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

**Minutes of the 23rd meeting
held in Conference Room 1 of the Legislative Council Complex
on Monday, 14 May 2018, at 2:30 pm**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Charles Peter MOK, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki

Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Helena WONG Pik-wan
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon AU Nok-hin
Hon Vincent CHENG Wing-shun, MH

Members absent:

Dr Hon Fernando CHEUNG Chiu-hung
Hon Alvin YEUNG
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
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 HON Chi-keung, JP	Permanent Secretary for Development (Works)
Ms Doris HO Pui-ling, JP	Deputy Secretary for Development (Planning and Lands) ¹

Mr Elvis AU Wai-kwong, JP	Deputy Director of Environmental Protection (1)
Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Ms Rebecca PUN Ting-ting, JP	Deputy Secretary for Transport and Housing (Transport)1
Ms Judy CHUNG Sui-kei	Principal Assistant Secretary for Transport and Housing (Transport)5
Ms YING Fun-fong, JP	Project Manager (East) Civil Engineering and Development Department
Mr Michael LEUNG Chung-lap	Deputy Project Manager (East) Civil Engineering and Development Department
Mr Eric CHIANG Nin-tat	Chief Engineer (East)1 Civil Engineering and Development Department
Mr Samson LAM Sau-sang	Assistant Commissioner for Transport (Planning)
Mr Kelvin SIU Kin-man	Chief Engineer (Major Projects) Transport Department
Mr Jack CHAN Jick-chi, JP	Under Secretary for Home Affairs
Ms Linda LAW Lai-tan	Principal Assistant Secretary for Home Affairs (Recreation and Sport)2
Mrs Sylvia LAM YU Ka-wai, JP	Director of Architectural Services
Mr Edward TSE Cheong-wo	Project Director (3) Architectural Services Department
Mr Raymond LAU	Senior Project Manager 332 Architectural Services Department

Mrs Doris FOK LEE Sheung-ling	Assistant Director of Leisure and Cultural Services (Leisure Services)1
Mr Michael CHIU Yat-on	Chief Executive Officer (Planning)1 Leisure and Cultural Services Department
Dr Raymond SO Wai-man, BBS, JP	Secretary for Transport and Housing (Acting)
Mr Kenneth LEUNG Tak-yan	Chief Civil Engineer (Public Works Programme) Transport and Housing Bureau
Mrs Iris CHAN KONG Wing-ye	Chief Architect (6) (Acting) Housing Department
Mr Maurice LOO Kam-wah, JP	Deputy Secretary for Development (Planning and Lands)2
Mr Raymond SY Kim-cheung	Principal Assistant Secretary for Development (Planning and Lands)4
Ms Alice PANG, JP	Project Manager (South) South Development Office Civil Engineering and Development Department
Mr Raymond LEE Wai-man	Chief Engineer (South)1 South Development Office Civil Engineering and Development Department

Clerk in attendance:

Ms Doris LO	Chief Council Secretary (1)2
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Staff in attendance:

Ms Mandy LI	Council Secretary (1)2
Ms Anki NG	Council Secretary (1)6
Ms Alice CHEUNG	Senior Legislative Assistant (1)1
Miss Queenie LAM	Senior Legislative Assistant (1)2

Ms Christina SHIU
Ms Christy YAU
Ms Clara LO

Legislative Assistant (1)2
Legislative Assistant (1)7
Legislative Assistant (1)8

Action

The Chairman advised that there were four funding proposals on the agenda for the meeting, all of which were items carried over from the previous meeting.

2. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. 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(2018-19)11 822TH Cross Bay Link, Tseung Kwan O – construction

3. The Chairman advised that the proposal under PWSC(2018-19)11 was to upgrade 822TH to Category A at an estimated cost of \$5,625.7 million in money-of-the-day ("MOD") prices. The Subcommittee had started discussing this paper at its meeting on 12 May 2018 and would continue discussing it now.

Construction schedule

4. Mr WU Chi-wai pointed out that the proposed Cross Bay Link, Tseung Kwan O ("the proposed CBL"), would connect Tseung Kwan O – Lam Tin Tunnel ("TKO – LTT") and Central Kowloon Route ("CKR") to form a coherent road network in the future. He enquired about the construction progress and the expected completion date of CKR, and the timetable for completing the above-mentioned road network. As TKO – LTT would not be equipped with a toll plaza, he enquired about the arrangements, planning and timetable for implementing toll collection at TKO – LTT, and whether the completion time of TKO – LTT could dovetail with that of the above-mentioned road network.

5. Deputy Secretary for Transport and Housing (Transport)1 ("DS(T)1/THB") said that the Administration was taking forward the Route 6 project. Route 6, about 12.5 kilometres in length, comprised CKR,

TKO – LTT and the Trunk Road T2 under planning and would connect with the proposed CBL. After obtaining the funding approval of the Finance Committee ("FC"), construction works of CKR had commenced in December 2017 for completion in 2025. Construction works of TKO – LTT had commenced in July 2016 for completion in 2021. The planning of Trunk Road T2 was near completion. It was expected that the Panel on Transport would be consulted on the funding proposal in June this year, with an objective to align the commissioning of Trunk Road T2 with the completion schedule of CKR.

