

(Translation)

Minutes of the 8th Meeting of Coastal Affairs Committee (6/16-17)

Date: 3 March 2017

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Members

Ms LAM, Lam Nixie (Chairlady)

Mr NG Hin-lung, Norris (Vice Chairman)

Mr MAN Yu-ming, MH

Mr KOO Yeung-pong, MH

Ms LAM Yuen-pun, Phyllis

Mr CHAN Sung-ip, MH

Mr WONG Ka-wa

Mr WONG Wai-kit

Mr KOT Siu-yuen

Mr CHENG Chit-pun

Mr LO Siu-kit

Mr TAM Hoi-pong

Co-opted Members

Mr CHUNG Ho-yin

Ms CHENG Choi-lin

Government Representatives:

Mr CHEUNG Ho-wing, Louis

Town Planner/Tsuen Wan 2, Tsuen Wan and West Kowloon District Planning Office, Planning Department

Mr CHUNG Tak-yau

Deputy District Leisure Manager (Tsuen Wan) 1, Leisure and Cultural Services Department

Mr MAK Shui-wing

Marine Officer/Licensing and Port Formalities 2, Licensing and Port Formalities Section, Marine Department

Mr LEUNG Kam-man

Land Executive/Land Management 4 (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Ms CHEUNG Tsz-yan

Health Inspector (Contract Management) 2, Cleansing and Pest Control Section (Tsuen Wan), Food and Environmental Hygiene Department

Mr LEE Shing-fai, Henry

Executive Officer (Development), Tsuen Wan District Office

Tsuen Wan District Council Secretariat Representatives:

Ms LAM Siu-yung, Daisy	Senior Executive Officer (District Council), Tsuen Wan District Office
Mr WAN Chun-hei, Leo (Secretary)	Executive Officer (District Council) 3, Tsuen Wan District Office

Attendance by Invitation:

For discussion of item 2B

Mr LAM Lap-tak, Daniel	Chief Engineer/NT West 2 (NT West), Civil Engineering and Development Department
Mr TSANG Lap-kee, Freddie	Senior Engineer/2 (NT West), Civil Engineering and Development Department
Mr LEE Kit-fung, Peter	Engineer/14 (NT West), Civil Engineering and Development Department
Mr LEUNG Koon-yu	Associate Director, Ove Arup & Partners Hong Kong Limited

For discussion of item 3

Mr KWOK Ping-keung	Chief Engineer/Consultants Management, Drainage Services Department
Mr CHEN Lan	Senior Engineer/Consultants Management 1, Drainage Services Department
Mr CHAN Chi-kwong	Engineer/Consultants Manager 6, Drainage Services Department
Mr CHAU Yat-cheung, Lawrence	District Planning Officer/Tsuen Wan and West Kowloon, Planning Department
Mr KWONG Wang-ngai, Walter	Senior Town Planner/Tsuen Wan, Planning Department
Dr Simon TSANG	Associate Director, Ove Arup & Partners Hong Kong Ltd
Miss Teresa YEUNG	Director, Ove Arup & Partners Hong Kong Limited
Miss Carrie CHU	Engineer, Ove Arup & Partners Hong Kong Limited
Miss Kitty CHAN	Geologist, Ove Arup & Partners Hong Kong Limited
Mr Ray TANG	Associate, Ove Arup & Partners Hong Kong Limited

Absent:

Members

Mr LI Hung-por
Mr CHOW Ping-tim

Co-opted Member

Ms SHING Yin-man

The Meeting

I Opening Remarks and Introduction

The Chairlady welcomed the Members, Co-opted Members and government representatives to the 8th meeting of the Coastal Affairs Committee (CAC).

2. The Chairlady said that Mr LI Hung-por and Ms SHING Yin-man were absent with apologies.

3. The Chairlady reminded Members of section 28 of the Tsuen Wan District Council Standing Orders that unless otherwise agreed by the Chairlady, a Member might speak and make supplementary remarks for each agenda item once respectively at the meeting. Each Member could speak up to three minutes each time.

II Item 1: Confirmation of Minutes of the Meeting held on 4.1.2017

4. The minutes of the previous meeting were unanimously confirmed by Members without amendment.

III Item 2: Matters Arising from the Minutes of the Previous Meeting

(A) Paragraphs 4 to 8 of the Minutes of the Meeting held on 4 January 2017: Confirmation of Minutes of the Meeting held on 4 November 2016

5. The Chairlady said that the Secretariat confirmed that paragraph 15(1) of the minutes of the meeting held on 4 November 2016 was accurate after listening to the floor audio record.

6. Mr TAM Hoi-pong said he hoped that to address his concern, the brackets could be added to the end of the sentence concerned and that “the section between the Riviera Gardens and Belvedere Garden” would be added within the brackets as a supplementary remark despite he did not mention these wordings in the meeting.

7. The Chairlady said that the paragraph concerned in the minutes referred to the summary she made during the meeting after collating Members’ views. The meaning of “preliminary works” in several briefings given by the departments concerned and discussions over the years was identical to the meaning of the wordings which Mr TAM Hoi-pong hoped to add. As the wordings concerned were not mentioned at the meeting, the Chairlady considered that it would be more appropriate not to add the wordings suggested by Mr TAM Hoi-pong and it would not affect the meaning of Mr TAM Hoi-pong’s views.

8. Mr TAM Hoi-pong did not raise any objection. Members unanimously confirmed paragraph 15(1) of the minutes of the meeting held on 4 November 2016.

(B) Paragraphs 9 to 18 of the Minutes of the Meeting held on 4 January 2017: 268RS - Cycle Track between Tsuen Wan and Tuen Mun

9. The Chairlady welcomed representatives from the Civil Engineering and Development Department (CEDD) and Ove Arup & Partners Hong Kong Limited (OAP) to the meeting, including:

- (1) Mr LAM Lap-tak, Daniel, Chief Engineer/NT West 2 (NT West) (CE/NTW 2(NTW));
- (2) Mr TSANG Lap-kee, Freddie, Senior Engineer/2 (NT West);
- (3) Mr LEE Kit-fung, Peter, Engineer/14 (NT West); and
- (4) Mr LEUNG Koon-yu, Associate Director of the OAP.

10. CE/NTW 2(NTW) of the CEDD and Associate Director of the OAP briefed the CAC on the preliminary proposal of the section from Hoi On Road to Approach Bay of the 268RS - Cycle Track between Tsuen Wan and Tuen Mun.

