

(Translation)

Minutes of the 11th Meeting of the Planning Development and Transport Affairs Committee
of Sham Shui Po District Council (6th Term)

Date : 21 October 2021 (Thursday)
Time : 9:30 a.m.
Venue : Conference Room, Sham Shui Po District Council

Present

Chairman

Mr LI Ting-fung, Jay

Members

Mr CHUM Tak-shing	(Arrived at 9:58 a.m.)
Mr HO Kwan-chau, Leo	(Left at 11:30 a.m.)
Ms LAU Pui-yuk, MH	(Left at 12:05 p.m.)
Mr MAK Wai-ming	(Arrived at 10:25 a.m.; left at 12:01 p.m.)
Ms NG Mei, Carman	(Arrived at 10:20 a.m.; left at 12:03 p.m.)
Ms NG Yuet-lan, Janet	
Mr YUEN Hoi-man, Ramon	

In Attendance

Miss TSE Yi-lam, Gloria	Assistant District Officer (Sham Shui Po) 1
Miss HO Yuen-ching, Jessica	Senior Town Planner/Sham Shui Po, Planning Department
Mr WONG Chi-tak, Keith	Senior Transport Officer/Sham Shui Po, Transport Department
Mr CHAN Sze-ho	Engineer/Sham Shui Po, Transport Department
Ms LAW Ming-chu, Cecilia	Engineer/Planning West 1, Transport Department
Mr YU Chung-him	District Engineer/Sham Shui Po, Highways Department
Mr LEE Kwan-hon, Ricky	District Engineer/Lai Chi Kok, Highways Department
Mr YUNG Chung-pui	Deputy Officer in-charge of District Traffic Team, Sham Shui Po District, Hong Kong Police Force
Mr KO Tin-lai, Anthony	Assistant Public Relations Manager, MTR Corporation Limited
Mr Ken WONG	Manager (Operations), Kowloon Motor Bus Company (1933) Limited

Mr Luka LAI	Senior Operations Support Officer, Kowloon Motor Bus Company (1933) Limited
Ms Rennis LIP	Senior Officer, Corporate Communications and Public Affairs Department, Kowloon Motor Bus Company (1933) Limited
Mr YIU Ka-yee, Gary	Senior Estate Surveyor/Sham Shui Po (District Lands Office, Kowloon West), Lands Department
Mr FONG Hiu-fung, Jason	Estate Surveyor/Sham Shui Po West (District Lands Office, Kowloon West), Lands Department
Mr CHAN Chung-yee	Authorized Person, Wong & Ouyang (HK) Limited
Mr FUNG King-him	Senior Architect, Wong & Ouyang (HK) Limited
Mr YEUNG Sin-keung	Senior Director, Savills Valuation and Professional Services Limited
Mr KWOK Chi-hin	Senior Manager, Savills Valuation and Professional Services Limited

Secretary

Mr CHU Hei-yeung, Angus	Executive Officer (District Council) 1, Sham Shui Po District Office
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Opening Remarks

The Chairman welcomed members and representatives of government departments to the eleventh meeting of the Planning Development and Transport Affairs Committee (“PTAC”) of the sixth term of the Sham Shui Po District Council.

Agenda Item 1: Confirmation of minutes of the 9th meeting held on 10 June 2021 and the 10th meeting held on 27 July 2021

2. The Committee confirmed the above minutes.

Agenda Item 2: Matters arising

(a) Enquiry about the plan of provision of covers and waiting facilities for bus stops at Tai Hang Tung Road (PTAC Paper 60/21)

3. Mr Ramon YUEN said that he hoped that the concerned organisations would explain the progress of following up on this issue.

4. Ms Rennis LIP responded that Kowloon Motor Bus Company (1933) Limited (“KMB”) had already applied to relevant government department for the road excavation permit regarding the construction works of covers at Nam Tai House Bus Stop. The works would be carried out as soon as possible upon approval.

5. Mr Ramon YUEN enquired how long the application for road excavation permit and the works for building covers would normally take.

