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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, 29 November 2017, at 8:30 am**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Charles Peter MOK, JP (Deputy Chairman)
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 Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Hon Martin LIAO Cheung-kong, SBS, JP
Hon Alvin YEUNG
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho

Members absent:

Hon Abraham SHEK Lai-him, GBS, JP
Hon Andrew WAN Siu-kin

Public officers attending:

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr Vincent MAK Shing-cheung, JP	Deputy Secretary for Development (Works) ²
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)
Mr LAM Sai-hung, JP	Director of Civil Engineering and Development
Mr Michael LEUNG Chung-lap	Deputy Project Manager (New Territories East) ¹ Civil Engineering and Development Department
Mr Stephen LI Tin-sang	Chief Engineer (New Territories East) ² , New Territories East Development Office Civil Engineering and Development Department
Mr Tom YIP Chi-kwai	District Planning Officer (Kowloon) Planning Department
Mr Kenneth LEUNG Tak-yan	Chief Civil Engineer (Public Works Programme) Transport and Housing Bureau
Mr Aaron BOK Kwok-ming	Regional Highway Engineer (New Territories) Highways Department
Mr LEE Wai-ping	Chief Highway Engineer (New Territories West) Highways Department
Mr IP Shing-tim	Chief Civil Engineer (2) Housing Department
Ms Ann Mary TAM Kwai-yee	Chief Architect (5) Housing Department

Clerk in attendance:

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

Mr Raymond CHOW	Senior Council Secretary (1)6
Ms Mandy LI	Council Secretary (1)2
Ms Christina SHIU	Legislative Assistant (1)2
Ms Christy YAU	Legislative Assistant (1)7
Ms Clara LO	Legislative Assistant (1)8

Action

The Chairman advised that there were four funding proposals on the agenda for the meeting. The first to third proposals were items carried over from the previous meeting of the Subcommittee for which consideration was yet to be completed or commenced, while the fourth proposal was originally included as an agenda item for the meeting on 4 July 2017 but had not been considered. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the 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(2017-18)21 765CL Development of Anderson Road Quarry Site

2. The Chairman advised that the proposal, i.e. PWSC(2017-18)21, sought to upgrade part of 765CL to Category A at an estimated cost of \$2,654.4 million in money-of-the-day ("MOD") prices for the road improvement and infrastructure works to support the proposed development of the Anderson Road Quarry ("ARQ") site. The Subcommittee had commenced deliberation on the proposal at the meeting on 15 November 2017.

Traffic impact

3. Mr WU Chi-wai supported the proposed works. However, he noticed that in its supplementary information paper ([LC Paper No. PWSC34/17-18\(01\)](#)) (Chinese version), the Administration did not explain whether the actual impact caused by the latest development of surrounding areas (including the population intake of the public housing at Anderson Road) on local traffic had been considered and examined vis-a-vis the original assessment in the traffic impact assessment ("TIA") conducted for the

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development of the ARQ site, so as to properly assess whether the proposed mitigation measures (including the new vehicular flyover on Lin Tak Road) were still sufficient to cope with the situation. As far as he understood, traffic congestion was commonplace on New Clear Water Bay Road near Ping Shek Estate. He requested the Administration to provide supplementary information on the measures in place to address the possible aggravation of traffic congestion along the road section concerned due to the development of the ARQ site and surrounding areas.

4. Director of Civil Engineering and Development ("DCED") responded that in respect of the development of the ARQ site and surrounding areas, the Administration had examined the data of 2016 on the actual traffic volume on the nearby roads. The actual traffic volume was found comparable to the relevant projections in the TIA report. In order to cope with future traffic demand, the Administration would monitor the traffic conditions in the area and implement short-term measures as appropriate to alleviate traffic congestion.

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5. Mr Wilson OR opined that the TIA conducted for the development of the ARQ site might not be able to accurately reflect the actual impact of the latest development of the site and surrounding areas on local traffic. He was concerned that Tseung Kwan O Road could barely accommodate the additional vehicular traffic arising from the development of the ARQ site before the full commissioning of Route 6 (comprising the Tseung Kwan O - Lam Tin Tunnel, Trunk Road T2 and Central Kowloon Route). He requested the Administration to provide supplementary information in writing to explain the measures it would take to improve the traffic conditions of Tseung Kwan O Road in the short, medium and long terms. The Administration undertook to provide the supplementary information after the meeting.

