

**Summary of Minutes of the 20th Meeting
of Tuen Mun District Council (2012-2015)**

Meeting

The Tuen Mun District Council (“TMDC”) held its 20th meeting on 6 January 2015.

Meeting between Hon IP Kwok-him (District Council (First) Functional Constituency, Legislative Council) and Tuen Mun District Councillors

2. Mr IP Kwok-him attended the meeting of TMDC to brief Members on the work of the Legislative Council (“LegCo”) relating to the business of District Councils (“DCs”) and listen to their views on district affairs. At the meeting, a number of Members put forth their views and questions which included: (a) the problem in respect of the rank and level of representatives of bureaus and departments attending meetings of DCs was getting worse, and sometimes, only written replies were provided; (b) the Administration should consider reviewing the reward system for veteran District Councillors and District Councillors with good performance; (c) the LegCo should approve the funding applications relating to Tuen Mun District as soon as possible, with no more delay; and (d) government departments should play their roles in monitoring in accordance with the law and coordinating communication properly. Members also hoped that Mr IP could use his influence to help follow up the issues concerned.

Emergency Sewage By-pass Incident at Pillar Point Sewage Treatment Works on 25 August 2014 Incident Investigation Findings and Follow-up Actions

3. The representative of the Drainage Services Department (“DSD”) briefed Members on the causes and course of the emergency sewage discharge incident at the Pillar Point Sewage Treatment Works (“PPSTW”) in Tuen Mun, the findings as well as the follow-up actions. He said that a Task Force had been set up immediately after the incident to investigate the causes of the incident and draw up improvement measures. For the matter of responsibility, the Task Force opined that while the contractor should be held primarily responsible for the incident, the consultant should be partly to blame for it. Their performance in handling the incident had been reflected in the assessment reports. The contractor had also been held responsible for the cost directly related to the improvement measures, and about \$500,000 of the

payment to the contractor had been deducted in accordance with the terms of the contract.

4. Since the incident had occurred soon after the completion of the improvement works of PPSTW in May 2014, a number of Members opined that there were problems with the performance of the contractor and consultant. They suggested that the Department should consider not renewing contract with the contractor as well as blacklisting the consultant and never hiring it again. Some Members opined that the penalty was too lenient for the contractor, and that the Department should consider terminating the contract immediately and engaging a company which was more competent and experienced to follow up the work. A Member expressed concern over an accident where a worker had fallen onto a sewer. She said that the salvage operation had been carried out for more than a month even with the help of salvage companies from Guangzhou and the USA, and questioned whether the technological level concerned was up to the standard.

5. In response, the representative of DSD said that following the incident, the Department had immediately carried out inspection to about 120 similar fine screens at other sewage treatment works. The inspection had revealed that they were all working properly. Apart from implementing immediate improvement measures, the Department had deducted about \$500,000 of payment to the contractor in response to its unsatisfactory performance. Regarding the accident, the Department had conducted round-the-clock salvage operation and maintained close contact with the family of the deceased during the period from 11 October to 17 November 2014. Since investigation was being carried out by the Hong Kong Police and the Labour Department, and the Coroner might hold a death inquest, the Department considered it not appropriate to make any comments to avoid affecting the findings of the investigation and the inquest.

Land Use Review – Sites Made Available for Housing Developments in the Short to Medium Term

6. Representatives of the Development Bureau (“DEVB”), Planning Department (“PlanD”) and Transport Department (“TD”) attended the meeting of TMDC to brief Members on the 13 potential housing sites located in Tuen Mun which needed amendments to their respective statutory plans. The representative of DEVB said that to achieve the target of long term housing supply strategy in 10 years, the Government had planned to increase and expedite housing land supply in the short to

medium term and carried out various land use reviews. It was estimated that about 150 sites could be made available for residential development in different districts throughout the territory in five years mainly from 2014-15 to 2018-19, with a capacity of providing over 210 000 public and private units. The availability of these sites was subject to approval from the Town Planning Board (“TPB”) for amendments to their respective statutory plans, including land use rezoning and/or increasing development intensity of the residential sites. Among the 24 sites in Tuen Mun, 11 fell within the draft Tuen Mun Outline Zoning Plan (OZP) No. S/TM/32. In May 2014, PlanD had consulted TMDC on the amendment items of the OZP. For the remaining 13 sites, three of them fell within the approved So Kwun Wat OZP No. S/TM-SKW/11 which was subject to PlanD’s amendments. Regarding the other 10 sites, as assessments/feasibility studies were involved, the Government would, in accordance with the established mechanism, consult TMDC in due course.

