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

**Minutes of the 5th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 9 December 2020, at 8:30 am**

Members present:

Hon Tony TSE Wai-chuen, BBS, JP (Chairman)
Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon MA Fung-kwok, GBS, JP
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon CHEUNG Kwok-kwan, JP
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Vincent CHENG Wing-shun, MH, JP

Member attending:

Hon Martin LIAO Cheung-kong, GBS, JP

Member absent:

Hon Alice MAK Mei-kuen, BBS, JP

Public officers attending:

Mr Howard LEE Man-sing	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr LAM Sai-hung, JP	Permanent Secretary for Development (Works)
Ms Bernadette LINN, JP	Permanent Secretary for Development (Planning and Lands)
Ms Maisie CHENG Mei-sze	Permanent Secretary for the Environment
Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury)(Works)
Mr Michael HONG Wing-kit	Chief Civil Engineer (Public Works Programme) Transport and Housing Bureau
Mr Ringo MOK Wing-cheong, JP	Project Manager (West) West Development Office Civil Engineering and Development Department
Mr Joseph LO Kwok-kuen	Deputy Head of Civil Engineering Office (Housing) Civil Engineering and Development Department

Ms Joyce LAU Yiu-yan	Deputy Project Manager (West) West Development Office Civil Engineering and Development Department
Mr Thomas CHAN Wai-kit	Chief Engineer (Housing Projects) ² Civil Engineering and Development Department
Mr Max WONG Chi-chung	Chief Architect (3) Housing Department
Mr Dominic WONG Kwok-hing	Chief Architect (6) Housing Department
Mrs Iris CHAN KONG Wing-yee	Chief Architect (7) Housing Department
Ms Karen LEUNG Miu-yin	Chief Estate Surveyor (Acquisition Section) Lands Department
Mr CHOW Bing-kay	Chief Traffic Engineer (New Territories West) Transport Department
Mr LIU Chun-san, JP	Under Secretary for Development
Mr Victor CHAN Fuk-yiu, JP	Principal Assistant Secretary for Development (Works) ²
Ms Alice PANG, JP	Director of Drainage Services
Mr Tony LEUNG Ka-chung	Chief Engineer (Sewerage Projects) (Acting) Drainage Services Department
Mr Alfred SIT Wing-hang, JP	Secretary for Innovation and Technology
Ms Annie CHOI Suk-han, JP	Permanent Secretary for Innovation and Technology

Mr Alan LO Ying-ki	Deputy Secretary for Innovation and Technology (1)
Ms Doris HO Pui-ling, JP	Deputy Secretary for Development (Planning and Lands)1
Mr David LAM Chi-man	Principal Assistant Secretary for Development (Planning and Lands)5
Mr Michael LI Kiu-yin	Project Director (2) Architectural Services Department
Mr Ryan LAW Siu-lun	Senior Project Manager 225 Architectural Services Department
Mr WONG Chi-hung	Chief Engineer (West)5 West Development Office Civil Engineering and Development Department
Mr Terrance TSANG Wing-hung	Assistant Director of Fire Services (Headquarters)
Mr LI Wai-cheong	Senior Divisional Officer (Planning Group) Fire Services Department

Clerk in attendance:

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

Miss Rita YUNG	Senior Council Secretary (1)2
Ms Christina SHIU	Legislative Assistant (1)2
Ms Christy YAU	Legislative Assistant (1)8
Ms Clara LO	Legislative Assistant (1)9

Action

The Chairman advised that there were five papers for discussion on the agenda for the meeting. The first and second funding proposals were items carried over from the last meeting held on 2 December 2020, while the third to fifth proposals were new submissions from the Administration. The

five funding proposals involved a total funding allocation of \$31,170 million. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council, they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Head 711 — Housing

PWSC(2020-21)18 811CL Site formation and infrastructure works for public housing developments at Tuen Mun Central—Phase 1

776CL Site formation and infrastructure works for public housing developments at Kam Tin South, Yuen Long—Phase 1

2. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)18](#)) sought to upgrade part of 811CL (i.e. Phase 1 works) and part of 776CL (i.e. Phase 1 works) to Category A at the estimated costs of \$968.4 million and \$907.1 million in money-of-the-day ("MOD") prices respectively. The Subcommittee started discussing this proposal at the last meeting and would continue with the discussion.

