

(Translation)

Minutes of the 6<sup>th</sup> Meeting of Tsuen Wan District Council (4/20-21)

Date: 9 October 2020

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Mr CHAN Yuen-sum, Sumly (Chairman)

Mr LI Hung-por (Vice Chairman)

Mr MAN Yu-ming, MH

Mr NG Hin-lung, Norris

Mr SHUM Lester

Mr YAU Kam-ping, BBS, MH

Mr YICK Shing-chung, Angus

Mr LAM Sek-tim

Mr CHAN Sung-ip, MH

Ms CHAN Kim-kam

Mr LUK Ling-chung, Antonio

Mr WONG Ka-wa

Mr KOT Siu-yuen, MH

Mr CHIU Yan-loy

Mr LAU Chi-hung

Mr LAU Cheuk-yu

Mr PUN Long-chung, Roy

Mr LAU Jackson

Mr LAI Man-fai

Mr TSE Man-chak

Mr TAM Hoi-pong

In Attendance:

Miss YIP Kam-ching, Jenny, JP	District Officer (Tsuen Wan), Tsuen Wan District Office
Mr CHOW Chun-hun, Gary	Assistant District Officer (Tsuen Wan), Tsuen Wan District Office
Ms MA Sau-ching, Annisa	District Social Welfare Officer (Tsuen Wan/Kwai Tsing), Social Welfare Department
Miss LO Pui-yiu, Sapphire	District Lands Officer/Tsuen Wan and Kwai Tsing (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Mr CHENG Ho-yin, Henry	Senior Estate Surveyor/Tsuen Wan (Acting) (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr CHEN Wai-kuen	Administrative Assistant/Lands (Acting) (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Ms LUI Hiu-fai, Monica	Chief Transport Officer/NT South West, Transport Department
Miss LEUNG Mee-sze	Chief Health Inspector (Tsuen Wan)1, Food and Environmental Hygiene Department
Ms SIU Yuen-ching, Sara	Deputy District Leisure Manager (Tsuen Wan) 1, Leisure and Cultural Services Department
Miss AU YEUNG Sze-wan	Deputy District Commander (Tsuen Wan) (Acting), Hong Kong Police Force
Mr HO Yiu-wing	Police Community Relations Officer (Tsuen Wan), Hong Kong Police Force
Ms CHUNG Dip-fun	Senior Housing Manager/Wong Tai Sin, Tsing Yi & Tsuen Wan 2, Housing Department
Mr TSANG Lap-kei, Freddie	Senior Engineer/2 (West), Civil Engineering and Development Department
Miss LAM Siu-yung, Daisy (Secretary)	Senior Executive Officer (District Council), Tsuen Wan District Office
<u>For discussion of item 2:</u>	
Ms FUNG Chi-wai, Katy	District Planning Officer/Tsuen Wan & West Kowloon (Acting), Planning Department
Mr NG Kar-shu	Senior Town Planner/Tsuen Wan, Planning Department
Mr CHAN Lai-cheung	Senior Planning Officer/8, Housing Department
Mr CHEUNG Kim-hung, Michael	Engineer/Tsuen Wan 2, Transport Department
Ms Molly KWAN	Senior Engineer/Cost Estimate, Water Supplies Department
Mr LEUNG Chi-foon	Chief Engineer/Special Duties (Works), Civil Engineering and Development Department
Ms SZETO Suet-man, Helen	Senior Engineer/4, Civil Engineering and Development Department
Mr LEE Kwai-wing	Senior Engineer/5, Civil Engineering and Development Department
Mr Edwin LO	Technical Director, Black & Veatch Hong Kong Limited, Civil Engineering and Development Department
Mr LAU Fong-kit, Paul	Senior Engineer, WSP (Asia) Limited, Civil Engineering and Development Department

For discussion of item 3:

Mr KONG Wing-fai, Frederick	Senior Estate Surveyor/Land Supply 1 (Land Supply Section), Lands Department
Ms LIN Hiu-tung, Carey	Estate Surveyor/Land Supply 1(2) (Land Supply Section), Lands Department
Mr PANG Tat-wing	Senior District Engineer/General (4), Highways Department
Mr HUANG Jialiang	District Engineer/General (4)A, Highways Department
Mr SZE Chi-hang	Consultant's Representative, Mannings (Asia) Consultants Limited, Highways Department
Mr LI Chi-pan	Consultant's Representative, Aurecon Hong Kong Limited, Highways Department

For discussion of item 4:

Dr CHOI Yu-sze, Cissy	Head (Primary Healthcare Office), Food and Health Bureau
Mr WU Yeung-key, Jimmy	Director (District Health Centre Team), Food and Health Bureau

Action

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 6<sup>th</sup> meeting of the Tsuen Wan District Council (TWDC).

2. The Chairman reminded Members of sections 17(1) and 27 of the Tsuen Wan District Council Standing Orders (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 17 November 2020 and the deadline for submission of paper was 2 November 2020. Besides, the speaking arrangements for departmental representatives and Members at the meeting were given as follows:

- (1) Item 2: Representative(s) from the department(s) which submitted the paper would have 15 minutes to make an introduction and 8 minutes to give response and supplementary response. Members could speak and make supplementary remarks once up to 1.5 minutes and 1 minute respectively. There was no limit on the number of Members to speak;
- (2) Item 3: Representative(s) from the department(s) which submitted the paper would have 8 minutes to make an introduction and 4 minutes to give response and supplementary response. Members could speak and make supplementary remarks once up to 1.5 minutes and 1 minute respectively. A maximum of eight Members could speak on this item;
- (3) Item 4: Representative(s) from the department(s) which submitted the paper would have 8 minutes to make an introduction and 4 minutes to give response. Members could speak once up to 1.5 minutes. There was no limit on the number of Members to speak; and

- (4) Item 5: Representative(s) from the department(s) which submitted the paper would have 4 minutes to make an introduction and 4 minutes to give response. Members could speak once up to 1.5 minutes. There was no limit on the number of Members to speak.

The Chairman asked departmental representatives and Members to speak as concisely as possible. In addition, he reminded the Chairmen of Committees to pay attention to the financial situation of respective Committees with a view to making effective use of District Council funds.

3. Mr TAM Hoi-pong proposed that in respect of Item 2, the Chairman should consider increasing Members' speaking time to 2 minutes. The Chairman agreed to the proposal.

## II Item 1: Matters Arising from the Minutes of the Previous Meetings

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

## III Item 2: Proposed Amendments to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/33 (TWDC Paper No. 83/20-21)

5. The Planning Department (PlanD), Civil Engineering and Development Department (CEDD) and Housing Department (HD) submitted the paper to brief Members on the proposed amendments to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/33 (the "OZP"). The representatives from the departments responsible for giving response were:

- (1) Ms FUNG Chi-wai, Katy, District Planning Officer/Tsuen Wan & West Kowloon (Acting), PlanD;
- (2) Mr NG Kar-shu, Senior Town Planner/Tsuen Wan, PlanD;
- (3) Mr CHAN Lai-cheung, Senior Planning Officer/8, HD;
- (4) Mr CHEUNG Kim-hung, Michael, Engineer/Tsuen Wan 2, Transport Department (TD);
- (5) Ms Molly KWAN, Senior Engineer/Cost Estimate, Water Supplies Department (WSD);
- (6) Mr LEUNG Chi-foon, Chief Engineer/Special Duties (Works), CEDD;
- (7) Ms SZETO Suet-man, Helen, Senior Engineer/4, CEDD;
- (8) Mr LEE Kwai-wing, Senior Engineer/5, CEDD;
- (9) Mr Edwin LO, Technical Director, Black & Veatch Hong Kong Limited; and
- (10) Mr LAU Fong-kit, Paul, Senior Engineer, WSP (Asia) Limited.

6. District Planning Officer/Tsuen Wan & West Kowloon (Acting) and Senior Town Planner/Tsuen Wan of the PlanD introduced the paper.

(Note: Mr LAU Cheuk-yu and Mr MAN Yu-ming joined the meeting at 2:43 p.m. and 2:47 p.m. respectively.)

7. Mr TAM Hoi-pong objected to all items. He opined that over the years, all rezoning applications, whether they were made for constructing luxurious residential properties or public rental housing (PRH) estates, failed to help Hong Kong people

who aspired to purchase their own homes to do so. Under the prevailing policies, spouses of Hong Kong people with less than seven years' residence in Hong Kong were eligible for applying for PRH. As a result, PRH resources were substantially utilised by new-arrival families. He thus opined that the number of immigrants should be controlled. Moreover, regarding the developer's efforts to preserve trees, he held that the preliminary assessment was insignificant at present. Hence, he suggested conducting an assessment for all trees within the green belt concerned. He also opined that the PlanD should not regard the consultation with the TWDC as merely a procedure before submitting the proposed amendments to the Town Planning Board (TPB) for scrutiny. Furthermore, regarding Item E: Rezoning a site at Hilltop Country Club from "Other Specified Uses" annotated "Sports and Recreation Club" to "Residential (Group B) 8", it was only proposed that traffic management measures should be taken a few days around and during Ching Ming Festival and Chung Yeung Festival, not that private vehicles should be banned altogether as in the case of Ma Wan. He therefore anticipated that some private vehicles might illegally access the site concerned during Ching Ming Festival and Chung Yeung Festival. As all last-term Members objected to Item E regardless of their political affiliations, he expressed dissatisfaction with the approval granted to the item last month. In addition, he suggested that the Government should undertake to construct Home Ownership Scheme (HOS) flats which were affordable to Hong Kong people in order to solve the housing problem in the territory.

8. Mr TSE Man-chak said that only two or three pages of the captioned paper were devoted to the large-scale developments under Item A: Rezoning a site near Yau Kom Tau Village from "Green Belt" to "Residential (Group B) 6" and Item B: Rezoning a site at Po Fung Terrace from "Green Belt" to "Residential (Group B) 7". He thus advised the government departments to provide more information so that Members could gain a better understanding and evaluate the developments. Besides, it was stated in the paper that land had been reserved in the district for the provision of community facilities. However, in his opinion, no surplus land was available for the said purpose nearby. Besides, although there were different types of shopping malls in the district, half of the shops were vacant at present and the direction of development was unknown. He opined that when developing the sites concerned, the developers should be requested to provide more options for residents in the district. Furthermore, he said that the Belvedere Garden area currently had a population of nearly 30 000 people. If the population further increased by 5 000 people, the growth rate would be as high as 20%. With the community facilities and ancillary traffic facilities in the area already at their saturation levels, they would fail to cope with the load generated by the additional population.

