

立法會
Legislative Council

LC Paper No. CB(1)1276/07-08
(These minutes have been seen
by the Administration)

Ref : CB1/PL/DEV/1

Panel on Development

Minutes of meeting
held on Tuesday, 26 February 2008, at 2:30 pm
in Conference Room A of the Legislative Council Building

Members present : Hon LAU Wong-fat, GBM, GBS, JP (Chairman)
Prof Hon Patrick LAU Sau-shing, SBS, JP (Deputy Chairman)
Hon James TIEN Pei-chun, GBS, JP
Hon Albert HO Chun-yan
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Miriam LAU Kin-ye, GBS, JP
Hon Abraham SHEK Lai-him, SBS, JP
Hon Albert CHAN Wai-yip
Hon Alan LEONG Kah-kit, SC
Dr Hon KWOK Ka-ki
Hon CHEUNG Hok-ming, SBS, JP

Member attending: Hon CHAN Yuen-han, SBS, JP

Members absent : Hon Mrs Sophie LEUNG LAU Yau-fun, GBS, JP
Dr Hon Philip WONG Yu-hong, GBS
Hon CHOY So-yuk, JP
Hon Timothy FOK Tsun-ting, GBS, JP
Hon LEE Wing-tat
Hon Daniel LAM Wai-keung, SBS, JP

**Public officers
attending**

: Agenda item IV

Mrs Carrie LAM
Secretary for Development

Mrs Susan MAK
Deputy Secretary for Development (Planning and Lands) 1

Mr Raymond K W LEE
Chief Town Planner/Studies and Research
Planning Department

Mr CHING Kam-cheong
Deputy Project Manager (New Territories North & West)
Civil Engineering and Development Department

Agenda item V

Mrs Susan MAK
Deputy Secretary for Development (Planning & Lands) 1

Mr Philip YUNG
Deputy Secretary for Transport and Housing (Transport) 1

Mr H L CHENG
Chief Engineer/Traffic Engineering (Hong Kong)
Transport Department

Mr C Y CHAN
Senior Engineer/Housing & Planning
Transport Department

Ms Phyllis LI
Chief Town Planner/Special Duties
Planning Department

Mr Bosco CHAN
Chief Engineer/Hong Kong (2)
Civil Engineering and Development Department

Agenda item VI

Miss Jennifer MAK
Director of Administration

Miss Shirley YUNG

Deputy Director of Administration

Miss Winnie WONG
Assistant Director of Administration
(Tamar Development)

Mr Peter YUEN
Project Director
Architectural Services Department

Mr LAM Poon-wah
Chief Building Services Engineer
Architectural Services Department

Gammon-Hip Hing Joint Venture

Mr William TAM
Representative

Ir Joseph LEUNG
Representative

Clerk in attendance : Ms Anita SIT
Chief Council Secretary (1)4

Staff in attendance : Mr WONG Siu-yee
Senior Council Secretary (1)7

Ms Christina SHIU
Legislative Assistant (1)7

Action

- I Confirmation of minutes**
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|------------------------------|---|
| (LC Paper No. CB(1)775/07-08 | -- Minutes of meeting on
18 December 2007 |
| LC Paper No. CB(1)857/07-08 | -- Minutes of special meeting on
10 January 2008 |
| LC Paper No. CB(1)861/07-08 | -- Minutes of meeting on
22 January 2008) |

The minutes of the meetings held on 18 December 2007, 10 January 2008 and 22 January 2008 were confirmed.

II Information papers issued since last meeting

(LC Paper No. CB(1)786/07-08(01) -- Information paper on "Deformation of road surfaces on bridges" provided by the Administration)

2. Members noted the information paper issued since the last meeting.

III Items for discussion at the next meeting

(LC Paper No. CB(1)860/07-08(01) -- List of outstanding items for discussion

LC Paper No. CB(1)860/07-08(02) -- List of follow-up actions

LC Paper No. CB(1)714/07-08(01) -- Letter dated 23 January 2008 from Hon WONG Kwok-hing on replacement and rehabilitation of water mains)

3. Members agreed that the following items would be discussed at the next regular meeting scheduled for 25 March 2008 --

- (a) Development and implementation of Greening Master Plans -- progress report;
- (b) Building Maintenance Grant Scheme for Elderly Owners; and
- (c) Planning and land measures to facilitate the development of hotels.

