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

**Minutes of the 17th meeting
held in Conference Room 1 of the Legislative Council Complex
on Monday, 29 February 2016, at 4:30 pm**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Frankie YICK Chi-ming, JP (Deputy Chairman)
Hon LEE Cheuk-yan
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Emily LAU Wai-hing, JP
Hon TAM Yiu-chung, GBS, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon WONG Kwok-hing, BBS, MH
Prof Hon Joseph LEE Kok-long, SBS, JP, PhD, RN
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon Andrew LEUNG Kwan-yuen, GBS, JP
Hon WONG Ting-kwong, SBS, JP
Hon Cyd HO Sau-lan, JP
Hon Starry LEE Wai-king, JP
Hon CHAN Hak-kan, JP
Dr Hon LEUNG Ka-lau
Hon IP Kwok-him, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP

Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Dr Hon Kenneth CHAN Ka-lok
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Hon Dennis KWOK
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Hon SIN Chung-kai, SBS, JP
Dr Hon Helena WONG Pik-wan
Hon TANG Ka-piu, JP
Dr Hon CHIANG Lai-wan, JP

Members absent:

Hon Albert HO Chun-yan
Hon LEUNG Yiu-chung
Hon WONG Kwok-kin, SBS
Hon CHAN Yuen-han, SBS, JP
Hon KWOK Wai-keung
Dr Hon Elizabeth QUAT, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS

Public officers attending:

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr CHAN Chi-ming, JP	Deputy Secretary for Development (Works) ²
Mr Thomas CHAN Chung-ching, JP	Permanent Secretary for Development (Planning and Lands) (Acting)
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 Daniel CHUNG Kum-wah, JP	Director of Civil Engineering and Development
Mr LAM Sai-hung, JP	Project Manager (Hong Kong Island and Islands) Civil Engineering and Development Department
Mr David LO Kwok-chung	Chief Engineer (Islands) Civil Engineering and Development Department
Ms Jacinta WOO Kit-ching	Assistant Director (New Territories) Planning Department
Ms Donna TAM Yin-ping	District Planning Officer (Sai Kung and Islands) Planning Department
Mr LO Kwok-kong	Chief Civil Engineer (Public Works Programme) Transport and Housing Bureau
Mr CHEUNG Chi-hoi	Regional Highway Engineer (Urban) Highways Department
Mr CHAN Che-keung	Chief Highway Engineer (Kowloon) Highways Department
Mr CHIU Pbut-kay	Chief Architect (4) Housing Department
Mr HO Hin-leung	Chief Civil Engineer (1) Housing Department
Ms Stella LEE Yim-fong	Principal Transport Officer (Urban) Transport Department

Clerk in attendance:

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

Mr Fred PANG	Senior Council Secretary (1)2
Mr Raymond CHOW	Senior Council Secretary (1)6
Ms Maggie LAU	Council Secretary (1)2
Ms Christina SHIU	Legislative Assistant (1)2
Ms Christy YAU	Legislative Assistant (1)7
Ms Clara LO	Legislative Assistant (1)8

Action

The Chairman advised that there were four items on the agenda for the meeting. The first three items on the agenda were those carried over from the previous meeting of the Subcommittee on 24 February 2016. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council, 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 707 – New Towns and Urban Area Development
PWSC(2015-16)55 786CL Tung Chung New Town Extension

2. The Chairman said that the proposal, i.e. PWSC(2015-16)55, was to upgrade part of 786CL to Category A at an estimated cost of \$729.5 million in money-of-the-day ("MOD") prices for engaging consultants to undertake the detailed design and site investigation works for the implementation of Tung Chung New Town Extension ("TCNTE"). The Subcommittee had commenced deliberation on the proposal at the last meeting on 24 February 2016.

Connectivity of Tung Chung

Railway transport

3. Mr Christopher CHEUNG indicated support for the proposal. Pointing out that the population capacity of Tung Chung New Town was about 124 000 but the existing population of the new town was only roughly 80 000, he expressed concern that the inadequate transport services in Tung Chung had discouraged many people from moving to the area. He enquired

whether the Administration would review the adequacy of the existing transport infrastructure and services in Tung Chung and gauge local residents' views on the planning of TCNTE, in particular, the planning of transport linkage. Director of Civil Engineering and Development ("DCED") replied that the development of Tung Chung New Town, including residential sites along Ying Hei Road, was underway. It was envisaged that the population of Tung Chung New Town would gradually reach 124 000 according to the original plan.

