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**Public Works Subcommittee of the Finance Committee
of the Legislative Council**

**Minutes of the 6th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 22 January 2014, at 8:30 am**

Members present:

Ir Dr Hon LO Wai-kwok, BBS, MH, JP (Chairman)
Hon LEUNG Che-cheung, BBS, MH, JP (Deputy Chairman)
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Emily LAU Wai-hing, JP
Hon TAM Yiu-chung, GBS, JP
Hon WONG Kwok-hing, BBS, MH
Hon Cyd HO Sau-lan
Hon CHAN Hak-kan, JP
Dr Hon LEUNG Ka-lau
Hon IP Kwok-him, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming
Hon WU Chi-wai, MH
Hon Gary FAN Kwok-wai
Hon MA Fung-kwok, SBS, JP
Hon Charles Peter MOK
Hon CHAN Han-pan
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Hon Alice MAK Mei-kuen, JP
Dr Hon Fernando CHEUNG Chiu-hung

Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, JP
Dr Hon CHIANG Lai-wan, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen

Member absent:

Hon Abraham SHEK Lai-him, GBS, JP

Public officers attending:

Mr YEUNG Tak-keung	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr WAI Chi-sing, JP	Permanent Secretary for Development (Works)
Mr Thomas CHAN Chung-ching, JP	Deputy Secretary for Development (Planning and Lands) ¹
Ms Anissa WONG, JP	Permanent Secretary for the Environment
Ms Jasmine CHOI Suet-yung	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Kevin CHOI	Principal Assistant Secretary for Development (Planning and Lands) ²
Mr HON Chi-keung, JP	Director of Civil Engineering and Development
Mr Eric CHIANG Nin-tat	Chief Engineer (New Territories East (2)) Civil Engineering and Development Department
Mr Kenneth WONG Hung-keung	Chief Civil Engineer (1) Transport and Housing Bureau
Mr David LO Kwok-chung	Chief Engineer (Islands) Civil Engineering and Development Department
Mr Eric MA Siu-cheung	Under Secretary for Development
Mr Stephen LI Tin-sang	Chief Engineer (New Territories East (1)) Civil Engineering and Development Department
Mr Eric YUE Chi-kin	Chief Town Planner (Housing and Office Land Supply) Planning Department
Mr NG Kim-wai	Senior Town Planner (Housing and Office Land Supply (2)) Planning Department
Mr LEUNG Koon-kee, JP	Director of Architectural Services

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Mrs Alice YU NG Ka-chun	Project Director (3) Architectural Services Department
Mr Eric HUI Kwok-sun, JP	Assistant Director (2) Home Affairs Department
Mr Ken CHEUNG Kun-sing	Chief Architect (3) Housing Department
Ms Carmen YU Ka-man	Assistant District Officer (Kwun Tong) Home Affairs Department
Mrs Avia LAI WONG Shuk-han, JP	Deputy Secretary (3) Home Affairs Bureau
Miss WONG Yuet-wah	Principal Assistant Secretary (Culture)2 Home Affairs Bureau
Mr FUNG Man-chung	Assistant Director (Family and Child Welfare) Social Welfare Department
Mr FAN Yung-kai	Assistant Director (Operations)2 Food and Environmental Hygiene Department
Ms Winsome CHOW	Assistant Director (Performing Arts) Leisure and Cultural Services Department

Clerk in attendance:

Mr Derek LO	Chief Council Secretary (1)5
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Staff in attendance:

Mr Andy LAU	Assistant Secretary General 1
Ms Sharon CHUNG	Chief Council Secretary (1)6
Ms Connie HO	Senior Council Secretary (1)3
Mr Frankie WOO	Senior Legislative Assistant (1)3
Ms Christy YAU	Legislative Assistant (1)7

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The Chairman advised that three projects with a total funding allocation of \$33,222.3 million had been endorsed by the Public Works Subcommittee ("PWSC") in the 2013-2014 session so far, of which \$29,471.4 million was related to capital works projects. He further advised that five items were on the agenda for the meeting, including two items carried over from the meeting of 18 December 2013. The five items, if endorsed, would involve a total funding allocation of \$622.7 million. If these five funding proposals were approved, the cumulative number of projects approved by PWSC in the 2013-2014 session would be eight while the total amount of funding approved would be \$33,845.0 million, of which

\$30,094.1 million was related to capital works projects.

2. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the item. He also drew members' attention to Rule 84 of RoP on voting or withdrawal in case of direct pecuniary interest.

Head 707 – New Towns and Urban Area Development

**PWSC(2013-14)30 160TB Footbridge across Po Yap Road linking
Tseung Kwan O Area 55 and Area 65**

3. The Chairman advised that the proposal was to upgrade 160TB to Category A at an estimated cost of \$80.5 million in money-of-the-day ("MOD") prices for the construction of the footbridge linking Tseung Kwan O Area 65 to Area 55. The Panel on Development had been consulted on the proposal on 26 November 2013 and Panel members supported the proposal. The gist of the Panel's discussion had been tabled at the meeting.