11. The views, enquiries and suggestions of Members were summarised as follows:

- (1) he opined that the preliminary works should commence as soon as possible. He thanked the CEDD for complementing the requests of the CAC and submitting reports to the CAC in phases (Mr WONG Wai-kit);
- (2) he considered that the CEDD was well prepared and had provided detailed explanations. He hoped that the CEDD would keep up its performance when discussing other road sections in the future (Mr NG Hin-lung, Norris);
- (3) he understood that in the preliminary design of the entrance of Baybridge Hong Kong, part of the existing Castle Peak Road would be used as walkway and some areas near the hill would be used as part of Castle Peak Road. However, the CEDD failed to adopt the same design for other road sections, such as the section in front of Long Beach Gardens. Thus, he enquired about the difficulties encountered by the CEDD (Mr WONG Wai-kit);
- (4) regarding the design of the section of cycle track at the footbridge on Hoi On Road, he enquired the CEDD whether it was essential to provide a walkway at the parts where the cycle track and the walkway were disconnected. He also enquired whether a walkway and a cycle track should be provided at the same time (Mr WONG Wai-kit);
- (5) regarding the preliminary design of the section at the footbridge on Hoi On Road, he suggested that the CEDD should consider adopting the preliminary design of the section near Greenview Terrace at Castle Peak Road - Tsuen Wan Section and make every effort to use the existing walkway (Mr LO Siu-kit);

- (6) regarding the preliminary design of the section at Bayview Garden, as the walkway would be situated along the seaside on the right hand side of the cycle track and no walking on the cycle track was allowed, he enquired the CEDD whether pedestrian facilities would be installed to facilitate citizens to cross the cycle track in order to use the walkway on the seaside (Mr LO Siu-kit);
- (7) the walkways of the later sections were provided on the left of the cycle track. He enquired how the CEDD would deal with the change in the location of the walkway (Mr LO Siu-kit);
- (8) as no special plan was made in the preliminary design to provide a walkway for the section near Greenview Terrace at Castle Peak Road - Tsuen Wan Section, he enquired whether the existing walkway would be used (Mr LO Siu-kit);
- (9) regarding the preliminary design of the section near Approach Bay, the cycle track would be constructed in a section with village houses. The demolition of village houses would probably be required, which might cause difficulties (Mr LO Siu-kit);
- (10) he worried that the scenery might be affected. In particular, in the preliminary design of the Ting Kau section of Castle Peak Road, half of the beach would be affected by the abutments of bicycle bridges (Mr TAM Hoi-pong);
- (11) he opined that the technical difficulty of the plan was great. He hoped that the CEDD would study again whether the requirements of 4 metres for the cycle track and 2 metres for the walkway could be relaxed in some sections, in order to facilitate the works (Mr TAM Hoi-pong);
- (12) he learnt that that the Tuen Mun section would be provided outside many private housing estates, which would cause greater difficulties. He wished to enquire about the situation of the Tuen Mun section and whether it was necessary to ensure that there was no objection to the whole section of the cycle track or that it was generally supported, before the works could commence (Mr TAM Hoi-pong);
- (13) he opined that the existing road surfaces and bicycle bridges were mostly adopted in the proposal and it was a good direction. He believed that bicycle bridges would bring less impact on the environment (Mr NG Hin-lung, Norris);
- (14) he believed that the preliminary design of the section at the footbridge in front of Greenview Terrace was to build the cycle track under the footbridge. This direction was worthy of consideration because the scale of the works and large-scale demolition could be reduced, which was conducive to reducing the costs and facilitating the works. Regarding the relatively special sections, he enquired whether consideration could be given on relaxing the width requirements of 4 metres for the cycle track and 2 metres for the walkway to facilitate the works (Mr NG Hin-lung, Norris);

- (15) regarding the preliminary design of the section at Long Beach Gardens, he believed that the trees in front of Long Beach Gardens would be affected. Not only could the trees enhance the scenery, but also served practical functions like screening out noises produced by vehicles. Hence, he hoped that the CEDD would consider measures for noise screening and strategies of replanting trees in future, e.g. whether it would consider vertical greening and seeking residents' views (Mr NG Hin-lung, Norris);
- (16) he hoped that the CEDD would consider constructing the later sections of the cycle track along the hillsides instead of the seaside, in order to reduce the sections which passed by the housing estates and minimise arguments (Mr CHENG chit-pun);
- (17) he hoped that the CEDD would consider listing the cycle track as a sports track, so that citizens could run or enjoy the scenery on the cycle track and the Police was not be required to take enforcement action and stop the citizens from doing so (Mr WONG Ka-wa);
- (18) he enquired the CEDD whether it could consider providing parts of the cycle track on the other side of the carriageway, so that pedestrians who enjoyed the seaside scenery while walking would not need to walk on the cycle track. Hence, the Police was not required to take enforcement action (Mr WONG Ka-wa);
- (19) he understood that there were hiking tracks connecting Tuen Mun and Tsuen Wan. He suggested the CEDD should consider constructing the cycle track along the hillsides, so that the scenery of the hiking tracks could also be enjoyed on the cycle track (Mr WONG Ka-wa);
- (20) the cycle track in the proposal stretched pass many private housing estates such as Long Beach Gardens, Bay Bridge Hong Kong and properties of individual owners. As some residents might not be aware of the construction of the cycle track, she hoped that the CEDD would contact the affected residents as soon as possible so as to learn about their views (the Chairlady);
- (21) as the last consultation had been conducted a long time ago, she suggested that the CEDD should collect residents' views on the current proposal again before further development in order to avoid wasting resources (the Chairlady);
- (22) regarding the preliminary design of the section at Bayview Garden, as citizens would enter the cycle track immediately after leaving the footbridge, she worried about the safety of the pedestrians (the Chairlady); and
- (23) Members were most concerned about the Sham Tseng section of the cycle track. She hoped that the CEDD could provide Members with the alignment direction of the three sections of the cycle track Tsuen Wan as soon as possible, including the preliminary works, phase 1 and phase 2 of the works (the Chairlady).

12. Associate Director of the OAP responded as follows:
- (1) he noted Members' concerns about the preliminary design of the section at Bayview Garden, especially the design in which the cycle track was located immediately off the footbridge. The CEDD would carefully examine the design to ensure that citizens would not enter the cycle track immediately after leaving the footbridge as far as possible;
 - (2) there were no regulations on whether the cycle track should be on the right or left of the walkway. The crossing facilities would be provided at suitable locations for citizens to cross the cycle track;
 - (3) according to the design guidelines, the standard requirements for cycle track were 4 metres for the cycle track and 2 metres of the walkway. Regarding individual problematic sections, the departments concerned would be consulted in order to find suitable solutions when designing these sections;
 - (4) the purpose of provision of the walkway was to allow cyclists to stop and take a rest when necessary. In order to reduce the lengths of gaps in the walkway, Members' views would be considered when designing sections of the walkway that were disconnected with the cycle track;
 - (5) the existing walkway was not wide enough to accommodate the cycle track. If the walkway was on the seaside, he suggested that the cycle track should be built on the seaward side of the walkway;
 - (6) he hoped that impact on the trees would be reduced as far as possible. However, different factors such as space should be taken into consideration; and
 - (7) subject to the circumstances in the existing road sections, some road sections could be changed slightly without violating traffic design requirements to yield space to the cycle track. However, for the width of some road sections, due to space constraints, it would not be possible to move the road towards the hillside to yield space to the cycle track.
13. CE/NTW 2(NTW) of the CEDD responded as follows:
- (1) if permitted by circumstances, the works on the existing sea embankment would be proposed based on the standards of 4 metres for the cycle track and 2 metres for the walkway;
 - (2) if the existing walkway at Castle Peak Road could be used, he hoped that the design of the cycle track could complement the existing walkway as far as possible;
 - (3) regarding the sections which the cycle track and walkway were provided separately, the design of the walkway could not be connected with the cycle track in these sections. The provision of the walkway aimed to allow cyclists to stop to take a rest or check their bicycles when necessary. The other cyclists could continue their journeys on the cycle track;

