

**Minutes of the 18<sup>th</sup> Meeting of  
Community Building Committee  
Yau Tsim Mong District Council (2012-2015)**

**Date** : 4 December 2014 (Thursday)  
**Time** : 2:30 p.m.  
**Venue** : Yau Tsim Mong District Council Conference Room  
4/F., Mong Kok Government Offices  
30 Luen Wan Street  
Mong Kok, Kowloon

**Present:**

Chairman

Mr WONG Kin-san

Vice-chairman

Mr HUNG Chiu-wah, Derek

District Council Members

Mr CHUNG Kong-mo, JP	Mr HAU Wing-cheong, BBS, MH	Mr WONG Chung, John
Mr CHAN Siu-tong, MH	Mr HUI Tak-leung	Mr WONG Man-sing, Barry, MH
Mr CHAN Wai-keung	Mr IP Ngo-tung, Chris	Ms WONG Shu-ming
Mr CHOI Siu-fung, Benjamin	Ms KWAN Sau-ling	Mr YEUNG Tsz-hei, Benny, MH
Mr CHOW Chun-fai, BBS, JP	Mr LAU Pak-kei	

Co-opted Members

Mr SIU Hong-ping	Mr KO Hiu-wing	Ms LEE See-yin, Leticia
Mr CHIU Sung-bun, Ernest	Mr LAU Kai-kit, Vincent	Mr TSE Ping-kwan, Raymond

Representatives of the Government

Miss NG Wai-chung, Jocelyn	Assistant District Officer (Yau Tsim Mong)	Home Affairs Department
Ms CHUNG Po-yuk	Senior School Development Officer (Yau Tsim and Mong Kok) 1	Education Bureau
Ms WONG Sau-ling, Vicky	Deputy District Leisure Manager (Yau Tsim Mong) 2	Leisure and Cultural Services Department
Miss CHAN Wai-chun	Assistant District Social Welfare Officer (Kowloon City/Yau Tsim Mong) 2	Social Welfare Department

Secretary

Ms WONG Ka-wing, Glorious	Executive Officer I (District Council), Yau Tsim Mong District Office	Home Affairs Department
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**In Attendance:**

Mr TAI Seung-kan	Engineer/Yau Tsim	Transport Department
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Mr CHAN H.S.  
Mr Steve CHAN

Senior Project Manager  
Senior Deputy Project Manager

Flying Snow Limited  
Flying Snow Limited

**Absent:**

Ms KO Po-ling,  
BBS, MH, JP  
District Council Member

Mr KONG Pui-wai  
Co-opted Member

Ms HONG Yuen-kwan,  
Natalie  
Police Community Relations Officer  
(Mong Kok District) Hong Kong Police Force

Ms WONG Ping-ping  
Police Community Relations Officer  
(Yau Tsim) Hong Kong Police Force

Ms LEE Fung-sze, Ophanny  
Senior Community Relations Officer  
(Kowloon West) Independent Commission  
Against Corruption

**Opening Remarks**

The Chairman welcomed all to the meeting. He reported that Ms CHUNG Po-yuk, Senior School Development Officer (Yau Tsim and Mong Kok) 1 of the Education Bureau stood in for Mrs LING SO Ka-lan, Jacqueline at the meeting, while Miss CHAN Wai-chun, Assistant District Social Welfare Officer (Kowloon City/Yau Tsim Mong) 2 of the Social Welfare Department attended the meeting on behalf of Ms WONG Yin-ye. Moreover, Ms Natalie HONG, Police Community Relations Officer (Mong Kok District), Ms WONG Ping-ping, Police Community Relations Officer (Yau Tsim) of the Hong Kong Police Force, Ms Ophanny LEE, Senior Community Relations Officer (Kowloon West) of the Independent Commission Against Corruption and Ms KO Po-ling were absent due to other commitments.

(Mr CHAN Wai-keung joined the meeting at 2:31 p.m.)

**Item 1: Confirmation of Minutes of Last Meeting**

2. The Chairman said that the proposed amendments by the Vice-chairman were set out in Annex 1 for Members' reference.

3. The amended minutes of the last meeting were confirmed unanimously.

**Item 2: Matter Arising:  
To Follow Up on Subway Connection to Public Space of 1881 Heritage in  
Tsim Sha Tsui  
(YTMCBC Paper No. 52/2014)**

4. The Chairman said that the written response of the Highways Department ("HyD") (Annex 2) had been distributed to Members for perusal before the meeting. He then welcomed the following representatives to the meeting:

- (i) Mr TAI Seung-kan, Engineer/Yau Tsim of the Transport Department ("TD");  
and

- (ii) Mr CHAN H.S., Senior Project Manager and Mr Steve CHAN, Senior Deputy Project Manager of Flying Snow Limited (“FSL”).