6. Ms Rennis LIP responded that since they were still waiting for the permit to be issued by the relevant department, the works schedule could hardly be confirmed at the moment. KMB would implement various complementary projects for bus stops depending on actual circumstances.

7. The Chairman concluded that he hoped that the bus company would actively improve the ancillary facilities of the bus stops in the vicinity of Tai Hang Tung Road.

(b) Concern over the provision of transport services connecting the City University of Hong Kong and the vicinity of Cornwall Street and Tat Hong Avenue (PTAC Paper 61/21)

8. Mr Ramon YUEN said that he hoped that the Transport Department (“TD”) would explain the progress of this issue.

9. Mr Keith WONG responded that TD had actively followed up on members' suggestions after the last meeting and reviewed the traffic assessment report of the extension works to the hostel of the City University of Hong Kong ("CityU"). The Department would provide relevant information of the report to the bus and minibuses companies to consider strengthening the transport services of the above location.

10. Mr Luka LAI responded that currently the bus route numbers 2B, 2F and 86C of KMB would pass by Cornwall Street Bus Stop. According to the operating records, existing service level was sufficient to meet the needs of passengers. KMB noted the impacts of the extension works to CityU's hostel on nearby traffic and would continue to maintain close communication with TD. It would also actively consider the proposal on introducing new routes or adjusting trip services.

11. Ms Janet NG said that Citybus Limited and New World First Bus Services Limited ("Citybus/NWFB") had bus routes passing by the vicinity of CityU's hostels. She opined that there was room for improvement in the concerned services and hoped that Citybus/NWFB would send representatives to future meetings of the Committee.

12. The Chairman concluded that he hoped that Citybus/NWFB would send representatives to meetings of the Committee for discussing the arrangements on improving the traffic near CityU's hostels.

Agenda Item 3: Matters for discussion

(a) Road works for the commercial development project in New Kowloon Inland Lot No. 6572 at the junction of Wing Hong Street, Yu Chau West Street and Wing Ming Street, Cheung Sha Wan, Kowloon (PTAC Paper 71/21)

13. Mr Jason FONG and Mr FUNG King-him introduced Paper 71/21 with the aid of PowerPoint.

14. Mr CHUM Tak-shing said that pedestrians walking from MTR station to Caritas Medical Centre or nearby industrial buildings usually passed by the entrance/exit of the works site at Yu Chau West Street of this development project. He enquired whether the developer would strengthen the traffic management and cleaning works there.

15. Mr FUNG King-him said that the developer attached great importance to the safety of pedestrians and spotlights were thus installed at the entrance/exit of the works site with the reminder "Watch Out for Vehicles" projected on the ground. In addition, during the works period, the developer would arrange for traffic controllers to direct the vehicular and pedestrian traffic at the entrance/exit of the works site, and would also clean the works vehicles leaving the works site to prevent sand and dust dispersion as far as practicable.

He then said that staff would be deployed to conduct regular inspections at the works site to ensure the hygiene and clearance of the passage near the entrance/exit of the works site.

16. Mr CHUM Tak-shing said that there were often vehicles illegally parked at the roads near the works site and he hoped that the Police would strengthen enforcement and prosecution.

17. Mr YUNG Chung-pui responded that during June and July this year, the Police issued a total of 789 summons against illegal parking in Wing Hong Street and Yu Chau West Street. The Police would pay attention to the impacts of the above works on nearby traffic and increase manpower for enforcement.

18. The Chairman concluded that the Committee noted the road works above and hoped that the Police would strengthen prosecution against vehicles illegally parked near the works site.