7. A number of Members put forth their views and questions which included: (a) while not opposing the rezoning of “Tak Bond Dangerous Godowns and Highways Department Maintenance Depot, Tai Lam Chung, Tuen Mun”, some Members opined that additional transport and community facilities should be provided and feasibility study on the rezoning should be carried out; (b) some Members expressed concerns over the proposed rezoning of the three sites at San Hing Road and Hong Po Road in Tuen Mun North, and opined that the Government should give detailed consideration and make proper arrangement first; (c) some Members opined that the Administration should consider conserving the monument commonly known as “Dragon Kiln” near the two proposed rezoning sites, i.e. “East of Tuen Hing Road, Area 23, Tuen Mun” and “Ex-Hong Kong Christian Service Pui Oi School, Area 39, Tuen Mun”; (d) while agreeing that there were still many sites available for development in So Kwun Wat, some Members opined that the Government should consider providing relevant facilities and consult residents of the area on the proposal; (e) the Government should consider the development of country park land and hillside areas to increase land supply and consult the affected stakeholders; (f) the Government should consider providing more transport facilities and community services for the areas along Castle Peak Road and consult the stakeholders affected; (g) some Members opposed the proposed rezoning of “Wu Shan Recreational Park at Wu Shan Road and Lung Mun Road, Tuen Mun” and opined that it would reduce the number of community facilities for the residents; (h) while supporting the Government’s optimisation of land use to provide more public and private flats, some Members opined that the Bureau should, before consulting TMDC, make good preparation in respect of items of concern of Members, including transport, community facilities and environmental impact; (i)

CLP's overhead high voltage cables located in the vicinity of Fu Tai Estate and Villa Pinada should be removed and laid underground to improve the landscape and increase land supply; (j) the Bureau should consider relocating the Maritime Services Training Institute at Tai Lam Chung to other school zones to spare space for housing development; and (k) some Members opined that it was the Bureau's responsibility to formulate standards on greening area per capita in Hong Kong, and that it should give prudent consideration before reducing the area of country park land and green belt. Representatives of the Bureau and Departments concerned responded accordingly.

Proposed amendments to the Approved So Kwun Wat Outline Zoning Plan

8. The representative of PlanD remarked that the Department proposed to rezone a site located at the north of Kwun Fat Street, So Kwun Wat from "Green Belt" to "Residential (Group B) 2". It had consulted departments concerned on the proposed amendments and was of the view that the proposed amendments would not cause adverse impacts to the existing land demand on infrastructure, traffic, community and open space. Notwithstanding this, relevant measures would be introduced to ensure that the proposal would not cause significant impact to the area if necessary. The Department would reflect the views of Members on the proposed amendments to TPB. If TPB approved the proposed amendments, the amended draft outline zoning plan would be exhibited for public consultation for a period of two months in accordance with Section 5 of the Town Planning Ordinance.

9. A Member hoped that the Department could expeditiously consult the residents of the area and announce the date when the proposal was expected to be submitted to TPB. Moreover, she noted that a site with an area of about one hectare ("ha") near the rezoning area had been included in the land sale programme, and was concerned that if additional facilities were not provided by the Department, members of the 2 000 new households would have to go to the Gold Coast and Chi Lok Fa Yuen for shopping which would cause inconvenience to the areas and might result in more severe traffic congestion. Besides, as the rezoning area mentioned in the paper involved squatter area, she opined that the Department should inform the residents concerned on the proposed rezoning and consult their views as soon as possible.

10. In response, the representative of PlanD pointed out that the site in the land sale programme mentioned by the Member fell within the rezoning area. PlanD was mainly responsible for matters relating to rezoning. For the clearance of squatter huts, procedures would be adopted in accordance with the established mechanism of

the Lands Department. Generally speaking, the Government would notify the affected residents in due course. Since the technical assessment in respect of the rezoning had been completed, the Department would expeditiously submit the proposal to TPB for consideration in the first quarter of 2015.

