

Minutes of the 10th Meeting of
the Environment, Hygiene and District Development Committee of
the Tuen Mun District Council

Date : 24 May 2019 (Friday)

Time : 9:30 a.m.

Venue : Tuen Mun District Council (“TMDC”) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Ms LUNG Shui-hing, MH (Chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr KAM Man-fung (Vice-chairman)	TMDC Member	9:32 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:30 a.m.	End of meeting
Mr SO Shiu-shing	TMDC Member	9:35 a.m.	End of meeting
Mr TO Shek-yuen, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:30 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	12:15 p.m.
Mr NG Koon-hung	TMDC Member	9:30 a.m.	11:35 a.m.
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:30 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:30 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	End of meeting
Ms CHING Chi-hung	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:30 a.m.	10:20 a.m.
Mr CHAN Manwell, Leo	TMDC Member	9:30 a.m.	10:25 a.m.
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:30 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:30 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:30 a.m.	End of meeting
Mr YIP Man-pan	TMDC Member	9:30 a.m.	End of meeting
Mr Yeung Chi-hang	TMDC Member	9:30 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:30 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:30 a.m.	End of meeting
Mr KEUNG Kai-pong	Co-opted Member	9:31 a.m.	10:26 a.m.
Mr CHAN Tsim-heng	Co-opted Member	9:30 a.m.	End of meeting
Mr TSOI Shing-hin	Co-opted Member	9:30 a.m.	End of meeting
Ms CHAN Ching-ye, Jackie (Secretary)	Executive Officer I (District Council)2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr LEUNG Ho-tsung, Frankie Senior Engineer/Replacement & Repair,
Drainage Services Department

Mr CHUNG Hon-tat Engineer/Project Management 3, Drainage Services Department

Mr CHOW Sing Senior Resident Engineer, Black & Veatch Hong Kong Limited

Mr King FUNG Resident Engineer, Black & Veatch Hong Kong Limited

Ms Venus MA Resident Public Relations Officer,
Black & Veatch Hong Kong Limited

Mr LAM Chi-man, David Principal Assistant Secretary (Planning & Lands)5,
Development Bureau

Mr CHEONG Siu-yau, Ambrose Project Manager (West),
Civil Engineering and Development Department

Mr CHEUNG Ka-leung, Tony Chief Engineer/West 3,
Civil Engineering and Development Department

Mr LO Man-kin Senior Engineer/3 (West),
Civil Engineering and Development Department

Ms CHIU Lee-lee, Lily Chief Estate Surveyor (Acquisition Section),
Lands Department

Mr PANG Tak-yuen, Louis Senior Manager/Clearance (Clearance/HQ Office),
Lands Department

Mr YAM Sai-ling Principal Land Executive/Railway Development & Special
Projects, Lands Department

Mr Igor HO Executive Director, AECOM Asia Company Limited

Mr CHEUNG Tit-kwan, Ivan Marine Manager/Cargo Handling(2),
Marine Department

Mr MA Chi-ping Senior Assistant Shipping Master/Cargo Handling(2)(Acting),
Marine Department

In Attendance

Miss TSUI Man-yee, Joanna Assistant District Officer (Tuen Mun)1,
Home Affairs Department

Mr LEUNG Kam-wai Senior Inspector of Works, Tuen Mun District Office,
Home Affairs Department

Mr LEE Kam-ho, Edwin District Environmental Hygiene Superintendent (Tuen Mun),
Food and Environment Hygiene Department

Ms CHAN Wing-yee Deputy District Leisure Manager (Tuen Mun)2,
Leisure and Cultural Services Department

Mr CHAN Pui-shing, Michael Engineer/Tuen Mun 4, Drainage Services Department

Miss LAM Woon-tim Housing Manager/Tuen Mun 1(Acting), Housing Department

Mr YEUNG Mo-man Senior Environmental Protection Officer (Regional West)1,

Miss WU Ho-kei, Maggie	Environmental Protection Department
Mr CHAN Yuen-heng, Jason	Town Planner/Tuen Mun 4, Planning Department
	Engineer/15 (West),
	Civil Engineering and Development Department
Mr TAM Kwok-leung	Administrative Assistant/Lands (Acting) (District Lands Office,
	Tuen Mun), Lands Department
Mr FUNG Yuk-ming, Ricky	Engineer/New Territories West (Distribution 2),
	Water Supplies Department
Mr TSAO Chin-kiu, Isaac	Project Coordinator/Design 3, Water Supplies Department

Absent with Apologies

Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman
Mr KWU Hon-keung	TMDC Member
Mr LEUNG Kin-shing	Co-opted Member

I. Opening Remarks

1. The Chairman welcomed all present to the 10th meeting of the Environment, Hygiene and District Development Committee (“EHDDC”). She also extended welcome to the government department representatives in attendance at the meeting.

2. The Chairman reminded members of the public observing the meeting that the press areas set up on both sides of the screen at the back of the conference room were reserved for use by media representatives who had registered and received stickers for identification. Other members of the public observing the meeting should remain in the public seating areas.

3. The Chairman reminded that Members who were aware of their personal interests in any matters discussed at the meeting should declare the interests before the discussion. The Chairman would, in accordance with Order 39(12) of the Tuen Mun District Council Standing Orders, decide whether the Members who had declared interests might speak or vote on the matters, might remain at the meeting as observers, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

4. The Secretary reported that no applications for leave of absence had been received from Members.

III. Confirmation of Minutes of the Last Meeting

5. As Members proposed no amendments to the minutes, the Chairman announced that the minutes of the 9th meeting of the EHDDC (2018-2019) were confirmed.