4. Dr KWOK Ka-ki said that the increase in the population of Tung Chung following the development of TCNTE, together with the tourism activities to be brought by the commissioning of the Hong Kong-Zhuhai-Macao Bridge ("HZMB") and the third runway of the Hong Kong International Airport ("HKIA") in future, would bring significant increase in the demand for transport services on Lantau. He enquired how the Administration would ensure that, with respect to the need for transport services, the daily life of the existing residents in Tung Chung would not be affected by the development of TCNTE.

5. Noting that the total population capacity of Tung Chung would significantly increase from 80 000 to about 268 000 upon full development of TCNTE, Mr LEUNG Kwok-hung questioned whether the transport infrastructure in Tung Chung would be adequate to cope with the expected significant increase in the demand for transport services.

6. DCED replied that strategies for improving the transport services in Tung Chung had been formulated according to the traffic impact assessment conducted under the TCNTE Study. The MTR Corporation Limited ("MTRCL") would increase the maximum carrying capacity of the MTR Tung Chung Line ("Tung Chung Line") by the construction of an overrun tunnel and upgrading of the signaling system in future. The increased carrying capacity of the Tung Chung Line would be sufficient to cater for the projected demand of residents in Tung Chung for train services by 2036. On the road network, the construction of the Tuen Mun-Chek Lap Kok Link was underway, while a section of the future Road P1 between Tung Chung and Tai Ho would be constructed to connect with the North Lantau Highway. In response to Dr KWOK Ka-ki's further enquiry, DCED advised that the commissioning of HZMB and the third runway of HKIA would contribute about 7% and 3% respectively of the forecast passenger demand for train services.

7. Mr Michael TIEN said that it was important to construct the proposed fifth cross-harbour railway linking up Lantau to Hong Kong Island and New Territories West. He expressed doubt on whether, without the development

of the fifth cross-harbour railway, the enhancement of the railway system of the Tung Chung Line could cope with the increased demand for transport services arising from the commissioning of the third runway of HKIA and HZMB. He said that, due to the restriction imposed by the design of Tsing Ma Bridge, it was quite impossible for the train frequency on the Tung Chung Line to be further increased. Mr TIEN enquired about the Administration's estimation of the increase in the number of train passengers that would be brought about by the commissioning of the third runway and HZMB.

Admin

8. DCED said it was estimated that by 2036, the passenger number for the Tung Chung Line would be 19 500 per hour, with 3% from the commissioning of the third runway and 7% from the commissioning of HZMB. Mr Michael TIEN requested the Administration to provide information on the basis of the aforementioned estimation.

Admin

9. Mr TANG Ka-piu expressed dissatisfaction over the prolonged delay in the provision of the Tung Chung West Railway Station to cater for the transport needs of the residents of Yat Tung Estate. Mr TANG requested the Administration to provide information on the plan and the timetable for the construction of the extension of the Tung Chung Line and the two new railway stations at Tung Chung East and Tung Chung West.

10. Permanent Secretary for Development (Planning and Lands) (Acting) ("Ag PS(P&L)/DEV") advised that according to the Railway Development Strategy 2014 announced by the Transport and Housing Bureau ("THB"), the implementation of the extension of the Tung Chung Line with a new station at Tung Chung West would take place during the period from 2020 to 2024. The Development Bureau ("DEVB") would also coordinate with THB, the Highways Department and MTRCL with a view to ensuring a timely implementation of the Tung Chung East Railway Station to dovetail with the population intake of TCNTE. He undertook to provide the information requested by Mr TANG after the meeting.

11. Mr CHAN Han-pan shared the view that the commissioning of the third runway would result in a great demand for transport services on Lantau. He enquired whether the Administration would consider the construction of an extension railway connecting Tung Chung and HKIA so as to facilitate the local residents commuting to and from HKIA.

Non-rail transport

12. Miss Alice MAK enquired about the timetable for the construction of Road P1 and whether its implementation would dovetail with the development of TCNTE. DCED replied that the Administration had taken

into account the timing of the population intake of TCNTE, in particular that in Tung Chung East, where the size of the new population would be quite substantial, in the planning for the development of transport infrastructure in TCNTE.