6. DS(T)1/THB added that subject to FC's funding approval for the proposed CBL in the current legislative session, construction works would commence in the second half of 2018 for completion in around 2022. After full completion, Route 6 would bring substantial improvement to the east and west bound traffic in Kowloon. Regarding the toll collection arrangements of TKO – LTT, in view of the insufficient space for the construction of a toll plaza, the Administration was studying the feasibility of automatic electronic toll collection and would properly undertake the supporting work for TKO – LTT before its completion, which included a technical study relating to Cheung Pei Shan Road leading to the entrance of Shing Mun Tunnel. The Administration would consult the Panel on Transport on the toll collection arrangements and LegCo on the relevant legislation in due course to ensure the early implementation of the arrangements in order to tie in with the completion of TKO – LTT.

7. Mr Gary FAN declared that he was a member of Sai Kung District Council ("DC"). He asked whether the Administration could waive the tolls of TKO – LTT and the proposed CBL in the future, which would not only facilitate traffic diversion away from Tseung Kwan O, but also accelerate development of the district. Noting that the proposed CBL and TKO – LTT were tendered by the Civil Engineering and Development Department ("CEDD") under separate contracts with different completion dates, he enquired whether the Administration had any measures to resolve the technical difficulties involved so that the two projects could be completed concurrently.

8. DS(T)1/THB said that the Administration did not intend to charge tolls for the proposed CBL. In determining the toll level of TKO – LTT, the Administration would follow the existing policy and take into account a series of factors, including the cost of the provision of the relevant tunnel, the toll of alternative routes, public affordability and acceptability, traffic and technical considerations, etc. Studies on these aspects were underway.

9. Project Manager (East), Civil Engineering and Development Department ("PM(E)/CEDD"), added that there was a small gap between the

completion times of the proposed CBL and TKO – LTT. In this regard, the Administration had sought to shorten the construction time through design optimization. For instance, the distance between the piers were standardized and simpler construction methods were adopted, such as using prefabricated modules for the arch bridge. Subject to FC's funding approval in the current financial year, the construction works of the proposed CBL were expected to commence in the third quarter of this year. In order to deliver the works as soon as possible, the Administration had commenced tendering procedures for the project in parallel to securing funding.

Project cost

10. Mr CHAN Chi-chuen noted that the project cost estimate of the proposed CBL had increased from about \$2.2 billion in 2007-2008 to more than \$5.6 billion at present. According to the Administration's explanation, the previous estimate was a rough estimate expressed in constant prices of the year, at which time the design of the proposed CBL had not yet been undertaken (i.e. the construction cost of a number of facilities, such as the cycle track, had not been taken into account). In addition, there had been a considerable increase in the overall construction costs over the past decade, and the current cost estimate was expressed in MOD prices. He enquired about the extent to which the above factors influenced the cost estimate of the project, and how objective assessment could be made as to whether the project cost of the proposed CBL was on the high or low side when compared with similar projects.

11. PM(E)/CEDD reiterated that the rough cost estimate of the proposed CBL as derived in 2007-2008 had only taken into account the construction cost of a dual two-lane carriageway and did not include that of a cycle track and a footpath. As the cycle track and the footpath were about four metres and three metres wide respectively, the bridge deck must be about one-third wider than the original design, and this was the main reason for the cost increase. Since the project implementation schedule was not available and the preliminary or detailed project design was not yet undertaken back in that year, the Administration could only provide the cost estimate in constant prices. Moreover, the average tender price index had increased by more than 50% in the past 10 years. This aside, other factors, including update and improvement of project design, environmental impacts that had to be taken into account during the construction period, and requirements on enhancement of construction safety, also contributed to the increase in the project cost.

12. PM(E)/CEDD further said that a steel arch bridge with a span of 200 metres would for the first time in Hong Kong form the middle section of the marine viaduct of the proposed CBL. For other parts of the viaduct of the

proposed CBL, they would be constructed using standard methods, and the construction cost was comparable to that of other similar viaduct structures. She also pointed out that although the construction costs of other sea-crossing viaducts (e.g. Stonecutters Bridge and Ting Kau Bridge) could be provided for reference, it was inappropriate to directly compare the construction costs of those bridges with that of the viaduct of the proposed CBL because those bridges were built long ago.

Design of the cycle track

13. Mr AU Nok-hin noted that as shown at Enclosure 1 (Sheet 2 of 4) to [PWSC\(2018-19\)11](#), the cycle track of the proposed CBL was interrupted at the road junction of Lohas Park and needed to switch to a footpath at a point near Wan Po Road. He enquired about the considerations behind such design. Deputy Project Manager (East), Civil Engineering and Development Department ("DPM(E)/CEDD"), said that the cycle track was interrupted at the road junction of Lohas Park because there was a need to provide access for incoming and outgoing vehicles to and from Lohas Park. A small section of the cycle track near Wan Po Road would switch to a footpath to cater for a bus stop there.

