Minutes of the 20th Meeting of the Fifth Term of the Wong Tai Sin District Council, HKSAR

Date: 8 January 2019 (Tuesday)
Time: 2:30 p.m.
Venue: Conference Room, Wong Tai Sin District Council,
6/F, Lung Cheung Office Block,
138 Lung Cheung Road,
Wong Tai Sin, Kowloon

Present:

Chairman:

Mr. LI Tak-hong, BBS, MH, JP

Vice-chairman:

Mr. LAI Wing-ho, Joe, MH

Wong Tai Sin District Council Members:

Ms. CHAN Man-ki, Maggie, MH, JP
Mr. CHAN On-tai, MH
Mr. CHAN Wai-kwan, Andie, MH
Mr. CHAN Ying, Leonard
Mr. CHOY Tsz-kin, Timothy
Mr. HO Hon-man, MH, JP
Mr. HUI Kam-shing
Mr. KAN Chi-ho, BBS, MH, JP
Ms. KWOK Sau-ying
Mr. LAM Man-fai, JP
Mr. LEE Tung-kong
Ms. LUI Kai-lin, Wendy
Mr. MOK Kin-wing, MH
Mr. SHUM Wan-wa
Mr. SZE Tak-loy
Ms. TAM Heung-man, Mandy
Ms. TAM Mei-po
Mr. TING Chi-wai, Roy
Mr. WONG Yat-yuk
Mr. WU Chi-kin
The Hon. WU Chi-wai, MH
Mr. YUEN Kwok-keung, Stephen, MH

Absent with Apologies:

Mr. CHAN Yim-kwong, Joe

In Attendance:

Dr. HO Hiu-fai	Deputy Hospital Chief Executive (Professional Services), Queen Elizabeth Hospital	HA	)	Re.: Item III(i)
Dr. CHOW Sheung-ming	Senior Manager (Planning and Commissioning), Queen Elizabeth Hospital	HA	)	
Mr. HAU Hon-fai, Patrick	Senior Project Manager (Capital Project)	HA	)	
Ms. CHENG Wan-ying, Johanna	District Planning Officer/Kowloon	PlanD	)	Re: Item III(ii)
Ms. NG Suk-kwan, Sandy	Senior Town Planner/Kowloon 4	PlanD	)	
Ms. KAN Ka-lo, Carol	Town Planner/Kowloon 5	PlanD	)	
Mr. LO Sing-wun	Planning Officer (26)	HD	)	
Mr. Calvin LEUNG	Architect (T303)	HD	)	
Ms. CHAN Hau-yin, Margaret	Senior Place Making Manager (Planning)	EKEO (DEVB)	)	
Mr. LAI Yau-choi, Ray	Senior Engineer/Kowloon District East (North)	TD	)	
Mr. KWOK Chin-yeung, Ronald	Engineer/Wong Tai Sin	TD	)	
Mr. FUNG Yat-fu	Senior Engineer/6	CEDD	)	
Mr. AU Chi-kwong	Project Coordinator/Project 1	CEDD	)	
Mr. Calvin LI	Project Manager	WSP (Asia)	)	
Ms. Jessica FUNG	Associate Director	WSP (Asia)	)	
Mr. Derek LAM	Senior Associate	WSP (Asia)	)	
Mr. Dicky NGAI	Senior Engineer	WSP (Asia)	)	
Ms. CHIM Sau-yi	Chief Architect (5)	HD	)	Re: Item III(iii)
Mr. YIP Shing-lam, Sherman	Senior Architect (19)	HD	)	
Mr. FUNG Wing-can, Ken	Senior Architect (28)	HD	)	
Mr. YAU Hoi-leung, Henry	Architect (105)	HD	)	
Mr. LEE Chiu-pun, Desmond	Civil Engineer (29)	HD	)	
Ms. TSE Hau-ling, Eva	Structural Engineer (80)	HD	)	
Mr. CHAI Tsuan-hao	Landscape Architect (12)	HD	)	
Mr. Horatio WONG	Building Services Engineer/Construction (T205)	HD	)	
Ms. CHAN Sheung-wah, Angela	Executive Officer (Planning) 4	LCSD	)	
Ms. WONG Chee-kuen, Castle	Senior Project Manager 334	ArchSD	)	
Ms. MA Wing-man, Ashley	Project Manager 367	ArchSD	)	

Mr. LAM Wai-wah	Senior Engineer/Mainland South 4	DSD)	
Mr. WONG Tak-shing	Engineer/Drainage System Planning 1	DSD)	
Mr. CHAN Cheuk-chung	Engineer/Kowloon 4	DSD)	
Mr. Joel CHAN	Group Director	P&T)	
Mr. Sam CHEUNG	Associate Director	P&T)	
Ms. KWOK Hiu-kwan, Hattie	Senior Engineer	Meinhardt)	
Mr. POON Pak-yan, Stephen	Engineer	Meinhardt)	
Ms. Alison LEE	Director	ADI)	
Ms. AU Kit-ying, Brenda, JP	Head of EKEO	EKEO (DEVB))	Re:
Mr. WONG Kuo-yang, Edwin	Deputy Head of EKEO	EKEO (DEVB))	Item
Ms. TANG Ho-yan, Joyce	Senior Works Consolidation Manager	EKEO (DEVB))	III(iv)
Mr. Bruce CHONG	Associate Director	Ove Arup)	
Mr. LEE Wai-lam	Urban Planning Manager	Ove Arup)	
Ms. KONG Yun-shan, Annie, JP	District Officer (Wong Tai Sin)	WTSDO	
Ms. TSANG Yim-sheung, Anna	District Commander (Wong Tai Sin)	HKPF	
Ms. LUI Siu-ying, Micy	District Social Welfare Officer (Wong Tai Sin/Sai Kung)	SWD	
Mrs. TANG FUNG Shuk-yin	Chief Manager/Management (Wong Tai Sin, Tsing Yi & Tsuen Wan)	HD	
Mr. KAN Hon-shing	Chief Engineer/ E3	CEDD	
Ms. PO Pui-man, Karen	Chief Transport Officer/Kowloon	TD	
Mr. LEUNG Chi-fai, Stephen	District Leisure Manager (Wong Tai Sin)	LCSD	
Ms. CHAN Po-yee, Barbara	District Environmental Hygiene Superintendent (Wong Tai Sin)	FEHD	
Mr. CHAN Zhuo-xi, Daniel	Assistant District Officer (Wong Tai Sin)	WTSDO	
Ms. LEUNG Wai-chun, Karmen	Senior Liaison Officer (1)	WTSDO	
Ms. CHU Fung-chun, Canus	Senior Liaison Officer (2)	WTSDO	
Ms. NG Wai-lin, Sarah	Senior Executive Officer (District Management)	WTSDO	
Mr. LAU Hak-keung, Eric	Executive Officer I (District Council)	WTSDO	

Secretary:

Ms. FU San, Flora	Senior Executive Officer (District Council)	WTSDO

Opening Remarks

The Chairman welcomed all, including the representatives of various government departments and consultancies, to the 20th meeting of the Fifth-term Wong Tai Sin District Council ("WTSDC") for discussion of various agenda items.