4. The item was voted on and endorsed.

Head 711 – Housing

**PWSC(2013-14)31 742CL Main engineering infrastructure in
association with the proposed
developments in Area 56, Tung Chung**

5. The Chairman advised that the proposal was to upgrade 742CL to Category A at an estimated cost of \$54.8 million in MOD prices for the design and construction of the engineering infrastructure in association with the proposed developments in Area 56, Tung Chung. The Panel on Housing had been consulted on the proposal on 4 November 2013 and Panel members supported the proposal. The gist of the Panel's discussion had been tabled at the meeting.

Transportation services and facilities for Area 56 of Tung Chung

6. Mr CHAN Han-pan indicated his support for the implementation of new public housing development in Area 56 of Tung Chung. Relaying the concerns of members of the Islands District Council ("IDC") about the provision of transportation services and facilities for future residents in the

area, Mr CHAN enquired whether IDC was in support of the implementation of the works under the present proposal when they were consulted. In his view, the proposed carriageway to be constructed under 742 CL might not be able to cope with the additional traffic arising from the future developments in the new reclamation areas in Tung Chung. He asked if the Administration would provide, at a later stage, a detailed plan on the provision of transportation services and facilities in Area 56 to IDC or LegCo.

7. Chief Civil Engineer (1), Transport and Housing Bureau ("CCE(1)/THB"), responded that IDC was supportive of the proposed developments in Area 56 of Tung Chung. As advised by the Transport Department ("TD"), there were a number of bus routes providing internal and external connectivity in Tung Chung. These routes included Route S56 running between Tung Chung and the Hong Kong International Airport ("HKIA"), Route 37 running between Caribbean Coast and Yat Tung Estate, Route E21A running between Tung Chung and Ho Man Tin via Mong Kok, Route E31 running between HKIA and Tsuen Wan, and Route E11 running between HKIA and Tin Hau. If necessary, upon the commissioning of the new public housing development in Area 56, TD would liaise with the franchised bus company to adjust the alignments of the routes and increase the frequencies of bus services. TD presented the Route Development Programme of franchised bus companies to IDC annually for consultation and would take into consideration the views of IDC members in updating the programme.

8. Mr CHAN Han-pan enquired if green minibus services would be provided in Area 56 to provide more choices and feeder services for the residents. CCE(1)/THB responded that, according to TD, areas with franchised bus services normally would not be served by green minibuses in parallel. Generally speaking, only areas with accessibility constraints for buses would be provided with green minibus services. However, TD would keep in view the practical situation upon the population intake of the public housing development in Area 56. Mr CHAN Han-pan urged the Administration to actively consider the provision of green minibus services in the area.

9. Mr Albert CHAN did not agree that franchised bus services and green minibus services were mutually exclusive. In fact, there were many overlapping routes of bus and minibus services in many areas in Hong Kong. He said that TD had ignored the needs of residents of Tung Chung in the planning of transportation services in the district by excluding the provision of green minibus services, which were much needed as supplementary services. Mr James TO said that in anticipation of a large increase in the

population of Tung Chung, he did not concur with the Administration's position that green minibus services were not necessary in the district.

10. Pointing out that the public consultation on the Tung Chung New Town Extension Study ("the Study") was still in progress, Mr Albert CHAN asked if the proposed developments in Area 56 would be in conflict with any changes in the development plans for other parts of Tung Chung. He also enquired if the location of the proposed new MTR station in Tung Chung under the Study would have any impact on the project.

11. Director of Civil Engineering and Development ("DCED"), responded that the Study was being carried out by the Administration to identify the development potential and opportunities of Tung Chung and its adjacent areas, determine the scope of Tung Chung extension and improve the community and regional facilities. Stages 1 and 2 of the three-stage public engagement exercise of the Study had been completed while Stage 3 would commence in the next couple of months. He said that while the Administration would take into consideration the proposed housing development and the associated roads works in Area 56 in the future planning of Tung Chung, there should be no conflicts between the present proposal for Area 56 and the outcome of the Study. DCED further advised that the location of the proposed new MTR station in Tung Chung East was still under consultation and its final location would not have any impact on the proposed works project.

Design of the proposed carriageway

12. Mr James TO held the view that the cul-de-sac design of the proposed carriageway was undesirable and suggested that the Administration should consider providing an ingress to the public housing development in Area 56 at the roundabout of the carriageway at the east end to enhance the accessibility of the area. CCE(1)/THB responded that the entrance to Area 56 was located at the middle of the proposed carriageway, not near the east end, as indicated in the site plan enclosed with the paper. Chief Engineer (Islands)/CEDD advised that should there be new development areas near the end of the proposed carriageway in future, it would be extended to connect with the new areas. The cul-de-sac design of the carriageway would become a temporary arrangement then.

13. The item was voted on and endorsed.

Head 707 – New Towns and Urban Area Development
PWSC(2013-14)32 765CL Development of Anderson Road Quarry site

14. The Chairman advised that the proposal was to upgrade part of 765CL to Category A at an estimated cost of \$187.2 million in MOD prices to undertake detailed design and site investigation works of the site formation and associated infrastructural works, off-site road/junction improvement works, as well as pedestrian linkage facilities, for the proposed developments at the Anderson Road Quarry ("ARQ") site. The Panel on Development had been consulted on the proposal on 20 December 2013 and Panel members supported the proposal. The gist of the Panel's discussion had been tabled at the meeting.