IV. Discussion Items

(A) PWP Item No. 4390DS

Rehabilitation of Trunk Sewers in Tuen Mun

Drainage Services Department

(Contract No.: DC/2018/09)

(EHDDC Paper No. 21/2019)

6. The Chairman welcomed Mr Frankie LEUNG, Senior Engineer/Replacement & Repair, and Mr CHUNG Hon-tat, Engineer/Project Management 3, of the Drainage Services Department (“DSD”), Mr CHOW Sing, Senior Resident Engineer, Mr King FUNG, Resident Engineer, and Ms Venus MA, Resident Public Relations Officer, of the Black & Veatch Hong Kong Limited (“the consultancy”), to

the meeting.

7. Mr Frankie LEUNG of the DSD and Mr CHOW Sing of the consultancy gave a PowerPoint presentation (Annex 1) to brief Members on the captioned project.

8. Members' comments and enquiries on the briefing are summarised as follows:

- (i) A Member hoped that the DSD could strengthen communication with the Water Supplies Department ("WSD") to avoid road closure and excavation works being implemented simultaneously on Lung Mun Road, which would disrupt traffic;
- (ii) A Member enquired about the noise abatement measures to reduce the impact on nearby residents if works were carried out at night;
- (iii) A Member asked about measures to mitigate the odour problem caused by the works near Glorious Garden on Tuen Yee Street; and
- (iv) A Member hoped that the DSD would make a report to the TMDC after specific road closure arrangements were worked out.

9. Mr Frankie LEUNG of the DSD replied that since the trunk sewer in the captioned project collected sewage generated by residents' daily activities and commercial and industrial activities in Tuen Mun, the operation of the trunk sewer could not be suspended during the works. It followed that works staff had to conduct the rehabilitation works while the trunk sewer was in operation and the department had to ensure a safe working environment for the staff. Therefore, the captioned project would, where possible, be carried out in the early hours when the volume of sewage discharged was relatively low.

10. Mr Frankie LEUNG of the DSD added that the department would apply to the Environmental Protection Department ("EPD") for a construction noise permit if necessary. To reduce noise, the department would generally carry out the following mitigation measures. Works staff would erect noise barriers around shafts. Also, the contractor would be required to use quieter powered machinery (e.g. silent generators) as far as practicable to minimise noises generated by machinery. From the DSD's experience, communication between staff in the works area might cause a noise nuisance to nearby residents during the early hours. In view of this, the

contractor would be required to provide staff with walkie-talkies or wireless communication devices to reduce noise.

11. Regarding odour control, Mr Frankie LEUNG of the DSD said that the cured-in-place trunk sewer rehabilitation works would be conducted at the site near Glorious Garden on Tuen Yee Street. Hydrogel would be applied to suppress hydrogen sulphide, the main element that caused bad smell. The DSD would pay extra attention to the ventilation of that site and erect barriers to step up odour control when appropriate. The department would continue to adopt various mitigation measures to minimise the environmental impacts of the works.

12. Mr CHOW Sing of the consultancy said that it had preliminarily sought and obtained relevant information from the WSD about the works. As the WSD's works would end in 2020, the consultancy was considering rescheduling the works on Lung Mun Road in the captioned project to avoid the situation where two departments carried out works within a short distance on the same traffic lane simultaneously. In addition, the road closure was subject to the approval of the Police and the Transport Department ("TD"). It was believed that neither of them would agree that two departments conduct works within a short distance on the same traffic lane simultaneously or one immediately after the other.

13. Mr Frankie LEUNG of the DSD added that the department would regularly hold Traffic Management Liaison Group meetings with the Police, the TD and other organisations involved in the works project to maintain close contact. In formulating temporary traffic control measures, the DSD was willing to consult the EHDDC again and arrange a site inspection for Members to know more details about the works and make comments, so that the department could make better arrangements for the project.

14. The Chairman hoped that the DSD would update the EHDDC on the progress and continue to maintain close contact with relevant stakeholders.

(B) Hung Shui Kiu New Development Area
(EHDDC Paper No. 22/2019)

15. The Chairman welcomed Mr David LAM, Principal Assistant Secretary (Planning & Lands)⁵ of the Development Bureau ("DEVB"); Mr Ambrose CHEONG, Project Manager (West), Mr Tony CHEUNG, Chief Engineer/West 3, and Mr LO Man-kin, Senior Engineer/3 (West) of the Civil Engineering and Development Department ("CEDD"), Ms Lily CHIU, Chief Estate Surveyor

(Acquisition Section), Mr Louis PANG, Senior Manager/Clearance (Clearance/HQ Office), and Mr YAM Sai-ling, Principal Land Executive/Railway Development & Special Projects of the Lands Department (“LandsD”), and Mr Igor HO, Executive Director of AECOM Asia Company Limited, to the meeting.

16. Mr Ambrose CHEONG and Mr Tony CHEUNG of the CEDD and Mr David LAM of the DEVB gave a PowerPoint presentation (Annex 2) to brief Members on the captioned project.

17. Members’ comments and enquiries on the captioned project are summarised as follows:

- (i) A Member found it difficult to support the project as the departments had not responded to the Rural Committee’s views on 400kV pylons in Lam Tei being placed overhead or underground and on traffic improvement plans and specific arrangements for land resumption in Tuen Mun;
- (ii) A Member asked whether the public/private split of new housing supply in the project would be adjusted to 70:30 in accordance with the principle in the 2018 Policy Address. Besides, he opined that housing in Tin Shui Wai and Hung Shui Kiu should not be taken as a whole in calculating the public/private split;
- (iii) A Member asked for details about the 150 000 job opportunities mentioned in the project, e.g. the development directions of industries in the area;
- (iv) A Member asked whether more community facilities would be provided based on the adjusted public/private split of housing supply;
- (v) A Member enquired about the timetable for when community facilities, such as hospitals, schools and community halls, would be completed to dovetail with the intake of residents in 2024 at the earliest;
- (vi) A Member asked about the transport facilities in the project, e.g. whether transport links with Shenzhen Bay in the Mainland would be available. Besides, he was concerned that the project might place a greater burden on the traffic of Tuen Mun;
- (vii) A Member enquired about the positioning of Hung Shui Kiu, e.g. whether the area would be developed along the lines of modernisation, environmental

protection or technology. Also, he hoped that new ideas would be brought in to build a more pleasant New Development Area (“NDA”) with lower density;

- (viii) A Member asked about the details of the four development zones under the project; and
- (ix) A Member opined that adequate facilities must be provided in the area before resident intake was arranged. The Member worried that if that was not the case, the captioned project would make another Tin Shui Wai, which was criticised for having only housing but lacking community or transport facilities.