Noise mitigation measures

6. Mr Wilson OR enquired whether the Administration had plans to provide noise barriers at suitable locations along Sau Mau Ping Road to ensure that additional vehicular traffic arising from the development of the ARQ site would not cause greater noise nuisance to nearby residents. Dr Fernando CHEUNG enquired about the mitigation measures in place to address the additional traffic noise to be brought about by the increased vehicular traffic on the roads around Shun Lee Estate.

7. DCED said that the Administration would implement the mitigation measures, and the environmental monitoring and audit programme for the proposed works as recommended in the approved environmental impact assessment reports and required under the environmental permit, including

the installation of noise barriers at vehicular roads. As regards the section of New Clear Water Bay Road near Shun Lee Estate along its Kowloon-bound carriageway, the required noise barriers would be retrofitted in tandem with the road widening works of the relevant section.

Subsidized-to-private housing ratio at the Anderson Road Quarry site

8. Dr Fernando CHEUNG pointed out that according to the Administration's supplementary information paper ([LC Paper No. PWSC34/17-18\(01\)](#)) (Chinese version), the subsidized-to-private housing ratio at the ARQ site was 31:69. The 2 880 subsidized flats would all be provided under the "Starter Homes" Pilot Scheme for Hong Kong Residents ("Starter Homes" Pilot Scheme') and the Home Ownership Scheme ("HOS"), while public rental housing ("PRH") units were not included. Dr CHEUNG was concerned about the implications of such planning on the supply of PRH flats and the waiting time of PRH applicants. He sought clarification on whether the land which had been converted to the provision of housing flats under the "Starter Homes" Pilot Scheme was originally earmarked for private housing development.

9. Deputy Secretary for Development (Planning and Lands)1 ("DS(P&L)1/DEVB") replied that according to the original planning, the subsidized-to-private housing ratio was 20:80 for the some 9 400 flats proposed to be provided at the ARQ site. Under the proposed "Starter Homes" Pilot Scheme, a plot of land within the ARQ site which was originally earmarked for private housing development would be used to provide, among others, about 1 000 flats under the "Starter Homes" Pilot Scheme. The ratio of subsidized housing at the ARQ site therefore increased. She further said that the Administration increased the supply of private housing units at the ARQ site as appropriate, taking into consideration the adjacent development at Anderson Road which would provide mainly PRH units and the current number of PRH flats in Sau Mau Ping, so as to achieve a well-balanced public/private housing ratio in the area on the whole.

10. Mr Wu Chi-wai pointed out that the flats offered for sale under two of the subsidized sale flat ("SSF") developments of the Hong Kong Housing Society recently were over-subscribed by over 100 times. He enquired whether the Administration would consider converting more land which had been earmarked for private housing development under the ARQ site development to the construction of more affordable SSFs for Hong Kong people in general; if so, the details; if not, the reasons for that. The Administration undertook to provide supplementary information after the meeting.

Proposed Quarry Park

11. Dr Fernando CHEUNG enquired whether the Administration would seek additional funding for the construction of the proposed Quarry Park and about the cost estimate concerned. He also asked whether the Administration had estimated the number of visitors to the Quarry Park in future after its completion. Given that the park was built on a hill, he was concerned about its accessibility.

12. DCED explained that the proposed Quarry Park was a separate project and was not part of the funding proposal for the development of the ARQ site. The Leisure and Cultural Services Department, which was responsible for the Quarry Park project, would take forward the project pursuant to the established resource allocation mechanism and with regard to the priorities of other projects in the pipeline. The Administration could not provide the construction cost estimate of the Quarry Park at this stage as the park design was not yet completed. As regards accessibility, the Administration proposed to provide a series of pedestrian connection facilities to enhance the connectivity between the ARQ site (including the proposed Quarry Park) and the adjacent areas. The Chairman suggested that members might raise questions and concerns in respect of the proposed Quarry Park at the relevant Panel meetings when the funding proposal of the park was submitted for consideration by Panel(s).

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

14. The item was voted on and endorsed. Dr Fernando CHEUNG requested the item, i.e. PWSC(2017-18)21, be voted on separately at the relevant Finance Committee meeting.