(Ms Leticia LEE joined the meeting at 2:32 p.m.)

5. The Vice-chairman supplemented the contents of the paper. He said that on 18 November 2014, the Chairman, Ms KO Po-ling, Mr CHAN Siu-tong and he had conducted a site visit to 1881 Heritage with the representatives of the TD, the HyD and FSL. In addition, on 17 November 2014, the TD had given a written reply to the questions raised by several Councillors at the last meeting. The HyD had also responded to the captioned paper, discussion at the last meeting and findings of the site visit on 18 November. He stressed that the Community Building Committee (“CBC”) hoped that the subway-1881 Heritage connection scenarios (“Connection Scenarios”) proposed by FSL would provide more access options for pedestrians and the disabled. Yet, any proposed access improvement works should minimise impacts on the accessibility of the subway connecting to Salisbury Road, so as to avoid inconvenience to pedestrians. He further asked FSL to comment on the written replies of the TD and the HyD.

(Mr HAU Wing-cheong joined the meeting at 2:33 p.m.)

(Mr Barry WONG joined the meeting at 2:34 p.m.)

6. The Chairman hoped that the CBC could facilitate co-ordination of all parties concerned on this item.

(Mr CHUNG Kong-mo joined the meeting at 2:35 p.m.)

(Mr CHAN Siu-tong joined the meeting at 2:36 p.m.)

7. Mr TAI Seung-kan responded as follows:

- (a) The TD had replied in writing to FSL on 30 October to comment on the latest Connection Scenarios submitted by FSL in August.
- (b) The view of the TD was that alternation of the ramp as proposed by FSL would definitely cause inconvenience to its users during the works. Moreover, retrofitting nine steps of staircase at the end of the ramp and installing a wheelchair platform lift beside the staircase would cause inconvenience to wheelchair users who did not intend to enter 1881 Heritage. The TD proposed that FSL should study the use of non-public area to deal with the height difference between the ramp and the lift landing of 1881 Heritage.
- (c) He hoped that FSL would revise the Connection Scenarios, and resubmit them to the TD and the HyD for consideration.

8. The Chairman asked if the TD would stop considering the Connection Scenarios proposed by FSL in August.

9. Mr TAI Seung-kan responded that since FSL’s Connection Scenarios were private

sector-led works projects, the Government would not instruct the developer how to implement the projects. Nevertheless, no public inconvenience should be caused.

(Ms WONG Shu-ming joined the meeting at 2:40 p.m.)

----- 10. Mr CHAN H.S. distributed the drawings of the Connection Scenarios (Annex 3) at the meeting. He said that:

- (a) Apart from the TD representative's comments at the last meeting, FSL had not received other comment on the Connection Scenarios from the Government after the meeting.
- (b) FSL considered the scenario in Drawing 1 to be the most desirable. Based on the scenario, FSL would connect the ramp inside the subway leading to Salisbury Road with a staircase and a wheelchair platform lift. 1881 Heritage would be accessible by pedestrians via two escalators or a staircase, and by the disabled via a lift.
- (c) The scenario in Drawing 3 should be the most feasible in the view of the TD. However, the disabled would not be able to use the lift that had originally been intended for them to access 1881 Heritage, and could only access Salisbury Road via the ramp. Therefore, the scenario was infeasible.

(Mr Benjamin CHOI joined the meeting at 2:45 p.m.)

11. Ms KWAN Sau-ling said that FSL had sent representatives to discuss this item at the CBC meetings three times, but its revised scenarios had failed to meet the TD's requirements. Furthermore, as this item involved many technical problems, further negotiation between FSL and the concerned departments to forge consensus was far more effective than discussion at the CBC meetings.

12. The Vice-chairman considered that it was difficult for Members to learn the pros and cons of the scenarios from the discussion paper or drawings. He said that he had visited the site several times. The two scenarios in Drawings 1 and 3 were drawn up after in-depth on-site discussions among the representatives of the TD, the HyD and FSL. He continued that according to the TD and the HyD, the scenario in Drawing 1 might be technically infeasible with operational problems, and under the scenario in Drawing 3, less nuisance would be caused to pedestrians during the works, but the disabled might not be able to use the lift to access 1881 Heritage. He suggested focusing the discussion on the scenario in Drawing 3.

13. The Chairman said that the TD and the HyD were reckoned to have considered the scenario in Drawing 1 to be technically infeasible based on their written responses. He hoped that the TD representative could express his department's stance clearly, so that FSL could revise the Connection Scenarios.

14. Mr TAI Seung-kan responded that he saw the drawings of the two new revised scenarios for the first time at this meeting. Moreover, the HyD should not have received such drawings yet. He suggested that FSL formally submit the revised scenarios to the TD and the HyD after the meeting. If the departments had any question after studying the

drawings, they would arrange to meet with the representatives of FSL to exchange views. He believed this approach would be more direct and effective than discussing the technical details of the scenarios at the CBC meetings.