18. Mr David LAM of the DEVB replied that since the NDA covered a development area of over 400 hectares, it had to be developed in stages. At the first stage, advance site formation and related infrastructure works which required relatively small-scale resumption of land would be carried out to make sites available for the development of Dedicated Rehousing Estates (“Dedicated Estates”) and multi-storey buildings for accommodating brownfield operations, so that space could be provided to accommodate residents affected by demolition and thus minimise the impact on them. The works would only affect around five households situated within Yuen Long and operations on about 10 hectares of brownfield sites, including a vacant car park of only around one hectare within Tuen Mun.

19. Mr David LAM of the DEVB added that the funding sought from the Legislative Council (“LegCo”) for the later stages of the project would mainly be used for engaging a consultancy to undertake the detailed design and site investigations on the development area. During the design stage, relevant departments would continue to listen to Members’ views and closely communicate with them about, among other areas, the detailed design and alignment of roads and other infrastructure, the provision of different community facilities, the potential adjustment to the public/private split of housing supply, and details about the development zones. The views would be adopted in the design where practicable. Therefore, the current priority was to seek LegCo funding to engage a consultancy to undertake the detailed design.

20. Mr David LAM of the DEVB said that the proposal to place the 400kV overhead lines in Lam Tei underground had to be discussed separately by authorities as it involved capital investment. Regarding improvements to the existing light rail

tracks, the Transport and Housing Bureau (“THB”) and the TD had conducted a study and reached a conclusion. He also pointed out that the CEDD was looking into the feasibility of providing environmentally-friendly transport services in Hung Shui Kiu NDA and Yuen Long South. The department would listen to Members’ views on the plan. Regarding the public/private split of housing supply, the Government would take the latest policy direction into consideration at the detailed design stage to review the existing split. As for the estimate of job opportunities, the NDA was positioned as a “regional economic and civic hub for the Northwest New Territories”, where a large amount of land and floor area would be reserved for commercial use and two commercial centres would be built, one at Hung Shui Kiu Station and one at Tin Shui Wai Station. It was estimated that a total of about 150 000 job opportunities would be offered in the two commercial centres and the places reserved for logistics, special industries and other purposes in the NDA.

21. Mr David LAM of the DEVB said that the Dedicated Estates used to accommodate eligible occupants affected by the later stages of the project were expected to see the intake of the first batch of residents in 2024. Large-scale clearance and land resumption would only commence after the occupation of the Dedicated Estates. At this stage, relevant departments were yet to finalise a timetable for the later stages of the project. However, when a consultancy was engaged to undertake the detailed design, the departments would continue to offer a listening ear to Members and closely communicate with the THB and the TD about the transport facilities in the captioned project. Under the existing plan, community facilities such as hospitals, schools and civic facilities would be available in the NDA and a government complex comprising courts, performance venues and other facilities would be built near Hung Shui Kiu Station. The community facilities would be planned as appropriate based on the estimated population and provided according to the project timetable. He hoped Members would understand that a detailed account of the project timetable could be given only after a consultancy was engaged to undertake the detailed design.

22. Mr Tony CHEUNG of the CEDD replied that the department had noted residents’ concern about transport facilities. The Dedicated Estates that would start the intake of residents in 2024 were close to Hung Fuk Estate, where a bus terminus was available, and the village resite area in Tuen Mun was accessible as it was near Castle Peak Road. Regarding the long-term transport planning for Tuen Mun, Yuen Long and Hung Shui Kiu, the THB had conducted a study on major roads and trunk roads such as Route 11 and Tuen Mun Western Bypass and the results were expected to be available in 2020. For railway, seven-car trains on the West Rail

Line (“WRL”) had been converted into eight-car trains and the “East West Corridor” would be commissioned. Given these and the WRL’s potential for further increase in service frequency, the department estimated that the WRL could meet passengers’ demand by 2031. After its study on the transport facilities under “2030+”, the THB would carry out related trunk road and railway projects, with the results of studies on the development of Lantau Tomorrow Vision and Northwest New Territories also factored in.

23. Ms Lily CHIU of the LandsD replied that three business operators in Tuen Mun but no residents would be affected at the first stage of the project, which involved the resumption of a piece of private land of around one hectare in Tuen Mun. If the funding application was approved by the LegCo in the second half of 2019, the land resumption work was expected to commence in the second quarter of 2020. Generally speaking, for a piece of private land to be resumed, if it was located in the New Town Development Areas, it would be designated as Compensation Zone A under the existing ex-gratia zonal compensation system. After the commencement of land resumption procedures, the LandsD would, having regard to all affected land within the boundary of the concerned public works project, make a recommendation on the zonal designation for the affected private land under the system and liaise with the landowners for the resumption.

24. Members made the second round of comments and enquiries on the departments’ responses, which are summarised as follows:

- (i) A Member said that the departments should focus on the impact of the captioned project on Tuen Mun, e.g. land resumption arrangements, and pointed out that Members had only limited time to speak. He reiterated his reservations about the project;
- (ii) A Member asked whether the Hong Kong Planning Standards and Guidelines (“HKPSG”) formulated by the Planning Department was of a mandatory nature or for reference only; and
- (iii) A Member opined that the departments’ briefing on the captioned project should focus on the situation of Tuen Mun.