811CL — Site formation and infrastructure works for public housing developments at Tuen Mun Central—Phase 1

3. Dr CHENG Chung-tai mentioned that the Northern Connection of the Tuen Mun—Chek Lap Kok Link ("the Northern Connection") would commence operation on 27 December 2020 to connect Tuen Mun, the Hong Kong—Zhuhai—Macao Bridge Hong Kong Port, North Lantau and the Hong Kong International Airport ("HKIA"). He was concerned that in the future, more vehicles would access Tuen Mun from HKIA via the Northern Connection, causing impacts on the road traffic in Tuen Mun District, including Lung Mun Road near the proposed public housing site at Wu Shan Road.

4. Chief Traffic Engineer (New Territories West), Transport Department ("CTE(NTW)/TD"), said that the Northern Connection was expected to help divert traffic as some members of the public would opt to use it to travel between New Territories Northwest and Lantau, thereby relieving the traffic load on North Lantau Highway, the Lantau Link and Tuen Mun Road. The Administration had conducted the traffic impact assessment ("TIA") at the design stage of the Northern Connection. It had also reviewed and updated

the relevant estimates of traffic volume in the course of works implementation. According to the assessment findings, the traffic conditions of the roads concerned in Tuen Mun District would remain manageable until 2026 after the commissioning of the Northern Connection.

5. Dr CHENG Chung-tai requested the Administration to provide the details of recent TIA of the Northern Connection to illustrate the estimated traffic impact on Lung Mun Road and the vicinity of the proposed public housing developments at Tuen Mun Central after the commissioning of the Northern Connection.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC53/20-21\(01\)](#) on 5 January 2021.)

776CL—Site formation and infrastructure works for public housing developments at Kam Tin South, Yuen Long—Phase 1

Transport support facilities

6. Mr Tommy CHEUNG pointed out that during the discussion of the Panel on Housing on the two projects of proposed public housing developments at the meeting on 2 November 2020, many members had expressed reservation about the funding proposal. Members were profoundly concerned whether the Administration could implement the philosophy of "according priority to infrastructure" by providing sufficient transport support facilities in a timely manner to meet the needs of the proposed public housing developments when population intake took place. Mr CHEUNG urged the Administration to take an active stance in addressing members' concerns about the transport support facilities for the proposed public housing developments.

7. Mr Michael TIEN and Mr Holden CHOW pointed out that at present, the trains on the West Rail Line ("WRL") were already very crowded during the morning peak hours, and passengers at Kam Sheung Road Station had to wait for many trains to pass by until they could board one. Mr TIEN and Mr CHOW were concerned that in view of the future development and population growth in Tuen Mun and Yuen Long, the service of WRL would be in no way able to cope with the traffic demand after the population intake of the proposed public housing developments at Kam Tin South ("KTS"). Mr TIEN said that he did not support the proposed public housing developments at KTS.

8. Chief Civil Engineer (Public Works Programme), Transport and Housing Bureau ("CCE(PWP)/THB"), said that the seven-car trains on WRL had been progressively replaced by eight-car trains between 2016 and 2018 in order to increase the carrying capacity. MTR Corporation Limited also set its target on completing the enhancement of WRL's signalling system in 2021 to 2022 (i.e. before 2026 from which the public housing developments at KTS were expected to be completed progressively) to further increase the train frequency and carrying capacity.

9. Dr CHENG Chung-tai was concerned that traffic congestion often occurred on Kam Sheung Road currently. He asked the Administration about the progress of the road improvement works of Kam Sheung Road.

10. Project Manager (West), West Development Office, Civil Engineering and Development Department ("PM(W)/CEDD"), replied that CEDD had commenced the advance works for development at KTS, including providing four bus lay-bys along Kam Sheung Road. The Highways Department would also provide another five bus lay-bys along Kam Sheung Road. Of the nine aforesaid bus lay-bys, three had been completed and were in use. The remaining six were expected to be completed gradually in 2021. Furthermore, the advance works for development at KTS also included the widening of Kam Ho Road. The TIA indicated that after completion of the housing developments at KTS, residents were expected to access the urban areas, Yuen Long, Tuen Mun, Tai Po and Sheung Shui, etc., mainly via the existing Tung Wui Road and the widened Kam Ho Road connecting to Route 3, San Tin Highway, Yuen Long Highway and Lam Kam Road. In view of this, the traffic impact on Kam Sheung Road arising from the housing developments at KTS was insignificant. The traffic flows of Kam Sheung Road were acceptable both before and after the completion of the housing developments at KTS.

