

立法會
Legislative Council

LC Paper No. CB(1)927/13-14
(These minutes have been seen
by the Administration)

Ref : CB1/PL/DEV/1

Panel on Development

Minutes of meeting
held on Friday, 20 December 2013, at 9:00 am
in Conference Room 1 of the Legislative Council Complex

Members present : Hon Tony TSE Wai-chuen (Deputy Chairman)
Hon CHAN Kam-lam, SBS, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Dr Hon LAM Tai-fai, SBS, JP
Hon CHAN Hak-kan, JP
Hon CHAN Kin-por, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon IP Kwok-him, GBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing
Hon Gary FAN Kwok-wai
Hon CHAN Chi-chuen
Hon CHAN Han-pan
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Hon Alice MAK Mei-kuen, JP
Dr Hon KWOK Ka-ki
Dr Hon Fernando CHEUNG Chiu-hung

Dr Hon CHIANG Lai-wan, JP
Ir Dr Hon LO Wai-kwok, BBS, MH, JP

Member attending : Hon TANG Ka-piu

Members absent : Dr Hon LAU Wong-fat, GBM, GBS, JP (Chairman)
Hon James TO Kun-sun
Hon Emily LAU Wai-hing, JP
Hon Cyd HO Sau-lan
Hon James TIEN Pei-chun, GBS, JP
Hon LEUNG Che-cheung, BBS, MH, JP

Public officers attending : **Agenda item III**

Mr CHAN Chi-ming, JP
Deputy Secretary for Development (Works) 2

Mr Ricky LAU Chun-kit
Chief Assistant Secretary (Works) 6
Development Bureau

Mr George LAW Tak-chi
Assistant Secretary (Special Duties) 1
Development Bureau

Agenda item IV

Mr Thomas CHAN Chung-ching, JP
Deputy Secretary for Development (Planning & Lands)1

Mr Albert CHENG
Project Manager (New Territories East)
Civil Engineering and Development Department

Mr Stephen LI
Chief Engineer/New Territories East 1
Civil Engineering and Development Department

Ms Christine TSE
Assistant Director/Special Duties
Planning Department

Mr K W NG
Senior Town Planner/Housing and Office Land Supply
Planning Department

**Attendance by
Invitation : Agenda item III**

Mr Davis LIU Tat-chiu
Senior Manager – Workers Registration
Construction Industry Council

Clerk in attendance : Ms Sharon CHUNG
Chief Council Secretary (1)6

Staff in attendance : Mr Anthony CHU
Senior Council Secretary (1)6

Mr Fred PANG
Council Secretary (1)6

Ms Christina SHIU
Legislative Assistant (1)6

Action

- I Information paper issued since the last meeting**
(LC Paper No. CB(1)408/13-14(01) -- Administration's response to the letter dated 25 October 2013 from Dr Hon Kenneth CHAN Ka-lok on the Peel Street/Graham Street Development Scheme (LC Paper No. CB(1)186/13-14(01)))

Members noted that the above information paper had been issued since the last meeting on 26 November 2013.

II Items for discussion at the next meeting

(LC Paper No. CB(1)533/13-14(01) -- List of outstanding items for discussion

LC Paper No. CB(1)533/13-14(02) -- List of follow-up actions)

2. The Deputy Chairman reminded members that a special meeting would be held on 7 January 2014 at 2:30 pm for the Panel to discuss "PWP Item No. 5019GB - Liantang/Heung Yuen Wai Boundary Control Point and associated works – site formation and infrastructure works".

3. Members agreed that at the next regular meeting scheduled for Tuesday, 28 January 2014 at 2:30 pm, the Panel would receive a briefing by the Secretary for Development on the relevant policy initiatives in the Chief Executive's 2014 Policy Address. The Deputy Chairman said that as the Policy Address briefing for the Panel on Administration of Justice and Legal Services would be held at 4:30 pm on that day, the regular meeting of the Panel on Development would end before that time. He added that the Chairman might consider arranging a special meeting if there were any item(s) proposed by members or the Administration which had to be discussed before mid-February 2014. Members raised no objection to the proposed arrangements.

III Proposed Amendments to the Construction Workers Registration Ordinance (Cap. 583)

(LC Paper No. CB(1)533/13-14(03) -- Administration's paper on proposed amendments to the Construction Workers Registration Ordinance (Chapter 583)

LC Paper No. CB(1)343/13-14(07) -- Paper on construction workers registration prepared by Legislative Council Secretariat (Background brief))

4. With the aid of a powerpoint presentation, Deputy Secretary for Development (Works)2 ("DS(W)2/DEV") briefed members on the

background of the Construction Workers Registration Ordinance (Cap. 583) ("CWRO") as well as the proposed legislative amendments to facilitate the implementation of the remaining phase of Prohibition (not yet implemented) under CWRO, i.e. forbidding people from undertaking construction works of designated trades unless they were relevant trade-registered workers or under instruction and supervision of the relevant trade-registered workers. The details of the proposed legislative amendments were given in the Administration's paper (LC Paper No. CB(1)533/13-14(03)).

