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

**Minutes of the 13th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 11 March 2015, at 8:30 am**

Members present:

Hon Alan LEONG Kah-kit, SC (Chairman)
Hon WU Chi-wai, MH (Deputy Chairman)
Hon Albert HO Chun-yan
Hon LEE Cheuk-yan
Hon James TO Kun-sun
Hon LEUNG Yiu-chung
Hon Emily LAU Wai-hing, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon WONG Kwok-hing, BBS, MH
Prof Hon Joseph LEE Kok-long, SBS, JP, PhD, RN
Hon Cyd HO Sau-lan, JP
Hon CHAN Hak-kan, JP
Hon CHAN Kin-por, BBS, JP
Hon Paul TSE Wai-chun, JP
Hon Albert CHAN Wai-yip
Hon Claudia MO
Hon Frankie YICK Chi-ming
Hon Gary FAN Kwok-wai
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Dr Hon Kenneth CHAN Ka-lok
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Alice MAK Mei-kuen, JP

Dr Hon KWOK Ka-ki
Hon Dennis KWOK
Dr Hon Fernando CHEUNG Chiu-hung
Hon SIN Chung-kai, SBS, JP
Hon IP Kin-yuen
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS

Members absent:

Hon CHAN Kam-lam, SBS, JP
Hon TAM Yiu-chung, GBS, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon Ronny TONG Ka-wah, SC
Dr Hon LEUNG Ka-lau
Hon CHEUNG Kwok-che
Hon IP Kwok-him, GBS, JP
Hon LEUNG Kwok-hung
Hon Michael TIEN Puk-sun, BBS, JP
Hon CHAN Han-pan, JP
Hon CHAN Yuen-han, SBS, JP
Hon Kenneth LEUNG
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Helena WONG Pik-wan
Dr Hon CHIANG Lai-wan, JP

Public officers attending:

Mr YEUNG Tak-keung, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr WAI Chi-sing, JP	Permanent Secretary for Development (Works)
Mr Thomas CHOW Tat-ming, JP	Permanent Secretary for Development (Planning and Lands)
Mr TSE Chin-wan, JP	Deputy Director (1) Environmental Protection Department

Ms Jasmine CHOI Suet-yung	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr HON Chi-keung	Director of Civil Engineering and Development
Mr WONG Hok-ning	Head of Geotechnical Engineering Office Civil Engineering and Development Department
Ms Amy CHEUNG Yi-mei	Assistant Director (Territorial) (Acting) Planning Department
Mr LO Kwok-kong	Chief Civil Engineer (Public Works Programme) (Acting) Transport and Housing Bureau
Mr YAU Kwan-wai	Regional Highway Engineer (New Territories) Highways Department
Mr NG Wai-keung	Chief Highway Engineer (New Territories West) Highways Department
Ms Ann Mary TAM	Chief Architect (5) (Acting) Housing Department
Mr HO Hin-leung	Chief Civil Engineer (1) (Acting) Housing Department
Mr POON Chi-man	Principal Transport Officer (Transport Operations/NT) (Acting) Transport Department

Clerk in attendance:

Ms Sharon CHUNG	Chief Council Secretary (1)2
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Staff in attendance:

Ms Anita SIT	Assistant Secretary General 1
Mr Fred PANG	Senior Council Secretary (1)2
Mr Hugo CHIU	Senior Council Secretary (1)6
Ms Christina SHIU	Legislative Assistant (1)2
Ms Christy YAU	Legislative Assistant (1)7
Ms Haley CHEUNG	Legislative Assistant (1)9

Action

The Chairman advised that there were five funding proposals on the agenda for the meeting. All these proposals were those carried over from the previous meeting of the Subcommittee on 28 February 2015. He 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 in case of direct pecuniary interest.

Head 705 – Civil Engineering

PWSC(2014-15)50 769CL Pilot Study on Underground Space Development in Selected Strategic Urban Areas

2. The Chairman said that the proposal, i.e. PWSC(2014-15)50, was to upgrade 769CL to Category A at an estimated cost of \$70.0 million in money-of-the-day prices for conducting a pilot study on underground space development ("the Study") in four strategic urban areas, namely, Tsim Sha Tsui West, Causeway Bay, Happy Valley and Admiralty/Wan Chai. The Subcommittee had commenced deliberation on the proposal at the last meeting on 28 February 2015. At members' request, the Administration had provided supplementary information, which had been circulated to members vide LC Paper No. PWSC125/14-15(01) on 9 March 2015, to address the major concerns raised by members at the previous meeting.