(b) Request for the MTR Corporation Limited to give an account of the reasons for the recent malfunctions of the escalators and the handling plan (PTAC Paper 72/21)

19. Ms Janet NG introduced Paper 72/21.

20. Mr Anthony KO responded that MTR Corporation Limited (“MTRCL”) had all along expressed concern over the safety and operation of station facilities and accorded top priority to safety. In the two incidents mentioned in the Paper, once the MTRCL staff noticed that a light in the Station Control Room was on, indicating that an escalator in the station stopped operating, the staff reached the scene immediately to check whether there were injured passengers. The staff then cordoned off the involved escalator and dispersed the crowd. It was confirmed at last that no one was injured in both incidents. After investigation, MTRCL found that the two incidents were both caused by foreign objects which obstructed the normal operation of the escalators. MTRCL had immediately contacted the contractor for inspection, maintenance and testing. He then said that under normal circumstances, the steps of escalator would not collide with each other. MTRCL had all along conducted regular maintenance works for escalators according to the code of the Electrical and Mechanical Services Department, and all escalators were in compliance with the safety standard of relevant government departments and MTRCL. Besides, MTRCL would strengthen publicity on escalator safety to enhance passengers’ safety awareness.

21. Ms Janet NG said that the above incidents were very serious. She enquired about the reason for the burst of escalator steps and whether MTRCL would replace the aging escalators.

22. Mr CHUM Tak-shing said that similar incidents happened in different stations from time to time. He suggested that MTRCL should introduce artificial intelligence design so that when foreign object approached the edge of escalator, an alarm would sound to alert passengers. In addition, he also suggested that MTRCL should study the addition of alert function in the safety system of escalators.

23. Mr Anthony KO gave a consolidated response, saying that during the normal operation of escalator, the moving parts would coordinate with one another and there would be a certain space between them. When foreign object fell into the space between the parts, obstruction might be caused and would affect the coordination of the parts or lead to the collision of steps. He then said that the edges of the escalator steps were painted with yellow markings and installed with lighting, making it easier for passengers to identify the steps and prevent passengers from getting close to the edge of escalator as far as practicable. In addition, broadcast, notice and distribution of pamphlets would also be adopted in MTRCL stations to remind passengers to pay attention to safety.

24. Ms Janet NG said that she suggested that MTRCL should strengthen publicity on escalator safety subject to availability of resources.

25. Mr Anthony KO responded that MTRCL would continue to strengthen the maintenance of escalators and the publicity and public education on escalator safety, so as to establish passengers' confidence.

26. The Chairman concluded that he hoped that MTRCL would strengthen the maintenance work of escalators and also the publicity on escalator safety in each station.

(c) Proposal of improvement measures on "reviewing and enhancing the safety of pedestrian refuges in Sham Shui Po District" (PTAC Paper 73/21)

27. Mr Leo HO introduced Paper 73/21.

28. Mr CHAN Sze-ho responded that in general, crash barriers would only be installed at road sections with vehicles travelling faster than 50km/hour or with large height difference. TD had reviewed the safety islands mentioned by members and they were all situated on flat roads with railings installed. The traffic light instructions were also clear, and there was no traffic accident involving the concerned safety island in the past. Therefore, TD had no plan to install crash barrier at the concerned location in the meantime.

29. Ms LAU Pui-yuk said that there were numerous junctions with busy traffic in the district, pedestrians faced certain risk while waiting at safety islands. Therefore, she

hoped that TD would actively study the solutions and give priority to improving the safety islands mentioned in the Paper.

30. Mr CHUM Tak-shing said that while pedestrians were waiting at the safety islands in the district to cross the road, they were usually rather close to the vehicles passing by and accidents might be caused. He enquired whether the strength of steel of the safety island railings could withstand a certain degree of collision.

31. The Chairman said that there were numerous crossroads with high traffic flow in the district. He enquired whether TD planned to reinforce the existing safety island railings, and whether diagonal zebra crossings would be added in the district to facilitate pedestrians crossing the road diagonally, so that the time for pedestrians to stop at safety islands would be further shortened.