5. DS(W)2/DEV highlighted that under the current practice of division of labour adopted in the construction industry, quite a number of workers only concentrated on one or two of the skill sets of a trade. Having consulted the construction industry extensively, the Administration proposed to change the regulation basis from "trade" to "skill". He advised that this arrangement could facilitate workers to register under their respective modular skills so that they could continue their daily work upon the implementation of the remaining phase of Prohibition. He also explained the proposals on working across "skills", senior workers registration arrangement, and the exemption provision for certain works. He advised that the Administration planned to introduce an Amendment Bill into the Legislative Council ("LegCo") in the second quarter of 2014 to facilitate the implementation of the remaining phase of Prohibition.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)603/13-14(01) by email on 20 December 2013.)

Scope of works to be covered by the remaining phase of Prohibition

6. Miss CHAN Yuen-han said that the Hong Kong Federation of Trade Unions supported the implementation of registration of construction workers under their respective "skills". She opined that given the close relationship between tree felling/trimming and construction activities, the Administration should consider extending the proposed "skill" registration requirement to the workers carrying out tree felling/trimming to facilitate their career development. DS(W)2/DEV advised that most tree felling/trimming activities were conducted at parks or roadsides but not at construction sites. He considered that to require the workers who performed tree felling/trimming at construction sites to register under the CWRO might give rise to a question on whether the same registration requirement should apply to the tree felling/trimming activities not associated with construction works. Miss CHAN held the view that the Administration should explore ways to

recognize the status of all those who performed tree felling/trimming work, no matter such work was carried out at a construction site or not.

7. While supporting in principle the implementation of registration of construction workers under their respective "skills", Ir Dr LO Wai-kwok opined that as household works, such as internal renovation, usually involved multiple skills but were small in scale, it might not be practical to require such works to be carried out by a group of registered construction workers with different "skills". Mr TANG Ka-piu expressed a similar view and was concerned whether the implementation of the remaining phase of Prohibition would cause difficulty to the public in employing the construction workers who had registered under the relevant "skills" to carry out simple household works.

8. In reply, DS(W)2/DEV explained that simple household works not involving structures are not covered under the scope of CWRO. In addition, Class III minor works under the Building (Minor Works) Regulation (Cap. 123 sub. leg. N), which were mostly minor household works, such as erection of metal supporting frames for air-conditioning units, would be excluded from the prohibition provisions of CWRO.

9. Mr CHAN Chi-chuen enquired whether the Administration would consult LegCo before finalizing the timetable for extending the remaining phase of Prohibition to the maintenance works under term contracts for maintenance as well as Class I and Class II minor works. DS(W)2/DEV replied that after the implementation of the remaining phase of Prohibition for major works, the Administration would monitor the adaption of the industry and assess the implications to the maintenance works under term contracts for maintenance and minor works (including Class I and Class II minor works) in order to determine an appropriate timetable for the implementation of the remaining phase of Prohibition for these works. The Administration would consult stakeholders of the construction industry before finalizing the timetable. The date of implementation would be specified by a notice published in the Gazette.

Working across "skills" and exemption provision

10. Mr Alan LEONG was concerned whether the proposal to regulate the registration of construction workers on the basis of "skill" would affect the workers possessing multiple but lower skills. Noting that under the proposal, specific types of construction works would be carried out only by construction workers registered under the respective "skills", Mr WU

Chi-wai queried whether this would hamper labour mobility within the construction industry and hence the overall productivity of the industry.

11. DS(W)2/DEV replied that in order to address the construction practice that small-scale construction works comprising various skills that required only lower-level skills and the respective workers usually could not satisfy the registration requirements of the respective skills, the Administration proposed to exempt such works from the remaining phase of Prohibition. As regards labour mobility, registered skilled workers of selected "skills" would be allowed to carry out other works requiring similar "skills" independently, though in these circumstances they would not be allowed to give instruction and supervision to other workers for such works.

12. Mr CHAN Chi-chuen considered that the Administration should explain more clearly the circumstances under which workers would be exempted from the remaining phase of Prohibition. DS/DEV(W)2 responded that for easier comprehension, the Administration proposed that details of the exemption would be provided in the form of subsidiary legislation. He added that some "skills" would not be exempted due to safety concerns or other considerations, or as they were regulated by other legislations.