2. Members noted the agenda and proposed discussion timetable on table.

I. Confirmation of the Minutes of the 19th Meeting of Wong Tai Sin District Council held on 6 November 2018

3. Members noted that no comment was received before the meeting, and hereby confirmed the minutes of the last meeting.

II. Progress Report of the 19th Meeting of Wong Tai Sin District Council held on 6 November 2018
(WTSDC Paper No. 1/2019)

4. Members noted the contents of the progress report.

5. The Secretary reported that between the 19th meeting and this one, the three WTSDC Papers circulated to Members were as follows:

(i) WTSDC Paper No. 100/2018 – "Wong Tai Sin District Office 2018-19 Work Plan";

(ii) WTSDC Paper No. 101/2018 – "District-led Actions Scheme – Enhancement of Anti-rodent Measures in Public Rental Housing Estates"; and

(iii) WTSDC Paper No. 102/2018 – "The 2nd Duty Visit of WTSDC".

III. Discussion Items

(i) Progress Update of the New Acute Hospital at Kai Tak Development Area (WTSDC Paper No. 2/2019)

6. The Chairman welcomed Dr. HO Hiu-fai, Deputy Hospital Chief Executive (Professional Services) and Dr. CHOW Sheung-ming, Senior Manager (Planning and Commissioning) of Queen Elizabeth Hospital ("QEH"), as well as Mr. HAU Hon-fai, Patrick, Senior Project Manager (Capital Project) of the Hospital Authority ("HA"), to WTSDC.

7. Dr. HO Hiu-fai, Dr. CHOW Sheung-ming and Mr. HAU Hon-fai, Patrick of HA presented the Paper with the aid of PowerPoint slides.

8. The Chairman enquired about the planning of routes commuting between various parts of Wong Tai Sin and the new acute hospital ("the NAH") at the Kai Tak Development Area ("KTDA"), particularly the route for emergency ambulance service vehicles.

9. Dr. HO Hiu-fai of HA stated that, according to the information provided by the Transport Department ("TD"), there would be three routes to the NAH: 1. From Kwun Tong Road in Kowloon Bay via Cheung Yip Street; 2. From To Kwa Wan via Kai Tak Bridge (TD mentioned that the road section concerned would be completed in 2023); 3. From Kwun Tong via the Central Kowloon Route.

10. Mr. HAU Hon-fai, Patrick of HA added that vehicles from Wong Tai Sin District could reach the NAH through Cheung Yip Street either via Kwun Tong Road and Wang Chiu Road or via San Po Kong Tunnel and Wang Kwong Road. Members of the public could also go to the Kai Tak Hospital ("KTH") via Kai Tak Bridge after passing Shing Fung Road from Sung Wong Toi Road. According to the information from TD and the Civil Engineering and Development Department ("CEDD"), the road section connecting Shing Fung Road to Kai Tak Bridge would be completed in 2023 (i.e. before the completion and commissioning of the NAH in 2025). Besides, the roads within KTDA would all be major trunk roads with fewer traffic lights, so the traffic flow was expected to be smoother.

11. The Chairman said that the Secretariat had received two written submissions prior to the meeting and all were tabled for the perusal of the attendees.

12. Mr. WU Chi-kin presented on behalf of eight District Councillors and six Community Work Organisers a document entitled "Written Submission in Relation to Progress Update of the NAH at KTDA" (Annex I).

13. Mr. LAI Wing-ho, Joe, MH, the Vice-chairman, presented on behalf of seven District Councillors and four Community Work Organisers of the Wong Tai Sin Branch of the Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) a document entitled "Request for Comprehensive Ancillary Transport Facilities, Road Network and Feeder Transport Service for the new acute hospital at Kai Tak Development Area" (Annex II). Adding that the existing lifts and parking spaces at QEH could not meet the demand, he urged HA to provide adequate lifts and parking spaces at the NAH to cope with the high people flow in the future.

14. The Hon. WU Chi-wai, MH pointed out that Kai San Road would be the hub connecting Wong Tai Sin District and the NAH. Kai San Road, if opened as a trunk road, could enable emergency ambulance service vehicles to reach KTDA smoothly. Nonetheless, relevant documents showed that under the current arrangement at Luk Hop Street, Kai San Road could not become a major trunk road linking up Wong Tai Sin District and KTDA. He called upon TD to provide supplementary information on the arrangement. Regarding the additional storey for provision of community healthcare services at the NAH, he further enquired whether the previously reserved space was fully utilised, i.e. whether future expansion would be impossible. He also hoped that, the QEH at King's Park ("the QEH site") could, after relocation of all its services to NAH, could provide medical services as quickly as possible after minor renovation instead of being demolished.

(Ms. CHAN Man-ki, Maggie, MH, JP arrived at the meeting at 3:10 p.m.)

15. Mr. CHAN Ying, Leonard enquired about the planning of route for emergency ambulance service vehicles from Chuk Yuen (North) Estate and Tsz Wan Shan to KTH as well as whether the provision of ancillary public transport facilities and planned parking spaces for the NAH would be sufficient. He also mentioned that the aforesaid trunk roads (such as Prince Edward Road West, Lung Cheung Road and Kai San Road) would be congested during peak hours.

(Mr. SHUM Wan-wa arrived at the meeting at 3:15 p.m.)

16. Mr. YUEN Kwok-keung, Stephen, MH indicated that the existing trunk road leading to the NAH was constantly congested and hoped that HA could ensure the accessibility to the NAH. Moreover, he enquired about the provision of ancillary public transport facilities for the NAH to cope with the high people flow in the future. Regarding the provision of lift for the NAH, he asked about the capacity and number of lifts from the ground floor to the lobby on the ninth floor.

17. Mr. SZE Tak-loy was worried about the traffic arrangements for the NAH, especially when it was estimated that there would be a population growth of ten thousands in the district. He was also concerned about the route planning between various parts of Wong Tai Sin and the NAH for emergency ambulance service vehicles as well as the ancillary public transport facilities for the NAH. He further enquired about the actual completion and commissioning dates of the NAH and the way forward for the development of QEH after its service relocation to the NAH.

18. Mr. CHOY Tsz-kin, Timothy expressed that the current public transport services from Wong Tai Sin District to the Hong Kong Children's Hospital were very limited and the HA's briefing did not cover any detailed elaboration on the ancillary public transport facilities for addressing the present difficulty in accessing the NAH Blocks. He requested HA to work out promptly the various transport planning for the NAH. Furthermore, he welcomed the provision of a helicopter pad at the NAH but hoped that HA could provide more details on the flight path and noise mitigation arrangement.

19. In response to Members' views, Ms. PO Pui-man, Karen, Chief Transport Officer/Kowloon of TD, said that further planning information on the road system in the surrounding of the NAH was unavailable for the time being but would be submitted to WTSDC for discussion once available. As for the ancillary public transport facilities, TD would formulate plan and make arrangement in the light of the works progress of road development and the NAH. The concrete plan, when available, would be submitted to WTSDC for deliberation.