15. Mr CHAN H.S. responded that dozens of letters had been sent to the relevant policy bureaux and technical departments over the past few years. However, FSL could not commence access improvement works at the site due to buck-passing among these bureaux and departments. He hoped that the TD and the HyD could arrange to meet with FSL for discussion in the near future. He continued that while the scenario in Drawing 3 would cause the least nuisance to pedestrians during the works, the disabled would not be able to use the lift that had been intended for them to access 1881 Heritage.

16. Mr TAI Seung-kan responded that he hoped that FSL would formally submit the revised scenarios to the TD and the HyD after the meeting as soon as possible. If the departments had any question after receipt of the drawings, they would call or even arrange to meet with FSL. He supplemented that it was very common for developers to submit drawings of the improvement works to the TD and request discussion at meetings, but in the last two years, neither he nor colleagues of the HyD had received any request from FSL to meet with their departments.

17. Mr HAU Wing-cheong hoped that the TD, the HyD and FSL could meet directly to discuss this item, and that FSL would meet the Government's requirements as far as possible.

18. The Vice-chairman concluded that the scenario in Drawing 1 would unlikely be feasible. As for the scenario in Drawing 3, he hoped that FSL could study further the installation of a lift for the disabled without affecting the accessibility of the ramp. He continued that the improvement works was a private sector-led project, and hoped that FSL could take the initiative. Where necessary, he and other Members would be willing to attend the meetings of FSL with the concerned departments to facilitate co-ordination. He suggested ceasing the discussion on this item under "Matter Arising". There was no objection.

(Mr Vincent LAU joined the meeting at 2:56 p.m.)

19. The Chairman thanked the relevant representatives for joining the discussion on this item.

**Item 3: Financial Position of Yau Tsim Mong District Council ("YTMDC") Funds as at 24 November 2014**  
**(YTMCBC Paper No. 55/2014)**

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20. Members noted the financial position of YTMDC Community Involvement Funds as at 24 November 2014.

21. Mr CHUNG Kong-mo said that in the paper No. 55/2014, the amounts of "Budget for 2014-2015" and "Allocated Funds" were largely the same, but the "Allocated Funds" for some programmes/schemes/activities were less than those earmarked. He asked whether or not these programmes/schemes/activities were completed.

22. The Secretary replied that some committees would apply to the YTMDC for using the earmarked funds to organise activities during the year. The Secretariat would update the financial position of the YTMDC upon completion of such activities.

23. The Vice-chairman took the Yau Tsim Mong District Ethnic Cultural Show 2015 to be co-organised by the Working Group on Ethnic Affairs (“WGEA”) and Yau Tsim Mong South Area Committee as an example. He said that the WGEA would apply to the YTMDC for using the earmarked funds to organise the event, and the proposed amount had been indicated in the column “Unallocated Funds” in the captioned paper. Moreover, he asked if the deadline for all current YTMDC-funded activities, which must be organised by the end of February, could be extended to mid or end of March, to allow greater flexibility to applicant organisations in organising activities.

24. The Secretary replied that all activities currently funded by the YTMDC must be organised by the end of February, so as to ensure adequate time for the Secretariat to process applicant organisations’ reimbursement applications, and reimburse accordingly by the end of the financial year. She continued that the Secretariat noted the opinion of the Vice-chairman, but she hoped that the Councillors could acknowledge the difficulties in implementation.

25. Mr CHUNG Kong-mo enquired how the YTMDC would handle this financial year’s fund balance.

26. The Secretary replied that for 2014-2015, YTMDC Community Involvement Funds amounted to \$17,500,000, subject to an over-commitment limit of 25%. For optimal fund utilisation, the budget of the YTMDC for the year had exceeded its commitment by 24.99%. Despite the lower actual expenditures or even cancellation of some approved activities, the Secretariat estimated that the YTMDC still needed to apply to the Home Affairs Department for supplementary provision for this year. Therefore, it was unlikely for the YTMDC to record a balance for the financial year 2014-2015.

#### **Item 4: Any Other Business**

##### **Hiring of Facilities of Mong Kok Community Hall (“MKCH”)**

27. The Chairman reflected opinions from district groups that despite the end of the Occupy Mong Kok Incident, MKCH was not available for their hiring to organise activities. He enquired about the reasons for this.

28. Miss Jocelyn NG replied that MKCH had been borrowed for specific use, and remained unavailable for booking for the time being. Once MKCH could be reopened for public use, the Yau Tsim Mong District Office (“YTMDO”) would make announcement accordingly.

(Mr KO Hiu-wing joined the meeting at 3:03 p.m.)