- (4) he learnt from the consultant company that, judging from some survey photographs, the proposed plan would not involve works on the sea or reclamation;
- (5) alike other road works, it was required to gazette the cycle track and consult the public in accordance with the Roads (Works, Use and Compensation) Ordinance (Chapter 370). The proposal was required to be endorsed and approved before the commencement of the works;
- (6) regarding the works to be conducted outside residential properties and buildings, the noise problems and impacts on trees would be addressed when drawing up the detailed design of the project and conducting the environment assessment for it. It would ensure that the problems were properly dealt with and the environment assessment was approved before the commencement of the works;
- (7) it would consider whether later sections of the cycle track would be built along the hillsides;
- (8) according to existing cycle track regulations, pedestrians were not permitted to walk on the cycle track and cyclists were not permitted to ride their bicycles on the walkway;
- (9) if there was a growing demand for sports tracks in the society in future and suitable locations for construction of sports tracks, he believed that the Government or the departments concerned would consider the matter and put forward plans;
- (10) the CEDD attached equal importance to the views of individual residents and the Tsuen Wan District Council (TWDC). In order to avoid causing residents to have more doubts and worries, it was hoped that body corporates and resident organisations concerned would be contacted through residents organisations at a suitable time after the problems of more road sections had been properly dealt with and communication with the TWDC had been carried out, so that they would have an understanding of the cycle track project and its progress in design timely; and
- (11) he thanked Members for providing the CEDD with their views, so that the CEDD could gain a better understanding on whether the residents supported individual sections of the cycle track.

(Note: Mr KOT Siu-yuen left the meeting at 3:35 p.m.)

14. The views, enquiries and suggestions of Members were summarised as follows:
 - (1) he reiterated that he hoped that the CEDD would consider constructing a sports track instead of a cycle track as all problems occurred at the cycle tracks in various districts at present were summarised in his suggestion. He hoped that a balance could be struck between cyclists and lovers of other kinds of sports (Mr WONG Ka-wa);

- (2) he opined that a cycle track was a cycle track and a sports track would be a more complicated proposal (Mr KOO Yeung-pong);
- (3) he opined that the idea of a sports track was worth exploring. Instead of dismissing the idea of a sports track on the basis of existing laws and considering a high-cost cycle track, he suggested that the CEDD should study the matter in the direction of amending the laws (Mr TAM Hoi-pong);
- (4) she did not agree with the mixed design of the cycle track and walkway. She worried that it would be dangerous, e.g. runners taking a rest might be hit and injured by bicycles (Ms LAM Yuen-pun, Phyllis);
- (5) he suggested that the CEDD should consider taking the design of the cycle track at Ma Liu Shui Pier as reference. With the Pier used as a part of the design, cyclists could stop at the pier to enjoy the scenery or take a short break (Mr WONG Ka-wa);
- (6) he enquired whether the CEDD would consider constructing parts of the cycle track on the opposite side of the carriageway because it would be easier for cyclists to go up the hills on the opposite side of the carriageway (Mr WONG Ka-wa);
- (7) he opined that there would be no point if the cycle track of Tsuen Wan was not built along the sea. He hoped that the advantage of the geographical environment would be exploited in order to build a cycle track endowed with the coastal character of Tsuen Wan (Mr KOO Yeung-pong);
- (8) he agreed that it was essential to conduct a consultation. He also noted that the construction of the cycle track would bring impacts on the trees and residents. The problem was how to minimise these impacts and complete the works of the cycle track at the same time. As after the completion of the whole cycle track network in the future, the residents of Sham Tseng would be able to cycle to Tsuen Wan via the cycle track, which was conducive to the promotion of sports (Mr KOO Yeung-pong);
- (9) he enquired whether it was necessary to confirm the section from Hoi On Road to Approach Bay before commencement of the works (Mr KOO Yeung-pong);
- (10) one of the major reasons for the establishment of the CAC was to complete and handle the construction of the works and the cycle track would be a unique geographical advantage of Tsuen Wan. At the CAC meetings earlier, Members had agreed to firstly commence the preliminary works and then solve other difficulties step by step. Hence, he hoped that the works would commence as soon as possible (Mr KOO Yeung-pong);
- (11) they enquired when the preliminary works would commence (Mr KOO Yeung-pong and Mr MAN Yu-ming);
- (12) he opined that the technical difficulty of the plan was great and costs were high. He hoped that the CEDD would consider the mixed option again to reduce the technical difficulty of the works (Mr TAM Hoi-pong);

- (13) he hoped that the CEDD would explore whether the restrictions of 4 metres for the cycle track and 2 metres for the walkway could be relaxed in order to minimise the harms and impacts brought to the environment (Mr TAM Hoi-pong);
- (14) the cycle track would be beneficial to community building in Tsuen Wan as Tsuen Wan would be better connected with the other districts with the cycle track. As a recreational and fitness facility, and in terms of the development of Hong Kong as a whole, there was indeed a need to build the cycle track. He understood that the design of the cycle track should be improved, but it should not be delayed indefinitely (Mr MAN Yu-ming);
- (15) he agreed that it was essential to conduct consultations, attach importance to the elements of environmental protection and pay attention to residents' complaints. However, it should be noted that it should not spend too much time on discussion, resulting in the failure to commence the works after several terms of the TWDC (Mr MAN Yu-ming);
- (16) he hoped that the preliminary works could commence as soon as possible. However, if only the preliminary works could be completed, cyclists could only enjoy a cycle track of about 2 kilometers. Hence, he hoped that the phase 1 of the works could also commence as soon as possible, so that the general public and other cyclists who specially came to Tsuen Wan could enjoy a longer cycle track. Cyclists who were attracted to use the cycle track would not need to ride their bicycles on the carriageway and jeopardise their safety because the completed part of the cycle track was not long enough (Mr LO Siu Kit);
- (17) he hoped that the CEDD could consider simplifying the designs of some sections of the cycle track. With the designs being as simple as possible and the costs being as low as possible, the chance of the plan being approved would be greater. For example, regarding the preliminary design of the section at the pedestrian footbridge of Hoi On Road, he hoped that the CEDD could consider elevating the cycle track to the height of the existing pedestrian walkway, so that the existing pedestrian walkway could be used and the costs would be reduced (Mr LO Siu-kit);
- (18) she supported the phase 1 of the works with a clearer direction. She also supported and hoped that the works would commence as soon as possible (Ms LAM Yuen-pun, Phyllis);
- (19) she enquired the CEDD whether the width of the cycle track was required to be 4 metres. It seemed that the width of the cycle tracks in other districts or those of the Leisure and Cultural Services Department (LCSD) was less than 4 metres. If the width of the cycle track could be less than 4 metres, the number of trees affected and opposing voices would be reduced (Ms LAM Yuen-pun, Phyllis);