13. Mr CHAN Han-pan opined that the use of private vehicles was essential for the daily commuting of some residents of Tung Chung where the railway transport services could not cope with the passenger demand. He asked whether sufficient car parking spaces would be provided in TCNTE to cater for the future demand. The Deputy Chairman shared Mr CHAN's concern on the supply of car parking spaces in Tung Chung and opined that the Administration should consider providing more car parking spaces for the local residents.

14. DCED advised that about 10 000 car parking spaces would be provided in TCNTE. The connectivity of TCNTE would be mainly supported by railway transport, which would allow more efficient use of resources and help improve the air quality in Tung Chung. Assistant Director (New Territories), Planning Department ("AD(NT)/PlanD") advised that adequate car parking spaces would be provided to serve each individual development in accordance with the provisions of the Hong Kong Planning Standards and Guidelines ("HKPSG"). The Transport Department would be further consulted on the need for public car parks in TCNTE at the implementation stage.

Admin 15. Mr CHAN Han-pan requested the Administration to provide information on the distribution of the 10 000 car parking spaces to be provided in TCNTE; and whether the number of the aforementioned car parking spaces will be adjusted to cater for the increasing demand of the residents.

16. Dr Fernando CHEUNG opined that the Administration should consider providing more bicycles parking spaces along the new cycle tracks in TCNTE. DCED advised that the locations and the number of bicycles parking spaces in Tung Chung would be considered in the detailed design stage. He added that the proposed cycle tracks would connect Tung Chung East with Tai Ho, where bicycles parking spaces would be provided.

Provision of ancillary facilities

Public markets

17. Mr TANG Ka-piu said that as all the markets currently provided in Tung Chung were operated by the Link Asset Management Limited

("the Link"), residents of Tung Chung had to buy daily necessities at high prices. Mr TANG enquired whether sites had been reserved in TCNTE for the provision of public markets to be operated by the Food and Environmental Hygiene Department ("FEHD"). Miss Alice MAK said that since the planning guidelines for retail facilities under HKPSG had been updated in April 2009, the planning standards for the provision of a new public market with 40 to 45 stalls for a population size of 10 000 had been omitted.

18. DCED replied that provision of public markets had been planned under the development of public housing estates at Tung Chung Area 56 and Area 39 to serve the future population of Tung Chung. AD(NT)/PlanD advised that the planning standards for retail facilities under HKPSG had been updated in response to a policy review conducted by the Food and Health Bureau ("FHB") and FEHD in 2007 and 2008. The policy review concluded that the future provision of public markets should be considered on a case-by-case basis to ensure the efficient use of public resources. She advised that public markets could be provided at sites reserved for Government, Institution or Community ("G/IC") uses. Retail facilities, including markets, could also be provided at "Residential (Group A)" sites in TCNTE. In the implementation stage of public and private housing developments, FEHD would be consulted on whether there was a need to provide public markets.

19. Ag PS(P&L)/DEV added that in planning terms markets could be provided in TCNTE as part of the gross floor area ("GFA") of 327 000 square metres ("m²") planned for development of commercial and retail facilities, retail facilities within public housing developments, or sites reserved for G/IC uses, subject to the advice of FEHD on the need for the provision of public markets. As for the public housing developments, DEVB would maintain communication with the Housing Department on the provision of markets in public housing developments during the implementation stage. He undertook to convey members' concerns on provision of public markets in TCNTE to FHB.

20. Miss Alice MAK held the view that, even if G/IC sites were provided in a development project and development sites could be used for providing retail facilities, including public markets, the private developers would prefer to develop shopping malls, which could generate more revenue from the shop rentals. Miss MAK urged the Administration to consult the residents of Tung Chung on the need for provision of public markets. Mr CHAN Han-pan enquired about the locations of the public markets to be provided in Tung Chung.

21. Dr Fernando CHEUNG opined that the high prices of the commodities sold in the markets managed by the Link were due to the high rentals charged by the Link on the stall operators. Mr LEUNG Kwok-hung called on the Administration to consult the existing residents of Tung Chung, instead of FHB or FEHD, about the need for provision of public markets operated by FEHD. He enquired whether any of the GFA of 327 000 m² to be provided for retail use in TCNTE had been earmarked for the provision of public markets.