25. Regarding land resumption in Tuen Mun, Mr Tony CHEUNG of the CEDD replied that the land in Tuen Mun to be resumed was an area of around one hectare near Tsing Chuen Wai. The area was currently a vacant car park.

26. Mr David LAM of the DEVB said that since the project involved both Tuen Mun and Yuen Long, the departments would consult two District Councils. He understood Members hoped that the departments' briefing would focus on Tuen Mun and, especially, land resumption arrangements. The project could commence only after funding was received from the LegCo. He would continue to consult and keep in close touch with Members at the stage where a consultancy was engaged to undertake the detailed design.

27. Mr David LAM of the DEVB added that the HKPSG served as a reference material in community facility planning. At the detailed planning stage, different departments might flexibly adopt these standards and guidelines having regard to the specific circumstances of different districts and professional advice of other departments. However, the HKPSG formed a basis for departments to draw up plans and for members of the public to assess the adequacy of community facilities.

28. The Chairman concluded by saying that the EHDDC had no objection in principle to the departments seeking funding from the LegCo for a study on the captioned project. She understood that when it came to the captioned project, the departments would inevitably mention information about the other district, but she hoped that their briefing would focus on Tuen Mun since the TMDC was responsible for Tuen Mun affairs. Members had commented on various aspects of the project, including traffic, employment, housing and land resumption arrangements. She hoped that the departments would take note of these comments and consult the TMDC in due course after receiving funding for the study of details.

(C) Request for Relocation of Cargo Working Area in Area 16, Tuen Mun
(EHDDC Paper No. 23/2019)

(Written Response of the Leisure and Cultural Services Department)

29. The Chairman welcomed Mr Ivan CHEUNG, Marine Manager/Cargo Handling(2), and Mr MA Chi-ping, Senior Assistant Shipping Master/Cargo Handling(2)(Acting), of the Marine Department ("MD") to the meeting.

30. The first proposer of the paper said that the TMDC had discussed the matter concerning the public cargo working area ("PCWA") in Area 16, Tuen Mun for many years and made various comments about it. He opined that from the perspectives of residents and the trade, Area 16 was no longer a suitable place for a PCWA because of its location and capacity. As more and more people moved into Area 16, the problem of illegal parking on Hoi Wah Road had worsened in recent years and the impacts of the PCWA on residents' daily life (e.g. air and noise

pollution) had become more and more evident. Although a relevant department had earlier increased the number of berths after consultation, the trade still found the berths inadequate. In this connection, he hoped that the Government would consider moving the PCWA from Area 16 into the river trade terminal mentioned by the Government under the Lantau Tomorrow Vision and building a promenade on the site of the existing PCWA to connect the promenades of Sam Shing and Tuen Mun Ferry Pier.

31. Members' comments and enquiries on the paper are summarised as follows:
- (i) A Member said that the TMDC had discussed the matter on many occasions in early years. Vessels in operation, the dragging of wire ropes, and the fiction created in the processing of scrap metals - all these generated noises, and hence caused a nuisance to residents near the terminal. However, since these noises were intermittent, the EPD was unable to take law enforcement action. Moving the PCWA away from the residential area might tackle the problem at its root;
 - (ii) A Member opined that the trade could also benefit from the relocation of the PCWA. As the PCWA was close to dwellings, the trade's cargo handling operations were subject to time restrictions at the moment. He believed that moving the PCWA away from dwellings would make round-the-clock cargo handling possible;
 - (iii) A Member said she had often received complaints from residents about the PCWA. As far as she knew, the DEVB and the Planning Department had conducted the "Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas" in 2014 to study, among other things, the relocation of the PCWA from Area 16 to Area 40. She suggested that the EHDDC ask the DEVB about the results;
 - (iv) A Member asked how the MD conducted its routine PCWA patrols apart from the consecutive surprise checks it carried out upon receiving complaints;
 - (v) A Member supported the relocation of the PCWA, and opined that apart from constructing a promenade on the site, the Government might consider building a multi-storey car park to alleviate the lack of parking spaces in Tuen Mun;

- (vi) A Member supported the proposal to move the PCWA to the river trade terminal, opining that this could stop the residents in Area 16 being affected by noise and air pollution. He also supported the plan to build a promenade on the site and pointed out that the existing promenade in Tsuen Wan had been built after the relocation of a PCWA; and
- (vii) A Member suggested that the Government study the future development of the river trade terminal, the Castle Peak typhoon shelter and the PCWA as a whole to effectively set the direction of the PCWA relocation plan.

32. Mr Ivan CHEUNG of the MD replied that the department oversaw, and always strived to improve, the management of Tuen Mun PCWA. Regarding the noise problem, the MD had deployed staff to take hourly measurements of the decibel levels of noises generated by cargo handling in the PCWA. If a near-excessive level of noise was found, the department would remind and advise the operator concerned to suspend its operation and to reduce the unpleasant noise by adjusting cranes and applying lubricant to joints. Also, the MD always kept in close contact with the EPD. From time to time, the MD invited representatives of the EPD to the PCWA to conduct site inspections, take noise measurements and discuss improvement measures. Where practicable, the MD had assigned the areas close to dwellings to operators engaging in less noisy cargo handling activities and, if necessary, requested the operators to adjust their operating hours. Besides, the MD had moved the PCWA westward in 2016 to create a 44-metre long buffer zone free of cargo handling activities and allow greater clearance between the PCWA and dwellings, thus reducing the impact on nearby residents.

33. Mr Ivan CHEUNG of the MD added that after receiving complaints about noises from the PCWA at night, the MD's Harbour Patrol Section would send patrol vessels to conduct surprise night checks against noncompliance from time to time. The business hours for a cargo-handling operator were generally between 7:00 a.m. and 9:00 p.m., except with a prior exemption that allowed the operator to handle heavy cargoes required to be loaded or unloaded at night time. Offenders would be prosecuted in accordance with the law. In addition, the scrap metal station adjacent to the PCWA was managed by the District Lands Office, Tuen Mun ("District Lands Office") and leased out on a short-term tenancy. The MD maintained close contact with the District Lands Office to remind tenants to avoid working in the early morning and at night and use portable loudspeakers so as not to disturb nearby residents.