14. Mr CHU Hoi-dick noted that the proposed CBL, after completion, could provide a cycle track loop for cycling races. He enquired whether the cycle track loop would entirely run on the cycle track of the proposed CBL, or whether some sections of it would be on carriageway. He also enquired whether Sai Kung DC agreed with the provision of the cycling racetrack in the district. DPM(E)/CEDD said that after completion of the proposed cycle track section, the cycle track loop in Tseung Kwan O South would have a total length of about 5 kilometres. The Administration would discuss with local residents, Sai Kung DC, etc., the implementation of special traffic arrangements if cycling races were to be held. He said that the cycle track was provided in response to the suggestion of Sai Kung DC, which had also expressed agreement to the idea of staging cycling races.

Supporting the future development of Tseung Kwan O

15. Mr CHU Hoi-dick pointed out that major future developments in Tseung Kwan O included the rezoning of five Green Belt ("GB") sites for public housing development, which was expected to provide 11 000 units, and the new development in Area 137, which was expected to provide more than 30 000 units for accommodating a population of about 100 000. He requested the Administration to provide the updated information and reports on the basis for local population estimation of the proposed CBL project, and

enquired about the figures or data based on which the Administration made its decision as to whether the proposed CBL should be built.

16. PM(E)/CEDD said that the Planning Department had applied to the Town Planning Board ("TPB") for rezoning the five GB sites in Tseung Kwan O for housing development. TPB had also issued a related report for public inspection. As regards the development of Area 137 of Tseung Kwan O, no relevant information was available at this stage as CEDD was currently in the process of conducting studies.

17. PM(E)/CEDD further said that the Planning Department ("PlanD") made the overall planning of Hong Kong according to the updated figures released by the Census and Statistics Department. In determining the infrastructures needed to be developed and their implementation schedules, PlanD would take into account its projections and assessments which were based on population and employment distribution data. CEDD had conducted a relevant traffic impact assessment ("TIA") on the proposed CBL project. Under the TIA study, a combined traffic assessment was carried out under the scenario of the completion of the proposed CBL and TKO – LTT to obtain data analyses such as on the reserve capacities of critical road junctions in Tseung Kwan O.

18. Mr CHU Hoi-dick pointed out that according to paragraph 8 of [PWSC\(2018-19\)11](#), the Administration had worked out the figures on the anticipated traffic improvement after completion of the proposed CBL in around 2022 based on the TIA completed at the detailed design stage in 2015. He enquired whether the Administration would update the assessment parameters of the TIA in view of the rezoning of the GB sites and the development of Area 137.

19. PM(E)/CEDD said that the Administration had conducted TIA on the five GB sites to evaluate the traffic impact on Tseung Kwan O arising from the rezoning of those sites for housing development. The preliminary data analysis indicated that the critical road junctions in the district should still have reserve capacities. Upon completion, the proposed CBL would bring substantial improvement to the capacities of the critical road junctions at Tseung Kwan O Town Centre and along Wan Po Road. After finishing the study on Area 137 of Tseung Kwan O, the Administration would update the figures of the relevant TIA and give serious consideration to the development of the area. It would make corresponding improvements to the traffic infrastructure to mitigate the impact on external transport.

20. At the request of Mr CHU Hoi-dick, the Administration would provide updated traffic figures relating to the traffic condition of the critical road

junctions at Tseung Kwan O Town Centre and along Wan Po Road referred to in paragraph 8 of the discussion paper having regard to the latest future development of Tseung Kwan O, including the rezoning of the five GB sites for housing development.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC239/17-18\(01\)](#) on 7 June 2018.)

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

22. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. No member made such a request.

Head 703 – Buildings

PWSC(2018-19)12 467RO Station Square at Kai Tak

23. The Chairman advised that the proposal under PWSC(2018-19)12 was to upgrade 467RO to Category A at an estimated cost of \$1,651.5 million in MOD prices for development of the Station Square at Kai Tak ("the proposed Station Square"). The Administration had consulted the Panel on Home Affairs on the proposed works on 26 March 2018. Panel members had no objection to the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Planning of the proposed Station Square

24. Mr MA Fung-kwok expressed support for the proposed Station Square project, which would provide amenity space as well as sports facilities. He hoped that land resources could be put to optimal use and suggested that the Administration might consider re-arranging the locations of the facilities as appropriate. For instance, the lawn bowling greens which occupied a substantial part of the large lawn could be moved to another location to release more usable space. Moreover, Mr MA noted from the perspective view at Enclosure 5 to [PWSC\(2018-19\)12](#) that the lawn bowling greens were situated at the lower end of the sloping lawn. He opined that the Administration might consider adopting a double-deck design under which the lawn bowling greens could be elevated to the upper level of the sloping lawn to create space underneath them for the provision of other sports facilities (e.g. curling

grounds with little space requirement) or ancillary facilities such as toilets and changing rooms.

25. Director of Architectural Services ("DArchS") replied that the proposed Station Square was divided by Kai Tak River into a western and an eastern portion. The facilities provided on the western portion catered mainly for active activities, while those provided on the eastern portion were more geared to passive activities. Regarding the suggestion of a double-deck, three-dimensional design, she pointed out that it was not feasible given the stringent development restrictions applicable to the facility design of the park and the lack of other suitable locations on the western side of Kai Tak River to accommodate the lawn bowling greens. DArchS stressed that a number of proposed facilities had been incorporated in the current design. The Administration had also conducted consultation on the provision of such facilities and considered the views of various stakeholders.