4. Members also agreed that the item on replacement and rehabilitation of water mains suggested by Mr WONG Kwok-hing would be included in the list of outstanding items for discussion.

5. Members noted the letters from Mr LEE Wing-tat and Dr KWOK Ka-ki on compliance by real estate developers on the provision of open space and facilities for use by the public, which were tabled at the meeting. Mr Albert HO suggested and members agreed that if possible, the issue should be discussed at the next regular meeting.

(Post-meeting note: The letters from Mr LEE Wing-tat and Dr KWOK Ka-ki (LC Paper Nos. CB(1)1007/07-08(01) and (02) respectively) were subsequently issued to members on 10 March 2008.)

IV New Development Areas

(LC Paper No. CB(1)860/07-08(03) -- Information paper provided by the Administration)

6. The Secretary for Development (SDEV) highlighted the salient points of the Administration's paper (LC Paper No. CB(1)860/07-08(03)), including the key issues to be addressed in the North East New Territories (NENT) New Development Areas (NDAs) Planning and Engineering Study (P&E Study), the need for and the proposal to carry out the P&E Study, the scope, nature, background and justification of the P&E Study, the study approaches and the public engagement process.

7. Mr CHAN Kam-lam expressed support for the Administration's proposal. He however was concerned about whether the NDAs would provide sufficient employment opportunities for the residents. It would be undesirable for residents of the NDAs, many of whom might receive low wages, to travel a long way to work in urban areas. He asked whether the Administration would conduct any research to identify the problems associated with new towns, such as Tin Shui Wai. As regards housing developments, he considered that there should be a balanced housing mix in the NDAs. On transportation, he was concerned that residents of the NDAs relying on the Mass Transit Railway (MTR) would have to pay high fares. The Administration should consider increasing the number of taxis and mini-buses so as to strengthen transport facilities for residents of the NDAs.

8. In response, SDEV said that employment opportunities, including those from industries with clean and high value-added industrial processes, would be available. The Administration would be happy to consider Mr CHAN Kam-lam's suggestion to conduct a research on its experience in developing new towns, such as Tin Shui Wai, to see whether there were lessons to be learnt. The planning for the NDAs would be people-oriented, and adequate community facilities would be in place before residents started to move in. The scale of development of the NDAs would be small and the planned total population would be around 350 000. As regards housing developments, there would be a balanced mix of different types of housing developments in the NDAs. There would also be sufficient transport facilities. She would relay suggestions on transport issues to the Transport and Housing Bureau for consideration.

9. Mr James TIEN expressed a similar view on the need for the Administration to consider offering more transport facilities for residents of the NDAs. He sought clarification on the areas to be covered by the P&E Study and enquired about the detailed scope of the P&E Study.

10. In response, the Chief Town Planner/Studies and Research, Planning Department (CTP/S&R) said that the population of the NDAs was based on the assumptions adopted in the study on "Hong Kong 2030: Planning Vision and Strategy" (HK2030 Study). For the Three-in-One NDAs, the population would only be about 180 000. The P&E Study would focus on the coloured areas in

Enclosure 1 of the Administration's paper. The remaining areas within the study area boundary were mainly occupied by Fanling, Sheung Shui and hilly terrain. In relation to the scope of the P&E Study, the Deputy Project Manager (New Territories North & West), Civil Engineering and Development Department (DPM) said that the estimated cost of \$25.1 million would cover the costs for items such as planning and technical assessments on various impacts of the proposed NDAs; need assessment in areas such as transport, water supplies and drainage, review of the changes in the planning circumstances, conducting public engagement and formulating the study approaches.

11. Mr Albert CHAN commented that MTR and bus services alone were inadequate in serving the residents of the NDAs. The Administration should ensure that there should be adequate transport facilities. Land use planning for the NDAs should aim at providing a diversified life for the residents and a vibrant street environment. The Administration should have a policy directive in enhancing the life quality of citizens. He urged the Administration to define the role of NENT in Hong Kong's future development. In planning for the NDAs, the plot ratio should not be higher than three and the height limit should not exceed 100mPD. In generating employment opportunities, the Administration should consider what types of trades and industries would be the most appropriate.

