

立法會
Legislative Council

LC Paper No. CB(1)1310/10-11
(These minutes have been seen
by the Administration)

Ref : CB1/PL/DEV/1

Panel on Development

Minutes of meeting
held on Thursday, 16 December 2010, at 4:30 pm
in the Chamber of the Legislative Council Building

Members present : Prof Hon Patrick LAU Sau-shing, SBS, JP (Chairman)
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 Mrs Sophie LEUNG LAU Yau-fun, GBS, JP
Hon Timothy FOK Tsun-ting, GBS, JP
Hon Abraham SHEK Lai-him, SBS, JP
Hon Tommy CHEUNG Yu-yan, SBS, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon WONG Kwok-hing, MH
Hon LEE Wing-tat
Hon CHEUNG Hok-ming, GBS, JP
Hon KAM Nai-wai, MH
Hon Starry LEE Wai-king, JP
Dr Hon Priscilla LEUNG Mei-fun
Hon IP Kwok-him, GBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun
Hon Alan LEONG Kah-kit, SC
Hon Tanya CHAN
Hon Albert CHAN Wai-yip

Member attending : Hon Ronny TONG Ka-wah, SC
Hon IP Wai-ming, MH

Members absent : Hon LAU Wong-fat, GBM, GBS, JP (Deputy Chairman)
Dr Hon Philip WONG Yu-hong, GBS
Hon WONG Yung-kan, SBS, JP
Hon Cyd HO Sau-lan

Public officers attending : **Agenda item IV**

Mrs Carrie LAM CHENG Yuet-ngor, GBS, JP
Secretary for Development

Mr Raymond LEE Kai-wing
Principal Assistant Secretary for
Development (Planning and Lands)5

Mr LING Kar-kan, JP
Deputy Director of Planning/Territorial

Mr LIU Chun-san
Chief Engineer/Project 2 (New Territories
North and West)
Civil Engineering and Development Department

Agenda item V

Mrs Carrie LAM CHENG Yuet-ngor, GBS, JP
Secretary for Development

Mr Enoch LAM Tin-sing, JP
Deputy Secretary for Development (Works) 2

Mr YIP Sai-chor, JP
Head of Civil Engineering Office
Civil Engineering and Development Department

Mr Joseph CHAN Chun-shing
Chief Engineer / Boundary Control Point
Civil Engineering and Development Department

Agenda item VI

Mrs Carrie LAM CHENG Yuet-ngor, GBS, JP
Secretary for Development

Mr Laurie LO Chi-hong, JP
Head/Development Opportunities Office
Development Bureau

Clerk in attendance : Mr Stephen LAM
Chief Council Secretary (1)4

Staff in attendance : Mr Simon CHEUNG
Senior Council Secretary (1)1

Ms Sharon CHUNG
Senior Council Secretary (1)5

Ms Christina SHIU
Legislative Assistant (1)7

Action

- I Confirmation of minutes**
(LC Paper No. CB(1)736/10-11 -- Minutes of meeting on
26 October 2010)

The minutes of the meeting held on 26 October 2010 were confirmed.

- II Information papers issued since the last meeting**
(LC Paper No. CB(1)640/10-11(01) -- Administration's paper on the
funding proposal for "112CD
-- Drainage improvement in
Northern New Territories --
package A"
LC Paper No. CB(1)665/10-11(01) -- Administration's paper on the
funding proposal for
"189WC -- Replacement and
rehabilitation of water mains,
stage 4"
LC Paper No. CB(1)667/10-11(01) -- Administration's paper on

- the funding proposal for "270RS -- Cycle tracks and associated facilities along seafront at Town Centre South, Tseung Kwan O "
- LC Paper No. CB(1)713/10-11(01) -- Administration's paper on proposed revision to fees in relation to granting and renewal of oil storage installation licences
- LC Paper No. CB(1)797/10-11(01) -- Administration's paper on progress report on HKSAR's work in support of reconstruction in the Sichuan earthquake stricken areas
- LC Paper No. CB(1)815/10-11(01) -- Referral from the Complaints Division regarding compensation for adverse effect on fung shui caused by public construction works)

2. Members noted that the above information papers had been issued since the meeting on 23 November 2010.

III Items for discussion at the next meeting

- (LC Paper No. CB(1)735/10-11(01) -- List of outstanding items for discussion
- LC Paper No. CB(1)735/10-11(02) -- List of follow-up actions
- LC Paper No. CB(1)735/10-11(03) -- Letter dated 2 December 2010 from Hon Tanya CHAN on granting of a site to the Office of the Commissioner of China's Foreign Ministry in the Hong Kong Special Administrative Region)

3. In regard to the letter from Miss Tanya CHAN about the granting of a site on Borrett Road to the Office of the Commissioner of China's Foreign Ministry in the Hong Kong Special Administrative Region, the Chairman said he would try to arrange for the issue to be discussed at the next meeting.