20. Dr. HO Hiu-fai of HA made a consolidated reply to Members' views and enquiries. He explained that apart from hospital planning, HA also discussed with the government departments concerned on the provision of peripheral facilities and ancillary arrangements. That said, HA was relying on the information furnished by the government departments concerned in delivery of its work. According to the current plan, there were three routes leading to the NAH, among which some of them had been

completed and commissioned while some of them were still in the planning stage. Regarding the route planning for emergency ambulance service vehicles, the Fire Services Department would conduct road tests when most of the roads were opened to traffic with a view to identifying the fastest routes between various locations in the district and the NAH. With respect to the way forward for the development of the QEH site, the Strategy and Planning Division of HA would develop a plan in the light of the demand for medical services at the time. In regard to the completion and commissioning dates, the NAH was expected to be completed in the latter half of 2024 and commissioned in the latter half of 2025. As for the lift services at the NAH, there would be eight lifts shuttling directly between the ground floor and the lobby on the ninth floor. The wards on the tenth to nineteenth floors would be divided into three zones and four to six visitors' lifts would be provided to serve each zone. Lifts for the exclusive use of staff and patients would also be provided. The consultancy had paid regard to the number of beds and actual operational needs when working out the planning estimation and it was believed that the proposed number of lifts should be adequate for meeting the demand.

21. Mr. HAU Hon-fai, Patrick of HA furnished supplementary information in response to Members' enquiries and views on the availability of space for expansion, and provision of ancillary transport facilities and helipad at the NAH. He expressed that the NAH comprised five building blocks among which the Acute Block, Oncology Centre and Specialist Outpatient Clinic Block had already reached the maximum height limit while the Education and Training Block and the Administration Block had yet fully utilised the building height prescribed under the plan. HA would examine the feasibility of expansion and review the restrictions on the plot ratio. Upon completion of the feasibility study, HA would discuss with the departments concerned on whether the floor area of these two blocks would be expanded. As regards the number of parking spaces, 900 parking spaces would be provided for the NAH and the maximum level imposed by the guidelines of the Planning Department ("PlanD") was reached. A majority of the parking spaces would be reserved for medical staff while a certain ratio of parking spaces would be maintained for the public. HA would adopt a flexible approach in provision of parking spaces by making some of the designated parking spaces available to the public during visiting hours. Regarding the noise issue arisen from the helicopter pad, HA would comply with the related legislation and discuss with the Environmental Protection Department ("EPD") on the detailed arrangement. Noise barriers would be installed at appropriate locations to ensure that the noise level would not exceed the statutory standard. As for the helicopter flight path, detailed design of the helicopter pad had to be submitted by the consultancy upon completion to the

Government Flying Service ("GFS") before the latter could work out the flight path planning. Further details, when available, would be submitted to WTSDC for deliberation.

22. Mr. YUEN Kwok-keung, Stephen, MH enquired with HA whether space had been reserved at the NAH for the public transport interchange so that the public could access the hospital with public transport means. He also requested HA to promptly provide WTSDC with the detailed route map that covered the new roads and the planned vehicular routes running between various parts of Wong Tai Sin and the NAH for Members' discussion and comments.

23. The Chairman was dissatisfied with the HA's progress report this time. He expressed concerns over the transport arrangements for the NAH and was disappointed with HA for its failure to give an account of the way forward for the development of the QEH site at King's Park after the service relocation. He pointed out that the NAH had to serve more residents even though its surface area and number of beds would be slightly larger and higher than those of QEH. Given the unclear way forward for the development of the QEH site, he was concerned that the NAH could not cope with the high demand for medical services. Besides, he was discontented that HA failed to provide in this report a detailed plan of vehicular routes running between various parts of Wong Tai Sin and the NAH, nor could it give an account on whether space had been reserved for the public transport interchange. He opined that, rather than taking remedial actions after the commissioning of the hospital, HA should finalise the planning for the transportation arrangements during the planning stage, for example, connectivity plan for Kai San Road with other major roads or construction of other roads.

24. The Hon. WU Chi-wai, MH opined that given the fast-paced development of KTDA, it was necessary to build the Kwun Tong South Line connecting Kai Tak Station and Yau Tong Station to link the KTH Blocks and KTDA to various districts in Kowloon with a view to facilitating public access between KTDA and various districts in Kowloon.

25. Mr. LEE Tung-kong stated that the NAH was a crucial medical infrastructure and its ancillary public transport facilities would be essential. He cited the United Christian Hospital and QEH as examples, saying that both hospitals were provided with comprehensive ancillary public transport facilities. He believed that the construction of the Kwun Tong South Line would be a desirable option for addressing the transportation issue of the NAH.

26. In conclusion, the Chairman said that WTSDC had all along been supportive of the NAH project. Nevertheless, the progress report of HA (particularly on the various transportation arrangements) was inadequate this time. Members were all dissatisfied that HA failed to neither provide in details the planned routes running between various areas of Wong Tai Sin and the NAH nor reserve space at the NAH for the public transport interchange. In this connection, HA and TD were urged to, as early as possible, work out the planning of ancillary transport facilities for the NAH, reserve space at the NAH for the construction of public transport interchange, and submit the details of relevant arrangements to WTSDC for deliberation. With regard to the helicopter pad at the NAH, all Members expressed their agreement but they were concerned about the possible noise nuisance brought about by the helicopters. Members asked HA to strictly confine the use of helicopters for emergency only and work closely with EPD for minimising the effect of helicopters on the nearby residences and environment. Furthermore, Members also requested HA to plan together with GFS and the Civil Aviation Department the helicopter flight path for submission to WTSDC for discussion.

27. Dr. HO Hiu-fai of HA thanked Members for their views. He expressed that there would be further report on the NAH project to WTSDC in the future and the departments concerned would be invited by then to come along with a view to providing Members with a more complete picture of the project planning and progress.

28. In respect of the future development of the QEH site, the Hon. WU Chi-wai, MH urged HA to retain the site for medical use. He also opined that it was not necessary to demolish and redevelop the building blocks at the QEH site, and instead small-scale repair works could be conducted to enable early service provision.

(ii) Proposed Amendment Items of the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/29
(WTSDC Paper No. 3/2019)

29. The Chairman welcomed the representatives of the government departments and consultancy who attended the meeting for this agenda item, namely, Ms. CHENG Wan-ying, Johanna, District Planning Officer/Kowloon, Ms. NG Suk-kwan, Sandy, Senior Town Planner/Kowloon 4 and Ms. KAN Ka-lo, Carol, Town Planner/Kowloon 5 of the Planning Department ("PlanD"); Mr. LO Sing-wun, Planning Officer (26) and Mr. Calvin LEUNG, Architect (T303) of the Housing Department

("HD"); Ms. CHAN Hau-yin, Margaret, Senior Place Making Manager (Planning) of Energizing Kowloon East Office ("EKEO") of the Development Bureau ("DEVB"); Mr. LAI Yau-choi, Ray, Senior Engineer/Kowloon District East (North) and Mr. KWOK Chin-yeung, Ronald, Engineer/Wong Tai Sin of the Transport Department ("TD"); Mr. FUNG Yat-fu, Senior Engineer/6 and Mr. AU Chi-kwong, Project Coordinator/Project 1 of the Civil Engineering and Development Department ("CEDD"); and Mr. Calvin LI, Project Manager, Ms. Jessica FUNG, Associate Director, Mr. Derek LAM, Senior Associate and Mr. Dicky NGAI, Senior Engineer of WSP (Asia) Limited ("WSP").