11. PM(W)/CEDD further said that Kam Sheung Road, being a rural road constructed many years ago, was relatively narrow. CEDD had substantially completed the Feasibility Study on Traffic Improvement Scheme for Kam Sheung Road. The study recommended widening Kam Sheung Road to a single two-lane carriageway up to the current standard. The relevant departments would take forward the improvement works concerned in a timely manner.

12. Mr LEUNG Che-cheung enquired whether bus stop facilities would be provided within the proposed public housing developments at KTS for residents to take buses conveniently. He was also concerned about the connecting transport between KTS and Tai Lam Tunnel and urged the

Administration to enhance the Tai Lam Tunnel Bus Interchange, so as to allow more buses to make a stop and facilitate the interchange of passengers.

13. PM(W)/CEDD said that bus lay-bys would be provided at roads near the sites of the proposed public housing developments at KTS. The development at Kam Sheung Road Station on WRL would also include the provision of a public transport interchange. In addition, the advance works for development at KTS which commenced in 2018 would also include extending the length of a bus lay-by near the Tai Lam Tunnel Bus Interchange substantially from the current 26 metres to 80 metres for use by more buses and other public transport vehicles.

14. Mr Frankie YICK said that residents of many districts in the New Territories often encountered transport problems when travelling to and from the urban areas. In addition to making railways the backbone of its public transport policy, Mr YICK urged the Administration to take an active stance in using other modes of public transport to facilitate the public's movement, such as non-franchised buses providing residents' service during the morning and evening peak commuting hours.

15. In response, CTE(NTW)/TD said that TD would enhance the public transport service networks on a continuous basis having regard to local development, demographic changes and the public transport services currently provided and already planned. It would also make planning to provide appropriate public transport support for areas under development and for newly-developed areas to meet the public's commuting demands.

Job positions

16. Mr LEUNG Che-cheung said that he did not support the proposed public housing developments at KTS. Mr LEUNG and Mr Holden CHOW criticized the Administration for not developing KTS under the new town approach, resulting in the lack of comprehensive planning on transport support and job provision in the area. Mr LEUNG was concerned whether sufficient job positions could be provided in the proposed public housing developments at KTS, so that the residents moving there in the future could find employment in the district.

17. Chief Estate Surveyor (Acquisition Section), Lands Department ("CES(A)/LandsD"), said that new towns or new development areas ("NDAs") had a larger scope and scale of development, the planned land uses of which were more diverse involving development programmes and projects of larger scale. Developments at KTS were taken forward based on the Land Use Review ("LUR") for Kam Tin South and Pat Heung completed by

the Planning Department in 2014. The LUR was a district-based land use review and planning project aimed mainly at exploring the possibility of using the WRL sites at Kam Sheung Road Station and Pat Heung Maintenance Centre and their adjoining land for housing developments.

18. CCE(PWP)/THB said that the sites involved in the public housing developments at KTS occupied a far smaller area than new town developments in general. The proposed public housing developments at KTS Sites 1, 4a-1 and 6 would provide about 7 000 square metres of retail facilities, in addition to the commercial facilities under other developments at KTS for job provision. Moreover, more than 250 000 employment opportunities in different sectors were expected to be provided in the two nearby NDAs also located in New Territories West, the neighbouring Lok Ma Chau Loop, and the Kwu Tung North and Fanling North NDAs in the future. The Administration would strive to improve the external transport networks of KTS to facilitate residents' commute to work in other districts.

19. Mr LEUNG Che-cheung requested the Administration to provide supplementary information on the number of job positions to be provided by the entire developments at KTS.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC53/20-21\(01\)](#) on 5 January 2021.)

Rehousing arrangements for residents affected by land clearance

20. Mr Holden CHOW was concerned about the rehousing arrangements for households affected by land clearance related to the proposed public housing developments at KTS. He urged the Administration to allocate public rental housing units to eligible households as soon as possible, so that the affected residents could make early arrangements for their lives after relocation.

