling facility and a refuse transfer station were still retained by DEVB. Notably, these facilities were only around 1 km away from residential areas. She asked DEVB, when planning the construction of the relevant facilities, whether it had considered other factors beyond marine transport to justify the site selection. For example, whether the relevant EIA Report and results were available before constructing the relevant facilities. She hoped that DEVB could provide more information on pollution control measures. Also, she suggested providing an online real-time data display platform to allow the public to monitor in real time the impact of these facilities' operation on the nearby environment. Furthermore, she suggested providing more youth hostels, youth housing projects, "Youth Post" hostels or youth start-up spaces, etc. in Area 137.

52. Mr Chris CHEUNG supported the construction of a government complex in Area 137 and expected DEVB to provide more specific information. He also raised the following views:

- The current housing demand and supply in Hong Kong required a change, and

- suggested reducing the residential density in Area 137 with a view to minimising the traffic impact on Tseung Kwan O.
- The 6.5-km cycle track mentioned in the development project paper did not include the proposed 1.4-km waterfront promenade in Area 137. He suggested that DEVB should consider extending the 1.4-km waterfront promenade in the project to the existing Tseung Kwan O Industrial Estate, connecting the Tseung Kwan O Waterfront Promenade with Lei Yue Mun, in order to create a super-long waterfront promenade similar to the one extending from North Point to Central.
  - He enquired when the railway signalling system and service frequency in Area 137 would be further enhanced.
  - He enquired about the specific details and timetable for the construction of the Tiu Keng Leng Park.
  - He asked whether consideration could be given to relocating the reclamation extent of Area 132 towards Lei Yue Mun and further away from the Tseung Kwan O area.
  - The proposals of adjusting the slope cutting works to 55 m and relocating public facilities to caverns mentioned in the development project report could further reduce the reclamation size, and suggested that the bureau should give consideration to the relevant proposals.
  - He enquired about the timetable for the reclamation works in Area 132 and asked whether the works would cause air and water pollution to the nearby areas.

53. Mr CHAU Ka-lok said that a press report in 2014 stated that the maximum carrying capacity of the Tseung Kwan O Line was 67 500 passengers. He pointed out that in addition to the construction of residential buildings in Area 137, there were four residential sites under construction in the district. It was expected that the population of the entire Area 137 would increase to 150 000. Even if the Government constructed the Tseung Kwan O Line Southern Extension, increased the capacity of the Tseung Kwan O Line by upgrading the MTR signalling system, and increasing the number of trains, these measures would still not be sufficient in addressing the traffic demand of the additional population in the district. He thus suggested that DEVB should reconsider operating the LOHAS Park line independently.

54. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)<sup>2</sup>, DEVB gave a consolidated response as follows:

- When putting forward the proposal to provide public facilities off Area 132, the project team had already taken into consideration a variety of factors. These included, for example, the need to prevent the reclamation works from causing sedimentation and affecting water quality due to slow water flow, affecting the principal fairways, marine facilities, submarine cables, submarine outfalls and Junk Bay Dangerous Goods Anchorage, as well as jeopardising areas which were relatively more ecologically sensitive and fish culture zones, etc. After thorough assessment, the project team concluded

- that the current proposal could best balance the various factors involved. Any further southward shifting of the reclamation area off Area 132 would affect areas which were relatively more ecologically sensitive.
- The proposed construction waste handling facility off Area 132 would receive, handle and bulk transfer construction waste to other waste handling facilities via marine traffic. The facility had no storage function. The process of handling construction waste would mainly take place within the building to minimise the impact on the nearby environment.
  - At present, there were seven refuse transfer stations operating across the territory. The refuse transfer station to be located off Area 132 in the future would be approximately 1 200 m away from the nearest residential development, rendering it the furthest from residential developments among the five existing refuse transfer stations located in urban areas of Hong Kong. The waste handling process would take place in the tipping and compactor halls, where the former had been equipped with negative pressure system to prevent the odour from leaking. The air extraction system would then channel the odorous gas to the air scrubbing system for treatment prior to discharging. All refuse collection vehicles must be washed externally before leaving the facility.
  - Regarding Area 137, as mentioned earlier, the project team had already planned a 6.5-km cycle track network, part of which would be located next to the waterfront promenade in Area 137 with a view to making good use of the promenade area to provide a comprehensive pedestrian and cycle track network.