9. Mr LAI Man-fai said that some old PRH estates in Tsuen Wan district were constructed over 40 years ago. He believed that these PRH estates should be redeveloped in the next decade. He thus advised that the HD should make comprehensive planning early and rehouse tenants in Tsuen Wan district as far as possible. The relocation of Tsuen Wan No. 2 Fresh Water Service Reservoir under Item C would involve major works. Cavern development would also require substantial amounts of public money and time to complete. Therefore, the housing development under Item C could not help solve the housing problem in the short run. Also, as the construction site of Item C was in close proximity to residential premises

and primary schools, he enquired of the departments concerned about the solutions to noise and pollution problems. He also cast doubt on the claim that only four incense trees would be affected under Item C. As such, he objected to the implementation of Item C: Rezoning a site near Cheung Shan Estate from “Government, Institution or Community”, “Open Space” and “Residential (Group A)” to “Residential (Group A) 21” prior to the redevelopment of Fuk Loi Estate. Besides, regarding Item E, he opined that it was impractical to prohibit private vehicles from accessing the site during Ching Ming Festival and Chung Yeung Festival. In his opinion, the ancillary traffic facilities at the site should be improved; otherwise, it would only lead to severe traffic congestion.

10. Mr CHIU Yan-loy opposed the two developments near Belvedere Garden under Items A and B. In his opinion, the provision of 2 000 new housing units would lead to a traffic overload at the road section concerned. Also, the situation would worsen because the widening of the roundabout near Hoi Hing Road had not commenced yet. The current population of the Belvedere Garden area and the number of future residents of the proposed developments would altogether amount to over 40 000 people. However, the construction of an MTR station and Tsuen Tuen Railway, which would cater for the population growth, had made no progress so far. As far as Item E was concerned, according to the PlanD and government departments, the number of housing units to be provided would shrink from 1 000 to about 400. However, as the plot ratio of the site concerned was reduced by less than 5%, it would fail to divert the traffic at the site and meet the demand from the increased population. Besides, he did not agree to the developer’s providing shuttle bus service to address the traffic problem during Ching Ming Festival and Chung Yeung Festival and widening Route Twisk at its own cost. He proposed that to solve the problem, a term prohibiting the applicant from constructing a car park should be included in the land lease.

11. Mr WONG Ka-wa objected to Items C and D: Rezoning the site of former Kwai Chung Public School and adjoining government land from “Government, Institution or Community” to “Residential (Group A) 22”. Also, he opposed Item E because of the traffic problem. Regarding Item C, some residents said that Wo Yi Hop Road and Shing Mun Road were clogged with traffic during peak hours every day. In his opinion, these roads would fail to cope with the traffic flow generated by occupants of 4 000 new housing units and existing tenants of Cheung Shan Estate. Also, Kwok Shui Road was only widened by 0.2 metre. It could not help ease the traffic congestion at present. Finally, he opined that the developments mentioned in the paper would only provide about 6 000 housing units in total, whereas Fuk Loi Estate, Cheung Shan Estate and Shek Wai Kok Estate had many seven-storey buildings. He therefore suggested redeveloping these PRH estates.

12. Mr LUK Ling-chung, Antonio said that the proposal of constructing a rain shelter at the staircase of the footbridge connecting Kolour Mall and Tsuen Fung Shopping Arcade was put forth in the past. However, the Highways Department (HyD) and TD passed the buck to each other and the Tsuen Wan District Office (TWDO) failed to provide assistance in coordination. Besides, no progress was made in respect of the construction of a footbridge linking City Point and MTR Tsuen Wan West Station. On the contrary, the PlanD and its counterparts in the

Government were surprisingly efficient when taking forward the plan concerned. Moreover, he enquired about the ways to widen the tunnel carriageway to a two-lane two-way carriageway under Item A, and whether it meant that residents could only rely on minibuses for commuting in the future as buses were prohibited from accessing the location concerned due to the height limit. In addition, he was concerned that underlying shortcomings and constraints of the technical amendments to Item F would emerge in the future.

13. Ms CHAN Kim-kam said that upon rezoning, three of the sites would be granted to real estate developers for private residential development. She therefore objected to the proposed amendments concerned. Regarding the two sites of Items A and B near Belvedere Garden, she opined that the relevant developments might pose potential traffic impacts and risks to the area around Belvedere Garden or even the entire Tsuen Wan town centre. In recent years, many private residential properties were under construction or completed one after another around Tsuen Wan West. The shopping malls nearby attracted visitors from other districts and heavy traffic movement of private vehicles, resulting in a traffic overload in Tsuen Wan district. Also, it could hardly cope with the demand for parking spaces from local motorists and those visiting Tsuen Wan from other districts. Moreover, she was concerned about the environmental impacts brought about by the developments. The Government often had excuses in respect of her past proposal of identifying sites suitable for provision of social services (e.g. construction of rehabilitation buildings and social welfare centres) in Tsuen Wan district. However, the Government currently planned to rezone the three sites for private development. In her opinion, the government departments should clearly explain the details.

14. Mr LAM Sek-tim objected to the entire plan. According to the captioned paper, Items A, B and C and Planning Application No. A/TW/515 would provide about 3 000 housing units in total. Assuming that occupants of half of these housing units were vehicle owners, they would introduce 1 500 new vehicles to Tsuen Wan district. However, the authorities had no plan to construct additional car parks accordingly. It might aggravate the illegal parking problem around the town centre and cause traffic congestion at Yeung Uk Road and Sha Tsui Road. Also, he pointed out that while the construction of housing units continued, the authorities failed to concurrently provide additional supporting services (e.g. child care and elderly services) in the community. Residents' needs in everyday life could not be met and problems would worsen. Besides, Item C required blasting works. Noise so generated might affect elderly tenants at Lei Muk Shue Estate and Cheung Shan Estate as well as students of two schools next to Block III, Lei Muk Shue Estate.

15. Mr YICK Shing-chung, Angus said that prior to the meeting, he had submitted to the departments the dissenting views on the items concerned from over 1 000 residents of Belvedere Garden. The captioned paper stated that the items would not affect the traffic and ancillary facilities in the community. However, he opined that it did not sound convincing to the residents who opposed the items. He thus advised the departments to provide the relevant supporting data. By proposing road widening in Paper No. 84/20-21 submitted to the TWDC, the departments hoped that Members would be compelled to support the items. In his opinion, the departments should not expect that the said paper would gain support from Members.

Moreover, the TD had previously indicated that no resources could be made available to increasing the service frequencies of buses and minibuses at the locations concerned. Also, the locations could not accommodate long vehicles. In his opinion, the departments failed to consider the fact that 5 000 future residents would generate a greater demand for public transport than before. He also held that if the items were implemented, residents would have to spend a long time travelling to and from Tsuen Wan town centre.

16. Mr YAU Kam-ping had reservations about the captioned paper in principle. He said that there were many villages around the site of Item D. Also, the site was situated within an industrial area where traffic problems arose occasionally. Hence, he suggested that the PlanD should further study the traffic and community facilities in detail and report to Members in due course.

17. Mr SHUM Lester said that Tsuen Wan was one of the earliest developed new towns in Hong Kong. In recent years, new developments in Tsuen Wan district, especially in Tsuen Wan West, lacked road planning and ancillary facilities (e.g. car parks). As such, he had reservations about increasing the development intensity around Tsuen Wan West, and objected to Items A, B and E. Moreover, currently, the number of PRH flats completed still lagged far behind that of private housing units completed. He anticipated that between 2024 and 2025, 18 000 private housing units would be completed whereas only about 5 000 PRH flats would be provided. He thus objected to the item concerned. In addition, Hon Man Upper Village was located in the vicinity of the site of Item A. Indigenous inhabitants and occupants of squatters who had been living at Hon Man Upper Village for about 50 years were eligible for the ex-gratia compensation and rehousing arrangements revised by the Government in 2018. However, in his opinion, these arrangements could not make up for the risks and suffering inflicted on the occupants due to eviction or clearance.

18. Mr NG Hin-lung, Norris declared that he was an architect. He said that according to section 16 of the Town Planning Ordinance (Cap. 131), the applicant was required to submit considerable information when making an application for permission in respect of plans. Hence, he proposed that the PlanD should report this major planning issue to the public. He also opined that there was insufficient information made available at present. He suggested that the PlanD should provide photos showing the entire construction site of Item A and the conceptual substructure of the proposed development as evidence that it would not obstruct the view of the location concerned. Furthermore, in the captioned paper, the building height limits were calculated based on the Hong Kong Principal Datum (HKPD) instead of the formation level. For example, the building height limit of Item C was 230 metres. Yet, he estimated that the formation level of the location concerned was about 120 metres, i.e. a building with only about 38 storeys could be constructed there. In his opinion, it was difficult for Members to evaluate the development without the detailed information on formation level. Finally, he was concerned about the traffic problems of two sites near Belvedere Garden in respect of Items A and B.

19. Mr MAN Yu-ming pointed out that the current waiting time for PRH flats was about 5.5 years, and anticipated that it would be prolonged to 6 years. Hence, he supported the two items relating to PRH development. He opined that quite a

number of PRH flats could be provided under the items. Besides, he was concerned about the progress of PRH redevelopment. Although the Government supported PRH redevelopment, it had not formulated clear policies yet. He expressed regret for it. He opined that the items were rare because they were put forth for PRH development in the district, which also facilitated the departments to rehouse tenants of old PRH estates. He suggested a holistic approach to the redevelopment of old PRH estates so as to determine the redevelopment priorities. Also, he proposed adopting the “ants moving home” approach to conduct the redevelopment work on a floor-by-floor basis. In his opinion, this approach did not only remove barriers to PRH redevelopment but was also conducive to redevelopment and rehousing. Finally, he pointed out that Moon Lok Dai Ha in the district was completed more than 50 years ago. He said that PRH redevelopment should be properly conducted by removing barriers. It would facilitate the reallocation of other PRH projects and the PRH development in Tsuen Wan district.