26. DArchS continued that the Administration had proposed the design of the lawn bowling greens which cut into the sloping lawn with a view to minimizing the potential light and noise nuisances that might affect the surrounding environment and other park users. Assistant Director of Leisure and Cultural Services (Leisure Services)1 ("AD(LS)1/LCSD") added that the Administration had consulted the local DC on the project. Further consultation with DC was required if additional facilities were to be provided.

27. Mr MA Fung-kwok was dissatisfied with the Administration's reply, as his aforesaid suggestion did not require additional ground area and would not reduce the provision of any of the proposed facilities. Dr KWOK Ka-ki also urged the Administration to improve the design and make the best use of the space released for provision of activity venues such as multi-purpose rooms for various activities including dancing, snooker or table tennis.

Design and facilities of the proposed Station Square

Planting areas and lawn bowling greens

28. Mr CHU Hoi-dick noted that three types of planting areas, namely trees, gardens and lawns, would be provided in the proposed Station Square. He enquired about the respective percentages of the areas covered by these three types of planting. Moreover, he had expressed his views on the design of the proposed Station Square at the Panel on Home Affairs, and relayed the public's expectation for having a larger lawn area that could be used for activities. He enquired whether the Administration would re-arrange the location of the lawn bowling greens so that the extensive space on the large lawn could be released for public use.

29. Under Secretary for Home Affairs ("USHA") replied that greenery was central to the design of the proposed Station Square, with 40% of its total area (i.e. 46 958 square metres) covered by planting. DArchS added that trees, planters and lawns occupied about 37%, 22% and 41% of the planting areas of the proposed Station Square respectively. A number of factors had been considered in determining the location of the lawn bowling greens, including the fact that they were facilities for active sports and should therefore better be located near the future Kai Tak Sports Park on the western side of Kai Tak River. Moreover, the western part of the proposed Station Square abutting on Sung Wong Toi Park could not accommodate the lawn bowling greens because of its narrow shape and the need to provide an emergency access.

30. Ms Tanya CHAN noted that according to the floor plan provided by the Administration, both gardens and planters were provided in the proposed Station Square. She enquired about the differences between the two. DArchS replied that the planter areas in which flowering plants were cultivated were referred to as gardens.

31. Ms Tanya CHAN and Dr Helena WONG enquired whether the lawn bowling greens at the proposed Station Square would be open for public use for free or for a fee. Ms CHAN also enquired whether lawn bowls training courses would be organized and about the measures to boost the utilization rate of the bowling greens. She also suggested that suitable sitting-out venues and facilities (such as refreshment facilities and toilets) be provided near the bowling greens.

32. AD(LS)1/LCSD replied that like other lawn bowling greens under the management of the Leisure and Cultural Services Department ("LCSD"), the lawn bowling greens at the proposed Station Square would be open for booking and hiring by members of the public, and by organizations for hosting of training courses and competitions. The Administration also organized activities to promote lawn bowling from time to time. As there were currently no lawn bowling greens in Kowloon, the lawn bowling greens at the proposed Station Square were expected to become a sought-after venue after completion.

33. Dr Priscilla LEUNG said that she supported the proposed Station Square project and hoped that covered walkways would be provided to connect with the residential dwellings nearby. She also urged the Administration to plant as many trees in the proposed Station Square as possible to provide greenery. She also enquired whether the Administration would install more noise mitigation devices or plant more trees in areas close to residential dwellings in order to reduce noise nuisance.

34. USHA replied that in view of its close proximity to residential dwellings, the proposed Station Square was designed to be divided into an eastern and a western portion with facilities for active activities (e.g. the lawn bowling greens) being provided on the western portion located farther away from residential dwellings. Moreover, trees would be planted to reduce noise nuisance, including planting 600 trees in areas used for sports activities.

35. At the request of Mr CHU Hoi-dick and Dr KWOK Ka-ki, the Administration would provide extra perspective views showing the locations of trees and arbours to be provided in other areas under the overall design of the proposed Station Square in addition to the perspective view of the lawn bowling greens and water features at Enclosure 5 to the discussion paper.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC234/17-18\(01\)](#) on 5 June 2018.)

Cycling grounds and supporting facilities

36. Mr CHU Hoi-dick enquired why three cycling grounds were provided under the proposed Station Square project; how they differed in terms of design; and whether fewer of them could be provided. Ms Tanya CHAN enquired whether the biggest cycling ground near the lawn bowling greens was designed for use by adult cyclists.

37. USHA replied that there would be three cycling grounds in the proposed Station Square. Two of them were smaller in scale and equipped with relatively level riding routes and stronger safety features, providing suitable training grounds for cyclists with rudimentary and moderate skills. The other cycling ground was designed to have undulating gradient, which offered more fun and challenge for the training of advanced cyclists. The three cycling grounds were provided at different locations in the proposed Station Square for convenient access by users. The local DC had expressed support for the provision of these cycling facilities when consulted on the proposal.

38. DArchS added that the provision of the three cycling grounds was aimed at meeting the needs of different users. The cycling ground with an elongated oval shape as shown on the layout plan at Enclosure 4 to [PWSC\(2018-19\)12](#) was designed for use by beginners, while the oval cycling ground above the lawn bowling greens as shown on the layout plan at Enclosure 3 would have undulating gradient to offer more challenge for skillful

cyclists. The rectangular cycling ground beneath the lawn bowling greens was designed to provide a training ground for cyclists with moderate skills.