32. Ms Cecilia LAW gave a consolidated response, saying that shortening the time for pedestrians to stop at safety islands would help improve traffic safety, therefore, TD was studying the conversion of staggered crossings into single crossings. Concerning the proposal on the installation of crash barriers at safety islands in the district, TD reiterated that crash barriers would only be installed at road sections with vehicles travelling faster than 50km/hour or with large height difference. Besides, conducting the concerned works might require closure of lanes and narrowing of turning space for vehicles, which might cause other traffic problems, therefore, TD would not consider it in the meantime. After the accident in Kwong Fuk Road in Tai Po, TD had studied a series of improvement measures and two of them might be also applicable to Sham Shui Po District, including the replacement of larger traffic lights at busy junctions and the installation of black backplates behind the lights so that drivers could see the traffic lights more clearly; and also the painting of black and white stripe markings at the edge of the pedestrian footpaths at turning junctions so that drivers could make accurate judgements on the actual location of pedestrian footpaths. In addition, regarding the proposal on the provision of diagonal zebra crossings, to give pedestrians sufficient time to cross the road diagonally, diagonal zebra crossing to be redrawn would increase the time for pedestrians to cross the road, and the time for vehicular passage would be shortened accordingly. Since the vehicular flow at the junction of Yen Chow Street and Cheung Sha Wan Road was very high, the conversion into diagonal zebra crossing there would possibly cause vehicular congestions, and might further worsen the traffic congestion problem during peak hours in the district. The Consultancy Study on Enhancing Walkability in Hong Kong being carried out by TD would also explore the above suggestion of setting up diagonal zebra crossings, and would analyse various traffic data and study the feasibility of the suggestion in detail. The Department would report to the District Council after the completion of study.

33. Ms LAU Pui-yuk said that the Annex of the Paper mentioned several safety island locations with higher safety risks. She hoped that TD would review the safety of the

concerned facilities and study improvement measures, and report the follow-up situation in future meetings of the Committee.

34. The Chairman enquired whether TD would consider reinforcing the existing railings and other facilities if crash barrier would not be installed in the meantime.

35. Ms Cecilia LAW gave a consolidated response, saying that since TD would normally only install crash barriers at road sections with vehicles travelling faster than 50km/hour or with large height difference, and generally vehicles must slow down when turning or passing junctions, therefore, the Department did not consider setting up crash barriers at safety islands during design, and all the staggered crossing facilities in the district were complied with design standards. Due to space constraints, Sham Shui Po District was more suitable for trial of the other traffic safety improvement measures aforementioned.

36. The Chairman concluded that he hoped that TD would study the improvement on safety islands of roads in the district and suggested that this issue should be included in the list of follow-up matters.

(d) Request for follow up on the illegal parking problem in the vicinity of So Uk Estate (PTAC Paper 74/21)

37. Mr Leo HO introduced Paper 74/21.

38. Ms Cecilia LAW responded that a section of Po On Road eastbound before Hing Wah Street had been designated as a No-stopping Restriction Zone from 7 a.m. to 7 p.m.; a section of Po On Road eastbound at the junction of Po On Road and Hing Wah Street was designated as a No-stopping Restriction Zone from 7 a.m. to 12 midnight; and the junction of Po On Road and Hing Wah Street was also designated as a 24-hour No-stopping Restriction Zone. Apart from the designation of stopping restriction zones, there were also sufficient railings and on-street parking space in that area, therefore, the above illegal parking problem was mainly due to drivers' failure to comply with traffic regulations. Besides, to facilitate the boarding and alighting of citizens during non-peak hours, TD opined that it was inappropriate to designate the whole Po On Road and Hing Wah Street as 24-hour No-stopping Restriction Zone.

39. Mr YUNG Chung-pui responded that during June and July this year, the Police issued a total of more than 1 000 summons against illegally parked vehicles in the vicinity of Po On Road and Kwong Lee Road near So Uk Estate. In addition, upon receipt of notice from Members, the Police immediately reached the junction of Po On Road and Hing Wah Street to issue summons against illegally parked vehicles, and towed lorries that parked illegally for a long period of time away from the spot to maintain smooth traffic.

He then said that after the provision of pedestrian crossing in Cheung Fat Street in So Uk Estate, the Police had already strengthened enforcement there and maintained contact with Buddhist Tai Hung College regarding vehicle obstruction problem.