13. Ir Dr LO Wai-kwok and Mr CHAN Chi-chuen opined that, for minor works to be regulated at a later stage of the remaining phase of Prohibition, the Administration should set a cost threshold for such works. Furthermore, noting that the Administration had tentatively proposed to exempt works with value not exceeding \$50,000 from the remaining phase of Prohibition, Ir Dr LO said that the proposed threshold was too low. Mr CHAN Hak-kan expressed a similar view and urged the Administration to re-consider the proposed threshold in consultation with the industry.

14. In response, DS(W)2/DEV reiterated that the Administration proposed a staged implementation of the remaining phase of Prohibition. The Administration would study and consider setting a cost threshold for the minor works to be regulated at a later stage. In addition, he said that the Administration had consulted the industry when tentatively setting the exemption threshold at \$50,000, and would adjust the threshold based on inflation.

15. Pointing out that household renovation works might involve structural changes, Ir Dr LO Wai-kwok said that it was important for owners of private properties or owners' corporations to be informed of the exemption

arrangements. Mr LEUNG Kwok-hung stressed that to address the concerns of minor works contractors, the Administration should work out the details of the exemption for small-scale construction works in a timely manner and in full consultation with all relevant stakeholders.

16. On the proposed exemption for emergency construction works carried out within the initial 48 hours from the remaining phase of Prohibition, Ir Dr LO Wai-kyok said that the Administration should review whether the proposal was practical for implementation. In his view, it would mean that the construction workers deployed to handle an emergency incident would have to discontinue their work upon the end of the 48-hour exemption period, no matter the emergency situation had been relieved or not.

Senior workers registration arrangement

17. Noting that construction workers possessing an aggregate of not less than 10 years' relevant working experience on an individual "skill" upon commencement of the Amendment Bill, and an aggregate of not less than six years' relevant working experience on the "skill" before 29 December 2005 might directly apply for registration as registered skilled workers, Miss Alice MAK enquired whether those workers who did not have the required six years' experience as at 29 December 2005 but would possess not less than 10 years' general working experience together with some years' experience on individual "skills" upon the implementation of the remaining phase of Prohibition might be registered under the relevant "skills".

18. DS(W)2/DEV responded that under the proposed senior workers registration arrangement, the relevant working experience should be on the relevant "skill" of registration. In response to Miss CHAN Yuen-han's question on the possibility of allowing flexibility on the requisite years of experience for senior workers who were already well-versed in a "skill", DS(W)2/DEV advised that workers who considered that they were in possession of a skill level sufficient for fulfilling the registration requirement might take a trade test in order to register as a registered skilled workers.

19. Miss CHAN Yuen-han and Mr TANG Ka-piu urged the Administration to handle the recognition of working experience of senior construction workers with due care and stressed the importance of thorough consultation with labour unions on the subject. Dr Priscilla LEUNG opined that the Administration should assist construction workers, in particular the senior ones, in meeting the new registration requirements and adapting themselves to the changes.

20. Miss Alice MAK enquired about the documentary proofs that the Administration would accept for the purpose of ascertaining the experience of a construction worker. DS/DEV(W)2 responded that a wide range of proofs would be acceptable. Those verified by past employers or trade unions might be considered.

Possible impact of the implementation of the remaining phase of Prohibition on the construction labour market

21. Mr WU Chi-wai, Mr LEUNG Kwok-hung, Mr YIU Si-wing, Mr CHAN Hak-kan and Mr CHAN Chi-chuen were concerned whether the proposal to require specific types of construction works to be carried out only by construction workers registered under specific skills would have an impact on the supply of skilled construction workers in the market, hence leading to upward pressure in labour cost, the increase in which would be passed on to consumers. Mr LEUNG considered it important for the Administration to provide the relevant estimates to facilitate understanding of the possible impact of the remaining phase of Prohibition on the construction labour market, including the projected number of construction workers who might be forced out from the industry. Mr WU Chi-wai enquired about the anticipated number of construction workers who could register as registered workers under their "skills" upon the implementation of the remaining phase of Prohibition.