29. Mr HUI Tak-leung said that the requisition of the whole block of MKCH for specific use by the Police during the Occupy Mong Kok Incident was understandable by the public. However, as far as he was aware, MKCH would still be requisitioned by the Police and remain unavailable for booking until 19 December, despite the end of the Occupy Mong Kok Incident. Local organisations and owners’ corporations thus had to organise activities

or hold meetings elsewhere. He proposed that the YTMDO should partially open MKCH to allow the public to hire its conference rooms.

30. Mr CHAN Siu-tong said that as the Chairman of Yau Tsim Mong District Fight Crime Committee, he was aware that during the requisition of MKCH, some of its facilities had been damaged. The YTMDO would arrange repair works. He believed that upon the completion of repairs, MKCH would be reopened for public use.

31. There being no other business, the Chairman closed the meeting at 3:07 p.m. The next meeting would be held at 2:30 p.m. on 5 February 2015 (Thursday).

Yau Tsim Mong District Council Secretariat  
December 2014

**Proposed Amendments to the Draft Minutes of  
the 17<sup>th</sup> Meeting of Community Building Committee held on 16 October 2014  
Yau Tsim Mong District Council (2012-2015)**

Paragraph 33:

Original text:            “The Vice-chairman said that ..... The appearance of the new section would be too outdated ..... He asked why the HyD and the MTRCL did not demolish and reprovise the entire Jordan Road Footbridge. He stressed that the appearance and the material of the reprovise section must be consistent with the footbridges near the XRL station.”

Proposed amendments:    “The Vice-chairman said that ..... The appearance of the new section would be too outdated ..... He also agreed that it would be most desirable if the entire footbridge was made of the same material and adopted the same design. He enquired of the HyD and the MTRCL the difficulties and the cost difference involved in the reprovise of the entire Jordan Road Footbridge. He stressed that the appearance and the material of the reprovise section must be consistent with the footbridges near the XRL station.”



民建聯油尖旺支部

就有關油尖旺區議會社區建設委員會第 52/2014 號文件

跟進尖沙咀行人隧道接駁 1881 Heritage 公共空間事宜  
的續議事項

1. 請問路政署及運輸署，對於發展商最新提交的行人隧道接駁方案設計圖則有何意見？

根據發展商於二零一四年八月二十日提交本署的最新行人隧道接駁方案設計圖則，發展商採取保留原本計劃拆卸行人隧道內轉上梳士巴利道的斜道的建議，只是把行人隧道內的臨時斜道改為一段有九級闊大約 2.1 米的樓梯以及一部 1.5 米 x 1.5 米的輪椅升降台。相比於原本拆卸行人隧道斜道的方案，這最新的行人隧道接駁方案設計明顯對行人隧道的結構影響較少。因此，從路政署結構維修的角度，本署對發展商這最新的行人隧道接駁方案設計並無意見。惟這最新的行人隧道接駁方案設計對輪椅使用者會造成不便而亦未有回應有議員在二零一三年十月十七日第十一次社區建設委員會內提出的「同時設置扶手電梯」的意見。本署相信發展商會再次提交較為詳盡的設計圖則，回應議員的提議以及具體地解釋行人隧道牆身經拆卸及重新修改後的方案，以作一併審視。