The need for developing underground space in the urban areas

3. Dr KWOK Ka-ki said that he was not opposed to the conduct of the proposed Study. However, the support of Subcommittee for a proposal to

conduct a pilot study on underground space development in selected areas should not be taken by the Administration as consent for proceeding with underground space development projects.

4. Ir Dr LO Wai-ki supported the proposal to conduct the Study. He believed that the results of the Study would be important information for members when they considered at a later stage whether to support concrete proposals on underground space development projects. He also remarked that there were many successful examples of underground space development in Japan. The underground space in Sapporo could even serve as a sheltered pathway in cold weather.

5. Mr WONG Kwok-hing expressed support for the proposal and called for early implementation of underground space development to help relieve the heavy traffic and pedestrian flows in the selected areas. He also suggested that the Administration should explore the feasibility of developing underground space in other densely populated areas like the Yuen Long town centre.

6. Mr Albert CHAN opined that the Administration should have formulated a comprehensive strategic plan for land development in Hong Kong before proposing to conduct a study on developing underground space. He considered that the current proposal might have been drawn up based on suggestions made arbitrarily by people close to the Chief Executive. He queried whether the underlying purpose of developing underground space was to cater for the demand of visitors from the Mainland for commercial and shopping facilities. Holding the view that the Administration's top priority was to increase housing supply, he expressed opposition to the proposal.

7. Noting that the four selected areas were located in Hong Kong's core business districts, Dr Kenneth CHAN said it was clear that the development of underground space in these areas aimed to provide space for commercial use. Any plans to use public money to link up the existing underground shopping centres and carparks in these areas would inevitably arouse suspicion on transfer of benefits between the Administration and the business sector.

8. Ms Cyd HO noted that two of the selected areas, namely Causeway Bay and Happy Valley, were already loaded with heavy traffic and pedestrian flows. She was concerned that developing the underground space in these areas would attract more visitors and aggravate the congestion at the ground level. Ms HO also requested the Administration to provide information on: (a) the rationale for considering developing underground space rather than developing "secondary city centres" above ground, given that huge amount of

energy consumption would be needed to support the activities to be undertaken in underground space; (b) the estimated amount of energy consumption per square metre in the underground space of the four strategic areas; and (c) assessment on the impact of underground space development in the four strategic areas on cross-boundary traffic between Hong Kong and the Mainland. Ms HO further remarked that the Administration should make an undertaking that it would, in parallel with the conduct of the Study, impose a cap on Mainland arrivals for tourism to stop the adverse impact of influx of visitors from the Mainland on the daily lives of Hong Kong people.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. PWSC153/14-15(01) on 14 April 2015.)

9. Director of Civil Engineering and Development ("DCED") responded that the Study aimed to evaluate the overall opportunities and challenges of underground space development in the four study areas. The Study would identify priority projects for further studies. Nonetheless, before proceeding with the implementation of any priority projects, the Administration would gauge public views on the development proposals and report the results of the relevant studies to the LegCo committees concerned.

10. DCED further advised that overseas experience (like the development of *Les Halles* in Paris) revealed that the use of underground space could help relieve heavy traffic and pedestrian flows at the ground level and bring in economic benefits. While undertaking to provide the information requested by Ms Cyd HO, DCED advised that the development of underground space might not have an impact on the number of tourists visiting Hong Kong. He said that one of the objectives of the Study was to address local demand for commercial floor space, given that from 2004 to 2013, the growth in commercial stock lagged substantially behind the gross domestic product growth.

11. Ms Cyd HO said that DCED's remarks about shortage of commercial space might imply that the underlying purpose of development of underground space was to cater for the demand for shopping facilities of tourists from the Mainland under the Individual Visit Scheme ("IVS") and a further influx of IVS visitors was her concern. The Chairman advised that Ms HO could follow up the issue with the Administration at the relevant Panel of LegCo.