39. Mr CHU Hoi-dick considered it not necessary to provide three cycling grounds with different levels of difficulties. He enquired whether the Administration would consider converting the three cycling grounds to different uses, such as artistic cycling, scooter riding and roller-skating. Dr KWOK Ka-ki suggested that one of these cycling grounds should be converted to a venue for scooter riding or roller-skating.

40. USHA said that each of the three cycling grounds served a unique purpose. In addition to cycling, the junior cycling ground could also be used for riding of balance bikes, scooters, etc. The Administration would consider the suggestion of Dr KWOK Ka-ki and explore the possibility of converting one of the cycling grounds to other uses.

41. At the request of Mr CHU Hoi-dick, the Administration would provide the detailed layout plans of the three cycling grounds under the proposed Station Square project.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC234/17-18\(01\)](#) on 5 June 2018.)

42. Dr Priscilla LEUNG noted that some members of the public might use bicycles as feeder transport. She enquired whether cycle parking areas would be provided in the vicinity of the proposed Station Square and whether consideration would be given to allowing shared bicycles to use the facilities of the Station Square for parking. USHA replied that since a railway station was situated in the Station Square and bicycles might be used by some people as feeder transport, 50 cycle parking spaces would be provided in the proposed Station Square for public use.

Water features

43. Dr KWOK Ka-ki was concerned whether fences would be erected between the lawn bowling greens and the water feature adjacent to them. He was of the view that fences might pose a barrier for the public to enjoy the water feature up close. He also enquired whether model boat playing was allowed on the water feature. Dr Helena WONG suggested that fountains be added to the water feature.

44. DArchS said that a covered pedestrian pathway/passage connecting the proposed Station Square and Sung Wong Toi Park would lie between the lawn

bowling greens and the water feature. There would be fences on the roofing of the covered pedestrian pathway/passage. To create a water-friendly ambience and allow up-close enjoyment, the water feature would not be surrounded by fences, but skirted by wooden floor slats for demarcation purpose.

45. AD(LS)1/LCSD supplemented that the design of the water feature was intended to provide passive enjoyment. If the water feature were to be used for model boat playing, it was necessary to consider whether its design should be modified and whether the noise and exhaust gas emitted by the model boats would affect the residents nearby.

46. Dr KWOK Ka-ki pointed out that the noise generated by some electric model boats was minimal. The Administration should not eschew consideration of the proposal solely on the grounds of noise concern.

47. USHA said that the Administration appreciated the importance of a water-friendly culture. However, given that large-scale model boat playing activities might cause noise nuisance and petrol smells, the Administration must exercise prudence in considering Dr KWOK's suggestion. Nonetheless, consideration could be given to allowing members of the public to carry out model boat playing activities that were small in scale and relatively static in nature.

Pet garden

48. Mr CHAN Chi-chuen enquired about the size of the pet garden in the proposed Station Square and whether pet accesses would be provided. DArchS said that the pet garden concerned was about 100 metres long and comprised three parts. As shown on the layout plan at Enclosure 4 to [PWSC\(2018-19\)12](#), the white patch on the left was a space for free activities, the white patch in the middle was a space for movement and the green patch on the right was a lawn. Fences would also be erected to allow passive leisure activities. AD(LS)1/LCSD supplemented that since the land in the vicinity of the proposed Station Park had not yet been developed, nor had the locations of the future entrances/exits and accesses leading to the Station Park been determined, the Administration would arrange suitable access for pets after those locations had been finalized.

49. Dr Priscilla LEUNG enquired whether the lawns in the proposed Station Square were accessible to public. As pet waste might be left on the lawns, she opined that there should be separated areas on the lawns for access of pets. USHA replied that accessibility was central to the proposed Station Square project. Except for specific facilities such as the bowling greens, the

Administration would open the lawns to the public for leisure use as far as practicable. There would also be specialized access for the pet garden.

50. Ms Claudia MO enquired whether the Administration would consider renaming all pet gardens "animal gardens", so as to correct the undue misconception of the public that those facilities were provided for use by pet animals only. USHA said that he took note of Ms MO's suggestion and "animal gardens" was also a term he used personally.

Food and catering facilities

51. Dr Priscilla LEUNG enquired whether open cafes and eateries would be provided in the proposed Station Square. Dr KWOK Ka-ki suggested that food and catering facilities be provided, such as refreshment kiosks selling instant noodles and fish balls. Dr KWOK and Dr Helena WONG suggested that sufficient water dispensers be provided in the proposed Station Square to supply warm and cool drinking water.

52. USHA replied that as there would be many shops and eateries in the vicinity of the proposed Station Square in the future, refreshment kiosks were not considered under the project at this stage. He further said that a total of 14 water dispensers would be provided at seven different locations in the proposed Station Square. Provision of hot and cold water dispensers would also be explored. The Chairman said that many catering facilities would also be available in the Kai Tak Sports Park near the proposed Station Square.

Jogging track and cycle track

53. Ms Tanya CHAN enquired whether there would be dividers between the jogging track and the cycle track in the proposed Station Square. DArchS said that the jogging track and the cycle track would overlap in the area near Sung Wong Toi Park because the concept of "GreenWay" had been adopted in the Kai Tak Development project which advocated the removal of separations between facilities.

