

(Translation)

Minutes of the 3rd Meeting of Tsuen Wan District Council (3/2016)

Date: 22 March 2016
Time: 2:30 p.m.
Venue: Main Conference Room, Tsuen Wan District Office

Present:

Mr WONG Wai-kit (Vice Chairman)
Mr MAN Yu-ming, MH
The Hon TIEN Puk-sun, Michael, BBS, JP
Mr KOO Yeung-pong
Mr NG Hin-lung, Norris
Mr LI Hung-por
Ms LAM Yuen-pun, Phyllis
Ms LAM, Lam Nixie
Mr LAM Faat-kang, MH
The Hon CHAN Han-pan, Ben, JP
Mr CHAN Chun-chung, Jones
Mr CHAN Sung-ip, MH
Mr CHAN Yuen-sum, Sumly
Mr WONG Ka-wa
Mr KOT Siu-yuen
Mr CHOW Ping-tim
Mr CHENG Chit-pun
Mr LO Siu-kit
Mr TAM Hoi-pong

Absent:

Mr CHUNG Wai-ping, SBS, MH (Chairman)

In Attendance:

Miss YIP Kam-ching, Jenny, JP	District Officer (Tsuen Wan), Tsuen Wan District Office
Mr LEUNG Chun-hei, Winsor	Assistant District Officer (Tsuen Wan), Tsuen Wan District Office
Mr CHAN Shiu-man, Simon	Senior Executive Officer (District Management), Tsuen Wan District Office
Mr HUEN Yeuk-hon, John	Senior Liaison Officer (1), Tsuen Wan District Office
Ms LEE Lai-kiu, Winnie	Senior Liaison Officer (2), Tsuen Wan District Office
Mr KWOK Ho-ye, Anthony	District Commander (Tsuen Wan), Hong Kong Police Force
Ms LAU Chui-ying, Bo	Police Community Relations Officer (Tsuen Wan), Hong Kong Police Force
Mr WONG Kwok-chun, Alex	District Social Welfare Officer (Tsuen Wan/Kwai Tsing), Social Welfare Department
Mr LAM Chi-fai	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr YUEN Hong-shing,	Chief Transport Officer/New Territories South West,

Honson	Transport Department
Mr CHAN Kai-lam, Allan	Senior Property Service Manager (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands), Housing Department
Ms KHATTAK Nasreen	District Environmental Hygiene Superintendent (Tsuen Wan), Food and Environmental Hygiene Department
Mr KUAN Man-hou	Chief Health Inspector 2, Food and Environmental Hygiene Department
Mr LAM Lap-tak, Daniel	Chief Engineer/New Territories West 2, Civil Engineering and Development Department
Ms CHEUNG Yuk-king, Dilys	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Mr CHAN Ming-cheong, Horman	District Leisure Manager (Tsuen Wan), Leisure and Cultural Services Department
Miss LAM Siu-yung, Daisy (Secretary)	Senior Executive Officer (District Council), Tsuen Wan District Office
Ms LAU Wing-ngar, Vivian	Executive Officer I (District Council), Tsuen Wan District Office
<u>For discussion of item 3:</u>	
Mr MA Siu-cheung, Eric, JP	Under Secretary for Development, Development Bureau
Mr LAI Cheuk-ho	Principal Assistant Secretary (Works) 5, Development Bureau
Mr LO Kwok-chung, David	Chief Engineer/Islands, Civil Engineering and Development Department
Mr CHAN Sze-wai, Kevin	Senior Town Planner/Strategic Planning 6, Planning Department
<u>For discussion of item 5:</u>	
Mr CHAU Yat-cheung, Lawrence	District Planning Officer/Tsuen Wan & West Kowloon, Planning Department
Mr KWONG Wang-ngai, Walter	Senior Town Planner/Tsuen Wan, Planning Department
Mr CHEUNG Ho-wing, Louis	Town Planner/Tsuen Wan 2, Planning Department
Mr KAN Pui-leung	Senior Engineer/Tsuen Wan, Transport Department
<u>For discussion of item 6:</u>	
Mr TSANG Lap-kei, Freddie	Senior Engineer/2 (New Territories West), Civil Engineering and Development Department
Mr LO Man-kin, Dennis	Senior Engineer/6 (New Territories West), Civil Engineering and Development Department
Mr WAN Cheuk-keung	Senior Engineer 5/Tuen Mun Road, Highways Department
Ms YIU Po-fung, Agnes	Engineer/New Territories 2-4, Highways Department
Mr CHAN Ka-kit	Engineer/Consultants Management 16, Water Supplies Department
Mr CHEUNG Chi-shing	Resident Engineer, Black & Veatch Hong Kong Limited
Mr LEE Ngai-shing	Resident Engineer, Black & Veatch Hong Kong Limited
<u>For discussion of item 8:</u>	
Mr CHAU Yat-cheung, Lawrence	District Planning Officer/Tsuen Wan & West Kowloon, Planning Department

Mr KWONG Wang-ngai, Walter	Senior Town Planner/Tsuen Wan, Planning Department
Mr CHEUNG Ho-wing, Louis	Town Planner/Tsuen Wan 2, Planning Department
Ms CHUNG Sau-wei, Julie	Senior Estate Surveyor, Lands Department
Mr YAU Hei-ling, Danny	Environmental Protection Officer (Regional West), Environmental Protection Department
Mr KAN Pui-leung	Senior Engineer/Tsuen Wan, Transport Department

For discussion of item 9:

Mr CHAU Yat-cheung, Lawrence	District Planning Officer/Tsuen Wan & West Kowloon, Planning Department
Mr KWONG Wang-ngai, Walter	Senior Town Planner/Tsuen Wan, Planning Department
Mr CHEUNG Ho-wing, Louis	Town Planner/Tsuen Wan 2, Planning Department
Ms CHUNG Sau-wei, Julie	Senior Estate Surveyor, Lands Department
Mr KAN Pui-leung	Senior Engineer/Tsuen Wan, Transport Department

For discussion of item 10:

Ms CHUNG Sau-wei, Julie	Senior Estate Surveyor, Lands Department
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For discussion of item 12:

Ms YANG Ka-ye	Senior Forestry Officer/Tree Management Group, Architectural Services Department
Mr CHUI Chi-keung, Chris	Landscape Architect/Tree Management Group, Architectural Services Department
Mr CHAN Bak-hang	Senior Property Services Manager/Special Duties 1, Architectural Services Department

For discussion of item 13:

Mr WU Yu-man, Charles	Chief Transport Officer/Planning/Ferry, Transport Department
Ms YUEN Miu-chun, Christine	Senior Transport Officer/Planning/Ferry 1, Transport Department
Mr LEE Luen-fai	Director of Public Affairs, Sun Hung Kai Properties Limited
Mr Garfield SIU	General Manager, Park Island Transport Company Ltd.

I Opening Remarks and Introduction

The Vice Chairman said that the Chairman was unable to preside at the meeting because of sickness. According to section 6(2) of the Tsuen Wan District Council Standing Orders (the "Standing Orders"), the Vice Chairman had to perform the duties of the Chairman and preside at the meeting. Since the Chairman had submitted his medical certificate, Members approved his application for absence according to section 51(1) of the Standing Orders.

2. The Acting Chairman welcomed Mr MA Siu-cheung, Eric, Under Secretary for Development, Members and representatives from the government departments to the 3rd meeting of the Tsuen Wan District Council (TWDC). He then introduced Mr CHAN Kai-lam, Allan, Senior Property Service Manager (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands), who attended this meeting on behalf of Mr WONG Hon-kit.

3. The Acting Chairman reminded Members of section 17(1) and 27 of the Standing Orders that any Member who wished to move a motion or ask any question at a meeting of the Council was required to give the Secretary a notice in writing ten clear working days' before the meeting. Thus, he reminded Members that the date of the next meeting was on 31 May 2016 and the deadline for submission of paper was 16 May 2016. In addition, according to section 28 of the Standing Orders, unless otherwise agreed by the Chairman, Members could speak and make supplementary remarks once for each agenda item at the meeting and each Member could speak up to 3minutes.

II Item 1: Confirmation of Minutes of the 1st Special Meeting held on 18.1. 2016 and Minutes of the 2nd Meeting held on 26.1.2016

4. The Acting Chairman said that the Secretariat had not received any proposed amendments to the minutes before this meeting. The minutes were confirmed without amendment.

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

5. The Acting Chairman said that there were no matters arising from the minutes of the previous meeting.

IV Item 3: Proposed Development Strategy for Lantau
(TWDC Paper No. 20/2016)

6. The Acting Chairman stated that the Development Bureau (DEVB) now consulted Members on the proposed development strategy for Lantau. The representatives from the departments attending the meeting were:

- (1) Mr MA Siu-cheung, Eric, Under Secretary for Development (US for DEVB);
- (2) Mr LAI Cheuk-ho, Principal Assistant Secretary (Works) 5 (PAS(W)5) of the DEVB;
- (3) Mr LO Kwok-chung, David, Chief Engineer/Islands of the Civil Engineering and Development Department (CEDD); and
- (4) Mr CHAN Sze-wai, Kevin, Senior Town Planner/Strategic Planning 6 (STP/SP6) of the Planning Department (PlanD).

7. US for DEVB briefly introduced the basic information of the Lantau Development Advisory Committee (LanDAC) and the proposed development strategy for Lantau. STP/SP6 of the PlanD and PAS(W)5 of the DEVB briefly introduced the proposals for Lantau development covering mainly five aspects, including spatial planning and land use, conservation, strategic traffic and transport infrastructure, recreation and tourism, and social development.

(Note: Mr CHAN Chun-chung, Jones and the Hon TIEN Puk-sun, Michael joined the meeting at 3:00 p.m. and 3:02 p.m. respectively.)

8. The Hon CHAN Han-pan, Ben was very concerned about Lantau development. He opined that though most part of Lantau Island was not within the boundary of Tsuen Wan district, Lantau development was closely related to the people of Hong Kong and thus he welcomed US for DEVB and his team to the TWDC meeting to consult Members. This showed that the Government was willing to make efforts on the planning for Lantau. He understood that the Government had conducted different types of consultations on the planning and development of Lantau. He hoped that the Government could look at the

problem of country parks, the destruction of which was generally considered necessary for development. According to the presentation made by the government representatives just then, South Lantau would be developed mainly for recreational and leisure uses. He considered this approach desirable as not only the original ecological environment could be catered for, but also the existing country park sites and facilities could be retained for public use. Moreover, he pointed out that New Territories West would be the main traffic hub for Lantau development, with a proposed link connecting Tuen Mun and Lantau and a proposed cross-harbour railway connecting the East Lantau Metropolis (ELM) and Hong Kong Island. However, there was no connection with New Territories East. Therefore, he proposed that the branch railway line connecting the ELM and Kowloon should be re-routed to Tsing Yi West to link with the existing West Rail Line (WRL) and Tsuen Wan Line (TWL) before connecting the Shatin to Central Link via Kwai Chung. He opined that this could link up the ELM and New Territories East as well as various railway lines for enhanced connectivity. Residents of New Territories East could also go to the ELM or even Hong Kong Island directly from Shatin. He continued that the Government should also consider, inter alia, the connectivity with New Territories East and the geographical advantages of Tsuen Wan as a traffic hub in its study on Lantau development.

9. The Hon TIEN Puk-sun, Michael said that representatives of the Transport and Housing Bureau (THB) had not attended the Legislative Council (LegCo) meetings, at which the DEVB had briefed LegCo Members on its work, to support the DEVB and respond to traffic and transport-related questions. He had repeatedly expressed at the LegCo meetings that the Government had to properly handle the transport problems of roads and railways during the implementation of all development projects, or it would only face endless opposition. He pointed out that apart from the North Lantau development, the DEVB was also taking forward developments in North West New Territories including Yuen Long South, Hung Shui Kiu and Kam Tin South. The carrying capacity of the WRL, which calculated on the basis of four persons per square metre, had reached the saturation point of 100% during peak hours. Coupled with the additional population of several hundred thousand from the new North West New Territories development, it was foreseeable that it would be impossible for residents of Tsuen Wan to board the WRL trains at Tsuen Wan West Station to travel to urban areas in future and they could only choose the TWL. He had repeatedly reflected the need for the construction of the fifth cross-harbour railway to the DEVB and the THB. The underlying concept was that residents in North West New Territories could take the WRL to Kowloon, and take the WRL to Tuen Mun where they could switch to the fifth cross-harbour railway for travelling to the Western District of Hong Kong Island via North Lantau and the proposed artificial island. He continued that the THB had indicated in its written reply that it could not send representatives to this meeting due to official commitment, leaving the DEVB to face questions on its own as always. The DEVB was not supported by the THB in the implementation of numerous development projects. He believed that the existing Airport Express Line and Tung Chung Line would not be able to cope with the additional passenger flow from the North Lantau development without the fifth cross-harbour railway. Thus, he hoped that the DEVB could pay attention to the saturation of carrying capacity of the WRL and relay to the THB their traffic and transport concerns.

10. Mr LAM Faat-kang opined that China progressed by leaps and bounds. Hong Kong should also enhance its development. He pointed out that he had joined the study tour on Lantau development last year and considered that the rich ecological resources in the area could promote tourism development. However, the proposed strategy had not provided any solution to resolve the problem of circuitous paths in North Lantau which was subject to

significant geographic constraints. He opined that a major improvement project should be implemented instead of making gradual improvements. For example, a subway could be constructed to connect the eastern coast and beaches in the area could be developed.

11. Mr TAM Hoi-pong was concerned about the conservation of Lantau. He opined that the content of the proposed development strategy for Lantau were inconsistent with the theme “Space for All” of the public engagement exercise for Lantau development. Under the proposed development strategy, the public might not be able to enjoy the space of Lantau Island, which would be turned into a tourist attraction with large-scale construction projects plundered by consortia, landowners as well as the rich and powerful. Thus, he had great reservations about the objectives and broad direction of Lantau development. He raised doubts about the scale and capital required for the development of an artificial island in the central waters, and was of the view that the project might exhaust the Government’s coffers, just like the many “white elephant projects” that had ended up with serious cost overruns. He had enquired of the DEVB whether it had considered in its site search for development addressing the fundamental problem of Mainland residents coming to Hong Kong for settlement on One-way Permits (OWPs) by reducing the daily quota of 150. He further pointed out that sites had to be identified continuously for housing development at the expense of the quality of life of Hong Kong people to cope with the annual population increase of 50 000. This was the cause of many problems in the society, including the saturation of carrying capacity of the WRL. He hoped that the Government could consider reducing the daily quota of OWPs to 75, so as to reduce the expenditure and time of identifying sites for housing development. In addition, he stated that the construction of the Brothers Marine Park was a compensation measure promised by the Government for the reclamation and development of an artificial island as part of the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. Nevertheless, the Government now planned to construct a third airport runway in the surrounding areas and carry out reclamation works in Tung Chung East. He therefore queried the actual effectiveness of the marine park and opined that the Government had cheated all environmental groups to gain support for the HZMB project. He reiterated his hope for the Government to shelve the reclamation works in Tung Chung East, or else the purpose of the Brothers Marine Park would be defeated.

12. Mr CHENG Chit-pun was concerned about the traffic problems of Lantau development. In particular, residents of Tsuen Wan rural areas such as Sham Tseng and Tsing Lung Tau mainly relied on Castle Peak Road and Tuen Mun Road to travel to and from urban areas. They were worried that the additional population of several hundred thousand from the development of the New Territories West including Hung Shui Kiu, Yuen Long South and Kam Tin South would add to the traffic burden of these two roads. Moreover, the carrying capacity of the WRL had also been saturated. He hoped that the DEVB could actively consider the construction of the fifth cross-harbour railway to alleviate the traffic burden of New Territories West when implementing the Lantau development plan. This would allow residents of Tsuen Wan rural areas to go to Siu Lam by shuttle buses and then switch to the new railway line to travel to the Eastern District via the Western District of Hong Kong Island at greater convenience.