The four selected areas

12. Responding to Dr KWOK Ka-ki's enquiry about the reasons for selecting the four strategic areas for the Study, DCED advised that, first, they were densely developed nodes for commercial, residential, entertainment and tourism purposes and their further development was hindered by their complex urban setting and limited land resources. Secondly, they were mostly covered by existing and/or planned MTR networks and served as transportation hubs to the nearby areas. Thirdly, there were sizeable parks or open space in these areas for making it more feasible for early implementation of large-scale underground space development.

13. Referring to the plan at the Enclosure to LC Paper No. PWSC125/14-15(01) showing the names of the streets/places marking the boundaries of the four selected areas, Mr CHAN Chi-chuen enquired about the criteria for defining the boundaries. He also asked whether Causeway Bay and Admiralty/Wan Chai would be connected by underground space development in future, and why the area to the east of Fleming Road and the south of Gloucester Road were excluded from the study areas.

14. DCED responded that the proposed boundaries of the four strategic areas would be refined in the course of the Study, and the Study would examine the connectivity among the strategic areas. Assistant Director (Territorial) (Acting), Planning Department ("AD(T)/PlanD(Atg)") advised that the proposed boundary of a strategic area had been drawn up having due regard to factors like population density, congestion at the ground level and availability of sizable open space. To control the scale and cost of the Study, the study areas were confined to areas with greater potential for underground space development. DCED supplemented that the area to the east of Fleming Road and the south of Gloucester Road covered many narrow streets and might not be suitable for underground space development.

Impacts of underground space development

15. Ms Cyd HO pointed out that there were many schools and hospitals in the area along Eastern Hospital Road and Caroline Hill Road, which were within the study area in Causeway Bay. She stressed that these facilities should not be affected by underground space development projects. She also expressed concern on whether underground space development would affect the redevelopment of the existing above-ground buildings in the concerned areas. Dr KWOK Ka-ki enquired whether the Study would assess the impacts of the implementation of underground space development projects on local residents.

16. DCED responded that in identifying potential priority projects in the four strategic areas, the Administration would take into account existing developments and public views. He assured members the Study would include broad planning and technical assessments (including assessments of impacts on road traffic and pedestrian circulation) and preliminary environmental review. The Study would highlight any development constraints and key issues to be addressed in the implementation of priority projects.

17. Dr Kenneth CHAN expressed concern that, if the space beneath the existing parks or open space were to be developed, the provision of ventilation shafts and entrances to/exits of the underground development would affect public enjoyment of the parks/open space. He held the view that the report of the Study should present a detailed analysis of the pros and cons of developing underground space, so that the public would have sufficient information to determine whether to support the implementation of underground space development projects.

Other issues

18. Mr WU Chi-wai requested the Administration to provide information on: (a) the existing underground developments (including MTR stations and underground railways) in the four strategic areas, and whether such developments would impose constraints on underground space development in these areas; (b) the estimated amount of underground space that would be made available in the four strategic areas for (i) use as pedestrian subway and (ii) commercial use, etc.; (c) the existing restrictions, if any, in terms of plot ratio, planning parameters, etc., imposed on the development of underground space in land disposal; and (d) whether the pilot study or the territory-wide study (commenced in December 2013, on underground space development in the urban areas of Hong Kong) would include a review on the need for formulating a policy on the restrictions referred to in (c) above.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. PWSC153/14-15(01) on 14 April 2015.)

19. Regarding the existing restrictions imposed on development of underground space, AD(T)/PlanD(Atg) advised that while the Administration in general did not limit the depth of the basement of a development project, the gross floor area ("GFA") of the basement would be included in the development's total accountable GFA where applicable. Therefore, real estate developers were prudent in developing underground space.

20. Dr KWOK Ka-ki enquired about the estimated cost per hectare for developing underground space in the areas concerned. DCED advised that it was premature to provide an estimate of such cost. As part of the Study, financial assessments would be conducted for the priority projects identified.

21. Dr LO enquired how the Administration would handle the issues related to property ownership in developing underground space. DCED responded that the Study would cover the issues related to property ownership, particularly the constraints on underground space development.