Head 711 – Housing

PWSC(2017-18)22 868TH Road Improvement Works at Ma On Shan, Sha Tin

15. The Chairman advised that the proposal, i.e. PWSC(2017-18)22, sought to upgrade 868TH to Category A at an estimated cost of \$587.7 million in MOD prices for the road improvement and associated works at Ma On Shan, Sha Tin, to support the proposed public housing developments at Ma On Shan Road and Hang Tai Road in Sha Tin. The Administration had consulted the Panel on Housing on the proposed works on 6 February 2017. Panel members supported the submission of the

funding proposal to the Subcommittee for consideration. A gist of the Panel's discussion was tabled at the meeting.

Cost of works

On-cost payable to the Hong Kong Housing Authority

16. Mr Alvin YEUNG noticed that the estimated capital cost of the proposed works included an on-cost of \$61.1 million payable to the Hong Kong Housing Authority ("HKHA"). He enquired about the details of the cost breakdown and whether such an arrangement was a usual practice.

17. Chief Civil Engineer (Public Works Programme), Transport and Housing Bureau ("CCE(PWP)/THB"), explained that the on-cost payable to HKHA normally included the costs of design, administration and supervision of the project. Since the timing of the design and construction work of the proposed road improvement and associated works had to tie in with the construction programme and timetable of the adjacent public housing developments, the Administration considered that entrusting the proposed works to HKHA by paying the on-cost could ensure that the proposed works would dovetail with those of the public housing developments.

18. The Chairman pointed out that among the public works projects previously considered by the Subcommittee, there were many precedent cases involving entrusting works to HKHA by paying an on-cost.

19. Both Mr Alvin YEUNG and Mr Jeremy TAM noticed that according to the Administration's supplementary information paper for LegCo's Panel on Housing ([LC Paper No. CB\(1\)958/16-17\(01\)](#)), HKHA proposed to build a footbridge connecting the SSF Development at Ma On Shan Road. They enquired whether the cost of the proposed footbridge was subsumed under the on-cost payable to HKHA, and whether the future maintenance of the proposed footbridge would be undertaken by HKHA. Mr CHAN Chi-chuen said that as far as he remembered, the building of a footbridge with retail facilities across Ma On Shan Road was proposed in a paper of the Town Planning Board ("TPB"). He enquired whether the footbridge proposed to be built by HKHA was the same as the one proposed by TPB.

20. CCE(PWP)/THB explained that the footbridge proposed to be built by HKHA was not part of the proposed road improvement and associated works. The footbridge proposed by HKHA would be connected with the proposed public housing developments at Ma On Shan Road and Hang Tai Road, and its construction would be carried out simultaneously with that of

the housing developments. The future management and maintenance of the footbridge would be undertaken by HKHA.

Annual recurrent expenditure arising from the proposed works

21. Mr CHU Hoi-dick was concerned about the annual recurrent expenditure arising from the proposed works which was estimated to be about \$14.9 million. He requested the Administration to provide in writing a breakdown of the expenditure and the amounts involved.

22. Regional Highway Engineer (New Territories), Highways Department, responded that the recurrent expenditure was mainly related to the routine operation, and the repair and maintenance of road facilities. He stressed that the amount of the recurrent expenditure was merely an estimate. The Administration undertook to provide the supplementary information requested by Mr CHU after the meeting.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC46/17-18\(01\)](#) on 12 December 2017.)

Traffic impact

23. Mr CHU Hoi-dick enquired about the details of the TIA conducted for the proposed works and requested the Administration to provide the full text of the assessment report. Chief Civil Engineer (2), Housing Department ("CCE(2)/HD"), replied that the TIA covered the impact of the proposed road improvement works and the proposed public housing developments on the planned road networks in the district and the vicinity. The Administration undertook to provide members with a copy of the TIA report after its approval.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC46/17-18\(01\)](#) on 12 December 2017.)

24. Mr CHU Hoi-dick enquired whether the Administration would consider the suggestion of Sha Tin District Council ("DC") that by lengthening the proposed bus stops on Ma On Shan Road, more buses could be accommodated at a time for passenger pick-up/drop-off. CCE(2)/HD said that under the proposed project, new bus stops would be provided on both sides of Ma On Shan Road (northbound and southbound), each of which could accommodate three to four buses at a time for passenger pick-up/drop-off. In addition, a bus layby of about 70 metres long was

proposed to be provided by merging two existing bus stops along Hang Fai Street. The Administration assured members that a timely review would be conducted on the traffic arrangements in the area.