34. Mr Ivan CHEUNG of the MD said, to keep the environment clean, the department had the PCWA cleaned regularly by outsourced cleansing workers. In cargo-handling zones for construction materials (e.g. bricks and sand), operators would spray water from time to time to control dust. The MD would often remind recycling operators to cover waste paper with plastic sheets to prevent the paper falling out and spreading around. In non-operating hours, recyclables should, as far as possible, be kept in containers rather than open areas to prevent water accumulation in the rainy season, which could cause mosquito infestation and affect environmental hygiene.

35. Mr Ivan CHEUNG of the MD added that vehicles parked outside the PCWA were not those used in the PCWA. During peak hours, the traffic volume at the PCWA was around 22 vehicles per hour. Since vehicles waiting for cargo handling might be parked in the buffer zone of the PCWA, there was no need for drivers to park outside. The MD would continue to monitor the traffic flow and call upon relevant departments to deal with road obstruction outside the PCWA when appropriate.

36. Mr Ivan CHEUNG of the MD also said that according to the Port Control (Cargo Working Areas) Ordinance (Cap 81), the sea area within 50 metres from the coast was declared as part of the PCWA, and operators were not allowed to handle cargoes on their vessels beyond that sea area. Cases of fishing vessels being affected by cargo vessels operating beyond that area might be reported to the MD's Harbour Patrol Section for follow-up action.

37. Mr Ivan CHEUNG of the MD said that the department had not identified a site suitable for the PCWA relocation as yet. The current occupancy rate of Tuen Mun PCWA had reached 100% and the tenants had reservations about the relocation. Moreover, the PCWA mainly handled construction materials and machinery for works projects in Lantau and the Three-Runway System project. For these reasons, the PCWA was worth keeping. He thanked Members and the trade for their comments and would pass them to the relevant policy bureau. The department would continue to listen to different views and enhance its management of the PCWA.

38. Members' comments and enquiries on the MD's response are summarised as follows:

- (i) A Member hoped that after the PCWA relocation, a promenade could be built on the site by reference to the promenade in Tsuen Wan, which had

formerly been a PCWA;

- (ii) A Member said that the Government should strive to relocate the PCWA by, for example, identifying a site suitable for relocation first. The Member therefore suggested writing to the DEVB expressing the EHDDC's views;
- (iii) A Member supported the EHDDC writing to the DEVB requesting the PCWA relocation. He hoped that the bureau would reply to the EHDDC and consult the trade and local residents officially about the relocation. The 100% occupancy rate of Tuen Mun PCWA was attributed in part to the closure of Kwun Tong PCWA and Cha Kwo Ling PCWA a few years earlier. It also reflected that the existing PCWAs were inadequate to meet the demand of the trade;
- (iv) A Member enquired about the number of complaints received by the MD about noises generated by the PCWA in Area 16 and asked the department to evaluate the air pollution standards for the PCWA; and
- (v) A Member hoped that the MD would keep up its patrol work as it was effective. Besides, she asked the MD to review the operating hours of the PCWA to reduce the impact on residents.

39. Mr Ivan CHEUNG of the MD replied that the department had started taking hourly noise measurements at specific spots in the PCWA two months earlier. The MD had also discussed solutions with the EPD and explored the possibility of stepping up prosecution against intermittent noises. Although there were no air quality detectors in the PCWA at the moment, the EPD had reminded operators to pay extra attention to the cargo-handling zones for construction materials (e.g. bricks and sand) and spray water more frequently to control dust there.

40. Mr Ivan CHEUNG of the MD pointed out that in the case of Tsuen Wan, cargo handling activities concentrated in Rambler Channel PCWA near Tsuen Wan Slaughterhouse in Rambler Channel. After the closure of Kwun Tong PCWA and Cha Kwo Ling PCWA, recycling operators there had been accommodated by the remaining six PCWAs.

41. Mr Ivan CHEUNG of the MD further said that while the department kept an open mind about the PCWA relocation, it had to not only identify a coastal site that met certain criteria, such as deep enough water, currents suitable for safe berthing,

and close proximity to transport and logistic support for cargo handling activities; but more importantly, the trade's support had to be secured as well. The current tenancy of Tuen Mun PCWA would end in 2021. Before the start of a new lease, the MD would conduct a review to understand the needs of the trade through a questionnaire survey. By doing this, the department could not only convey Members' views about adjustment to the operating hours but also review and rearrange the locations of different cargo handling activities in the PCWA, so that a balance could be achieved between the needs of the trade and the living environment of nearby estates, and the impact of cargo handling activities on the residents could be further reduced.

42. A Member hoped that the matter could be referred to the Working Group on Development and Planning of Tuen Mun District for in-depth discussion.

43. The Chairman concluded by acknowledging the MD's effort in managing the PCWAs. However, the EHDDC was unanimously of the view that the PCWA in Area 16 should not be situated at its current location for its close proximity to dwellings and impact on residents. Therefore, the EHDDC decided to write to the DEVB expressing its views on the PCWA relocation and hoped that the bureau would consider the views positively and give a reply. Also, she would consult the TMDC in the next DC meeting about the proposal to refer the captioned matter to the Working Group on Development and Planning of Tuen Mun District for discussion.

Secretariat

[Post-meeting note: On 9 July, the Secretariat sent a letter to the DEVB to express the EHDDC's request for the relocation of the PCWA in Area 16, Tuen Mun.]

V. Reporting Items

(A) Water Quality of Tuen Mun Beaches **(EHDDC Paper No. 24/2019)**

44. A Member asked why water quality worsened and the amount of E. Coli increased in Castle Peak Bay in April and hoped that the EPD would give an account of its improvement work.