21. CCE(PWP)/THB said that the Administration would explain in detail the rehousing arrangements to residents who would be affected by land clearance. CES(A)/LandsD said that a total of about 190 households would be affected by land clearance. LandsD was conducting detailed vetting of the households concerned, and the vetting process for more than 50 households had been completed so far. After approval of the funding proposal for the proposed project by the Finance Committee ("FC"), LandsD would refer the cases of eligible households affected by land clearance to the

Hong Kong Housing Authority and the Hong Kong Housing Society for implementing the rehousing arrangements.

Voting on PWSC(2020-21)18

22. There being no further questions from members on the item, the Chairman put [PWSC\(2020-21\)18](#) to vote. Mr Michael TIEN requested that the two projects be voted on separately. The Chairman sought confirmation from the Administration. The Administration had no objection to voting on the two projects separately.

811CL — Site formation and infrastructure works for public housing developments at Tuen Mun Central—Phase 1

23. The Chairman first put Phase 1 works of 811CL to vote. At the request of members, the Chairman ordered a division. Eleven members voted for the proposal, one member voted against it and no member abstained. The votes of individual members were as follows:

For:

Ir Dr LO Wai-Kwok (Deputy Chairman)	Mr Abraham SHEK
Mr Tommy CHEUNG	Dr Priscilla LEUNG
Mr Michael TIEN	Mr Frankie YICK
Mr MA Fung-kwok	Mr LEUNG Che-cheung
Dr Junius HO	Mr Holden CHOW
Mr LUK Chung-hung	
(11 members)	

Against:

Dr CHENG Chung-tai
(1 member)

Abstained:

(0 member)

24. The Chairman declared that the project was endorsed by the Subcommittee.

776CL — Site formation and infrastructure works for public housing developments at Kam Tin South, Yuen Long—Phase 1

25. The Chairman then put Phase 1 works of 776CL to vote. At the request of members, the Chairman ordered a division. Eight members voted

for the proposal, four members voted against it and no member abstained. The votes of individual members were as follows:

For:

Ir Dr LO Wai-Kwok (Deputy Chairman)	Mr Abraham SHEK
Mr Tommy CHEUNG	Dr Priscilla LEUNG
Mr Frankie YICK	Mr MA Fung-kwok
Dr Junius HO	Mr LUK Chung-hung
(8 members)	

Against:

Mr Michael TIEN	Mr LEUNG Che-cheung
Mr Holden CHOW	Dr CHENG Chung-tai
(4 members)	

Abstained:

(0 member)

26. The Chairman declared that the project was endorsed by the Subcommittee.

(Post-meeting note: Regarding Mr Holden CHOW's request at the meeting on 2 December 2020 that the above item be voted on separately at the relevant meeting of FC, members were informed vide LC Paper No. PWSC50/20-21 on 23 December 2020 that Mr CHOW had clarified with the Chairman on 22 December 2020 his request that discussion and separate voting on 811CL by FC not be required and 776CL be discussed and voted on separately by FC.)

Head 704 — Drainage

PWSC(2020-21)19 399DS Relocation of Sha Tin Sewage Treatment Works to caverns

27. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)19](#)) sought to upgrade part of 399DS to Category A at an estimated cost of \$14,076.5 million in MOD prices for carrying out the main caverns construction and upstream sewerage works ("Stage 2 Works") of the relocation of Sha Tin Sewage Treatment Works ("STSTW") to caverns ("the Project"). The Government consulted the Panel on Development on the proposed works on 27 October 2020. A report on the gist of the Panel's discussion was tabled at the meeting.

Implementation progress of the Project

28. Ir Dr LO Wai-kwok said that the relocation of existing sewage treatment works ("STWs") to caverns could bring multifold benefits to the community as a whole. It could, on the one hand, reduce the odour impact of STWs on the surrounding communities and, on the other, release the sites for housing developments and other beneficial uses. Ir Dr LO expressed support for Stage 2 Works of the Project. He enquired about the progress of Stage 1 Works of the Project.

29. In response, Director of Drainage Services ("DDS") said that Stage 1 Works of the Project included mainly site preparation and main access tunnel construction, which commenced in February 2019 and had been progressing smoothly. The temporary diversion works of walkways and cycle tracks thereunder were completed in January 2020. A temporary bridge across A Kung Kok Street was completed and commissioned in June 2020. The relevant blasting works also commenced in September 2020, and a third of them had been completed. Overall speaking, about 50% of Stage 1 Works had been completed.