22. DS(W)2/DEV responded that the proposed registration arrangement was prepared in accordance with the prevailing construction practice, and therefore should have no adverse impact on existing construction workers. He said that the wage level of construction workers was market driven, i.e. determined by the supply and demand of workers. Of the 320 000 construction workers registered as general, semi-skilled or skilled workers under CWRO, about 110 000 were registered skilled/semi-skilled workers, who were allowed to carry out "skill" works upon the implementation of the remaining phase of Prohibition. To provide ample time for other workers to register under the respective "skills", the Administration proposed to implement the remaining phase of Prohibition two years after the commencement of the proposed legislative amendments. DS(W)2/DEV considered that with the introduction of the proposed one-off grandfathering arrangement (i.e. the senior workers registration arrangement), the implementation of the remaining phase of Prohibition would not have any adverse impact on the supply of construction workers or their wage level. Chief Assistant Secretary (Works) 6, Development Bureau supplemented

that based on a recent telephone survey conducted by the Construction Industry Council ("CIC") in 2013, it was estimated that of the 320 000 registered construction workers, about 70 000 had left the workforce while the remaining workers were still in the construction industry.

23. Mr YIU Si-wing cautioned that there was already a shortage of construction workers in Hong Kong as a considerable number of major infrastructure projects were underway. He opined that the Administration should consider whether exemption should be introduced for construction works which demanded a low level of skills, such as manual excavation, taking into account that such works were usually undertaken by seasoned workers who might be reluctant to go through the required procedures to register under a "skill" upon the implementation of the remaining phase of Prohibition.

24. DS(W)2/DEV replied that a construction worker who was in possession of a valid Green Card, i.e. the Construction Industry Safety Training Certification, could be registered as a "registered general worker" in order to carry out construction works at construction sites.

25. Dr Priscilla LEUNG agreed with the Administration that the proposed system for registration and regulation of construction workers would be beneficial to young people who newly joined the construction industry, as it would raise the status of construction workers and provide them with better career prospects. She urged the Administration to step up publicity to attract more young people to join the construction industry.

Consultation with the construction industry on the remaining phase of Prohibition

26. Mr Alan LEONG was concerned whether the implementation of the remaining phase of Prohibition had given rise to worries in the construction industry and enquired about the measures to be adopted by the Administration to address their concerns. DS(W)2/DEV replied that majority of the relevant stakeholders who had been consulted during the formulation of the proposed legislative amendments supported the proposed amendments and considered it important to raise the status of construction workers through statutory recognition of their skill levels.

27. Ir Dr LO Wai-kwok said that he had received views from minor works contractors on the proposed requirements for construction workers to register under specific "skills" and some of them had stated that they had not

been invited to the consultation meetings held by the Administration. Mr TANG Ka-piu remarked that the labour union of the lift and escalator trade had said that they were not aware of the proposed registration requirements until receiving the relevant papers from his office. He enquired whether the Administration had consulted all the concerned parties.

28. In reply, DS(W)2/DEV advised that the Administration had conducted extensive consultations with relevant stakeholders including trade associations, labour unions, relevant Government departments, etc. and had taken into account the concerns raised by small- and medium-sized contractors about the possible impact of the remaining phase of Prohibition on supply of workers and labour cost in the process of finalizing the proposal. Referring to Annex A to the Administration's paper appending a list of meetings with relevant stakeholders, DS(W)2/DEV said that the Administration had sought the views of various trade associations and labour unions of the electrical & mechanical trades. While he did not rule out the possibility that the Administration might not have met with all relevant labour unions individually for a discussion on the proposed amendments, the Administration had conducted industry-wide consultation and briefing forums as well as separate briefings to members of individual organizations as per their requests. He assured members that the Administration would continue to collect views from the industry.

29. Mr CHAN Hak-kan was concerned whether the implementation of the remaining phase of Prohibition would significantly affect the livelihood of small and medium contractors, such as renovation works contractors, and would eventually force them to leave the industry. He considered it pivotal for the Administration to engage all stakeholders in the consultation process and listen to their views. He said that the Registered Minor Works Contractor Signatory Association had expressed grave concerns on the proposed amendments to him. On Mr CHAN's enquiry on whether the Administration had consulted the Association, DS(W)2/DEV advised that the Association had discussed with the Administration the proposed legislative amendments at several meetings held in the past few months, and its representatives had attended the construction industry-wide briefing forums conducted by the Administration.

30. Mr CHAN Chi-chuen said that he had received views expressing disagreement with the proposed legislative amendments. He was concerned whether the proposed changes would be detrimental to the survival of small contractors, leaving only the large-scale contractors to dominate the market. In response, DS(W)2/DEV advised that the implementation of the remaining

phase of Prohibition should not affect small- and medium-sized contractors, as the proposed registration arrangement had been prepared in accordance with the prevailing industry practice. For those contractors who had been working in the industry for a long time, they should have a group of senior construction workers who could register under the senior workers registration arrangement.