Traffic and transport

Traffic congestion problem in East Kowloon

15. Mr CHAN Kam-lam indicated his support for the funding proposal. However, he advised that members of Kwun Tong District Council ("KTDC") had grave concern on the aggregate traffic impact of the developments at the ARQ site on the adjacent areas. He said that the future population of the residential developments at the site as well as the public rental housing ("PRH") developments at Anderson Road would create great pressure on the road network in Kwun Tong, which was already very busy. Pointing out that the Administration had not responded positively to KTDC's concerns, Mr CHAN enquired about the Administration's action to relieve the persistent traffic congestion in Kwun Tong to tie in with the population intake of the developments at the ARQ site.

16. Mr Tony TSE said that the Administration should not allow the traffic constraint in the area to limit the development potential of the ARQ site. The Administration should take a wider perspective in the planning of the development of the site and make use of the development opportunity to solve the long-existing traffic congestion problem in East Kowloon, instead of treating the development of the site as a standalone project.

17. DCED advised that the population intake of the residential developments at the ARQ site would commence in 2022-2023. In planning the development of the site, the Administration had taken into account the traffic conditions in the entire East Kowloon area. A preliminary engineering feasibility study had been undertaken, with a traffic impact assessment being one of the foci. According to the outcome of the

assessment, when the development project was completed, about 70% of the traffic from the housing developments at the ARQ site would take the route in the south via Po Lam Road, Sau Mau Ping Road and Lin Tak Road ("the southern route"), while the remaining 30% would take the northern route via Clear Water Bay Road to other areas. Of the 70% of the traffic taking the southern route, two-thirds would take the trunk roads through Tseung Kwan O Road to other districts. The housing developments at the ARQ site would increase the traffic flow in the Kwun Tong town centre by 3% only. Under the Kwun Tong town centre redevelopment project being carried out by the Urban Renewal Authority, the roundabout at Hip Wo Street would be enhanced and this could cater for the traffic increase. Meanwhile, the Administration was also actively taking forward the planning and implementation of Tseung Kwan O - Lam Tin Tunnel ("TKO-LTT") and Trunk Road T2, which, together with Central Kowloon Route, would form Route 6. Upon the completion of Route 6, a significant part of the traffic from Tseung Kwan O would be diverted to TKO-LTT, thereby relieving the traffic load for Tseung Kwan O Road and Clear Water Bay Road. In addition, the proposed pedestrian linkage facilities under the ARQ project could help enhance the connectivity among the ARQ site, the new PRH developments on Anderson Road, the existing public housing estates in the vicinity, the Kwun Tong town centre and the proposed bus-to-bus interchange at the toll plaza of Tseung Kwan O Tunnel, serving a population of over 100 000. As regards the traffic congestion problem at the public light bus station near the Choi Hung MTR station on Clear Water Bay Road, some short-term improvement measures had been worked out by TD and KTDC was being consulted on the measures.

18. Miss CHAN Yuen-han said that while a significant traffic volume at Clear Water Bay Road would be attracted to Route 6 when the latter was completed, the traffic capacity of Clear Water Bay Road was still inadequate to accommodate the additional traffic volume generated from the new housing developments at the ARQ site. This meant that the traffic congestion problem at Choi Hung Interchange would remain unresolved. She said that KTDC would not support developing housing and the proposed quarry park, which would bring in a large number of visitors to the area, at the ARQ site, should the Administration fail to put forward concrete measures to address the persistent traffic congestion problem in East Kowloon. She opined that the Transport and Housing Bureau should consider redeveloping Choi Hung Estate to make available land to carry out large-scale improvement works at Choi Hung Interchange.

19. Under Secretary for Development responded that TD was consulting KTDC on some short-term improvement measures to tackle the traffic congestion problem. In the medium term, the completion of Route 6 in

future would reduce the traffic flow on Clear Water Bay Road and mitigate the congested traffic at Choi Hung Interchange. In the long run, major improvement works at Choi Hung Interchange would be studied. However, the proposed works would involve resumption of some land in Choi Hung Estate. In considering whether to redevelop a public housing estate, the Housing Department and the Housing Authority would take into account a number of factors, including the age and structural safety of the buildings, cost-effectiveness of repair works, build-back potential as well as availability of suitable rehousing resources. The Administration would discuss internally the redevelopment programme of public housing estates.

20. Mr Alan LEONG pointed out that members of the Panel on Development had had a heated debate with the Administration over the traffic issue. Members of the Panel in general held the view that in planning the transport infrastructure for the proposed developments at the ARQ site, the Administration should demonstrate foresight and commitment by formulating plans to resolve the traffic congestion problems in Kowloon East. He queried, given that the Administration was well aware of the concerns of members of the Panel on Development, if the Administration had a concrete plan to study the redevelopment of Choi Hung Estate to improve the traffic at Choi Hung Interchange, why the study was not mentioned in the Administration's paper to the Subcommittee.