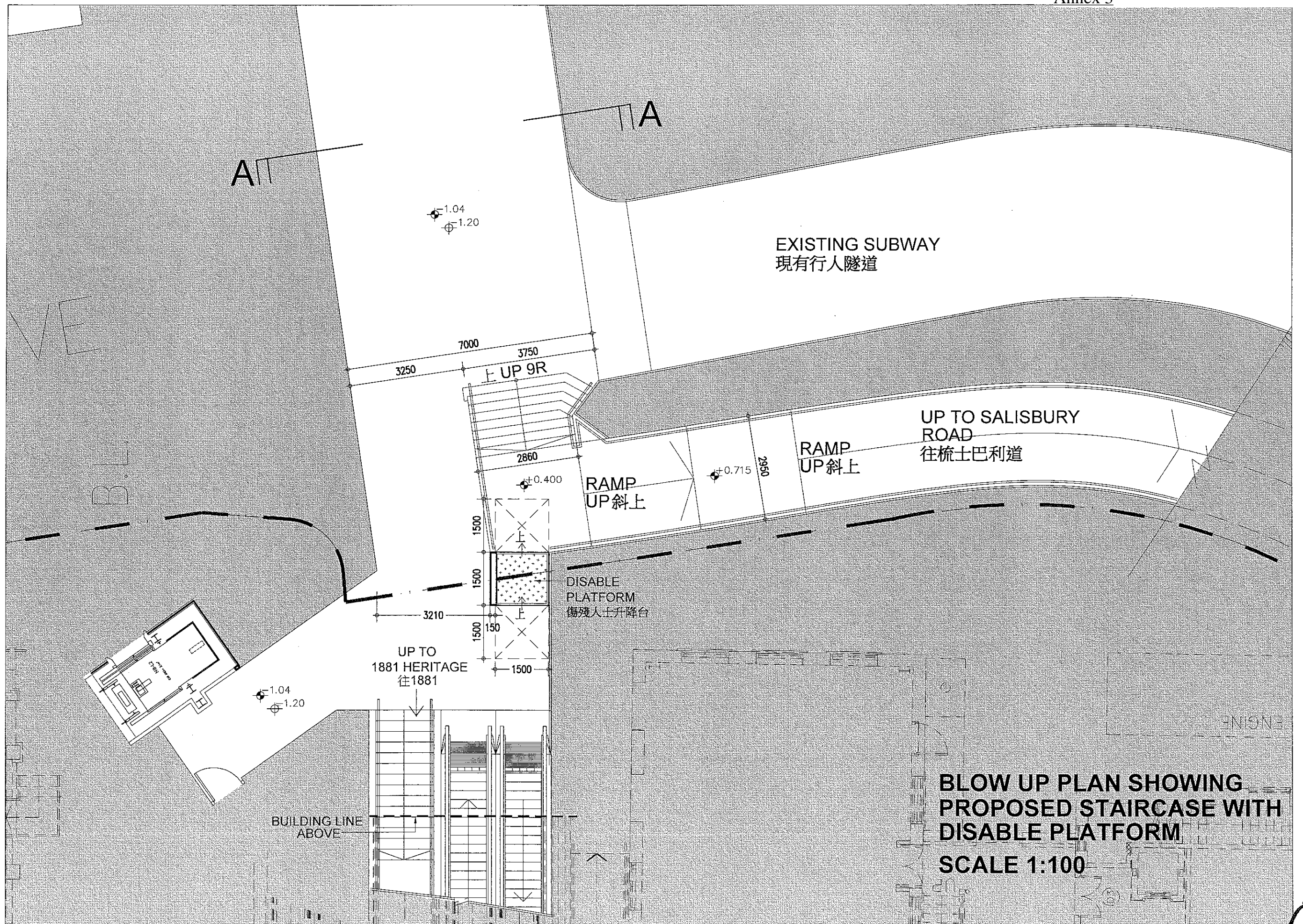
經油尖旺民政事務處的安排，於二零一四年十一月十八日與社區建設委員會主席黃建新議員、副主席孔昭華議員、高寶齡議員、陳少榮議員、運輸署高級工程師楊勉先生、工程師戴尚勤先生、Flying Snow Limited 高級策劃經理陳漢成先生和陳鑑光先生，以及本署區域工程師吳天賜先生在現場實地考察。本署認為發展商於再次提交行人隧道接駁方案的設計時，應同時研究把建議的輪椅升降台建設在 1881 Heritage 內。這不但可以避免大規模更改現有的行人隧道的結構，同時亦會大大減少於工程期間對公眾人士的影響。

2. 我們認為新的方案提供了新的行人設施供市民選擇（包括傷健人士），促請路政署及運輸署與發展商積極研究及完善可行方案，優化該處行人通道及無障礙設施，方便不同需要的市民使用。