Compliance with the registration requirements

31. Mr Alan LEONG stressed that, in view of the criminal liabilities to be involved, it was necessary for the Administration to spell out clearly in the relevant legislation the obligations to be placed on construction workers and other concerned parties following the commencement of the proposed amendments. DS(W)2/DEV responded that CIC would issue relevant guidelines to facilitate the industry stakeholders to understand their obligations under CWRO.

32. Dr Kenneth CHAN expressed concern about the legal status of the code of practice to be issued by CIC. DS(W)2/DEV explained that one of the key proposed legislative amendments to CWRO was to impose obligations on both principal contractors and subcontractors to implement reasonable measures showing the arrangement for the proposed exempted small-scale construction works as well as the instruction and supervision pursuant to section 4 of CWRO, and to inform the relevant workers accordingly so that workers would be well aware of such arrangement. This would help protect the workers from misunderstanding and committing offence inadvertently. The proposed code of practice would provide guidance on such reasonable measures. DS/DEV(W)2 further said that although a failure to observe a provision in the code was not itself an offence, contravention or compliance with a relevant provision of the code might be taken into account by a court in legal proceedings.

33. Dr Kenneth CHAN enquired about the timetable for formulating the code of practice and whether the Administration would submit the draft code to LegCo for its scrutiny. DS/DEV(W)2 advised that CIC would prepare the code in consultation with the relevant stakeholders after the Administration had finalized the proposed legislative amendments. He explained that the code was not part of CWRO or a piece of subsidiary legislation; therefore it might not be appropriate for the code to be submitted to LegCo for Members' scrutiny. He said that the code would be made public by CIC.

34. Dr Kenneth CHAN queried whether it was misleading for the Administration to state that the code of practice had a legal status, given that it was not part of CWRO or a piece of subsidiary legislation and was for the court's reference only in legal proceedings. He considered that if the code had a legal status, it should be made available for Members' examination when the Amendment Bill was introduced into LegCo. The Deputy Chairman asked the Administration to consider the views of Dr CHAN.

IV PWP Item No. 765CL -- Development of Anderson Road Quarry Site -- Detailed Design and Site Investigations

(LC Paper No. CB(1)533/13-14(04) -- Administration's paper on PWP Item No. 765CL -- Development of Anderson Road Quarry Site -- Detailed Design and Site Investigations

LC Paper No. CB(1)533/13-14(05) -- Paper on the development of the Anderson Road Quarry site prepared by the Legislative Council Secretariat (Background brief))

35. Deputy Secretary for Development (Planning & Lands)¹ ("DS(P&L)1/DEVB") said that further to the presentation of the final Recommended Outline Development Plan ("RODP") for the development of the Anderson Road Quarry site ("the Site") to the Panel in March 2013, the Administration would like to seek the Panel's support for a proposal to part-upgrade PWP Item No. 765CL to Category A, at an estimated cost of \$187.2 million in money-of-the-day prices, for engaging consultants to undertake detailed design and site investigation of the site formation and associated infrastructural works, off-site road/junction improvement works, as well as pedestrian linkage facilities for the proposed development at the Site. The development of the Site would provide about 12 hectares of land for both private and subsidized housing development with about 9 410 flats for a planned population of about 25 000. It was one of the Administration's major initiatives to increase housing land supply in the short- to medium-term.

36. With the aid of a powerpoint presentation, Chief Engineer/New Territories East 1, Civil Engineering and Development Department briefed

members on the details of the works covered by the proposal. He said that subject to the Panel's support, the Administration planned to seek the endorsement of the Public Works Subcommittee ("PWSC") of the proposal on 22 January 2014 and the funding approval of the Finance Committee in February 2014.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)603/13-14(02) by email on 20 December 2013.)

37. The Deputy 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 subjects under discussion at the meeting before they spoke on the subjects. Under Rule 84 of RoP of LegCo, a member should not vote upon any question in which he had a direct pecuniary interest except under certain circumstances as provided for in Rule 84.

Development intensity

38. Miss CHAN Yuen-han said that the Administration was well aware of public views supporting a reasonable increase in the development intensity at the Site. Given that the Site was situated at a high level at Tai Sheung Tok, she believed that a relaxation on the building height restrictions would only have a minimal environmental impact. Miss CHAN called on the Administration to seriously consider increasing the development intensity of the project so as to address the housing shortage problem. Mr CHAN Hak-kan relayed the request of the Sai Kung District Council ("DC") for increasing the plot ratio of the residential development at the Site and the proportion of subsidized housing.