21. Miss CHAN Yuen-han said that she had started discussing the traffic issues arising from the proposed development of the ARQ site as well as the overall traffic congestion problem at the district level with the Administration almost a year ago. She was disappointed that the Administration had yet to come up with a long-term plan to address the issues. She suggested that a cross-bureau/department working group be set up in the Administration to work out a solution. At the requests of Mr Alan LEONG and Miss CHAN Yuen-han, the Administration would provide information, prior to the relevant FC meeting, on its short-, medium- and long-term plans to resolve the traffic congestion problem at Choi Hung Interchange, in particular the study on the redevelopment of Choi Hung Estate.

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22. Ms Emily LAU asked whether the Administration would admit that the development of the ARQ site would further aggravate the traffic congestion problem in Choi Hung and Kwun Tong. Principal Assistant Secretary for Development (Planning and Lands)2 ("PAS(P&L)2/DEVB"), responded that the Administration had already formulated a comprehensive plan to deal with the additional traffic generated by the proposed developments at the ARQ site. Nevertheless, the Administration noted the concerns of members and relevant DCs regarding the regional traffic congestion problem. While the Administration had planned to address this

wider issue by a series of short-, medium- and long-term measures, the implementation of these measures would be subject to practical considerations going beyond the scope of the development of the ARQ site. He assured members that the matter would be brought under the Administration's internal deliberations.

23. The Chairman pointed out that the wider policy issue in respect of the overall traffic arrangements to address the long-existing traffic congestion problem in East Kowloon was outside the scope of the funding proposal being discussed. Nevertheless, he understood the concerns of members over the issue and hence sufficient time had been allowed for members to express their views over it at the meeting. The Chairman said that he considered it more appropriate for the Administration to submit to the relevant Panel(s) its overall plan to tackle the traffic congestion problem in East Kowloon. In this connection, the Chairman asked whether the Administration had a preliminary time table for reverting to the Panel(s) concerned on the plan. PAS(P&L)2/DEVB responded that in addition to maintaining close communication with the relevant DCs on how to tackle the regional traffic congestion problem, the Administration was prepared to discuss with the relevant Panel(s) the overall plan in this regard in due course. The Administration would liaise with the Clerk(s) to the relevant Panel(s) on the detailed arrangements.

Bus-to-bus interchange at the toll plaza of Tseung Kwan O Tunnel

24. Mr Frankie YICK enquired about the implementation time table of the proposed bus-to-bus interchange at the toll plaza of Tseung Kwan O Tunnel (Kowloon side). He urged the Administration to expedite the implementation of this facility taking in view that it could facilitate the use of bus services by residents in Lam Tin and Tseung Kwan O. Chief Engineer (New Territories East (1)), Civil Engineering and Development Department, responded that subject to the approval of FC for the present funding proposal, the detailed design of the proposed road improvement works, including the construction of the bus-to-bus interchange, would start in mid-2014. The construction works of the bus-to-bus interchange, which would be carried out in conjunction with the road improvement works at the junction of Lin Tak Road and Sau Mau Ping Road and widening of Lin Tak Road, were planned for commencement in 2018 and completion within two years. The Administration would look into the possibility of advancing the completion of the proposed bus-to-bus interchange by segregating it from the road improvement works, which would be required to undergo an environmental impact assessment ("EIA") prior to commencement of construction works. Mr YICK requested the Administration to confirm the implementation time table as early as possible and report it to the relevant DCs.

Provision of feeder services

25. Ms Cyd HO opined that given the isolated location of the ARQ site, the Administration had to provide sufficient public transportation facilities and feeder services to ensure the connectivity of the site with the nearby MTR stations, such as the Kwun Tong Station and the Choi Hung Station. Otherwise, many residents might resort to using private vehicles as their major means of transport, thereby aggravating the traffic congestion problem in Kwun Tong. DCED responded that a public transport terminus would be provided at the ARQ site to encourage the local residents to make use of public transport. While it was anticipated that about 70% of the traffic from the new developments at the site would take the southern route, feeder services would take most of the residents using public transport to the Lam Tin MTR Station. He said that whilst TD would devise a public transport plan at a later stage, it was proposed to provide a bus-to-bus interchange at the toll plaza area of Tseung Kwan O Tunnel to encourage residents to make use of public bus services to go to Tseung Kwan O and other areas. In the light of the aforesaid transportation arrangements, it was anticipated that the housing developments at the ARQ site would increase the traffic flow in Kwun Tong town centre by 3% only. At the request of Ms Cyd HO, the Administration would provide information, prior to the relevant FC meeting, on the transport arrangements to ensure the connectivity between the housing developments at the ARQ site and the nearby MTR stations.