Members agreed to the proposed arrangement and suggested that the Secretary for Constitutional and Mainland Affairs (SCMA) be invited to the meeting.

(Post-meeting note: The above item was discussed at the meeting of the Panel on 25 January 2011. The Secretary for Development and SCMA attended the meeting.)

4. Members agreed that the following items be discussed at the regular meeting scheduled for 25 January 2011 --

- (a) PWP Item No. 7681CL - Formation, roads and drains in Area 54, Tuen Mun - Phase 2;
- (b) PWP Item No. 7733CL - Review studies on Hung Shui Kiu New Development Area – consultants' fees and site investigation; and
- (c) Granting of a site to the Office of the Commissioner of China's Foreign Ministry in the Hong Kong Special Administrative Region.

5. Mr Abraham SHEK and Ir Dr Raymond HO expressed concern over the lack of information about the progress of the public works projects approved by the Public Works Subcommittee and the Finance Committee. They suggested, and the meeting agreed that, the Administration should provide a timetable showing the progress of all the Public Works Projects upgraded to Category A with the approval of the Finance Committee in the past three years. The timetable should show, for each project, the date that the funding was approved, the amount of funding approved, the date that invitation for tender was issued, the date that the relevant contract was awarded, the value of the contract, and when the project was expected to complete. Delays in the schedules, for example delay in inviting tenders or awarding contracts, should be reported with reasons.

(Post-meeting note: The requested information, in Annex A to the Administration's paper on "An update on the Construction Manpower in Hong Kong" (LC Paper No. CB(1)1308/10-11(05), was circulated to members on 16 February 2011.)

IV Planning and Engineering Study on Development of Lok Ma Chau Loop -- Investigation -- Preliminary Outline Development Plan and Stage 1 Public Engagement

- (LC Paper No. CB(1)540/10-11(01) -- Administration's paper on Planning and Engineering Study on Development of Lok Ma Chau Loop -- Investigation -- Stage One Public Engagement
- LC Paper No. CB(1)735/10-11(04) -- Administration's supplementary note on Planning and Engineering Study on Development of Lok Ma Chau Loop -- Investigation -- Stage One Public Engagement
- LC Paper No. CB(1)735/10-11(05) -- Paper on Lok Ma Chau Loop prepared by the Legislative Council Secretariat (Updated background brief))

6. The Secretary for Development (SDEV) advised that the Hong Kong (HK) and Shenzhen (SZ) governments had carried out public engagement activities simultaneously in July 2008 to collect views from the general public on the future land use of the Lok Ma Chau Loop (the Loop). On 24 February 2009, the Administration briefed the Panel on Development (DEV Panel) about the results of the public engagement exercise. With the support of the Finance Committee, the Administration had started the Planning and Engineering Study on Development of the Loop (i.e. Area A) and the adjoining area (i.e. Area B) in Hong Kong in June 2009. A separate planning study had also been carried out by the SZ authorities for the adjoining areas on the other side of the boundary in SZ (i.e. Area C). At members' request, a supplementary paper providing latest information on the progress in respect of the North East New Territories New Development Areas (NENT NDAs) and the Hung Shui Kiu New Development Area (HSK NDA) had been prepared for members' reference. As for public engagement (PE) on the Preliminary Outline Development Plans (PODP) on the Loop, she advised that a two-month consultation exercise was being held to gauge public views on PODP. A similar PE exercise was being carried out by the SZ authorities in parallel.

