

**立法會**  
***Legislative Council***

LC Paper No. CB(1)301/15-16  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/DEV

**Panel on Development**

**Minutes of meeting**  
**held on Tuesday, 10 November 2015, at 8:30 am**  
**in Conference Room 1 of the Legislative Council Complex**

**Members present** : Hon Tony TSE Wai-chuen, BBS (Chairman)  
Hon LEUNG Che-cheung, BBS, MH, JP (Deputy  
Chairman)  
Hon James TO Kun-sun  
Hon CHAN Kam-lam, SBS, JP  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon CHAN Hak-kan, JP  
Hon CHAN Kin-por, BBS, JP  
Hon IP Kwok-him, GBS, JP  
Hon Mrs Regina IP LAU Suk-yee, GBS, JP  
Hon Alan LEONG Kah-kit, SC  
Hon LEUNG Kwok-hung  
Hon Albert CHAN Wai-yip  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon James TIEN Pei-chun, GBS, JP  
Hon WU Chi-wai, MH  
Hon YIU Si-wing, BBS  
Hon CHAN Chi-chuen  
Hon CHAN Han-pan, JP  
Dr Hon Kenneth CHAN Ka-lok  
Hon CHAN Yuen-han, SBS, JP  
Hon Alice MAK Mei-kuen, BBS, JP  
Dr Hon KWOK Ka-ki

Dr Hon Fernando CHEUNG Chiu-hung  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP

**Members attending** : Hon Frankie YICK Chi-ming, JP  
Hon Martin LIAO Cheung-kong, SBS, JP

**Members absent** : Hon Albert HO Chun-yan  
Dr Hon LAU Wong-fat, GBM, GBS, JP  
Hon Frederick FUNG Kin-kee, SBS, JP  
Hon Cyd HO Sau-lan, JP  
Dr Hon Helena WONG Pik-wan  
Dr Hon Elizabeth QUAT, JP

**Public officers attending** : **Agenda item VI**

Mr Eric MA Siu-cheung, JP  
Under Secretary for Development

Mr Michael CHAN Chun-fung  
Principal Assistant Secretary (Planning and Lands)<sup>5</sup>  
Development Bureau

Mr David LAM Chi-man  
District Planning Officer/Tuen Mun & Yuen Long West  
Planning Department

Mr Daniel LAM Lap-tak  
Chief Engineer/New Territories West 2  
Civil Engineering and Development Department

**Agenda item VII**

Mr Vincent MAK Shing-cheung  
Principal Assistant Secretary (Works)<sup>3</sup>  
Development Bureau

Mr WONG Hok-ning, JP  
Head of Geotechnical Engineering Office & Deputy  
Commissioner of Mines  
Civil Engineering and Development Department

**Clerk in attendance** : Ms Sharon CHUNG  
Chief Council Secretary (1)2

**Staff in attendance** : Mr Fred PANG  
Senior Council Secretary (1)2

Mr Raymond CHOW  
Senior Council Secretary (1)6

Ms Maggie LAU  
Council Secretary (1)2

Ms Christina SHIU  
Legislative Assistant (1)2

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Action

**I Confirmation of minutes**

(LC Paper No. CB(1)106/15-16 -- Minutes of meeting on  
15 October 2015)

The minutes of the meeting on 15 October 2015 were confirmed.

**II Information papers issued since the meeting on 22 July 2015**

(LC Paper No. CB(1)1138/14-15(01) -- Issue raised at the meeting  
between Legislative Council  
Members and Islands  
District Council members on  
14 May 2015 relating to  
maintenance and  
reconstruction of public  
piers

LC Paper No. CB(1)1150/14-15(01) -- Letter from Dr Hon Kenneth  
CHAN to the Tree  
Management Office dated  
23 July 2015 on  
management of trees  
growing on slopes or  
retaining walls

- LC Paper No. CB(1)1156/14-15(01) -- Issue raised at the meeting between Legislative Council Members and Southern District Council members on 7 May 2015 relating to proposal to rezone the site of Hong Kong Police College at Wong Chuk Hang for residential use
- LC Paper No. CB(1)1176/14-15(01) -- Administration's response to the letter from Dr Hon Kenneth CHAN to the Tree Management Office dated 23 July 2015 on management of trees growing on slopes or retaining walls (LC Paper No. CB(1)1150/14-15(01))
- LC Paper No. CB(1)1181/14-15(01) -- Letter from Dr Hon Kenneth CHAN dated 10 August 2015 on the removal of the stone-wall trees on Bonham Road on 7 August 2015 and the Administration's work on tree management
- LC Paper No. CB(1)1189/14-15(01) -- Letter dated 13 August 2015 from six Members about holding a meeting to discuss the issues related to the discovery of excess lead in drinking water
- LC Paper No. CB(1)1189/14-15(02) -- The Chairman's reply dated 18 August 2015 to the letter dated 13 August 2015 from six Members about holding a meeting to discuss the issues related to the discovery of excess lead in drinking water (LC Paper No. CB(1)1189/14-15(01))
- LC Paper No. CB(1)1195/14-15(01) -- Administration's paper on Planning, Engineering and Architectural Study for

Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge Stage 1 Community Engagement

LC Paper No. CB(1)1222/14-15(01) -- Administration's response to the letter from Dr Hon Kenneth CHAN dated 10 August 2015 on the removal of the stone-wall trees on Bonham Road on 7 August 2015 and the Administration's work on tree management (LC Paper No. CB(1)1181/14-15(01))

LC Paper No. CB(1)1243/14-15(01) -- Issue raised at the meeting between Legislative Council Members and Kowloon City District Council members on 11 June 2015 relating to public housing supply at the Kai Tak Development Area

LC Paper No. CB(1)1256/14-15(01) -- Letter dated 16 September 2015 from Hon CHAN Han-pan on offering concession on water charges and rent relief to public housing tenants affected by the "excess lead found in drinking water" incident

LC Paper No. CB(4)1313/14-15(02) -- Third Annual Report on the implementation of Law Reform Commission's recommendations

LC Paper No. CB(1)1275/14-15(01) -- Issues raised at the meeting between Legislative Council Members and Tai Po District Council members on 22 January 2015 relating to policies in respect of the provision of parking spaces

LC Paper No. CB(1)1309/14-15(01) -- Administration's response to

the letter dated 16 September 2015 from Hon CHAN Han-pan on offering concession on water charges and rent relief to public housing tenants affected by the "excess lead found in drinking water" incident (LC Paper No. CB(1)1256/14-15(01))

LC Paper No. CB(1)40/15-16(01) -- Letter from the Administration dated 10 June 2015 to Dr Hon CHIANG Lai-wan on two items on the Panel's "list of outstanding items for discussion", i.e. (a) planning of Kowloon West; and (b) enhancement and beautification for streets in Kowloon West

LC Paper No. CB(1)45/15-16(01) -- Letter from Acting Head of Energizing Kowloon East Office dated 20 October 2015 relating to the Government's invitation for expression of interest for developing the Tourism Node at Kai Tak)

2. Members noted that the above information papers had been issued since the meeting on 22 July 2015.

### **III Items for discussion at the next meeting**

(LC Paper No. CB(1)105/15-16(01) -- List of outstanding items for discussion)

3. Members agreed that the next regular meeting scheduled for Tuesday, 24 November 2015 at 2:30 pm would be extended to end at 6:00 pm to discuss the following items proposed by the Administration --

(a) Capital Works Reserve Fund block allocations for 2016-2017;

- (b) PWP Item No. 3456RO -- Tsui Ping River Garden (Reprovisioning of Shing Yip Street Rest Garden);
- (c) PWP Item No. 7213CL -- Engineering Works for Ha Mei San Tsuen Village Expansion Area; and PWP Item No. 7394CL -- Sha Tin New Town -- Stage 2 - servicing and extension of Pai Tau Village in Area 6A; and
- (d) Tree management on private properties and revamp of the Guidelines for Tree Risk Assessment and Management Arrangement.

*(Post-meeting note: At the request of the Administration and with the concurrence of the Chairman, the discussion on the item "PWP Item No. 7213CL -- Engineering Works for Ha Mei San Tsuen Village Expansion Area; and PWP Item No. 7394CL -- Sha Tin New Town -- Stage 2 - servicing and extension of Pai Tau Village in Area 6A" was deferred to the regular meeting on 22 December 2015, and the meeting on 24 November would end at 5:35 pm. Members were informed of the above arrangements on 12 November 2015 vide LC Paper No. CB(1)153/15-16.)*

#### **IV Matter arising from the meeting on 22 July 2015**

Proposal for setting up a subcommittee under the Panel to study the issues relating to redevelopment of buildings developed under the Civil Servants' Co-operative Building Society Scheme

(LC Paper No. CB(1)105/15-16(02) -- Paper on proposal for setting up a subcommittee under the Panel to study the issues relating to redevelopment of buildings developed under the Civil Servants' Co-operative Building Society Scheme prepared by the Legislative Council Secretariat)

4. Members noted the paper prepared by the Legislative Council Secretariat (LC Paper No. CB(1)105/15-16(02)) on the proposal for setting up a subcommittee under the Panel to study the issues relating to

redevelopment of buildings developed under the Civil Servants' Co-operative Building Society Scheme, and endorsed the setting up of the subcommittee with the proposed terms of reference, work plan and time frame as set out in paragraphs 11 to 14 of the paper. The Chairman advised that the Panel Clerk would inform the Clerk to the House Committee of the Panel's decision accordingly.