13. Mr CHOW Ping-tim agreed with the direction of developing Lantau as the “Space for All”. He pointed out that the public hoped for a greater change and sustainable development in Hong Kong given the lack of development over the years. He supported the Government’s proposal to put more resources for developing Lantau, which he considered to be an undeveloped resource-rich treasure for all. However, amid the current political climate, it would be extremely difficult to secure the required funding from the LegCo. He

was worried that the plan could not materialise after many rounds of fruitless consultations. Furthermore, he questioned the appropriateness and excessiveness of proposed sites for hotel development and suggested that a horse-riding path could be provided in Lantau for promotion of horse-riding, and a tourist-only casino could be built to raise government revenue while avoiding encouraging gambling among the local public. He considered that the key for Lantau development was the enhancement of traffic linkage in Lantau as a number of roads were closed roads and could not meet the existing traffic standards and road width requirements. He suggested gradual improvement to the local transport network and infrastructure first before developing such transport linkages as railway system to connect with other districts.

14. Mr WONG Ka-wa said that Lantau was a good place to enjoy the nature and relax. He saw it necessary to draw up a timetable for Lantau development and discuss land resumption with rural committees and private developers. It also took time to apply for funding for development. He pointed out that according to the Government's existing development policy, corresponding ancillary transport facilities would be provided only when the population of a new development area had reached a certain number. As such, he was worried that Lantau development would encounter greater difficulty. In relation to nature and heritage conservation, he was of the view that the Government could adopt development directions other than rolling out large-scale construction projects because Lantau was a good place to slow down and relax. Tree conservation would also be discussed under Item 12 later. He hoped that the Government would strike a balance between development and nature conservation as the natural habitat could not be recovered once damaged.

15. Mr NG Hin-lung, Norris opined that the definition of "Space for All" included the consideration of the ratio of public realm after development or enhancement. For example, the Hong Kong Wetland Park in Tin Shui Wai was a non-profitable public realm open to all members of the public at reasonable admission fees and with no special restriction; Noah's Ark and Ma Wan Park in Ma Wan were semi-exclusive public realms partly open to the public for free and partly open to the public at a charge. 1881 Heritage in Tsim Sha Tsui, a more extreme example, had become completely exclusive after enhancement and no other activities except photo taking was allowed there. Furthermore, he questioned the necessity of constructing an artificial island. He opined that the Government could consider formulating policies to relocate the container yards or logistic centres at brownfield sites in North West New Territories to vacate sites for housing development. The area of the sites so released would be larger than that created by the construction of a new artificial island. On the other hand, he considered that planning proposals infeasible for traditional towns such as building farming, electricity generation and effluent reuse could be trial-implemented on the artificial island. Moreover, since both hardware such as land and software were required for developing Sunny Bay as core business district of a new town, cultural and high-tech industries could be developed to facilitate the development of the new core business district.

16. Mr LO Siu-kit was concerned about the traffic issues arising from Lantau development. He considered that the impact on Tsuen Wan district in relation to road and railway planning had been ignored in the consultation. Since Tsing Ma Bridge would be the only traffic link for the new development area, the traffic burden around Tsing Yi and Tsuen Wan would be heavier in future. He considered that the artificial island could be utilised for providing roads or railway connecting Tsing Yi and Hong Kong Island to shorten the journey to and from Hong Kong Island. Furthermore, the existing road system and traffic planning should be improved before developing South Lantau, rather than addressing the problem of traffic congestion gradually after infrastructure such as residential properties were

constructed. He supported the overall Lantau development plan as Hong Kong really needed development. However, the development should be planned properly and appropriate ancillary mass transit facilities should be provided.

17. Ms LAM, Lam Nixie opined that the TWDC could not give much opinion on Lantau development at present stage, but she agreed that the public use of space after development as mentioned in a Member's speech earlier should be taken into account as the younger generation in Hong Kong often failed to achieve work-life balance because of insufficient space. She was of the view that Lantau development had been planned from a macro point of view and the concerns of various parties had been catered for. However, it was still unknown whether the objectives could be met in the end. She understood that commercial elements should be included in some development projects, otherwise the Government would be unable to cover all the expenditure. Nevertheless, the ratio of public realm as well as the sustainability of development mode should be taken into consideration, and open space and job opportunities should be provided to the future generation. She considered that jobs should be created according to the future population structure of Hong Kong. For example, elderly people could be docents and take up history sharing jobs, while young people should be provided with other job opportunities. The DEVB should study the relevant ancillary facilities in conjunction with other policy bureaux from a macro perspective, otherwise the long-term development of Hong Kong would be affected and a lot of resources would be wasted if there was a lack of software support even though hardware was in place.

18. The Acting Chairman agreed with the basic positioning of the North Lantau Metropolis development and giving priority to the conservation for South Lantau. Nevertheless, he pointed out that many Members had voiced their concerns about the ancillary transport facilities for the future metropolis development. In his opinion, even if the population growth from the North Lantau Metropolis development was excluded, the traffic flow increase after the commissioning of the HZMB would be a great burden on the traffic of the existing Tsing Ma Bridge and the proposed Tuen Mun-Chek Lap Kok Link. He agreed that the North Lantau Metropolis development should start with railway planning, or the future traffic of North Lantau and the Airport might be affected. Moreover, he considered that South Lantau, a predominantly natural environment, should be retained with only slight enhancements to the relevant infrastructure to preserve the existing environment. Besides, he did not support the proposal to provide cable car facilities at Sunset Peak.

19. US for DEVB of DEVB responded as follows:

- (1) the major objective of the proposed development strategy for Lantau was to focus high-density development project at North Lantau by capitalising on its existing infrastructure;
- (2) the Government understood that the public enjoyed the exquisite natural scenery of South Lantau. Hence, conservation would be given top priority and the existing environment and ancillary transport facilities there would be improved so as to facilitate public access. Although there were a number of the facilities preliminarily recommended for South Lantau in the proposed development strategy for Lantau were not large-scale development projects, enhancement to the existing infrastructure of individual areas to provide more diversified activities, in order to facilitate public access to the beautiful scenery and leisure facilities in Lantau;
- (3) at present, the Lantau development plan was at the consultation stage with neither pre-conceived stance from the Government nor required developments.

The future development blueprint would be devised after public views had been collected and the preliminary development proposals had been compiled, analysed and technically assessed;

- (4) the Government noted the public's concern over the internal and external traffic and transport issues of Lantau, because tunnel or bridge was required to connect Lantau, which was located to the west of Hong Kong, to other districts in Hong Kong. The LanDAC had established a subcommittee with members comprising the Commissioner for Transport for handling traffic and transport issues. The THB also paid close attention to and actively participated in the discussion on the traffic and transport matters of Lantau, and cooperated closely with the DEVB to face challenges together;
- (5) the MTR Corporation Limited (MTR) was upgrading the signalling system of the existing railway. It would also increase the frequency of trips and the number of train compartments of the WRL to enhance the railway carrying capacity; and
- (6) regarding conservation, the Bureau hoped to engage in discussion in a rational and objective manner based on technical data. It had conducted a baseline study on the proposed reclamation near North Lantau. For instance, cumulative environmental impact assessments for the proposed reclamation works in the waters near Lung Kwu Tan, Siu Ho Wan and Sunny Bay had been conducted, the results of which had been reported to the Advisory Council on the Environment. The reclamation area had also been reduced having regard to the activity area of Chinese White Dolphins.

20. PAS(W)5 of the DEVB responded that the Bureau was studying the scale and ancillary transport facilities of different recreational facilities and tourist spots. He reiterated that the present development proposals were just preliminary. The Bureau would listen to public views on various proposals, such as whether it was appropriate to construct a ropeway at Sunset Peak, before further review at the next stage. Assessments on individual or overall environmental impact would be conducted gradually for projects which received support and were worth implementing.

21. US for DEVB further responded that the proposed strategy was just preliminary and required long-term planning. He hoped that Members would understand that the present planning might take a decade or even longer to materialise. However, if the relevant works were not commenced now, the demand could not be promptly met when needs arose. For example, there was a keen demand for land from young people who wished to start a business. It would be difficult to foster the development of these innovative companies if the Government did not have sufficient land reserve. The said works were not merely for us but also for our next or even future generations. In addition, he indicated that the Government also hoped to implement some improvement works in the short term, including provision of recreational facilities such as mountain bike trails in Lantau, as well as implementation of district improvement works at Mui Wo and Tai O. He added that given the significant difficulties and constraints associated with the extension works including new town development on the existing land, the artificial island could provide a greater room for planning. Furthermore, located along the fairway for vessels in the central waters of lower ecological value and in close proximity to Hong Kong Island, the proposed artificial island could facilitate the long-term economic and housing development of Hong Kong and become a traffic hub connecting Lantau with Hong Kong Island and other districts. The consultation on Lantau development would end in April. He welcomed Members to express more views on the Lantau development plan in writing.

22. The Acting Chairman thanked US for DEVB for attending the meeting and incorporating Members' views into the scope of consultation.

(Note: The Hon TIEN Puk-sun, Michael left the meeting at 3:55 p.m.)

V Item 4: District-led Actions Scheme
(TWDC Paper No. 21/2016)

23. The Acting Chairman invited Miss Jenny YIP, District Officer (Tsuen Wan) (DO(TW)) to introduce the paper.

24. DO(TW) briefly introduced the background of the District-led Actions Scheme (DAS), the outcome of the Pilot Schemes implemented in Sham Shui Po and Yuen Long and district problems that could be tackled under the DAS and the relevant principles, as well as the initial recommendations for the DAS from the Tsuen Wan District Management Committee (DMC). She added that the term of office of the current-term TWDC was four years. The TWDC could study and tackle relevant district problems and determine the order of priority under the DAS on an annual basis. She invited Members to comment on the district problems to be tackled in the coming year and the order of priority. The TWDO would report to the TWDC by the end of this year on the progress of the DAS and conduct a discussion on the problems to be addressed next year.

25. The Acting Chairman said that the DAS had been discussed at the DMC meeting and the Joint Meeting of DC Chairmen and Vice Chairmen. Each DC would determine how the additional resources allocated to the respective district by the Government would be used in the following four years, and the resources were currently maintained by the departments concerned. He pointed out that Members could also study the projects which could not meet the requirements mentioned in paragraph 4 of the paper. He continued that the DAS would be discussed further by the DMC after discussion at this TWDC meeting. The relevant projects could commence this year after a consensus was reached. He invited Members to comment on the DAS.

26. Mr WONG Ka-wa hoped that some long-standing problems in Tsuen Wan could be tackled through the DAS. First, the serious shortage of parking spaces in Tsuen Wan should be addressed. Some non-major roads such as Kwok Shui Road and roads that had been well planned years ago including Castle Peak Road had been widened in recent years, allowing more vehicles to travel to Tsuen Wan. However, the shrinking parking spaces in Tsuen Wan district had caused traffic congestion. Second, a long-term study on the odour problem along Tsuen Wan waterfront and the berthing problem of vessels carrying dangerous goods near residential areas should be conducted. Third, the nuisances caused by obnoxious facilities in Tsuen Wan, such as the nuisances caused by the cement plant to Yau Ma Hom Resite Village and Fu Uk Road, should be handled. Fourth, the noise problem should be addressed by the construction of noise barriers and the use of noise reducing materials.

27. The Acting Chairman asked Members to take note of the scope of the DAS and learn from the experience of the Pilot Schemes implemented in Sham Shui Po and Yuen Long, so as to facilitate the discussion on the problems to be tackled in Tsuen Wan.

28. Mr LI Hung-por enquired about the difference between the DAS and the existing practice. For example, after the TWDC discussed anti-mosquito work, the Food and Environmental Hygiene Department (FEHD) would recognise the problem and take

anti-mosquito actions. The FEHD would not ignore the mosquito problem even if it was not included in the DAS. If Members expressed concern over irregularities, the FEHD would also handle the problem without seeking higher authority. Pointing out that according to the paper, the Government would allocate resources to every district from 1 April 2016 onwards, he asked whether such resources would be deployed by DCs and District Officers for centralised handling, or the resources would be deployed by the relevant departments so as to focus on certain issues. He considered that the proposed practice should not be different from the Government's regular practice. Furthermore, the Joint Offices for Investigation of Water Seepage Complaints (Joint Offices) took quite a long time to handle water seepage of buildings and often failed to identify the seepage source. As such, he asked whether suggestion could be made under the DAS to ask the Joint Offices to purchase equipment to address the problem.

29. Mr LAM Faat-kang supported the DAS. As he worried about the spread of Zika virus, he considered that anti-mosquito and grass cutting works should be given priority. Since mosquito problems also existed in rural areas such as Lo Wai Village, anti-mosquito actions should be conducted in rural areas first.

30. Ms LAM, Lam Nixie pointed out that the paper had not given a clear account of how the DAS would be sustainable and how much resources were available. She understood that there were a number of similar problems that needed improvement and handling in every district. In view of the manpower shortage in some departments such as the FEHD, she asked whether this could be addressed by the DAS. She further enquired how district problems would be tackled continuously under the DAS or whether they had to be addressed within a year. In addition, as a Member of the last term, she noticed that the TWDC had not reviewed the outcome of the schemes concerned after their completion. She considered it necessary to set key performance indicators (KPI) before the commencement of the DAS and review the outcome by phases so as to monitor the proper use of resources.

31. Mr CHENG Chit-pun agreed with the DMC's recommendations. He considered the problem of shop-front extensions (SFEs) in Tsuen Wan Town Centre serious. Moreover, he had raised the problem of Zika virus for discussion at the Environmental and Health Affairs Committee (EHAC) meeting and highlighted the importance of anti-mosquito work. He agreed that resources be allocated to address the two problems. Furthermore, resources could also be deployed to address water seepage of buildings, a common problem for old buildings in Tsuen Wan. His ward office had also received residents' requests for assistance, yet the Joint Offices took quite a long time to handle the problem and often failed to identify the seepage source. He enquired whether the Joint Offices' vain efforts were due to insufficient manpower or out-of-date equipment. He hoped that additional resources would be allocated to handle water seepage cases and assist residents in eradicating the problem.

32. Mr LO Siu-kit said that limited resources should be centralised to address problems according to their priorities for maximum effectiveness. Given the large greening areas such as hills and parks in Tsuen Wan district, he opined that the focus should be placed on anti-mosquito work to prevent Zika virus infection. He pointed out the serious problem of SFEs in the vicinity of Tsuen Wan Market, Chuen Lung Street, Ho Pui Street and Tai Uk Street. As pedestrians had to walk along the carriageway because of SFEs, their safety was jeopardised. He had read from a press report that a fixed penalty of \$1,500 for SFE would be imposed in September and considered that shops could be notified of the relevant information from April onwards so as to tie in with the imposition of the fixed penalty.

33. Ms LAM Yuen-pun, Phyllis said that the DAS would only be implemented for four years and only one issue would be addressed each year. She was worried that other works would be neglected if manpower was centralised on tackling a particular issue. She enquired how the DMC would play its monitoring role. She pointed out the building maintenance projects in Tsuen Wan were on the increase. If owners' corporations (OCs) were replaced at the same time, the newly formed OCs comprising minority owners might not be familiar with the relevant legislation. Disputes and problem of validity would then arise in the election of OCs of the new term. She hoped that the role of the TWDO would be enhanced so that the TWDO could strengthen its assistance in the formation of new OCs or the election of OCs of the new term. This would reduce conflicts or litigations.

34. The Hon CHAN Han-pan, Ben opined that anti-mosquito work was important as mosquito infestation was common on the rooftops of old buildings in Tsuen Wan. He was also concerned about street hygiene. For example, the hygiene condition of Sha Tsui Road and Chung On Street was far from satisfactory. Cleansing services including washing and sweeping for major streets frequented by residents should be stepped up if resources were available.