45. Mr YEUNG Mo-man of the EPD said the fact that the water quality of Castle Peak Bay was worse than that of other beaches had much to do with its geographical features. As Castle Peak Bay was concave, wastewater was more likely to accumulate. Since there was no sewerage nearby, he believed that the pollution was primarily caused by pollutants washed from land to the beach by rainwater and

vessel discharges. When the water quality of Castle Peak Bay was found to be unsuitable for swimming, the EPD would immediately notify the Leisure and Cultural Services Department (“LCSD”), which would then close the beach.

46. Members’ comments and enquiries on the captioned report are summarised as follows:

- (i) A Member enquired what specific measures the department had in place to clear pollutants apart from closing Castle Peak Beach;
- (ii) A Member suggested that the EPD cooperate with the MD to solve the problem at its root by tackling direct discharge of pollutants by vessels; and
- (iii) A Member asked about the real cause of the problem and opined that the department should tackle the problem at its root to improve the water quality of Castle Peak Bay.

47. Mr YEUNG Mo-man of the EPD replied that when the water quality of Castle Peak Bay was found to be unsuitable for swimming, the department would immediately notify the LCSD, which would then close the beach. Moreover, the EPD would conduct tests on the water quality of that beach for at least three consecutive days, and the LCSD would not reopen the beach until being notified by the EPD that the water quality was up to standard. He agreed that it was necessary to tackle the problem at its root. Since there was no sewerage near Castle Peak Bay, he believed that the pollutants were mainly from rainwater and vessels. Raining was a weather condition beyond human control. Regarding vessel discharges, the EPD had suggested that the berths be moved offshore and thus sited further away from the beach. He hoped that adjustments to the location and number of berths could improve the water quality of Castle Peak Bay.

48. A Member asked about the specific follow-up work carried out by the EPD and the MD and suggested circulating the correspondences of the two departments for Members’ reference.

49. Mr YEUNG Mo-man of the EPD replied that the department would communicate with the MD about the matter again and take follow-up action after the meeting. It would give an account of the MD’s response at the next EHDDC meeting.

50. The Chairman said that since the MD was responsible for monitoring vessels,

the EHDDC decided to write to the MD requesting improvements to water quality of Castle Peak Bay. She also asked the EPD's representative to update Members at the next meeting.

51. Members noted the contents of the report.

[Post-meeting note: On 9 July, the Secretariat sent a letter to the MD to express the EHDDC's request for better water quality of Castle Peak Bay.]

(B) Report of Food and Environmental Hygiene Department
(EHDDC Paper No. 25/2019)

52. Mr Edwin LEE of the Food and Environment Hygiene Department ("FEHD") said that on 14 May, the Centre for Health Protection ("CHP") of the Department of Health had announced three cases of human infection of rat Hepatitis E virus. While the CHP was conducting an investigation by means of public health tracing, the mode and medium of infection remained unclear. The three patients resided at Ma Hang Chung Road in Kowloon City, South Horizons in Southern District and Yau Oi Estate in Tuen Mun respectively.

53. Members' comments and enquiries on the FEHD's report are summarised as follows:

- (i) A Member opined that the FEHD should work with relevant stakeholders (e.g. schools and estate management companies) in implementing anti-mosquito measures for higher effectiveness. Besides, she asked whether the rodent infestation rate ("RIR") in Tuen Mun was available for reference. She also suggested that the FEHD make insecticide more efficacious to kill mosquitos and midges at the same time;
- (ii) A Member asked whether the FEHD would play the leading role in coordinating the anti-rodent efforts of different departments;
- (iii) A Member suggested that the FEHD review the accuracy of the RIR, the calculation method of the RIR and the placement of baits. He also enquired about the high-tech devices available for rodent control. He hoped that a department would act as a coordinator to strengthen the concerted efforts of authorities responsible for different aspects of environmental hygiene. In his opinion, this could tackle the problem at its root and improve environmental hygiene in the long run;

[The Chairman left the conference room and the meeting was temporarily chaired by the Vice-chairman.]

- (iv) A Member said that everyone had the responsibility to keep the environment clean and opined that the FEHD had endeavoured to maintain environmental hygiene. She hoped that the FEHD would keep up its effort in eliminating rodent infestation;
- (v) A Member suggested that a government department play the leading role in coordinating the anti-rodent efforts of various departments;
- (vi) A Member opined that anti-rodent measures would be more effective and systematic if a government department took up the role of a coordinator. He also asked whether the FEHD could allocate resources for rodent control to the local community, e.g. Mutual Aid Committees, to raise awareness about public hygiene.
- (vii) A Member reckoned that cooperation between the Government and the public was crucial to maintaining environmental hygiene. The FEHD's effort alone was not enough and should be supported by actions of the public, e.g. drain clearance; and
- (viii) A Member asked if the FEHD might handle shop front extensions in private malls. He also enquired whether members of the public should call the Police instead of the FEHD for assistance when they came across a poisonous snake.

54. Mr Edwin LEE of the FEHD replied that the RIR in 2018 revealed that rodent infestation in Tuen Mun had improved as the index had dropped from 2.6% in the first half of 2018 to 1.7% in the second half. With an annual average of 2.1%, Tuen Mun ranked 15th among the 19 districts across the territory. He added that due to the wide concern about cases of human infection of rat Hepatitis E virus, an interdepartmental territory-wide cleaning campaign targeting rear lanes, restaurants, housing estates, parks and markets had commenced on 20 May. The FEHD, the Highways Department, the Housing Department and the District Offices had stepped up law enforcement action and enhanced publicity education to eliminate rodent infestation. Apart from strengthening anti-rodent operations in target areas and across the territory, the FEHD had, starting from 20 May, deployed more staff to step up law enforcement through a one-month prosecution campaign against restaurants

in areas including Yau Oi Estate. The department was also inviting experts to conduct research on new anti-rodent tools.