- (20) she opined that it was necessary to provide a walkway parallel to the cycle track, so that cyclists could take a rest when necessary and residents could run on the walkway (Ms LAM Yuen-pun, Phyllis);
- (21) she thought that the possible difficulties encountered in the construction of the cycle track would not be technical difficulties but residents' objections (Ms LAM Yuen-pun, Phyllis);
- (22) she learnt from the proposal of the CEDD that this was not a plan of reclamation (the Chairlady);
- (23) she enquired whether residents would only be permitted to ride bicycles on the cycle track but not the existing carriageway after the cycle track was completed (the Chairlady);
- (24) she noted that the speed of vehicles were lower in foreign countries, which was more suitable for cyclists to cycle on carriageway. On the other hand, the speed of vehicles in Hong Kong were more dangerous for cyclists to cycle on carriageway (the Chairlady);
- (25) the requirements for cyclists in Hong Kong and that in foreign countries were different, e.g. whether they should wear helmets. It would be more dangerous for them to cycle on carriageway (the Chairlady); and
- (26) the cyclists sometimes did not follow traffic light instructions as appropriate. It was very dangerous (the Chairlady).

15. CE/NTW 2(NTW) of the CEDD responded as follows:

- (1) the CEDD would relay the views on a sports track to the departments concerned;
- (2) there would be signs clearly displayed at the sections where the cycle track, walkway and carriageway could be separated from one another in future, so that users of the cycle track and walkway could abide by the respective instructions concerned and traffic order would be maintained;
- (3) he thanked Members for suggesting the use of the opposite side of the carriageway as a part of the cycle track. The CEDD would not rule out the possibility of using the opposite side of the carriageway to make suitable arrangements for the cycle track at difficult sections, e.g. when the road was not wide enough;
- (4) he understood that Members hoped that the coastal environment of Tsuen Wan would be integrated in the cycle track as far as possible. The CEDD would try to incorporate the sea coast scenery of Tsuen Wan into the cycle track;
- (5) the CEDD would consider whether the preliminary works and the phase 1 of the works could commence simultaneously and the works of certain road sections could commence earlier;

- (6) in the current design of the cycle track, he hoped that people and vehicles would be separated. If the costs of the works were too high or the technical difficulty was too great, the CEDD would make every effort to explore the plans which would satisfy both the cost effectiveness and traffic design requirements. The CEDD agreed to attempt to simplify the plan in order to enhance its feasibility;
- (7) he noted the residents' views that they hoped that the impacts on trees would be avoided as far as possible;
- (8) the new cycle track would be constructed in compliance with the 4-metre width requirement of the Transport Department (TD) as far as possible. Regarding some cycle tracks which were built in the past and did not meet the 4-metre width requirement, the CEDD would widen these cycle tracks according to the requests from the districts and availability of space;
- (9) if the cycle track on individual road sections was less than 4 metres in wide and space was unavailable, the CEDD would consider handling it flexibly. However, the CEDD should comply with the requirements of the TD, i.e. to build a 4-metre cycle track;
- (10) if the existing walkway could be used on individual road sections, the CEDD would seize the opportunity and use the existing walkway as far as possible;
- (11) in the preliminary design of the section at the footbridge on Hoi On Road, the walkway and cycle track were disconnected. In the future detailed design, the CEDD would not rule out the possibility that they could be connected. If it was opined that this section could only accommodate the cycle track in the detailed design in future, the CEDD hoped that a simple plan with lower construction costs would be devised which met the overall traffic and transport requirements and gained support of the residents and Members;
- (12) in areas covered by the harbour protection policy, only the works exclusive of reclamation could be carried out. On road sections outside areas covered by the harbour protection policy, the construction might need to be carried out on sea embankments. Even if the sea embankments should be widened, no houses would be built on the widened embankments;
- (13) he agreed that vehicle speeds on highways in Hong Kong were not suitable for cyclists and vehicles to use the highways at the same time. After the cycle track had been completed, if citizens did not use the cycle track and ride on the carriageway, an offence would be committed; and
- (14) the preliminary works had been gazetted and approved. Although the actual commencement date of the works could not be provided yet, the CEDD would proactively strive for resources, with a view to commencing the preliminary works as soon as possible.

16. The Chairlady hoped that the CEDD would prepare new information for Members to study as soon as possible. She also reminded Members that the next meeting was scheduled in May 2017.

IV Item 3: Feasibility Study on Relocation of Sham Tseng Sewage Treatment Works to Caverns

(CAC Paper No. 21/16-17)

17. The Chairlady said that the Drainage Services Department (DSD) and Planning Department (PlanD) submitted the paper to report to Members the latest progress of the feasibility study on relocation of Sham Tseng Sewage Treatment Works to caverns. The DSD and PlanD sought Members' views on the location of the caverns and the future use of the released land. She welcomed representatives from the government departments and OAP to the meeting, including:

- (1) Mr KWOK Ping-keung, Chief Engineer/Consultants Management (CE/CM) of the DSD;
- (2) Mr CHEN Lan, Senior Engineer/Consultants Management 1 of the DSD;
- (3) Mr CHAN Chi-kwong, Engineer/Consultants Management 6 of the DSD;
- (4) Mr CHAU Yat-cheung Lawrence, District Planning Officer/Tsuen Wan and West Kowloon (DPO/TW&WK) of the PlanD;
- (5) Mr KWONG Wang-ngai, Walter, Senior Town Planner/Tsuen Wan of the PlanD;
- (6) Mr CHEUNG Ho-wing, Louis, Town Planner/Tsuen Wan 2 of the PlanD;
- (7) Dr Simon TSANG, Associate Director of the OAP;
- (8) Miss Teresa YEUNG, Director of the OAP;
- (9) Miss Carrie CHU, Engineer of the OAP;
- (10) Miss Kitty CHAN, Geologist of the OAP; and
- (11) Mr Ray TANG, Associate of the OAP.

18. CE/CM of the DSD and Director of the OAP introduced the paper.

(Note: Mr CHAN Sung-ip left the meeting at 4:18 p.m.)