40. Mr Leo HO said that many drivers parked illegally at the junction for convenience and caused traffic congestion problem. He suggested that TD should consider designating the above junction as a 24-hour No-stopping Restriction Zone to enhance deterrent effect.

41. Mr CHUM Tak-shing said that he suggested that the Police should place notices with deterrent effect near the blackspots for illegal parking and step up combat against several blackspots for traffic offence in the district: vehicles often parked illegally at the junction of Castle Peak Road and Hing Wah Street, causing difficulty for large vehicles to turn smoothly; there was often a large number of taxis in the vicinity of Shun Ning Road near Hing Wah Street for shift-changing at around 4 p.m., and also taxi dealers in nearby buildings collecting taxi rental that caused obstruction to the road; the garages in Shun Ning Road and Hing Wah Street near Hing Wah Apartments often conducted illegal parking or even washed the vehicles on pedestrian footpaths.

42. The Chairman enquired whether the Police would adopt other measures to combat illegal parking apart from issuing summons.

43. Mr YUNG Chung-pui gave a consolidated response, saying that during June and July this year, the Police issued a total of 540 summons against illegally parked vehicles near Shun Ning Road. The Police would place notices or banners at the above blackspots for illegal parking to remind drivers not to park illegally. The Police also noted the other traffic blackspots mentioned by members and would strengthen patrol and enforcement.

44. Mr Ramon YUEN said that the list of illegal parking blackspots provided by the Police only included the number of summons issued between June and July in 2021. He opined that the Police should provide figures of previous months and the same period last year for comparison. Besides, the problem of illegal parking at some locations was particularly serious in certain periods. He suggested that the Police should list out the number of summons in different periods for members to assess the effectiveness of the Police's work.

45. The Chairman said that he hoped that the Police would provide the Committee with a more detailed report on illegal parking blackspots. In addition, since there were numerous locations with busy traffic in the district, he suggested that TD should provide the Police with the data of vehicular flow in Sham Shui Po District so that the Police could devise enforcement actions.

46. Mr YUNG Chung-pui gave a consolidated response, saying that the Police noted the illegal parking blackspots in the district and would continue to strengthen patrol and issue summons against offending vehicles. The Central Traffic Prosecutions Division of the Police did not keep statistics on number of summons by time period but the Police was willing to provide the number of summons issued in other months for members' reference.

47. Ms Cecilia LAW gave a consolidated response, saying that if the Police made request, TD was willing to provide the Police with the traffic flow census data of the district, but vehicular flow had no direct relation to the number of illegal parking cases. It would be more effective if the Police adjusted the enforcement manpower according to the existing mechanism and reports from citizens.

48. Mr Ramon YUEN said that the patterns of illegal parking varied in different locations. He opined that the Police should list out the number of summons in different time periods so as to make effective analysis.

49. Mr CHUM Tak-shing said that since vehicles might not immediately leave the spot right after the issuance of summon, he opined that the actual effect of summon was limited, and a large number of summons issued did not represent an improvement in the problem of illegal parking. He suggested that the Police should consider combating illegal parking by other methods, such as placing mills barriers at illegal parking blackspots and arranging for police officers to station or patrol there for a long period of time.

50. The Chairman concluded that the Committee opined that the problem of illegal parking was serious in Sham Shui Po District and suggested that the Police should deploy more police manpower to take enforcement actions at locations with serious illegal parking.

Agenda Item 4: Follow-up matters

(a) List of follow-up actions for matters of discussion at PTAC meeting (PTAC Paper 75/21)

51. Mr Ramon YUEN enquired about the actual completion and commissioning date of the public car park in the commercial developments in Cheung Shun Street, the progress of the land exchange application of the redevelopment project of Yuen Fat Godown/Kerry Warehouse and the timetable of relevant procedures, the current progress of planning application no. A/K5/836, and whether the building in planning application no. A/K5/842 was set back by 2 metres according to the current actual situation of the footpath. In addition, the owner of the redevelopment project of Feoso Oil had withdrawn the land exchange application from the Lands Department ("LandsD"), but the document from the Planning Department ("PlanD") showed that the planning approval of this project had recently been renewed until 22 September 2025 and he enquired about the reason. He

then said that some recent planning applications submitted on the redevelopment of industrial buildings proposed for minor relaxation on plot ratio or building height, and the maximum building height in the concerned location disregarded the suggestion in the air ventilation assessment by PlanD. He enquired about the criteria for PlanD to define the relevant height restrictions and to deal with planning applications.