30. Mr LUK Chung-hung enquired whether the Administration could expedite the progress of the Project of relocating STSTW to caverns to enable the earlier release of the site before 2031, so as to address the problem of land shortage.

31. DDS said that the Drainage Services Department ("DSD") had always been proactive in pressing ahead with the Project of relocating STSTW to caverns, including implementing the Project in stages. While Stage 1 Works were being implemented, the detailed design of the remaining stages of works was carried out concurrently, and advanced technologies such as the Modular Integrated Construction method and making of prefabricated modules using the Design for Manufacturing and Assembly ("DfMA") method were adopted to expedite the works process. The related works would also be delivered under a New Engineering Contract form of contract, which emphasized cooperation, mutual trust and collaborative risk management between contracting parties. DSD would work closely with the contractor to explore feasible ways to expedite the works progress.

Cost-effectiveness of the Project

32. Mr Holden CHOW noticed that the Administration completed a feasibility study on relocation of STSTW to caverns ("the feasibility study of relocation") in 2014. The findings of the study indicated that relocation of the existing STSTW to caverns was technically feasible and financially viable.

Mr CHOW enquired about the estimated total cost of the whole Project according to the feasibility study of relocation.

33. In response, Under Secretary for Development ("USDEV") said that a few years had passed after the feasibility study of relocation was completed. In view of the factors in play, such as the latest project design, the schedule of works implementation and changes in construction costs over the past few years, the project cost estimate put forward in the study might be different from the latest estimate available now. He stressed that the Administration had re-examined the total cost estimate of the whole Project from time to time after finalizing the implementation schedule of the Project in 2018. The project cost currently estimated at around \$40 billion to \$50 billion in MOD prices was in line with the overall estimate worked out in 2018. Moreover, the findings of the feasibility study indicated that the relocation of STSTW to caverns could create financial benefits and benefit the environment and the community. In view of this, the Project was beneficial overall speaking.

34. Mr Holden CHOW requested the Administration to provide the project cost estimate of the relocation of STSTW to caverns prepared under the feasibility study of relocation completed in 2014.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC51/20-21\(01\)](#) on 28 December 2020.)

35. Mr Michael TIEN said that he supported the relocation of STW facilities to caverns in principle. However, he was concerned whether relocating STSTW to caverns was a cost-effective way to increase land and housing supply.

36. Dr Junius HO was also concerned about the cost-effectiveness of the Project. He enquired whether the existing STSTW must be relocated. He suggested that the Administration might consider enhancing the facilities of the existing STSTW to further reduce the impact of its operation on the surrounding environment while saving the enormous cost of relocating it to caverns.

37. USDEV replied that the relocation of STSTW to caverns to release the land for housing, community facilities and other beneficial uses at a total project cost estimated at around \$40 billion to \$50 billion was cost-effective overall speaking. Apart from residential units, housing developments could also provide commercial floor area to meet the public's needs and benefit the community. USDEV further explained that by 2030, STSTW would have

been in operation for nearly 50 years since its commissioning in 1982. It required a major overhaul regardless of whether it was relocated to caverns or not. The relocation of STSTW to caverns and construction of STW facilities therein would provide an opportunity for STSTW to adopt more advanced technologies and upgrade the sewerage facilities comprehensively while continuing operation, thereby enhancing its operational effectiveness and service quality for the local population.

Future land use of the site of the existing Sha Tin Sewage Treatment Works

38. Dr CHENG Chung-tai commented that the about 28 hectares of land released after the relocation of the existing STSTW to caverns should not be used for housing developments. He opined that housing developments at the site would affect the ventilation on both sides of Shing Mun River and could not improve the surrounding environment. He also criticized that the Administration should not relocate public facilities to caverns and then offer the land so released to individual property developers for them to make a profit out of private housing developments. He opined that the Administration should build a park at the site of the existing STSTW in the future.

39. Mr CHAN Han-pan expressed support for Stage 2 Works of the Project of relocating STSTW to caverns. He opined that the Administration should consider using the land released for beneficial uses other than housing. Mr Holden CHOW pointed out that at present, the traffic between New Territories East and the urban areas was already heavily congested. He urged the Administration to consider carefully whether it was suitable to use the site of the existing STSTW for housing developments, as it would further increase the population and traffic demand in Sha Tin District.