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Provision of barrier-free access facilities

26. Pointing out that the ARQ site was located on a high level which was not easily accessible, in particular for wheelchair users, Dr Fernando CHEUNG enquired about the provision of transportation services and barrier-free access ("BFA") facilities in the future developments at the site to facilitate the commuting of the disabled between the site and other areas. In particular, Dr CHEUNG asked about the geographical distribution of the lifts and escalators to be provided under the proposed pedestrian linkage system for the ARQ development as well as the cost of the entire ARQ development project.

27. DCED said it had been planned that four pedestrian linkage systems comprising footbridges, lift towers and/or escalators would be constructed to facilitate the future residents, including wheelchair users as far as practicable, to travel from/to the site to/from the housing estates in the vicinity, the Kwun Tong town centre, as well as the proposed bus-to-bus interchange at the toll plaza of Tseung Kwan O Tunnel. The detailed alignments and design for

the linkage systems had yet to be worked out. He also said that the cost of the entire ARQ project was not available as the project had not yet entered into the detailed design stage. Dr Fernando CHEUNG suggested that the Administration should engage a consultant to advise on the overall planning for the provision of BFA facilities in the ARQ development by making reference to overseas experience.

Development intensity and housing mix

28. The Subcommittee noted that the development of the ARQ site would provide about 12 hectares of land for both private and subsidized housing development with a private-to-subsidized housing ratio of 80:20. Expressing concern over the shortage of PRH units in Hong Kong, Dr Fernando CHEUNG asked if the subsidized housing units to be provided referred to the units to be sold under the Home Ownership Scheme ("HOS"). Chief Town Planner (Housing and Office Land Supply), Planning Department ("CTP(HOLS)/PlanD"), replied in the affirmative. He said that as there were already a large number of existing and planned PRH units in the Sau Mau Ping area, the Administration had proposed to adopt the 80:20 private-to-subsidized housing ratio for the developments at the ARQ site to help improve the imbalanced housing mix. He added that the proposed ratio was supported by the Sai Kung District Council, KTDC as well as members of the public during the public engagement exercises on the ARQ planning study. He stressed that, with the aforesaid ratio for the site, the ratio of private-to-subsidized housing in the larger Sau Mau Ping area, which included proposed HOS development at the ARQ site and the PRH developments under construction at Anderson Road, would only change slightly from the existing 10:90 to about 16:84 in future.

29. Ms Cyd HO did not support the proposed private-to-subsidized housing ratio of 80:20 for the ARQ development. She held the view that it was not an effective way to address the housing needs of the middle class by deploying such a substantial portion of land resources at the site for the development of private housing, as the prices of the private residential units might not be affordable to the general public, unless there were restrictions on the flat sizes. Ms HO suggested that, while the supply of HOS units was insufficient, the Administration should consider providing at the ARQ site residential units with quality comparable to that of HOS units for rent to the middle class.

30. Mr WU Chi-wai shared some members' concern that the development potential of the ARQ site had been restrained by the traffic capacity of the area and this would lead to inefficient use of precious land resources. With reference to the new measure announced in the Chief Executive's 2014 Policy

Address that, except for the north of Hong Kong Island and Kowloon Peninsula, the maximum domestic plot ratio currently permitted for the other "density zones" be increased by around 20%, Mr WU asked if maintaining the development plot ratio of the ARQ site at the existing level would be in conflict with the new initiative. In response, Deputy Secretary for Development (Planning and Lands)¹ said that the proposed development intensity for the ARQ site was arrived at after taking into consideration not only the traffic capacity of the road network in the area, but also the infrastructure capacities of the site as well as the building height restrictions, which had been put in place to preserve the Tai Sheung Tok ridgeline. The proposed development plot ratio had already fully utilized the land resources at the ARQ site in the light of the aforesaid constraints. He explained that maintaining the development plot ratio of the site at its current level would not be in conflict with the new policy initiative of increasing the maximum domestic plot ratio, since, in taking forward the initiative, the Administration would duly consider other relevant factors such as traffic and infrastructural capacities, local characteristics, the existing development intensity and the various possible impacts of the proposed development on the areas concerned. Moreover, the new initiative did not apply to projects which were already at an advanced stage, such as the ARQ development project, to avoid wasting the efforts made in the planning and public engagement stages and delaying the delivery of the planned land and housing production.

Development of a theme park

31. Mr Albert CHAN asked if the Administration would capitalize on the geological and historical features of the ARQ site, which was formerly the Anderson Quarry, to develop a theme park serving educational, recreational, cultural and tourism purposes. Reference could be made to the Eden Project in Cornwall, the United Kingdom. Such a development could also provide a new place of interest in the urban area for the public and foster the development of the local economy.

32. CTP(HOLS)/PlanD responded that in order to retain the unique characteristics of the site, the Recommended Outline Development Plan had included a proposed quarry park. The park was intended to be a regional park with an array of sports and recreational facilities, and would be constructed, managed and maintained by the Leisure and Cultural Services Department ("LCSD"). LCSD would consult relevant DCs on the design and facilities of the quarry park. He undertook to convey Mr CHAN's views to LCSD.