20. The Chairman stated that in respect of Item D, the cement plant at the location concerned was still not relocated even though many years had passed. Also, some residents relayed that at Kwok Shui Road, there was acute traffic congestion every day and traffic accidents occurred sometimes. As such, he questioned the government departments’ claim that the traffic situation would be improved upon rezoning the site for PRH development. He had proposed at a TWDC meeting several years ago that road widening works should be conducted at the location concerned. However, the works progress was extremely slow. He suggested that the Hong Kong Police Force (HKPF) should arrange police officers to be stationed at the traffic black spots and warehouses at the said location. In this way, they could gain a better understanding of the traffic situation and therefore make coordination in a timely manner. Besides, he proposed constructing a footbridge across Castle Peak Road at the location and setting up ancillary facilities such as a shopping mall with supermarkets, restaurants and various types of shops. It could meet the needs of PRH tenants and residents nearby so that they would not travel from the district by vehicles at the same time. He further opined that additional ancillary facilities (e.g. public transport facilities) should be provided along with the growth of population. In addition, he was concerned about the environmental impacts brought about by the construction of PRH after rezoning the site. He advised the departments concerned to conduct a study on the said issues in detail. Moreover, he opined that it was a waste of manpower and resources to relocate the fresh water service reservoir using a huge amount of money under Item C. He also commented that Lei Shu Road was the traffic artery at the said location. There were minibus stops and often heavy traffic movement. If a road was suddenly made available, buses and large vehicles would be attracted to it and travel through it, thereby causing many traffic problems.

21. Mr PUN Long-chung, Roy was worried that the government departments only intended to complete the procedure by sending officials to discuss the captioned paper at the TWDC meeting and that subsequently, they would just proceed to implement the items. District Councillors of the constituency areas reacted strongly after reading the paper and learning of the conclusion of the authorities’ assessment that various developments would have no negative impact on the traffic of the locations concerned. It sufficiently reflected the departments’ failure to thoroughly discuss the issues with the Members concerned. At this stage, he objected to most of

the items. He also advised the departments to provide more in-depth information so that Members could make an appropriate decision.

22. District Planning Officer/Tsuen Wan & West Kowloon (Acting) of the PlanD responded as follows:

- (1) to address the keen demand for public and private housing from the public, the Government was adopting a multi-pronged approach to provide land for housing development. According to the Long Term Housing Strategy, the public/private split of new housing supply was 7:3. The PlanD understood that public housing was very important to the grassroots in Hong Kong. However, sufficient land should also be provided to ensure stable supply of private housing;
- (2) apart from searching for land within green belts, the PlanD also completed the study on brownfield sites last year. It suggested using some brownfield sites for housing development. The CEDD would conduct a feasibility study on the brownfield sites with a view to expediting housing development on these sites;
- (3) it would take a relatively long time to develop new development areas or expand new towns and develop caverns. These were long-term options for increasing land supply. The Government would continue to identify land suitable for housing development in urban areas or fringes. In response to public demand for housing land supply in the short and medium term, the Government would also conduct a review on green belts and during the review, consider green belts on the periphery of new towns and near traffic facilities and infrastructure;
- (4) Items A and B were included in the second stage of the review on green belts. The two sites were on the periphery of Tsuen Wan New Town and covered by grasslands. However, after consulting the departments concerned and conducting a technical assessment, the PlanD confirmed that the cushioning effect or conservation value of the grasslands was comparatively insignificant. The implementation of Items A and B would not cause any adverse environmental impact. To tie in with the aforesaid private residential developments, as far as traffic was concerned, just an improvement to the roads connecting Po Fung Road and Castle Peak Road – Tsuen Wan would enable a traffic connection between the proposed developments and the existing district traffic network;
- (5) the PlanD noted Members' concern on the traffic impact brought about by Items A and B. The HyD had conducted a traffic assessment on the two sites and recommended widening Po Fung Road and providing a walkway for residents nearby;
- (6) the Government mapped out the strategic territory-wide Cavern Master Plan (CMP) in the Long-term Strategy for Cavern Development – Feasibility Study. It proposed, for example, relocating service reservoirs to caverns in order to release surface sites for other beneficial uses. According to the CMP, the WSD conducted a feasibility study on relocation of Tsuen Wan No. 2 Fresh Water Service Reservoir to a nearby cavern for releasing the site for housing development. Given the existence of PRH estates near the site of

Item C, the PlanD considered that it should be used for PRH development to address public needs; and

- (7) the PlanD had reserved land or space at different locations in the OZP with a view to providing community facilities required by residents in Tsuen Wan district. Regarding the proposed rezoning of sites of Items C and D, land or space were reserved within the two PRH developments for establishing elderly and child care centres. Also, to provide community facilities which were in demand in the district, part of the site of Item C was set aside for constructing primary school premises and social welfare facilities.

23. Senior Planning Officer/8 of the HD responded as follows:

- (1) when conducting PRH development, the Hong Kong Housing Authority (HKHA) would work out the demand for and supply of flats for sale and lease having considered the scale of development and societal needs. It would also consider an array of factors and determine the types of PRH to be provided according to the concept of inter-changeability as well as the overall needs of the community and society;
- (2) the HD noted Members' views on PRH redevelopment. He would properly convey the views to the HKHA and HD for consideration;
- (3) the HD would consider whether individual PRH estates should be redeveloped pursuant to the four basic principles of the Refined Policy on Redevelopment of Aged Public Rental Housing Estates formulated by the HKHA in 2011. These principles included the structural conditions of buildings, cost-effectiveness of repair works, availability of suitable rehousing resources in the vicinity of the estates to be redeveloped and build-back potential upon redevelopment;
- (4) Fok Loi Estate and Lei Muk Shue (2) Estate were completed 57 years and 40 years ago respectively. The HD would regularly inspect the building structures of the estates and conduct a review. In the long run, the redevelopment of aged PRH estates could boost the supply of PRH flats; yet, it would reduce the number of PRH flats available for allocation in the short term and affect the average waiting time for a PRH flat. Therefore, the HKHA should prudently consider the redevelopment feasibility of each aged PRH estate;
- (5) the HD would provide parking spaces for the two proposed PRH developments according to the Hong Kong Planning Standards and Guidelines; and
- (6) regarding Items C and D, the HD would provide tenants of the new PRH estates with adequate parking spaces and ancillary facilities such as retail shops and restaurants. It would also dovetail with the CEDD's construction project for a footbridge across Castle Peak Road – Kwai Chung at the location concerned. However, the detailed design of the said facilities was pending finalisation.

24. Mr NG Hin-lung, Norris suggested that the noise problem at Tuen Mun Road should be taken into account at the planning stage. He also proposed that after implementing the development concerned, a clause stipulating the construction of

noise barriers should be added to the land lease. It could ensure that the noise barriers would not be easily modified upon the completion of Item A. According to past experience, the cost-effectiveness of relocating fresh water service reservoirs to caverns was relatively low. The relocation would also take up to ten years to complete. He thus opined that Item C was probably unfeasible. Also, he said that quite a number of sites were still available around Shek Wai Kok, Lei Muk Shue and Kwok Shui Road. These sites could be used as priority sites for rehousing tenants to facilitate the redevelopment of existing PRH estates.

25. Mr YICK Shing-chung, Angus was concerned about the provision of schools in the district. If there would be an increase of about 5 000 residents in the Belvedere Garden area, more students would have to attend schools in other districts. He thus enquired how the Education Bureau could ensure that students living in the said area could attend schools in Tsuen Wan district. Besides, he did not share the claim of the departments concerned that road widening was a solution to the problem. In his opinion, the departments failed to consider residents' needs for travelling to and from the Belvedere Garden area. He also disagreed that there was a shortage of private housing in Hong Kong, and opined that private properties were unaffordable for the public.

26. Mr LAM Sek-tim was worried that during the implementation of Item C, the construction works might cause noise nuisance to students of two schools next to Block III, Lei Muk Shue Estate and air pollution around Lei Muk Shue Estate and Cheung Shan Estate. Moreover, he opined that the widening of carriageways under Items A and B would aggravate the problem of illegal parking. If future residents from the locations concerned and other places of the district drove to and from Kowloon and Hong Kong Island, they had to travel through the area around Tsuen Wan town centre. The failure to widen the roads nearby would cause traffic gridlock in the town centre.

27. Ms CHAN Kim-kam objected to the use of funds for developing private properties under Items A, B and E. She advised the departments concerned to provide a comprehensive environmental impact assessment report which included the impact of the proposed developments on the surroundings of the green belts and the existing trees. While the departments concerned pointed out a demand for private housing from Hong Kong people, she enquired which surveys or study reports supported this claim, and suggested that the departments should provide concrete information such as survey respondents and data.

28. Mr WONG Ka-wa said that it took 11 years to relocate Shatin Sewage Treatment Works to a cavern. He also pointed out that the natural ecology around Lei Muk Shue Estate, Cheung Shan Estate and Kwok Shui Road had existed for years. In his opinion, the streams at these locations might be home to protected species such as butterflies or amphibian frogs. Moreover, he considered PRH development essential. He enquired whether the TD would increase bus frequencies in response to the anticipated increase of 4 000 households at the locations concerned. Besides, he said that the development of Tso Kung Tam Nursery, Tsuen Wan had been proposed by all past Chairmen of the TWDC in respective terms. However, the project was still not activated at present.

29. Mr CHIU Yan-loy enquired why the Government failed to address the traffic problem by widening the technically widenable interchange at Route Twisk, given the real estate developer's ability to widen roads to implement Item E. Moreover, he held that the height limits of several developments were relatively lenient. For instance, the building height limit of Item A was 180 metres above the HKPD. It was higher than the building height limit of the new Lei Muk Shue Estate. Hence, he was worried that the proposed medium-density private residential buildings would turn out to be a high-density development.

30. Mr LAU Chi-hung enquired about the estimated cost and timetable of the relocation of Tsuen Wan No. 2 Fresh Water Service Reservoir to a cavern. He also suggested that the departments concerned should provide data for Members' reference. He objected to the items put forth in the captioned paper, and proposed formulating overall planning strategies for Tsuen Wan district and redeveloping old areas and PRH. Tsuen Wan district had been equipped with a footbridge network. The redevelopment of old areas could help address the aging problems of these areas. It could also make good use of major transport systems to relieve the pressure on transport.

31. Mr LAU Cheuk-yu opined that the departments concerned should not adopt a mindset 20 or 30 years old to report on the plan. Without information and data, it was difficult for Members to endorse the items set out in the captioned paper. Given the shrinking availability of usable land, he suggested that the department responsible for controlling land resources should provide more information.