Fitness equipment and children's play equipment

54. Dr Helena WONG enquired about the differences between the fitness stations and the fitness equipment for the elderly to be provided in the proposed Station Square. She also enquired whether the Administration would consider providing fitness equipment in the eastern portion of the proposed Station Square near the Kai Tak Avenue Park, and requested the Administration to provide an information paper setting out the respective numbers and

expected utilization rates of the equipment and facilities that would be provided at the proposed Station Square and the Kai Tak Avenue Park.

55. AD(LS)1/LCSD replied that fitness equipment for the elderly and play equipment for children would be provided in the portion of the proposed Station Square close to the Kai Tak Avenue Park which was easily accessible to residents nearby. Moreover, the contractor would, under the tender contract awarded by the Architectural Services Department ("ArchSD"), be required to provide the design of the fitness equipment and children's play equipment. She also said that the number and types of such facilities could only be determined after collecting the views of the residents nearby.

Shade and shelter

56. Dr Priscilla LEUNG, Dr Helena WONG and Dr KWOK Ka-ki were concerned that there were insufficient shade and shelter facilities in the proposed Station Square. Dr LEUNG urged the Administration to provide more of such facilities by making reference to the lawn design of parks in other districts (e.g. Hung Hom Promenade and Hutchison Park). Dr WONG suggested that consideration be given to installing a large canopy and steps at the open plaza to make it a venue for the public to perform sports or other activities in the sun and in the rain. She also urged the Administration to provide more seating in the proposed Station Square to meet public needs, especially those of the elderly. Dr KWOK opined that in addition to seating, the Administration should also plant more trees at the large lawn of the proposed Station Square to provide shade and shelter.

57. USHA replied that 12 rain shelters would be provided and 600 new trees would be planted to provide shade in the proposed Station Square. Each of the rain shelters would be provided with three seats. Adding to the total of 120 benches in the whole Station Square, a total of about 1 900 seating places were available for public use. To address both the needs of accessibility and practicability, a covered pedestrian pathway/passage of extensive length leading to the residential dwellings of Tak Long Estate and Kai Ching Estate would be incorporated in the proposed Station Square. He also said that the Administration would duly consider Dr Helena WONG's aforesaid suggestions.

58. DArchS added that about 17 500 square metres of land in the proposed Station Square would have tree shade. There would also be a covered pedestrian pathway/passage connecting Kai Tak Station with the Kai Tak Sports Park and other entrances/exits of the proposed Station Square. Dr KWOK Ka-ki's suggestion of planting more trees at the large lawn would be given due consideration.

Other facilities

59. Dr Helena WONG enquired whether the Administration would consider setting aside a corner in the proposed Station Square for implementation of LCSD's Community Garden Programme, which allowed members of the public to hire gardening patches for growing vegetables and herbs. USHA said that Dr WONG's suggestion would be considered.

60. Dr KWOK Ka-ki enquired whether the open plaza would be provided with illumination facilities for use in poor light and during night-time. DArchS said that illumination facilities would be provided at the open plaza.

61. Mr YIU Si-wing enquired whether the Administration had anticipated the utilization rate of the Tai Chi plaza, and whether other venues could be provided for Tai Chi exercise should the Tai Chi plaza be over-utilized. He also enquired about the operating hours of the illumination facilities of the proposed Station Square and the measures in place to minimize the noise nuisance from music playing, etc., on the residents nearby. USHA said that apart from the Tai Chi plaza, the open plaza at the northeastern corner and the lawn areas in the proposed Station Square could also be used for Tai Chi exercise and other activities. AD(LS)1/LCSD added that LCSD staff would patrol the Tai Chi plaza from time to time and remind users to keep the noise down as far as possible. Moreover, appropriate illumination would be provided at the proposed Station Square during night-time. LCSD would discuss with ArchSD to ensure that there was sufficient illumination in the Tai Chi plaza for conduct of activities while minimizing the impact on the residents nearby.

Annual Recurrent Expenditure

62. Dr KWOK Ka-ki noted that the annual recurrent expenditure arising from the project was estimated to be \$43.5 million. He considered the amount considerably large and enquired whether the relevant expenditure would be subsumed under the expenditure of LCSD. USHA responded that the proposed Station Square would be managed by LCSD, which would also bear the annual recurrent expenditure concerned.

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

64. The item was voted on and endorsed. Dr KWOK Ka-ki requested that the item, i.e. PWSC(2018-19)12, be voted on separately at the relevant FC meeting. Dr KWOK also said that he would consider withdrawing his

request for the item to be voted on separately if the Administration could provide a satisfactory response to his concerns before the FC meeting.