40. In response, USDEV said that given the current shortage of land for housing in Hong Kong, rock cavern development was one of the practicable approaches to provide a viable source of long-term land supply. Releasing the site of the existing STSTW for housing purpose involved significant social benefits. The Administration would conduct a planning and engineering study ("P&E study") on the future land use of the site to be vacated. Due consideration would be given to issues such as ventilation and aesthetics of urban design while drawing up suitable proposals for development and land use. The public and stakeholders would also be consulted. USDEV stressed that according to the Government's initial plan, in addition to housing construction, the site to be vacated was also planned for the provision of other facilities beneficial to people's livelihood, such as the corresponding government, institution or community facilities and a

riverside promenade. Therefore, housing developments at the site to be vacated would not affect the public and the surrounding environment.

41. USDEV further said that generally speaking, land planned for private housing developments was sold by tender. There was no question of transfer of benefits to individual property developers.

42. Mr LUK Chung-hung opined that the Administration should commence the P&E study on the future land use of the existing site of STSTW to be vacated as early as possible, so that development could commence immediately after vacation of the site to avoid idling of the land.

43. USDEV replied that the site of the existing STSTW was expected to be vacated in 2031, and the Administration's initial estimate was to commence the aforesaid P&E study in 2025. The related studies normally took about three years to complete, and the necessary rezoning procedure afterwards would take about one year. The detailed design of the future development and the funding application process would take two to three years. The Administration considered the proposed schedule of commencing the P&E study appropriate and expected that development could commence in 2031 immediately upon vacation of the site. USDEV further explained that bringing the time of conducting the P&E study as close to the scheduled date of site vacation as possible as appropriate could produce a more accurate picture of the prevailing demand of the community for land use and facilities for accurate planning to be made.

44. Mr Michael TIEN opined that the Administration should use the site vacated by relocating STSTW to caverns for housing developments in order to increase housing supply, especially public housing. He enquired about the number of residential units that could be provided and the public/private housing mix at the vacated site mentioned above.

45. USDEV said that the feasibility study of relocation completed in 2014 indicated that the land so released was suitable for housing, community facilities and other beneficial uses. It was initially estimated that 10 000 residential units could be provided. USDEV stressed that the number of residential units to be provided and the public/private housing mix in the future would be subject to the outcome of the relevant P&E study.

46. Mr Michael TIEN was concerned whether there was sufficient transport support in the vicinity of the site of the existing STSTW to meet the transport demand arising from the 10 000 residential units to be constructed in the future.

47. USDEV replied that the findings of the preliminary TIA conducted under the feasibility study of relocation indicated that there was sufficient transport support to meet the transport demand arising from future development. In response to Mr Michael TIEN's further enquiries, DDS said that the site of the existing STSTW was within walkable distance from MTR University Station, which was about 650 metres to one kilometre away.

Other views

48. Ir Dr LO Wai-kwok enquired how the Administration would minimize the odour impact caused by STSTW to the surrounding communities before STSTW was decommissioned and relocated to caverns.

49. In response, DDS said that DSD was always committed to enhancing the odour management facilities at STWs to reduce the odour impact they caused to the surrounding communities. After being relocated to caverns, the future STSTW would be in an even better position to enhance its odour management with the help of the caverns as a natural barrier.

Voting on PWSC(2020-21)19

50. There being no further questions from members on the item, the Chairman put [PWSC\(2020-21\)19](#) to vote.

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

Head 707 — New Towns and Urban Area Development

PWSC(2020-21)20 760CL Development of Lok Ma Chau Loop—Main Works Package 1

Head 703 — Buildings

178BF Fire Station and Ambulance Depot with Departmental Accommodations in Lok Ma Chau Loop

52. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)20](#)) sought to upgrade part of 760CL and 178BF to Category A at the estimated costs of \$13,217.3 million and \$1,130 million in MOD prices respectively for carrying out the site formation and infrastructure works under Main Works Package 1 for the development of Lok Ma Chau Loop ("the Loop") and

construction of a Fire Station and Ambulance Depot with Departmental Accommodations in the Loop to dovetail with and support the phased implementation of the Hong Kong-Shenzhen Innovation and Technology Park ("the Park") in the Loop. The Government had consulted the Panel on Commerce and Industry on the proposed works on 17 November 2020. Members supported in principle 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.