25. Mr CHAN Chi-chuen enquired about the details of the temporary traffic arrangement to be put in place during the implementation of the proposed works. CCE(2)/HD said that the Administration initially planned to build a temporary road to divert the traffic on Hang Tai Road before its closure. The project contractor would submit to the Government a formal proposal on the temporary traffic arrangement, which would be implemented upon the Government's approval.

26. Mr LUK Chung-hung supported the proposed works. He asked whether the TIA had taken into account the fact that the additional population and traffic volume arising from the proposed public housing developments would aggravate the traffic congestion along Ma On Shan Road, Lion Rock Tunnel and Tate's Cairn Tunnel, and about the solutions the Administration had in place.

27. In response, CCE(2)/HD said that the Government had commenced a study on the rationalization of traffic distribution among the three cross-harbour tunnels (namely Cross-Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing) and the three land tunnels connecting Kowloon and Sha Tin (namely Tate's Cairn Tunnel, Lion Rock Tunnel, and Eagle's Nest Tunnel and Sha Tin Heights Tunnel) and would explore enhancement proposals to achieve diversion of traffic with the existing capacity of Eagle's Nest Tunnel and Sha Tin Heights Tunnel to alleviate the congestion along Lion Rock Tunnel and Tate's Cairn Tunnel.

28. Mr LAU Kwok-fan supported the proposed works. Given that roads in New Territories East had been saturated with traffic, he urged the Administration to submit the funding proposal for 861TH (i.e. widening of Tai Po Road (Sha Tin Section)) for consideration by Panel(s) and the Subcommittee as soon as possible. He also opined that the Administration should consider widening the section of Tate's Cairn Highway across Shing Mun River (near Sha Tin Water Treatment Works) and providing additional lanes in the tubes of Tate's Cairn Tunnel and Lion Rock Tunnel.

29. In response, CCE(2)/HD said that the scope of works of 861TH comprised widening of an about 1.1-kilometre section of Tai Po Road between Sha Tin Rural Committee Road and Fo Tan Road from dual-two lane to dual three-lane. The Administration would submit the funding proposal for timely consideration by Panel(s) and the Subcommittee, so as to expedite the implementation of the works.

Noise mitigation measures

30. Mr KWONG Chun-yu enquired about the noise nuisance to be caused by the proposed works to the residents nearby, and the relevant mitigation measures. CCE(2)/HD said that according to the Environmental Review conducted for the proposed works, the existing Yan On Estate Phase 1 and the neighbouring private housing estates (such as Oceanaire, Ocean View, La Costa and Sausalito) would all be subject to the noise nuisance caused by the proposed works. The Administration would require the contractor to minimize the disturbances generated by construction noises through implementing mitigation measures in the relevant contract. The contractor would also communicate with DC and local residents before construction and would exchange views with them regularly.

31. Dr KWOK Ka-ki noted that the estimated construction cost of the noise barriers under the proposed project was \$56.9 million. He was concerned whether the noise mitigation measures could effectively minimize the traffic noise impact on the residents nearby, including residents living on higher floors. He also enquired how the installation of acoustic windows at the residential units of the proposed public housing developments could reduce the traffic noise impact on the residents. Mr Alvin YEUNG also enquired about the housing development projects in which acoustic windows were installed, and the service life and maintenance of acoustic windows. Mr Holden CHOW enquired whether, in addition to the section of noise barrier under the proposed works, the Administration would consider retrofitting noise barriers along the road section adjacent to the proposed public housing development at Ma On Shan Road.

32. CCE(2)/HD replied that the existing residential blocks of Yan On Estate would not be affected by the traffic noise on Ma On Shan Road as they were located behind the PRH Development at Hang Tai Road (i.e. Yan On Estate Extension). The noise barriers about 150 metres long installed along Ma On Shan Road northbound could already mitigate the noise impact on the dwellings. The Administration considered the construction cost estimate of the noise barriers reasonable, given that the foundation design and structure necessitated by the wind pressure attracted were quite costly. He added that HKHA had installed acoustic windows and acoustic balconies at the residential flats of some proposed public housing development projects and was responsible for their maintenance. Wing Cheong Estate in Sham Shui Po was the earliest example. After installing acoustic windows, the traffic noise impact on residents would not exceed the noise standard of 70 dB(A).

33. Deputy Director of Environmental Protection (1) supplemented that the Government and HKHA had launched a pilot scheme to install acoustic windows at public housing units so as to assess their effectiveness. The Administration undertook to provide supplementary information in writing after the meeting on how acoustic windows could mitigate noise nuisance. The Chairman suggested that the relevant Panel(s) might consider arranging on-site visits to public housing developments to understand the effectiveness of acoustic windows.