32. Mr PUN Long-chung, Roy said that it was necessary to resolve the issues relating to the daily quota of 150 One-way Permits for Mainland residents to settle in Hong Kong. Hong Kong people had to wait a long time for HOS and PRH flats at present. As such, he could not accept the proposal for constructing private buildings on the three pieces of land which was put forth in the captioned paper. He opined that the departments concerned should not regard the discussion at today's meeting as merely a procedure before submitting the proposed amendments to the TPB. He also advised the departments to provide further information on the progress of various items. Besides, he objected to Item A, and opined that the extension of the periphery for integration with the development would cause ecological damage. He thus suggested controlling the population and according priority to the development of brownfield sites before considering the development of green belts. In addition, he enquired about the details of the developer's proposal for widening the interchange at Route Twisk at its own cost under Item E, and questioned why the Government had no intention to implement this feasible project at present.

33. Mr LAI Man-fai was concerned about the traffic issues relating to Item C. He pointed out that Cheung Shan Estate Road West and Shing Mun Road were minor roads. Yet, the captioned paper indicated that these roads had sufficient junction capacity. It was utterly absurd. He was worried that Item C would aggravate the current problem of traffic congestion at Sam Tung Uk Road, Yi Pei Chun Road and Shek Wai Kok Road. Furthermore, he suggested redeveloping the PRH estates in the district in phases. Also, he proposed that the government departments should make

effective use of the site of former Tsuen Wan Lutheran School, which had remained idle for more than ten years, to construct PRH flats for rehousing tenants affected by redevelopment.

34. Mr TSE Man-chak suggested that the departments concerned should provide the detailed information on the assessment report mentioned in the captioned paper; the exact locations of reserved land mentioned by the representatives of the PlanD; and the number of affected occupants at Hon Man Upper Village and the rehousing arrangements. He pointed out that the area of the site of Item A was equivalent to the total area of Greenview Court and Phase II, Belvedere Garden. However, the number of flats to be provided under Item A only amounted to about one third of the total number of flats of the two housing estates. He thus enquired how the housing problem could be solved by the proposed development of medium-density private residential buildings under Item A.

35. Mr TAM Hoi-pong said that the representatives of the PlanD should not attend the TWDC meeting with a mentality of “completing a procedure” and then directly submit the plan to the Metro Planning Committee (MPC) under the TPB so as to proceed with the public consultation procedure. This approach would lower Members’ degree of involvement. He noted that while the developer of Item E had submitted a large volume of documents at the current stage, little information was made available to Members. As such, Members could hardly be convinced to support Item E. He suggested that the departments concerned should consider holding back the submission of the documents to the MPC for the time being, and should discuss the feasibility and improvement proposals of each item with Members again.

36. The Chairman was concerned about the traffic issues of Item D. He proposed that a footbridge across Castle Peak Road and Kwok Shui Road should be promptly constructed, and the footbridge should be extended to link exit A of MTR Tai Wo Hau Station. In his opinion, this item might have an impact on occupants nearby in respect of view and ventilation and such impact should be addressed. Also, social welfare and commercial ancillary facilities should be additionally provided. Furthermore, most Members objected to the captioned paper mainly because of the following reasons: current residents would have to compete for existing facilities due to traffic problems and a shortage of ancillary facilities; no detailed assessment on ecological impact was conducted; public money would be wasted on construction of roads and relocation of the service reservoir, failing to make good use of the existing resources; and insufficient information was provided in the paper.

37. Chief Engineer/Special Duties (Works) of the CEDD responded as follows:

- (1) the government departments concerned had been making every effort to explore more usable land for public or private housing development. The two sites of Items C and D under the rezoning application concerned would be used for PRH development. The relevant feasibility study was conducted by the CEDD;
- (2) the CEDD would request the consultant companies to provide a more specific plan of site formation when preparing the detailed design in

the next stage. Capitalising on the experience gained from past projects, the public works departments would properly draw up construction procedures and adopt mitigation measures (e.g. setting up noise barriers) to minimise construction impacts on people nearby who would be affected;

- (3) according to the initial survey of the CEDD, it was anticipated that about four incense trees would be affected during the construction of a carriageway to be connected to Lei Shu Road. The CEDD would conduct preservation work for the incense trees after completing a tree survey and assessment in the next stage; and
- (4) regarding Item D, the results of the traffic impact assessment (TIA) showed that the proposed development would pose no adverse impact on nearby road traffic. When conducting the preliminary assessment, the CEDD found that the traffic congestion at Kwok Shui Road was partially caused by the vehicular movement to and from industrial buildings. The current design of road capacity did not have much direct bearing on the traffic congestion. The HyD would conduct the widening works for Kwok Shui Road in phases, including widening the existing carriageway from 7.3 metres to 9 metres. In view of the proposed PRH development, the CEDD would further widen the section of Kwok Shui Road concerned to 9.5 metres during the implementation of the said PRH development. It could therefore alleviate the traffic congestion at this road section.

38. Senior Engineer/4 of the CEDD responded as follows:

- (1) regarding the traffic impact on nearby housing estates due to vehicular flow newly generated by Item C, upon conducting a detailed study with the consultants, the CEDD proposed that two exits/entrances should be set up at the location concerned to divert the vehicular flow. This proposal had gained support from the TD;
- (2) regarding the arrangement for the exit/entrance at Lei Shu Road, the junction of Lei Shu Road and Wo Yi Hop Road had the highest vehicular flow at the location concerned. Currently, three lanes were available to vehicles travelling to the New Territories or Kowloon via Wo Yi Hop Road. The CEDD had conducted an on-site inspection and found that the time for vehicles waiting in front of the traffic lights was acceptable. According to the initial TIA, traffic flow additionally generated by the said item would cause neither traffic congestion at the roads nearby nor bring a major impact to the district;
- (3) regarding the arrangement for the exit/entrance at Cheung Shan Estate Road West, based on the current design, the vast majority of vehicles travelling to and from Kowloon or Shing Mun Tunnels would use the interchange at Wo Yi Hop Road via Cheung Shan Estate Road West. Only a small number of vehicles would travel along Shing Mun Road. Upon conducting a detailed study, the CEDD held that setting up the exit/entrance concerned would not cause traffic congestion;
- (4) regarding ecological impacts, apart from the affected incense trees, the CEDD did not find rare aquatic animals at the location concerned; and

- (5) regarding public transport services, the consultants recommended that upon the completion of the development concerned, a public transport interchange should be provided at Cheung Shan Estate Road West to cope with the additional demand for public transport services in the future.

39. Senior Engineer/Cost Estimate of the WSD responded as follows:

- (1) the WSD had preliminarily completed the report of the feasibility study on relocating Tsuen Wan No. 2 Fresh Water Service Reservoir to a cavern. It was proposed that the service reservoir should be relocated to Smugglers Ridge in Kwai Tsing district to release the site for PRH development under Item C. The WSD would also explore the impact of Item C on Kwai Tsing district together with the district councillors of that district; and
- (2) the WSD would conduct a detailed study and formulate a detailed design for the proposed relocation in the next stage.

40. District Lands Officer/Tsuen Wan and Kwai Tsing (District Lands Office, Tsuen Wan and Kwai Tsing) of the Lands Department (LandsD) responded as follows:

- (1) according to the LandsD's preliminary study, the sites of Items A and B were government land. The site of Item B was currently covered by vegetation and uninhabited, whereas the site of Item A was inhabited by people. If the sites were successfully planned for housing development in the future, the LandsD would take up the demolition of structures on government land. As the rezoning proposals concerned were still being processed, she anticipated that the proposals would not be implemented until a certain period of time later. Hence, the LandsD did not have the exact number of affected occupants at the site of Item A for the time being. Nevertheless, when development was actually implemented in the future, the LandsD would, according to the established procedures, conduct a pre-clearance survey and count the number of affected occupants with a view to facilitating the rehousing arrangements in the future;
- (2) eligible occupants who were affected by the item concerned would benefit from the enhanced ex-gratia compensation and rehousing arrangements promulgated by the Development Bureau in 2018. Besides applying for rehousing to PRH flats of the HKHA subject to fulfilment of the Comprehensive Means Test, they might apply for non-means tested rehousing to dedicated rehousing estates under the Hong Kong Housing Society. In addition, eligible occupants would benefit from the ex-gratia compensation arrangements of the new measures. Members could refer to the relevant pamphlet of the LandsD for details; and
- (3) to tie in with the ex-gratia compensation and rehousing arrangements of the new measures, the Government launched the Squatter Occupants Voluntary Registration Scheme in 2018, which was open for applications for voluntary registration from eligible occupants who had been living in non-domestic structures before May 2016. The application deadline was 31 October 2020. When development

clearance exercises were conducted by the Government in the future, only the applicants who met the requirements of the one-off registration scheme were eligible for the compensation and rehousing arrangements.

41. District Planning Officer/Tsuen Wan & West Kowloon (Acting) of the PlanD responded as follows:

- (1) public housing units would make up 70% of the proposed residential units covered by the rezoning proposals;
- (2) after discussing Item A with the Environmental Protection Department, the PlanD planned to include a clause requiring the developer to conduct a noise impact assessment when drafting land sale conditions;
- (3) the PlanD had reserved land or space for the construction of community facilities to tie in with the proposed PRH developments. For instance, part of the site near Cheung Shan Estate was reserved for the construction of primary school premises and social welfare facilities;
- (4) having conducted a preliminary tree survey for the two sites (Items A and B) at Yau Kom Tau, the LandsD confirmed that the sites only had commonly found species without any old and valuable tree. When drafting land sale conditions, a clause stipulating the preservation of trees would be included. If the developer had to remove a tree, it should properly conduct compensatory planting according to the technical circular concerned; and
- (5) given the higher terrain of the area to the north of Tuen Mun Road, Item A would be situated at a higher position compared with Belvedere Garden or Item B. Hence, the PlanD recommended setting the building height limit of Item A at 180 metres above the HKPD. Generally speaking, the PlanD would work out the building height limit of a site for the OZP according to the terrain of the site, the surrounding environment and the height of existing buildings nearby.