Head 711 – Housing

PWSC(2018-19)13 446RO District open space adjoining San Po Kong public housing development

65. The Chairman advised that the proposal set out in PWSC(2018-19)13 sought to upgrade 446RO to Category A at an estimated cost of \$179.7 million in MOD prices for development of a district open space ("the proposed DOS") adjoining San Po Kong public housing development. The Administration had consulted the Panel on Housing on the proposed works on 11 July 2017 and on 10 April 2018. Panel members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Facilities in the proposed district open space

66. Dr KWOK Ka-ki enquired whether adequate facilities, such as shaded benches, public toilets and water dispensers, would be provided in the proposed DOS for public use. Dr Helena WONG enquired about the details of the facilities, including whether fitness equipment for the elderly, benches, rain shelters, etc., would be provided; if so, of the number of such facilities. In view of the popularity of the Community Garden Programme implemented by LCSD, Dr WONG suggested that community garden facilities be provided in the proposed DOS and other public housing developments in the future for hire by the public. Dr KWOK said that he supported the Community Garden Programme and requested the Administration to provide supplementary information on whether community garden facilities would be provided in the proposed DOS.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC236/17-18\(01\)](#) on 6 June 2018.)

67. Acting Secretary for Transport and Housing ("Atg STH") said that the proposed scope of works included the provision of hard and soft landscaping, sitting-out areas, a children's play area, a fitness area, a pebble walking trail, a jogging track, and the leisure lawn. Three-seater benches would be provided in the proposed DOS, including two under the arbour of the jogging track, four at the children's play area and the fitness area, two at the central lawn, three at the pebble walking trail, and seven near the park entrances. Besides, a total

of three water dispensers would be provided at the jogging track, children's play area and the pet corner.

68. Chief Architect (6) (Acting), Housing Department ("Atg CA(6)/HD"), added that fitness equipment for the elderly would be provided under the project scope of the proposed DOS, in which many trees would also be planted to provide shade. Besides, 54 covered seating places would be provided in the proposed DOS, in addition to about 100 uncovered ones. AD(LS)1/LCSD undertook to consider the proposal of implementing the Community Garden Programme in the proposed DOS.

69. Mr CHU Hoi-dick enquired about the total area of planting areas in the proposed DOS and the respective areas of grass, trees and flower beds. He requested the Administration to consider expanding the grassed area. Atg STH and Atg CA(6)/HD replied that the proposed DOS occupied an area of around 11 560 square metres, about 3 500 square metres of which was planting area, including 320 square metres of grassed area. The design of the proposed DOS aimed at providing different types of greenery space, such as grass, shrubs, and fragrant plants in the open area, so as to attain a proper balance between providing greenery and space for activities.

70. The Chairman enquired, apart from the grassed area, whether other planting areas could be open to public so as to achieve optimal use of land resources. Atg CA(6)/HD said that the Administration would provide as many walking trails in the proposed DOS as possible to facilitate users' access to the shade of trees.

71. Mr Wilson OR said that residents of Wong Tai Sin supported the proposed project. He relayed the views of some Wong Tai Sin residents that the Administration should provide more flower beds in the proposed DOS for viewing pleasure. Mr OR cited as examples the parks under the management of LCSD, and pointed out that the Administration should give vigorous consideration to installing closed circuit television systems in the proposed DOS for security reasons. As most occupants of Rhythm Garden and King Tai Court were family households, he also enquired whether more fitness equipment for the elderly and play equipment for children would be provided in the proposed DOS; if so, of the details. He urged the Administration to consult Wong Tai Sin DC and residents' organizations on the design of facilities in the proposed DOS. Atg CA(6)/HD and AD(LS)1/LCSD took note of and undertook to consider Mr OR's suggestions on provision of flower beds and installation of closed circuit television systems.

72. Mr LEUNG Che-cheung expressed support for the proposed project. He took the view that the Administration might consider setting a theme for

the propose DOS and provide facilities to align with the theme. Moreover, Mr LEUNG enquired whether the Administration would consider installing solar panels on top of the covers of benches to generate power for some of the facilities (e.g. the closed circuit television systems).

73. Atg STH took note of Mr LEUNG's comments and said that various forms of energy efficient features and renewable energy technologies would be adopted in the proposed project, such as light-emitting diode type fittings and solar powered light fittings.

74. Dr Helena WONG enquired whether the Administration would examine the design of the pebble walking trail and consider the number and size of pebbles that would be needed to cater for users of different body weights and physical conditions. AD(LS)1/LCSD and Atg CA(6)/HD replied that the Administration would maintain communication with relevant departments on the design of the pebble walking trail.

Children's play equipment

75. Dr KWOK Ka-ki said that local residents welcomed the proposed project. However, he commented that the design of the play equipment currently included in public children's play areas was all the same. Lacking fun and challenges, the play equipment could not arouse children's interest. He requested the Administration to provide supplementary information on whether concern groups of children's rights would be consulted on the design of the children's play equipment in the proposed DOS; if so, of the list of groups proposed to be invited for consultation.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC236/17-18\(01\)](#) on 6 June 2018.)

76. Mr Andrew WAN said that members belonging to the Democratic Party supported the proposed project. He was concerned how the Administration would consult the relevant local organizations (e.g. non-governmental organizations, estate management advisory committees, etc.) on the provision of elderly-friendly facilities in the proposed DOS. Besides, he urged the Administration to invite professional groups (e.g. groups concerning children's play) to offer innovative suggestions on the design of the children's play area and consult elderly groups on the need of rehabilitation facilities for the elderly, drawing reference from the experience of overseas countries.