19. The views, enquiries and suggestions of Members were summarised as follows:

- (1) before the departments concerned conducted its district consultation last year, he had conducted a questionnaire survey to collect views of residents in the area. The results showed that more than 70% of the responding residents supported the relocation of Sham Tseng Sewage Treatment Works. However, more than 50% of the responding residents objected to using the land to build residential houses after relocation. Most of the responding residents hoped that there would be community facilities and objected to reclamation (Mr CHENG Chit-pun);

- (2) he had reservations over the plan of relocating the CLP Substation and building residential houses because the existing ancillary public transport and community facilities in the Sham Tseng area were insufficient (Mr CHENG Chit-pun);
- (3) he opined that the proposed provision of community facilities was good. However, he worried about whether the ancillary transport facilities could cope with the increased population in the future (Mr CHENG Chit-pun);
- (4) he strongly objected to relaxing the plot ratio more than 6 times and opined that it was not necessary. However, if the plot ratio were relaxed in order to provide more community facilities, it could be considered. However, the current target of 1 200 residential units should not be exceeded (Mr CHENG Chit-pun);
- (5) there was media coverage reporting that the site concerned would be used to build public housing and he received views on objecting the construction of public housing from the district. He hoped that the Department would give response on the type of residential houses to be built (Mr CHENG Chit-pun);
- (6) he agreed that the proposal of relocating the facilities to caverns would a proposal for making good use of land (Mr LO Siu-kit);
- (7) he enquired about how the parking spaces for the 1 200 residential units mentioned in the proposal would be arranged (Mr LO Siu-kit);
- (8) although it was shown in the photographs provided by the Department that the traffic in Sham Tseng was smooth, he still received complaints from residents relaying that they experienced traffic jam when entering Tuen Mun Road on their way to work. Hence, he hoped that the traffic in Sham Tseng would be smooth, so that the residents would not be affected (Mr LO Siu-kit);
- (9) he opined that as the proposal of opening the bus lane on Tuen Mun Road was not agreed by the government departments yet, the vehicles along Ting Kau could only reach Tuen Mun Road via Sham Tseng. When the vehicles arrived at the said traffic light in Sham Tseng, there would be traffic congestion. Moreover, the traffic flow on Tuen Mun Road was smoother upon completion of the widening works compared to that in the past. He hoped that traffic arrangements could be made at Sea Crest Villa Phase 4 to improve the traffic condition. Besides, at present, the vehicles heading to Tsuen Wan from Hong Kong Gold Coast were required to travel pass the junction in Sham Tseng before reaching Tuen Mun Road, which would also cause congestion at the said location in Sham Tseng. He hoped to take this chance to request the departments concerned to explore the proposal of opening the bus lane (Mr LO Siu-kit);

- (10) many problems in the proposal could not be resolved at the departmental level. For example, the prices of the residential units provided in the plan. He took the land sale in Ap Lei Chau as an example. He worried that the prices of the residential units would be very high upon completion (Mr TAM Hoi-pong);
- (11) he enquired why the Development Bureau (DevB) did not send representatives to attend this meeting (Mr TAM Hoi-pong);
- (12) he noted that in the implementation of a number of proposals, the outcome upon completion was often different from the design in the proposal. He worried that, if the departments concerned did not consider in details and stipulate the requirements at present, there would be screen-like buildings in future. Hence, he suggested that the departments concerned, especially the PlanD, should give due consideration to the later planning phases (Mr TAM Hoi-pong);
- (13) he resolutely opposed to Option 2 because the existing public space would be used as part of the project in Option 2 (Mr TAM Hoi-pong);
- (14) he enquired the DSD whether the area of the Sewage Treatment Works would be increased or reduced after the relocation of the Sewage Treatment Works which would be upgraded from using chemically enhanced primary treatment technology to using secondary treatment technology. He also hoped that actual assessment and data would be provided (Mr TAM Hoi-pong);
- (15) he opined that the traffic assessments submitted by the departments concerned should be constructed based on the queues of vehicles at other locations. For example, the queues of vehicles from the locations under assessment to Kowloon via Tuen Mun Road and from Tsuen Wan to Sham Tseng via Tuen Mun Road (Mr WONG Ka-wa);
- (16) he understood that Members had many questions concerning the kinds of buildings which would be constructed on the released land. He enquired whether the departments concerned would submitted the proposal to the TWDC for discussion (Mr WONG Ka-wa);
- (17) he thanked the departments concerned for their detailed preparation and work (Mr CHUNG Ho-yin);
- (18) he opined that it was good to enhance land supply and increase community facilities (Mr CHUNG Ho-yin);
- (19) he enquired whether the lanes would be closed for a long time when the works were in progress. If yes, it might be necessary to modify the method of conducting the traffic flow assessment (Mr CHUNG Ho-yin);
- (20) he noted that a day care centre for the elderly was mentioned in Option 2. He enquired whether the aspiration of setting up the facility concerned in the area was identified in the first round of consultation (Mr CHUNG Ho-yin);

- (21) given that there were not enough recreation and sports facilities in the area, he enquired whether consideration would be given to increasing recreation and sports facilities (Mr CHUNG Ho-yin);
- (22) if the population of the area was increased, the recreation and sports facilities and ancillary transport facilities in the area would be the priority problem to be addressed. Hence, the arrangement for the released land would cause greater controversy. In view of this, he enquired whether the Department would deal with the relocation of the Sewage Treatment Works first and the matters of the land concerned later, so as to avoid objection against the whole relocation plan arising from the objections against the matters concerning the land. As the construction works of the project would take time to complete, he suggested that, in the meantime, the relocation of the Sewage Treatment Works should be firstly dealt with and the study and consultation on the use of the released land should be conducted subsequently (Mr KOO Yeung-pong);
- (23) there was already the problem of traffic congestion at the location. She enquired the departments concerned about the impacts on the traffic when the works were in progress and whether the problem of traffic congestion would become more deteriorated (the Chairlady);
- (24) the residents had many worries. For example, the residents in the vicinity of the location of the blasting works were worried about the impacts of the blasting operations (the Chairlady);
- (25) she hoped that departments concerned would strengthen communication with the residents and catch up with the planned progress on the communication with residents (the Chairlady);
- (26) she expressed commendation over the form of the last public consultation, which was different from the one-way consultations in the past (Chairlady);
- (27) in order to avoid a negative impression among the residents, the departments concerned should consult the views of the affected residents as soon as possible, especially the residents of Ocean Pointe, which was very close to the location of the works (the Chairlady); and
- (28) she enquired whether the departments concerned had communicated with the Social Welfare Department on the population distribution and future plans of the area and whether facilities for the elderly would be insufficient by 2032 or other kinds of facilities would also be insufficient (the Chairlady).

(Note: Mr WONG Ka-wa left the meeting at 4:28 p.m. Mr LO Siu-kit left the meeting at 4:38 p.m.)

