

**Summary of Minutes of the 6th Meeting of Tuen Mun District Council**  
**(2012-2015)**

**Meeting**

The Tuen Mun District Council (TMDC) held its sixth meeting on 4 September 2012.

**Meeting between Director of Drainage Services and Tuen Mun District Councillors**

2. Director of Drainage Services Mr CHAN Chi-chiu attended TMDC's meeting and briefed Members on the work of Drainage Services Department (DSD). Using "Ready for the Rainy Days, Let's Clean Up Our Water" as the theme, he outlined the two main areas of work of DSD, i.e. collection and treatment of sewage and operation of sewage disposal systems, and planning, construction and operation of stormwater drainage systems.

3. Members gave opinions and made enquiries about DSD's work in Tuen Mun which included: (1) the name of Tuen Mun River should be standardized, the division of responsibilities between DSD and the Civil Engineering and Development Department (CEDD) in respect of the management and clearing of Tuen Mun River should be clearly defined, and inspection and prosecution action against the discharge of sewage from nullahs into Tuen Mun River by way of illegal connection should be taken by DSD on its own initiative; (2) Members praised DSD for the stormwater drainage works at Nai Wai and So Kwun Wat and the sewerage works at Tsing Chuen Wai, and commended the contractor and consultant for close communication and liaison with residents to understand their actual needs; (3) a one-off drainage improvement project should be carried out by DSD as some drainage works lacked long-term planning; (4) DSD should follow up on the odour problem of the stormwater collection system on Tuen Kwai Road, the flooding problem in Kar Wo Lei Tsuen and Tai Lam, and TMDC's proposal regarding the provision of a public toilet at the bus-bus interchange on Tuen Mun Road. DSD should also complete the improvement works within the estimated construction period as far as possible; (5) septic tanks used by residents in the north of Siu Hong Court should be replaced by public sewers, assistance should be provided jointly with the Lands Department (LandsD) to residents in respect of the connection of terminal manhole, follow-up actions on the sweeping of leaves into roadside drains by cleansing workers should be taken jointly with LandsD, and contractors should be properly monitored, in collaboration with LandsD, to prevent them from leaving the mud on private land after clearing the drains; (6) Members enquired about the progress of the trunk sewer project on Castle Peak Road, whether devices for detecting source of odour were purchased, the capacity and effectiveness of the sewage treatment works in Tuen Mun, relevant guidelines on typhoons and

rainstorms issued by DSD and the improvement projects concerned. Mr CHAN gave detailed response.

### **Calling for Extension of the Opening Hours of Futian Control Point**

4. The Member who submitted the paper was very disappointed that no official from the Transport and Housing Bureau (THB) and the Security Bureau attended the meeting, and that only a joint written reply in response to the paper was arranged. He said that TMDC had discussed the extension of opening hours of Futian Control Point and the relevant traffic matters for years. TMDC had always hoped that transport facilities could be planned to directly link up Tuen Mun and Futian Control Point. However, the aspiration had not been addressed. In order to resolve the problem as soon as possible, he suggested that TMDC should write to the Chief Secretary for Administration (CS) directly to make the requests. After discussion, TMDC agreed to write to CS reflecting Members' views expressed at the meeting.

[Post-meeting notes: The letter was sent on 28 September 2012.]

### **Review of Railway Policy**

5. The Member who submitted the paper remarked that TMDC's opinions could not be conveyed to the top level of the Government though the issue had been discussed for years. He was dissatisfied that representative from the Transport Department (TD) instead of THB was sent to the meeting. He proposed to write, in the name of TMDC, to the authorities concerned, expressing the views and requesting THB to send representatives to the meeting again.