35. Mr KOT Siu-yuen expressed his concern over anti-mosquito work and the problem of SFEs. He hoped that the FEHD could step up enforcement actions against SFEs through the DAS and that District Officer could lead and liaise with the relevant departments to jointly address the problem of SFEs in Tsuen Wan Town Centre to dovetail with the imposition of fixed penalty for SFE in September.

36. Mr MAN Yu-ming supported the DMC's recommendations, opining that anti-mosquito work should be the most important and be stepped up in villages and squatter areas covered by wild growth. Moreover, the departments concerned should also remove the miscellaneous articles such as furniture and fuel tanks abandoned in rural areas to prevent pest infestation. In addition, the problem of SFEs which had troubled Tsuen Wan and had been discussed by the TWDC repeatedly for years required urgent attention. He therefore considered that priority should be accorded to anti-mosquito work and the problem of SFEs. In view of the enforcement difficulties against SFEs, the lengthy time required for legislative amendments and the re-emergence of the problem shortly after strengthened inter-departmental joint operations, he hoped that District Officer could lead the relevant departments to focus on dealing with the problem of SFEs. Furthermore, he considered that the function of the department responsible for handling the water seepage problem should be enhanced, the order of priority of projects under the DAS should be reviewed on an annual basis and a study on how each project would continue after completion should be conducted.

37. Mr KOO Yeung-pong welcomed the additional resources provided by the Government for addressing district issues. He considered that a mid-term review should be conducted to examine all actions. Anti-mosquito work should be given priority to prevent Zika virus from spreading. He pointed out that the TWDC should think through the concept of "addressing district issues at the local level and capitalising on local opportunities" to make the optimal use of resources.

38. Mr CHOW Ping-tim supported the DAS. He believed that the EHAC could help monitor the effectiveness of the DAS should it be implemented by the DMC. However, he was discontented that in handling the problem of SFEs, the relevant departments had not

reviewed the relevant legislation with known loopholes or shortcomings, but only indicated that such loopholes or shortcomings would not affect the handling of the problem under the existing legislation. He opined that to tackle the problem effectively, the efforts of District Officer, the co-ordination among the relevant departments and concerted effort of the community were required. Citing the example of the serious unauthorised extension of business by restaurants at Lo Tak Court at night, he said that the problem would not have been addressed if the long-term stationing of a task force had not been arranged during that period. He believed that Members would support the DAS proposed by the Chief Executive. He stated that many district problems had to be addressed in Tsuen Wan and they were not limited to those recommended by the DMC. He hoped that the problems recommended by the DMC could be improved successfully, but pilot areas and work implementation had to be arranged to ensure success. He was worried that the Government did not have that much resources to provide additional manpower and that the Government would allocate additional resources to some areas at the expense of resources for other areas. Moreover, he pointed out that the public would be disappointed if the Government no longer provided resources after the projects were proven effective.

39. DO(TW) responded that the main objective of the DAS was to focus on addressing certain district issues in the 18 districts. Some district issues involved a wider spectrum of parties and required more resources, e.g. the odour problem along the waterfront and the berthing problem of vessels carrying dangerous goods. The relevant departments had started working on them. For example, the Drainage Services Department was preparing the feasibility report for the installation of additional dry weather flow interceptors and could seek resources from the Government upon completion of the report. The relevant departments could better focus on other district issues being addressed through the DAS. Take anti-mosquito work as an example, the FEHD could better focus on targeting the mosquito problem for early eradication if it identified black spots. Under the DAS, the Government would allocate resources to various departments. For instance, the FEHD needed additional manpower to strengthen work at the black spots concerned. She pointed out that the district problems concerned could be tackled on an on-going basis under the current DC term of four years through the DAS. Concerning the key performance index, the DMC would review and pay attention to the effectiveness of the DAS regularly and the TWDO would report to the TWDC on its effectiveness as appropriate. The DMC would review whether it should continue to handle this year's issues of concern in the following year and whether it should handle other new issues. She would relay the views expressed by Members at this meeting to the DMC for its consideration. The DMC would, together with the relevant departments and Members, jointly devise a proposal for taking forward the DAS and put it into implementation. She continued that the DMC would discuss the views expressed by Members at this meeting and draw up the priorities for addressing district issues at its meeting in April for early implementation of the DAS. She believed that the Government would allocate resources to the relevant departments after 1 April 2016 to address district issues as soon as possible.

40. Mr LI Hung-por hoped to learn more about the scope of issues that could be addressed through the DAS. He enquired whether he could propose the difficulty of getting through medical service hotlines and the shortfall of school places to the DMC for handling through the DAS. He further enquired whether these kinds of issues were issues that could not be addressed in various districts.

41. Mr TAM Hoi-pong expected that the DAS could solve some problems that had long

remained unresolved and improve the situation of Ma Wan residents taking residents' service routes. He pointed out that many coaches, residents' buses, company coaches and shuttle buses to show flats picked up and dropped off passengers on Sai Lau Kok Road from time to time. The area was chaotic with frequent traffic problems such as traffic congestion and was prone to traffic accidents. Thus, he hoped that the management of Sai Lau Kok Road by, among other measures, providing pedestrian crossing facilities and deploying dedicated staff to monitor the traffic condition could be incorporated under the DAS.

42. DO(TW) responded that the DAS mainly aimed at tackling the management and environmental hygiene issues of public areas at the district level. Although the DMC could not tackle the medical and educational issues mentioned by Members through the DAS, the TWDO could reflect the relevant issues to the departments concerned. Moreover, the TWDO could also reflect to the TD the suggestion to improve the traffic on Sai Lau Kok Road. Since the management of Sai Lau Kok Road involved the management of public areas, it could be further discussed at the DMC meeting for determining its priority.

43. The Acting Chairman said that concerning the scope of the DAS, the Government would allocate a total of \$60 million to the 18 districts having regard to the actual circumstances for implementing the DAS. He drew Members' attention to the limitations of the DAS, including paragraph 2 of the paper which indicated that the DAS aimed at tackling the management and environmental hygiene problems in some public areas, as well as the governing conditions mentioned in paragraph 4. Apart from SFEs in the town centre and the anti-mosquito measures mentioned in the paper, he asked DO(TW) to consider Members' views on other areas, and to study whether the items proposed by Members could be incorporated under the DAS and whether Members could decide the priority of such items. He asked the DMC to further study SFEs in the town centre and anti-mosquito measures which were the main concerns raised by Members at this meeting.

VI Item 5: Proposed Amendments to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/31
(TWDC Paper No. 45/2016)

44. The Acting Chairman stated that the PlanD had submitted papers to consult Members on the proposed amendments to the approved Tsuen Wan Outline Zoning Plan No. S/TW/31 (OZP). The representatives from the departments attending the meeting were:

- (1) Mr CHAU Yat-cheung, Lawrence, District Planning Officer/Tsuen Wan & West Kowloon (DPO/TW&WK) of the PlanD;
- (2) Mr KWONG Wang-ngai, Walter, Senior Town Planner/Tsuen Wan (STP/TW) of the PlanD;
- (3) Mr KAN Pui-leung, Senior Engineer/Tsuen Wan (SE/TW) of the TD; and
- (4) Mr CHEUNG Ho-wing, Louis, Town Planner/Tsuen Wan 2 (TP/TW2) of the PlanD.

45. TP/TW2 of the PlanD briefly introduced the proposed amendments to the OZP, including Amendment Item A in relation to the rezoning of the Chai Wan Kok Industrial Area (CWKIA), Amendment Item B in relation to the revision to the building height restriction of a site zoned "Government, Institution or Community" at the junction of Texaco Road and Wing Shun Street, as well as the amendment to the "Notes" in relation to the incorporation of "Art Studio".

46. The Acting Chairman allowed Members who had declared interests on this item to

speak according to section 48(11) of the Standing Orders.

47. Mr TAM Hoi-pong said that the PlanD proposed to rezone the CWKIA from “Industrial” (“I”) to “Other Specified Uses” annotated “Business” (“OU(B)"). He was worried that this would result in a surge in rental as in Kwun Tong, opining that things might go against the PlanD’s original good intention to promote art development or starting businesses with small capital. He enquired whether the PlanD had assessed the impact on the community and rental situation upon rezoning. He held the view that the current lower rental of old industrial buildings might be more favourable for small businesses. He believed that rental of redeveloped and renovated buildings was bound to increase. He further enquired whether a choice between a community garden and a community hall must be made for Amendment Item B. He opined that the park near the existing garden was exposed to sunlight in the afternoon. Yet, sunlight was expected to be blocked by the proposed development at the adjacent “Comprehensive Development Area (7)” site. As such, he enquired whether the government land used by the existing garden was the only site for the community hall development. He suggested setting aside the entire rooftop of the proposed community hall for community garden use. He declared interests that he had a friend who farmed in the existing garden. Moreover, he enquired why the PlanD did not use the existing temporary car park site for the community hall development, which would allow a car park to be provided in the basement. He considered that the development of a community hall on the existing community garden site contradicted the planning concept.

48. The Hon CHAN Han-pan, Ben supported the construction of a community hall on the government land used currently as a community garden. He pointed out that this proposal had long been included in the land use planning of Tsuen Wan and the request for proper handling of the garden had been made during the past discussions. He hoped that the garden could be reprovisioned in-situ, on the rooftop of the proposed community hall or at an adjoining site because many elderly people had enjoyed farming in the garden for years. He also opined that more community gardens could be provided in the district. Given the severe shortage of parking spaces in Tsuen Wan and the limited number of parking spaces to be provided in the development at the Tsuen Wan Town Lot (TWTL) No. 393 site, he proposed the provision of additional parking spaces on the lower level of the proposed community hall or in its vicinity. Moreover, he commended the PlanD for their thoughtful planning of the CWKIA, including the connection of the area with the footbridge network of Tsuen Wan to facilitate pedestrian access between the area and the MTR Stations. However, the existing footbridge network still had room for improvement. The PlanD had yet to incorporate Members’ comments into its planning, which was far from satisfactory. He hoped that the PlanD could consider the transport planning of Tsuen Wan more thoroughly. He also enquired how parking spaces would be allocated and whether there would be any increase after the rezoning of the CWKIA from “I” to “OU(B)”.

49. Ms LAM, Lam Nixie supported Amendment Item A in the paper, pointing out that Tsuen Wan West area around Belvedere Garden was merely one street across the CWKIA. She considered that the two areas could be grouped into one sub-district. Although she was concerned about the traffic problems in the sub-district and agreed with the proposed 3-metre setback from the original boundary of the new development area, she saw it necessary to reserve space for the provision of additional parking spaces to ease the parking space shortage in Tsuen Wan. She was of the view that while the demand for goods vehicle parking spaces should diminish after the rezoning of the CWKIA, she expected the demand for private car parking spaces to remain substantial due to tremendous growth of private cars in recent years.

She therefore suggested increasing the proportion of private car parking spaces. She supported the extension of the existing footbridge network of Tsuen Wan to the CWKIA. Yet, she enquired about the specific alignment options and pinpointed the current lack of footbridge connections or feeder services in the area. Besides, she hoped that the redevelopment could incorporate more environmental friendly elements such as rooftop farming or vertical greening. Reference could also be made to the project “The Mills”, which had adopted energy saving alternatives such as daylighting. As such, she urged the PlanD to stipulate environmental targets such as energy efficiency requirements for the said redevelopment. She also supported the proposed development of community hall.

50. Ms LAM Yuen-pun, Phyllis supported the rezoning of the CWKIA from “I” to “OU(B)” because the residents of Allway Gardens were often affected by traffic congestion in the CWKIA under the Sha Tsui Road Flyover. She anticipated that the rezoning could alleviate the traffic congestion. She was delighted to see the setback from the original boundary for widening the existing footpaths and carriageways after the redevelopment and hoped that the connectivity between Tai Chung Road and MTR Tsuen Wan West Station would be improved to facilitate the access of local residents to MTR Tsuen Wan West Station and the new development area.

51. Mr WONG Ka-wa considered the revised proposal an improvement over the previous one, but he was still concerned about the shortage of parking spaces in Tsuen Wan district. He was worried that the replacement of old industrial buildings in the CWKIA by new commercial buildings would increase pedestrian flow and cause traffic congestion. He also asked whether the PlanD would relax the proportion of private car parking spaces and in what proportion if, for instance, a 3-storey industrial building was redeveloped into a 50-storey building. Besides, he enquired of the PlanD why the rezoning of the industrial area in Tai Wo Hau was not considered together. He was also worried that the rental of redeveloped buildings would rise dramatically, affecting tenants like arts groups or small enterprises. He stated that other districts such as Tai Po had beautiful and well-equipped community complexes with community halls, government department offices, car parks and recreational and sport facilities. However, the proposed community hall site was small and subject to a maximum building height of 3 storeys only. Since the site fell within the breezeway of Tsuen Wan Town Centre and the existing community garden would be removed, he hoped that the PlanD would reconsider the proposed development to fully utilise the site and provide Tsuen Wan district with a comprehensive community complex.

52. Mr CHENG Chit-pun was concerned about the shortage of parking spaces in Tsuen Wan. He said the representative of the PlanD had pointed out in his presentation of the paper that the Department could consider requiring developers to provide more parking spaces. He opined that the PlanD should not stop merely at considering but should go on and stipulate the required number of parking spaces to be provided by developers in the lease conditions. He would also like the PlanD to provide the number of parking spaces in the CWKIA at present and after redevelopment. In addition, he remarked that the community hall site was the only available site in the district with wind corridors of several hundred metres wide reserved in its surroundings. He therefore suggested that the height of the community hall could be increased from 3 storeys to 5 or 6 storeys.

53. Mr NG Hin-lung, Norris supported the rezoning of the CWKIA from “I” to “OU(B)”, considering it a policy implemented in response to current trends. He agreed with the inclusion of “Art Studio” as an always permitted use. However, he disapproved of the

exclusion of “art studios” involving direct provision of services, and was worried that the proposed amendments would indirectly phase out drama troupes which rented industrial units for such small-scale performances as black box theatres. He further pointed out that some tenants had farmed in the industrial buildings for years. Nevertheless, they had been uncertain about whether farming was classified as agricultural or industrial use and had encountered many obstacles when applying for planning permissions. In this connection, he hoped the PlanD could clarify the land use zoning of farming activities and whether farming was permitted in industrial buildings at all. He asked if the PlanD had taken into account issues like pedestrian circulation and road conditions when rezoning the CWKIA. According to his understanding, members of the public generally accessed MTR Tsuen Wan West Station via Hoi Kok Street underneath the Tsuen Wan Road flyover. However, he wondered why no space had been reserved in the redevelopment of One Midtown for the construction of a pedestrian link to the core zones of the CWKIA, and only a minor road was found to connect Chai Wan Kok Street. As only the roads connecting east-west sides of Chai Wan Kok Street were proposed to be widened, while the north-south sides of the street would still be overshadowed by tall buildings like great walls, he considered that the PlanD should impose restrictions against the use of maximum site coverage for development, so as to enhance lighting and ventilation of the CWKIA. He continued that in the provision of a footbridge, the PlanD should consider how the footbridge was to be connected with the surrounding areas instead of simply constructing one across the core zones.

54. Mr CHAN Chun-chung, Jones supported Amendment Item A. He considered it a boost for Tsuen Wan district to transform from an old industrial area to a business area. Yet, according to the experience from the redevelopment of the Kwun Tong Industrial Area, he was concerned that the rezoning and redevelopment of the whole area would last for more than a decade, and local residents might have to endure years of traffic chaos as a result. Besides, the existing shortage of parking spaces in Tsuen Wan might be further aggravated in the future. He enquired of the PlanD whether different measures would be implemented at different stages of the redevelopment, such as the provision of more parking spaces at the early stage, subject to review in the future. In view of the lack of community hall facilities in the district, he supported the construction of a community hall and called for early implementation of the proposal. He opined that if ventilation was unaffected, the PlanD could consider various design options such as high-rise development.