55. Regarding mosquito infestation, Mr Edwin LEE of the FEHD said that despite the early start of anti-mosquito work in 2019, results shown by the ovitrap index remained unsatisfactory. The FEHD would deploy more staff and purchase mosquito trapping devices to enhance the effectiveness of anti-mosquito work and tackle mosquito infestation as soon as possible. He also thanked Members for recognising and understanding the FEHD's work.

56. Mr Edwin LEE of the FEHD added that the department might take law enforcement action against shop front extensions in private malls if the shop concerned held a licence issued by the FEHD. When members of the public came across a snake, they should first seek police assistance.

57. Regarding the coordination between departments responsible for environmental hygiene, Mr Edwin LEE of the FEHD replied that the LCSD was identifying spots for targeted operations, where the LCSD and the FEHD would conduct coordinated anti-rodent operations within and outside the selected leisure areas respectively to boost effectiveness. The Highways Department was selecting five rear lanes for anti-rodent operations, and the Housing Department was also carrying out anti-rodent measures in nine housing estates by reference to the FEHD's anti-rodent efforts in target areas.

58. Miss Joanna TSUI, Assistant District Officer (Tuen Mun)¹, said that the Tuen Mun District Office ("TMDO") had cooperated with the FEHD and other relevant departments in rodent prevention and control work. The TMDO would continue to maintain close contact with them and provide suitable assistance where necessary. She added that the Chief Secretary of Administration had earlier mentioned that the eight-week anti-rodent operation in designated target areas had commenced to maintain environmental hygiene, which mainly included efforts to strengthen cleaning services in target areas such as streets and rear lanes. There was an urgent need to improve the hygiene of the five rear lanes mentioned by Mr Edwin LEE. She believed that the FEHD would not only closely communicate with the EHDDC to report on and review the effectiveness of the operation, but also strengthen cleaning services in other rear lanes as necessary.

59. Members noted the contents of the report.

[The Chairman resumed her chairmanship of the meeting.]

(C) **Anti-mosquito Campaign 2019 in Tuen Mun District (Phase II)**
(EHDDC Paper No. 26/2019)

60. Members noted the contents of the report.

(D) **Installation of Internet Protocol Cameras at Refuse Deposit Blackspots**
(EHDDC Paper No. 27/2019)

61. Members noted the contents of the report.

(E) **Progress Report of Local Public Works and Rural Public Works as at April 2019**
(EHDDC Paper No. 28/2019)

62. Members noted the contents of the report.

(F) **Reports of Working Groups under EHDDC**
(EHDDC Paper No. 29/2019)

(i) Working Group on Tuen Mun Environmental Protection Activities

63. Members noted the contents of the report.

(ii) Working Group on Markets and Illegal Hawking Activities

64. Members noted the contents of the report.

(iii) Working Group on the Development and Complementary Facilities in Area 54

65. Members noted the contents of the report.

66. The Chairman announced that the above three working group reports were endorsed.

(G) **Other Government Departments' Progress Reports as at 28 April 2019**
(EHDDC Paper No. 30/2019)

(i) Progress Report by DSD about Works in Tuen Mun District

67. Members noted the contents of the report.

(ii) Report on Environmental Monitoring of Mud Pit V

68. Members noted the contents of the report.

(iii) Report on Water Seepage Problems at Buildings in Tuen Mun District

69. Members noted the contents of the report.

(iv) Progress Report of Water Main Laying Works in Tuen Mun District

70. A Member pointed out that the works on Mei Lok Lane and Pui To Road had commenced three months earlier but their progress was not covered in the paper. He asked whether the WSD would specify it in the paper. Since the WSD had closed a traffic lane near Melody Garden Light Rail Stop on Wu Chui Road for excavation works, he enquired what the actual purpose such works was and whether it was the last stage of the water main laying works. He hoped that the WSD would provide updates about the works in the paper to keep Members informed of the progress.

71. Mr Isaac TSAO of the WSD replied that the department had commenced the water main laying works on Mei Lok Lane, the progress of which was covered in the paper as part of the first works item. Regarding the works on Pui To Road, as the WSD had conducted the first trial on 30 April but in vain, another trial would be carried out in late May. If the second trial also failed, the department would review the works progress and report on it in the next paper.

72. Mr Isaac TSAO of the WSD added that the purpose of the road closure and excavation works on a traffic lane of Wu Chui Road near Melody Garden Light Rail Stop was to build two trenchless shafts for flush water pipe rehabilitation works. For instance, works staff would spray fibres to repair leaking parts and strengthen the linings of the pipes.

73. Members noted the contents of the report.

(v) Grass Cutting and Larvicidal Oil Spraying Work on Government Land in Tuen Mun District

74. A Member commended Mr TAM Kwok-leung of the District Lands Office, who had communicated and worked with the LandsD's Vegetation Contract Management Team ("the Management Team") to give prior notification of the captioned work. However, as no specific dates were given, it was difficult to take follow-up action on the exact days of the work.

75. Mr TAM Kwok-leung of the District Lands Office said that since the Management Team was responsible for grass cutting and larvicidal oil spraying work on government land in different districts, it had to flexibly arrange for contractors to

carry out such work within specific periods, respond to unexpected circumstances and cope with bad weather conditions. Therefore, it did not fix the dates for the captioned work.

76. A Member hoped that the Management Team would request the contractors to carry out the captioned work on designated dates for better management and more time-efficient administration by Members and departments.

77. Mr TAM Kwok-leung of the District Lands Office noted Members' views and said that he would continue to follow the matter up.

78. Members noted the contents of the report.

(H) **Air Quality Health Index of Tuen Mun Air Quality Monitoring Station (EHDDC Paper No. 31/2019)**

79. Members noted the contents of the report.

(I) **Tai Shui Hang Water Quality Monitoring Records (EHDDC Paper No. 32/2019)**

80. Members noted the contents of the report.

VI. Date of Next Meeting

81. There being no other business, the meeting was closed at 12:30 p.m. The next meeting would be held at 9:30 a.m. on 19 July 2019 (Friday).