42. The Chairman said he received two impromptu motions relating to the captioned item during the meeting. He had time and again asked Members to submit a motion ten working days before the meeting. However, only papers submitted by the government departments would be discussed at the meeting. Considering that Members probably did not have enough time to put forth a motion, he would make special arrangements to accept the two impromptu motions and put them to a vote at the meeting. He reminded Members again that even if they put forth an impromptu motion out of urgency, they should submit it to the Chairman and Secretariat prior to the meeting so as to reserve sufficient time for other Members to go through the contents of the motion and vote on it. Otherwise, he would refuse to accept the impromptu motion.

43. Mr TAM Hoi-pong said he objected to the PlanD's direct submission of the relevant papers to the MPC under the TPB, and hoped that the departments concerned would further discuss the captioned item with Members. That was the reason why he had hastily put forth the impromptu motion. He apologised to the Chairman and moved the first impromptu motion to "object to the PlanD's intended submission of

all of the rezoning proposals to the MPC under the TPB without first giving full response and putting forth solutions in respect of the queries and questions raised by Members, including but not limited to tree preservation, traffic load and housing mix, and consulting the TWDC again”. Mr PUN Long-chung, Roy, Mr LAU Cheuk-yu and Mr LAU Jackson seconded.

44. Mr CHAN Sung-ip put forth a revised motion to “object to the PlanD’s intended submission of all of the rezoning proposals, except for Items C and D, to the MPC under the TPB without first giving full response and putting forth solutions in respect of the queries and questions raised by Members, including but not limited to tree preservation, traffic load and housing mix, and consulting the TWDC again”. Mr YAU Kam-ping seconded.

45. Mr YICK Shing-chung, Angus proposed that an open ballot should be held. Members agreed to the proposal.

46. The Chairman asked Members to vote on the revised motion. The voting result was listed as follows:

For (4 votes in total)

Mr MAN Yu-ming, Mr YAU Kam-ping, Mr CHAN Sung-ip and Mr KOT Siu-yuen

Against (9 votes in total)

Ms CHAN Kim-kam, Mr WONG Ka-wa, Mr LAU Chi-hung, Mr LAU Cheuk-yu, Mr PUN Long-chung, Roy, Mr LAU Jackson, Mr LAI Man-fai, Mr TSE Man-chak and Mr TAM Hoi-pong

Abstention (7 votes in total)

The Vice Chairman, Mr NG Hin-lung, Norris, Mr SHUM Lester, Mr YICK Shing-chung, Angus, Mr LAM Sek-tim, Mr LUK Ling-chung, Antonio and Mr CHIU Yan-loy

47. The Chairman announced that the revised motion was not endorsed.

48. Mr NG Hin-lung, Norris put forth a revised motion that “before proceeding with the planning procedures, the PlanD should properly and fully answer Members’ queries, including but not limited to the issues of trees, traffic and housing proportion”.

(Note: Mr MAN Yu-ming left the meeting at 4:23 p.m.)

49. Mr CHIU Yan-loy said that Members did not have the text of the original motion. The contents of the revised motion were also unclear. Hence, he suggested that Members should write down the motions first and handle them under Any Other Business. In this way, Members would have enough time to study the contents and thoroughly consider the motions.

50. The Chairman proposed handling the second impromptu motion during the discussion of Any Other Business.

51. Mr TAM Hoi-pong was worried that the representatives of the PlanD would fail to witness the voting result if the said proposal was adopted. Also, the items covered by the OZP could not be put to a vote individually. Therefore, he proposed that Members should vote on the motions during the discussion of the captioned item.

52. Mr LAU Cheuk-yu suggested displaying the contents of the revised motion with the aid of a computer and putting it to a vote immediately.

53. The Chairman asked the Members concerned to promptly prepare papers on the motions, and proposed handling the two impromptu motions afterwards. Members unanimously agreed to the arrangement.

(Note: Mr YAU Kam-ping, Mr CHAN Sung-ip and Mr KOT Siu-yuen left the meeting at 4:28 p.m.)

54. The Chairman asked Mr NG Hin-lung, Norris to put forth a revised motion again.

55. Mr NG Hin-lung, Norris put forth a revised motion that “before proceeding with the planning procedures, the PlanD should give full response and put forth solutions in respect of Members’ queries and questions, including but not limited to tree preservation, traffic load and housing mix, at TWDC meetings”. The Vice Chairman seconded.

56. The Vice Chairman proposed that an open ballot should be held. Members agreed to the proposal.

57. The Chairman asked Members to vote on the revised motion. The voting result was listed as follows:

For (2 votes in total)

The Vice Chairman and Mr NG Hin-lung, Norris

Against (4 votes in total)

Mr LAM Sek-tim, Mr WONG Ka-wa, Mr LAI Man-fai and Mr TAM Hoi-pong

Abstention (10 votes in total)

Mr SHUM Lester, Mr YICK Shing-chung, Angus, Ms CHAN Kim-kam, Mr LUK Ling-chung, Antonio, Mr CHIU Yan-loy, Mr LAU Chi-hung, Mr LAU Cheuk-yu, Mr PUN Long-chung, Roy, Mr LAU Jackson, Mr TSE Man-chak

58. The Chairman announced that the revised motion was not endorsed.

59. The Vice Chairman proposed that an open ballot should be held. Members agreed to the proposal.

60. The Chairman asked Members to vote on the first impromptu motion. The voting result was listed as follows:

For (16 votes in total)

The Vice Chairman, Mr NG Hin-lung, Norris, Mr SHUM Lester, Mr YICK Shing-chung, Angus, Mr LAM Sek-tim, Ms CHAN Kim-kam, Mr LUK Ling-chung, Antonio, Mr WONG Ka-wa, Mr CHIU Yan-loy, Mr LAU Chi-hung, Mr LAU Cheuk-yu, Mr PUN Long-chung, Roy, Mr LAU Jackson, Mr LAI Man-fai, Mr TSE Man-chak and Mr TAM Hoi-pong

Against (0 vote in total)

Abstention (0 vote in total)

61. The Chairman announced that the first impromptu motion was endorsed.

62. Mr TSE Man-chak moved the second impromptu motion to “object to the rezoning of the two sites near Yau Kom Tau Village from ‘Green Belt’ to ‘Residential’”. Mr YICK Shing-chung, Angus seconded.

63. The Chairman asked whether Members would like to put forth a revised motion. No Member put forth a revised motion.

64. The Vice Chairman proposed that an open ballot should be held. Members agreed to the proposal.

65. The Chairman asked Members to vote on the second impromptu motion. The voting result was listed as follows:

For (15 votes in total)

The Vice Chairman, Mr SHUM Lester, Mr YICK Shing-chung, Angus, Mr LAM Sek-tim, Ms CHAN Kim-kam, Mr LUK Ling-chung, Antonio, Mr WONG Ka-wa, Mr CHIU Yan-loy, Mr LAU Chi-hung, Mr LAU Cheuk-yu, Mr PUN Long-chung, Roy, Mr LAU Jackson, Mr LAI Man-fai, Mr TSE Man-chak and Mr TAM Hoi-pong

Against (0 vote in total)

Abstention (1 vote in total)

Mr NG Hin-lung, Norris

66. The Chairman announced that the second impromptu motion was endorsed.

67. The Chairman hoped that the PlanD would prudently consider Members' views and consult the TWDC again after providing information in further detail.

(Post-meeting note: The Secretariat conveyed the two impromptu motions to the PlanD, CEDD and HD in writing on 12 October 2020.)

IV Item 3: Proposed Road Improvement Works at Po Fung Road, Tsuen Wan and Permanent Closure of Existing Footpaths and Staircases in Proposed Yau Kom Tau Residential Site  
(TWDC Paper No. 84/20-21)

68. The LandsD and HyD submitted the paper to brief Members on the proposed road improvement works at Po Fung Road, Tsuen Wan and permanent closure of existing footpaths and staircases in proposed Yau Kom Tau residential site. The representatives from the departments and companies attending the meeting were:

- (1) Mr KONG Wing-fai, Frederick, Senior Estate Surveyor/Land Supply 1 (Land Supply Section), LandsD;
- (2) Ms LIN Hiu-tung, Carey, Estate Surveyor/Land Supply 1(2) (Land Supply Section), LandsD;
- (3) Mr PANG Tat-wing, Senior District Engineer/General (4), HyD;
- (4) Mr HUANG Jialiang, District Engineer/General (4)A, HyD;
- (5) Mr SZE Chi-hang, consultant's representative, Mannings (Asia) Consultants Limited; and
- (6) Mr LI Chi-pan, consultant's representative, Aurecon Hong Kong Limited.

69. Estate Surveyor/Land Supply 1(2) (Land Supply Section) of the LandsD and consultant's representative of the Mannings (Asia) Consultants Limited introduced the paper.

70. Mr TSE Man-chak enquired about the locations and uses of the two private sites next to Tuen Mun Road. As it was difficult for vehicles to make a turn at some bends on Po Fung Road, the widening works should be beneficial to residents nearby. However, the widening of Po Fung Road, regardless of the extent of widening, would never offset the pressure to be exerted on ancillary traffic facilities by the two proposed residential developments. It was because traffic newly generated by these developments would ultimately have to flow through Castle Peak Road – Tsuen Wan. As such, he opined that before rezoning the sites at Po Fung Terrace and Yau Kom Tau as residential sites, the construction of a carriageway leading to these sites would not be a viable option.

71. Mr CHIU Yan-loy enquired when the two sites would be closed. He did not understand why the widening works for Po Fung Road were conducted by the Government using public money but not by the developer of the proposed residential developments at its own cost. Moreover, vehicles longer than 10 metres would be prohibited from entering Po Fung Road. In other words, no bus service would be made available to residents of the two proposed residential developments. Thus, he enquired about the details of public transport services that would be provided for the

proposed residential developments. There would be 2 000 flats and over 5 000 residents at the proposed residential developments. They would all travel to and from the housing estates via Castle Peak Road, a single-lane carriageway. According to the planning standard, the maximum capacity of Castle Peak Road was 1 600 vehicles during peak hours. He thus enquired whether the road could cope with traffic flow newly generated by the increased population. Besides, he enquired of the LandsD about the number of licensed domestic structures on the two sites concerned. Finally, an essential road linking Tai Lam Chung Catchwater and Belvedere Garden would be closed under the project. He enquired how residents could travel to and from these two locations in the future, and requested that an access should be retained for residents' use.