30. Ms. CHENG Wan-ying, Johanna of PlanD and Mr. FUNG Yat-fu of CEDD presented the Paper with the aid of PowerPoint slides.

31. The Chairman expressed that the Secretariat had received five written submissions before the meeting and all were tabled for the perusal of the attendees.

32. Mr. TING Chi-wai, Roy and Ms. LUI Kai-lin, Wendy presented on behalf of four District Councillors and three Community Officers of Positive Synergy a document entitled "Views on the Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan" (Annex III).

(Mr. CHAN On-tai, MH left the meeting at 4:10 p.m.)

33. Mr. MOK Kin-wing, MH presented on behalf of two Legislative Councillors, three District Councillors and four Community Organisers of the Wong Tai Sin District Council Members' Office of Hong Kong Federation of Trade Unions a document entitled "Suggestion on the Development of the Green Belt at Fung Tak Road in Diamond Hill" (Annex IV).

34. Ms. TAM Heung-man, Mandy presented with the aid of PowerPoint slides a document entitled "Objection to the Residential Development Project at the Green Belt at Fung Tak Road" (Annex V).

35. Mr. KAN Chi-ho, BBS, MH, JP presented on behalf of seven District Councillors and four Community Organisers of the Wong Tai Sin Branch of Democratic Alliance for the Betterment and Progress of Hong Kong a document entitled "Views and Concerns on 'Proposed Amendment Items of the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/29' – Fung Tak Road Site in Diamond Hill" (Annex VI).

36. Mr. YUEN Kwok-keung, Stephen, MH and the Vice-chairman Mr. LAI Wing-ho, Joe, MH presented on behalf of the Chi Lin Nunnery a written submission on "Opportunities and Development of Chi Lin Nunnery and Nan Lian Garden for Inscription on the World Heritage List – Tentative List".

37. For the proposed public housing development project at the Fung Tak Road site in Diamond Hill ("Fung Tak Road Project"), the Hon. WU Chi-wai, MH said the Department had expressed that it encountered many issues concerning ancillary transport facilities and variables in the development of the green belt. He opined that it would be unfair to the stakeholders in the community if they were unaware of the issues and the resulting impacts. He said that the Department had to explain why it did not choose the squatter land of Ngau Chi Wan West Village and Chuk Yuen United Village but the green belt for the housing development instead while the latter site could only be available for development through cutting trees and opening up hillside. He expressed that even if the Department promised to provide ancillary facilities for this project, this would not mean that it could gain WTSDC's support. If the Department considered that there was no other site available in the district and the site concerned was required for housing development, it had to give full justification. He also worried that the view of "with reservation" expressed by WTSDC would be interpreted as "no objection" to this project when it was submitted to the Town Planning Board ("TPB"). He opined that WTSDC should consider the Department's proposal from a holistic perspective of land resources and development planning of Wong Tai Sin District, and that it was not appropriate to discuss every single development project separately. Therefore, he objected to this project.

(The Hon. WU Chi-wai, MH left the meeting at 5 p.m.)

38. Mr. HO Hon-man, MH, JP supported the traffic improvement measures proposed by PlanD under the Fung Tak Road Project, including those targeting the vicinity of San Po Kong, Fung Tak Road and Hammer Hill Road, but had reservation about the proposal on developing the green belt. He said that the traffic problem in the vicinity of Tsz Wan Shan had persisted for many years and was particularly serious in the grave-sweeping periods. Coupled with the housing development at the current site of Diamond Hill Service Reservoirs in future, he worried that the traffic volume at Hammer Hill Road, Fung Tak Road and Po Kong Village Road would further increase by then. Hence, he suggested the Department implement the traffic improvement measures proposed under this project first. He also hoped that the measures concerned could continue to be followed up by the Traffic and Transport Committee ("T&TC").

As for the district open space project at Sze Mei Street ("Sze Mei Street Project"), he hoped the Department could provide the planning details of the parking spaces of the underground public car park at Sze Mei Street, such as whether the heavy vehicles referred to in the Paper would include the articulated vehicles, whether an unloading area would be provided, and the number of parking spaces to be provided for different types of vehicles. He was concerned about whether the junction near the underground public car park at Sze Mei Street could enable passage of large vehicles and suggested provision of an entrance at the road tunnel of Kai San Road near Tsat Po Street for access by large vehicles to/from the underground car park.

(Ms. CHAN Man-ki, Maggie, MH, JP left the meeting at 5:05 p.m.)

39. Mr. WU Chi-kin welcomed the traffic improvement measures in the vicinity of San Po Kong and Fung Tak Road proposed by the Department under the Fung Tak Road Project. He expressed that traffic congestion often occurred at Hammer Hill Road during rush hours. He hoped that the Department's traffic improvement proposals were not solely for the purpose of housing development, and the Department could conduct feasibility study on the measures concerned and provide related data to WTSDC. He expressed concern over the Department's preference for the option of sacrificing the green belt to that of using of the developed site with low density such as Ngau Chi Wan West Village for building houses. He hoped the Department could provide sound justifications.

(Ms. KWOK Sau-ying left the meeting at 5:10 p.m.)

40. Mr. SHUM Wan-wa expressed that PlanD briefed WTSDC on the Fung Tak Road Project in September 2014 but did not bring forward the project again until after almost four years. He considered that a lot of time which could have been used for consultation and communication were wasted. He hoped the Department could review whether discussion and consultation on such kind of planning could be conducted altogether with the 18 districts in the territory. He said that WTSDC fully supported housing development and that the projects at other sites such as the current site of the former S.K.H. Kei Sum Primary School in Fu Shan Estate and the site of the former Tai Hom Village had been taken forward. However, he opined that the Department had failed to conduct full consultation for this project. Therefore he suggested the Department conduct further consultation and then hold discussion afterwards for gauging views.

41. Regarding the Sze Mei Street Project, Ms. LUI Kai-lin, Wendy enquired the Department on its ideas for the Kai Tak East Sports Centre after reprovisioning and the reasons for the Centre's relocation.