(*Post-meeting note:* The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC46/17-18\(01\)](#) on 12 December 2017.)

Trees affected by the proposed works which needed to be felled or transplanted

34. Mr CHAN Chi-chuen asked whether an environmental impact assessment was conducted for the proposed works. Mr CHAN, Mr KWONG Chun-yu and Ms Claudia MO expressed concern about the trees within the proposed project site that needed to be felled or transplanted. Ms MO enquired about the locations of the 499 trees and about 83 600 shrubs that would be planted under the project and the reasons for planting such a large number of shrubs; and whether all of the 209 trees to be preserved were important trees.

35. In response, CCE(PWP)/THB and CCE(2)/HD said that the Administration had conducted an Environmental Review for the proposed works, which confirmed that the proposed works would not cause adverse impacts on the surrounding environment. There were 559 trees within the project site, which would be preserved as far as practicable unless they affected road traffic. Based on the current assessment, implementation of the proposed project would require the removal of 350 trees, including 229 trees to be felled and 121 trees to be transplanted elsewhere. He further said that the Administration would plant new trees and shrubs on the side of the proposed carriageways and the adjacent green belt having regard to road traffic safety and greening considerations.

Planning issues related to the proposed public housing developments

Project planning

36. Dr KWOK Ka-ki enquired about the ratio between PRH and SSF provided under the project. Chief Architect (5), Housing Department ("CA(5)/HD"), replied that the relevant ratio was about 3:1. She added that

the existing Yan On Estate provided about 2 600 PRH units. Together with the 1 900 PRH units to be provided by Yan On Estate Extension, there would be about 4 500 PRH units in total. On the other hand, the SSF Development at Ma On Shan Road would provide about 2 100 housing units.

37. Dr Fernando CHEUNG and Mr CHU Hoi-dick relayed Sha Tin DC's concern about the proposed increase in flat supply in Yan On Estate Extension and the public housing development at Ma On Shan Road. Dr CHEUNG was concerned that the increase in the numbers of floors and flats under the project might affect the ventilation between the buildings. Mr CHU enquired: (a) about the reasons why the anticipated population of Yan On Estate Extension was similar to the original estimate despite the increase in the number of flats proposed to be built as compared with the earlier plan; and (b) whether the increase in the number of proposed flats under the SSF Development at Ma On Shan Road would change the average living space per person.

38. CA(5)/HD explained that HKHA followed the principle of optimizing the use of land in its planning of public housing development projects, and made its best efforts to build more floor area and flats for people to live in. The population size was projected based on the number and types of flats to be built under the project, as well as the assumed persons-per-flat. As regards the SSF Development at Ma On Shan Road, the slightly larger site area and enhanced building design had increased the building area to accommodate more flats. The Administration had consulted Sha Tin DC in March 2017 on the proposed revised development parameters for the project. DC members supported the revised project proposal. At the request of Dr Fernando CHEUNG, the Administration should provide supplementary information on the details of the sustainable building design adopted in the project to improve natural ventilation.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC46/17-18\(01\)](#) on 12 December 2017.)

39. Mr WU Chi-wai supported the proposed works. However, he requested the Administration to provide information on the latest development parameters, etc., of the public housing development projects concerned in its funding submissions for road improvement works associated with such developments in future. The Chairman requested the Administration to provide the latest development parameters of the proposed public housing developments at the request of members.

(*Post-meeting note:* The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC46/17-18\(01\)](#) on 12 December 2017.)

40. Mr CHAN Chi-chuen was concerned that the rezoning proposal put forward by the Administration in support of the housing developments would take away the green belts in the area, while the temporary cycling park, the community farm and the archery ground must also be relocated. Mr CHAN and Dr Fernando CHEUNG enquired about the reprovisioning of such facilities and whether the area of open space would be reduced as a result.

41. CCE(2)/HD and CA(5)/HD said that the Lands Department had reprovisioned the temporary cycling park, the community farm and the archery ground to Area 73 of Sha Tin, Ah Kung Kok Fishermen Village and Ma On Shan Fresh Water Service Reservoir respectively. The areas occupied by these facilities after reprovisioning were similar to the original plan.