12. Mr Albert HO considered that the traditional method of implementing new developments through land sale was good and less controversial. The land sale process was transparent and the Legislative Council could monitor the process. Public-Private Partnership (PPP) was a very commercial approach and he was worried that the Administration would be in a disadvantageous position in adopting the PPP approach. As regards the industries to be developed in the NDAs, he considered that they should not cause any nuisance to the residents and the impact on the environment should be reduced as far as possible.

13. In response, SDEV said that she noted Mr Albert HO's concerns on adopting the PPP approach in implementing the NDAs. The Administration would try its best to overcome the challenges. The Administration would ensure that the implementation approach would be fair, open and legal. The possibility of adopting innovative or alternative approaches should not be ruled out. As regards the industries to be developed, CTP/S&R said that the intention was to reserve sites for special industries with clean and high value-added industrial processes and an environmental impact assessment would be undertaken to ensure that the proposed uses would be environmentally acceptable.

14. Mr CHEUNG Hok-ming expressed support for the Administration's proposal because it would help alleviate the congested environment of the existing developed areas. He asked whether the Administration would take into account the opening up of the Frontier Closed Area in planning for the NDAs. In relation to transportation, he asked whether the Administration had considered the adequacy of the transport infrastructure in the Ta Kwu Ling NDA in view of the anticipated increase in traffic flow arising from the proposed control point at

Liantang/Heung Yuen Wai. He was worried that if the transport infrastructure could not cope with the future development, traffic in the area would come to a deadlock.

15. In response, SDEV said that the planning for the NDAs were based on the HK2030 Study and the Administration would use updated information during the planning process. The Development Bureau and the Security Bureau would join hands in coordinating the planning of the land to be released from the Frontier Closed Area and the implementation of the NDAs. The Administration would also work closely with the Shenzhen authorities in developing areas like the Lok Ma Chau Loop and Liantang. CTP/S&R added that two consultancy studies on the planning for the Frontier Closed Area and Liantang/Heung Yuen Wai Control Point were in progress and the consultant responsible for undertaking the P&E Study would make reference to those studies.

16. Prof Patrick LAU commented that the Administration should look into Hong Kong's agricultural and industrial policies and ensure that there would be local employment opportunities in the NDAs. He considered that there should be flexibility in determining the boundaries of the NDAs. The Administration should take into consideration heritage sites within the NDAs when implementing the NDAs. On transport issues, he enquired about the alignment of the proposed Fanling Bypass. He also expressed concern on the adequacy of the transport infrastructure in the Ta Kwu Ling NDA, and considered that there should be good pedestrian links and cycle tracks in the NDAs.

17. In response, CTP/S&R said that the Administration would take into account the prevailing agricultural and industrial policies in undertaking the P&E Study. In determining the boundaries of the NDAs, there would be some scope in refining the exact boundaries of the respective NDAs to suit the study purposes. As regards the proposed Fanling Bypass, the alignment proposed in 2003 would be used as a starting point for further planning.

18. Ms Miriam LAU commented that the implementation of NDAs was necessary to cater for Hong Kong's long-term needs. There should be sufficient employment opportunities in the NDAs and mistakes in planning for Tuen Mun and Tin Shui Wai in this regard should not be repeated. The Administration should consider allocating land for container open storage use so as to provide more employment opportunities for residents in the NDAs. The P&E Study should include research on the types of industries to be set up in the NDAs. She asked whether the Administration had any estimation on the number of employment opportunities available in the NDAs. In relation to transport issues, she commented that while it might be convenient to travel between the NDAs and the Mainland, this was not so for traveling between the NDAs and down-town. Residents in the lower salary groups residing in the NDAs might find it difficult to afford expensive MTR fares. Increasing the number taxis alone could not solve transport problems of the NDAs.

19. In response, SDEV said that although currently there were no quantitative data on the number of employment opportunities available in the NDAs, she assured members that the planning intention was to ensure local employment opportunities for residents in the NDAs and nearby fringe areas such as Fanling North. As the NDAs would be close to Shenzhen, this would facilitate economical integration between Hong Kong and Shenzhen. As regards transport facilities, CTR(S&R) said that land had been reserved along the Lok Ma Chau spur line for a station at Kwu Tung.