Admin 22. Members requested the Administration to provide written information about the planning for provision of markets, including public markets operated by FEHD or the Housing Department, in TCNTE.

Social welfare facilities and hospital services

23. Ms Emily LAU enquired whether the Administration would reserve sites in TCNTE for the provision of elderly and child care centres and residential homes for people with disabilities with a view to addressing territory-wide needs for such services. The Deputy Chairman opined that the Administration should take into account the overall demand in Hong Kong in the development of community care facilities in TCNTE.

24. AD(NT)/PlanD replied that facilities to support community care services would be provided according to the standards set out in HKPSG. Ag PS(P&L)/DEV undertook to convey members' views on the provision of social welfare facilities in TCNTE to the Labour and Welfare Bureau.

25. Ms Emily LAU further enquired how the Administration would address the problem of inadequate supply of doctors in the North Lantau Hospital, which was believed to be related to the long travelling time for doctors to commute to and from the hospital. Ag PS(P&L)/DEV said that a site had been reserved for future expansion of the North Lantau Hospital with a view to enhancing the provision of hospital services. He undertook to convey Ms LAU's concern on the manpower supply in North Lantau Hospital to FHB.

Employment opportunities and economic development

26. Mr LEUNG Che-cheung expressed support for the development of TCNTE. However, he was doubtful on whether the number of job opportunities to be created from the commercial developments in TCNTE could cater for the employment needs of the future residents. He said that, similar to the case in Tin Shui Wai, the high transport expenses would discourage residents of Tung Chung from working in other districts.

AD(NT)/PlanD advised that a total GFA of over 870 000 m² would be provided for office, retail and hotel uses in TCNTE. These commercial developments would create about 40 000 jobs, of which 18 000 would require relatively low skills.

27. Ms Emily LAU enquired about the training to be provided in the proposed vocational training institutes in TCNTE and how the Administration would address the problem of manpower mismatch on Lantau. The Chairman said that the supply of aircraft repair technicians was in shortage and the Administration should consider strengthening manpower training in this regard. Ag PS(P&L)/DEV replied that the Education Bureau would discuss with the Vocational Training Council the training programmes, which could cover aviation-related training, to be offered in the technical training institutes proposed to be set up in Tung Chung East. Ms Emily LAU suggested that the Administration should consult the Hong Kong Airport Authority on its manpower needs and take appropriate actions.

28. Dr Fernando CHEUNG opined that the Administration should provide more public space with supporting facilities to promote local economic activities, such as the operation of open bazaars and food trucks, in TCNTE. AD(NT)/PlanD replied that a public plaza, a Town Park and waterfront promenade had been included in the Recommended Outline Development Plan for TCNTE. Provision of ancillary facilities for local economic activities would be considered in the detailed design stage.

Environmental issues

Air pollution

29. Mr Albert CHAN said that the environmental impact assessment ("EIA") conducted for the development of Tung Chung New Town in the 1990s, when he had been a member of the Advisory Council on the Environment, had under-estimated the levels of air pollutants and noise in Tung Chung, as well as the adverse health impact caused by these pollutants on local residents. The annual Air Quality Health Index indicated that, among all the areas in Hong Kong, the air in Tung Chung had the highest level of concentrations of pollutants. Mr CHAN was concerned that the increase in the concentration of respirable suspended particulates in Tung Chung arising from the commissioning of HZMB and other planned development projects in Tung Chung would exacerbate the air pollution in Tung Chung and pose threat to the health of people with respiratory illnesses, as well as the children and the elderly who lived in Tung Chung. He enquired about the measures to be taken by the Administration to improve the air quality in Tung Chung.

30. DCED replied that, in recent years, the Environmental Protection Department ("EPD") had collaborated with the Mainland authorities to improve the air quality. During the period from 2010 to 2014, the air quality monitoring data indicated that the air quality in Tung Chung was similar to the air quality in other new towns, such as Yuen Long, Sha Tin, Tai Po and Tuen Mun. According to the EIA conducted, the development of TCNTE would not cause much impact on the air quality in the area.