39. DS(P&L)1/DEVB said that in response to public views and having considered the infrastructure and traffic constraints, the Administration had already increased the planned population to be accommodated at the Site by 2 000 to 25 000 in the final RODP. Regarding the proportion of subsidized housing to be developed at the Site, he advised that in the Sau Ma Ping area, there were already a large number of public rental housing ("PRH") developments. The Administration had to consider whether an increase in subsidized housing development at the Site would be welcomed by the local community. Given that the public preferred a more balanced housing mix in the area, the Administration had adopted a private-to-subsidized housing ratio of 80:20 in the final RODP. With this ratio for the Site, the

private-to-subsidized housing ratio in the Sau Mau Ping area, which included the Site and the PRH developments at Anderson Road ("DAR") to the immediate southwest of the Site, would only change slightly from 10:90 in 2011 to about 16:84 in future. However, subject to the recommendations of the Long Term Housing Strategy Steering Committee, there was flexibility in adjusting the private-to-subsidized housing ratio for the Site. Mr Alan LEONG welcomed such flexibility, which he considered important to the Hong Kong Housing Authority as it had encountered great difficulty in identifying sites for PRH developments.

40. Mr WU Chi-wai expressed concern that the development potential of the Site had been restrained by the traffic capacity of the area and this would lead to inefficient use of precious land resources. In response, DS(P&L)1/DEVB stressed that the Administration had made the best use of land resources in formulating the final RODP and the development intensity of the Site. The plot ratio of some developments at the Site was planned to be as high as 5.5. He explained that the existing development intensity was arrived at after taking into consideration the maximum traffic capacity of the road network in the area as well as the need to preserve the Tai Sheung Tok ridgeline.

Development of a quarry park and provision of tourism facilities

41. While expressing support for developing housing at the Site, Mr Albert CHAN asked if the Administration would capitalize on the geological and historical features of the Site, which was formerly the Anderson Quarry, to develop a theme park serving educational and recreational purposes. Reference could be made to the Eden Project in Cornwall, the United Kingdom.

42. DS(P&L)1/DEVB said that in order to retain the characteristics of the quarry site, the final RODP had incorporated the development of a quarry park of about 17 hectares as well as commercial facilities in rock caverns. The quarry park was intended to be a regional park with an array of sports and recreational facilities. Subject to funding availability, the park would be constructed, managed and maintained by the Leisure and Cultural Services Department ("LCSD"). He noted Mr CHAN's views and would convey them to LCSD.

43. Mr Albert CHAN stressed that a quarry park would not achieve the purposes of a theme park promoting environmental protection, culture, art, etc. and showing due respect to the history of the Site. In designing the park,

the Administration should free itself from conventional and bureaucratic practices and adopt new thinking. He pointed out that the Eden Project was operated by a non-government organization. The Deputy Chairman also urged the Administration to use an innovative approach to developing the park at the Site.

44. Mr YIU Si-wing opined that the Site was suitable for development of tourism facilities associated with rock caverns. He asked the Administration about its plan to make the Site a tourist attraction and whether hotels and other tourism supporting facilities would be provided at the Site.

45. Assistant Director/Special Duties, Planning Department advised that under the final RODP, apart from a quarry park which would adopt a theme related to quarrying, lookouts with spectacular views of East Kowloon would be provided at different levels of the rock face for public enjoyment. On the rock face, there would also be commercial facilities in rock caverns and a network of hiking trails with connections to the Wilson Trail Stage 3 in Sai Kung. Moreover, the Administration would further explore the feasibility of establishing a vertical transport system linking up the rock face and the platform that would lead to the Civic Core, where commercial facilities would be provided. While there was no plan at present for hotel development at the commercial site of the Civic Core, flexibility would be provided for such use in the plan-making stage.

Traffic and transport

46. Miss CHAN Yuen-han pointed out that the traffic along Clear Water Bay Road Choi Hung bound was very congested during peak hours. She was concerned that with a planned population of 25 000 and at the Site and 48 000 at DAR, the junction improvement measures proposed by the Administration would not be sufficient to cope with the cumulative traffic. She had suggested to the Administration that long-term measures to alleviate the traffic congestion in Kowloon East, in particular the bottleneck at Choi Hung Interchange, should be considered together with the planning of Kai Tak Development. The Administration should coordinate the efforts of different bureaux and departments to formulate and implement effective measures to improve the traffic in the area. Sharing Miss CHAN's concern, Mr IP Kwok-him queried the effectiveness of the proposed junction and road improvement measures in addressing the anticipated increase in traffic.

47. Mr YIU Si-wing was worried about the impact of the new population intake at the Site on the traffic conditions in Kowloon East and the New

Territories East, including the traffic flow along the road network connecting Clear Water Bay, Sai Kung and Shatin. He asked if the Administration had studied the impact of the housing developments at the Site on the traffic in the vicinity and pointed out that the traffic impact study should take into consideration the additional traffic arising from tourism activities in the area.