20. Dr KWOK Ka-ki asked whether the Administration would have new approaches in conducting research to avoid mistakes in planning for new towns like Tin Shui Wai. While implementing the NDAs through the PPP approach was a new and bold trial, the public had concern on the transparency of adopting such an approach. In this regard, he asked whether the Administration had any mechanism to avoid possible transfer of interests. He criticized that the housing developments and facilities in Tin Shui Wai were segregated by roads and their accessibility was very poor. For the NDAs, there should be good pedestrian links and cycle tracks. As for medical facilities, he asked whether any hospitals had been planned in the NDAs.

21. In response, SDEV said that the P&E Study would be an integrated study and social aspects in planning for the NDAs would be included. The Administration would engage sociology experts in the study process. As regards conducting a research on past planning experience and applying the findings to the planning for the NDAs, the Administration would consider the suggestion. The cost of conducting such a research would not be covered by the present proposal but would be met from the Development Bureau's overall resources. As for the PPP approach, she assured members that there would be sufficient transparency if the PPP approach was adopted in implementing the NDAs. In relation to medical facilities, CTR(S&R) said that no hospital had been planned in the NDAs at present. However, the Administration would review the need for various government, institution and community facilities, including a hospital, in the P&E Study.

22. Mr Alan LEONG expressed support for the Administration's policy direction of implementing the NDAs so as to make the best use of undeveloped land within the territory. However, he considered that the Administration had to find a way to take public views on board and address the existing deficiencies in the town planning mechanism. He asked whether the Administration would implement enhancements to the town planning mechanism and change its mentality in public engagement. The public should not be given a limited number of planning options. He was also worried that the implementation of the NDAs under a PPP approach would be led by developers and the Administration would be in a passive position. He requested the Administration to provide the consultancy brief for the P&E Study before submitting the relevant funding proposal.

Admin

23. In response, SDEV said that the Administration had placed great emphasis on public engagement and the planning for Kai Tak had demonstrated that this was an effective and well-recognized approach. There were different stages in the public engagement process and the planning options available for the public's consideration were not limited to just a few only. As for the town planning mechanism, the Administration had no intention to conduct any comprehensive review in this area at present.

24. As the consultancy brief was voluminous, members agreed that several hard copies of the consultancy brief should be provided by the Administration and deposited at the Secretariat.

V Enhancement of continuity of the pedestrian links along the northern shore of the Hong Kong Island and the accessibility and environment of the harbourfront areas of the Island

(LC Paper No. CB(1)860/07-08(04) -- Information paper provided by the Administration)

25. The Deputy Secretary for Development (Planning and Lands)1 (DS/P&L1) and the Deputy Secretary for Transport and Housing (Transport)1 (DS/T&H1) highlighted the salient points of the Administration's paper (LC Paper No. CB(1)860/07-08(04)), including the latest development of the enhancement measures for the harbourfront, the feasibility of introducing measures to better utilize the space under the Island Eastern Corridor (IEC) and the various pedestrian links along the northern shore of Hong Kong Island. The Chief Engineer/Traffic Engineering (Hong Kong), Transport Department then gave a detailed account of the progress of implementing the various pedestrian links.

26. Mr CHAN Kam-lam asked whether the Administration had considered or assessed the need for providing additional pedestrian links, bus terminals or public transport interchanges along the northern shore of the Hong Kong Island so as to cater for the surge in demand for transport facilities arising from festive occasions, such as those with fireworks shows. Additional traffic measures would be necessary to alleviate the heavy load of the MTR system.

27. In response, DS/T&H1 said that the pedestrian links had taken into account present and future needs, including the pedestrian flow during special festive occasions. There would be special traffic arrangements on such occasions and the Transport Department would give due attention to the surge in demand for transport facilities.

28. Ms Miriam LAU considered that the Administration should make the waterfront areas more attractive to the public. Referring to the open space near Hung Hing Road, she could not see how the public would use that space. The Administration lacked a comprehensive plan in enhancing the waterfront areas.

She also expressed concern on the quality of the waterfront enhancement works if some of them were to be carried out by the private sector.