Tuen Mun District Council Secretariat

Date: 9 July 2019

File Ref: HAD TM DC/13/25/EHDDC/19

渠務署
Drainage Services Department

屯門區議會轄下
環境、衛生及地區發展委員會
第10次會議

渠務署 工程合約編號：DC/2018/09

屯門污水幹渠修復工程
工程簡介

渠務署工程管理部
2019年5月24日

渠務署
Drainage Services Department

工程範圍

主要包括：

- 修復位於天后路和龍門路總長約4.2公里、高2.5米、闊2.5米的污水箱形暗渠
- 修復兩組位於天后路及屯義街附近的過河污水渠
- 以及在天后路附近建造新的污水渠(包括一段過河污水渠)

工程圖則

渠務署
Drainage Services Department

圖例 Legend

- 修復污水箱形暗渠
- 新建污水幹渠
- 修復位於天后路及屯義街附近橫貫屯門河灣之下的污水渠

工程圖則 (續)

渠務署
Drainage Services Department

圖例 Legend

- 修復污水箱形暗渠
- 新建污水幹渠
- 修復位於天后路及屯義街附近橫貫屯門河灣之下的污水渠

工程目的

渠務署
Drainage Services Department

- 有關的污水幹渠已運作多年並出現老化情況

工程目的(續)

渠務署
Drainage Services Department

- 此工程旨在修復老化的污水幹渠及相關設施
- 減低污水幹渠塌陷及污水滲漏的風險
- 加強安全及環境衛生的保障
- 增強污水收集系統的可靠性

工程資料

- 承建商：俊和建築工程有限公司
- 項目經理：博威工程顧問有限公司
- 工程已於2018年12月展開
- 預計於2023年首季完成

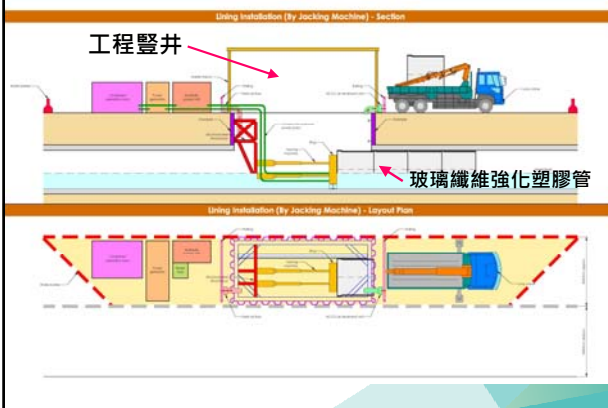


施工安排

- 主要以無坑挖掘方式進行，小部分工程將以明挖方法施工
- 透過工程豎井將玻璃纖維強化塑膠管逐一放入現有的幹渠內
- 減少地面開挖需要及減輕對公眾及環境的影響



工程豎井



環境衛生

- 承建商將圍封工程範圍及定期清理工地
- 工程團隊定期巡查工地



環境紓緩措施

- 在可行情況下使用低噪音型號的機械設備及減音設備
- 避免使用高噪音工具及儘量將該工具遠離容易受噪音影響的地方



環境紓緩措施 (續)

- 定期於地盤灑水控制塵埃飛揚
- 工地產生的廢水必須經嚴格處理以達致水質污染管制的要求



交通紓緩措施

- 實施**適當**臨時交通管制措施
- 採用無坑挖掘技術以**減少**開挖地面需要
- 於龍門路**分段**進行工程



合約編號：DC/2018/09 工程熱線

9736 9378
(24小時)

多謝各位！


屯門區議會
環境、衛生及地區發展委員會
第10次會議

洪水橋新發展區



土木工程拓展署
西拓展處
2019年5月24日

1



洪水橋新發展區
《經修訂的建議
發展大綱圖》

2

洪水橋新發展區

現況




模擬發展完成後圖片


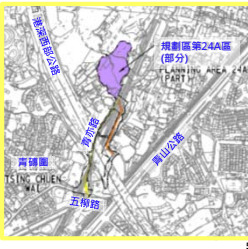
3

洪水橋新發展區



本區服務中心
 流浮山商業中心
 地區商業中心
 物流、企業和科技區
 經濟區域及文娛樞紐

洪水橋新發展區 前期工程第一及第二期 - 建造工程

圖例

- 擬議工程項目範圍
- 擬議道路和相關工程
- 擬議工地清理/工地平整和相關基礎設施工程
- 擬議排水/污水收集系統/水務工程

5

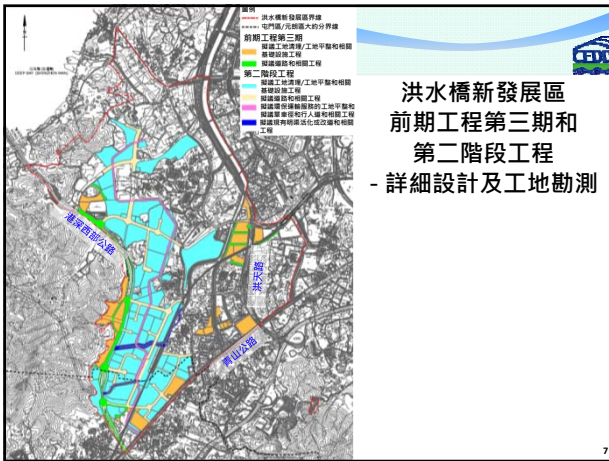
洪水橋新發展區 第一階段工程 - 建造工程



圖例

- 擬議工程項目範圍
- 擬議道路和相關工程
- 擬議工地清理/工地平整和相關基礎設施工程
- 擬議排水/污水收集系統/水務工程

6



謝謝!

8