7. With the aid of a PowerPoint presentation and a short film, Deputy Director of Planning/Territorial (DD of Plan/T) introduced main features of the PODP formulated for the Loop and the adjoining areas as follows:

- (a) the Loop would be a place for development of higher education, complemented by high-tech research and development and cultural and creative industries;
- (b) the Administration's vision was to develop the Loop into a sustainable knowledge and technology exchange zone for cross boundary human resources development;
- (c) the five guiding principles in the development of the Loop were to (i) adopt an efficient and flexible land use planning and design approach; (ii) adopt a low carbon economy; (iii) provide highly accessible and convenient connections to/from the Loop with appropriate cross boundary arrangements; (iv) enhance environment performance with reference to local characters; and (v) foster social harmony and vibrancy and promote local development;
- (d) the Loop would comprise five different zones serving education, innovation, interaction, ecological and riverside promenade purposes;
- (e) external connection roads for the Loop would run through Area B and its neighbouring areas. The Administration saw that the areas around Western Connection Road would have development potential. Areas around the Eastern Connection Road would be preserved in view of their high ecological value; and
- (f) the long-term plan of the SZ authorities was to develop Area C into (i) integrated cross-boundary port zone; (ii) research and development (R&D) and information exchange zone; (iii) public open space zone; and (iv) residential zone.

Nature conservation and a green living community

8. Mr WONG Kwok-hing believed that the Administration should promote "low emission" in the Loop. To this end, the Administration might consider constructing cycle tracks throughout the Loop to encourage clean transport. Further, the use of vehicles other than those driven by electricity or liquefied petroleum gas should be banned. To maintain a green living environment, the Administration should strive to promote the planting of greeneries on rooftops and outer walls of buildings so that the green outlook in the Loop could continue.

9. SDEV and DD of Plan/T advised that "to adopt a low carbon economy" was one of the guiding principles in the development of the Loop. To this end, the Administration would consider introducing environmentally friendly transport facilities including cycle tracks to the Loop. Consideration would be given to making use of automated people movers (APMs) as a means for linking the Loop with the Lok Ma Chau Station. While the use of low-emission vehicles would be encouraged, easily-accessible pedestrian networks would be provided to minimise traffic volume. The Administration would also promote green buildings, and this in a way would lead to more greening at rooftops and outer walls. In pursuing a green and sustainable community, the Administration aimed to build up the Loop as a model for other districts to follow.

10. Ir Dr Raymond HO welcomed the Administration's PODP for the Loop and urged the Administration to exercise due care in maintaining the natural environment of the Loop and adjoining areas. Given its size and the natural landscapes, the Administration should strive to preserve as much as possible the natural environment of the Loop. In his opinion, it would be inadequate for the Administration to designate 12.7 hectares of land within the Loop as ecological zone. Wherever possible, the Administration should adjust the proportion of land on cultural and creative industries so that more land could be used for nature conservation. He believed that it would be undesirable for the Loop to become another piece of developed land causing all sorts of environmental problems.

11. DD of Plan/T advised that the Administration intended to reserve 12.7 hectares, i.e. close to one-seventh of the 87.7 hectares, of the Loop for use as an ecological zone in order to preserve the existing bird flight-lines and the corridor for terrestrial animals. It would endeavour to preserve the natural outlook and ecology in the Frontier Closed Area (FCA) including the old course of the SZ River as well as Hoo Hok Wai to the east of the Loop. In sum, SDEV assured members that for the Loop, the Administration aimed to attain a balance between the "development" of higher education, high-tech R&D, cultural and creative industries, and the "conservation" of local ecology and environment.

12. Mr CHEUNG Hok-ming appreciated the Administration's efforts in maintaining the natural environment in the Loop by reserving 12.7 hectares of land as an ecological zone. Nonetheless, he was concerned whether the Administration was able to protect the natural environment of the neighbouring areas, given that most of the land in these areas was under private ownership. Noting that the building heights set for the Loop were largely in par with those for the proposed Kwu Tung North NDA, he enquired whether there would be any corresponding change to the building height in Lok Ma Chau and San Tin areas.

13. SDEV acknowledged that private land ownership in the context of public aspiration for conservation was a complicated issue and had to be steered by the relevant policies. Where justified, land administration measures could be adopted to support those policy objectives, as in the case of economic incentives for heritage conservation involving private land ownership. She would convey Members' concern on nature conservation of land held in private ownership to the Environment Bureau for consideration. DD of Plan/T added that lease conditions of the land in neighbouring areas of the Loop restricted the use for mainly agricultural and fishery purposes. The intention of the PODP was to minimise disturbance to the neighbouring area in order to protect the environment. One way of achieving this would be to reduce as much as possible the dependence on roads. As explained earlier, consideration was given to constructing an APM linking the Loop with the Lok Ma Chau Station, from where passengers would be able to make use of the Lok Ma Chau Spur Line to travel to a new station at Kwu Tung North where ancillary facilities including additional student hostels might be provided. As for the land released by the reduction of the FCA, the Administration would consider adjusting the development density of certain areas with potentials within the "development corridors" located along the two cross-boundary transport routes at Lok Ma Chau and Man Kam To.