Development of Lok Ma Chau Loop — Main Works Package 1

53. The Deputy Chairman expressed support for the proposed works. He urged the Administration to expedite the implementation of the infrastructure works in the Loop, such as compressing the works schedule by carrying out different works concurrently, so as to dovetail with the development of the Park and the plan of the Shenzhen authorities to develop an area to the north of Shenzhen River and adjacent to the Loop into the Shenzhen Innovation and Technology Zone. Mr LEUNG Che-cheung also expressed support for the proposed works and urged the Administration to expedite the development of the Park.

54. Mr Holden CHOW expressed support for development of the Loop and opined that the Administration should attract well-known international enterprises to set up operations in the Park in order to boost the technological research in the Park and create more positive publicity. Mr CHOW enquired when the first cohort of enterprises would set up operations in the Park.

55. Secretary for Innovation and Technology ("S for IT") said that the current-term Government was committed to promoting the development of innovation and technology ("I&T") and achieving the relevant objectives by measures such as providing technological research infrastructure. The Administration must carry out site formation and infrastructure works in the Loop that covered an area up to 87 hectares because the site was in a non-built-up state. The related works would commence upon FC's approval of the funding proposal and were expected to be completed in 2026 or 2027. Meanwhile, the Administration would bring about the commissioning of the Park in stages as early as possible through methods such as implementing the site formation works in stages and building temporary infrastructure. The first batch of buildings in the Park were expected to be completed in late 2024 for the first cohort of enterprises to set up operations in early 2025.

56. Mr LEUNG Che-cheung enquired about the reasons for the Administration's need to implement offsite wetland compensation according

to the approved Environmental Impact Assessment ("EIA") report, the reasons for the plan of providing reedbed at the wetland area of the Loop that was mainly occupied by mangroves, and whether the proposed works included construction of flood prevention facilities to prevent flooding on the flat terrain of the Loop.

57. S for IT responded that apart from I&T development, the Administration would also use part of the Loop for conservation purpose. Project Manager (West), West Development Office, Civil Engineering and Development Department ("PM(W)/CEDD"), supplemented that since some of the proposed road works (e.g. widening of the existing Ha Wan Tsuen East Road and a section of Lok Ma Chau Road) would affect the fish ponds on both sides of the road sections, the Administration was required by the EIA report to implement about 18 hectares of offsite wetland compensation for the fish pond losses due to the proposed road works. Regarding flood prevention, in view of the relatively low level of the area around Ha Wan Tsuen East Road, the proposed works would include raising the subgrade of the existing Ha Wan Tsuen East Road by about two metres to six metres above Principal Datum, bringing it to a flood-resistant level similar to Lok Ma Chau Road and the Park in the future. Moreover, the Advance Works of the Loop for which funding had been approved earlier included the establishment of an ecological area with an approximate area of 12.8 hectares in the Loop. Reeds, as well as other aquatic plants (such as water lilies), would be planted in the ecological area. The objective of establishing the ecological area was two-fold. Firstly, it served to compensate for the loss of the pre-existing reed marsh due to development of the Loop and provide a habitat for migratory birds and other wildlife. Secondly, it could serve as stormwater storage by which stormwater could be retained temporarily before being discharged via Shenzhen River upon Shenzhen River's return to the normal water level, so as to prevent flooding of the Park and the downstream area of Shenzhen River. Furthermore, the pre-existing reed marsh measuring about three hectares in the Loop would be retained as open space.

58. Mr Michael TIEN opined that Hong Kong's industries were excessively uniform. Development of the Park could help Hong Kong youths understand the latest situations in the Guangdong—Hong Kong—Macao Greater Bay Area ("the Greater Bay Area") and the Mainland through finding employment in the Park. However, many young people had relayed to him that the location of the Loop was remote. For the purpose of attracting young people to work in the Park, Mr TIEN enquired whether the Administration would build youth hostels in the Loop, so as to meet the housing need of young people working in the Park by providing them with hostel units at a rental lower than the market rate. As

the Park was expected to create about 50 000 jobs, he suggested that the Administration should consider providing a large amount of hostel units.