48. Project Manager (New Territories East), Civil Engineering and Development Department ("PM(NTE)/CEDD") said that to mitigate the impact of the population intake at DAR and the Site on the traffic conditions in the area, the Administration had proposed multi-pronged measures to address the traffic growth. CEDD was 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 will form Route 6. Upon the completion of Route 6, most of the traffic from Tseung Kwan O would be diverted to the TKO-LTT, thereby relieving the traffic on Clear Water Bay Road. It was estimated that after the commissioning of Route 6, the traffic on Clear Water Bay Road would be reduced by 10%. The existing road network system in the area, including Kwun Tong Bypass, Tseung Kwan O Road and Kwun Tong Road, would then also have spare capacity to cater for the increase in traffic from the new housing developments. The bus bay at Kai Tin Road could be expanded if necessary to meet the transport needs of the future residents. As regards pedestrian facilities, new linkages would be provided to facilitate local residents to access the Kwun Tong MTR station. According to the traffic impact studies, the development at the Site would have no adverse impact on the traffic conditions at Clear Water Bay Road after the completion of Route 6. In response to Mr IP Kwok-him's enquiry, he advised that the housing developments at the Site and DAR were planned to be completed by 2022-2023, while Route 6 was scheduled for completion by 2020. He assured members that the provision of pedestrian facilities in the area would tie in with the timing of new population intake.

49. PM(NTE)/CEDD further advised that the traffic congestion at Choi Hung Interchange was a regional issue and the Administration had to take time to conduct an in-depth study to work out the solutions for the congestion problem. To improve the traffic at the Interchange, road widening works would be necessary, land resumption and clearing of some PRH buildings might be required.

50. Noting that 80% of the residential units to be developed at the Site would be private ones, Mr YIU Si-wing expressed concern that the occupants of these units would likely use their own cars, thereby increasing

the traffic load in the area. He also asked about the provision of car parking spaces at the Site. DS(P&L)1/DEVB explained that car parking spaces would be provided according to the standard promulgated in the Hong Kong Planning Standards and Guidelines. Some adjustments might be made, if necessary, with reference to the accessibility of the area.

(To allow sufficient time for discussion, the Deputy Chairman directed that the meeting be extended for 15 minutes.)

51. In response to Mr Alan LEONG's enquiry, PM(NTE)/CEDD advised that the traffic impact assessment ("TIA") for the project had been included in the engineering feasibility study and had largely been completed. As such, the present proposal, which was concerned with the cost of the proposed detailed design and site investigation works for the project, did not include the cost of a TIA.

52. With the development of a new central business district in Kowloon East in progress, Mr CHAN Hak-kan pointed out that the traffic volume in Kwun Tong town centre had already increased substantially. He expressed concern that the housing developments at the Site and DAR, together with the large-scale redevelopment projects in Kwun Tong town centre, would further aggravate the congestion in Kwun Tong town centre to an extent beyond its capacity. He urged the Administration to consult Kwun Tong DC on the mitigation measures to relieve the intensifying traffic congestion in Kwun Tong.

53. PM(NTE)/CEDD said that according to the traffic impact assessment, the housing developments at the Site and DAR would increase the traffic flow in Kwun Tong by 3%. The study had already taken into account the traffic and pedestrian flows arising from relevant redevelopment projects in Kwun Tong town centre and the surrounding areas. Under the Kwun Tong town centre redevelopment project, the roundabout at Hip Wo Street would be enhanced to cater for the traffic increase. For the Site, pedestrian linkages, including escalators and lifts, would be provided to facilitate future residents at the Site to access Kwun Tong town centre on foot instead of taking vehicular transport.

Traffic congestion at Choi Hung Interchange

54. Miss CHAN Yuen-han held the view that the road/junction improvement measures at Lin Tak Road, Sau Mau Ping Road, Clear Water Bay Road and Anderson Road, etc. proposed by the Administration would

not address the congestion at Choi Hung Interchange. She stressed that the Transport and Housing Bureau ("THB") should seize the opportunities of developing the Site and DAR to resolve the traffic congestion problems in Kowloon East in a holistic approach, including carrying out improvement works at Choi Hung Interchange. If some of the aged public housing buildings surrounding the Interchange had to be redeveloped to make way for the improvement, she believed most residents would not raise strong objections, provided there would be in-situ rehousing arrangements for them. In fact many residents supported the redevelopment of Ping Shek Estate and Choi Hung Estate. She had conveyed such views to the Administration before and was disappointed with the Administration's inaction, which would lead to inefficient use of land resources as a result of traffic constraints. Miss CHAN said that she was opposed to the present proposal as it did not address the traffic problems. She relayed the grave concern of Kwun Tong DC on the possible impact of the housing development at the Site on the traffic conditions in the vicinity and asked the Administration to withdraw the proposal.