42. The main points of the response of Ms. CHENG Wan-ying, Johanna of PlanD were consolidated as follows:

(i) It was understood that the Fung Tak Road Project would involve tree cutting. Nonetheless, the trees at the roadsides of Fung Tak Road would be retained as far as possible during the development, and compensatory tree planting would be carried out according to the government guidelines concerned;

(ii) HD could, during the detailed design planning stage, deliberate on the current proposed public housing under the Fung Tak Road Project to determine whether the design of three blocks or two blocks should be adopted given that the number of units would remain unchanged;

(iii) It was noted that the Fung Tak Road Project site was close to the entrance/exit of Tate's Cairn Tunnel and the residents of the proposed public housing development in future might be affected by the noises. Therefore, appropriate adjustment to the buildings orientation would be made and mitigation measures (such as provision of noise-reducing windows and noise-reducing balcony) would be adopted with a view to addressing the noise problem;

(iv) There were still other sites in Wong Tai Sin District available for development but study had to be carried out to ascertain their feasibilities. Therefore, they could be used for longer-term development but not serve as an alternative for the Fung Tak Road Project;

(v) There was room for improvement regarding the consultation with Chi Lin Nunnery on the Fung Tak Road Project. The Department had previously liaised with Chi Lin Nunnery, but not directly communicated with its major person-in-charge. Further

efforts would be made to consult Chi Lin Nunnery again in due course. As the central axis of Chi Lin Nunnery and Nan Lian Garden was running in the north-south direction while the Fung Tak Road Project was located on the west of Chi Lin Nunnery, the Department considered that the development project would not directly affect the central axis landscape of Chi Lin Nunnery and Nan Lian Garden;

(vi) As for the Sze Mei Street Project, there would be a 3-storey basement for the underground public car park. Members' suggestion of the retrofitting of a cover for the basketball court of Kai Tak East Sports Centre as well as their views on the pedestrian lighting and accessibility were also noted;

(vii) As for the Sze Mei Street Project, the future development plan of the current site of Kai Tak East Sports Centre had yet been concluded. The Department would deliberate on the development direction with other government departments. Members' suggestion of building a community hall and their objection to high-rise building development on the site were also noted;

(viii) CEDD had put forward a series of feasible traffic improvement measures when conducting the study on Fung Tak Road Project. Members' views were noted and would be deliberated and studied during the detailed design planning stage; and

(ix) According to the Hong Kong Planning Standards and Guidelines, the current provision of community facilities in Wong Tai Sin District was sufficient. Also, the Social Welfare Department had proposed adding some community facilities under the Fung Tak Road Project for provision of services to both the new and existing residents there.

43. Ms. CHAN Hau-yin, Margaret of DEVB expressed that the Bureau would, later this year, brief and consult the District Facilities Management Committee under WTSDC on the Sze Mei Street Project (i.e. development of district open space cum underground public car park and reprovisioning of Kai Tak East Sports Centre at Sze

Mei Street). She said that the Bureau had all along been working with TD on the parking spaces allocation for different types of vehicles and that about 300 car parking spaces (including parking spaces for private cars, light goods vehicles, heavy goods vehicles and coaches) would be provided at the underground public car park at Sze Mei Street. The entrance/exit gate of the underground public car park at Sze Mei Street was set at the basement to prevent road obstruction. The Bureau had consulted T&TC under WTSDC on the "San Po Kong Business Area Pedestrian Environment and Traffic Improvement – Feasibility Study", including the traffic improvement measures near the entrance of the underground public car park at Sze Mei Street. The Bureau aspired to enhance the use of that site through the Sze Mei Street Project, with provision of facilities such as open space, sports centre and underground public car park. Separately, the Bureau would deliberate on the future development of the current site of Kai Tak East Sports Centre with PlanD and other departments concerned.

44. Ms. Jessica FUNG of WSP expressed that according to the vehicular traffic flow survey conducted under the Fung Tak Road Project, it was expected that by 2031, for the vehicles moving along the westbound Fung Tak Road at the junction of Fung Tak Road and Po Kong Village Road, two-thirds would go south while the remaining one-third would go north or west. Therefore, it was proposed that one of the current westbound lanes at Fung Tak Road be changed to southbound so that the reserve capacity of the junction would be by then about 8%. If the plan was to be implemented, the footbridge ramp had to be removed and the reserve capacity of the junction would be about 17%. Besides, after the implementation of the improvement measures, the junction capacity of the roundabout at the junction of Fung Tak Road and Hammer Hill Road would be increased from 1.03 to 0.8. As for the pedestrian flow issue at Exit A of Diamond Hill Station, the Government would discuss with the MTR Corporation Limited ("MTRCL") on the pedestrian ancillary facilities arrangement and/or improvement plan. Separately, with the commissioning of the Shatin to Central Link, the Diamond Hill Station Extension would be put into service and the barrier-free facilities at Exit A of Diamond Hill Station would also be improved. As regard to the suggestion of improving the pedestrian crossing facilities at Sheung Yuen Street made by Members, the consultancy had studied the construction of a footbridge in the east of the project site to link up the facilities concerned with the proposed Footbridge FB2 at the Diamond Hill Comprehensive Development Area. However, due to the space available for constructing the footbridge was insufficient, it was preliminarily considered that the suggestion was infeasible.

45. Regarding the Fung Tak Road Project, Mr. FUNG Yat-fu of CEDD expressed that according to the pedestrian flow forecast for the proposed improvement to the footbridge across Fung Tak Road and Lung Poon Street, the pedestrians would mainly use Exit A of Diamond Hill Station. Therefore, when working on the detailed design, the Government would discuss the improvement plan with MTRCL based on the existing data. He added that the proposed run-in set up at Fung Tak Road under the project would be "left in and left out". Vehicles heading for all districts would then have to pass the roundabout at the junction of Fung Tak Road and Hammer Hill Road. Hence, the majority of the traffic stream arisen from the project would not directly go to the westbound Fung Tak Road from the construction site, and thus, the impact on the junction capacity of Po Kong Village Road and Fung Tak Road would be minimised. Concerning the suggestion of widening Fung Tak Road, he said according to the preliminary estimate, the existing four lanes would be capable of absorbing the vehicular traffic flow even if there were development projects at Fung Tak Road in the future. As for the lift at the junction of Po Kong Village Road mentioned in Option 2, he said that according to the existing policy, lifts would only be linked to the government land. Therefore, the Department proposed that the lift only be linked to the at-grade level at the junction of Fung Tak Road or Po Kong Village Road.

46. Mr. LAI Yau-choi, Ray of TD expressed that regarding Members' enquiry about whether a Hillside Escalator Link and Elevator System ("the HEL System") connecting Po Kong Village Road Park could be built under the Fung Tak Road Project, the Department had started a new consultancy contract at the end of 2017 for reviewing and revising the HEL System assessment mechanism formulated in 2009. TD would carry out initial assessment and screening, and prioritise the 110 or so proposals of the HEL System received over the past few years according to the newly-revised assessment mechanism. At the current stage, the Department was focusing its efforts on handling the recommendations covered within the scope of said consultancy study. The Department noted Members' suggestions and would timely consider the suggestions according the newly-revised assessment mechanism. Besides, he said that the government had implemented various measures to increase the supply of car parking spaces, including requesting the developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments where practicable, and adhering to the principle of "single site, multiple uses" in provision of public car parking spaces in suitable "Government, Institution or Community Facilities" and public open space projects, as well as stipulating in tenancy agreement of the short-term tenancy car parks the parking ratios of various types of vehicles. He added that the government was progressively taking

forward the Route 6 Project (including the Tseung Kwan O – Lam Tin Tunnel, Central Kowloon Route and Trunk Road T2), which would have a traffic diversion effect on the road network in Kowloon East and alleviate the traffic congestion problem. .

47. Mr. LO Sing-wun of HD expressed that the former Tai Hom Village site would provide a market with 50 stalls and a shopping centre, which would be completed by the end of 2021. It was believed that the public's demand could then be met.