55. Mr Kenny OR, Assistant Secretary for Transport and Logistics 7B, TLB gave a consolidated response as follows:

- MTRCL was currently upgrading its signalling system to further enhance the overall reliability and efficiency of railway services. According to the existing work plan, the entire project was expected to complete between 2028 and 2029. By that time, the train frequency and service level would be further enhanced.
- The Government would keep on urging MTRCL to pay close attention to the patronage of different service lines and to improve the passenger flow, as well as improving passenger travel experience through a multi-faceted approach. It would include flexible deployment and adjustment of train service, stepping up passenger flow management measures and arranging short-haul train service to facilitate diversion of passenger flow, etc.
- The maximum patronage of the Tseung Kwan O Line referred to the carrying capacity of the most frequent train service during the busiest hour. Since not all additional commuters would travel at the same hour, a direct comparison could not be drawn between the maximum patronage of the Tseung Kwan O Line and the expected increase in population in the Tseung Kwan O area.

56. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB

further responded as follows:

- If the newly created land was further pushed into the mountain body as per Member's suggestion, the associated excavation works and cost would increase significantly in a disproportionate manner. Further expanding the scale of slope-cutting would involve additional rock excavation and reinforcement works, resulting in a substantial increase in the overall scale, construction time and cost of the project, and aggravate the impact on the surrounding environment. Besides, as the public facilities off Area 132 all required marine frontage, additional slope-cutting would affect the operation of those facilities.
- Although cavern development could bring about a number of benefits, there were also many technical constraints and considerations. Cavern was not a large piece of flat land, but an area composed of a number of access tunnels with partitioning rock pillars to support the entire cavern complex. Cavern was therefore often long and narrow in shape, rendering it unsuitable for accommodating bulky yet indivisible facilities. An example would be the electricity facilities where a space of at least 80 m in diameter was required for placing the modules. Besides, as the remaining four public facilities all required marine frontage, even if we sub-divided the facilities and moved part of them into cavern, reclamation would still be inevitable for setting up docks for mooring of vessels, providing waterfront site for operation as well as constructing roads between the berthing facilities and cavern. In other words, the above arrangement not only failed to reduce the extent of reclamation, but indeed would further enlarge the space needed for operation. Higher cost and longer time would also be required for taking forward the works.

57. The Chairman said SKDC was highly concerned about the development of the Tiu Keng Leng Park. She asked the departmental representatives to explain the reasons for including the construction of the Tiu Keng Leng Park in the project of Area 137 and Area 132.

58. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)<sup>2</sup>, DEVB responded that in response to the aspirations of the residents, as one of the enhancement measures, the project team would advance the implementation of the Tiu Keng Leng Park which was planned in early years. This would be done by including the construction works of the Tiu Keng Leng Park into the Area 137 and Area 132 projects, and jointly seeking funding approvals for works. By doing so, recreational and sports facilities would become available sooner for the enjoyment of residents.

59. Mr Ken CHAN supported the development of Area 137 and Area 132 but he was worried about the transport planning arrangements in the district. He said that he had repeatedly expressed to TLB the hope for constructing a tunnel connecting Area 137 with Siu Sai Wan, yet this had not been considered. TLB indicated that the Trunk Road T2 and Cha Kwo Ling Tunnel and the Widening of T6 Bridge of Tate's Cairn Highway

were effective in alleviating traffic congestion. However, the related works could not really resolve traffic congestion in the district, and would like TLB to reconsider the suggestion to construct a tunnel in Area 137 connecting Siu Sai Wan. At present, residents in LOHAS Park were mainly diverted and transferred to other railway lines at Tiu Keng Leng Station, making the platforms very crowded during peak hours. He believed that the rapid population growth in Area 137 would aggravate the overcrowding situation at those platforms. He thus suggested that the construction of a direct railway line from LOHAS Park to Hong Kong Island so as to relieve road traffic congestion.

60. Mr CHAN Kuen-kwan indicated no objection to reclamation and land creation works, but considered the proportion of public housing construction in Area 137 too high. The public facilities in Area 132 were only about 1 km away from the residential buildings. He suggested implementing proper greening works on external walls of public facilities buildings in implementing the project of Area 132 so as to reduce the nuisance caused to residents. He supported the proposal on the construction of a carriageway linking Area 137 with Clear Water Bay Road as raised by Mr LAU Kai-hong. Also, the residential density of Area 137 should be increased so as to make a stronger case for seeking the construction of a road linking Area 137 with Hong Kong Island. He further enquired about the construction cost of the public facilities in Area 132.

61. Mr WAN Kai-ming supported the development project of Area 137. In the “Hong Kong Smart City Blueprint 2.0” released in 2020, the Government was committed to promoting smart city development to enhance the city’s competitiveness. He suggested introducing AI and city management systems in the construction of Area 137, including measures such as air quality measurement, smart traffic, green energy and social security in order to upgrade people’s quality of life. On the long-standing shortage of parking spaces in Tseung Kwan O, he enquired about the ratio of parking spaces to residents in Area 137 in the future. He requested the planning of more parking spaces to meet the demand, and suggested adopting smart car parks and providing additional charging facilities. Referring to an increase in the number of pet owners, he suggested that more pet and human inclusive space, including facilities such as a pet park, should be provided in Area 137.