52. Ms Janet NG said that concerning the applications proposed for minor relaxation on plot ratio or building height, she hoped that PlanD and the Town Planning Board (“TPB”) would analyse the potential negative impacts in detail.

53. Miss Jessica HO gave a consolidated response, saying that it was known that the owner of Feoso Building had withdrawn the land exchange application from LandsD, and the planning approval applied by the owner to the Metro Planning Committee under TPB was already renewed until 22 September 2025. Regarding the planning application no. A/K5/836, the applicant had provided supplementary information to respond to the enquiries from TD and PlanD, and the concerned departments were reviewing the supplementary information. TPB tentatively scheduled that the application would be reconsidered on 29 October 2021. She then said that according to the air ventilation assessment conducted by the consulting company commissioned by PlanD, if the buildings on the two sides of Cheung Sha Wan Road and Castle Peak Road could maintain a certain distance, the prevailing wind direction in Cheung Sha Wan area would not be affected. After consulting relevant stakeholders and considering various factors, TPB endorsed that for the “Other Specified Use” annotated “Business” (“OU(Business)”) zone in the outline zoning plan, the restricted building height would be 120 metres or 130 metres. Besides, the Government introduced the revitalisation scheme for industrial buildings in 2018. It allowed the redevelopment projects of old industrial buildings to apply for relaxation on the maximum permissible non-domestic plot ratio by up to twenty percent, so as to provide incentives for owners to improve the quality of industrial buildings. TPB would consider the views from relevant departments and various technical factors during the review of such applications, and would encourage developers to introduce planning and design merits, including setting back buildings to expand the footpath and enhancing greening, etc. In regard to Sham Shui Po District, previous similar cases of application for minor relaxation on building height in the outline zoning plan were rare. When dealing with planning applications, PlanD would consult relevant departments and submit altogether the public views received to TPB for consideration.

54. Ms Janet NG said that the increase in building height in the district might affect the cityscape and air ventilation, and she hoped that TPB would carefully consider the planning applications proposed for minor relaxation on building height.

55. Mr Ramon YUEN said that in the planning application no. A/K5/838, the site area of the development project was small. Even if the developer willingly set back the building from the site boundary, that section of footpath was still very narrow.

56. Ms Cecilia LAW responded that the public car park in the commercial developments in Cheung Shun Street would be completed by the end of this year. TD had all along maintained close contact with the project developer and would check for the work completion of the car park in late November, but the Department did not have the timetable for the project to be open to public.

57. The Chairman said that the planning application of the automated car park project in the site at the junction of Yen Chow Street and Tung Chau Street was already approved conditionally by the Metro Planning Committee under TPB. He enquired about the details of conditions to be approved.

58. Miss Jessica HO responded that since the project was close to the transitional housing in Yen Chow Street, the Metro Planning Committee requested the applicant to fulfil the attached conditions: to assess on the noise impact during construction period on the transitional housing and to implement necessary mitigation measures. Before the commencement of the works, the applicant must submit a report on the above attached conditions and implement necessary mitigation measures, and the approval would be issued by EPD. Only after obtaining the approval from EPD would PlanD accept that such attached conditions were properly fulfilled.

59. Ms Cecilia LAW responded that the demolition of the down ramp near West Kowloon Corridor in Yen Chow Street West was expected to be completed in the fourth quarter of 2022, and the works of the automated car park above would commence in 2023 immediately afterwards.

60. The Chairman enquired about the progress of the alteration works of So Uk Estate Bus Stop.

61. Ms Cecilia LAW responded that the bus company expected to move the concerned electrical installations and guard kiosks by the end of the year and then the Highways Department would conduct the works as soon as possible.