Consultation on Amendments shown on Draft Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTYT/7

11. The representative of PlanD said that the Department would like to consult TMDC on the following amendments: (a) the rezoning of an area to the east of Fuk Hang Tsuen Road (about 1.24 ha) to “Government, Institution or Community (1)”; (b) the rezoning of an area mainly beneath an elevated section of Kong Sham Western Highway (about 5.27 ha) to an area shown as ‘Road’; (c) in the Remarks of the Notes for the “Comprehensive Development Area” and “Residential” zones, the revision to the exemption clause for plot ratio or site coverage calculation in relation to caretaker’s quarters to better indicate that caretaker’s quarters ancillary to domestic use may be disregarded; and (d) in the Notes for the concerned zones, the revision to the Chinese translation of the user term ‘Flat’ from ‘分層樓宇’ to ‘分層住宅’ to clarify the concerned building is for domestic purpose.

12. A Member expressed support for item (a) and opined that the possible impact of the rezoning might be insignificant. For item (b), since the public facilities of the Lam Tei area were insufficient, he suggested that the Department should make optimal use of a plot of vacant government land near a comprehensive development area next to the rezoning area and Yuen Long Highway for provision of public facilities, such as libraries and community halls. He also suggested that the Department should make optimal use of the site occupied by Lam Tei Quarry upon the expiry of the contract.

13. The representative of PlanD expressed gratitude to Member for their in-principal support for the proposed amendments, and said that in respect of the use of government land, the Department would pay more attention to the situation mentioned by the above Member and consult departments concerned on land uses. The Department would also follow up the future use of Lam Tei Quarry after it ceased to operate.

Provision of Basic Living Facilities for Residents in Tsing Shan Monastery Path Area

14. The first submitter of the paper said that Tsing Shan Monastery and Tsing Wan Koon were historical monuments located in Tuen Mun and quite a lot of indigenous villagers were residing in the nearby villages. The indigenous villagers had relayed to her that their villages were not provided with basic living facilities such as tap water supply, sewerage and firefighting systems. She noted from the written reply that Tsing Shan Monastery had been included in DSD's public sewer works, and the works of laying new sewer would start from the upper hill and move along Tsing Shan Monastery Path. However, the Fire Services Department ("FSD") only stated that fire hydrants had already been installed in the vicinity of The Hill Grove and Castle Peak Buddhist School located at the foothill of Castle Peak. She opined that the Department had not taken into account the fire safety of the upper hill area of Castle Peak.

15. The representative of the Water Supplies Department ("WSD") said that in general, members of the public could apply to the Department for tap water supply, and it would make relevant arrangements as far as possible. Since the location of Tsing Shan Monastery was higher than that of the reservoir serving the Tsing Shan Tsuen area and the water pressure was insufficient, at the present stage, the Department could only provide tap water supply for areas in the vicinity of The Hill Grove but not for residents living in the upper hill area. At the requests of Members and villagers, the Department would study the feasibility factors, such as tap water supply, engineering technique and construction cost so as to consider the implementation of improvement works.

16. The representative of FSD pointed out that street hydrants had been installed respectively at two locations along Tsing Shan Monastery Path (one of them was the entrance of The Hill Grove). At present, the place where ten-odd households of the upper area of Castle Peak resided was only about 100 metres away from the street hydrant located at the entrance of The Hill Grove. According to the current firefighting strategy, fire engines would be stationed at the street hydrant which was nearest to the fire scene to pump water for firefighting. Having considered the relevant factors, including fire risk, number of villagers and way of evacuation, the Department was of the opinion that the existing fire service facilities could meet the demand. However, the Department had put forth the request for improvement and provision of street hydrants and submitted the proposals concerned to WSD for

consideration and follow-up action.

17. The Chairman hoped that WSD and FSD could step up their efforts in providing tap water supply for remote villages in the New Territories with a view to improving the livelihood of the villagers.

Request for Conversion of the Salvation Army Sam Shing Chuen Lau Ng Ying School into School, Small Library and Government Facilities Uses

18. The first submitter of the paper said that the premises of the Salvation Army Sam Shing Chuen Lau Ng Ying School (“Lau Ng Ying School”) had been left vacant since its closure. Residents of the area had repeatedly requested for the conversion of the school premises into uses such as schools, kindergartens or other government facilities. He had submitted a paper on the same issue to TMDC in 2009 but the Education Bureau (“EDB”) had not actively responded during the four to five year period. Given that the supply of facilities like schools, libraries, etc was insufficient, and that some government departments had to rent private premises as office accommodation, he opined that the Government should expeditiously address the aspiration of the residents to optimise the use of the vacant school premises. A number of Members shared the above views and opined that it was EDB’s responsibility to make proper arrangements regarding the development of the premises of Lau Ng Ying School, make better use of the resources and address the aspiration of the residents to set up more schools in the district.