55. Mr LAM Faat-kang declared his interest in owning an industrial unit on Sha Tsui Road. He welcomed the proposed amendments to rezone the CWKIA, but he was concerned about the traffic problems and shortage of parking spaces in the area. He pointed out that the TWDC had discussed the planning application for the conversion of The Mills into a hotel in detail. At that time, Members had proposed the provision of a new road connecting Hoi Pa Street and Sha Tsui Road at the centre of the CWKIA to alleviate traffic congestion. He hoped that the PlanD would reconsider this proposal. He further suggested that the proposed new road could also be connected to Castle Peak Road. As for its design, he cited an industrial building in Kwun Tong as a reference, indicating that the bottom level of the industrial building was a car park connecting with How Ming Street and Ngau Tau Kok Road. If such design was adopted, vehicles could then travel directly from the CWKIA to Tuen Mun or Tsuen Wan Town Centre, thereby easing the traffic congestion in the area effectively. Moreover, he hoped that the PlanD could consider requiring developers to reserve land for the provision of parking spaces, in order to address the overall shortage of parking spaces in Tsuen Wan.

56. Mr LO Siu-kit said that according to the original proposal, the proposed community hall would only be two storeys in height. He was glad that the PlanD would relax the height restriction to 3 storeys. However, since land resources were precious, he hoped that the PlanD could further relax the height restriction and the design of the community hall could dovetail with the design of the wind corridor at the TWTL No. 393 site. Furthermore, he suggested reserving space for the provision of parking spaces and pick-up/drop-off lay-bys at the community hall site to avoid blocking the vehicles from the vicinity of Riviera Gardens and causing traffic congestion. Moreover, he supported the proposed amendments to rezone the CWKIA as a lot of units in old industrial buildings there had changed their uses without submitting applications for approval. He was worried that the consequences could be disastrous in case of accidents. He was also concerned about the problems of insufficient parking space and vehicular flow in the CWKIA, especially how the vehicular flow on Hoi Shing Road near the roundabout at Belvedere Garden could be improved. Despite his support for the widening of the existing Chai Wan Kok Street, he remarked that the PlanD needed to formulate a long-term plan as the redevelopment would involve a number of sites and would take years to complete. He hoped that the PlanD would plan from a macro point of view. For instance, in planning the number of parking spaces to be provided after redevelopment, the overall parking space demand in Tsuen Wan district, in addition to the building's demand, should be taken into account.

57. Mr KOO Yeung-pong supported the proposed amendments to rezone the CWKIA, which in his opinion had completed its historical mission as many older generation residents of Tsuen Wan had worked in the textile mills there. He pointed out that some textile mills had submitted a rezoning application seven years ago and was glad that the amendment item in relation to the rezoning of the CWKIA was finally confirmed. He called for the PlanD's attention to the ancillary transport facilities in the area, stating that despite the obvious increase in pedestrian flow in the vicinity of Hoi Shing Road after the completion of some commercial buildings, no bus service was available via that road section. Concerned about the further increase of pedestrian flow after the rezoning of the CWKIA, he considered it necessary to provide additional parking spaces. In addition, the proposed site was ideal for building a community hall as people who enjoyed music and dance often borrowed the performance venue at Tsuen Wan Park nearby. Therefore, an additional venue could be provided for performing arts groups to organise recreational activities if a community hall was built at the adjacent site. He had no comment on the proposed number of storeys of the community hall but pointed out that since there were only three community halls in Tsuen Wan district, including the non-standard Princess Alexandra Community Centre, he expected that the proposed community hall would be popular among residents. He also suggested providing a basement car park at the community hall for the convenience of visitors.

58. Mr LI Hung-por declared that his wife owned a unit in Chai Wan Kok Street. Although he supported Amendment Item A, he enquired of the PlanD whether it had assessed the possibility that owners of the industrial buildings would not renew their leases with the existing tenants for redevelopment due to higher future returns before proposing the rezoning of the sites from "I" to "OU(B)". He was worried that this would eliminate all industrial activities in the area, leading to a further decline of local industries. He pointed out that after an overall policy had been formulated for the rezoning of the industrial area, tenants engaging in industrial activities would have to continue their businesses in other districts due to rental increase after redevelopment. In the future, rental in other districts would also increase due to rezoning, and a cycle of rising costs for industrial activities would be set off, discouraging

the development of industrial tenants further. He considered that the PlanD should conduct a full assessment on social transformation and industrial development before gradually implementing the development direction of rezoning sites from “I” to “OU(B)”.

59. Mr MAN Yu-ming supported the proposed amendments to rezone the CWKIA, as well as the proposed community hall development given the lack of community hall facilities in Tsuen Wan district. He believed that the design of the proposed community hall would be innovative and agreed that more storeys could be built, but the design should not be too complicated for early completion of works. Furthermore, he agreed that traffic and pedestrian flow would increase after the rezoning of the CWKIA and therefore, he considered it very important to fully assess the vehicular traffic flow and the demand for parking space. Insufficient parking space would aggravate the traffic problems of Tsuen Wan. He supported the idea of increasing parking spaces and even considered that the number of additional parking spaces to be provided by redevelopment projects should be stipulated to meet future demand. He also supported widening the existing roads but hoped that the PlanD would provide the relevant greening ratio. Besides, he concurred with a Member’s remark earlier that the north-south sides of Chai Wan Kok Street would be overshadowed by tall buildings like great walls. He therefore considered that the PlanD should study carefully how air ventilation and road circulation could be improved.

60. Mr CHOW Ping-tim was discontented with the PlanD for formulating the OZP bit by bit. Since there was no room for development in “I” zones in Tsuen Wan district, he was of the view that the PlanD should rezone other “I” zones in the district together so as to provide bigger room for development. The PlanD should also consider the planning of Tsuen Wan district from an overall perspective and relax the relevant restrictions as soon as possible. He added that in relation to the community hall development, the footpath outside the existing community garden was relatively narrow. Therefore, the boundary of the proposed community hall should be set back for widening the footpath. He also enquired whether the entrance of Tsuen Wan Park and the vehicular access within the site concerned would be affected in the future. He hoped that the community hall would adopt natural daylighting design as far as possible without affecting visual impact and supported the proposed construction of a basement car park. In addition, since the site and the adjacent TWTL No. 393 site were not connected to the footbridge network of Tsuen Wan, he proposed earmarking space for connecting the footbridge network at Gunzetal Limited.

61. Mr CHAN Yuen-sum, Sumly opined that there was indeed a need to provide more community hall facilities as residents of Tsuen Wan had strived for an additional community hall for years. However, he asked the PlanD whether the site was the only available site and whether the Leisure and Cultural Services Department (LCSD) had considered reprovisioning the community garden elsewhere when releasing the site concerned. He pointed out that the site was within a greening area. Members of the public, especially the elderly, could enhance their awareness of environmental protection through community farming and participating in environmental protection activities. He reiterated his support for providing community hall facilities on government land, but he hoped that the proposal could be improved.

62. The Acting Chairman said that the TWDC had conducted discussion on the site for the community hall and Assistant District Officer (Tsuen Wan) (ADO(TW)) of the TWDO would give an update on the status of the community hall and the community garden later. He added that the Members who had spoken earlier generally supported the proposed

amendments to rezone the CWKIA but were concerned about issues such as traffic, parking space, footbridge network and the overall planning and development of industrial areas. He also urged the PlanD to step up efforts to, among others, provide additional parking spaces after listening to Members' views.

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

- (1) he thanked Members for supporting the proposed amendments to rezone the CWKIA to "OU(B)". The PlanD conducted area assessments of industrial land in Hong Kong every few years, i.e. the 2014 Area Assessments of Industrial Land in the Territory (Area Assessments). According to one of the conclusions of the Area Assessments, the CWKIA was suitable for rezoning to "OU(B)". At present, there were 11 buildings aged over 50 in the CWKIA. The vacancy rate of these buildings was on the rise due to ageing. Restricted by their land leases, aged buildings such as Central Textiles (Hong Kong) Limited were low-rise and had not been redeveloped so far. If the CWKIA was rezoned to "OU(B)" in future, the buildings there could then be redeveloped according to the new planning intention;
- (2) the PlanD had taken into full consideration the footbridge network of Tsuen Wan during rezoning and would follow up with the relevant departments including the TD and the Highways Department (HyD) on the construction of a footbridge in the west of Tai Chung Road to connect with the existing footbridge between Tai Chung Road and the CWKIA, including the future new development at the vacant car park on Pak Tin Par Street and The Mills. Furthermore, the rezoning of the CWKIA to "OU(B)" could further encourage the redevelopment of the 11 buildings aged over 50 in the area. When redeveloping the buildings, some space in between could be set back for constructing footpaths as part of the pedestrian network. He agreed with Members' proposal to provide a well-connected pedestrian network. He also remarked that the PlanD had been studying the development of a north-south pedestrian network to connect the existing east-west footpaths and the existing footbridge network;
- (3) regarding traffic, after the rezoning of the CWKIA to "OU(B)", the existing old industrial buildings would gradually be redeveloped into new commercial buildings with sufficient built-in loading/unloading facilities. It was expected that there would be fewer roadside loading/unloading activities. Building setback would be implemented to release space for road widening;
- (4) according to the Hong Kong Planning Standards and Guidelines, one parking space should be provided per 200 square metres of office units, whereas one parking space should be provided per 1 000 square metres of industrial units. Therefore, the parking space supply in the Chai Wan Kok Business Area would increase after redevelopment and hopefully traffic congestion would not be caused;
- (5) in the Area Assessments, only two industrial areas had been recommended for rezoning to "OU(B)". The Tsuen Wan East Industrial Area near Kwai Chung had been excluded from the recommendations;
- (6) since there were workshops and dangerous goods godowns in the industrial buildings with access obstructed by goods, these industrial buildings should not be open to people unfamiliar with their environment for the sake of safety. Thus, "art studios" involving direct provision of services to the public should not be permitted in industrial buildings;

- (7) the PlanD would consider applications for agricultural uses from an overall planning and policy perspective;
- (8) regarding the location of the community hall, the “Government, Institution or Community (9)” site could not be used for the community hall development as it had been reserved for an electricity substation; and
- (9) the building height of the proposed community hall at the site in close proximity to a park and the harbourfront could not be too high. However, the PlanD had proposed relaxing the maximum building height restriction for the site to 3 storeys. Moreover, the Government would take into consideration Members’ opinions on parking space, greening, natural daylighting and access when designing the community hall based on the principles of optimal land use and innovative design. He asked the TWDO to give a response on the design of the community hall.

64. The Acting Chairman stated that this item was not for discussion of the location of the community hall. He asked Members who needed such information to contact the TWDO after the meeting.

65. ADO(TW) responded as follows:

- (1) the proposal to construct a community hall on the government land concerned had been put forward in the discussion on the planning of the TWTL No. 393 site by the TWDC in early 2013. As the usage rates for the consecutive uses of the three existing community halls in Tsuen Wan district were over 90% and given the TWDC’s proposal, the TWDO had been in active search for a suitable location to provide these community facilities;
- (2) the Government had stipulated standards for each type of community facility. The TWDO had to apply to the Government Property Agency and the relevant departments for the provision of the facilities concerned. Facilities to be provided in the proposed community hall included a hall and conference rooms. Despite the TWDO’s hope to make full use of the proposed community hall site, many underground utilities had been found during the design process, rendering underground development unfeasible;
- (3) the vehicular access to the proposed community hall would be located near the entrance of Tsuen Wan Park, connecting the park entrance with the parking facilities of the proposed community hall. Vehicles could also enter Wing Shun Street via the vehicular access;
- (4) the existing community garden located on the government site proposed for the community hall development had been leased by the LandsD on Short Term Tenancy. It could be resumed for the development of community facilities if needed. He understood that there were voices calling for continued operation of the garden and also noted the relevant requirements for rooftop farming stipulated by the Architectural Services Department (ArchSD). Therefore, the TWDO had taken the relevant request and requirements into consideration in the design of the community hall;
- (5) concerning the building height of the proposed community hall, the PlanD had articulated that having regard to its location adjoining a park and harbourfront setting, the community hall was subject to a maximum building height of 3 storeys; and
- (6) the TWDO had been proactively engaging in the design of the proposed community hall and studying with government departments on the provision of

various community facilities. The TWDO would give an account of the details of the proposed development upon finalisation to the TWDC and consult the TWDC on the design.

66. Mr TAM Hoi-pong said that the shortage of parking spaces had been a long-standing problem in Tsuen Wan district, and thus the pace of development for the “OU(B)” zone should not be too fast. The existing buildings in the CWKIA were low-rise, but the redeveloped buildings would reach the maximum building height restriction and block the sunlight. Moreover, the building bulk of the redevelopment would certainly be larger than before. Coupled with the foul air in the area, he saw it necessary to consider imposing plot ratio restriction when rezoning the CWKIA to “OU(B)”. He enquired about the number of small “art studio” offices in the CWKIA and expressed his concern that these offices would be forced to relocate after the rezoning. Besides, he opposed to the construction of the community hall at the existing site of the community garden. If the community hall was to be built there, he contended that its entire rooftop should be designated as a community garden. He also questioned the justification for the large area reserved for the electricity substation.

67. The Acting Chairman stated that this item was not for discussion of the planning application for the electricity substation.

68. Mr NG Hin-lung, Norris maintained that utilitarian or pragmatic considerations should not take precedence in the construction of a footbridge. He suggested the relevant departments pay attention to the footbridge connections to the surrounding areas. He pointed out that it was reasonable to construct a footbridge linking Chai Wan Kok Street and Tai Chung Road, but consideration should be given to where pedestrians would access the ground level from the footbridge. Judging from the photos circulated just then, the proposed footbridge would take up a large chunk of road space and block sunlight. When considering the construction of a footbridge to connect with the CWKIA, the footbridge should be seen as a destination in itself for pedestrians to walk and linger, instead of merely a footbridge that could only serve the need for pedestrian movement, ignoring pedestrians’ right to walk on the ground.

69. Ms LAM, Lam Nixie noticed an increase of motor company branches trading branded cars along Chai Wan Kok Street. One of them had parked 12 vehicles on that street. She found the situation unacceptable and hoped the PlanD take note of this problem in planning. She expressed support for the whole development. While Tsuen Wan West area was dominated by residential housing and private buildings, she hoped that buildings in this area would be predominantly relaxed and modern. As Tsuen Wan had developed for years with new and old buildings in every area, she hoped that it could be divided into different blocks to facilitate district-based planning. She stated that several residential developments had recently been completed in Tsuen Wan West, including City Point accommodating 1 700 flats. A residential development providing about 980 flats was under construction in its vicinity, and a total of over 3 000 flats would be provided in the Cityside and Bayside developments above Tsuen Wan West Station of the WRL. Therefore, she saw the need for a new community hall and hoped that the PlanD would take into account Members’ comments in the early stage of its design.

70. DPO/TW&WK of the PlanD responded that the maximum plot ratio of 9.5 would be maintained after the rezoning of the CWKIA to “OU(B)”. He pointed out that as shown on the relevant plans, the building boundary would be set back along Chai Wan Kok Street. However, the Government had yet to resume the privately-owned land behind the setback line, which could be used by the motor trading companies concerned to park their vehicles. If necessary, the Government could consider resuming the land in due course for the improvement of traffic condition such as the provision of footpaths or lay-bys. In addition, the PlanD had proposed the construction of a footbridge on Tai Chung Road to connect the CWKIA, the future development at the abovementioned vacant car park site and The Mills in tandem with the revitalisation project of the latter, so that members of the public could enjoy various sceneries from the footbridge.

71. The Acting Chairman said that the TWDO could provide Members with the background and latest progress information of the proposed community hall development after the meeting if they needed.