48. Mr. CHAN Ying, Leonard welcomed the traffic improvement measures put forward by the consultancy concerning the junction of Fung Tak Road and Po Kong Village Road under the Fung Tak Road project. However, he criticised that the traffic improvement measures brought forward by the consultancy and government departments were often pinpointed to the areas in the vicinity of the proposed development projects. He took the said junction as an example, saying that the junction would also affect the traffic in the vicinity of Upper Wong Tai Sin Estate, Tsz Wan Shan and Chuk Yuen areas. He also pointed out that currently, if the northbound vehicles did not give way at the give way junction between Lung Cheung Road and Po Kong Village Road, other vehicles would block at the left turn road section. He enquired whether the Department would deliberate on making adjustment to the leftmost lane between Lung Cheung Road and Po Kong Village Road by providing an additional lane. Separately, he opined that regardless of whether the proposed housing would be developed or not, the Department could implement the traffic improvement measures at the junction of Fung Tak Road and Po Kong Village Road first.

49. Ms. TAM Heung-man, Mandy considered that the preparation of the Department and the consultancy for the Fung Tak Road Project was insufficient and their responses given just then failed to answer Members' questions. She also opined that the data provided by the consultancy was unclear. Saying that complaints about traffic congestion in the vicinity of Sheung Yuen Street, Fung Tak Road and Plaza Hollywood were frequently received, she challenged the CEDD's saying that the additional 6 500 residents brought in under Fung Tak Road Project would not affect the traffic. She also queried why CEDD did not mention the "left in and left out" measures of the run-in of the project concerned when presenting the Paper. Other than this, she opined that one could see from the PlanD's response to the detailed design of the footbridge that the authorities would consider the footbridge issues only after the project was endorsed. She questioned why the measures were not implemented right away. She expressed that PlanD had mentioned that after consulting WTSDC in January, it would submit the proposal concerned to TPB and have it gazetted in March

or April, and consult WTSDC again afterwards. In this regard, she requested PlanD to respond whether it would submit the revised land use proposal of the Fung Tak Road Project to TPB without having dealt with Members' views.

50. The Chairman expressed that the suggestion of rebuilding Ngau Chi Wan West Village and Chuk Yuen United Village had been put forward to the two former Chief Executives many years ago for better utilisation of the land. Yet, no progress had been made so far. PlanD was requested to re-visit the information concerned. He was concerned that there was no corresponding increase in the number of entrance/exit at Diamond Hill Station, a station that would become the interchange station of the Shatin to Central Link. Worrying that Exit A of the Diamond Hill Station would still be congested with pedestrians even after the footbridge had been built, he suggested a pedestrian subway at Diamond Hill Station be built by the Bureau, linking Fung Tak Road, Bel Air Heights and the Fung Tak Road Project site along the underground of Lung Poon Street.

51. Ms. CHENG Wan-ying, Johanna added that the departments concerned would implement the traffic improvement measures in the light of the road condition of the area concerned. The Department would relay the Chairman's suggestion of building a pedestrian subway at Lung Poon Street for linking up the existing and proposed developments to the Diamond Hill Station to the departments concerned. Regarding the gazettal procedures of the outline plan, the Department would submit the outline plan together with the documents and views gauged to TPB for consideration. Members' various concerns on this project would also be relayed to TPB.

52. The Chairman expressed that there was no major issue concerning the Sze Mei Street Project. It was hoped that the Department would follow up on Members' views and consult WTSDC on the future development of the current site of Kai Tak East Sports Centre. As for the Fung Tak Road Project, he said that the Department's suggestions might not be feasible, and that the Department's response to Members' enquiries could not dispel the worries about the project impacts on the residents. Therefore, WTSDC suggested that the Fung Tak Road Project be put on hold and that no further discussion on the project be carried out until the Department could put forward a precise and feasible proposal that could address the worries of Members and district stakeholders. The Chairman, after confirming that Members present at the meeting had no objection, announced that before the Department could address the worries of Members, the Fung Tak Road Project under the Proposed Amendment Items of the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/29 should be put on hold first.

(iii) Non-public Housing Facilities at Diamond Hill Comprehensive Development Area – Design Proposal for Areas in Water Feature Park (WTSDC Paper No. 4/2019)

53. The Chairman welcomed the representatives of government departments and consultancies who attended the meeting for this agenda item, including Ms. CHIM Sau-yi, Chief Architect (5), Mr. YIP Shing-lam, Sherman, Senior Architect (19), Mr. FUNG Wing-can, Ken, Senior Architect (28), Mr. YAU Hoi-leung, Henry, Architect (105), Mr. LEE Chiu-pun, Desmond, Civil Engineer (29), Ms. TSE Hau-ling, Eva, Structural Engineer (80), Mr. CHAI Tsuan-hao, Landscape Architect (12) and Mr. Horatio WONG, Building Services Engineer/Construction (T205) of HD; Ms. CHAN Sheung-wah, Angela, Executive Officer (Planning)4 of the Leisure and Cultural Services Department ("LCSD"); Ms. WONG Chee-kuen, Castle, Senior Project Manager 334 and Ms. MA Wing-man, Ashley, Project Manager 367 of the Architectural Services Department; Mr. LAM Wai-wah, Senior Engineer/Mainland South 4, Mr. WONG Tak-shing, Engineer/Drainage System Planning 1 and Mr. CHAN Cheuk-chung, Engineer/Kowloon 4 of the Drainage Services Department ("DSD"); Mr. Joel CHAN, Director and Mr. Sam CHEUNG, Associate Director of P&T Architects and Engineers Ltd. ("P&T"); Ms. KWOK Hiu-kwan, Hattie, Senior Engineer and Mr. POON Pak-yan, Stephen, Engineer of Meinhardt (M&E) Ltd.; and Ms. Alison LEE, Director of ADI Ltd.

54. Ms. CHIM Sau-yi of HD and Mr. Joel CHAN of P&T presented the design proposal for various parts of the Water Feature Park under the Non-public Housing Facilities at Diamond Hill CDA.

55. The Chairman said that the Secretariat had received two written submissions prior to the meeting and all were tabled for the perusal of the attendees.

56. Mr. HO Hon-man, MH, JP presented on behalf of the East Kowloon District Residents' Committee and Green Hong Kong Organisation a document entitled "Responses to Non-public Housing Facilities at Diamond Hill CDA – Design Proposal for Areas in Water Feature Park" (Annex VIII).

(Mr. KAN Chi-ho, BBS, MH, JP and Mr. HUI Kam-shing left the meeting at 6:10 p.m.)

57. Mr. LAM Man-fai, JP presented a Paper entitled "Proposed Construction of Bruce Lee Memorial Park at Tai Hom Village" (Annex IX).

(Mr. SZE Tak-loy left the meeting at 6:15 p.m.)

58. Mr. LEE Tung-kong indicated that HD could, in response to the suggestion of Mr. LAM Man-fai, JP, reserve a designated area in the Water Feature Park for developing the Bruce Lee Memorial Park, and leave the discussion on and naming of the development to WTSDC. Besides, he pointed out that there was an increasing number of middle-age persons playing music with amplifiers and dancing in parks in recent years. He was worried that the noise would cause nuisance to the nearby residents and suggested HD draw reference from the practice adopted in parks in Chengdu where noise monitors were installed and park users were reminded to keep the noise volume at a reasonable level.