19. In response, the representative of EDB said that the Bureau would handle vacant school premises in accordance with the existing mechanism. It would also consider whether the size, location and physical conditions of the premises would render it suitable for re-allocation for school or other education uses. Regarding school premises which were not suitable for further school or other education uses, EDB would follow the usual practice to return them to relevant departments and inform the PlanD of the arrangement concerned. Having considered that the premises of Lau Ng Ying School were suitable for re-allocation for education uses, the Bureau had decided to retain the premises and would expeditiously draw up the future uses according to the local demands for various education services and relevant education policies. It would consult TMDC once the proposal was available.

20. After discussion, the Chairman asked the representative of EDB to reflect the views of TMDC to the Bureau. He also requested the Bureau to explain the future

use of the premises of Lau Ng Ying School within two-session period of TMDC.

Development of External Traffic and Road Network of Tuen Mun

21. The first submitter of the paper remarked that though issues relating to Tuen Mun Western Bypass (“TMWB”), Wong Chu Road, Hong Po Road and Route 11 had been discussed at the meetings of TMDC and its Committees for many times, the situation had not been improved. The issue regarding Route 11 had even been discussed since 2010. In 2013, he had asked the Department to provide the study report on the overall cumulative traffic flow of the district and data concerned but had not received any response so far. As vehicles heading from various districts to the airport and Macau would mainly use Tuen Mun Road and Wong Chu Road, and the speed limit of the area stretching from Yuen Long to Chi Lok Fa Yuen was 30 km/hr, traffic in the vicinity of Tuen Mun Town Centre was heavily congested. As he believed that the commissioning of Hong Kong-Zhuhai-Macao Bridge around 2018 would make the situation even worse, he suggested that the Department should follow up the issues mentioned in the paper as soon as possible.

22. The representative of TD pointed out that the Highways Department (“HyD”) had, in its written reply, informed TMDC of the progress of TMWB and stated that it would update TMDC on the latest development in March 2015. He believed that HyD would provide more details on relevant issues by that time. For the enquiries raised by Members about “Route 11”, he said that before the commissioning of the Hong Kong-Shenzhen Western Corridor, the Government had carried out planning work on a road section between North Lantau Island and Yuen Long and named it “Route 10”. However, the planning work had yet to be completed. Later, the planning work in respect of Tuen Mun Chek Lap Kok Link (“TMCLKL”) and TMWB had also been commenced, and the road section had been named “Route 10” by the Government. The road section between North Lantau Island and Yuen Long which would not route through Tuen Mun was still under planning. During the planning process, the Department would take into account various development data and examine the usage rate and the alignment as well. Once further information was available, it would consult the views of respective DCs. Regarding the overall arrangement for the external traffic of Tuen Mun, the overall redevelopment of Tuen Mun Road Town Centre Section and Tuen Mun Road was near completion. The Government was now actively following up issues relating to TMCLKL and TMWB.

23. A Member said that the perception of the Government on “Route 10” was completely different from that of TMDC. It had been TMDC’s understanding that “Route 10” was composed of two sections, i.e. the Northern Section running from Lam Tei to Tsing Lung Tau via a tunnel and the Southern Section running from Tsing Lung Tau to Tsing Yi via a sea-crossing. She hoped that the representative of the Department could explain to Members whether the works project of the Northern Section and Southern Section of “Route 10” perceived by TMDC still existed.

24. The representative of TD pointed out that what the Member mentioned was the planning of “former Route 10”. The Department noted the concerns of Members on the construction of the Northern Section. It also understood their aspirations for early commencement of the relevant works. In fact, when drawing up various development plans, the Department had already taken the issue into account.

25. The first submitter of the paper opined that the Government should expeditiously follow up the route section between Lam Tei and Tsing Lung Tau via a tunnel, regardless of the number used to name it. As HyD would brief Members on the progress of TMWB at the meeting to be held in March 2015, he hoped that it could provide a clear project schedule by that time.

Secretariat, Tuen Mun District Council
11 February 2015