62. Mr CHEUNG Chin-pang said the public had a negative impression of waste management facilities, mainly due to unsatisfactory performance of operators in the past. This development project report only focused on explaining the hardware facilities as well as the reclamation and land creation proposal, with no coverage on how the project could be optimised by detailed clauses in the tender documents, and thus could not effectively explain to the public the measures to improve the tender documents. Members of the public were worried that the operation of the public facilities in Area 132 might repeat such situation occurred in the CBP in the Yau Tong Industrial Area, resulting in the poor hygiene condition on Wan Po Road. He put forward the following four improvement suggestions, including:

- For the facilities which were likely to generate odour, they should be operated

in a sealed environment to minimise odour emission.

- When works were carried out in Area 132, EPD should set up a 24-hour real-time monitoring system to check the air quality, including dust particles, odour, water quality near the pier, noise and road pollution, etc.
- Operators with adverse records, including their shareholders, directors and operating staff, should be restricted from participating in this tendering exercise. The companies whose license renewals had been refused by EPD should not be engaged and the monitoring and vetting of operators should be stepped up.
- The Government should increase the amount of retention money so that the contract sum could be deducted if operators failed to perform, so as to demonstrate the Government's determination to create a green and liveable environment.

63. The Chairman said the Government had consulted the previous-term SKDC on the development project in 2023, when the planning had been at an early stage without many details. Furthermore, there were fewer SKDC Members in the previous term. After the establishment of the current SKDC, the Government presented a more comprehensive planning for consulting SKDC in a timely manner. The Chairman added that after the consultation with the previous-term SKDC in early 2023, the Government had also conducted meetings with more than 30 local organisations, including owners' committees of housing estates, local communities, village representatives, concern groups, etc. She stressed that this consultation with SKDC was just the first step. SKDO would discuss with the relevant departments and SKDC Members on the subsequent arrangements for consulting residents to ensure close and effective communication with local residents.

64. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB further responded as follows:

- Regarding Member's suggestion to integrate more greening into the design of the facilities, the relevant bureaux and departments would consider adopting designs such as vertical greening for the building facades in the future so as to enhance the visual appeal of the area.
- She did note the concerns of the Members about the future operation of the CBP. At present, there were over 20 CBPs located in various districts across the territory. While some of CBPs were in close proximity to residential areas, most of their operators were able to properly manage and operate the CBPs to ensure their daily operations were in compliance with the requirements under the relevant ordinances. The operating right of the future CBP off Area 132 would be determined through tender. The Government, as the party inviting bids from the market, would consider setting tender conditions to debar CBP operators who had failed to renew their operating license with EPD for some time in the past from taking part in the tender exercise, thus disallowing operators with poor track record from the onset. Various project teams would carry out environmental monitoring and

auditing in accordance with the requirements of the environmental permits issued by EPD for the relevant designated projects, and release the relevant environmental monitoring data regularly.

65. Mr CHEUNG Doi-ching, Principal Assistant Secretary for Environment and Ecology (Sustainable Development), EEB thanked Members for their views. He said that EPD would actively explore and consider the suggestions about waste management facilities. He added that the main installations of electricity facilities (including transformers, high-voltage current converters and other control and communication supporting devices) did not involve the combustion of fuels for generating electricity nor chemical processing, and so no polluting substances would be emitted.

66. Mr Kenny OR, Assistant Secretary for Transport and Logistics 7B, TLB responded that with the upgrading of the signalling system and service frequency enhancement of the Tseung Kwan O Line, it was expected that passengers' waiting time would be shortened, thereby relieving overcrowding on platforms. TLB would keep on urging MTRCL to upgrade the signalling system as planned and closely monitor the operational arrangements for the Tseung Kwan O Line to further enhance the service.

67. Mr CHAN Kai-wai said the bureau had not responded as to when the EIA Report would be released. He also asked if the facilities in Area 132 generated problems on air quality, odour, noise nuisance, etc., whether the bureau would prohibit their operation until the problems were ameliorated.

68. The Chairman understood Members' concerns about the progress of planning. SKDC had also discussed the environmental hygiene problems caused by the entry and exit of dump trucks in the area. The Chairman briefed Members about the use of new technology in the facilities of K. Wah Group's CBP to minimise the environmental impact since the commencement of the operation of the CBP in October this year. SKDO would later arrange a site inspection to K. Wah Group's CBP for SKDC to observe the application of the latest technology on reducing the risk of environmental pollution. The Chairman believed that technology would advance over time. She was confident that future technology would help minimise the environmental impact. The Chairman invited DEVB representatives to provide more concrete information on the timing of the release of the EIA Report.