59. Ms. LUI Kai-lin, Wendy believed that the Water Feature Park and the Confucius Temple completed in future would attract many visitors and expressed concern that the traffic in the periphery could not cope with the additional vehicular flow. In this connection, she enquired whether HD had discussed with and consulted other government departments on the future parking facilities and public transport arrangements in the vicinity of the Water Feature Park.

60. Mr. WU Chi-kin opined that very few elements of Hong Kong cinema was incorporated in the Water Feature Park. Except for the display of precious memorabilia in the interior space, no element of cinematography was integrated in the exterior space. As Bruce Lee was an important figure in the development of Hong Kong film, he personally did not object to the construction of Bruce Lee Memorial Park. In addition, he noticed that outdoor fitness activities had become popular among young people in recent years and there were many street workout competitions. He therefore suggested HD keep abreast of time by setting up outdoor calisthenics equipment in the fitness zone.

61. Mr. CHAN Ying, Leonard agreed that elements of Bruce Lee should be added to the Water Feature Park. He enquired whether the water in the Water Feature Park, after secondary treatment at the Shatin Sewage Treatment Works, could be suitable for watering plants or drinking.

62. Ms. TAM Mei-po pointed out that the Water Feature Park was congruous with Bruce Lee's philosophy of martial arts stemming from water. Bruce Lee introduced Chinese kung fu and culture to the world and he was an important figure of the history of Hong Kong film. Thus, she hoped that HD could consider naming a part of the Water Feature Park as "Bruce Lee Memorial Park".

63. Mr. CHAN Wai-kwan, Andie, MH commented that even though HD could not name the whole Water Feature Park after Bruce Lee, he still hoped that part of the Park could be designated for exhibits containing philosophical elements of Bruce Lee.

64. Mr. SHUM Wan-wa opined that the "water" theme of the Water Feature Park was in line with Bruce Lee's philosophy of "Be Water" and suggested integrate the philosophical elements of Bruce Lee into the design concept of the Park to showcase the strong tie between Bruce Lee and Tai Hom Village.

65. In response, Ms. CHIM Sau-yi of HD said that the Department would react actively to dovetail with the suggestions raised by WTSDC and it was hoped that the multi-purpose space could support the development of arts and cultural programmes in the district upon completion. The Water Feature Park and the Landscaped Walk with Cultural Theme, once completed, would be passed to LCSD for management. The total floor area of the various multi-purpose spaces would be over 10 000 square feet, among which some of the ceiling height was 17 feet. Lastly, she expressed that HD would earnestly follow up on Members' views and work with DSD to build the demonstration areas for water cleansing and river channels.

66. Mr. Joel CHAN of P&T stated that over 10 000 square feet of multi-purpose space had been reserved in the Water Feature Park for rental by arts and cultural organisations. The ceiling height of some of those spaces was five metres (approximately 17 feet) which was believed to be sufficient for displaying large equipment.

67. Ms. CHIM Sau-yi of HD explained that the Department was not trying to submit the design proposal for the Diamond Hill CDA to WTSDC in a "piecemeal" manner. Instead, HD hoped to conduct targeted and thorough consultation on different aspects of the project. The Diamond Hill CDA was a large-scale project involving many issues. Earlier on, HD had consulted WTSDC on other aspects of the project, such as provision of pedestrian links (including "three bridges and one tunnel"), transport facilities and distribution of facilities inside the Water Feature Park, etc. She expressed that HD would consider assimilating elements of Bruce Lee's philosophy into the design of the Water Feature Park and that there was no hurry to name the Park at this stage and it could be further discussed later when the facilities were near completion.

(Mr. SHUM Wan-wa left the meeting at 6:30 p.m.)

68. Ms. CHIM said that Mr. LEE had mentioned the noise monitors at the park in Chengdu during the meeting of WTSDC on 3 July 2018 but she was still unable to find any information or supplier of such kind of equipment. Members were welcomed to provide relevant information to HD. Moreover, the roof of the covered performance area in the Water Feature Park could serve as noise barrier and therefore it was believed that the impact on the nearby residences would be minimised. Regarding the transportation, visitors could reach the Diamond Hill CDA by public transport since it was close to the MTR Diamond Hill Station. As for the suggestion of constructing an underground car park, HD had to apply afresh with TPB if the facilities concerned were to be added at this stage, which would delay the completion of the whole project for one to two years. Meanwhile, HD learnt that a public car park would be set up in the vicinity of Sze Mei Street. After examining various factors like construction duration, underground utilities, river channel design, and weighing the pros and cons, the Department did not consider it appropriate to construct a car park underneath the Water Feature Park.

69. Ms. CHIM expressed that, in the initial design of the fitness zone, facilities suitable for all ages and dedicated fitness facilities for elderly persons would be provided. In the light of the society's needs, HD would keep abreast of time and introduce diversified fitness equipment for the use of the public from different age groups. Although the quality of the water in the Water Feature Park might not be suitable for drinking, the water would be treated before flowing to the river channels of the Park for public viewing under the current design plan.

70. In response, Mr. Joel CHAN of P&T revealed that the Bruce Lee's philosophy of "Be Water" would be showcased through the landscape, at-grade and architectural designs. He opined that the feasibility to erect a Bruce Lee statue in the Water Feature Park could be studied at a later stage after completion of the park facilities.

71. Ms. LUI Kai-lin, Wendy added that since no underground car park would be provided at the Water Feature Park, coaches and private cars would all have to use the public underground car park at Sze Mei Street via Luk Hop Street and Tsat Po Street. As Luk Hop Street and Tsat Po Street were rather narrow, she questioned whether the two streets could cope with the high vehicular and people flows.

72. Since the design of the Water Feature Park was the focus of discussion at this meeting, the Chairman called upon HD to take note of and follow up on Members' views on transport issues for thorough discussion during its future briefing on the traffic and transport arrangement.

73. In response, Mr. Joel CHAN of P&T mentioned that group tours with advance reservation could use the parking spaces in the Water Feature Park reserved for 50-seat coaches for the pick-up and drop-off of passengers. Private car drivers had to use parking spaces in the vicinity of the Park while taxi pick-up and drop-off area would be situated at the shopping arcade of the future public housing estate. Ms. CHIM Sau-yi of HD added that visitors could also reach the Diamond Hill CDA from various parts of the territory via MTR and the "three bridges and one tunnel".

74. In conclusion, the Chairman said while HD and the consultancy mentioned in their PowerPoint presentation that the floor area of the indoor multi-purpose space was 10 000 square feet, such information was not found in the Paper. He hoped that HD would further supply the supplementary information. With regard to the design of waste water treatment demonstration area, he hoped that HD would present the waste water treatment facilities with adoption of an interactive and participatory approach instead of merely by using display boards. Making reference to the display area in the Living Water Garden of Chengdu was also recommended to HD.