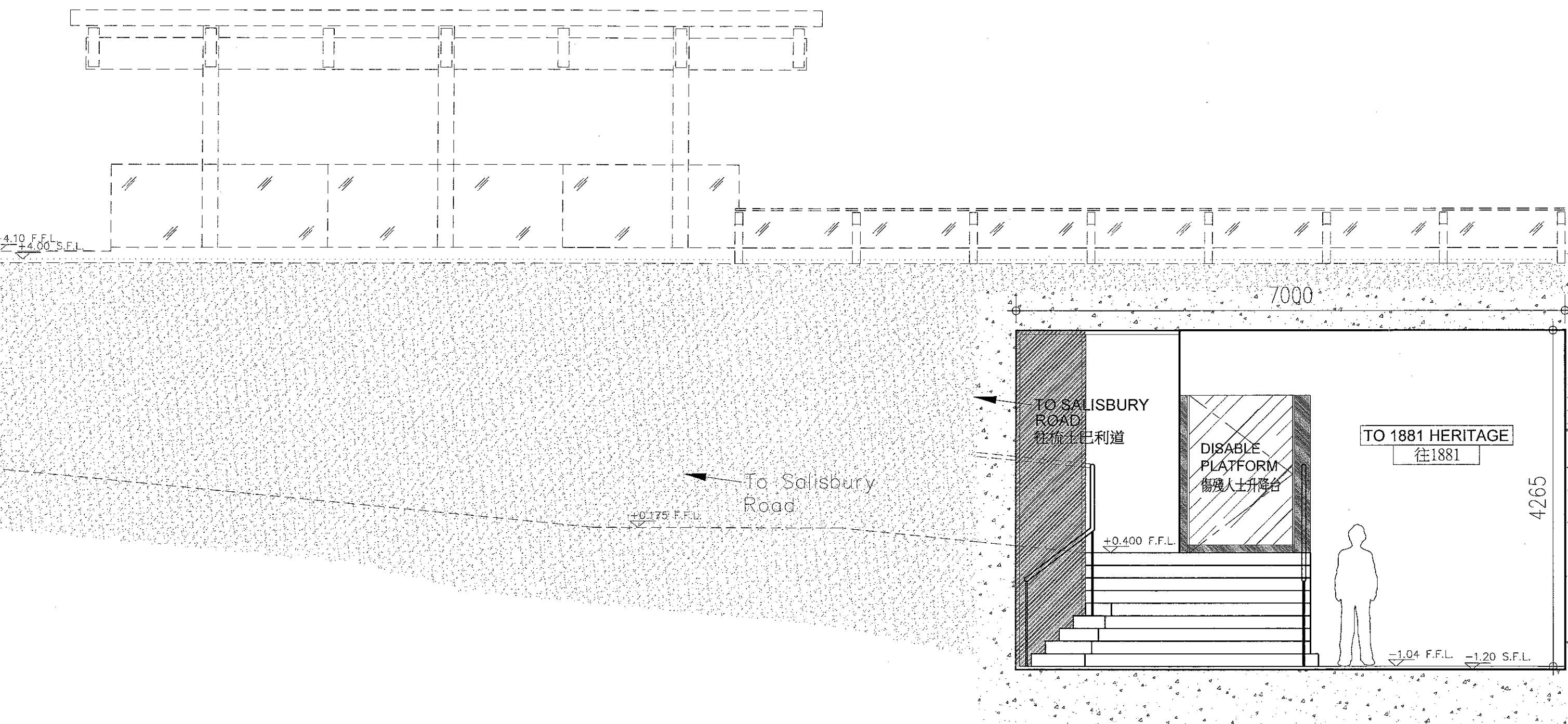
路政署不反對發展商開放 1881 Heritage 內的通道讓公眾人士前往廣東道和九龍公園徑，但本署不支持拆卸通往梳士巴利道的斜道，以免影響公眾人士。在不拆卸該斜道的大前提下，路政署樂意與發展商繼續磋商，積極研究及完善可行方案。