31. Mr Albert CHAN said that the EIA for the development of TCNTE was not based on the overall impact of the air pollutants generated from all development projects on Lantau. He expressed doubt on the reliability of the findings of the EIA concerned. DCED responded that the EIA conducted for the development of TCNTE had taken into account the impact of all planned development projects near Tung Chung, including the Hong Kong Boundary Crossing Facilities of HZMB and the third runway of HKIA.

Admin 32. Mr Albert CHAN requested the Administration to provide information on --

- (a) the estimated traffic volumes in Tung Chung and on Lantau upon the commissioning of HZMB (while the project of the third runway of HKIA was underway);
- (b) according to the results of the wind tunnel tests conducted, the areas with the highest concentrations of air pollutants (including respirable suspended particulates) in Tung Chung during the period from 12:00 noon to 2:00 pm; and
- (c) the figures of concentrations of air pollutants detected in the areas referred to in (b).

33. Mr TANG Ka-piu opined that the air quality in Tung Chung had improved in recent years; however, the problem of concentration of ozone persisted. He proposed that the Environment Bureau should set up low emission zones in North Lantau to alleviate the problem of concentration of ozone. DCED advised that the implementation of the TCNTE project would not increase the concentration of ozone.

Admin 34. Mr TANG Ka-piu requested the Administration to provide the figures for the concentrations of air pollutants, including ozone, carbon monoxide and respirable suspended particulates (both PM₁₀ and PM_{2.5}), detected in the air in Tung Chung New Town over the past 10 years.

Noise pollution

Admin 35. Mr Albert CHAN expressed concern on the impact of noise pollution on the health of residents of Tung Chung during the night time when the noise level exceeded 80 decibels ("dB"). He said that, given the serious noise pollution problem in Tung Chung, he objected to the proposed residential developments in Tung Chung East under the TCNTE project. He opined that the Noise Exposure Forecast ("NEF") 25 contour could not reflect the actual impact of aircraft noise. Mr CHAN requested the Administration to provide the respective numbers of aircraft movements during the period from 00:00 am to 7:00 am that would generate noise exceeding (i) 75 dB, (ii) 80 dB and (iii) 85 dB, in the existing residential areas in Tung Chung East.

Admin 36. DCED advised that the NEF 25 contour had been adopted as an international standard for assessing aircraft noise impact. Mr Albert CHAN requested the Administration to provide the names of international airports which adopted the NEF 25 contour in respect of daily average noise level as the standard for assessing the noise impact arising from aircraft operations.

Nature conservation

37. Referring to a news report on the illegal deposition of construction waste in Shek Lau Po near Tung Chung River, Dr Fernando CHEUNG enquired about the actions that the Administration would take against illegal deposition activities to protect Tung Chung River. DCED replied that a 20- to 30-metre buffer zone would be provided along both banks of Tung Chung River to preserve the ecology of the River. Ag PS(P&L)/DEV added that the draft Tung Chung Valley Development Permission Area Plan had been gazetted to provide planning control to avoid incompatible land uses and enable enforcement actions to be taken against any unauthorized development within the area. The Administration would take actions against unauthorized development to prevent damage to the River.

38. Mr Christopher CHEUNG expressed concern about the impact of the reclamation works under the TCNTE project for about 130 hectares of land on the marine ecology. He enquired whether the Administration would take measures to minimize the environmental impact of the reclamation works. DCED replied that the sites for reclamation works were not the major habitats of Chinese White Dolphins or other marine species of high conservation value. The proposed reclamation works would include the construction of seawall with eco-shoreline to enhance the marine ecology.

39. Mr Steven HO sought information about the design of the proposed eco-shoreline, the effectiveness of developing such a shoreline on the conservation of marine habitats, and the relevant international experience. DCED advised that the eco-shoreline would provide substrates for colonization of epibenthos in the inter-tidal zone so as to enhance ecological functions for marine habitats. Australia and North Europe had successful experience in the application of eco-shoreline. The Administration would make reference to other countries' experience in the detailed design of the eco-shoreline.

40. Mr Steven HO enquired if there was any scientific evidence showing that the application of eco-shoreline would be beneficial to the natural nursery habitat for local fish species in Hong Kong. DCED replied that there had been no precedent example of eco-shoreline with purpose-oriented design features in Hong Kong. The Administration would study in detail the feasibility and effectiveness of eco-shoreline in enhancing the local marine environment.