20. CE/CM of the DSD responded as follows:

- (1) the TWDC were undertaken that there would be no reclamation in the current study. Therefore, there would be no reclamation works in all current options;

- (2) at present, no decision had been made about the types of buildings. However, during the phase 1 of the consultation, it was understood that some residents in the area had worries about the construction of public housing;
- (3) the buildings in Sham Tseng were mostly private housing. It would be one of the main factors to be considered when deciding on the type of housing. The authorities would seek views of TWDC again upon confirmation in future;
- (4) when the relocation study was confirmed, it would be submitted to TWDC for discussion again;
- (5) the DSD would consider dealing with the two issues separately, namely, the relocation works and the use of the released land;
- (6) given the scarce land resources in Hong Kong, a suggestion of exploring an increase in the plot ratio was made in the study for the consideration by the TWDC and the public;
- (7) according to the current parking space standard, there would be 120 to 130 parking spaces for every 1 200 residential units. The authorities would consider Members' aspiration of provision of more parking spaces;
- (8) according to the preliminary traffic assessment, there were still unused capacities at the main junctions and road sections concerned. The TD also agreed with the results of the preliminary assessment on traffic effect;
- (9) as it was worried about traffic conditions, the consultant company was specially requested to conduct filming at the junction of greater concern during the peak hours with heavy traffic flow in the morning earlier, in order to learn about the actual traffic conditions at present;
- (10) the DSD would invite representatives from the DevB to attend the meetings of the TWDC for discussion in future;
- (11) after the reprovision of Sham Tsz Street Playground, not only would its utilisation rate be increased, the residents of the area could also enjoy the waterfront facilities. When dealing with community facilities, the DSD would follow the principle of "provide before demolish". The DSD would not use the current location of the playground to build houses first and then re-provide the playground at a new location later. The Department would also ensure that the Sewage Treatment Works in the caverns were in operation normally before demolishing;
- (12) regarding how developers would build and design the buildings in future, he opined that if private housing was to be built in future, the developers should abide by the requirements of the relevant laws, practice notes and requirements in the terms of the sale of land;
- (13) in future, when the works were in progress, the entrances of the caverns for the relocating of Sewage Treatment Works would be located behind the slope of Golden Villa. It was anticipated that if vehicles were required for handling waste materials excavated from the caverns, they would not occupy any road surface. If construction vehicles were required during the construction period,

the restrictions on the use of the roads by the construction vehicles could be stipulated in the terms of the construction contract. For example, it could be stipulated that use of the construction vehicles would not be permitted during the peak hours or these vehicles could only be used during certain specific hours;

- (14) according to the study earlier, it was anticipated that after the relocation of the Sewage Treatment Works and the upgrade from chemically enhanced primary treatment technology to secondary treatment technology, a smaller land area was required. It was hoped that the land area required would be reduced by the adoption of this treatment technology which was more advanced. However, the actual area required could only be precisely reported at the actual design stage;
- (15) the DSD would start the phase 2 of the consultation after the CAC meeting held on 3 March 2017. Appointments would be made to meet the residents in the vicinity of the project such as Golden Villa which was closest to the works site of the future caverns, in order to address the residents' concerns and learn about their views; and
- (16) according to the blasting experiences of the DSD in the past, no building was damaged due to blasting operations.

21. DPO/TW&WK of the PlanD responded as follows:

- (1) the consultant company had consulted the departments concerned on their views on the demand for community facilities. At present, the departments concerned did not have plan to relocate Sham Tseng Temporary Market or to build a permanent library in Sham Tseng;
- (2) the day care centre for the elderly and the residential care home in the proposal could cope with the social problems arising from the aging population in future; and
- (3) the community facilities proposed in the current options were only preliminary suggestions. After learning about Members' views and residents' needs, the authorities would discuss with the departments concerned again for review and confirmation of the arrangements.

22. The views, enquiries and suggestions of Members were summarised as follows:

- (1) the current paper of the departments concerned would be conducive to collecting views from residents of the area (Mr WONG Wai-kit);
- (2) he enquired when the Department would provide the CAC with a paper again for discussion on the matters concerning planning and transport (Mr WONG Wai-kit);
- (3) he opined that it was necessary to consider the consequences of changing the use of the land. The present situation was similar to that of Ap Lei Chau in the past as both need to face traffic problems and losing land for community

- use. Hence, he enquired the PlanD on the public and social values of this project. He did not support this project because he thought that the released land would be used to build luxurious sea-view buildings (Mr TAM Hoi-pong);
- (4) he pointed out that it would take a longer time for the chemical reaction between water and bacteria to take place in the secondary treatment than the chemically enhanced primary treatment. He hoped that the DSD would give details of the actual area required by the Sewage Treatment Works (Mr TAM Hoi-pong);
 - (5) the works would require excavating huge amounts of mud and soil. Although the government departments undertook that the mud and soil could be used to build other buildings, these materials would be sent to landfills in the end. Therefore, he enquired the departments concerned on the quantity of sands and stones which would be excavated to complete the project and the proportion of soil content in the small hill in the proposal. He opined that relatively speaking, the hollow caverns were of a greater value for development (Mr TAM Hoi-pong);
 - (6) he opined that instead of having to find another place to relocate the park, it would be more advisable to keep the original park. In addition, the inclusion of the relocation of the park and the CLP Substation in Option 2 would make the project more difficult to implement. Therefore, he did not recommend the implementation of Option 2 (Mr TAM Hoi-pong);
 - (7) given that the current population of the area was 30 000, a future population increase of 3 700 to 4 000 would be an increase of more than 10%. He enquired the TD and other departments concerned whether they would consider undertaking an increase of approximately the same percentage in public transport frequencies. Otherwise, the traffic condition would only become worse (Mr CHENG Chit-pun);
 - (8) regarding the traffic assessment provided by the departments concerned on the junction for entering Tuen Mun Road from Castle Peak Road (Sham Tseng), at present, the waiting time of the traffic lights there was quite long. He worried that with a future population increase of about 4 000, the road junction would become more congested (Mr CHENG Chit-pun);
 - (9) if a care home for the elderly was provided in future, the ambulances and vehicles taking elderly people to and from the care home might give rise to heavier traffic flow (Mr CHENG Chit-pun);
 - (10) at present, Sham Tsz Street was quite narrow. He enquired whether any improvement or widening works would be carried out (Mr CHENG Chit-pun);
 - (11) at present, the basketball court covered a relatively huge area. He enquired how the basketball court would be re-provided on the waterfront promenade which was to be built in the future (Mr CHENG Chit-pun);