22. The Chairman put the item to vote. At the request of Mr Albert CHAN, the Chairman ordered a division. Sixteen members voted for, two voted against the proposal and one abstained. The voting result was as follows:

For:

Mr Albert HO
Mr Frederick FUNG
Mr CHAN Kin-por
Mr WU Chi-wai
Dr Kenneth CHAN
Dr KWOK Ka-ki
Dr Elizabeth QUAT
Mr Christopher CHUNG
(16 members)

Mr LEUNG Yiu-chung
Mr WONG Kwok-hing
Mr Frankie YICK
Mr Charles Peter MOK
Mr LEUNG Che-cheung
Mr SIN Chung-kai
Mr Dr LO Wai-kwok
Mr Tony TSE

Against:

Mr Albert CHAN
(2 members)

Mr CHAN Chi-chuen

Abstain:

Mr Gary FAN
(1 member)

23. The Chairman consulted members on whether the item would require separate voting at the relevant meeting of FC. No member made such a request.

Head 711 – Housing

PWSC(2014-15)53

80TI

**Public transport interchange at
Container Port Road and junction
improvement works along Kwai Chung
Road, Kwai Chung**

24. The Chairman advised that the proposal, i.e. PWSC(2014-15)53, was to upgrade 80TI to Category A at an estimated cost of \$72.7 million in money-of-the-day prices for the construction of a public transport interchange ("PTI") and junction improvement works. The Panel on Housing had been consulted on the proposal on 3 November 2014. Panel members supported the proposal in principle. A report on the gist of the Panel's discussion had been tabled at the meeting.

25. At the invitation of the Chairman, Chief Civil Engineer (Public Works Programme) (Acting), Transport and Housing Bureau ("CCE(PWP)/THB(Atg)") briefed members on the proposal.

Impact of the proposal on the supply of parking spaces for heavy goods vehicles in the Kwai Tsing District

26. Mr Frankie YICK noted that the proposed PTI would be constructed at a site which was currently a temporary public car park. He said that the car park, located at Container Port Road, provided about 300 parking spaces, of which around one-third were parking spaces for container trucks. Members of the freight industry were gravely concerned about the reduction in the supply of parking spaces for heavy goods vehicles in the Kwai Tsing District in the past two years. During this period, the Administration had resumed two short-term tenancy sites which provided about 500 parking spaces for heavy goods vehicles near Hing Wah West Street and Tsing Hung Road. He asked the Administration to provide information about the measures that it would take to mitigate the impact of the continuous reduction in parking spaces on the freight industry.

27. CCE(PWP)/THB(Atg) explained that the Administration had endeavoured to minimize the impact of the development of the proposed PTI on the car park at Container Port Road as far as possible. According to the Administration's assessment, there was a loss of about 200 public parking spaces for vehicles due to the proposed development. Despite the loss of parking spaces, the remaining parking sites in the Kwai Tsing District, which were relatively close to the affected site, could provide sufficient parking spaces.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. PWSC152/14-15(01) on 14 April 2015.)

28. Mr Frankie YICK and Miss Alice MAK queried the Administration's claim that despite the resumption of several parking sites in the Kwai Tsing District, the remaining parking facilities in the District would be adequate to

meet the demand of operators of heavy goods vehicles. Mr YICK requested the Administration to provide the relevant findings of the assessments supporting the claim, including the statistics on the supply and utilization of these remaining parking spaces.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. PWSC152/14-15(01) on 14 April 2015.)

29. Mr LEUNG Che-cheung suggested that, to compensate for the loss of parking spaces and to make optimal use of land resources, the Administration should consider providing multi-storey parking facilities above the proposed PTI. CCE(PWP)/THB(Atg) explained that there were constraints in providing other developments above the proposed PTI site. The site was constrained by the existing alignment of the MTR railway viaduct adjacent to Kwai Fong MTR Station, and the West Rail railway tunnel running underneath the site.

30. Mr Frankie YICK opined that, before the Administration had worked out a comprehensive plan to address the shortage of parking spaces for heavy goods vehicles, it should stop changing the use of existing parking sites leased out on short-term tenancy.

31. Permanent Secretary for Development (Planning and Lands) ("PS/DEV(P&L)") advised that under the existing practice, the Development Bureau maintained close communication with the Transport and Housing Bureau and the Transport Department in respect of the provision of short-term tenancy sites for car parking purposes and sought their views before proceeding with the proposals to change the use of these sites.