14. Mr LEE Wing-tat warned that due to land shortage in built-up areas, private developers were now turning to the New Territories for lands to take forward their development projects. Private developers seeking to develop lands acquired from local owners might resort to different methods to rid their lands of any conservation value, for instance, removal of trees or fill-up of fish ponds. He was worried that, as triggered by the development in the Loop, private developers might begin to set foot on the neighbouring areas. In this respect, he urged the Administration to consider setting up a fund for resuming private land from their owners for the purpose of nature conservation.

15. SDEV thanked Mr LEE for his views and said that land owners were

required to comply with the lease conditions in respect of the use of their lands. She would be happy to share the experience of arrangements under the 2007 Built Heritage Conservation Policy in terms of feasibility for the nature conservation policy with the Secretary for Environment. Principal Assistant Secretary for Development (Planning and Lands)⁵ added that the Recommended Development Plan prepared under the Study of the Land Use Planning for the Closed Area had provided a framework for conservation and development of the areas to be released from the Closed Area. On the basis of the Recommended Development Plan, statutory town plans with permitted land uses and development intensities for respective land use zones clearly specified had been prepared and exhibited under the provision of the Town Planning Ordinance. The area was now subject to statutory planning control.

Promotion of tourism

16. Mr WONG Kwok-hing opined that although its proximity to FCA might be too sensitive, it was worthwhile for the Administration to explore the possibility of turning SZ River around the Loop into a tourist attraction. He hoped boat-rowing would be allowed on SZ River in future.

17. SDEV advised that the pollution problem of the SZ River, including its odour, had rendered it not suitable for tourism and recreational uses. The problem could only be improved by tackling the pollution source up stream from Buji. She learned from SZ officials that a sewage treatment plant to deal with the sewage discharge from Buji would be completed in 2011. This would help to improve the condition of SZ River. As for the old course of the SZ River to the south of the Loop, DD of Plan/T pointed out that the water body at this location together with the planned ecological zone of the Loop would be for conservation where human activities should be minimised.

Boundary crossing point at the Loop

18. Mr Ronny TONG referred the Administration to paragraph 5(k) and enquired whether a permanent boundary crossing point would be provided to foster the integration of the Loop with SZ.

19. SDEV responded that the boundary crossing facilities linking the northern end of the Loop with SZ was a long-term proposal. The two existing boundary control points situated to the west of the Loop would have sufficient capacity to serve the increased cross boundary traffic arising from the development of the Loop. The Administration would examine provision of improved linkage facilities from the existing boundary control points to

enhance accessibility to the Loop. DD of Plan/T supplemented that the opening of a permanent boundary crossing point for the Loop depended largely on the progress of development in Area C. At present, there was no clear development plan or timetable for this possible additional boundary crossing point.

Residential development in the Loop

20. Mr Ronny TONG enquired whether there would be any residential development in the Loop to cater for the housing needs of those working in the Loop. SDEV responded that apart from dormitory facilities of academic institutes for students, staff and visiting scholars, no provision was made in the Loop for residential development.

21. Mr CHAN Kam-lam welcomed the PODP and commented that given Hong Kong as a whole was in acute shortage of land for development, the Administration should act in a far bolder way taking the Loop project forward as soon as possible. In this connection, he was concerned that the Administration only intended to provide accommodation for 500 hotel guests. In order to turn the Loop into a vibrant and prosperous place, the Administration should follow the footsteps of some overseas countries by setting aside more land for residential developments so that the Loop could maintain a steady population of its own.

22. SDEV pointed out that there had been rising community aspiration for more nature conservation. It was necessary for the Administration to strike a proper balance between conservation and development. DD of Plan/T said that while there would be no provision for residential developments within it, the Loop would be provided with supportive commercial facilities such a seating place, supermarkets and office accommodation for cultural and creative industries. As for major commercial and residential developments, it was the Administration's plan to concentrate them in Kwun Tung North. To support higher education, the Loop would provide dormitory facilities for some 12 000 students.