## **V Matter arising from the special meeting on 9 October 2015**

### Proposal on conducting an overseas duty visit to study development of seawater desalination

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|--------------------------|---|
| (LC Paper No. FS07/14-15 | -- Paper on seawater desalination technologies prepared by the Research Office of the Legislative Council Secretariat (Fact sheet)  |
| LC Paper No. FS08/14-15  | -- Paper on seawater desalination in Israel prepared by the Research Office of the Legislative Council Secretariat (Fact sheet)     |
| LC Paper No. FS09/14-15  | -- Paper on seawater desalination in Singapore prepared by the Research Office of the Legislative Council Secretariat (Fact sheet)  |
| LC Paper No. FS10/14-15  | -- Paper on seawater desalination in Australia prepared by the Research Office of the Legislative Council Secretariat (Fact sheet)) |

5. The Chairman said that at the special meeting held on 9 October 2015, the Panel had agreed to conducting an overseas duty visit to study the development of seawater desalination, but members had not yet decided whether to visit Israel or Singapore. The Chairman sought members' views on the destination.

6. Mr LEUNG Kwok-hung opined that before deciding on the destination, the Panel should first ascertain the seawater desalination technology to be adopted in Hong Kong, and then choose a destination which adopted the same technology to learn from its experience. The Chairman advised that, as far as he understood, both the desalination plants in Singapore and the proposed desalination plant in Hong Kong adopted/would adopt the technology of reverse osmosis.

7. Mr YIU Si-wing held the view that, compared with Israel, Singapore shared more common ground with Hong Kong as far as water supply was concerned. The water supply for Singapore depended on the importation of fresh water from Malaysia, seawater desalination and production of reclaimed water. He suggested that the Panel should visit Singapore to study its experience in seawater desalination. Mr CHAN Kam-lam shared Mr YIU's views.

8. Ir Dr LO Wai-kwok proposed that in addition to visiting Singapore, the Panel should take the opportunity to visit Australia, since the latter's experience in the use of recycled water was worth studying.

9. The Chairman said that the Panel had considered various places for conducting a duty visit, including Australia, at its special meeting held on 9 October 2015 but had finally decided to consider Israel and Singapore only. After taking into account the purpose of the proposed visit, the time available for the visit, and members' views expressed at the last and the present meetings, the Chairman suggested that the Panel should pay a visit to Singapore between 21 (Monday) and 24 (Thursday) March 2016. The delegation could depart from Hong Kong on 20 March 2016 (Sunday).

10. Members agreed to the Chairman's suggestion. The Chairman asked the Clerk to prepare a proposal setting out the objectives, a tentative schedule, a preliminary visit programme and the estimated expenditure for the proposed visit for members' consideration.

*(Post-meeting note: A proposal with more details about the overseas duty visit was circulated to members vide LC Paper No. CB(1)163/15-16(03) on 17 November 2015 for discussion at the meeting on 24 November 2015.)*

## **VI Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas – Stage 1 Community Engagement**

(LC Paper No. CB(1)105/15-16(03) -- Administration's paper on Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas -- Stage 1 Community Engagement)

11. Under Secretary for Development ("USDEV") highlighted the background of the Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas ("the Study"). With the aid of a powerpoint presentation, District Planning Officer/Tuen Mun and Yuen Long West, Planning Department ("DPO/PlanD(TM&YLW)"), briefed members on the proposed land uses and planning considerations for the Potential Development Areas ("PDAs") identified under the Study and the Stage 1 Community Engagement ("ComE1") launched on 7 September 2015.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)147/15-16(01) by email on 10 November 2015.)*

Need for a comprehensive planning for land development in Hong Kong

12. The Panel noted the Administration's proposal that the PDAs were suitable to be developed into a modern logistics/green industry hub to address the demand for sites in Hong Kong, and to create job opportunities for the Tuen Mun District and the territory.