42. Mr CHAN Chi-chuen was concerned about the shortage of primary school classrooms in the district. Dr Fernando CHEUNG was dissatisfied that a "Government, Institution and Community" ("GIC") site to the east of Yiu Sha Road, Ma On Shan, was rezoned for housing development. He enquired whether any sites had been earmarked under Yan On Estate Extension for the provision of GIC facilities to meet the needs of local residents.

43. In response, CCE(PWP)/THB said that the Planning Department had earmarked suitable sites in Ma On Shan for development of primary schools. CA(5)/HD said that according to initial planning, a number of social welfare facilities would be provided in Yan On Estate Extension, including a special child care centre, an early education and training centre and a supported hostel for mentally handicapped persons. After several rounds of consultation with DC and local residents and discussion with the Social Welfare Department, some additional facilities were also proposed including a residential care home for the elderly, a day care centre for the elderly and an integrated children and youth services centre sub-base.

Shortage of vehicle parking spaces in the district

44. Mr Holden CHOW supported the proposed works. He was concerned that the supply of vehicle parking spaces in New Territories East (especially Ma On Shan) had fallen short of the demand, and suggested that the Administration should consider building multi-storey public car parks or underground car parks.

45. CCE(2)/HD replied that the Transport Department ("TD") addressed the parking issues of Ma On Shan mainly through the following measures: (a) providing additional on-street parking spaces at locations where there was parking demand, on condition that traffic flow, road safety and road users were not affected; (b) identifying suitable sites for use as temporary car parks as far as possible and monitoring the utilization of such car parks; and (c) requiring developers to provide parking facilities in new development projects. TD would suggest to developers the numbers of parking spaces required for the projects concerned in accordance with the Hong Kong Planning Standards and Guidelines ("HKPSG").

46. Dr KWOK Ka-ki was concerned about the number of parking spaces in the proposed public housing developments. He enquired about the number of parking spaces for commercial vehicles (e.g. minibuses/school buses and light goods vehicles) to be provided in the housing developments concerned and the number of vehicle lay-bys provided for the disabled. Mr WU Chi-wai also enquired about the details of the existing planning standards adopted by HKHA for providing parking facilities in its public housing development projects.

47. CA(5)/HD responded that in providing the required parking spaces for development projects, HKHA would make reference to the guidelines under HKPSG and consult TD. After extension, Yan On Estate would provide about 140 and 20 private car parking spaces for use by residents and retail customers respectively. In the SSF Development at Ma On Shan Road, about 95 private car parking spaces would be provided for residents while about 20 parking spaces would be made available for commercial users and visitors. The number of parking spaces for light goods vehicles under the project would be increased as appropriate and barrier-free access facilities would also be available. The Administration undertook to provide a detailed response in writing to the enquiries of Dr KWOK Ka-ki and Mr WU Chi-wai after the meeting.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC46/17-18\(01\)](#) on 12 December 2017.)

48. Mr Jeremy TAM enquired whether parking spaces for motorcycles would be provided in the proposed public housing developments. CA(5)/HD and CCE(PWP)/THB replied that about 20 and 19 motorcycle parking spaces would be provided in Yan On Estate Extension and the SSF Development at Ma On Shan Road respectively. On Mr Jeremy TAM's further enquiry on whether the additional traffic volume arising from the new

parking facilities provided in the relevant developments was covered in the TIA conducted for the project, CCE(2)/HD replied in the affirmative.

Employment opportunities

49. Mr CHU Hoi-dick enquired about the estimated number of employment opportunities that could be created for local residents by the retail/commercial and community facilities under the proposed public housing developments.

50. DS(P&L)1/DEVB replied that under Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030, the Government would enhance the spatial distribution of population and jobs so as to bring jobs closer to homes when planning development projects. She further said that the planned retail/commercial facilities under the proposed public housing developments could provide employment opportunities for local residents. The Administration undertook to provide a written response to Mr CHU's enquiries after the meeting.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC46/17-18\(01\)](#) on 12 December 2017.)

51. As the contents of some questions put forward by members involved broad policy issues, the Chairman drew members' attention to paragraph 37 of the Public Works Subcommittee Procedure and pointed out that members' questions on a proposal must relate directly to the contents of the agenda item. On wider questions of policy, members should raise them at an appropriate Panel.

[At 10:18 am, the Chairman asked members if they agreed to extend the meeting for 15 minutes. Some members present objected.]

52. The Chairman said that the Subcommittee would continue to discuss the item at the next meeting. The meeting ended at 10:30 am.