77. In response, AD(LS)1/LCSD said that the Administration took note of the expectation of Members and the public for the provision of diversified

children's play equipment. Play equipment would be procured through the contractor under a design-and-procurement model upon project commencement, so as to provide safe and attractive play equipment catering to children's needs in the most cost-effective manner. Atg STH and AD(LS)1/LCSD undertook that the Administration would organize workshops to gauge the views of local residents, relevant stakeholders and organizations on the design and facilities of the proposed children's play area.

78. Dr KWOK Ka-ki requested the Administration to provide supplementary information on whether consideration would be given to enhancing the children's play equipment at the proposed children's play area together with such equipment at Kai Tak East Playground to cater for the needs of children of different age groups. Atg STH replied that Energizing Kowloon East Office ("EKEO") was conducting a review on the DOS at Sze Mei Street (i.e. the existing Kai Tak East Playground), under which the reprovisioning of an existing seven-a-side hard-surface soccer pitch and four basketball courts was being considered. EKEO would consult Wong Tai Sin DC on the proposal within 2018.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC236/17-18\(01\)](#) on 6 June 2018.)

79. Mr CHU Hoi-dick pointed out that the children's play area outside Tiu Keng Leng Sports Centre in Tseung Kwan O was an example of children's play areas offering challenging equipment attractive to children above the age of 10. He was concerned whether wheelchair swings would be provided at the children's play area in the proposed DOS; if not, of any locations in which swing seats for wheelchair-bound children would be provided.

Transport and pedestrian facilities

80. Mr Wilson OR pointed out that the proposed DOS was located in the industrial area of San Po Kong. Given the busy traffic on major roads such as Sze Mei Street, he had made an appeal at the Panel on Housing urging the Administration to consider providing more transport support facilities (e.g. pedestrian crossing) in the area to ensure the safety of users of the proposed DOS.

81. Atg STH replied that the proposed DOS had a number of entrances/exits, including the pedestrian crossing leading to Rhythm Garden and King Tai Court. Moreover, the Administration would build an elevated landscaped walkway and a pedestrian subway connecting San Po Kong with

Kai Tak Development. The Administration considered the transport support facilities adequate.

82. Dr Helena WONG pointed out that as shown at Enclosure 3 to [PWSC\(2018-19\)13](#), the proposed DOS was divided into two parts by Sze Mei Street, and users going between the two parts of the proposed DOS must cross the street using the pedestrian crossing. In this connection, Dr WONG enquired about the progress of the design and construction of the pedestrian crossing facilities, including underground and at-grade crossing facilities.

83. The Chairman enquired whether users might go between the two parts of the proposed DOS using the existing pedestrian crossing and pedestrian subway on Sze Mei Street as shown at Enclosure 1 to [PWSC\(2018-19\)13](#). Atg CA(6)/HD replied in the affirmative. She added that direct access between the two parts of the proposed DOS via the pedestrian subway was not possible due to the geographical constraints of the site. The accessibility of the proposed DOS would be improved after completion of the elevated landscaped walkway.

Environmental implications

84. Mr Wilson OR enquired whether the proposed works would have implications on an important tree, a Chinese banyan commonly known as the "bubble tree" for its spherical shape which aroused special concern among Wong Tai Sin residents; if so, whether the Administration would preserve the tree. He urged the Administration to take note of the public's aspiration for preserving the tree.

85. Atg CA(6)/HD said that one important tree would be affected during implementation of the project. Due to non-recoverable health and structural problems, the tree had to be felled. The "bubble tree", on the other hand, would not be affected.

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

87. The item was voted on and endorsed. Dr KWOK Ka-ki requested that the item, i.e. PWSC(2018-19)13, be voted on separately at the relevant FC meeting. Dr KWOK also said that he would consider withdrawing his request for the item to be voted on separately if the Administration could provide a satisfactory response on his concerns before the FC meeting.

Head 707 – New Towns and Urban Area Development
PWSC(2018-19)14 163TB Kwun Tong Town Centre redevelopment
– provision of grade-separated pedestrian
linkages

88. The Chairman advised that the proposal set out in PWSC(2018-19)14 sought to upgrade part of 163TB to Category A at an estimated cost of \$153.5 million in MOD prices for construction of the footbridge across Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street. ("the proposed footbridge"). The Administration had consulted the Panel on Development on the proposed works on 20 December 2017. Panel members had no objection to the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

89. Mr Wilson OR expressed support for the proposed project, which could enhance the accessibility of Kwun Tong Town Centre and the neighbouring areas. However, he pointed out that the local community was concerned whether the proposed footbridge would be connected with the general out-patient clinic in the Kwun Tong Community Health Centre Building in order to facilitate public access.

90. Deputy Secretary for Development (Planning and Lands)² replied that the proposed footbridge would be connected with the pedestrian walkway at the podium of Park Metropolitan and open for public use round the clock, providing the residents of Kwun Tong with easier access to the Kwun Tong Community Health Centre Building (i.e. the Government, Institution and Community facility located in the podium of Park Metropolitan). According to the Administration's information, there were about 5 000 visits to the Kwun Tong Community Health Centre Building every day.

91. There being no further questions on the item from members, the Chairman put the item to vote. The project was voted on and endorsed.

92. No members requested that the item be voted on separately at the relevant FC meeting.

93. The meeting ended at 5:08 pm.