59. S for IT replied that it was an established policy objective of the Government to encourage members of the public (especially young people) to integrate into the overall development of the country by riding on the opportunities offered by development of I&T and the Greater Bay Area. In this connection, the Administration had strived to introduce different supporting initiatives to encourage Hong Kong youths to explore the market of the Greater Bay Area. Under the current plan, the InnoCell in the Park would provide about 3 000 solo or family hostel units to provide accommodation for research talents working in the Park for a maximum of about 5 000 residents. The Administration would also consider the possibility of providing more hostel units in and near the Park having regard to factors such as transport support and the preference of the research talents for residing in the Park or elsewhere. Moreover, InnoCell could facilitate exchange among research talents taking up residence there.

60. Mr LUK Chung-hung expressed support for development of the Park. He pointed out that there was currently insufficient space at the Lok Ma Chau Spur Line Public Transport Interchange, resulting in its inability to accommodate more bus routes and leading to traffic congestion. Given that many visitors would be attracted to the riverside promenade to be provided in the Loop and a huge demand on traffic was expected to arise from the 50 000 jobs to be created in the Park, Mr LUK was concerned about the number of bus routes that could be accommodated in the proposed Loop public transport interchange ("PTI") and whether public parking spaces would be provided therein.

61. S for IT and PM(W)/CEDD said that about 4 500 jobs could be provided in the initial phase after completion of the first batch of buildings in the Park in late 2024. The Park was expected to provide about 50 000 jobs upon its full development. The Administration had appointed an engineering consultant to assess the traffic impact of development of the Park on the vicinity. To cope with the traffic demand arising from the first phase development of the Park, the proposed works included the construction of a PTI with an approximate area of 8 000 square metres in the Loop, in which about eight bus bays would be provided in addition to other pick-up/drop-off points for public use. Green bus service would be arranged between the MTR Lok Ma Chau Station and PTI via the proposed Direct Road Link, while additional bus routes would be provided between the MTR Kam Sheung Road Station/Kwu Tung North and PTI. The proposed works also included the construction of slip roads connecting the Loop to Fanling Highway/San Tin Highway. Following the completion of more facilities in

the Park in phases, the Administration would conduct timely review to ascertain the need to provide more transport support facilities and bus routes for the Park.

Fire Station and Ambulance Depot with Departmental Accommodations in Lok Ma Chau Loop

62. Mr Holden CHOW enquired about the types of technological industries that would set up operations in the Park in the future, whether the current planning and provision of supporting facilities (e.g. fire services facilities) in the Park served to meet the needs of those industries and how such technological industries could help promote the development of other industries in Hong Kong.

63. S for IT and Assistant Director of Fire Services (Headquarters) replied that of the approximate 400 000 square metres ("sq m") of total gross floor area ("GFA") currently provided in the Hong Kong Science Park, some 70 000 sq m were used for wet laboratories. The Administration planned to make use of the approximate 1.2 million sq m of total GFA provided in the Park for promoting the development of six technological industries in which Hong Kong enjoyed an advantage, namely healthcare technologies, big data and artificial intelligence, robotics, new materials, microelectronics, and financial technology. For the purpose of supporting the research and development of the technological industries mentioned above, the Park would provide a large number of laboratories occupying a total GFA of around 500 000 sq m. Among the first batch of eight buildings to be completed in the Park, for instance, four would be mainly used for wet laboratories. As various chemical substances would be used in the laboratories in the Park, the Fire Services Department had assessed that the operation of such facilities was subject to risks. At present, the fire stations closest to the Park (namely the Sheung Shui Fire Station and the Mai Po Fire Station) were located about nine kilometres away from the Loop, while the ambulance depot closest to the Park (namely the Sheung Shui Ambulance Depot) was located more than eight kilometres away. Therefore, it was necessary to build the Fire Station and Ambulance Depot with Departmental Accommodations in the Loop to enable the arrival of rescue vehicles at the Park within the target response time.

[At 10:20 am, the Chairman asked members if they agreed to extend the meeting for 15 minutes to 10:45 am. No member raised any objection.]

Voting on PWSC(2020-21)20

64. There being no further questions from members on the item, the Chairman put [PWSC\(2020-21\)20](#) to vote.

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

66. The meeting ended at 10:32 am.

Council Business Division 1
Legislative Council Secretariat
8 January 2021