6. The representative from the TD said that written reply had been provided by THB though it was unable to send representative to the meeting. He would listen to Members' views and report to THB. The Chairman said that since TMDC could express its views to THB directly, it would be of little help if representatives of TD and MTR could only convey Members' views to THB after the meeting instead of answering enquiries on behalf of their department/company at the meeting. In addition, he believed that the Secretary for Transport and Housing (STH) would resolve the issue with sincerity, and opined that as STH just took the office, he had to take care of matters related to various major policies before dealing with the concerned issue. He therefore proposed to write to STH reflecting the situation and asking THB to make special arrangement to meet the Members. TMDC agreed to the above arrangement.

[Post-meeting notes: The letter was sent on 28 September 2012.]

**Calling for Study of the Public Housing Development in Area 54, Tuen Mun by the Chief Secretary**

7. The Member who submitted the paper was very disappointed that representatives of the Housing Department (HD) and the Planning Department (PlanD) were sent to the meeting on CS's behalf due to her hectic schedule. He commented that the pedestrian diversion option (under which people to Siu Hong Station had to walk along the covered walkway on Siu Hong Road and go around Siu Hong Court) proposed by CEDD and HD was unreasonable and not accepted by the Working Group on the Development and Complementary Facilities at Site 2 in Area 54 (the Working Group) and the Environment, Hygiene and District Development Committee. She suggested that the Administration should adopt the option agreed by the Working Group (i.e. building a footbridge across Siu Hong Road at Site 2 in Area 54 to provide a direct access to the public transport interchange for the West Rail). She queried that the pedestrian diversion option was insisted upon just to refrain from reflecting views to the top level of the Government, and to avoid bringing the issue to the Executive Council and applying for additional funding in the Legislative Council. She opined that TMDC should escalate the issue to the level of principal officials so that it could be truly solved. It was regrettable that CS was unable to attend the meeting. A Member pointed out that HD's proposal was impracticable, and that the proposal put forward by residents of Siu Hong Court was a win-win option as it could provide a more convenient access for residents of the new public housing, bring more visitors to Siu Hong Commercial Centre and alleviate nuisance caused to residents of Siu Hong Court.

8. A Member, who was also the Convener of the Working Group, remarked that the Working Group had collaborated with relevant Government departments and Heung Yee Kuk New Territories to study various aspects of Site 2 in Area 54, including means and policy of land resumption, rates for land resumption and rehousing arrangement for affected residents. Moreover, after the completion of the new public housing development, due regard should be given to the pedestrian flow and transport facilities of surrounding areas by the Government. He opined that any views on the issues could be followed up in future, and that the progress of the construction of public housing should not be slowed down so that the waiting time of applicants for the allocation of public housing units could remain unaffected.

9. The representatives of the Government departments concerned responded to questions raised by Members respectively. The representative of HD explained to Members the present demand for public housing in Hong Kong, Government's proposal on pedestrian diversion and planning of community facilities under the public housing development at Site 2 in Tuen Mun Area 54, and the committed improvement works at Tsing Lun Road and Siu Hong Road. He also said that the Government had reserved "Government, Institution or Community" sites in Area 54 for the development of community facilities. Concurring with the representative of HD, the representative of

PlanD supplemented that more specific information were expected to be available for TMDC by the end of this year or early next year at the earliest. In this regard, the representative of HD continued that as it would take time to carry out the work in respect of planning, study, land resumption and environmental assessment, TMDC would be consulted after the completion of it. Regarding the reason for not building a footbridge in response to the aspiration, he pointed out that there was a four-cell box culvert of about 250 metres in length running underneath Siu Hong Road. Since almost the whole underground area of Siu Hong Road (including the carriageway and footpath) was already occupied by the culvert, there was insufficient room for the foundation of the footbridge. The representative of CEDD added and confirmed that a footbridge could not be built on top of the four-cell box culvert, and installing the piles on the bedrock through the culvert would be infeasible if the current performance of the culvert was to be maintained.

10. After discussion, TMDC agreed to write to the Chief Executive (CE) reflecting the situation and requesting for a follow-up action by CE to avoid any delay in the implementation of public housing projects.

Secretariat, Tuen Mun District Council  
3 October 2012