[At 5:36 pm, at the invitation of the Chairman, the Deputy Chairman took over the chair.]

Development of the fishing industry in Tung Chung

41. Mr Steven HO said that in developing TCNTE, the Administration should consult the fishing industry and take into consideration the needs of the industry. He expressed concern on the inadequate supply of ancillary facilities for the fishing industry in Tung Chung and enquired whether the Administration would consider providing berthing spaces for fishing vessels and fishing boats in TCNTE. AD(NT)/PlanD replied that the proposed marina, which would provide about 95 berthing spaces, in Tung Chung East was planned to complement with the commercial developments at the waterfront. The suggestion of provision of berthing spaces for the use of the fishing sector could be taken into consideration in the detailed design stage.

42. Mr Steven HO suggested that the Administration should consider developing a Fishermen Wharf at the waterfront of TCNTE to support the development of the fishing industry and tourism. AD(NT)/PlanD replied that the Administration would carry out improvement works at Ma Wan Chung Village to facilitate the development of local tourism.

Implementation of the development project

Resumption of land

43. Relaying the concerns of the villagers in Tung Chung West, Mr TANG Ka-piu sought information about the villages in which the land would be resumed for the implementation of TCNTE and the proposed use of the resumed land. Ag PS(P&L)/DEV advised that Tung Chung West was planned primarily on a conservation theme and land resumption would be invoked mainly for public facilities and infrastructure. The details and scope of the land resumption for developing public housing and other public works in TCNTE would be ascertained in the detailed design stage.

Housing mix

44. Dr Fernando CHEUNG asked about the rented-to-purchased public housing ratio in TCNTE, in particular Tung Chung East, where many public housing units would be developed. Ag PS(P&L)/DEV replied that the private-to-public housing ratio of 60:40 recommended in the Long Term Housing Strategy had been adopted in the planning of TCNTE. The distribution between subsidized rental and subsidized sale units at the sites reserved for public housing would be determined by the Hong Kong Housing Authority in the implementation stage.

Improvement works at Ma Wan Chung Village

45. Miss Alice MAK enquired about the details of the improvement works in Ma Wan Chung Village and asked whether the Administration would consider an early implementation of the works. AD(NT)/PlanD replied that local area improvement works including provision of more parking spaces for coaches had been proposed in Ma Wan Chung Village to facilitate tourism activities.

Voting on PWSC(2015-16)55

46. There being no further questions from members on the proposal, the Deputy Chairman put the proposal PWSC(2015-16)55 to vote. At the request of Mr Albert CHAN, the Deputy Chairman ordered a division. Seventeen members voted for, three voted against the proposal and one abstained. The votes of individual members were as follows --

For:

Mr CHAN Kam-lam
Mr TAM Yiu-chung

Ms Emily LAU
Prof Joseph LEE

Mr WONG Ting-kwong
Mr CHAN Hak-kan
Mr Alan LEONG
Mr Charles Peter MOK
Dr Kenneth CHAN
Mr Christopher CHEUNG
Dr Helena WONG
(17 members)

Ms Starry LEE
Mr IP Kwok-him
Mr WU Chi-wai
Mr CHAN Han-pan
Mr LEUNG Che-cheung
Mr SIN Chung-kai

Against:

Mr LEUNG Kwok-hung
Mr CHAN Chi-chuen
(3 members)

Mr Albert CHAN

Abstain:

Mr Michael TIEN
(1 member)

47. The Deputy Chairman declared that the proposal was endorsed by the Subcommittee.

48. Mr Albert CHAN requested that this item, i.e. PWSC(2015-16)55, be voted on separately at the relevant Finance Committee meeting.

Head 711 – Housing

PWSC(2015-16)56 83TI Public Transport Interchange at Pak Wan Street, Sham Shui Po

49. The Deputy Chairman advised that the proposal, i.e. PWSC(2015-16)56, was to upgrade 83TI to Category A at an estimated cost of \$108.2 million in MOD prices for the construction of a public transport interchange ("PTI") and associated works at Pak Wan Street, Sham Shui Po. The Panel on Housing had been consulted on the proposal on 1 June 2015. Panel members supported the Administration's submission of the proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion had been tabled at the meeting.