55. In response to Mr IP Kwok-him's enquiry, DS(P&L)1/DEVB clarified that the relevant DCs were supportive of the present proposal, though these DCs had also suggested that consideration could be given to increasing the development intensity of the Site.

56. Echoing members' views that the present traffic along Clear Water Bay Road Choi Hung bound was very congested during peak hours, Mr Alan LEONG expressed concern that, as acknowledged by the Administration, even with the commissioning of Route 6, the new population intake at the Site and DAR in future would make the congestion along the Road as serious as it was. While understanding that land resumption and clearance of some PRH buildings would be required for widening Choi Hung Interchange, he held the view that the Administration should start conducting a study on the feasibility of various options to relieve the traffic congestion problem, including redevelopment of Choi Hung Estate and Ping Shek Estate, and the decanting arrangements, for public consultation.

57. Mr WU Chi-wai opined that, as the Site would only be ready for population intake 10 years from now, the Administration should undertake a forward-looking study on the traffic conditions in Kwun Tong and Choi Hung, in particular Choi Hung Interchange, for the next 10 years so as to work out sound solutions for the traffic congestion problem in the area. Otherwise, the problem would persist. In his view, the Administration should consider as soon as possible the redevelopment of Choi Hung Estate

and Ping Shek Estate, which were built more than 40 years ago. He believed that, if Choi Hung Estate was to be redeveloped in the next few years, the planning for the development at the Site would be very different.

58. The Deputy Chairman said that members had generally expressed grave concern on the serious traffic congestion along Clear Water Bay Road and at Choi Hung Interchange during peak hours. He opined that the Administration should formulate plans to address the problem in a timely manner.

59. PM(NTE)/CEDD reiterated that as land resumption would be involved in widening Choi Hung Interchange, the Administration would need careful planning and discussion before putting forward a viable solution. As the traffic congestion at Choi Hung Interchange was a regional traffic problem, the relevant bureau and department would closely monitor the situation and study the issue.

60. DS(P&L)1/DEVB said that the Administration had addressed the anticipated growth in traffic arising from the development at Site by proposing suitable mitigation measures under the final RODP. The traffic condition at Choi Hung Interchange was a separate issue and was being followed up by the relevant District Councils. He undertook to convey members' concerns to THB for consideration.

Use of lift towers for enhancing pedestrian connectivity

61. Referring to the two proposed pedestrian linkages, i.e. Route A and Route B, between the Site and Kwun Tong town centre, Mr CHAN Hak-kan considered that Route B, which included the use of lift towers and escalators, was less desirable. He pointed out that in Po Tat Estate, residents had to queue up and wait for a long time for the lift service during peak hours. He was also worried about the contingency measures when the lifts had to be closed for maintenance. In reply, PM(NTE)/CEDD explained that due to topographical constraints and a steep gradient, the only viable option to carry pedestrians from a higher platform to a lower one in the area was the use of a lift. The capacity of each lift would be designed having regard to the pedestrian flow during peak hours. The design would also cater for the capacity reduction arising from the maintenance of the lifts, such as the adoption of a twin-tower design.

(Members agreed to extending the meeting for a further five minutes.)

Concluding remarks

62. The Deputy Chairman said that members had expressed views and concerns on the traffic impact of the new housing development at the Site on its vicinity, development of a theme park to serve educational and recreational purposes and increasing the development intensity at the Site. The Deputy Chairman and Mr Alan LEONG asked the Administration to respond to the views of members when the proposal was submitted to PWSC.

63. DS(P&L)1/DEVB said that DEVB would follow up the planning of the quarry park and the use of the commercial facilities in rock caverns. He undertook to convey members' views on the redevelopment of Choi Hung Estate and Ping Shek Estate, and the improvement of traffic at Choi Hung Interchange to THB for consideration. The Administration would not rule out the possibility of increasing the development intensity of the Site if the traffic capacity in the area could cope with a higher population.

Submission of the proposal to the Public Works Subcommittee

64. In concluding the discussion on the item, the Deputy Chairman said that most members supported the Administration's proposal to seek the endorsement of PWSC for upgrading the project (PWP Item No. 765CL) to Category A.

V Any other business

65. There being no other business, the meeting ended at 11:20 am.

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Legislative Council Secretariat
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