29. In response, DS/P&L1 said that a pet park had been set up near Hung Hing Road which was very well-received by the public. There would be a promenade along the waterfront of Wan Chai North where recreational facilities would be provided. The area to the east of the Hong Kong Convention and Exhibition Centre had been planned for waterfront open space and low-rise low-density waterfront-related commercial and leisure uses. The waterfront enhancement works would be able to meet public aspirations. The Chief Town Planner/Special Duties, Planning Department (CTP/SD) added that the Administration would be responsible for the implementation and the cost of the waterfront enhancement works on Government land. For waterfront enhancement works included in private developments and entrusted to developers, planning and design requirements would be imposed by Government and those requirements had to be adhered to.

30. Dr KWOK Ka-ki queried how much resource the Administration had deployed for waterfront enhancement works. He was disappointed that only a pet park was completed at the Wan Chai waterfront after four years had passed. The Administration was irresponsible because the progress of waterfront enhancement works was too slow. He asked what new facilities had been completed to enhance the waterfront areas. He considered that many of the waterfront sites near North Point should have been enhanced, and enquired about the design of the proposed boardwalk under IEC. As regards pedestrian access, he considered that the pedestrian links along the northern shore of the Hong Kong Island should be enhanced. He asked what additional pedestrian links had been planned by the Administration recently.

31. In response, DS/P&L1 said that various waterfront enhancement works, such as the open space at Ex-Gala Point and Sun Yat Sen Memorial Park, would be implemented progressively. Paragraph 4 of the Administration's paper contained the details of the various proposed waterfront enhancement works and their completion dates. There were technical difficulties in constructing a boardwalk under IEC near North Point due to clearance limitations and the need to comply with the Protection of the Harbour Ordinance. Nevertheless, the consultant would try to find a method to overcome the technical difficulties. CTP/SD added that enhancement works along the Central waterfront would be recommended taking into consideration the results of the Stage 2 Public Engagement of the Urban Design Study for the New Central Harbourfront. In relation to pedestrian links, DS/T&H1 said that the Administration would consult the Wan Chai District Council on the details of the proposed elevated walkway connecting the Wan Chai Government Offices and the Tamar Development Project, and the walkway was scheduled to be completed by 2014. The details of the various pedestrian links were given in paragraph 5 of the Administration's paper.

32. Mr Albert CHAN expressed support for the Administration's direction in enhancing the waterfront areas. In greening waterfront areas, the Administration should avoid excessive planting so as to avoid blocking the sea view. The design of waterfront areas should be user-oriented and facilities such as cafes, refreshment kiosks and toilets should be provided. Noting that no cycle tracks had been planned along the northern shore of the Hong Kong Island, he asked whether the Administration would consider providing roller-skater tracks in some waterfront areas where enhancements works would be carried. He also asked whether the Administration would provide more meadows, and suggested that the design of the waterfront areas should not be monotonous. Rather, it should bring more interests to the life of citizens.

33. In response, DS/P&L1 said that she noted and welcomed Mr Albert CHAN's suggestions.

34. Prof Patrick LAU considered that the Administration should identify more waterfront areas for enhancement. He commented that the pedestrian links along the waterfront were not continuous. The Democratic Party had once invited him to undertake a consultancy study on how to link up the waterfront areas. The task for the Administration was how to connect those pedestrian links so as to produce a continuous route along the waterfront. The Administration should consider submerging part of IEC so that the public could better enjoy the waterfront areas. He also urged the Administration to re-investigate the feasibility of providing a boardwalk under IEC near North Point.

35. In response, CTP/SD said that except for a few locations, the pedestrian links along the waterfront areas on the northern shore of Hong Kong Island would be basically continuous. Some such locations included the Kennedy Town Incinerator and Abattoir site which would be used as temporary works site for the MTR Western Island Line and private sites in North Point and Quarry Bay. The Administration had provided a detailed list of the waterfront enhancement works in its paper. Subject to the existing constraints, the Administration would actively consider how to make the best use of the space underneath IEC.