VII Item 6: Progress Report on Major Works in Tsuen Wan (as at 29 February 2016)
(TWDC Paper No. 22/2016)

72. The Chairman stated that the CEDD regularly reported the progress of the major works in Tsuen Wan district. The representatives from the departments attending the meeting were:

- (1) Mr TSANG Lap-kei, Freddie, Senior Engineer/2 (New Territories West) (SE/2(NTW)) of the CEDD;
- (2) Mr LO Man-kin, Dennis, Senior Engineer/6 (New Territories West) (SE/6(NTW)) of the CEDD;
- (3) Mr WAN Cheuk-keung, Senior Engineer 5/Tuen Mun Road (SE5/TMR) of the HyD;
- (4) Ms YIU Po-fung, Agnes, Engineer/New Territories 2-4 of the HyD;
- (5) Mr CHAN Ka-kit, Engineer/Consultants Management 16 (E/CM16) of the Water Supplies Department (WSD);
- (6) Mr CHEUNG Chi-shing, Resident Engineer (RE) of Black & Veatch Hong Kong Limited; and
- (7) Mr LEE Ngai-shing, RE of Black & Veatch Hong Kong Limited.

73. SE/2(NTW) of the CEDD introduced the paper.

74. The Hon CHAN Han-pan, Ben expressed his concern regarding the Tsuen Wan Bypass, widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange, and associated junction improvement works that the Tsuen Tsing Interchange was incapable of handling the traffic flow, especially during morning and goods delivery peak hours. It caused severe traffic congestion not only in that area and even along Tsuen Wan Road, but also on Tsuen Wan-bound lanes from Kowloon in the evenings. Although the department concerned did not see sufficient vehicle growth in the district, he believed that some areas were in urgent need of traffic congestion relief. The department concerned could consider carrying out improvement works in those areas first. He urged the department concerned not to shelve the entire project due to difficulties encountered in the past. In addition, as there were frequent main bursts on Texaco Road, he enquired about the progress of the replacement and rehabilitation of water mains there. On the other hand, the works for replacing and rehabilitating water mains on Chung On Street had not been completed according to contract and had been taken over by a new contractor. Since nobody was found

working on the works site located at a prominent location on Chung On Street, he requested an explanation from the WSD and enquired about the completion date of the works.

75. Mr CHAN Yuen-sum, Sumly expressed regret over the ongoing review of commencement date and completion date for the works of the Cycle Track between Tsuen Wan and Tuen Mun, which had been under discussion for years. He hoped the CEDD could provide definite dates at the next TWDC meeting. He pointed out that although some replacement and rehabilitation works of water mains had been 96% to 98% complete, main bursts were still frequent in town centre and public rental housing (PRH) estates, causing prolonged disruption of fresh and flush water supply. For instance, frequent main bursts in the vicinity of Wo Yi Hop Road and Lei Shu Road had caused inconvenience to the residents of Lei Muk Shue Estate and nearby housing estates. In this connection, he enquired of the WSD and the relevant departments how the contractors were monitored. In his opinion, the operational problems of contractors that caused defaulted works might be due to the contractors' financial difficulties, their inability to make reasonable profit after winning the bid, or ineffective supervision by the WSD. As tremendous loss would be incurred if a re-tendering exercise to complete the defaulted works was required, he hoped the WSD review its monitoring system.

76. Mr WONG Ka-wa hoped that officers of the relevant departments would contact him after the meeting to discuss the gully grating on the slope of Wo Yi Hop Road and Cheung Wing Road to be upgraded under the Landslip Prevention and Mitigation Programme. He supported the replacement and rehabilitation works of water mains on Wo Yi Hop Road. However, the works had rendered the provision of bus stop shelter in the vicinity infeasible in the last two years. He hoped that the relevant departments would contact him after the meeting for the above matter.

77. Mr NG Hin-lung, Norris enquired about the progress of alignment review of the Cycle Track between Bayview Garden and Tuen Mun. He would like to know the future plan of the project, whether public engagement exercise would be conducted, and whether the CEDD could discuss the project with the Members as soon as possible.

78. Mr CHENG Chit-pun indicated that consultation should be conducted as soon as possible if new proposals for the Cycle Track between Tsuen Wan and Tuen Mun had been drawn up. He understood that the DEVB and the CEDD were considering several proposals for the cycle track and reviewing its alignment options actively. However, local consultation had not been conducted. He reflected the worries of some local residents who had not been briefed and consulted about the proposals. He hoped that the relevant departments could conduct a local consultation before considering the alignment options, believing that local consultations and liaisons would help relieve residents' concerns.

79. Mr LO Siu-kit was disappointed with the paper submitted by the CEDD. He further enquired about the meaning of similar traffic volume along Tsuen Wan Road recorded in the 2015 traffic census as compared to that in 2014 as stated in the paper in relation to the Tsuen Wan Bypass, widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange, and associated junction improvement works. He pointed out that he had commented extensively on the proposed alignment options and layout plan of the cycle track several years ago, including the extension of three roads to connect Tsuen Wan Road with Belvedere Garden, Ma Kok Street and Yeung Uk Road, the widening of carriageways and the construction of noise barriers. He maintained that if these proposals had been implemented,

there would have been fewer complaints. Members had endorsed the relevant proposal on the basis of the layout plan at that time, which had created reasonable expectations among local residents. Yet, the proposal had been cancelled due to insufficient traffic volume along Tsuen Wan Road. Since the works had now been handed over from the CEDD to the HyD, he asked whether the works had been downgraded. He was also disappointed with the HyD for not liaising with Members to discuss the works after the handover. He hoped that the representatives of the relevant departments could produce the previous layout plan concerned in their next progress report on major works in Tsuen Wan at the TWDC meeting.

80. SE/2(NTW) of the CEDD responded that the CEDD officers in charge of the Wo Yi Hop Road slope works would contact the Member concerned later for follow-ups.

81. SE5/TMR of the HyD responded that the Department was in the process of engaging a consultancy firm for reviewing the traffic conditions of Tsuen Wan Road and its associated junctions. Upon commencement of the consultancy work, the Department would collect and analyse traffic data of Tsuen Wan Road and its associated junctions, including the peak hours for goods delivery around the Tsuen Wan industrial area near Tsuen Tsing Interchange. The Department would also propose interim traffic improvement measures if necessary and report to the TWDC. He continued that the Department would continue to co-ordinate closely with the TD and the relevant departments and keep a close eye on the traffic conditions of Tsuen Wan Road to make corresponding improvements. Moreover, the Department would collect the latest planning and traffic data through the upcoming consultancy work, in order to make a more accurate forecast of future changes in traffic flow for the scheduling of relevant works.

82. SE/6(NTW) of the CEDD responded that the Department had been proactively planning the Cycle Track between Tsuen Wan and Tuen Mun. As the latest proposed alignment of the Cycle Track between Tsing Tsuen Bridge and Bayview Garden was different from that gazetted in 2012, re-gazettal was required and the Department had gazetted the proposed alignment on 18 March. At this stage, the gazette procedure should be completed first to confirm the alignment before proceeding with the detailed design of the cycle track and drawing up the implementation timetable of the project as a whole. Besides, the CEDD was reviewing the alignment options of the Cycle Track between Bayview Garden and Tuen Mun. In view of the substantial site constraints and the numerous public comments on the proposed cycle track received in the public consultation conducted earlier, the Department was considering various alignment options. The CEDD expected to consult the TWDC and the Members of the constituencies concerned about the alignment options in mid-2016.

83. E/CM16 of the WSD responded about the replacement and rehabilitation of water mains on Texaco Road. Since the contractor had failed to obtain an excavation permit from the Police in January 2016, it could not commence the mainlaying works at the junction of Texaco Road and Tai Wo Hau. The contractor would try laying water mains by trenchless method in the coming one or two months.

84. RE of Black & Veatch Hong Kong Limited responded that the WSD had engaged a new contractor for the replacement and rehabilitation of water mains on Chung On Street at the end of last year to replace the former contractor with resources problem. The new contractor would implement the works in accordance with the latest schedule. It was expected that the works would be completed in the third quarter of this year.

85. RE of Black & Veatch Hong Kong Limited responded that Lei Shu Road and the section of Wo Yi Hop Road near the swimming pool had been included in the Replacement and Rehabilitation of Water Mains, Stage 4 Phase 2 (PWP Item No.: 189WC). The works had been suspended as a result of commercial disputes and related contractual issues between the contractor and its subcontractors. He would inform Members if a new timetable for the works was available. Furthermore, he had contacted the bus company in relation to the provision of bus stop shelter in the vicinity of Wo Yi Hop Road. He would contact the relevant Member later for follow-ups.

86. The Hon CHAN Han-pan, Ben expressed his discontent with the delay in the completion of the water mains replacement and rehabilitation works on Chung On Street to the third quarter of this year, which, in his view, would undermine his working relationship with the WSD. Moreover, the WSD had yet to settle the compensation with the shop owners whose shop signs had been damaged by the relevant works. He was worried that he could hardly convince nearby residents and shop owners to allow the WSD to carry out works in front of their homes or shops in the future. He further asked if the WSD had forwarded his suggestion of carrying out the water mains replacement and rehabilitation works on Texaco Road at night to the Police for consideration.

87. Mr LO Siu-kit was dissatisfied with the HyD's response, saying that not until the fourth quarter of this year would a consultancy firm be engaged by the HyD to conduct a long period of study on the Tsuen Wan Bypass, widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange, and associated junction improvement works. He would closely monitor the progress and results of the study. He anticipated that the representatives of the HyD would provide the previous alignment and layout plan of the project in their next progress report on major works in Tsuen Wan at the TWDC meeting. He pointed out that the HyD had held a design competition for the project years ago and Members had been invited to be the judges of the competition. He hoped the HyD to clarify if the project had been shelved. He opined that if the project was still included in the Progress Report on Major Works in Tsuen Wan, the HyD should provide the layout plan at that time. On the other hand, the TD should provide the annual traffic volume along Tsuen Wan Road since the first traffic census had been conducted until the project was approved. He found the finding of similar traffic volume along Tsuen Wan Road in 2015 and 2014 as stated in the paper unacceptable.

88. The Acting Chairman requested the representatives of the relevant departments to liaise and communicate with the Members concerned and follow up on the progress and implementation of the construction works.

VIII Item 7: Concerns about Boarding Difficulties in Trains by the Residents in Tsuen Wan due to West Rail Line Reaching its Carrying Capacity and Urge to Expedite the Construction of the Fifth Cross-harbour Railway
(TWDC Paper No. 23/2016)

89. The Acting Chairman stated that the Hon TIEN Puk-sun, Michael and Mr CHENG Chit-pun submitted the paper. The written reply of the THB was tabled at the meeting.

90. Mr CHENG Chit-pun introduced the paper.

91. Mr CHAN Yuen-sum, Sumly was disappointed with the relevant government

departments for not sending representatives to the meeting and for giving written responses to Members' questions raised in policy discussions only without giving immediate responses and answers. He opined that residents in New Territories West, including Tsuen Wan and Tuen Mun, faced serious traffic problems which needed urgent solutions. However, the study and implementation of the Lantau Development Plan would take a long time, so the written reply from the THB had not really addressed Members' demands. He therefore hoped that the relevant departments could respond clearly how they would solve the traffic problems in Tsuen Wan district. He also called for the timely construction of relevant railway network for the convenience of the residents.

92. The Acting Chairman said that Members' views would be conveyed to the THB. He also hoped that the relevant departments would send representatives to future meetings to join the discussion.

(Post-meeting note: The Secretariat wrote to the THB to convey Members' views on 5 May 2016.)

IX Item 8: "Request for the Removal of the Cement Plant Near Primrose Hill"
(TWDC Paper No. 24/2016)

93. The Acting Chairman stated that Mr CHAN Yuen-sum, Sumly submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Mr CHAU Yat-cheung, Lawrence, DPO/TW&WK of the PlanD;
- (2) Mr KWONG Wang-ngai, Walter, STP/TW of the PlanD;
- (3) Mr CHEUNG Ho-wing, Louis, TP/TW2 of the PlanD;
- (4) Ms CHUNG Sau-wei, Julie, Senior Estate Surveyor (SES) of the LandsD;
- (5) Mr YAU Hei-ling, Danny, Environmental Protection Officer (Regional West) (EPO(RW)) of the Environmental Protection Department (EPD); and
- (6) Mr KAN Pui-leung, SE/TW of the TD.

Besides, the written replies from the PlanD and the LandsD were tabled at the meeting.

94. Mr CHAN Yuen-sum, Sumly introduced the paper.

95. DPO/TW&WK of the PlanD responded that the cement plant concerned was located at a site zoned "Residential (Group E)", to which both planning permission and building plan approval for the proposed residential development had been granted. The implementation schedule of the residential development at the site was the decision of the landowner.

96. SES of the LandsD responded that the cement plant concerned was located at Kwai Chung Town Lot No. 169, which should be used for general industrial and/or godown purposes. Hence, the cement plant was not in breach of the land lease conditions.

97. EPO(RW) of the EPD responded as follows:

- (1) the relevant cement plant was regulated by the Air Pollution Control (Specified Processes) Regulations (Regulations) under the Air Pollution Control Ordinance. Under the Regulations, the cement plant should apply to the EPD for a specified process licence to operate. Stringent terms and conditions were imposed in the specified process licence for the cement plant. For example, appropriate dust-proof measures were required to suppress dust dispersal, including the provision of water spraying equipment and the covering of dusty stockpiles;

- (2) regular inspections were also conducted by the EPD to ensure that the operation of the cement plant concerned was in compliance with the terms and conditions of the specified process licence. The EPD had conducted an inspection on 7 March 2016 and no violation of the licence terms and conditions and the relevant environmental protection ordinance had been observed;
- (3) the EPD had received complaints about noise and dust nuisances caused by the cement plant concerned from nearby residents and had conducted inspections in response. According to past records, no violation of the terms and conditions of the specified process licence and the relevant environmental protection ordinance had been observed. The EPD had also relayed the complaints to the responsible persons of the cement plant, called for their attention and urged them to ensure the implementation of appropriate dust-proof measures as required by the licence to suppress dust dispersal;
- (4) the EPD had also received complaints about noise nuisance caused by the use of loudspeakers in the morning by the cement plant concerned from nearby residents. The cement plant had stopped the practice after being advised by the EPD;
- (5) according to the investigation of the EPD, a dump truck drove in and out of the cement plant every morning. The Department had demanded the cement plant's responsible persons to remind the drivers of vehicles driving in or out of the plant to maintain good manners, especially when entering the plant in the morning, so as to avoid causing excessive noise nuisance to nearby residents. Furthermore, the EPD would be glad to arrange for noise measurement in the homes of nearby residents to determine if the noise emitted from the cement plant exceeded the noise control standard upon request; and
- (6) it was mentioned in the paper that the nearby roads were often wet and slippery and could cause skidding after the dump truck sprayed with water before exiting the cement plant passed by the roads. The EPD had brought the situation to the attention of the cement plant and requested the plant to remind its staff to avoid spraying water outside the cement plant site. Moreover, after going through the water spraying procedure inside the cement plant, the dump truck should stay for a while before exiting the site.

98. Mr WONG Ka-wa indicated that the nuisances and complaints had started before 2015. After the rezoning of the godown site of Kerry Logistics to residential use for the current Primrose Hill development by the PlanD, various developers had applied for planning permissions for developments along Kwok Shui Road and in its vicinity, including The Rise which had been completed in 2015 upon approval of its planning application. In response to the development in the area and the nuisances caused by the cement plant to nearby residents, the relevant departments had stepped up enforcement actions. For instance, the Hong Kong Police Force (HKPF) had strengthened enforcement against illegal parking and vehicles with idling engines there. He had also called the Police for several times to handle the piling of debris at the Cheung Wing Road gyratory. Road closures by the Police had often been required for the FEHD staff to remove the debris. He noted that the latest planning permission for development at the cement plant site had been granted, and that according to the land lease conditions, the developer could determine the implementation schedule of its development. Since various developers continued to apply for planning permissions for residential developments in the area, he asked whether the PlanD could change its practice in the future. He pointed out that the oil terminal at Tsing Yi had already been relocated. As

times changed, obnoxious facilities such as cement plant should not be located near residential buildings. He believed that in terms of planning, the cement plant could be relocated elsewhere.