[Post-meeting Note: SKDC Secretariat arranged a visit on 17 January 2025 to Ka Wah Group's Concrete Batching Plant.]

69. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB responded that the project team would submit the EIA Report to EPD within this year. As required by the Environmental Impact Assessment Ordinance, the EIA Report would then be released for public inspection and comment.

70. The Chairman understood Mr CHAN Kai-wai's concerns. She said time should be given for government departments and consultants to complete a more detailed EIA

Report, which would then be released to the public. The Chairman stressed that it was not a one-off consultation, and SKDC could follow up the planning and discuss details at any time. The government departments were encouraged to provide timely updates on the planning to SKDO and SKDC Secretariat for sharing with SKDC Members and local residents.

71. Regarding the motion “Suggest constructing a new cross-harbour railway from Area 137 to Hong Kong Island East, and study the proposal to operate the LOHAS Park line independently to meet future population needs and tackle the traffic problems in Tseung Kwan O in the long run” moved by Mr CHAU Ka-lok, the Chairman concluded that the majority of Members had expressed concerns about the railway link in Area 137 and the demand for transport services between LOHAS Park and Hong Kong Island East. There being no objection from Members, the Chairman declared that the above motion was passed and SKDC’s views would be relayed to DEVB, EEB, TLB, CEDD, EPD, HyD, PlanD and MTRCL in writing. She asked the departments to provide written replies to the relevant views.

72. The Chairman said there had been a full discussion on the item. She thanked the representatives of the government departments for attending the meeting, and asked the relevant departments to follow up Members’ views.

### **III. Matters Arising**

#### **(A) Follow-up on motions discussed at the fifth meeting of SKDC held on 3 September 2024**

73. The Chairman said four motions were passed at the fifth meeting of SKDC meeting in 2024 and the views of SKDC on the passed motions were sent to relevant government departments in writing. The Secretariat had already informed Members about the replies received via email and uploaded them to the SKDC’s website.

### **IV. Report Items**

#### **(A) Progress reports of the committees under SKDC**

- (1) District Facilities and Works Committee
- (2) Food, Environment and Hygiene Committee
- (3) Community Involvement, Culture and Recreation Committee
- (4) Traffic and Transport Committee  
(SKDC(M) Paper Nos. 98/24 to 101/24)

74. Members endorsed the above reports.

#### **(B) Progress report of the committee under SKDO**

- (1) Sai Kung District Management Committee  
(SKDC(M) Paper No. 102/24)

75. Members noted the above report.

## **V. Motions Raised by Members**

### **(A) The one motion raised by Members**

- (1) Suggest constructing a new cross-harbour railway from Area 137 to Hong Kong Island East, and study the proposal to operate the LOHAS Park line independently to meet future population needs and tackle the traffic problems in Tseung Kwan O in the long run  
(SKDC(M) Paper No. 103/24)

76. The Chairman said the above motion had been jointly discussed with another item earlier.

## **VI. Any Other Business**

### **(A) Proposed meeting schedule of SKDC and its Committees in 2025** (SKDC(M) Paper No. 104/24)

77. Members noted the above meeting schedule.

### **(B) Proposed duty roster for SKDC Meet-the-Public Scheme in 2025** (SKDC(M) Paper No. 105/24)

78. The Chairman said in the duty roster, Members were listed in alphabetical order based on their English names. Members might coordinate among themselves for swapping their duty days depending on their availability, and inform the Secretariat to update the information for public access.

79. Members noted the above duty roster for the Meet-the-Public Scheme.

### **(C) International Fashion Show at the Hong Kong Design Institute**

80. The Chairman briefing Members that the Hong Kong Design Institute (HKDI) would hold an international fashion show on the day of the meeting. Given that there would be many guests attending the international fashion show and considering the vehicular traffic control, SKDO, the Culture, Sports and Tourism Bureau and the relevant departments involved in the district had convened meetings to arrange measures for diverting the traffic flow in the vicinity, so as to minimise the impact on the residential areas near HKDI. The measures included implementing temporary traffic arrangements in the areas of Choi Ming Street and King Ling Road, and temporarily suspending the operation of individual bus stops from 12:30 p.m. to 8:00 p.m. on the event day. On behalf of SKDC and residents, the Chairman would like to thank various government departments for their collaboration to ensure the smooth running of the event, e.g. the Food and Environmental Hygiene Department and the Buildings

Department for coordinating relevant procedures of licence application before the event, the Police for deploying additional manpower to maintain smooth traffic flow on roads, and TD for assisting the organisers to meet with a number of public transport operators for coordination and work out temporary traffic arrangements as early as possible, etc.

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

81. The next full council meeting was scheduled for 10:00 a.m. on 7 January 2025 (Tuesday).

82. The meeting ended at 1:06 p.m.

Sai Kung District Council Secretariat  
January 2025