75. The Chairman opined that as the public transport services for the Diamond Hill CDA were convenient, there should not be many visitors using private cars. On top of that, with the availability of hourly car park at the shopping arcade of the public housing estate, it was believed that parking demand could be met. He further suggested naming the passage along Kai Tak River as the "Bruce Lee Path" and incorporating the Bruce Lee's philosophical ideas into the design of the path. Lastly, he called upon HD and the consultancy to take note of and follow up on Members' views on the parking space and fitness equipment, and expressed his hope for a smooth implementation and an early completion of the Diamond Hill CDA project.

(iv) Stage 2 Public Engagement for Developing Kowloon East into a Smart City District – Feasibility Study
(WTSDC Paper No. 5/2019)

76. The Chairman welcomed the representatives of the government departments and the consultancy who attended the meeting for this agenda item, including Ms. AU Kit-ying, Brenda, JP, Head of EKEO of DEVB, Mr. WONG Kuo-yang, Edwin, Deputy Head of EKEO, and Ms. TANG Ho-yan, Joyce, Senior Works Consolidation Manager of EKEO; as well as Mr. Bruce CHONG, Associate Director and Mr. LEE Wai-lam, Urban Planning Manager of Ove Arup & Partners Hong Kong Ltd ("Ove Arup").

77. Ms. AU expressed that the Bureau had previously invited the Members of WTSDC to participate in "Stage 1 Public Engagement for Developing Kowloon East into a Smart City District – Feasibility Study", although the Energizing Kowloon East and the study scope had not extended to San Po Kong back then. The Bureau would brief the meeting on the Stage 2 Public Engagement of this study and the related proposals.

78. Mr. Bruce CHONG, Associate Director of Ove Arup presented the Paper with the aid of PowerPoint slides.

(Mr. LAM Man-fai, JP left the meeting at 6:50 p.m.)

79. Mr. LEE Tung-kong opined that the free WiFi services provided in the district was insufficient. He took the examples in the Mainland for illustration, saying that food ordering in the restaurants and songs selection in karaoke establishments there could be done through smartphones. He suggested the government tie in with the related technologies when taking forward the smart city measures. Moreover, he also suggested the government offer help to merchants and members of the public regarding the use of electronic payment.

(Mr. LAI Wing-ho, Joe, MH left the meeting at 6:55 p.m.)

80. Ms. LUI Kai-lin, Wendy was pleased to note the smart city measures proposed for San Po Kong by the Bureau. She urged the Bureau to deliberate on extending the measures concerned to the residential area of San Po Kong for the residents. Separately, she suggested the Bureau provide road monitoring system and improve road lighting facilities at the main roads in the vicinity of Luk Hop Street and Tsat Po Street bound for KTDA in future with a view to enabling real-time monitoring of the road condition and improving traffic management.

81. Ms. AU thanked Members for their views and responded as follows:

(i) The Office of the Government Chief Information Officer ("OGCIO") was making keen efforts in promoting enhanced free public WiFi services in all the districts in the whole territory. The government would also provide free public WiFi services under its public recreational facilities works projects in Kowloon East and San Po Kong as appropriate;

(ii) In developing a smart city, efforts of different sectors in various aspects were required. Regarding the suggestion of improving the operation mode of restaurants put forward by Members, she opined that this could be left to the private market to take the initiative. As for the suggestion on electronic payment, the Steering Committee on Innovation and Technology led by the Chief Executive was making keen efforts in propelling the related financial technology;

(iii) Although the proposed smart city measures in San Po Kong would only cover the San Po Kong Business Area, the application of the measures currently under various concept trials would not be confined to the Business Area. For example, the "Energy System at Household Level" that could help reducing the electricity consumption of the public. The Bureau hoped that the developers would make reference to the concepts and incorporate similar facilities into the private development projects; and

(iv) Apart from the seven "multi-purpose lamp posts" currently erected under the proof of concept trial by the Bureau, OGCIO was also taking forward the multi-purpose smart lamp post pilot scheme to set up a total of about 400 "multi-purpose smart lamp posts" in various districts. Although the pilot scheme did not include San Po Kong, the long-term direction of the government was to roll out the technology concerned in the whole territory. The Bureau noted Members' suggestion.

82. The Chairman thanked Ms. AU for leading the EKEO and making great efforts to develop the entire Kowloon East. The EKEO had previously been queried for studying solely on the development of Kowloon East. However, with repeated lobbying efforts, the Energizing Kowloon East measures had been extended to San Po Kong. He was satisfied with the current proposed measures. The Chairman suggested the Bureau deliberate on developing the iconic places of Wong Tai Sin District (such as the Wong Tai Sin Square and Amphitheatre of the Morse Park (Park No. 4) under the "Energizing Wong Tai Sin" Signature Project Scheme) and provide support to the Leisure and Cultural Services Department in provision of free public WiFi services and related facilities with a view to increasing the number of smart city

projects to be implemented in Kowloon East by EKEO. He concluded that WTSDC would fully support "Stage 2 Public Engagement for Developing Kowloon East into a Smart City District – Feasibility Study" and hoped that the Bureau would continue to consult WTSDC in the subsequent stages.

83. The Bureau noted Members' views.

IV. Progress Report

84. Members noted the following Papers:

(i) Progress Report of the 18th Meeting of the Community Building and Social Services Committee held on 13 November 2018
(WTSDC Paper No. 6/2019)

(ii) Progress Report of the 18th Meeting of the District Facilities Management Committee held on 20 November 2018
(WTSDC Paper No. 7/2019)

(iii) Progress Report of the 2nd Meeting of the Task Force on Wong Tai Sin Public Transport Terminus held on 21 November 2018
(WTSDC Paper No. 8/2019)

(iv) Progress Report of the 18th Meeting of the Traffic and Transport Committee held on 27 November 2018
(WTSDC Paper No. 9/2019)

(v) Progress Report of the 18th Meeting of the Finance, General and Economic Affairs Committee held on 4 December 2018
(WTSDC Paper No. 10/2019)

(vi) Progress Report of the Meeting of the District Management Committee held on 10 December 2018
(WTSDC Paper No. 11/2019)

(vii) Progress Report of the 18th Meeting of the Housing Committee held on 11 December 2018
(WTSDC Paper No. 12/2019)

(viii) Progress Report of the 5th Meeting of the Working Group on Duty Visit held on 11 December 2018
(WTSDC Paper No. 13/2019)

(ix) Progress Report of the 18th Meeting of the Food and Environmental Hygiene Committee held on 18 December 2018 (WTSDC Paper No. 14/2019)

(Members noted the suggestion mentioned in the progress report in which the term of the Working Group on Enhancement of Cityscape Campaign would be extended for one financial year until 31 March 2020.)

V. Date of the Next Meeting

85. The Twenty-first Meeting of the Fifth Term of WTSDC would be held at 2:30 p.m. on 5 March 2019 (Tuesday) in this Conference Room.

86. The meeting was adjourned at 7:20 p.m.

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March 2019

Annex

Chinese Version Only

(Please refer to:
https://www.districtcouncils.gov.hk/wts/doc/2016_2019/tc/dc_meetings_minutes/DC_M20_M_Revised.pdf)