72. Mr LUK Ling-chung, Antonio noted the impossibility of widening the tunnel section of Po Fung Road beneath Tuen Mun Road. He thus enquired whether the entire project would only involve converting Po Fung Road into a two-lane two-way carriageway. Besides, he opined that public transport means were very important. Yet, buses would be prohibited from entering Po Fung Road due to the height limit. He enquired whether only minibuses could enter the road. Since TWDC Paper No. 84/20-21 and TWDC Paper No. 83/20-21 were related to each other, if Members did not agree to the proposals set out in TWDC Paper No. 83/20-21, he did not see any meaning in a further discussion of TWDC Paper No. 84/20-21.

73. Mr YICK Shing-chung, Angus hoped that the HyD would provide supplementary information on the traffic study. While Members objected to the proposed conversion of the green belts concerned into private residential developments, they might support the widening works for Po Fung Road if it would benefit residents nearby. Besides, he believed that each household of a luxurious residential property usually had more than three people. Hence, in his opinion, it was unreasonable to estimate that the proposed residential developments would have 5 000 future residents. He also enquired of the departments concerned about their considerations given to the issues of population growth arising from the proposed residential developments, and asked the TD to explain how it would increase the service frequencies of public transport means to and from the Belvedere Garden area.

74. Mr NG Hin-lung, Norris pointed out that future residents departing from the proposed residential developments would eventually have to travel through the Belvedere Garden area. He thus opined that in the discussion paper, the departments should at least put forth a proposed route for vehicles leaving the roundabout at Po Fung Terrace. Currently, many residents from Tsing Lung Tau and Sham Tseng would be caught in traffic after entering the Belvedere Garden area. The proposed project would aggravate the problem, not to mention the lack of solutions. He suggested diverting the traffic flow via Hoi On Road. Besides, there were only one-way roads to Po Fung Terrace. He believed that the formation level of the highest point at On Yat Street in Allway Gardens was about 60 metres. There was only a difference of about 30 metres compared with the currently proposed developments. Hence, he enquired whether the departments had conducted a study on connecting the Belvedere Garden area and On Yat Street (a cul-de-sac) with a view to facilitating vehicular movement to Tsuen King Circuit.

75. Senior District Engineer/General (4) of the HyD responded as follows:
- (1) as the bend at Po Fung Road was not wide enough, the HyD had conducted a series of construction studies on the developments concerned. It found that the footpath and carriageway could be widened by conducting formation works for part of the slope;
  - (2) the HyD had explored various ways to widen the tunnel section of Po Fung Road beneath Tuen Mun Road, for example, by using the footpaths on both sides of the tunnel. However, huge underground ducts were found beneath these footpaths. Also, the structures supporting Tuen Mun Road would need to be removed. As a result, it would be difficult to implement widening works for the tunnel section. The width of the road section concerned was about 6.5 metres at present. Private vehicles could pass this two-way carriageway but it would be rather difficult for large vehicles to do so. The HyD worked out a compromise proposal after conducting a study with the consultants and departments concerned. In view of the existence of two-way carriageways at both ends of the tunnel, the HyD suggested installing traffic lights at the tunnel to implement tidal flow operation within the tunnel section. He believed that it could cope with the traffic flow generated by the proposed private residential developments in the future;
  - (3) the two proposed residential developments would have about 2 000 households in total. When drawing up the design, the HyD hoped that future residents would use public transport means as far as possible instead of relying on private vehicles. The HyD proposed enhancing the existing green minibus (GMB) route. It had also estimated the traffic flow during peak hours. During peak commuting hours in the morning, there would be about 158 and 93 vehicles leaving and entering the location concerned respectively. Most of these vehicles would not enter the Belvedere Garden area; instead, they would travel along Castle Peak Road, Lai Shun Road and Hoi On Road. Hence, the newly generated traffic flow would not have a marked impact on the traffic nearby; and
  - (4) the section of Po Fung Road near the roundabout at Castle Peak Road had a large curvature. The HyD and consultants would consider widening this location as far as possible. Nevertheless, upon widening, only vehicles not longer than 10 metres could enter Po Fung Road. Hence, in the future, only minibuses and medium buses could enter Po Fung Road while large buses would not be able to do so. In view of this, the HyD planned to designate minibus as the major means of public transport serving the proposed residential developments.
76. Consultant's representative of the Mannings (Asia) Consultants Limited responded as follows:
- (1) the company anticipated that a relatively large number of private vehicles would access the proposed residential developments. To cater for the needs of domestic helpers and other passengers, the company proposed that apart from retaining existing GMB route no. 96A, three new GMB routes should be introduced to increase the frequencies of public transport services; and

- (2) according to the estimation, there would be 158 vehicles leaving the proposed residential developments per hour, i.e. an average of only three departing vehicles per minute. The company estimated that vehicles departing from the proposed residential developments would mainly travel along Hoi On Road. Only a small portion of these vehicles might travel through the Belvedere Garden area out of a need to pick up family members or relatives and drive them to MTR Tsuen Wan Station. Hence, the traffic flow from the proposed residential developments would have a relatively small impact on the Belvedere Garden area.

77. Mr TAM Hoi-pong opined that as the captioned item and previous item were related to each other, they should be discussed concurrently. The departmental representatives attending the discussion of the previous item should also join the discussion of the captioned item. As he objected to felling trees and constructing residential properties at the green belts concerned, he also unequivocally objected to the road widening works proposed under the captioned item.

78. Mr TSE Man-chak enquired whether the captioned item was related to the developments of the previous item; if yes, he could not agree to the works proposed under the captioned item. He pointed out that as the tunnel section of Po Fung Road beneath Tuen Mun Road could not be widened, it might become a bottleneck in the future. Regardless of the extent of road widening at both ends of the tunnel, traffic congestion would be inevitable when more public transport carriers and private vehicles accessed the tunnel. The departments proposed that vehicles leaving the proposed residential developments should travel to Hoi On Road via Lai Shun Road instead of travelling through the Belvedere Garden area. However, he pointed out that apart from the industrial area near Belvedere Garden, the problem of traffic congestion was serious at the bus terminus in Bayview Garden and the exit of Greenview Court. It was caused by a shortage of parking spaces at the said locations. The rear parts of some vehicles might also cause road obstruction. Besides, the problem of traffic congestion worsened after the installation of traffic lights at the location concerned a year ago. Finally, he enquired about the details of the two private sites, namely, Lots 273 S.A ss.5 and 273 S.D ss.3 in D.D. 355.

79. Mr LAI Man-fai opined that putting aside the relation between the aforesaid construction works and the proposed private residential developments, the construction works could indeed help improve the traffic at Yau Kom Tau Village. However, as long as the bottleneck at the tunnel section of Po Fung Road beneath Tuen Mun Road could not be removed, it would be futile to additionally provide four to eight lanes. Besides, he pointed out that low-density private residential buildings would be constructed under the proposed developments. In his opinion, it was too idealistic for the departments to expect that future residents of the developments would depend on public transport means for commuting.

80. Mr CHIU Yan-loy opined that to ensure that future residents of the proposed luxurious residential developments would rely on minibuses to travel to urban areas as envisaged by the departments, it should stipulate in the land lease conditions that no parking spaces for private vehicles should be made available in the car parks of the

residential developments. Otherwise, as 1 000 parking spaces would be provided together with more than 1 400 flats, there would be an increase of 1 000 private vehicles leaving and entering the area concerned every day. It would result in traffic congestion. Also, he suggested that in addition to the proposed residential developments, measures that were more environmentally friendly should be taken into consideration. For example, the developer should be required to construct a footbridge to be linked up with the existing footbridge connecting the proposed sites and Belvedere Garden. It should make use of the footbridge network to facilitate residents' mobility and relieve the traffic load.

81. Mr LUK Ling-chung, Antonio said that if the departments had provided information during the discussion of the previous item, he would have strongly objected to proposed Item A after learning that the tunnel section of Po Fung Road beneath Tuen Mun Road could only allow one-way traffic and tidal flow operation would be implemented with the aid of traffic lights. He took the narrow bridge at the reservoir on Tai Tam Road on Hong Kong Island as an example. Only one vehicle could travel along the narrow bridge each time. Even though there were traffic lights, some motorists might jump the lights and so traffic congestion and disputes between drivers were common.

82. Mr YICK Shing-chung, Angus found it difficult to accept the HyD's claim that residents would depend on minibuses for journeys to and from the proposed residential developments and that no impact would be caused to the traffic of the Belvedere Garden area. He pointed out that according to the Report of Survey on Frequency and Services of Green Minibuses and Buses in Tsuen Wan District in 2019, the occupancy rates of all returning trips of GMB route no. 96A were almost 100% during peak hours. During peak hours in the morning and evening, the occupancy rates of the departures of GMB route no. 96B leaving the Belvedere Garden area exceeded the normal levels. Separately, he enquired whether formation works would be conducted for the government land outside Greenview Court, whether Tsuen Tuen Railway would be constructed to divert the traffic, and whether Po Fung Road could be connected with Tuen Mun Road. Even if a waterfront route was available, there would still be many roundabouts along the way and traffic congestion would still be inevitable.

83. Senior Estate Surveyor/Land Supply 1 (Land Supply Section) of the LandsD responded as follows:

- (1) the two private lots were old scheduled agricultural lots. The LandsD did not find any agricultural activities at the lots during the on-site inspection;
- (2) it was anticipated that the responsibility for the widening works for Po Fung Road would rest with the developer but not the Government; and
- (3) when the construction works were underway, the developer would close the existing footpaths and/or staircases within the Yau Kom Tau site and set up a temporary access before road closure. After the completion of the residential developments, the developer should permanently re-provision the relevant footpaths and/or staircases to connect them with the roads lying to the north of the Yau Kom Tau site, Yau Kom Tau Village and the entrance of the footbridge leading to Belvedere Garden.

84. Consultant's representative of the Mannings (Asia) Consultants Limited responded that apart from increasing the service frequency of existing GMB route no. 96A, the company suggested introducing three new GMB routes to cope with the traffic demand from the proposed developments.

85. Senior District Engineer/General (4) of the HyD responded as follows:

- (1) the tunnel section of Po Fung Road beneath Tuen Mun Road was a straight road with a width of about 6.5 metres. While it would be fairly wide for one-way traffic, it would be slightly narrow for two-way traffic. Therefore, the HyD planned to set up traffic lights at both ends of the tunnel to give motorists a clear signal. When vehicles were entering the tunnel from one end, those at the other end should stop and wait;
- (2) the HyD had estimated the waiting time for vehicles in case the said measure was adopted. A vehicular queue which stopped and waited would be cleared in one traffic signal cycle. The HyD was therefore satisfied with the estimation; and
- (3) the service frequency of the minibus route concerned was rather low at present. To cater for residents' needs, the department concerned would increase the service frequency of the minibus route in response to population growth.