99. Mr CHOW Ping-tim said that the existing legislation in Hong Kong relating to this item was less advanced than that in the Mainland and failed to regulate the situation effectively. Although the PlanD had indicated that the implementation schedule of the development at the relevant site was the decision of the landowner, he opined that the PlanD could impose a deadline for the finalisation of such implementation schedule in the planning conditions. For instance, the closing time of the cement plant concerned could be specified in its planning permission. As Members only knew that the PlanD had approved the planning application with conditions but without knowledge of the details such as the number of storeys of the development or whether the development was residential, he found it impossible to proceed with the discussion. He considered that the PlanD's opaque practice would hinder Hong Kong's planning and development. He hoped that the obnoxious facility could be removed from Tsuen Wan as soon as possible and requested further explanation of the relevant situation from the PlanD.

100. Mr LO Siu-kit stated that the location of the cement plant concerned was unsatisfactory. In response to residents' complaints, he and Mr CHAN Yuen-sum, Sumly had paid a site visit to the plant and found that vehicles reversing would pose danger to road users there. Since the large dump truck could not turn around inside the cement plant, it had to reverse to enter the plant from Fu Uk Road. He acknowledged that the PlanD, the LandsD and the EPD had already conducted supervisory checks in accordance with the laws. Nevertheless, as Fu Uk Road was a narrow winding steep road, he hoped the TD comment on vehicles reversing on such kind of road.

101. The Acting Chairman urged the PlanD to actively consider changing the land use of the site, so as to remove the obnoxious facility from residential area. He also requested the EPD to adopt more measures in the short term to reduce the nuisances caused by the relevant facility to local residents.

102. SE/TW of the TD responded that it was not illegal for vehicles to reverse into the cement plant on Fu Uk Road. Yet, it was a serious offence to cause traffic accident by the reversing of vehicle.

103. EPO(RW) of the EPD responded that the Department would step up inspection in response to complaints received and in accordance with the Regulations.

104. DPO/TW&WK of the PlanD responded that the planning permission for residential development at the cement plant site would expire in February 2019.

(Note: Ms LAM, Lam Nixie left the meeting at 7:00 p.m.)

105. Mr CHAN Yuen-sum, Sumly said that the PlanD kept granting permissions for residential developments in the vicinity of the cement plant site knowingly. The main entrance/exit of the cement plant was located on Fu Uk Road, which was a common access for local villagers and the main vehicular ingress/egress for Primrose Hill. In the absence of traffic warden, the narrow road with heavy traffic exposed road users to great danger and traffic accidents. Moreover, Fu Uk Road was often dampened by the wheels of the dump truck sprayed with water when exiting the cement plant. Traffic accidents could easily occur

on the wet and slippery surface of the steep Fu Uk Road. In view of the occurrence of several traffic accidents there, he hoped that the TD would erect warning signs to remind motorists of road safety. He was worried that if Sun Hung Kai Properties Limited (SHK), the developer, did not develop the relevant site before the expiry of the planning permission, the cement plant would continue to operate and it would be very dangerous. He hoped the PlanD examine the environment of the site and urged SHK to take up its social responsibility and relocate the cement plant as soon as possible. He expected Members' comments and concerns to be relayed to SHK. He also requested the relevant departments such as the PlanD and the Town Planning Board to inform SHK of the environmental pollution caused by the cement plant and its impact on Tsuen Wan, particularly the potential serious incidents, for SHK to follow up.

106. The Acting Chairman requested the relevant departments to reflect Members' views to SHK. Moreover, Members could submit papers for further discussion at the Traffic and Transport Committee meetings.

X Item 9: Request to Discuss the Land Use of Ma Kok Street Cooked Food Hawker Bazaar after its Land Resumption
(TWDC Paper No. 25/2016)

107. The Acting Chairman said stated the Hon CHAN Han-pan, Ben submitted the paper. The representatives from the government departments responsible for giving responses were:

- (1) Mr CHAU Yat-cheung, Lawrence, DPO/TW&WK of the PlanD;
- (2) Mr KWONG Wang-ngai, Walter, STP/TW of the PlanD;
- (3) Mr CHEUNG Ho-wing, Louis, TP/TW2 of the PlanD;
- (4) Ms CHUNG Sau-wei, Julie, SES of the LandsD; and
- (5) Mr KAN Pui-leung, SE/TW of the TD.

Besides, the written replies from the PlanD and the LandsD were tabled at the meeting.

108. The Hon CHAN Han-pan, Ben introduced the paper.

(Note: Mr KOT Siu-yuen left the meeting at 7:05 p.m.)

109. DPO/TW&WK of the PlanD responded that Ma Kok Street Cooked Food Hawker Bazaar (Bazaar) was zoned "I" on the OZP. The planning intention of the zone was primarily for general industrial and godown uses. Information technology industry and office related to industrial use were also always permitted in this zone.

110. SES of the LandsD responded that the Bazaar was zoned "I" on the OZP. The Department would implement the uses of the zone in accordance with its planning intention.

111. Mr NG Hin-lung, Norris considered it undesirable to further develop the site of the Bazaar, which was already surrounded by industrial buildings. He enquired of the PlanD whether it would consider constructing a park at the site for use by people working in the vicinity given its central location.

112. Ms LAM Yuen-pun, Phyllis opined that the "I" zoning of the Bazaar went against social development. Since many members of the public and Members agreed the need for additional car parks and community hall in Tsuen Wan district, she hoped that the PlanD would consider making the site available for public use. She expressed concern over the traffic problems in the vicinity of the site as the frequent loading/unloading activities of trucks in the industrial area nearby and along Sha Tsui Road had caused traffic congestion. The

traffic problems in the vicinity of the site might be aggravated if the site was zoned "I". She therefore urged the PlanD to consider the uses proposed by the Hon CHAN Han-pan, Ben.

113. Mr MAN Yu-ming expressed regret over the PlanD's response. He opined that although the PlanD could maintain the "I" zoning of the Bazaar, it seemed to have disregarded the needs of the public and failed to change the land use to tie in with the town development of Tsuen Wan. The problem of traffic congestion would be alleviated if a roundabout or other space for diverting traffic was provided at Ma Kok Street, but flexibility should be allowed in the procedures involved. The Member had made the proposal in the hope of solving the problems of inadequate roads and traffic congestion there. However, discussion could not continue if the PlanD would only handle the matter in accordance with the relevant requirements without changing the land use of the site. He supported the proposal of the Hon CHAN Han-pan, Ben.

114. Mr WONG Ka-wa noted the land use of the Bazaar after its resumption. It was requested in the paper that the land use of the site should be changed. If it could not be changed, it was meaningless to discuss at the TWDC meeting.

115. The Acting Chairman said that the Bazaar was located on a government site and everyone hoped that the site would still be as such after the Bazaar was resumed. He opined that the PlanD could consider discussing in detail the future use of the land with the TWDC. He asked the PlanD whether it would consider rezoning the site from "I" to other use since people expressed surprise at the existing "I" zoning.

116. DPO/TW&WK of the PlanD responded that the PlanD had conducted a comprehensive planning for the community facilities and open space in Tsuen Wan district. Located in an industrial area which was relatively far away from the residential area, the site was unsuitable for provision of community facilities. However, implementing industrial development at the site zoned "I" could dovetail with the industrial sites in the vicinity. The PlanD understood that Members attached the greatest importance to traffic considerations. In releasing the site for industrial development, the Government had considered the associated traffic impact and would implement improvement measures such as road widening accordingly.

117. SE/TW of the TD responded that in order to tie in with future development at the "I" site, a setback from the site boundary was required to allow space for widening Ma Kok Street with an additional traffic lane. The TD also proposed turning Tsuen Yip Street into a public road and had requested the HyD to work out an implementation timetable for the proposal. On the other hand, the TD proposed providing a loading/unloading bay and two pedestrian crossings at Wang Lung Street. Change of traffic direction of some road sections of Wang Lung Street was also proposed, so that vehicles could turn into Ma Tau Pa Road from Wang Lung Street apart from turning into Texaco Road from Lung Tak Street, which would improve the traffic in the vicinity of Wang Lung Street and Lung Tak Street. The TD had conducted public consultation on the proposal through the TWDO and would arrange the HyD to carry out the relevant works. Since some parts of Wang Lung Street were privately owned, additional loading/unloading bays could not be provided unless the Government resumed those private lands.

118. Mr LO Siu-kit saw it undesirable to resume the Bazaar and change the planning of the site concerned in a short period of time. He was of the view that the relevant departments should consider how the serious traffic congestion problem could be solved

instead of constructing another building to worsen the situation there. Over the years, serious traffic congestion had often occurred on Ma Kok Street and the Police had been relied on to divert the traffic flow. He doubted whether the proposed setback from the site boundary to widen Ma Kok Street with an additional traffic lane could really solve the traffic congestion problem. He hoped that after the demolition of the Bazaar, the site could be used as a buffer zone such as open space or car park so that the TD and the HyD could consider how to address the traffic congestion problem there. He considered that the PlanD should not only focus on an individual building but should plan for Tsuen Wan district as a whole in resolving the serious problem. He urged the PlanD to think twice before finalising any land use.

(Note: Mr CHAN Yuen-sum, Sumly left the meeting at 7:20 p.m.)

119. The Hon CHAN Han-pan, Ben said that traffic congestion had not only affected Ma Kok Street but the entire Tsuen Wan district. The serious traffic congestion on Wang Lung Street and Ma Kok Street had also caused traffic congestion on Sha Tsui Road, Yeung Uk Road, at Tsuen Tsing Interchange and in Tsing Yi on 2 July last year. He therefore hoped that the relevant departments would take into careful consideration the situation of Ma Kok Street. In addition, the site zoned "I" might be used as a logistics warehouse. He pointed out that the conversion of QPL Industrial Building into a logistics warehouse had caused traffic congestion in the entire district. He reckoned that the building to be constructed on the site would be used as a logistics warehouse and thus moved a provisional motion as follows: "In view of the frequent traffic congestion around Wang Lung Street and Ma Kok Street, the former Ma Kok Street Cooked Food Hawker Bazaar is no longer suitable for industrial use. The Council requests the relevant departments to re-consider and revise the development type of the land so as to avoid aggravating the traffic congestion in the vicinity." He added that the TWDC had to be consulted on the future sale or development of the site concerned albeit with the TWDC's objection.

120. The Acting Chairman said that any Member was required to move a motion ten clear working days before the meeting date and he would not exercise the power of his office as Chairman to accept the provisional motion. Moreover, he enquired of the PlanD when the site had been rezoned from government site to "I".

121. DPO/TW&WK of the PlanD responded that the site had been designated as "I" on the statutory plan in 1963. He understood Members' concerns over traffic issues and would follow up the matter with the relevant departments such as the TD.

122. The Acting Chairman hoped that the land use of the site would better serve the local needs and considered the use of the site for industrial development undesirable. He saw the Member's proposal reasonable and did not wish the site to be sold within a short period of time without being discussed at the TWDC meeting. He asked whether the relevant departments could discuss with Members or send representatives to the TWDC meeting for further discussion in case there was any progress, comment, change and proposal regarding the land use of the site. He continued that the PlanD could submit the proposals to the TWDC for discussion at its meetings. He did not wish to see the sale of the site before a consensus was reached and asked the PlanD to relay Members' views.

123. DPO/TW&WK of the PlanD responded that the PlanD would study Members' concerns over traffic issues with the relevant departments such as the TD and would timely

report to the TWDC on how to address the traffic problems. The PlanD would relay Members' views to the policy bureaux and departments concerned. He reiterated that the site had been designated as "T" a long time ago.

124. SES responded that sites included in the application list for land sale were not decided by the LandsD but the DEVB, which initiated land sale according to the planned use of the land. Selling the site concerned for industrial use was in line with the use stipulated on the OZP. Based on the established practice, the Government would not consult the public on the sale of individual site.

125. Mr CHOW Ping-tim said that if the site was zoned "T", it was subject to sale or disposition at any time. Given the lack of public transport services in the area, he opined that requirements on earmarking space for the relevant facilities such as car park should be imposed in the land grant provisions of the site.

126. The Acting Chairman requested the PlanD to provide the TWDC with supplementary information and note Members' views. Moreover, Members could submit papers for further discussion at the Community Building, Planning and Development Committee meetings.

(Note: The Hon CHAN Han-pan, Ben left the meeting at 7:30 p.m.)

127. The Acting Chairman said that since Members present unanimously agreed to adjourn the meeting for 3 minutes, he announced the adjournment of the meeting for 3 minutes under section 11 of the Standing Orders.

(Note: The meeting was adjourned from 7:32 p.m. to 7:35 p.m.)

XI Item 10: Strongly Request the District Lands Office, Tsuen Wan and Kwai Tsing to Expedite Assistance in the Application of Construction Works for the Shopping Centre of Riviera Plaza to Facilitate its Re-opening and to Enhance the Transparency, Communication and Cooperation with District Council Members When They Make Enquiries on the Progress in Future
(TWDC Paper No. 26/2016)

128. The Acting Chairman stated that Mr CHOW Ping-tim submitted the paper. The representative from the LandsD responsible for giving response was Ms CHUNG Sau-wei, Julie, SES. Besides, the written reply from the LandsD was tabled at the meeting.

129. Mr CHOW Ping-tim introduced the paper.

130. SES of the LandsD responded as follows:

- (1) the former owner of the Shopping Centre of Riviera Plaza (Shopping Centre) had acquired the property in 2012. Since the internal renovation works of the Shopping Centre had involved modifying the Outline Development Plan of the Shopping Centre, an application had been submitted to the LandsD in July 2013;
- (2) all applications for lease modification must be submitted by the owners. Since the former owner of the Shopping Centre had failed to prove his ownership of the common area, the LandsD could not process his application. After the ownership problem had been subsequently resolved in 2015, the LandsD had started to process the application, including modifying the relevant building plan; and

- (3) the Shopping Centre had been transferred to another party. The LandsD had written to the new owner's representative to follow up the matter and would continue to handle the application upon receipt of reply from the owner.

131. Mr CHOW Ping-tim said that the LandsD's response confirmed what the former owner had told him was true. The LandsD had considered the ownership of the Shopping Centre unclear as its land lease was subordinate to that of Riviera Gardens. It was inconceivable that the former owner had been required to prove his ownership of the common area of his property and even to seek approval for the internal renovation works of his property from the LandsD. He opined that the LandsD should help the owner solve his problem. If the LandsD had informed the former owner that his application could be processed only after he had obtained Riviera Gardens' confirmation of not owning the Shopping Centre, the ownership problem would have been resolved expeditiously. He also considered that it was impossible for the former owner to submit the application to the LandsD immediately after acquiring the Shopping Centre as the application could only be submitted after completion of the internal design. He hoped that the LandsD would, through DC Members as well as the owners' committee and the manager under the Deed of Mutual Covenant of Riviera Gardens, offer assistance to the new owner if he encountered difficulties in submitting application. Moreover, in order to solve the problem and make available the facilities to the public as soon as possible, the LandsD should proactively clarify the matters relating to the application for the renovation works of the Shopping Centre instead of leaving the applicant to find solutions. He hoped that the new owner would operate the Shopping Centre properly and the department concerned would get the co-ordination work duly done to facilitate the introduction of new businesses by the new owner.