Higher education in the Loop

23. Mrs Regina IP enquired about the development of higher education in the Loop, asked whether the Loop would be used as a base for manpower training for students from SZ or Hong Kong.

24. SDEV advised that the Loop would be jointly developed by the HK and SZ governments based on the principle of "collaborative development for mutual benefits". To this effect, the Education Bureau was discussing

with SZ authorities in mapping out details of the higher education in the Loop. A separate working group comprising representatives from both sides would be formed.

25. Mr Albert CHAN found it necessary for the Administration to refrain from practicing favouritism in selecting academic institutions for providing higher education in the Loop. SDEV assured members that the screening of academic institutions for running higher education in the Loop would be carried out in a fair, impartial and open manner.

On the Preliminary Outline Development Plan

26. Mrs Regina IP pointed out that since Hong Kong was short of land supply, the Administration should exercise due care in the planning of the Loop which, in close proximity to SZ, would have a key role to play in facilitating the economic restructuring of HK. As actual development of the Loop would not come to existence in the next ten years, she urged the Administration to accord flexibility to PODP so that changes generated by the rapidly moving economic environment could be made as and when necessary

27. DD of Pland/T advised that greatest flexibility had been incorporated into PODP for the Loop. The Administration could adjust zoning of the Loop in line with changing circumstances.

28. Mr IP Kwok-him said that while he was pleased to see the release of PODP for the Loop, he noted with concerns that both Area A and Area B were inside FCA. He believed that this would inevitably affect the pace of the development within the Loop, dragging it behind Area C in SZ.

29. SDEV clarified that both Area A and Area B would be released from the Closed Area, which had already been announced by the Administration. This meant that Hong Kong people would be able to travel freely to and from the Loop without having to going through any special arrangements. As for Area C, its present land uses and facilities would remain in the interim period. The development proposals in Area C were long-term plan, which would only be implemented in later year.

Other views

30. Given the uniqueness of the Loop, Mr IP Kwok-him was concerned about land ownership and mode of development in the Loop. He enquired whether the HK and SZ governments had reached any formal agreement in this regard.

31. SDEV said that the issues on land ownership and mode of development of the Loop were still subject to further discussion by the two governments. She was confident that the two governments, in the spirit of “collaborative development for mutual benefits”, would be able to find the needed solution.

32. Mr Albert CHAN commented that the development in the Loop was posing a great challenge to the Administration going for a sustainable development on one hand, and attending to the calls for natural conservation on the other. In this view, contrary to the proposed private development in Nam Sang Wai, the development in the Loop tended to give the public an impression that the Administration was giving differential treatments to private and public developments at locations with equally high ecological value. He casted doubt on the appropriateness for the Administration to turn the Loop into a developed area which would stand at odds with the surrounding areas of high ecological value. In the absence of a thorough environmental study, he warned that the Loop might follow Nam Sang Wai as another battlefield for the concerned groups to fight for nature conservation. He did not believe that the developments at the Loop would have no adverse effects on the wetland areas along the border.

33. SDEV advised that the Study on Land Use Planning for the Closed Area completed by the Administration earlier had provided an overall framework for the conservation and development of the areas to be released from the Closed Area, including the Loop. To meet the long-term development needs of HK, it was inevitable that more land would be made available for development in the New Territories in coming years. The PODP of the Loop was prepared on the basis of detailed environmental studies and public views received in previous engagement exercises. The proposed land uses had obtained general support of the community. Detailed environmental studies illustrated that the ecological value of the Loop would be preserved by the measures currently proposed in the PODP. There were other places with higher ecological value in the areas to be released from the Closed Area that might warrant more stringent conservation measures.