33. Mr Albert CHAN stressed that a quarry park under the management of LCSD would not achieve the purposes of a theme park for promoting

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environmental protection, culture, the performing arts, tourism etc., as some of these areas were beyond the purview of LCSD. It might be more appropriate for such a park to be developed and managed by a statutory body. He said that in designing the park, the Administration should free itself from conventional and bureaucratic practices and adopt new thinking. The Administration should consider inviting local theme park operators to participate in the planning, delivery and management of the project to capitalize on their expertise and experience in this respect. At the request of Mr Albert CHAN, the Administration would provide a written response, prior to the relevant FC meeting, to his suggestion of developing a theme park at the ARQ site to serve educational, recreational, cultural promotion and tourism purposes.

Consultants' fees

34. Mr IP Kwok-him enquired about the justifications for the high consultants' fees, at \$83.8 million, for the project as well as the input of the Administration's works departments in the project. DCED responded that in view of the multi-disciplinary nature and the complexity of the project, which would involve supervision of site investigation works and detailed design of the proposed pedestrian linkage facilities, as well as EIA, the Administration proposed to engage consultants for the project. Such an arrangement could also avoid inflating the establishment of the civil service. The actual consultants' fees would be subject to the result of the tendering exercise. Professional officers of the Administration's works departments would assess consultants' proposals and supervise their work.

Development time span

35. Noting that the construction works of the proposed project would commence in mid-2016 and the site formation works were targeted for completion in stages from 2019 to 2020 for the initial population intake in 2022-2023, Ms Emily LAU enquired about the reasons for the long time span for the implementation of the project. PAS(P&L)2/DEVB said that, according to overseas experience, a relatively long time was required for the recovery of a quarry site. The proposed timeframe for the implementation of the project had taken into account the complexity of the project, which would involve the construction of pedestrian linkage facilities with lift towers and escalator systems on slopes with a steep gradient, as well as the time required for the conduct of the necessary tendering exercises, EIA and other statutory procedures. The Administration would review the development timeframe in the detailed design stage to ensure that the project would be carried out in an efficient manner.

36. The item was voted on and endorsed. Miss CHAN Yuen-han requested to put in record that the three members belonging to the Hong Kong Federation of Trade Unions did not take part in the voting.

Head 711 – Housing

PWSC(2013-14)33 195SC Community hall at Sau Ming Road, Kwun Tong

37. The Chairman advised that the proposal was to upgrade 195SC to Category A at an estimated cost of \$134.9 million in MOD prices for the construction of a new community hall ("CH") at Sau Ming Road, Kwun Tong. The Panel on Housing had been consulted on the proposal on 3 June 2013 and Panel members supported the proposal. The gist of the Panel's discussion had been tabled at the meeting. Pursuant to members' request, the Administration had provided supplementary information on the proposal on 2 December 2013.

Optimization of site development potential

38. Dr Fernando CHEUNG said that he supported the redevelopment of the existing Sau Mau Ping (Central) Estate Community Centre ("SMP(C)ECC") into a CH. However, he questioned the rationale behind redeveloping the six-storey SMP(C)ECC into a proposed two-storey CH. Pointing out that the social services currently provided by the five non-government organizations ("NGOs") in the existing SMP(C)ECC had to be re-provisioned to other premises in the vicinity upon the demolition of SMP(C)ECC, Dr CHEUNG queried whether the Administration had fully utilized the development plot ratio of the project site to provide space for the re-provisioning of the aforesaid services. He held the view that such a development plan might not be in line with the policy initiative announced in the Chief Executive's 2014 Policy Address to encourage social service organizations to better use their land through in-situ expansion or redevelopment, especially to provide additional facilities for the badly needed elderly and rehabilitation services.

39. Chief Architect (3), Housing Department ("CA(3)/HD"), responded that the area of the site for the composite development was small and it was bounded by an existing major steep slope, a bus terminus and Sau Ming Road. The permissible domestic and non-domestic plot ratios of the site were 4.5 and 1.5 respectively, and its building height restriction was +150mPD to the main roof level. Apart from the aforesaid restrictions, the Administration had also taken into account the visual impact and air ventilation when mapping out the development plan of the site. He said that the

Administration had already maximized the domestic development potential of the site by providing about 320 PRH flats and the domestic building block would be built up to the height limit under the existing site constraints.

40. On non-domestic development, CA(3)/HD said that the actual development plot ratio of the site would be 1.25 under the current proposal. Due to the limited space at the site, the new CH would abut the domestic block, and there was no further room for horizontal expansion to provide space for the provision of social services. According to the Building Regulations, the prescribed window plane of the domestic flats had to be projected over the roof of the CH, thus the new CH was restricted to a two-storey building and additional floors could not be built. He added that the Administration had sought the approval of the Town Planning Board for increasing the development plot ratio of the site for the provision of more PRH units as well as social service facilities. However, given that the project site was small and it was located along the breezeway as well as partially surrounded by a green belt, enhancing the development plot ratio to increase the height of the building was considered undesirable. Moreover, any revisions to the development plan of the site would delay the completion of the project for at least two years. Given all the design and planning constraints, CA(3)/HD reiterated that the design of the CH had in practice fully utilized the site potential.