32. Mr WU Chi-wai commented that providing short-term tenancy sites to meet the demand for parking spaces for heavy goods vehicles was not a sustainable option. He enquired whether the Planning Department would formulate a standard for the provision of parking spaces for such vehicles under the Hong Kong Planning Standards and Guidelines ("HKPSG"). The Chairman enquired whether the provision of parking sites for heavy goods vehicles in an area could be defined during the preparation of the relevant outline zoning plan.

33. PS/DEV(P&L) responded that the Planning Department compiled HKPSG based on the input of the relevant policy bureaux/departments on the standards of provision of facilities under their purview. The same approach applied to the provision of parking facilities for heavy goods vehicles.

34. Principal Transport Officer (Transport Operations/NT) (Acting), Transport Department ("PTO/TO(NT)/TD(Atg)") supplemented that parking facilities for heavy goods vehicles would be provided in an area having regard to the usage and demand therein.

35. Mr Albert CHAN opined that the Administration should pay due regard to the concern raised by Mr Frankie YICK and work out a solution to address the adverse effect of the resumption of parking sites on concerned parties, including drivers of heavy goods vehicles. The Administration should have included in the discussion paper the results of an assessment, if conducted, on the impact of the proposed project on the supply of parking spaces and the recommended mitigatory measures. He held the view that the Administration should resolve the problem of shortage for parking facilities for goods vehicles from the land use planning perspective and requested the Administration to provide written information in this regard before the item was submitted to FC for consideration.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. PWSC152/14-15(01) on 14 April 2015.)

36. Mr Frankie YICK opined that if not for the proposed provision of loading/unloading facilities for coaches at the PTI, the scale of the PTI could be reduced and the interchange could be accommodated at the new public rental housing ("PRH") site (at the ex-Kwai Chung Married Quarters site) underneath the PRH buildings, hence saving the need to resume the parking facilities currently provided at the proposed site.

37. CCE(PWP)/THB(Atg) explained that the provision of loading/unloading facilities for non-franchised buses at the proposed PTI would help alleviate the traffic congestion along Kwai Yi Road. As regards the feasibility of accommodating the proposed PTI at the PRH site, there was insufficient room for buses to turn in and out, taking into account the existing geometry of the adjoining Kwai Yi Road and the relatively large manoeuvring space required for buses.

Location and use of the proposed public transport interchange

38. Noting that the site for the proposed PTI was at a distance away from the new PRH development (to be provided at the ex-Kwai Chung Police Married Quarters) that it would support, Mr LEUNG Che-cheung was concerned whether the site was a suitable location for the PTI. In view of the busy traffic in the areas near the new PRH site, he asked about the routes

that the future residents of the new PRH development could take to access the proposed PTI and Kwai Fong MTR Station. The Chairman asked whether there were only at-grade pedestrian facilities for crossing the roads near the proposed PTI.

39. Mr LEUNG Yiu-chung opined that, as the Administration would provide a pick-up/drop-off point for minibuses at the new PRH development, additional traffic generated from the minibuses serving the future residents of the public housing estate would worsen the traffic conditions in the locality, including the congested area near Kwai Fong MTR Station. He enquired about the measures to be adopted by the Administration to address the issue. Dr KWOK Ka-ki asked whether the Administration would put in place effective measures to ensure easy access to the proposed PTI.

40. Taking in view that public transport users might find it more convenient to use the existing pick-up/drop-off points near Kwai Fong MTR Station, Miss Alice MAK queried the effectiveness of the proposal in alleviating the traffic congestion near the MTR Station. In her view, the Administration should explore other possible uses of the proposed PTI to increase its patronage.

41. CCE(PWP)/THB(Atg) explained that the proposed PTI would serve to mitigate the traffic congestion in the locality and near the existing PTI adjacent to Kwai Fong MTR Station. There was already an existing grade-separated pedestrian linkage, i.e. subway system, providing a direct linkage among the proposed PTI, Kwai Fong MTR Station and other areas in the vicinity such as Kwai Fong Multi-storey Carpark and the industrial area.

42. Chief Architect (5) (Acting), Housing Department advised members that the proposed PTI was only 10 minutes' walk from the new PRH development.

43. PTO/TO(NT)/TD(Atg) said that inside the proposed PTI, bays for non-franchised buses would be provided. These non-franchised buses, mainly providing employees' services for companies at the container port and Tsing Yi areas, would be diverted to the PTI and thus reducing the traffic flow as well as loading and unloading activities along Kwai Yi Road.