V PWP Item No. 5013GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works

(LC Paper No. CB(1)735/10-11(06) -- Administration's paper on 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works

LC Paper No. CB(1)735/10-11(07) -- Paper on Liantang/Heung Yuen Wai Boundary Control Point prepared by the Legislative Council Secretariat (Updated background brief))

34. SDEV advised that the preparation for the Liantang/Heung Yuen Wai Boundary Control Point (the new BCP) had been making good progress. The Administration was working towards the target of starting construction works in 2013 and completing the project no later than 2018. The proposal presented to the meeting was about a detailed design and ground investigation for the new BCP and associated works, at an estimated cost of \$265.8 million. The support of the Public Works Subcommittee to this proposal would be sought in January 2011. In the past, funding approvals for two projects related to the new BCP, namely the investigation and preliminary design for the development of the BCP, and the provision of a village resite area for the reprovisioning of Chuk Yuen Village, had been granted. The investigation and preliminary design had been substantially completed in December. Construction of the resite area for Chuk Yuen Village had commenced. The Hong Kong and Shenzhen authorities had reached consensus on the capacity and scale of the new BCP. Looking ahead, an international competition would be organised at a later stage with a view to formulating the best design for the passenger terminal building. For the new BCP project to further proceed, she hoped to have the Panel's support to the funding proposal for the detailed design and ground investigation for the project.

35. With the aid of a powerpoint presentation, Chief Engineer/Boundary Control Point, Civil Engineering and Development Department briefed members on the progress of the new BCP and associated works.

(Post-meeting note: A set of powerpoint presentation materials on Liantang/Heung Yuen Wai Boundary Control Point and associated works (Chinese version only) was circulated to members on 17 December 2010 vide LC Paper No. CB(1)845/10-11(02).)

Facilities at the Liantang/Heung Yuen Wai Boundary Control Point

36. Mr CHAN Kam-lam enquired whether the new BCP would provide 24-hour cross-boundary clearance service. He opined that such service, being provided at the Lok Ma Chau Boundary Control Point, was essential to the increasing traffic between Hong Kong and Shenzhen. As construction would begin in three years, the two sides should agree early on whether to provide 24-hour service so that the facilities to be planned and fixed at the BCP could meet the requirements of the future cross-boundary clearance service. To enhance operational efficiency, advanced technology should be applied to the design of facilities. He hoped that travellers could access the new BCP easily by private cars or public transportation, such as vans and taxis, without being required to hold a Closed Area Permit. Car parking spaces should be provided for private cars.

37. Mr Albert CHAN said that the conceptual layout design of the new BCP as presented by the Administration was satisfactory in that vehicles would be allowed to take passengers to the control point. He held the view that the Administration should confirm that the new BCP would adopt an open access mode, whereby vehicles could drop off and pick up passengers near the passenger clearance hall. In drawing up the proposed detailed design for the new BCP, the Administration should study whether a multi-storey car park for over one thousand vehicles could be provided for park-and-ride cross-boundary travellers. The number of parking spaces at the Huanggang Boundary Control Point would be a reference. He opined that, to meet changing needs, the facilities at the new BCP should be designed to provide 24-hour cross-boundary clearance service, no matter such service would be offered at initial operation or not.

38. Head of Civil Engineering Office, Civil Engineering and Development Department (H/CEO, CEDD) replied that the mode of operation of the new BCP had yet to be discussed with Shenzhen. The concerned authorities of Shenzhen and Hong Kong would maintain close communication with a view to reaching a consensus on operational arrangements.

39. SDEV supplemented that the Administration was planning the operation of the new BCP in a forward-looking manner. The feasibility of facilitating direct access to the BCP by private or public transportation was being studied. The Security Bureau, the Police, the Customs and Excise Department and other concerned parties would work closely together on the operation of the new BCP, including the need for the provision of 24-hour cross-boundary clearance service. As for car parking facilities, which would

be worked out at a later stage, there might be space and technical constraints for building a large car parking complex. However, the Administration would explore the feasibility.

40. H/CEO, CEDD advised that while direct access of private cars to the new BCP would be facilitated as far as possible, the Administration was concerned that this might cause deterioration of air quality in the area and the vicinity. The Administration had embarked on a study to look into the provision of facilities at the new BCP for the convenience of the public. The study would be completed early next year.

The connecting road

41. Mr Albert CHAN enquired whether the Administration would consider building a dual three-lane road, instead of a two-lane road, to connect the new BCP with Fanling Highway. He considered that the land along the connecting road had great potentials to be developed into small-to-medium communities with a total population of 30,000 to 50,000 and relieve the shortage of land supply for housing. In this regard, the Administration should formulate a more suitable plan for the road system in the nearby areas.

42. SDEV replied that only limited land was available for the development of this project. The construction of a dual three-lane road would likely involve difficulties in assembly of land. Nevertheless, she agreed that improvement on transportation infrastructure would facilitate development of land. The Administration would explore the potentials of the land along the connecting road in respect of relieving the shortage of land for housing purposes.