41. Mr MA Fung-kwok shared Dr Fernando CHEUNG's view that the Administration should maximize the development potential of the site to provide space for the re-provisioning of the services currently provided by the NGOs in SMP(C)ECC, taking into account that the relocation of the services might cause inconvenience to the users. In this regard, Mr MA enquired if it would be cost-effective to make use of the space above the bus terminus or the slope near the project site for the construction of a building to accommodate the services currently provided by the NGOs.

42. CCE(1)/THB responded that the slope was steep and high. To ensure the stability of the slope, the piles of the proposed CH would be sleeved and founded at a level so that it would not exert any loading on the slope. Besides, since part of the existing bus terminus rested on the crest of the slope and was founded on piles, any alteration to the part of the bus terminus might affect the stability of the slope. CA(3)/HD added that a landslide disaster had happened on the adjacent slope in the 1970s. The construction of any buildings on the slope would involve complex foundation works which would take a long time to complete. Hence, the Administration had no plan to construct any buildings above the bus terminus or the slope.

Provision of social service facilities

Admin

43. Mr WU Chi-wai enquired whether the services currently provided by the five NGOs at SMP(C)ECC would be re-provisioned to Sau Mau Ping Estate and Po Tat Estate. CA(3)/HD responded that agreements had been reached with all of the five NGOs for both the interim and permanent re-provisioning arrangements at either Sau Mau Ping Estate or the public housing developments at Anderson Road. At the request of Mr WU, the Administration would provide information on the planning for provision of space for additional social service facilities, if required, in Sau Mau Ping Estate and Po Tat Estate to cater for the needs of the ageing population.

44. Mr WU Chi-wai pointed out that while in the past PRH buildings had been so designed that space had been reserved on the ground floor for accommodating additional community facilities, the design nowadays had made the ground floor fully enclosed without any extra space left for addition of facilities. He urged the Administration to adopt the design in the past, as far as the ground floor was concerned, in the construction of new public housing estates.

45. Dr Helena WONG enquired about the criteria adopted by the Administration in determining the social service facilities to be provided in the PRH development at the project site, and whether any homes for the elderly would be provided on the ground floor of the development. She added that such homes should be located in residential developments so that the elders could be supported by their families living in the same area.

46. CA(3)/HD responded that under the present proposal, there would be a library and a study room on the ground floor of the PRH development at the site. The Housing Department had consulted the relevant stakeholders in the district as well as the Social Welfare Department on the community facilities to be provided. Due to the small size of the site, it was not feasible to have a home for the elderly in the PRH development.

Provision of activity rooms in community halls

47. Mr Albert CHAN said that he had expressed on various occasions in the past few years that the provision of activity rooms in CHs was inadequate. He criticized the Administration for not improving the design of CH to address the huge public demand for the said facility.

48. Assistant Director (2), Home Affairs Department, responded that the Administration had consulted the Panel on Home Affairs and introduced improvement measures in 2011 in new CHs under planning to enhance the

flexibility of their facilities in the light of the increasing public demand for activity rooms. He said that a movable, sound-proofing and full-height partition would be installed in the multi-purpose hall of a new CH to make it possible to accommodate two activities by two different groups simultaneously. Secondly, a movable, sound-proofing and full-height partition and an additional door would be installed at the conference room to enable the room to support two small-scale activities to be held at the same time. Moreover, an external access to the stage meeting room would be provided to enable the room to be separately booked and used by local organizations for small-scale activities, if it was not required by the group using the multi-purpose hall. Upon the implementation of the aforesaid improvement measures, there was a three-fold increase in the number of activity rooms in new CHs as compared with that in old CHs. The new CH to be constructed at Sau Ming Road under the present proposal would adopt the above features. Pointing out that the partitions were unable to mitigate the noise impact generated by some activities, Mr CHAN urged the Administration to provide more fixed activity rooms in new CHs in the future.

49. The item was voted on and endorsed.

50. At 10:20 am, the Chairman extended the meeting by 15 minutes to 10:45 am to allow sufficient time for discussion of Item V.

Head 703 – Buildings

PWSC(2013-14)35 183GK Reprovisioning of Shanghai Street refuse collection point and street sleepers' services units to the site at Hau Cheung Street, Yau Ma Tei for the phase II development of the Yau Ma Tei Theatre project

51. The Chairman advised that the proposal was to upgrade 183GK to Category A at an estimated cost of \$165.3 million in MOD prices for the re-provisioning of Shanghai Street refuse collection point ("RCP") and street sleepers' services units ("SSSU") to a site at Hau Cheung Street, Yau Ma Tei to vacate the original site for the Phase II development of the Yau Ma Tei Theatre ("YMTT") project. The Panel on Home Affairs ("HA Panel") had been consulted on the proposal on 13 December 2013 and Panel members did not object to the Administration's submission of the proposal to PWSC for further deliberations. The gist of the Panel's discussion had been tabled at the meeting.