36. Ir Dr Raymond HO commented that the Administration's planning in the past for waterfront areas was a failure. The waterfront areas should be a pleasant environment for the public to enjoy. He urged the Administration to continue with its work in enhancing the waterfront areas, and enquired about the detailed timetable for implementing various waterfront enhancement works along the northern shore of the Hong Kong Island. He considered that there should be a continuous waterfront on both sides of the harbour. For the waterfront areas on the Admin Kowloon side of the harbour, he requested the Administration to provide information on its plans, if any, to carry out enhancement works.

37. In response, DS/P&L1 said that the Administration had provided the timetable for implementing various waterfront enhancement works in its paper. During implementation of the enhancement works, the Administration would try

to assimilate views from various sectors of the community as far as practicable. She undertook to provide information on whether the Administration had any plans in carrying out harbourfront enhancement works on the Kowloon side of the harbour.

VI Tamar Development Project

(LC Paper No. CB(1)860/07-08(05) -- Information paper provided by the Administration)

38. The Director of Administration (D of Adm) highlighted the salient points of the Administration's paper (LC Paper No. CB(1)860/07-08(05)), including the environmentally friendly features of the Tamar Development Project (the Project), design issues and public views that had been taken into account.

39. Mr Albert HO asked whether the open space, the Central Government Complex (CGC) and the Legislative Council Complex (LegCo Complex) would be segregated and whether the public could freely use the open space. He further asked whether the Administration Wing would be responsible for managing the open space. He commented that the LegCo Complex should maintain a feeling of openness. The Central Government Offices were easily accessible in the past but this was not so at present. He was concerned about whether there would be fences around the future CGC.

40. In response, D of Adm said that the Leisure and Cultural Services Department would be responsible for managing the open space. The Administration would strike a balance between the need of various users in using the open space. The specific design of the open space would be considered at the detailed design stage. Mr William TAM, Representative, Gammon-Hip Hing Joint Venture added that the Green Carpet would gradually descend towards the future waterfront promenade and would be accessible from Admiralty via two footbridges.

41. Dr KWOK Ka-ki queried why the Administration had not provided any detailed design plans of the Project and asked when such plans would be available. He considered that the Administration should produce detailed plans before the end of the current legislative session. He requested the Administration to clarify whether it had changed its stance regarding public accessibility to CGC. He asked whether there would be any public viewing gallery, and was worried that there would be many water bodies, walls and fences to separate CGC from the public. He expressed concern on the current design because some parts of the site originally designated as open space would be used for constructing CGC and the LegCo Complex. He also considered that the Administration should provide a forum for maintaining dialogue with the public and strongly urged the Administration to consider consulting the public on the provision and design of facilities and open space that would be accessible to the public before finalizing the detailed design plans.

Admin 42. In response, D of Adm said that subject to detailed design and security and operational considerations, the foyer to the Multi-purpose Hall in CGC would in principle be open to the public. The sky garden above the LegCo Complex could also be accessible to the public subject to LegCo's determination. She clarified that it would not be appropriate to open up the top floor of CGC to the public because it would house facilities like solar energy panels and air-conditioning plant rooms. She estimated that the detailed plans should be available within four to six months' time, and undertook to provide a progress report on the Project before the end of the current legislative session. The Administration had already gauged public views on the Project, and many of those views had been reflected in the tender specifications. The Administration would take new or additional public views on board as far as possible under the constraints of a design-and-build contract, such as time and cost implications.

Admin 43. Prof Patrick LAU said that although he had seen plans of the LegCo Complex from papers of the LegCo Commission, he had not seen plans of CGC. He asked when plans of CGC would be made available. He requested the Administration to provide the timeframe for the different stages of the Project to facilitate members in giving their views.

44. In response, D of Adm said that the detailed plans of CGC were not yet ready. The plans of CGC available at present were just office layout plans, which might not be of interest to members. For the LegCo Complex, a master plan had been prepared and the Administration would follow up with some amendments suggested by the LegCo Commission.

45. In response to Mr Alan LEONG's enquiry on whether it would be convenient to access the waterfront through the Project site, D of Adm said that the Administration's thinking was that the future waterfront promenade, which was outside the scope of the Project, would be accessible from the Green Carpet via the landscaped deck over Road P2.

VII Any other business

46. There being no other business, the meeting ended at 5:05 pm.