43. H/CEO, CEDD explained that the proposal for constructing a dual two-lane road was based on the projection of traffic flow at the concerned area up to 2030, with spare capacity for demands arising from new developments along the route. The latest routing had been gazetted and was a result of a lengthy consultation with residents of 22 villages. It would also be technically difficult to make the tunnels dual three-lane. SDEV added that, in order not to delay the operation of the new BCP, it was important to proceed with the existing design and the constructions as scheduled.

44. With reference to paragraph 8 of the paper which was about the phasing of the construction of the connecting road, Mr IP Wai-ming asked, while the Administration held the view that phased construction would cause an overflow of traffic to the existing road network, how the Administration

would handle the traffic during the one-off construction period, which would last for years.

45. H/CEO, CEDD advised that phased construction referred to completing a dual single-lane road first. However, this would turn the excess traffic on the road to other roads nearby, such as Man Kam To Road and Sha Tau Kok Road, which had no spare capacity. Besides, phased construction would incur an additional HK\$1 billion in the overall cost. Having considered various options and the cost implications, the Administration decided not to take the phasing approach.

Other issues

46. The Chairman enquired whether the international design competition mentioned by SDEV would focus on the entire BCP area or the passenger terminal building. H/CEO, CEDD replied that the design would cover the passenger terminal building only and the competition would be co-organised with the Shenzhen authorities.

47. H/CEO, CEDD informed the Panel that the total capital cost of the new BCP project was originally estimated to be \$8.6 billion. Taking into account the views collected during recent public consultations, the Administration had drawn up a revised plan for the project with the length of the proposed connecting road extended for one kilometre and the area of the site enlarged for five more hectares. It was estimated that these changes might increase the cost of the project by 20% to 30%.

48. Members supported the Administration's proposal to upgrade part of 13GB "Liantang/Heung Yuen Wai Boundary Control Point and associated works" to Category A to carry out detailed design and ground investigation.

VI Work progress of Development Opportunities Office

(LC Paper No. CB(1)735/10-11(08) -- Administration's paper on work progress of the Development Opportunities Office

LC Paper No. CB(1)735/10-11(09) -- Paper on Development Opportunities Office prepared by the Legislative Council Secretariat (Updated background brief))

49. SDEV briefed members on the work progress of the Development Opportunities Office (DOO) in the past eight months. In sum, DOO had been facilitating a large number of land development proposals that carried wider social or economic benefits. As for whether DOO should turn into a permanent office of the Administration, SDEV would discuss that with members at a later stage. DOO had been overseeing the formulation and implementation of measures to encourage and facilitate the revitalisation of older industrial buildings. She highlighted that, having considered the comments and suggestions expressed by concerned parties, the review on the effectiveness and implementation issues of the measures would be advanced to the end of 2010.

50. The Chairman asked if DOO's major role was to coordinate the work of various departments in the approval of land development projects so that the process could be accelerated. SDEV clarified that DOO was not an approving authority but experience so far indicated that DOO provided a platform for relevant bureaux and departments to jointly assess the merits of individual land development proposals, and this assessment was considered helpful for subsequent approval process.

51. Mr Albert CHAN enquired whether the Administration could disclose the reasons for which certain land development proposals had failed to have the support of the Land and Development Advisory Committee (LDAC). He also suggested that, if the resources allowed, DOO should proactively identify potential land development projects to render consultation and coordination services. He cited the industrial buildings at Tai Wo Hau and the Tsuen Wan Slaughterhouse as examples of potential land development projects that would need DOO's proactive involvement.

52. In response, SDEV advised that the problems with those land development proposals which had failed to have LDAC's support might relate to ecology, nature conservation, land and transport access, etc. The details about four such proposals could be found in Annex C to the Administration's paper. She could provide more information to Mr CHAN about the Administration's considerations over any of these proposals if required. Regarding DOO's proactive involvement, while acknowledging that the Office had a heavy workload but very limited resources, SDEV agreed that DOO could introduce its service to proponents of land development projects so that they might choose to use DOO's consultation and coordination service at an early stage. She welcomed members' referral of any such proposals to DOO, adding that the Office would normally assist land development proposals before they were submitted to the Town Planning Board.

VII Any other business

53. There being no other business, the meeting ended at 6:35 pm.

Council Business Division 1
Legislative Council Secretariat
17 February 2011