62. Mr Ramon YUEN said that when PlanD commissioned the consulting company to conduct the air ventilation assessment then, it was suggested that the height restriction for some buildings in Cheung Sha Wan area should be 120 metres. However, the height of the tallest building in the current outline zoning plan was 130 metres and did not meet the suggestion in the air ventilation assessment. He thus suggested that PlanD should relay members' concerns to TPB when appropriate.

63. Miss Jessica HO responded that regarding the planning application nos. A/K5/838, 840, 841 and 842, the period for the public to offer views had already ended. If the Committee decided to write to PlanD concerning the above views, the Department would appropriately incorporate the concerned views into the meeting documents of planning applications for TPB's consideration. She then said that to complement the conversion of Cheung Sha Wan area from industrial area into commercial area, PlanD proposed in 2001 and 2002 to rezone the "Industrial" zone of that area as "OU(Business)" zone. Then in 2010, after considering the suggestion in the above air ventilation assessment, views from various stakeholders and concerned departments and other relevant factors, TPB endorsed the addition of building height restriction in outline zoning plans and the restricted height was set at 120 metres or 130 metres. The location of the application no. A/K5/838 in the outline zoning plan had building height restriction of 130 metres, so the application complied with the relevant height restriction. As for planning application no. A/K5/841, it proposed for minor relaxation on building height. PlanD would consult relevant departments on the proposed development and submit altogether the public views received to TPB for consideration.

64. Mr Ramon YUEN reiterated that he did not single out specific planning application but was just worried that allowing the increase in building height would gradually deviate from the suggestion in the assessment. He was worried that a successful application for further relaxation on building height restriction would set a bad precedent and might further damage the cityscape and affect air ventilation of the district.

65. The Chairman said that he understood that members did not oppose specific planning application but just considered that the increase in height of buildings in the district might affect the cityscape and air ventilation. Therefore, he suggested that the Committee should write to PlanD to express concerns, so that the Department would relay members' views to TPB in due course.

[Post-meeting note: The District Council Secretariat wrote to PlanD on 10 November 2021 regarding the concerned matter.]

(b) Project items and schedules of district traffic improvement works completed, under construction or under planning within the past two months by the Transport Department/Highways Department (PTAC Paper 76/21)

66. The Committee noted the report concerned.

Agenda Item 5: Election of Chairman of the Working Group

67. The Chairman said that since the office of the chairman of the Working Group on Planning, Development and Transport Information, Facilities and Services under the

Committee was vacant, he suggested that nominations for the chairman of the Working Group should be made on the spot.

68. The Committee agreed with the above proposal.
69. Ms Janet NG nominated Ms LAU Pui-yuk to be the chairman.
70. Ms LAU Pui-yuk said that she did not accept the nomination.
71. Mr Ramon YUEN nominated Mr Leo HO to be the chairman.
72. Mr Leo HO said that he did not accept the nomination.
73. Ms LAU Pui-yuk nominated Ms Janet NG to be the chairman, and Mr Ramon YUEN and Mr Leo HO seconded the nomination.
74. Ms Janet NG accepted the nomination and said that she hoped that Members would actively participate in District Council affairs and share the responsibilities as far as practicable.
75. Ms LAU Pui-yuk said that all Members participated in District Council affairs and performed the duties of a Member in different ways. She had all along actively attended meetings of the District Council and joined discussion, and also communicated with stakeholders on various issues.
76. The Chairman concluded that since only Ms Janet NG was nominated, she was elected as the chairman of the Working Group on Planning, Development and Transport Information, Facilities and Services.

Agenda Item 6: Any other business

77. Members did not raise any other business.

Agenda Item 7: Date of next meeting

78. The next meeting would be held at 9:30 a.m. on 9 December 2021 (Thursday).
79. There being no other business, the meeting ended at 12:28 p.m.

District Council Secretariat
Sham Shui Po District Office

December 2021