86. Chief Transport Officer/NT South West of the TD responded as follows:

- (1) the TD noted Members' views on the GMB route concerned; and
- (2) upon receiving the traffic assessment report of a development project, the TD would give its advice after a review of the different types of data in the report, including the demand from current passengers, facilities and service levels, and the estimated additional demand for public transport services generated by projects likely to be implemented in the future. The TD would also consider arranging public transport services in due course according to passenger demand.

87. The Chairman summarised Members' views. Members would accept the widening works for Po Fung Road if the proposed developments and the widening works would be separately implemented. As the proposed residential developments would cause many problems, he hoped that the departments concerned would consider only conducting the widening works for Po Fung Road at the moment.

V Item 4: District Health Centre Scheme in Tsuen Wan  
(TWDC Paper No. 85/20-21)

88. The Food and Health Bureau (FHB) submitted the paper and briefed on the District Health Centre Scheme in Tsuen Wan. The representatives from the FHB attending the meeting were:

- (1) Dr CHOI Yu-sze, Cissy, Head (Primary Healthcare Office); and
- (2) Mr WU Yeung-key, Jimmy, Director (District Health Centre Team).

89. Director (District Health Centre Team) of the FHB introduced the paper.

90. Mr SHUM Lester said that the site for the Kwai Tsing District Health Centre was situated in an industrial area, which was fairly inconvenient to the residents who were users of the said centre. Hence, he suggested that Tsuen Wan district should refrain from identifying sites in industrial areas to avoid undermining the effectiveness of the District Health Centre (DHC). In addition, he opined that the DHC was beneficial to the primary care system as well as to the residents to a certain extent, but some residents were unaware of the existence of the DHC. Besides, diseases related to mental health had become a heavy burden on the public hospital system. When patients sought treatment from public hospitals, the waiting time could be as long as two years, which could cause serious harm to the safety and health of the patients as well as of their carers. Thus, he suggested that mental health should be included in the primary care system. Lastly, given that the President of the operator of the Kwai Tsing District Health Centre was a former District Councillor of Kwai Tsing district, and its Honorary Patron was the Secretary for Food and Health, the situation was undesirable. In his opinion, attention should be paid to potential conflict of interest when inviting tenders for the DHCs.

91. Mr LAM Sek-tim agreed to the said scheme and hoped that it would be implemented in Tsuen Wan district as soon as possible. In addition, he suggested that the DHC should provide support to mental patients and stroke patients. As many stroke patients were in relatively poor health conditions and some might not even be able to walk, they were in need of comprehensive care services or accommodation in residential care homes for the elderly. In this connection, he suggested that the DHC should follow up on the condition of the patients on a continuous basis, and that the department concerned should arrange a site visit to the DHC for Members.

92. Ms CHAN Kim-kam opined that a comprehensive primary care service centre was needed in the district. In addition, she thought that Tsuen Wan district should avoid following the mode of operation of the Kwai Tsing District Health Centre, and was concerned that some designated private organisations would have access to government resources through repeated renewals of their contracts by the government department concerned under the said scheme. Thus, she suggested that the department concerned should make optimal use of resources, enhance the transparency of the tendering system and abide by the principle of fairness and impartiality to prevent a single organisation from enjoying unlimited resources. Besides, under the current healthcare system, prevention work as regards specific women's diseases was insufficient. She thus suggested that women's health and mental health service should be included, and enquired about the specific timetable for the said scheme.

93. Mr LUK Ling-chung, Antonio said that as the meaning of the term "grassroots" ( "基層" ) was well understood among the general public, the use of this term in the paper misled him into thinking that the said scheme was introduced for the interest of the low-income people. He thus suggested that consideration should be given to amending the said term. In addition, he enquired about the other five districts in which DHCs would be provided. He also enquired whether the services provided by the DHC were compulsory because he learnt that among the people who were eligible to enjoy the services, some of them would tend to make

their own choices and would seek treatment at the outpatient departments or accident and emergency departments of the hospitals only if they were sick. Besides, he enquired about the differences between the duties of Executive Director and those of Chief Care Coordinator, the period of notice that the non-governmental organisations (NGOs) should give to the Authority before withdrawing from the said scheme for reasons such as financial problem, and the issue of handover of responsibilities from the outgoing operator to the new operator. He also hoped that the FHB would provide the information about the amount of subsidy in detail to Members after the meeting.

94. Mr WONG Ka-wa said that the said scheme had been discussed for a long time and opined that making optimal use of government resources to protect the elderly's health was both the local and international trends. Hence, he suggested expediting the implementation of the DHC and providing elderly dental care service. In addition, he opined that traffic congestion was often observed in industrial areas with a substantial volume of large vehicles such as goods vehicles, rendering the areas very dangerous. In view of the lack of suitable sites for provision of a DHC in the Lei Muk Shue area at present, he suggested choosing the site of the former Tsuen King Circuit Market which had been vacated for 10 years or so or the large site near Tsuen King Circuit. However, consideration should be given to the impact brought about by the increase in pedestrian flow to the said area.

95. Mr CHIU Yan-loy said that he agreed in principle to the provision of a DHC to cope with the needs in the community. In addition, mental health service which was needed in the community was not included in the service areas of the DHC. He suspected that it might be attributed to the concern that residents in the vicinity of the DHC would put forth opposing views. However, in his opinion, given the advanced information technology at present, video and phone calls or outreaching service would allow residents to use the relevant services without actually visiting the DHC in person. He suggested choosing more convenient locations in the vicinity of the residential areas in the district as the site for the DHC and opined that by carrying out simple preparation work such as renovation works, many vacant markets and buildings in the district could be used to serve the residents. Besides, he opined that the DHC could liaise with the District Councillors of all constituencies, schools, clinics and hospitals, which was crucial in establishing liaison throughout the community.

96. Mr LAU Chi-hung said that the FHB should first conduct a review on the Kwai Tsing District Health Centre which was already in operation to prevent the recurrence of similar problems in Tsuen Wan district in the future. In addition, according to the data in the paper, the ratio of patients with diabetes in Tsuen Wan district was relatively high. He enquired about the reason for the said matter and suggested that the FHB should allocate additional resources to cope with the needs in the community.

97. Mr LAU Cheuk-yu welcomed the said scheme. The DHC was not a clinic; instead, it was similar to the Jockey Club CADENZA Hub situated in Tai Po, New Territories which focused on the provision of preventive healthcare support rather than diagnosis service. He suggested enhancing publicity and arranging site visits to

give Members an in-depth understanding of the DHC and its benefits, thereby facilitating their formulation of publicity methods and proposal for suitable sites in the district for a DHC to serve the residents. Although the Kwai Tsing District Health Centre was situated in an industrial area, it was close to the MTR station and was reasonably accessible by different means of transport. As Tsuen Wan district was not very large, he suggested using the vacant site next to Tsuen Wan Police Station which was of an area of 1 000 square feet or so as the site for the DHC.

98. Mr PUN Long-chung, Roy supported the scheme in principle and suggested that the headquarters of the DHC should be decided as soon as possible. He opined that it was very important to enable more residents to learn about the DHC. Nevertheless, as the Kwai Tsing District Health Centre was situated in an industrial area, reports of some surveys conducted by local organisations showed that around 70% of the residents in Kwai Tsing district were unaware of the existence of the said DHC. In this connection, he hoped that the FHB would identify a suitable site in 2021. He agreed to the proposal put forth by the Member on using the site next to Tsuen Wan Police Station as the site for the DHC to actualise the policy of “giving land back to the community”. In addition, given that the Tsuen Wan District Council (TWDC) had moved a motion on re-zoning the site for Junior Police Call, he suggested that consideration should be given to the construction of the satellite centres of the DHC.

99. Mr LAU Jackson said that there were many vacant places in Tsuen Wan district, for instance, the vacant shops in Concord Square and quarters units for the Food and Environmental Hygiene Department (FEHD) on the rooftop of Tsuen Wan Market, and suggested that the FHB should consider Members’ views on the selection of sites. In addition, there were a relatively large number of subdivided flats and old buildings in Tsuen Wan town centre, and the residents therein included some ethnic minorities who seldom travelled, as well as some persons leading a “hermit” lifestyle. In this connection, he suggested that outreaching service should be provided in the DHC.

100. Mr LAI Man-fai said that in view of the ageing population in Tsuen Wan district, services provided by the DHC were in great demand. He suggested that the Core Centre should be situated in the town centre for easy access by the residents and the satellite centre for Tsuen Wan East should be situated in the vacant shops in Shek Wai Kok Shopping Centre. He was concerned whether the Tsuen Wan District Health Centre could be established before mid-2022 to achieve the relevant goals in the Policy Address, and hoped that the department concerned would enhance the work efficiency.

101. Head (Primary Healthcare Office) of the FHB responded as follows:

- (1) the FHB had tentatively decided to rent spaces for the implementation of the scheme for the time being. It noted Members’ proposals on the selection of sites in the district;
- (2) after drawing reference from the experience of the Kwai Tsing District Health Centre, the FHB understood that a site close to residential premises was more suitable and convenient transportation was necessary for facilitating access to the DHC by the elderly and persons

with disabilities. Hence, locations with provision of staircases and escalators only were not very suitable;

- (3) the FHB planned to confirm the site for the DHC in 2020. After successfully leasing the site concerned, the FHB would commence the tendering exercise which would last for six months. The successful bidder would have about ten months to carry out the preparation work for the establishment of the DHC. If the process ran smooth, it was anticipated that the DHC would commence operation in mid-2022;
- (4) in the term of office of the current Hong Kong Special Administrative Region Government, it was anticipated that seven DHCs would be established progressively (including the Kwai Tsing District Health Centre which was already in operation). The FHB would consider organising large-scale publicity campaigns in this regard. It would also lead the operators and urge them to cooperate with the District Councils (DCs), schools, NGOs which were service providers in respective districts, and different members in the community to enhance the publicity of the said scheme with a view to facilitating the understanding of the said scheme among the general public;
- (5) mental health, dental health and women's health would all be included in the primary prevention programme of the DHC. Although the DHC would not provide healthcare services directly, it would provide health education and promotion service regarding prevention, health and maintenance of health as well as carer support service. Generally speaking, as psychiatric patients required specialist care services, the DHC would provide the right guidelines and referral service according to their needs;
- (6) the FHB would follow the established tendering procedure, which was fair, just and open, of the Government, and the contract period of the said scheme would be three years. The FHB would decide whether to renew the contract once according to the performance of the operator. Upon the expiry of the renewed contract, the FHB would invite tenders again. Therefore, there would not be a case of providing unlimited resources to the same organisation;
- (7) if residents insisted that they would not seek treatment until they were sick, it would be difficult for the FHB to force such residents to accept the services. Nevertheless, the FHB would make an effort to assist this type of service targets. For instance, outreaching service would be provided to assist the "hard-to-reach" residents and hidden elders;
- (8) the FHB would review the operation of the Kwai Tsing District Health Centre continuously, and had commissioned The Chinese University of Hong Kong (CUHK) to conduct a comprehensive professional assessment. It was anticipated that the review report would be completed in 2023. Meanwhile, the FHB would enhance communication with CUHK to improve the services of the DHCs in various districts; and
- (9) the FHB was willing to arrange a site visit to the service centre concerned for Members who were interested.