44. Mr WU Chi-wai asked the Administration to provide details about the entrances/exits of the pedestrian subway system and the routes that could be taken by pedestrians to travel among the proposed PTI, Kwai Fong MTR Station and the nearby major developments (such as Kwai Fong Multi-storey Carpark, Kwai Tsing Theatre, the industrial area) via the subway system. He stressed the importance of improving the accessibility to the proposed PTI.

(*Post-meeting note:* The Administration's supplementary information was circulated to members vide LC Paper No. PWSC152/14-15(01) on 14 April 2015.)

Construction of a pedestrian footbridge to link up the proposed public transport interchange and Kwai Fong MTR Station

45. Mr LEUNG Yiu-chung recalled he had suggested that a footbridge should be constructed to link up Kwai Fong MTR Station with the nearby industrial area but the Administration had not accepted the suggestion. He said that local residents all along disagreed with the construction of PRH units at the site of the ex-Kwai Chung Police Married Quarters on the ground that the development would aggravate the traffic congestion problem.

46. In response, CCE(PWP)/THB(Atg) advised that road junction improvement works would be carried out at Kwai Chung Road/Kwai Foo Road and Kwai Chung Road/Kwai Yik Road under the proposed project to increase the junction capacity so as to cope with the anticipated increase in traffic.

47. PTO/TO(NT)/TD(Atg) added that as loading and unloading activities would be accommodated at the proposed PTI, the existing traffic congestion caused by non-franchised buses along Kwai Yi Road could be relieved.

48. Mr WU Chi-wai opined that the Administration's plan of providing only a subway for linking up the PTI to Kwai Fong MTR Station could not enhance the attractiveness and effectiveness of the interchange. He queried about the cost-effectiveness of the proposed project if the patronage of the PTI was limited to the passengers using the coach services provided by their employers to travel to/from their workplaces. Mr WU requested the Administration to provide information on (a) whether the Administration had given consideration to the construction of a pedestrian footbridge linking the PTI to Kwai Fong MTR Station and the alignment options that had been considered; (b) the factors of consideration leading to the decision not to provide the footbridge; and (c) whether it would reconsider the suggestion to provide the aforesaid proposed footbridge.

49. CCE(PWP)/THB(Atg) explained that the site was severely constrained by the existing alignment of the MTR railway viaduct and the limited space available for provision of footbridge staircases/lifts. In view of technical difficulties and the fact that there was an existing subway system, the need to provide a pedestrian footbridge was not further considered.

(*Post-meeting note:* The Administration's supplementary information was circulated to members vide LC Paper No. PWSC152/14-15(01) on 14 April 2015.)

Other issues

50. Miss Alice MAK and Mr WU Chi-wai asked if the Administration had any plan to relocate the existing pick-up/drop-off points for minibuses near Kwai Fong MTR Station to the proposed PTI. Mr WU was concerned whether the passengers and other stakeholders would accept such an arrangement. Miss MAK cautioned the Administration that the proposed PTI might not be suitable for providing pick-up/drop-off points for public transport as it was inconveniently located and the pedestrian subway system connected to it was not well received by the public.

51. PTO/TO(NT)/TD(Atg) advised that there was no plan at the present stage to relocate the existing pick-up/drop-off points for Green Minibus near Kwai Fong MTR Station to the proposed PTI. Stakeholders would be consulted during the formulation of such plan.

52. Mr Albert CHAN opined that, due to the lack of appropriate planning and coordination between government departments, the construction waste generated by public works projects could not be fully absorbed by local reclamation projects. He stressed that, to reduce reliance on landfills for disposal of such waste, the Administration should appropriately reuse the construction waste generated by the proposed project. He cautioned the Administration that the use of marine sand for reclamation should be avoided as dredging works would damage the marine ecology.

53. Permanent Secretary for Development (Works) replied that as mentioned in the discussion paper, about 115 tonnes of non-inert construction waste generated by the proposed project would be disposed of at landfills. He advised that such waste could not be used as fill materials in reclamation.

54. There being no further questions from members on the item, the Chairman put the item to vote.

55. The item was voted on and endorsed.

56. The Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. No member made such a request.

57. There being no other business, the meeting ended at 10:28 am.

Council Business Division 1
Legislative Council Secretariat
16 April 2015