路政署/市區

二零一四年十一月二十四日



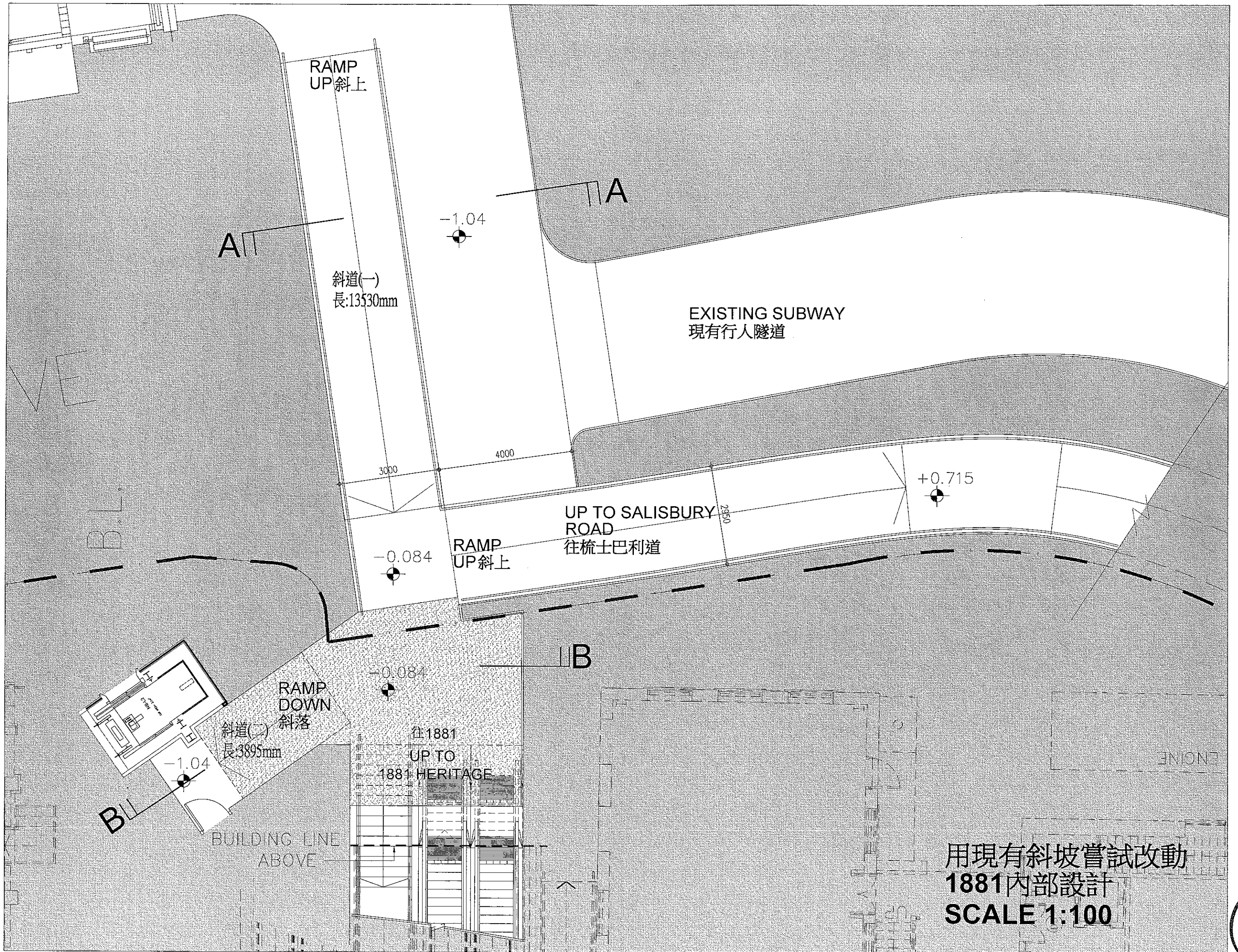




SECTION A-A 1:50

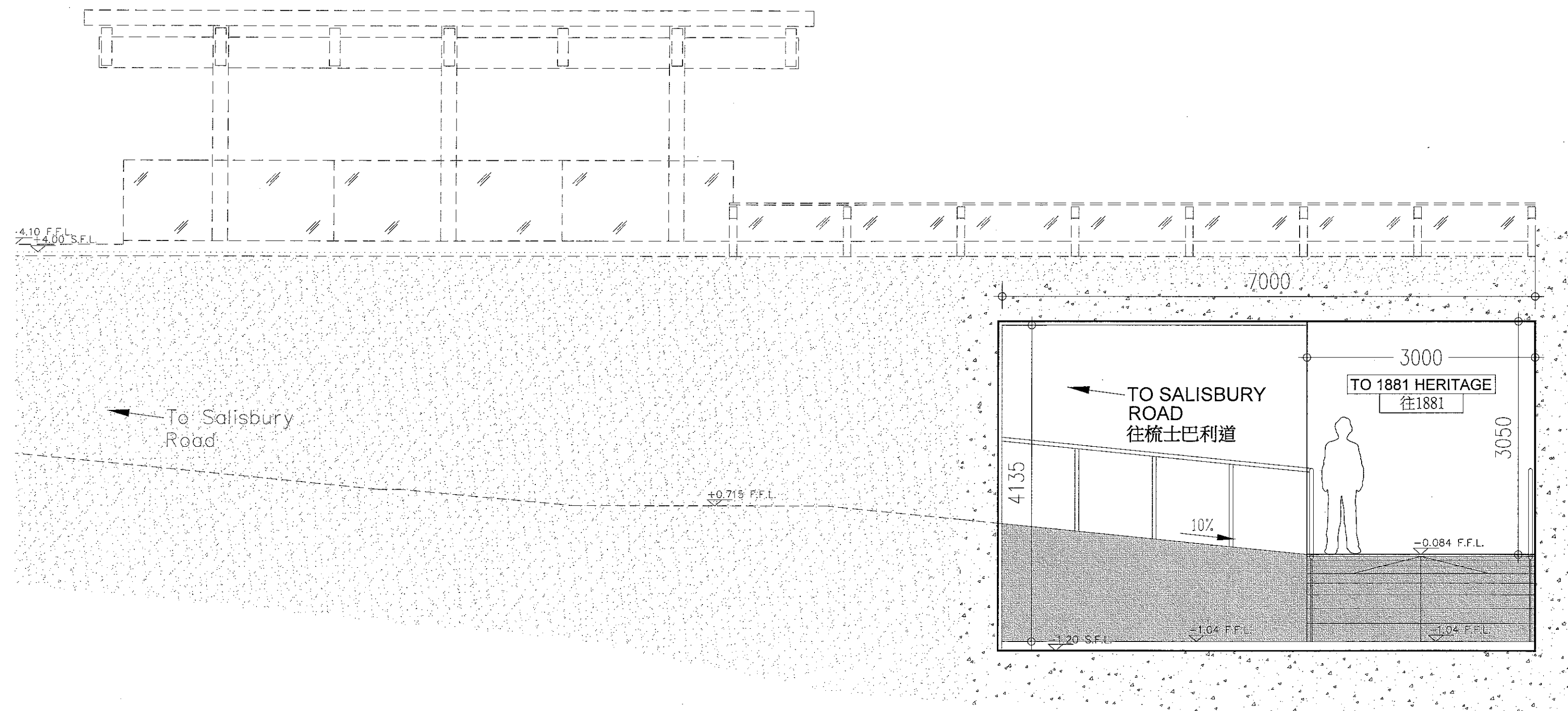
行人隧道內望向梳士巴利道/1881出口