Ventilation of the proposed public transport interchange

50. Ms Emily LAU referred to the low utilization rates of some PTIs in Tseung Kwan O and said that the problem was attributable to the poor ventilation design of these PTIs. She asked how the Administration would avoid the recurrence of this problem at the proposed PTI at Pak Wan Street.

The Deputy Chairman and Mr Albert CHAN expressed a similar concern on the poor ventilation of many PTIs and urged the Administration to improve the design of the proposed PTI. The Deputy Chairman and Mr LEUNG Che-cheung also pointed out other problems with the existing PTIs, such as noise pollution and insufficient illumination.

51. Chief Civil Engineer (Public Works Programme), Transport and Housing Bureau ("CCE(PWP)/THB") replied that the proposed PTI was developed to accommodate franchised bus and green minibus services relocated from an existing open-air PTI at Pak Wan Street and would be well utilized. The proposed PTI would be designed to enable natural ventilation through openings at all sides. A mechanical ventilation system would also be installed in the proposed PTI to ensure good ventilation. CCE(PWP)/THB further advised that the design of the proposed PTI would comply with the Practice Note on "Control of Air Pollution in Semi-confined Public Transport Interchanges" ("the Practice Note") issued by EPD and the relevant established standards. Chief Architect (4), Housing Department ("CA(4)/HD") added that the design of the proposed PTI, with widest openings at the northern and southern sides, had taken into account the prevailing wind directions. The Administration had conducted a micro-climate study on the proposed project and the study results indicated that such a design would enhance ventilation.

52. Ms Emily LAU said she was unconvinced by the Administration's explanation. She invited the Administration to conduct a site visit with her to some under-utilized PTIs to explore solutions to the problem. CCE(PWP)/THB said that the Administration agreed to have a visit on covered PTIs with Ms LAU.

53. Mr Albert CHAN asked if the Administration had set any standard for the air quality and air changes in semi-confined PTIs. CCE(PWP)/THB replied that the Practice Note provided guidance on the air quality (including the maximum concentration of carbon monoxide, nitrogen dioxide and sulphur dioxide) of semi-confined PTIs, as well as their design. As regards the air changes in the proposed PTI, the mechanical ventilation system to be installed therein would provide at least 15 air changes per hour.

54. Mr LEUNG Kwok-hung considered that the provision of 15 air changes per hour was insufficient and unable to cope with situations where the proposed PTI was filled with stuffy air. He suggested that the mechanical ventilation system in the proposed PTI should provide more air changes, say, 30 changes per hour.

55. CCE(PWP)/THB explained that for the purpose of saving energy, the mechanical ventilation system would be equipped with sensors to detect the level of air pollutants inside the proposed PTI. If the level of air pollutants was high, the system would be activated, and, if necessary, more air changes would be provided to ensure good ventilation inside the proposed PTI.

Admin

56. Dr Helena WONG indicated support for the proposed project and sought details about the air ventilation in the proposed PTI. CCE(PWP)/THB explained that the design of the proposed PTI had made use of the terrain (i.e. the different levels of the upper Pak Wan Street and the lower Pak Wan Street) and taken into account the prevailing wind directions, so that natural wind blowing from the upper Pak Wan Street, would pass through the proposed PTI to the lower Pak Wan Street.

Facilities to be provided at the proposed public transport interchange

57. Noting that no public toilet would be provided in the proposed PTI, Mr LEUNG Che-cheung said that such a design was inconvenient for the drivers of the public transport vehicles which would use the PTI. Principal Transport Officer (Urban), Transport Department replied that the drivers could use the toilets in the shopping centre adjacent to the proposed PTI. The public transport operators concerned had also undertaken to provide mobile toilets at the proposed PTI. CCE(PWP)/THB added that the Administration had considered the need of toilet users when designing the proposed PTI.