Maximizing the development potential of the project site

52. Mr Tony TSE expressed dissatisfaction and disappointment about the Administration's lukewarm response to his proposal of incorporating other uses, such as storage, to the building to be constructed at the project site at Hau Cheung Street for the re-provisioning of RCP and SSSU. He said that such a proposal would not only maximize the use of precious land resources in the urban area, but also help separate RCP and SSSU, which were to be co-located in one building at the site, as much as possible to minimize the conflicts between the two facilities.

53. In response, Deputy Secretary (3), Home Affairs Bureau ("DS(3)/HAB"), said that in determining the utilization of the project site at Hau Cheung Street, the Government Property Agency had been consulted, which had confirmed that the current development proposal for the project site could achieve an optimal degree of site utilization. She advised that certain improvements had been made to the design of the project in the light of the views of members of HA Panel on the separation of RCP and SSSU. She assured members that not only would the two facilities be completely separated internally within the new premises, the longest possible distance would also be provided between their entrances. To minimize the impact of the exhaust air from RCP, its exhaust air outlet would be located as far away from the windows of the dormitory as possible. Meanwhile, one of the entrances of RCP on the pavement would adopt a closed design and be furnished with greening, such that it would be barely noticeable. Beautification works would be carried out to enhance the aesthetics of the environment.

The co-location arrangement

54. Mr MA Fung-kwok indicated his support for the Phase II development of YMTT as well as the re-provisioning of RCP and SSSU. However, he considered co-locating the reprovisioned RCP and SSSU at the same building undesirable. Mr MA said that he had made a suggestion to the Administration, at the meeting of HA Panel held on 13 December 2013, that it should increase the vertical distance between RCP and SSSU by the addition of a few storeys between them to minimize the impact of the odour nuisance generated by RCP on the service users of SSSU. Mr MA asked whether the reason for not accepting his suggestion was related to the constraints posed by the development plot ratio of the site; and if the answer was affirmative, whether the plot ratio could be increased.

55. DS(3)/HAB advised that to minimize the odour impact arising from RCP, the scope of the re-provisioning project would include equipping it

with modern deodorization systems, and the exhaust air duct of RCP would be located far away from the windows of SSSU and built at the highest possible level. Meanwhile, the main entrance to RCP would be closed at all times except for the passage of refuse collection vehicles, which would make approximately 6 to 7 trips to RCP every day. In addition, the staff at RCP would cleanse the place every time after the vehicle had left and further cleanse it thoroughly with diluted disinfectant every night before its closure. No refuse would be stored there overnight. DS(3)/HAB said, according to her experience from a visit to the RCP at Paterson Street, Causeway Bay, there was almost no odour from newly built RCPs. She added that there was an urgency to implement the Phase II development of YMTT to enable it to better serve its functions as a main venue for nurturing new talents for the Cantonese opera. The proposed addition of a few storeys in the new premises at Hau Cheung Street would consequentially delay the completion of the entire YMTT development project.

56. Mr MA Fung-kwok did not accept the Administration's explanation. He said that not only refuse collection vehicles would move in and out of RCP, a lot of bags of refuse would be taken in and out of RCP many times every day. Moreover, the need of providing adequate space for the re-provisioning of the Shanghai Street RCP and SSSU had been repeated by LegCo Members for many years. The Administration should have taken into account Members' views in the overall planning of the YMTT development and the re-provisioning arrangement.

57. Dr Fernando CHEUNG said that while he was not opposed to the Phase II development of YMTT, he was against the proposed co-location of RCP and SSSU at the project site. Pointing out that the Shanghai Street SSSU was currently suffering from serious bed bugs problems caused by the humid environment of RCP in the same building, and that the shelter places offered by SSSU would serve as temporary accommodation for not only adults, but also children, Dr CHEUNG said that the Administration should take the opportunity arising from the re-provisioning of the two facilities to separate them. He asked whether the material storage area of the Highways Department near the project site could be relocated elsewhere to provide space to accommodate SSSU.

58. DS(3)/HAB responded that the Administration's attempt to identify an additional site for relocating the Shanghai Street SSSU was to no avail. In the course of formulating the re-provisioning arrangement, the Administration had consulted and worked closely with the two operators of the Shanghai Street SSSU. The re-provisioning proposal was agreeable to them.

59. Dr Helena WONG said that members belonging to the Democratic Party did not support the funding proposal as they were strongly against the proposal of relocating RCP and SSSU at the same site. She expressed disappointment at the Administration's failure in accepting some members' request made at the previous meetings of HA Panel that the two facilities should be re-provisioned separately. In her view, should the Administration be unable to identify an additional site for the re-provisioning of the Shanghai Street SSSU, the said facility should be re-provisioned in-situ and incorporated in the YMTT Phase II development. Dr WONG requested the Administration to withdraw the funding proposal and re-submit it with the necessary revision.

60. The Chairman said that as there were a number of members waiting to speak on 183 GK, the discussion on the item would be continued at the next meeting of the Subcommittee to be held at 8:30 am on 29 January 2014.

61. The Chairman consulted members on whether any of the four items endorsed by the Subcommittee at the meeting would require separate discussion and voting at the relevant FC meeting. Members did not raise any specific requests.

Any other business

62. There being no other business, the meeting ended at 10:45 am.