(Note: Mr TAM Hoi-pong left the meeting at 6:15 p.m.)

102. Director (District Health Centre Team) of the FHB responded as follows:
- (1) Apart from Tsuen Wan district, both Wong Tai Sin district and Sham Shui Po district had also completed their tendering exercises and announced the two successful bidders. There were a total of six districts, namely the three districts above, plus Tuen Mun district, Yuen Long district and Southern district;
  - (2) the Executive Director was responsible for the operation of the entire DHC, and the Chief Care Coordinator would manage the professional clinical services;
  - (3) if the operators needed to withdraw from the scheme, work would generally be carried out to coordinate the withdrawal process, and there would be at least three months' notice approximately; and
  - (4) the FHB would conduct public consultation to listen to more views in the district.

103. The Chairman said that Members generally had positive comments about the said scheme. He suggested that the DHC and its satellite centres should be provided simultaneously in Tsuen Wan district as soon as possible and the sites for consideration should be diversified and appropriate. In addition, as there was a lack of healthcare personnel in Hong Kong, he suggested that the department concerned should consider giving sufficient time to the operators to arrange for manpower so that residents could use the services smoothly.

VI Item 5: Progress Report on Major Works in Tsuen Wan (as at 31 August 2020)  
(TWDC Paper No. 86/20-21)

104. The CEDD regularly reported to Members on the progress of the major works in Tsuen Wan district. The representative from the CEDD attending the meeting was Mr TSANG Lap-kei, Freddie, Senior Engineer/2 (West).

105. Senior Engineer/2 (West) of the CEDD introduced the paper.

106. Mr WONG Ka-wa said that the recently opened cycle track attracted negative opinions. He hoped that to prevent this from happening to Project No. 268RS – Cycle Track between Tsuen Wan and Tuen Mun when the track opened in the future, the CEDD would report to Members on the construction progress more frequently. This would also enable the public to learn more about the details of the project. Besides, as about 33 500 niches would be additionally provided under Project No. 841CL – Site Formation and Associated Infrastructural Works for Development of Columbarium at the Western End of Sham Shui Kok Drive in Tsuen Wan, he was worried that people visiting the said location for ancestral worship during Ching Ming Festival and Chung Yeung Festival would put pressure on the traffic. He thus suggested that the Traffic and Transport Committee (T&TC) or CEDD should arrange an on-site inspection so that new-term Members could gain a deeper understanding of the project.

107. Mr LUK Ling-chung, Antonio said that the investigation for Project No. 877TH – Widening of Tsuen Wan Road, Extension of Existing Vehicular Bridge at

Texaco Road and the Associated Junction Improvement Works would continue until 2022. He was worried that the investigation might be delayed and hoped that the CEDD would convey his views to the HyD. Moreover, the captioned paper contained sketchy information on the construction progress of Footbridge E under Project No. 196TB – Extension of Footbridge Network in Tsuen Wan. He hoped that the CEDD would convey to the HyD his concern over the slow construction progress so that the HyD would promptly commence consultation.

108. Mr CHIU Yan-loy said that during the discussion on Project No. 877TH at a previous meeting of the T&TC, most Members supported the improvement works for Tsuen Tsing Interchange. He enquired about the construction progress and looked forward to prompt completion of the construction works. Besides, he enquired about the construction progress of Footbridge B under Project No. 145TB – Extension of Footbridge Network in Tsuen Wan. Furthermore, the FEHD rejected over half of the applications for private columbarium licence in Tsuen Wan district, resulting in a shortage of niches. Some residents were unable to deposit ashes of the deceased. He thus enquired about the construction progress of Project No. 841CL, and hoped that it would be completed as soon as possible.

109. Mr LAI Man-fai opined that Project No. 268RS had been underway for years. However, only the cycle track section between Tsing Tsuen Bridge and Bayview Garden, Tsuen Wan was expected to be completed in 2021. The progress was unsatisfactory. While the preliminary alignment of remaining sections was still being studied, a completion date would not be set in the foreseeable future. He hoped that the project would be promptly completed.

110. Mr TSE Man-chak pointed out that the construction area of Project No. 268RS currently extended as far as Bayview Garden. Residents had many views on the cycle track section from Bayview Garden to Sham Tseng and Tsing Lung Tau. He hoped that the CEDD would report to Members on the construction progress more frequently and approach Members to learn about residents' views.

111. Mr LAU Cheuk-yu pointed out that currently, the construction site of Head 706 Subhead 6101TX – Provision of Universal Accessibility Facilities at Footbridges, Elevated Walkways and Subways – Package 3 Contract 2 was enclosed by hoardings. He proposed that to beautify the construction site, the HyD should invite students from primary schools or kindergartens in the district to create drawings on the hoardings with reference to the practice adopted in the construction of the Central to Mid-levels escalator system.

112. Mr YICK Shing-chung, Angus pointed out that regarding Project No. 877TH, although the department concerned was conducting the Average Speed Camera System Trial Scheme (i.e. interval speed detection), the effectiveness of the average speed camera in reducing vehicle noise was still unknown. Also, residents along the waterfront had a more pressing need for installation of noise barriers at Tsuen Wan Road. He thus proposed installing noise barriers at Tsuen Wan Road as a long-term solution to the problem of vehicle noise adversely affecting residents of waterfront locations such as The Pavilia Bay, Ocean Pride and Parc City. Moreover, he hoped that the department would consider extending the alignment of Footbridge E under

Project No. 196TB from City Point to Tsuen Wan West Station via The Pavilia Bay. In addition, nearly 50 illegally parked bicycles around Bayview Garden had been removed. In view of the serious problem of illegally parked bicycles, he hoped that the department concerned would increase the number of bicycle parking spaces around Bayview Garden when implementing Project No. 268RS. He also proposed that the department concerned should construct a ramp next to the staircase of the footbridge leading to Belvedere Garden for the convenience of people with luggage. Finally, according to the Leisure and Cultural Services Department (LCSD), flower beds could not be set up at the waterfront under Project No. 5052CG – Greening Master Plans for Southwest New Territories – Priority Greening Works. However, he learnt that flower beds could be set up along the waterfront under the Tsim Sha Tsui Waterfront Revitalisation Plan and therefore hoped that the LCSD would study his proposal afresh.

113. Mr SHUM Lester said that Tsuen Wan Road was often clogged with traffic. The problem was pressing. He thus enquired about the actual progress and anticipated commencement and completion dates of Project No. 877TH as well as the anticipated progress of the widening works for Wing Tak Street. Besides, as the advance works of Project No. 268RS would be completed soon, he asked the CEDD to explain the construction progress of Phases I and II.

114. Mr LAM Sek-tim enquired about the details and results of the liaison between the HyD and Panda Hotel in respect of Footbridge C under Project No. 145TB, and whether the footbridge network of the project would pass through the redevelopment projects A/TW/515 and A/TW/519.

115. Senior Engineer/2 (West) of the CEDD responded as follows:

- (1) the CEDD would convey Members' views to the departments concerned after the meeting;
- (2) the CEDD would consider public views on the recently opened New Territories cycle track when preparing for the opening of the cycle track of Project No. 268RS. Besides, the CEDD stated during the on-site inspection conducted earlier that it was currently studying new ideas for the cycle track section between Bayview Garden and Sham Tseng. The CEDD would consult the TWDC in a timely manner after completing the study and securing further information;
- (3) the CEDD would relay to the HyD Members' views on Project No. 145TB, Project No. 196TB, Head 706 Subhead 6101TX and Project No. 877TH; and
- (4) the CEDD would relay Members' views on the details and construction progress of Project No. 841CL to the staff concerned.

116. The Chairman said that the CEDD would contact Members after the meeting.

## VII Item 6: Any Other Business

117. Mr LAU Cheuk-yu said that many estate agents gathered at D·PARK because there were ongoing activities for the sale of a residential property. Also, there was a queue of more than four people waiting outdoors. However, the enforcement departments (e.g. the FEHD, LCSD and HKPF) failed to take law

enforcement actions. He thus enquired about the criteria for handling the said problem.

118. The Chairman stated that the problem would be referred to the HKPF for follow-up.

(Note: Mr PUN Long-chung, Roy left the meeting at 6:37 p.m.)

119. Mr YICK Shing-chung, Angus suggested that with reference to the redress system of the Legislative Council, the current-term TWDC should launch a scheme to meet the public, in which Members would take turn to be on duty and staff of the TWDO would assist in liaison and follow-up to tackle inter-departmental issues. Moreover, he noted that some written replies from departments had been uploaded onto the webpage of the TWDC. He thus enquired whether those tabled at past meetings could also be uploaded onto the webpage of the TWDC to facilitate consolidation of information by staff of his office.

120. The Chairman stated that the TWDC had already launched the Meet-the-Public Scheme. Besides, he asked the Secretary to note the Member's views.

(Note: Mr LAU Cheuk-yu left the meeting at 6:39 p.m.)

121. The Chairman reminded Members that the date of the next meeting was 17 November 2020 and the deadline for submission of papers was 2 November 2020.

Tsuen Wan District Council Secretariat  
November 2020