- (12) he suggested that a community hall should be provided. He also opined that a day care centre for the elderly was a facility which should be provided in the area (Mr CHENG Chit-pun);
- (13) he enquired whether the care home for the elderly to be built would be a public one. He opined that if the care home for the elderly was a public one, it seemed that the elderly people in the area would not be benefited (Mr CHENG Chit-pun);
- (14) he hoped that the departments concerned would respond to the planning requests for self-study rooms, community libraries and parking facilities (Mr CHENG Chit-pun);
- (15) he hoped that the departments concerned would make appointments to meet residents of affected housing estates nearby, including Rhine Terrace and Sham Tseng East Village (Mr CHENG Chit-pun);
- (16) regarding the problem of screen-like buildings, he believed that the Buildings Department would have some practice notes and relevant design requirements (Mr NG Hin-lung, Norris);
- (17) one of the concepts in the Feasibility Study on “Enhanced Use of Underground Space in Hong Kong” was the relocation of “not-in-my-backyard facilities”. The land would be released and, at the same time, good would also be done to the community. Therefore, he opined that one should think about the effects brought by the relocation plan to the community and concern about the transport and municipal facilities in the area (Mr NG Hin-lung, Norris);
- (18) the traffic assessment conducted by the departments concerned at the junction at the Sham Tseng Interchange did not adequately reflect the actual traffic situation because the queues of vehicles had appeared at earlier points on the road. For example, in the Tuen Mun to Kowloon direction, the location of the bottle neck was at the traffic lights at Sham Tseng Village while later sections of the road were not so congested. On the other hand, in the Kowloon to Tuen Mun direction, one should start to observe the traffic flow on the slow lane of the Tuen Mun Road from the Ting Kau Bridge, in order to learn about the actual traffic condition (Mr NG Hin-lung, Norris);
- (19) he opined thought that the numerical change estimated by the traffic assessment might not be big because the effect on the traffic condition of one single property project in Tuen Mun might already exceed this increase. He believed that if public transport service frequencies were only increased accordingly after 2032, the residents would be dissatisfied. Hence, he opined that it should be started now (Mr NG Hin-lung, Norris);
- (20) he opined that it was good news that the departments concerned undertook not to close vehicle lanes. Earlier, when a works project was in progress in Tsuen Wan, a slow lane was closed for several years. He hoped that it would not happen again (Mr NG Hin-lung, Norris);

- (21) although he did not know the needs for elderly facilities in the area, he was concerned about the everyday necessities of the citizens in the area, for example, a formal market or a sports centre (Mr NG Hin-lung, Norris);
- (22) she suggested that the departments concerned should learn more about the present traffic conditions in the area and the way to conduct an assessment from the district councilors of the constituency areas. She also suggested that a traffic assessment should be conducted again to reflect the actual situation (the Chairlady);
- (23) the departments concerned were suggested to meet and discuss with the owners' corporation of Ocean Pointe, which was opposite to the site of the works, so as to facilitate the residents to learn about the transport arrangements when the works were being carried out or when the population increased in the future and to gauge the residents' views on the effects on the scenery (the Chairlady);
- (24) during the last term of the TWDC, according to the departments concerned, Members could visit some completed caverns. She hoped that the departments concerned could arrange for a visit in 2017 as early as possible (the Chairlady);
- (25) she enquired whether some of the cavern works could be opened for visits by the public to learn about the works, so as to give it an educational value (the Chairlady); and
- (26) as the public consultations were still in progress and many details of the proposal were not confirmed, it was too early for the CAC to support or object to the works. Therefore, she hoped that the departments concerned would conduct more comprehensive public consultations, questionnaire surveys or meetings with residents for discussion. She hoped that, after sorting out and following up the views concerned, the departments concerned would provide the CAC with a paper again for study and discussion (the Chairlady).

23. CE/CM of the DSD responded as follows:

- (1) it was correct that the secondary treatment would take a longer time than primary treatment;
- (2) nowadays, the stacked design was adopted in the state-of-the-art designs for sewage treatment works to save space. This design would also be considered in the present plan. Therefore, even though the secondary treatment technology was used, the area occupied by the new works might be smaller than the area of the existing works;
- (3) the caverns that were already hollow might not be conducive to the relocation. For example, the solutional caves in Yuen Long was not suitable for construction because of the rock properties. The rock properties of the suggested cavern at present were good. Stones excavated from the cavern

might be re-used as construction materials or for other purposes. When the works were in progress, the DSD and the bureau would discuss how to re-use stones from the cavern;

- (4) the basketball court would be re-provided in the future on a part of the land of the seafront promenade;
- (5) it was suggested in the proposal that the existing recreation and sports facilities and children's play facilities should be re-provided along the future seafront promenade, so that residents taking a walk there could enjoy these facilities and the waterfront more easily;
- (6) tentatively, the LCSD considered that the re-provision plan was worth considering;
- (7) more land could be released under Option 2 for the departments concerned to consider the provision of more public facilities;
- (8) the area of the future community hall could at least accommodate one basketball court. In other words, it could provide some indoor recreation facilities for the area;
- (9) the facilities suggested at this stage were preliminary ideas. He hoped that the views of residents of the area could be collected in this consultation and considered later on;
- (10) he understood that residents of Rhine Terrace and Sham Tseng East Village lived closest to the relocation works. The DSD would make appointments to meet the residents to address their concerns; and
- (11) the Chairlady's suggestions were noted. The DSD would take the views into consideration when working on the design and hope that better proposals would be drawn up.

(Note: Mr MAN Yu-ming left the meeting at 5:22 p.m.)

24. Associate of the OAP responded as follows:

- (1) the OAP had conducted the traffic assessment in accordance with the standards of the TD and the TD had also accepted the traffic assessment;
- (2) the congestion on Tuen Mun Road was the main factor affecting the traffic condition of Castle Peak Road. After the widening works on Tuen Mun Road was completed, the congested traffic condition on Castle Peak Road had improved greatly;
- (3) when the road connecting Tuen Mun and Chek Lap Kok was completed, it was anticipated that some of the traffic on Tuen Mun Road would be shifted away. The traffic condition on Castle Peak Road would be further improved at the same time;
- (4) as the scale of the project was relatively small, having only an increase of about 1 200 households, the corresponding traffic flow created would be quite small; and

- (5) when the traffic assessment was conducted, reference had been made to movement patterns of vehicles, road infrastructure construction works to be completed in different years in the future, and shift of traffic flow in the future. Thus, it was estimated that the traffic flow in 2032 would still not exceed the design capacity.

25. DPO/TW&WK of the PlanD responded as follows:

- (1) the present study was a preliminary feasibility study. If the present study confirmed the feasibility of the project, the authorities would, in the next step, conduct a detailed works study and draw up the relevant designs. The statutory planning plan would then be formally amended later;
- (2) at present, the location of the caverns was zoned as “Green Belt”. The location concerned would need to be rezoned as a suitable land use belt for use as sewage treatment works. Only when the statutory planning plan had been approved, could the authorities then apply for fund allocation from the Legislative Council to build the caverns;
- (3) the demand for local community facilities in the area were identified in various consultations. However, because of population and resource limitations, it might not be possible to provide some of the facilities suggested by the residents after the government departments concerned had reviewed the matter;
- (4) as the surrounding environment of the released land was for residential use, using this land for residential development was not incompatible with the surrounding environment; and
- (5) when considering the type of buildings, the authorities would consider the community environment, facilities and transport arrangements. At present, the study conducted technical assessments on the basis of private housing development.

26. Mr NG Hin-lung, Norris said that, according to the Hong Kong Planning Standards and Guidelines, one sports centre would need to be provided for every 50 000 residents. There was a total of about 40 000 residents in Sham Tseng and Tsing Lung Tau. Therefore, the LCSD and PlanD were suggested considering how to add everyday life facilities that were suitable for residents of different age groups. Besides, more actual data and information were contained in figures 2 to 4 in the paper. He believed that the departments concerned had accepted his appeal to them in the phase 1 of the consultation that drawings and figures should be used when conveying actual data and information to the residents. This was worth commending. He understood that the paper concerned was a direction exploring paper and the departments concerned might not be able to control how buildings would be built in the future.