132. The Acting Chairman requested the LandsD to keep close liaison with the Member concerned to help solve the problem.

(Post-meeting note: The LandsD stated that in relation to paragraph 130(1), the former owner of the Shopping Centre had submitted his application to the LandsD in October 2013.)

XII Item 11: Strongly Request for the Provision of Canopy and Roof Cover for Pedestrian Link in Lei Muk Shue Estate
(TWDC Paper No. 27/2016)

133. The Acting Chairman stated that Mr WONG Ka-wa submitted the paper. The representative from the Housing Department (HD) responsible for giving response was Mr CHAN Kai-lam, Allan, Senior Property Service Manager (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands) (SPSM).

134. Mr WONG Ka-wa introduced the paper.

135. SPSM of the HD responded as follows:

- (1) it had all along been the HD's objective to provide quality living environment and proper management and maintenance services for residents to cater for their needs. Resources would be allocated to the existing PRH estates to upgrade their hardware and services to those comparable to the new estates. The HD had devoted resources to various improvement works, such as the Total Maintenance Scheme, upgrade of electricity system, provision of additional lifts and replacement of gates and laundry racks, which had all been well received by residents;
- (2) provision of additional covered pedestrian walkways was one of the works

which the HD was concerned about. The HD had provided roof covers for many walkways in Lei Muk Shue Estate at different times and most of the walkways in the estate had been covered now. The HD had completed the roof cover works for the walkways connecting Lei Muk Shue Estate Public Transport Interchange, the shopping arcade and the nearby buildings in 2014. It was anticipated that two pedestrian walkways would be constructed in Lei Muk Shue Estate to connect the old and new areas as well as the shopping arcade within two years;

- (3) in response to the views of the Member of the constituency concerned and local residents, the HD would consider the feasibility of the proposed provision of additional pedestrian walkways having regard to factors including technical feasibility, nuisance to residents and allocation of resources;
- (4) the HD needed to consider the height and structure of the proposed roof cover technically. In regard to the proposal to provide roof covers for the three pedestrian walkways across traffic lanes in the vicinity of the bus stop at Lei Muk Shue Estate, the structure of the roof covers would be quite complicated and would be 12 metres in height to allow vehicle passage. If the pedestrian walkways were located on a slope or the relocation of underground utilities was required, it would take more time and resources for the HD to complete the works;
- (5) since it would cause nuisance to residents if the roof cover works for several pedestrian walkways were carried out simultaneously, the HD had to implement the works at different times;
- (6) regarding resource allocation, the HD allocated a certain amount of resources to every PRH estate every year. If all the resources allocated were used for building pedestrian walkways, other works would be affected; and
- (7) the HD would consider the feasibility of the proposal taking into account building structure, nuisance to residents and allocation of resources and would continue to follow up the proposal with the Member of the constituency concerned.

136. Mr WONG Ka-wa was pleased to learn that the HD would study the proposal. He pointed out that after he had proposed the provision of roof covers for pedestrian walkways in Lei Muk Shue Estate in 2007, it had taken seven years to complete the works two years ago. He therefore understood that it took time to obtain resources for constructing roof covers for the pedestrian walkways. He hoped that the HD would continue to study the proposal and arrange for site inspection and meeting after the meeting so that the Member of the constituency concerned would get to know the way forward of the study and the locations of the proposed roof covers.

137. The Acting Chairman asked the HD to consider Members' views and follow up the proposal.

XIII Item 12: Concerns about the Proposal of Felling Almost One Hundred Trees under Architectural Services Department's Plan of Eradication of Acacia Confusa Trees
(TWDC Paper No. 28/2016)

138. The Acting Chairman stated that Ms LAM Yuen-pun, Phyllis submitted the paper. The representatives from the government departments responsible for giving responses were:

- (1) Ms YANG Ka-ye, Senior Forestry Officer/Tree Management Group (SFO/TMP) of the ArchSD;
- (2) Mr Chris CHUI, Landscape Architect/Tree Management Group of the ArchSD;
- (3) Mr CHAN Bak-hang, Senior Property Services Manager/Special Duties 1 of

the ArchSD; and

(4) Mr Horman CHAN, District Leisure Manager (Tsuen Wan) of the LCSD.

Besides, the written reply from the ArchSD was tabled at the meeting.

139. Ms LAM Yuen-pun, Phyllis introduced the paper.

(Note: Mr WONG Ka-wa and Mr CHOW Ping-tim left the meeting at 8:00 p.m.)

140. The Acting Chairman enquired about the number of Acacia confusa trees with potential risk of collapse due to ageing, structural or health problems as mentioned in the ArchSD's written reply and how many of them required removal. He considered that the relevant departments should re-plant suitable trees after removing the unhealthy trees so far as circumstances permitted.

141. SFO/TMP of the ArchSD responded as follows:

- (1) the management work for Acacia confusa trees were formulated by the Greening, Landscape and Tree Management Section (GLTMS) of the DEVB. In view of the ageing or deteriorating health of this exotic pioneer species, the Works and Maintenance Committee on Greening under the GLTMS had requested the ArchSD to implement a forward-looking tree risk management strategy in March 2015, in order to step up risk management and replace Acacia confusa trees with other suitable native plants for enhanced local biodiversity;
- (2) Tsuen King Circuit was one of the areas where more Acacia confusa trees were planted on man-made slopes in Tsuen Wan district. The ArchSD was responsible for managing a total of 12 man-made slopes in Tsuen King Circuit and 60% to 80% of the trees on four of the 12 man-made slopes were Acacia confusa trees. The four man-made slopes at Tsuen King Circuit Recreation Ground and Rest Garden, Tsuen King Circuit Playground and Tsuen King Circuit Wu Chung Swimming Pool were included in the ArchSD's management plan for Acacia confusa trees;
- (3) the Acacia confusa trees on the four man-made slopes shared common tree defects, including similar age classes, growing in dense stands, lack of diameter at breast height growth due to upward development, leaning under stress at lower part, typical lion-tailing formed by small crown, restricted rooting area and shallow rooting system;
- (4) from 2012 to March 2016, a total of 37 Acacia confusa trees had been removed from the four man-made slopes due to health or structural problems;
- (5) during rainy and typhoon seasons, a number of Acacia confusa trees had been uprooted;
- (6) he briefed on the ArchSD's management plan for Acacia confusa trees. There were altogether 302 Acacia confusa trees on the four man-made slopes from which 99 would be removed in phases, accounting for 33% of the total number of the existing trees. The ArchSD would continue to maintain the remaining healthier Acacia confusa trees and other tree species;
- (7) in December 2015, the ArchSD had notified the LCSD of its tree removal plan. In response to the LCSD's request, the ArchSD had conducted a site visit with Members and venue owners in January 2016 and briefed them about the contents of the plan. The ArchSD had also submitted amendments and greening proposals for the proposed removal in phases. In March 2016, the ArchSD had conducted a site visit with Members, resident representatives and venue owners to explain the content of the plan and clarify misunderstanding;

- (8) the ArchSD would carry out greening based on the principle of “planting appropriate plants at suitable places”. According to the relevant guidelines, only shrubs, ground covers, ferns or climbers should be planted on the man-made slopes with gradient of over 35° at Tsuen King Circuit Recreation Ground and Rest Garden as well as Tsuen King Circuit Playground. On the man-made slope with gradient of less than 35° at Tsuen King Circuit Wu Chung Swimming Pool, the ArchSD would re-plant small trees or shrubs with mature heights of about three metres after removing the *Acacia confusa* trees; and
- (9) he highlighted the advantages of the ArchSD’s management plan for *Acacia confusa* trees and greening proposal.

142. The Acting Chairman said that he neither wished to see trees removed nor passers-by injured as a result of tree failure. He considered that the slopes would become bare and result in poor appearance after tree removal. He hoped that the ArchSD could resort to treating more *Acacia confusa* trees, so as to reduce the number of trees that had to be felled. The ArchSD should also discuss with the Member of the constituency concerned about the need for removing the trees as well as the compensatory planting arrangement after removal. He enquired whether the ArchSD could carry out the greening work immediately upon completion of removing the *Acacia confusa* trees in phase 1.

143. Mr LI Hung-por said that his constituency was close to Tsuen King Circuit Recreation Ground and Rest Garden. He believed that there were grounds for the ArchSD’s tree removal works. Given his trust in the ArchSD, he did not object to the tree removal and did not further ask why the ArchSD had failed to re-plant other trees to replace the trees removed in the Tsuen King Circuit Recreation Ground and Rest Garden after some time. He opined that members of the public would think that something was missing in the Tsuen King Circuit Recreation Ground and Rest Garden after the tree removal. Since the ArchSD would carry out compensatory planting, he enquired when other trees would be re-planted on the lower part of the slope at the Tsuen King Circuit Recreation Ground and Rest Garden.

144. Ms LAM Yuen-pun, Phyllis said that as mentioned by the ArchSD, the number of *Acacia confusa* trees to be removed from the four man-made slopes accounted for 33% of the total number of the existing trees. However, according to her calculation, the number of *Acacia confusa* trees to be removed from the four man-made slopes should account for 42% of the total number of the existing trees. She enquired about the reason for removing a total of 23 *Acacia confusa* trees on the slope near the footpath at Tsuen King Circuit Wu Chung Swimming Pool. She asked whether there were health or structural problems with the 23 *Acacia confusa* trees, and how the slope gradient was measured. She hoped that the ArchSD would re-plant trees of suitable species in-situ as soon as possible after removing the *Acacia confusa* trees.

145. Mr TAM Hoi-pong understood that the lifespan of *Acacia confusa* trees was limited and was concerned about the tree removal. He suggested that the ArchSD should remove the *Acacia confusa* trees in phases and slow down the removal works. In addition, he considered that the ArchSD should lower its criteria to reduce the number of *Acacia confusa* trees requiring removal.

146. SFO/TMP of the ArchSD responded that the ArchSD had all along been following the guidelines issued by the GLTMS in conducting tree risk assessments. In the absence of other feasible risk mitigation measures, trees with potential risk of collapse due to health or

structural problems would be removed. Since the management plan for Acacia confusa trees adopted a forward-looking risk management strategy, the ArchSD could slow down the eradication of Acacia confusa trees as suggested. She said that as the completion of removing the Acacia confusa trees in phase 1 would be followed by the rainy season, which was favourable for greening, the eradication plan could be adjusted to tie in with the greening proposal. In addition, in response to Ms LAM's enquiry on whether it would be possible to stabilise the trees with ropes, she stated that the measure could not prevent trees with health or structural problems from collapsing.

147. The Acting Chairman said that Members could submit papers for further discussion at the meetings of the relevant committee.

XIV Item 13: Issues about the Fare Increase of Ferry Services for “Tsuen Wan – Ma Wan” and “Central – Ma Wan” from Park Island Transport Company Ltd.
(TWDC Paper No. 29/2016)

148. The Acting Chairman stated that Mr TAM Hoi-pong submitted the paper. The representatives from the government department responsible for giving responses were:

- (1) Mr WU Yu-man, Charles, Chief Transport Officer/Planning/Ferry (CTO/P/F) of the TD;
- (2) Ms YUEN Miu-chun, Christine, Senior Transport Officer/Planning/Ferry 1 of the TD;
- (3) Mr LEE Luen-fai, Director of Public Affairs (DPA) of SHK; and
- (4) Mr Garfield SIU, General Manager (GM) of Park Island Transport Company Ltd. (PITCL).

149. Mr TAM Hoi-pong introduced the paper.

150. CTO/P/F of the TD responded as follows:

- (1) he briefly introduced PITCL's fare increase application for “Central – Ma Wan” and “Tsuen Wan – Ma Wan” ferry routes. He pointed out that the percentage increase in the “fares of enrolled adult passengers” ranged from 4.1% to 4.9%, while that in the “fares of non-enrolled adult passengers” ranged from 8.1% to 9.8%;
- (2) from the last fare increase in September 2014 to March 2016, the cumulative change in the Consumer Price Index in Hong Kong was 5.3%. The proposed percentage increase in the “fares of enrolled passengers” was lower than the said cumulative change. Moreover, the last fare increase had not covered the “fares of enrolled passengers” for the ferry route plying between Ma Wan and Tsuen Wan;
- (3) the TD would process PITCL's fare adjustment application as in the case of processing similar applications received from other licensed ferry operators. Subject to its ferry service licence, PITCL was required to submit its operational information, including audited financial information, to the TD every year. PITCL had been operating the ferry services for Ma Wan at a loss every year since 2002. To cut the losses, PITCL had adjusted the services of the two ferry routes in December 2012 and June 2013 respectively, and adjusted the fares in September 2014. Despite all these efforts, PITCL had still operated at a loss;
- (4) albeit the expected loss mitigation amid falling oil prices over the past year or so, PITCL had failed to break even due to the lacklustre growth in patronage

and increasing operating costs in recent years, which could not be covered by the revenue. Even after the approval of the proposed fare increase, it was expected that PITCL would record substantial losses by the end of 2016;

- (5) the detailed fare increase proposal submitted by PITCL had already struck a balance between financial viability, service sustainability and residents' affordability.

151. GM of PITCL responded as follows:

- (1) he briefly introduced the loss before tax position of PITCL's ferry services between 2003 and 2016, pointing out that PITCL's ferry services for Ma Wan had sustained significant losses every year;
- (2) according to the operating cost data of PITCL's ferry services between 2014 and 2016, fuel expenses only accounted for 25% of the operating costs, while staff costs, maintenance fees and other expenses accounted for 35%, 18% and 22% respectively. Moreover, operating costs had increased by 4.2% from 2015 to 2016 despite a 9% decrease from 2014 to 2015. Hence, the decline in oil prices which had helped mitigate the losses suffered by PITCL could not turn the business around;
- (3) as regards revenue, steady patronage of PITCL's Ma Wan ferry services had generated quite stable fare box revenue from 2013 to 2015. On the other hand, PITCL had also recorded non-fare box revenue, including rental income from subletting shops at the piers, revenue from advertising within the pier premises, as well as subsidy for the half-fare concessions to senior citizens. However, its non-fare box revenue were relatively unstable; and
- (4) the recent decline in oil prices had indeed helped mitigate the losses. However, given the escalating operating costs of Ma Wan ferry services except oil prices, PITCL had not been able to break even.

152. CTO/P/F of the TD supplemented that as far as the TD understood, the fare increase application for the two ferry routes aimed at improving PITCL's financial position and making Ma Wan ferry services sustainable, so as to provide uninterrupted marine transport services for residents in Ma Wan. PITCL did not expect to achieve fiscal balance for Ma Wan ferry services in one go, but wished to reduce deficit by increasing fares. When processing a fare adjustment application for ferry services, the TD would take into account various factors including past financial performance of ferry route, whether the financial position of ferry route was expected to improve within one to two years, service performance of the ferry operator, public acceptability of the proposed fare increase rate, and measures implemented by the ferry operator to save costs and generate additional revenue. The TD would consider the data provided in the relevant application and carry out a preliminary financial assessment. In addition, public consultation on the application would be conducted when necessary. The TD would consider the financial position of the subject ferry route in parallel with local residents' comments on and acceptance level of the relevant application, followed by a comprehensive assessment, so as to facilitate decision-making by the Commissioner for Transport. Regarding PITCL's fare increase application for the two ferry routes, the TD had consulted local residents through the TWDO between January and February this year and had received a lot of feedback. Moreover, the TD, on the invitation of Park Island Owners' Committee, had attended a meeting on 28 January for exchanging views on PITCL's fare increase application. His attendance of this meeting of the TWDC was also part of the public consultation process. The TD was considering the subject application and gauging public views at the moment, but a decision on the application was

still pending.