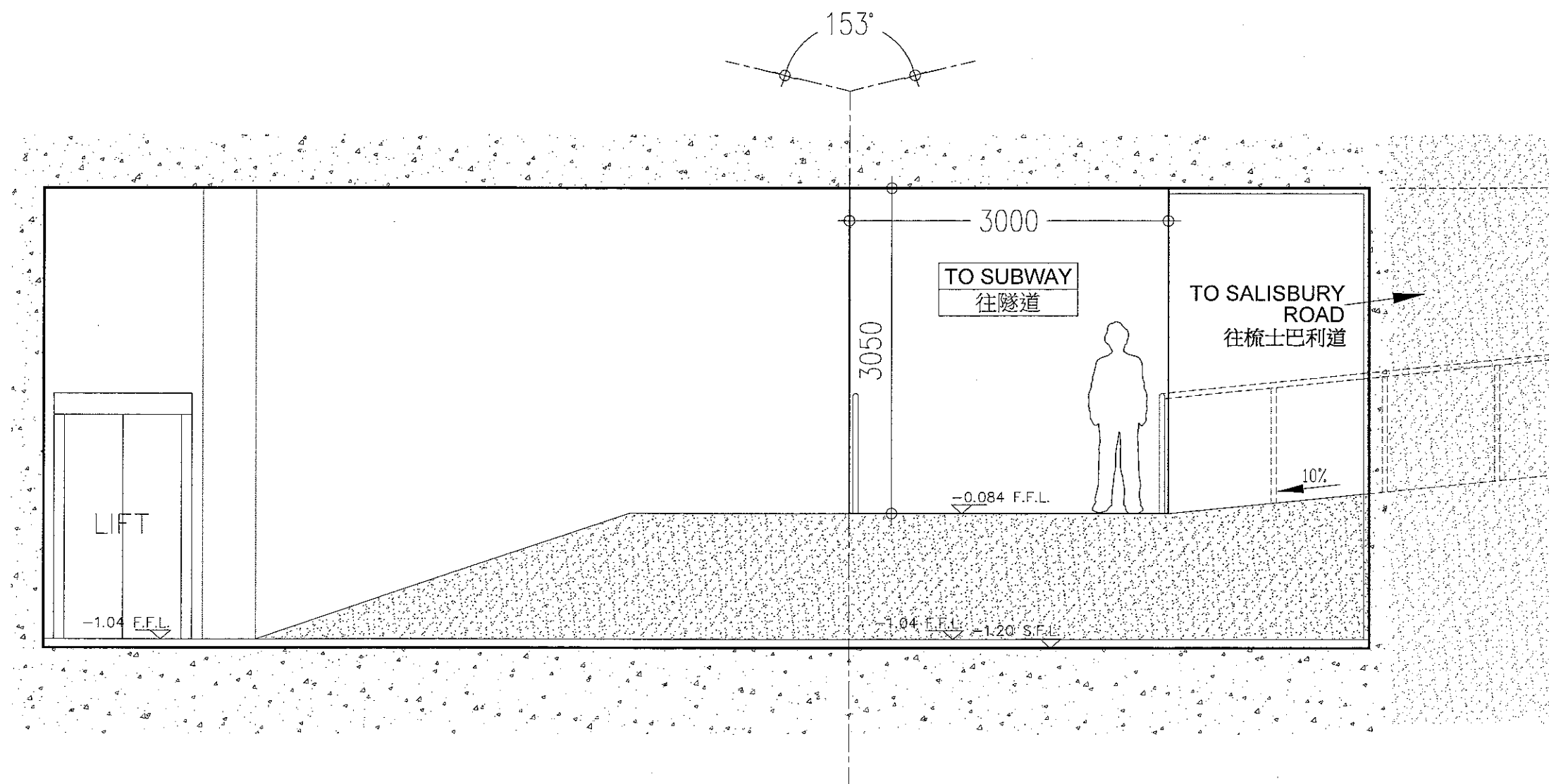
用現有斜坡嘗試改動  
1881內部設計  
SCALE 1:100





SECTION A-A 1:50

行人隧道內望向梳士巴利道/1881出口



SECTION B-B 1:50

1881出口望向行人隧道內/梳士巴利道