27. The Chairlady hoped that the departments would brief the CAC on the follow-ups after the phase 2 of the consultation.

V Item 4: Strongly Request the Departments to Provide Additional Electricity Supply Facilities at Tsuen Wan Coastal Area

(CAC Paper No. 22/16-17, submitted by Ms LAM, Lam Nixie)

28. The Chairlady welcomed Mr CHUNG Tak-yau, Deputy District Leisure Manager (Tsuen Wan) 1 (DDL(M)(TW)1) of the LCSD who specially joined the meeting. The Highways Department (HyD) and the Lands Department (LandsD) had submitted the written replies on the captioned matter prior to the meeting for Members' perusal. Besides, as this agenda item was proposed by the Chairlady, the Vice Chairman would take over the chair temporarily.

29. Ms LAM, Lam Nixie introduced the paper.

30. DDL(M)(TW)1 of the LCSD said that electricity supply for the use of organisations to organise activities was readily available at most of the major venues under the LCSD. As the land mentioned in the paper was not under the management of by the LCSD, the LCSD was unable to provide electricity supply facilities.

31. Land Executive/Land Management 4 (District Lands Office, Tsuen Wan and Kwai Tsing) (LE/LM4) of the LandsD said that the LandsD had not particularly assigned representatives to attend the meeting to give response on the paper. The role of the LandsD was to act as "caretaker" of lands, whose responsibilities were to look after the lands. However, as the Department was not a works department, it had no way to provide electricity supply facilities. If any department was willing to install electricity supply facilities on the land referred to in the paper, the LandsD would co-operate the need of the departments concerned and make suitable land arrangements.

32. The views, enquiries and suggestions of Members were summarised as follows:

- (1) he opined that adding electricity supply facilities was a good suggestion. Even for venues with electricity supply provided by the LCSD, the power supplied was quite limited (Mr KOO Yeung-pong);
- (2) as the place was quite open, it was relatively difficult to install permanent electricity supply facilities. For some large-scale activities like the New Year Eve Count-down which needed a huge amount of electricity, power generating cars or power generators would be used (Mr KOO Yeung-pong);
- (3) the suggestion to add electricity supply facilities was supported. For example, if activities like concerts were held at night, electricity supply facilities would be needed (Mr KOO Yeung-pong);
- (4) the suggestion of the paper was supported. At present, when organising activities at the venue with no electricity supply, the organisers needed to rent

power generating cars to solve the problem of electricity supply (Mr WONG Wai-kit); and

- (5) he understood that there would need to be a government department that was willing to install electricity supply facilities at the Tsuen Wan waterfront. Thus, he thought that the government departments that would be mostly likely to assist in installing these facilities should be the LCSD and HyD. He was hoped to learn about the intention of the LCSD (Mr WONG Wai-kit).

33. DDLM(TW)1 of the LCSD said that, for the time being, the Department had no intention to take over the land on the Tsuen Wan waterfront. Different activities would have different needs for electricity supply. He understood that at present, some activity organisers would hire power generators themselves.

34. LE/LM4 of the LandsD said that the LandsD would endeavour to work in concert with the works departments or facility management departments to find land to solve the problems concerned. However, the LandsD was unable to install electricity supply facilities under its terms of reference.

35. Ms LAM, Lam Nixie said that before the meeting, she had got in touch with the China Light and Power Company Limited (CLP) for an initial contact. The CLP indicated its willingness to install the electricity supply facilities. However, the land of the Tsuen Wan waterfront involved the carriageway roadside, which was managed by the HyD while the land itself was managed by the LandsD. And, the land of the Tsuen Wan waterfront might also involve flower troughs, which were managed by the LCSD. Therefore, through this discussion, she hoped to find out whether the departments would raise objections to the installation of electricity supply facilities on government land before she discussed the matter with the CLP. From the response of the LandsD, she understood that the LandsD would have no objection in principle if an application for installing electricity supply facilities was received and if there was department willing to carry out the installation. As regards whether installing electricity supply facilities would involve the LCSD or the HyD, clarifications could be made later.

36. DDLM(TW)1 of the LCSD said that the LCSD was only responsible for keeping the plants on Hoi On Road and it was not responsible for managing the flower troughs concerned.

37. Ms LAM, Lam Nixie said that as the land concerned was managed by the LandsD, she would find out the views of the LandsD before writing to the CLP to discuss the matter.

38. The Chairlady resumed the chair.

VI Item 5: Work Progress Report of Working Groups under the Coastal Affairs Committee

(A) Working Group on Promoting the Image of the Coastal Area

39. The Chairlady reported that the Working Group provided a printed draft of the Brief on Tsuen Wan Waterfront Event Space (Brief) at the Meeting for Members' reference and briefly introduced the contents of the Brief. The Brief would be distributed to activity organisers and people who were concerned about the community. The Brief contained information including contact details of departments concerned, facilities in Tsuen Wan waterfront and point-to-note when organising activities. The Brief would be uploaded to the webpage of the TWDC.

(B) Working Group on Management of Facilities in the Coastal Area

40. The Vice Chairman reported that the Tsuen Wan Promenade Placemaking Project, which was co-organised by the Working Group and a local organisation, were held in January 2017 in three locations, namely the Tsing Lung Tau Pier, Anglers' Beach and the waterfront of Tsuen Wan West. He thanked Members for their support and friends who took part in these activities. Besides, the Working Group would submit a report to the CAC and to put forth suggestions to the CAC or government departments on improvement on the Tsuen Wan waterfront, so that residents could further enjoy and use the facilities of Tsuen Wan waterfront.

41. The Chairlady remarked that several Members attended the activities and the atmosphere was good. She hoped that new activities could be organised in the current year so that residents could further enjoy and use the facilities of Tsuen Wan waterfront.

VII Item 6: Any Other Business

42. Members noted the contents of the following information papers:

- (1) Amount of Marine Floating Refuse Collected by Marine Department in Tsuen Wan District
(CAC Paper No. 23/16-17, distributed with the meeting agenda);
- (2) Promotion and Anti-Marine Littering Operation in Tsuen Wan
(CAC Paper No. 24/16-17, distributed with the meeting agenda);
- (3) Financial Statement of the Coastal Affairs Committee as at 16.02.2017
(CAC Paper No. 25/16-17, distributed with the meeting agenda); and
- (4) Dates of Meetings of Coastal Affairs Committee between May 2017 and March 2018
(CAC Paper No. 26/16-17, distributed with the meeting agenda).

VIII Adjournment of Meeting

43. The Chairlady reminded Members that the next meeting was scheduled on 5 May 2017 and the deadline for submission of paper was 18 April 2017.

44. There being no other business, the meeting was adjourned at 5:50 p.m.

Tsuen Wan District Council Secretariat

5 April 2017