153. Mr CHAN Sung-ip, MH said that he was a senior citizen eligible for travelling on ferries at a concessionary fare of \$2 per trip. He said that despite the plunge in oil prices, the public did not know the actual magnitudes of fuel price reduction by fuel companies. In view of the ongoing losses sustained by Ma Wan ferry services and the rising operating costs such as staff costs and maintenance fees, he found the fare increase rates applied by PITCL reasonable and acceptable. Besides, three ferry trips departed daily from Ma Wan to Tsuen Wan under the ferry route “Tsuen Wan – Ma Wan”. He opined that the times for the three ferry departures could be adjusted through negotiation.

154. Mr TAM Hoi-pong said that PITCL was the only transport service provider in Ma Wan at present. The developer of Park Island back then should be responsible for the relevant transport arrangements. Although PITCL had sustained significant losses in its ferry services, it had recorded surpluses in its residents’ services, which would be further benefited especially amid falling oil prices. However, PITCL had not included the revenue from residents’ services in the calculation of the losses sustained by ferry services. He held that the TD, when processing PITCL’s fare increase application for the two ferry routes, should consider whether PITCL had negotiated with fuel companies for lower fuel prices. He pointed out that the Park Island Owners’ Committee and many residents had raised objections to PITCL’s fare increase application. The residents recognised the need for PITCL to increase the fares of the two ferry routes, yet they could not accept PITCL’s proposal without service improvement. He opined that PITCL should improve its service hours by, for example, rescheduling the three ferry trips operating between Ma Wan and Tsuen Wan from non-peak hours to peak hours. Otherwise, the ferry services of PITCL might face a structural deficit problem. Furthermore, he hoped that the TD could renovate and redevelop Tsuen Wan Pier, as well as provide subsidies for PITCL to facilitate its operation by making reference to the Government’s practice of subsidising the ferry services to and from Cheung Chau and Peng Chau.

155. DPA of SHK responded that PITCL currently operated four residents’ service routes travelling between Ma Wan and Tsing Yi, Kwai Fong, Tsuen Wan and the Airport. Even though PITCL had used the revenue from residents’ services to cover the losses from ferry services, its ferry services had continued to operate at a loss every year since 2002. Although the fall in oil prices had reduced the magnitude of losses, to maintain stable ferry services, PITCL needed to achieve fiscal balance, or its service standard would be affected. PITCL operated a fleet of high-speed double-deck catamarans, the costs and maintenance fees of which were relatively high. He said that since higher service standard involved a certain financial burden, it would be difficult for PITCL to satisfy the demand of every member of the public. He had exchanged views with, introduced corporate services to, and listened to the views of Ma Wan residents and the relevant organisations on a quarterly basis, so as to maintain communication with local residents and enhance corporate transparency. PITCL was having considerable difficulties in operating its businesses at present. Changes in public policies, e.g. the provision of subsidies or other assistances would be conducive to the operation of PITCL, but the Government needed to consider whether public funds should be used to bring real benefits to an individual company. He wished to solicit more views for service improvement, with a view to maintaining the ferry services of PITCL.

156. Mr NG Hin-lung, Norris said that the developer had offered high-speed double-deck catamaran ferry services at a concessionary fare of \$3 in the early days knowing that it would

be impossible to break even. The reason why the developer had been willing to operate this business for over a decade was that ferry services would boost the sales proceeds from the property development project during its launch. Under the market situation at that time, the developer might not be able to sell the flats at the then prices if only residents' services had been provided. He opined that the losses incurred by PITCL in providing ferry services should be regarded as costs and thus, PITCL's significant accumulated losses might not be a compelling justification for its application for fare increase.

157. DPA of SHK responded that fuel expenses and staff costs accounted for 25% and 35% of PITCL's current operating costs respectively. The frontline staff employed by PITCL to provide residents' services and ferry services were all grassroots staff. Although salary increments would result in higher operating costs, the frontline staff of PITCL had been offered a pay rise of 5% last year and 4.5% this year to improve their livelihood. At present, ferry services were a burden on PITCL's operation every year. While PITCL did not expect to recover the previous accumulated losses sustained by Ma Wan ferry services in one go, the ferry services did suffer from structural deficits and run into operational difficulty. As the developer of the property development project, SHK had certainly considered the provision of various complementary services. However, the mode of transport development in Ma Wan was basically determined by the Government and ferry services had to be solicited separately through tendering. The existing bus services in Ma Wan operating in the form of residents' services were complementary services provided by the developer. PITCL hoped to keep providing these complementary services so that residents could continue to live in Ma Wan. Nevertheless, the current traffic conditions on Park Island might change in case of any change in transport policy by the Government in future.

158. CTO/P/F of the TD responded as follows:

- (1) as the regulatory department, the TD would adopt the same criteria in vetting all ferry fare increase applications to ensure fairness, that is, to consider only the data relating to the operation of ferry services by the operators;
- (2) the TD would compare the fuel expenses borne by the operators with the fuel prices determined by the five major local fuel companies. In this regard, changes in PITCL's fuel expenses were broadly in line with the trend movements of fuel prices;
- (3) the TD was open-minded as to the rescheduling of the ferry services. Should there be a consensus among the residents on the rescheduling of PITCL's ferry services, it could be relayed to PITCL for subsequent application to the TD. The TD would consider the application having regard to resource allocation and projected financial position upon rescheduling;
- (4) at the time of PITCL's last application for fare increase, the TD had received requests for the improvement of the facilities at Tsuen Wan Pier so as to reduce PITCL's operating expenses. The TD had approached PITCL to gain an understanding of its electricity demand, and had discussed with the CEDD and the Electrical and Mechanical Services Department on the power supply for PITCL's ferry services in the waiting and lighting area of Tsuen Wan Pier, so that PITCL no longer had to maintain its own generator, thereby lowering its costs; and
- (5) careful attention should be paid to the Government's Special Helping Measures (SHM), which involved public funds. A review on ferry services by the THB was underway. While the review on the provision of SHM for the six major

outlying island ferry routes had been completed, whether SHM would be provided for the other outlying island ferry routes was under study.

159. The Acting Chairman asked the TD and PITCL to note Members' views and further improve the services.

XV Item 14: Crime Brief for Tsuen Wan District – Comparison of Crime Statistics between January to February 2016 and January to February 2015
(TWDC Paper No. 30/2016)

160. District Commander (Tsuen Wan) (DC(TW)) of the HKPF reported on the crime situation in Tsuen Wan district.

161. Mr LO Siu-kit was glad that the crime statistics for Tak Wah constituency between January and February 2016 had declined by 40% as compared to the corresponding period of last year, and praised the Police for its work. He said that some people were begging in the areas of Yeung Uk Road and Ho Pui Street, on the footbridges connecting Tsuen Fung Centre, Kolour Tsuen Wan and Fou Wah Centre, as well as around the shopping malls in the vicinity. Since these physically crippled beggars from the Mainland had been assisted to come to Hong Kong and commute to their places of begging, he believed that they were begging on the streets in an organised manner. He also hoped that the Police would provide the statistics of offences relating to begging in the Crime Brief for Tsuen Wan district. He continued that he had reported Two-way Permit (TWP) holders begging on the streets to the Police for several times, yet the Police had replied that no beggar had been found at the venues concerned, or the beggars had been driven away. In addition, he had found earlier that some beat officers had turned a blind eye to a beggar singing on the footbridge connecting Fou Wah Centre during their daily patrol duties. He enquired of the Police about its views on TWP holders begging on the streets. In view of the frequent press reports on begging incidents, he called for the Police's attention to the situation in Tsuen Wan, one of the black spots.

162. Mr CHAN Chun-chung, Jones thanked the Police for its attention to and efforts in maintaining good law and order in Cheung Shek constituency. He was pleased to see the stepping up of patrols in Cheung Shek constituency and hoped that the Police would continue its works to reduce crime and address residents' concerns. Moreover, he hoped that the Police would follow up on the problem of gambling in the district.

163. Mr KOO Yeung-pong indicated that according to recent press reports, the Police had arrested the "ringleader" of a smuggling group that had brought "bogus refugees" to Hong Kong. Some online news had also covered the crimes committed by South Asian, such as pickpocketing and robbery. He enquired about the crime statistics and trend involving "bogus refugees", and whether "bogus refugees" would commit crimes in Tsuen Wan.

164. DC(TW) of the HKPF responded as follows:

- (1) over the past six months, the Police had instituted prosecutions against six beggars under the Summary Offences Ordinance. They had either been penalised or imprisoned;
- (2) begging activities were more severe on Hong Kong Island and in Tsim Sha Tsui, but less serious in Tsuen Wan. The Police would keep a close watch on the begging situation in Tsuen Wan and would take appropriate follow-up actions based on the actual circumstances. Besides, the Police would learn more about and follow up on the begging incidents mentioned by the Member

- after the meeting;
- (3) the Police would handle cases of begging and other crimes in accordance with the priorities set out in its action plan;
 - (4) the Police would consider the feasibility of providing the statistics of offences relating to begging in the Crime Brief for Tsuen Wan district; and
 - (5) the Police would consider providing the statistics of crimes committed by “bogus refugees” subject to availability of information.

(Post-meeting note: The HKPF stated that the Crime Brief submitted to the TWDC had been prepared without the item “begging” in the format provided by the Crime Wing Headquarters of the HKPF. In addition, the HKPF did not have information about whether those arrested had lodged torture claims. In other words, it did not know whether those arrested were refugees or claimants. Between January and February 2016, a total of ten non-Chinese people had been arrested in Tsuen Wan district, including three Vietnamese people, three Indonesian, two Filipino, one Pakistani and one Nepalese. Six of the cases had involved shop thefts and miscellaneous thefts, the most common crimes committed by non-Chinese people.)

165. Mr LAM Faat-kang expressed gratitude to the Police for its efforts over the years which had improved the law and order situation in Tsuen Wan significantly. Although Tsuen Wan was not among the districts with the highest rates of crime committed by South Asians, a robbery had occurred on the footbridge connecting Nam Fung Centre. He worried about the increasing crimes committed by South Asians coming to Hong Kong and urged the Police to pay closer attention to the situation.

166. DC(TW) of the HKPF said that the Police would keep a close eye on the crimes committed by South Asians in Tsuen Wan.

XVI Item 15: Crime Brief for Ma Wan – January to February 2016
(TWDC Paper No. 31/2016)

167. DC(TW) of the HKPF reported on the crime situation in Ma Wan.

168. Mr CHAN Sung-ip was satisfied with the absence of burglary in Ma Wan in the last two months.

XVII Item 16: Proposal for Tsuen Wan District Council Funds Allocation in 2016/17
(TWDC Paper No. 32/2016)

169. The Secretary introduced the paper.

170. Members unanimously endorsed the proposed funds allocation and its administrative arrangements.

XVIII Item 17: Nomination of a Representative from the Tsuen Wan District Council to Serve as the Co-opted Member of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing under Harbourfront Commission
(TWDC Paper No. 33/2016)

171. The Secretary introduced the paper.

172. Members unanimously endorsed the nomination of Mr CHOW Ping-tim as the TWDC's representative to serve as the Co-opted Member of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing under the Harbourfront Commission.

XIX Item 18: Nomination of a Representative from the Tsuen Wan District Council to Serve as the "Gender Focal Point"

(TWDC Paper No. 34/2016)

173. The Secretary introduced the paper.

174. Members unanimously endorsed the nomination of Ms LAM Yuen-pun, Phyllis as the TWDC's representative to serve as the "Gender Focal Point" for the Women's Commission.

XX Item 19: Information Papers

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

- (1) Report of District Facilities Management Committee (TWDC Paper No. 35/2016);
- (2) Report of Culture, Recreation and Sports Committee (TWDC Paper No. 36/2016);
- (3) Report of Traffic and Transport Committee (TWDC Paper No. 37/2016);
- (4) Report of Community Building, Planning and Development Committee (TWDC Paper No. 38/2016);
- (5) Report of Social Services and Community Information Committee (TWDC Paper No. 39/2016);
- (6) Report of Coastal Affairs Committee (TWDC Paper No. 40/2016);
- (7) Report of Environmental and Health Affairs Committee (TWDC Paper No. 41/2016);
- (8) Report of Tsuen Wan District Management Committee (TWDC Paper No. 42/2016);
- (9) Items Endorsed by Circulation by the Tsuen Wan District Council during the Period from 19 January 2016 to 14 March 2016 (TWDC Paper No. 43/2016);
- (10) Financial Summary of the Tsuen Wan District Council Funds for 2015/16 (TWDC Paper No. 44/2016).

(Post-meeting note: Please see Annex for the revised Financial Summary of the Tsuen Wan District Council Funds for 2015/16.)

XXI Item 20: Any Other Business

176. The Acting Chairman remarked that the TWDC had received a letter from the Buildings Department (BD) inviting nomination of a Member to join the Selection Panel set up by the BD for the Mandatory Building Inspection Scheme (MBIS) and the Mandatory Window Inspection Scheme (MWIS) and advise the BD on the selection of target buildings, for a term from 1 May 2016 to 30 April 2019. He thanked Mr LO Siu-kit for serving as a member of the Selection Panel from 1 March 2012 and his term of office had expired in 2015. The Acting Chairman continued that the BD had invited various DCs to nominate not more

than five target buildings in their respective district for implementation of the MBIS and the MWIS.

177. Members unanimously endorsed the nomination of Mr LO Siu-kit as a member of the Selection Panel.

178. The Acting Chairman reported that the Secretariat would write to the Members later to invite nominations for target buildings in the district for implementation of the MBIS and the MWIS.

(Post-meeting note: The Secretariat wrote to the Members on 30 March 2016 to invite nominations for target buildings in the district for implementation of the MBIS and the MWIS.)

179. The Acting Chairman reported that the TWDC had received a letter from the Hong Kong Paralympic Committee & Sports Association for the Physically Disabled (HKPC&SAPD), which planned to organise an biennial event “Hong Kong Paralympic Day” from this year onwards, in order to promote Paralympic Movement, encourage persons with disability to participate in sports activities and advocate public support and recognition for the development of para sports. The first “Hong Kong Paralympic Day” would be held at the Hong Kong Sports Institute on 29 May 2016. The HKPC&SAPD invited the TWDC to be a supporting organisation to assist in disseminating information to local residents, so as to encourage more disabled people to participate in sports activities and enhance public understanding of para sports. It also applied for the use of the TWDC logo on the publicity materials of the “Hong Kong Paralympic Day 2016”, such as exhibition panels and posters.

180. Members unanimously agreed that the TWDC would be a supporting organisation for the “Hong Kong Paralympic Day 2016” and endorsed the application for the use of the TWDC logo by the HKPC&SAPD.

181. The Acting Chairman reported that the TWDC had received a letter from the Hong Kong Council on Smoking and Health (COSH) applying for the display of the TWDC logo on the publicity materials of the 7th “Quit to Win” Smoke-free Community Campaign to show the TWDC’s support for a smoke-free Hong Kong. Since the COSH was a government-sponsored statutory body, he suggested that Members endorse the application.

182. Members unanimously endorsed the application for the use of the TWDC logo by the COSH.

183. The Acting Chairman informed that the Tsuen Wan District Civic Education Committee (TWDCEC) would like to present to Members a summary of the “Hong Kong and Zhaoqing Dance Training Programmes 2015” organised by it in 2015-16. Mr LO Siu-kit, Convenor of the Working Group on Community Promotion of the TWDCEC, reported the details to Members.

184. The Acting Chairman remarked that the TWDC had received a letter from Radio Television Hong Kong (RTHK) inviting appointment of a Member to join the RTHK Programme Advisory Panel and advise on the production and future development of RTHK programmes for a term from May 2016 to April 2018.

185. Members unanimously endorsed the appointment of Mr WONG Wai-kit, the Vice Chairman to join the RTHK Programme Advisory Panel.

186. The Acting Chairman reminded Members that the next meeting would be held on 31 May 2016 and the deadline for paper submission was 16 May 2016.

XXII Adjournment of Meeting

187. There being no other business, the meeting was adjourned at 9:40 p.m.

Tsuen Wan District Council Secretariat
May 2016