58. Mr LEUNG Che-cheung held the view that it was insufficient to rely entirely on the toilets in the shopping centre to serve the drivers. Dr Fernando CHEUNG and Mr CHAN Kam-lam also opined that the hygienic conditions of mobile toilets were usually poor. The Deputy Chairman suggested that the Administration should incorporate permanent toilet facilities in the design of the proposed PTI at the planning and design stage. His suggestion was echoed by Ms Emily LAU, Dr Helena WONG and Mr CHAN Kam-lam. Dr Helena WONG and Mr CHAN Kam-lam further considered that the permanent toilet facilities would not only meet the needs of the drivers, but also the needs of the passengers, residents and users of the welfare facilities above the proposed PTI, etc.

59. Chief Civil Engineer (1), Housing Department assured members that the Hong Kong Housing Authority ("HA") would continue to study the feasibility of providing toilet facilities in the proposed PTI with the Transport Department and the relevant public transport operators during the detailed design stage.

Admin 60. Mr Albert CHAN requested the Administration to provide written information on whether permanent toilets would be provided in the proposed PTI.

61. Noting that a number of welfare facilities would be developed above the proposed PTI, Dr Helena WONG asked where the parking/passenger drop-off spaces for emergency ambulance service vehicles and shuttle buses would be located.

62. CCE(PWP)/THB replied that the proposed PTI would accommodate franchised bus and green minibus services, while the topside development above the interchange would provide parking spaces including those for the welfare facilities. CA(4)/HD supplemented that the composite development at Pak Wan Street was made up of two levels with separate vehicular access. The low level would be developed as the proposed PTI, whereas the topside development (including public housing development, a car park and welfare facilities) would be located at the high level.

Admin 63. Dr Helena WONG further asked about the number of parking spaces for emergency ambulance service vehicles and shuttle buses to be provided above the proposed PTI to accommodate the transport needs of the users of welfare facilities. CA(4)/HD replied that HA was liaising with the Social Welfare Department on the number of such spaces to be provided. He undertook to provide the information requested by Dr WONG after the meeting.

64. The Deputy Chairman enquired whether consideration would be given to providing a taxi stand in the proposed PTI to facilitate the users of the welfare facilities located above the interchange. He also asked whether taxis would be allowed to pick up and drop off passengers near the entrances to the welfare facilities.

65. CCE(PWP)/THB replied that there was insufficient space for accommodating taxi services in the proposed PTI. That said, taxi services were available at a taxi stand at Pak Wan Street. CCE(PWP)/THB also confirmed that taxis could pick up and drop off passengers outside the welfare facilities concerned.

Admin 66. Dr Helena WONG sought information on whether passenger seating facilities would be provided in the proposed PTI. CCE(PWP)/THB replied in the affirmative and undertook to confirm the provision after the meeting.

[At 6:58 pm, The Deputy Chairman proposed that the meeting be extended for five minutes up to 7:05 pm. Members raised no objection.]

Other issues

67. Mr LEUNG Che-cheung expressed concern on the high on-cost payable to HA (i.e. an assumed rate of 12.5% of the estimated construction cost) for the design and construction of the proposed PTI.

68. Dr Fernando CHEUNG asked if the residents of the public housing development and the users of the welfare facilities above the proposed PTI would be affected by the air exhausted from the ventilation system of the proposed PTI.

69. CCE(PWP)/THB explained that the ventilation system consisted of supply air and exhaust air sides. For the supply air side, fresh air would be introduced and supplied to the low level of the proposed PTI. The exhaust air side would be located at the high level of the interchange. The air quality study conducted by the Administration indicated that such a design complied with the relevant standards set by EPD. CA(4)/HD added that the Administration would study the measures to mitigate the impact of the air exhausted from the proposed PTI on the users of the welfare facilities.

70. In response to Dr Fernando CHEUNG's enquiry on whether residents in On Tin House, which was close to the proposed PTI, would be affected by the operation of the air ventilation system, CCE(PWP)/THB advised that the system concerned was at some distance away from On Tin House.

Admin

71. Dr Helena WONG requested the Administration to provide details about the four trees to be felled within the project boundary and the planting proposal on the project. CCE(PWP)/THB advised that apart from planting four new trees as part of the proposed project, another 124 new trees would be planted at the composite development at Pak Wan Street. He undertook to provide the information requested by Dr Helena WONG after the meeting.

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

73. The item was voted on and endorsed.

74. There being no other business, the meeting ended at 7:04 pm.

Council Business Division 1
Legislative Council Secretariat
12 April 2016