13. Mr Albert CHAN considered that the planning objectives for Tuen Mun Areas 40 and 46 and the adjoining areas ("the Study Area") should dovetail with the long-term territorial land development strategy for Hong Kong. He noted that the proposed land uses for the PDAs had not been included in the final report of the Hong Kong 2030: Planning Vision and Strategy Study ("the HK2030 Study") released in 2007. Mr CHAN requested the Administration to provide a clear picture showing the directions for future land development planning for Hong Kong to justify the proposed land uses for the PDAs.

14. Miss CHAN Yuen-han shared Mr Albert CHAN's view that the planning of the Study Area must be complementary to the territorial land use strategy. She said that the Administration's proposal to construct artificial islands in the central waters to develop a core business centre was another example of land development proposals without sufficient information supporting the planning objectives.

15. The Chairman opined that the Administration should provide sufficient information and data to the public on why the PDAs were suitable to be developed into a modern logistics/green industry hub.

16. USDEV advised that the proposed land uses for the PDAs followed the planning framework and vision set out in the final report of the HK2030 Study. In the light of the changing needs of Hong Kong, the HK2030 Study was being reviewed and a comprehensive planning strategy would be formulated. The Administration planned to announce the updates on the HK2030 Study, which was named as "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("the HK2030+ Study"), in the first quarter of 2016.

17. Mr Albert CHAN did not agree that the Study should be proceeded with before the HK2030+ Study was completed. He raised objection to the proposals in the discussion paper on the ground that they were not underpinned by a comprehensive land planning strategy for Hong Kong.

#### Proposed development of a modern logistics/green industry hub in the Study Area

##### *Logistics facilities to be developed in the Study Area*

18. Mr Frankie YICK said that the logistics industry supported the Administration's proposal to develop the PDAs for logistics uses. He considered that, with the proximity to the Hong Kong-Zhuhai-Macao Bridge and the Tuen Mun-Chek Lap Kok Link ("TM-CLKL"), which were under construction, the Study Area could provide ideal sites for logistics development. Mr YICK added that, in the light of the rapid development of online shopping in the Mainland, Hong Kong was well-positioned to attract the anchoring of third party logistics service providers. He opined that the waterfront site in PDA-C was suitable for logistics uses as the water frontage would facilitate the loading and unloading of containers.

19. Pointing out that the logistics industry needed large container yards for operation, Mr WU Chi-wai expressed doubt on whether the development of the PDAs could cater for such needs, and whether the modern logistics facilities to be developed in the PDAs could attract the brownfield operators in other districts to move in.

20. USDEV advised that the PDAs were proposed for modern logistics use/green industry, such as high value-added logistics services, rather than

the conventional ones. DPO/PlanD(TM&YLW) explained that the PDAs could be developed into a high value-added logistics hub where distribution, packaging, testing and certification services would be provided to handle high value goods. Logistic buildings in the PDAs should be similar to those recently completed purpose-built modern logistics developments in Kwai Tsing.

21. Ir Dr LO Wai-kwok opined that the Administration should consider developing multi-storey logistics facilities in the PDAs to meet the strong demand for operational space of the logistics industry.

22. Miss Alice MAK expressed support for the proposed planning for the Study Area. She was concerned how the multi-storey logistics centres proposed to be provided in the PDAs would accommodate the existing logistics operations in the brownfield sites.

23. DPO/PlanD(TM&YLW) replied that, according to the views collected from the logistics sector, logistics buildings in the PDAs should cater for the special needs of high value-added logistics services. As the PDAs were located near the Tuen Mun New Town, where the manpower supply would be adequate, they were suitable sites for the development of high value-added logistics.

24. Mr Frankie YICK said that the Tuen Mun District Council might be interested in knowing more about high value-added logistics service. He would be happy to arrange a visit for the District Council to modern logistics facilities in Hong Kong.

#### *Size of the logistics sites*

25. Miss Alice MAK held the view that if sites of large areas in the PDAs were to be released for logistics operations by tender, the successful tenderers might lease out the sites for high rentals which might be unaffordable to small- to medium-sized enterprises ("SMEs"). Miss CHAN Yuen-han was worried that the tenders for logistics sites would eventually be awarded to large enterprises which were already the dominant players in the logistics industry. To support the operation of the SMEs, she suggested that the Administration should put up for sale smaller sites for logistics operations. Miss CHAN expressed dissatisfaction on the Administration's slow action in addressing the needs of local SMEs.

26. USDEV responded that the target users of logistics buildings in the PDAs would be the business operators of high value-added logistics services. According to these operators, while the floor space within the buildings could be subdivided into units for small operators, the sites should be large enough so that vehicular access to each floor would be possible.

#### *Transport infrastructure*

27. Noting that the construction of the Tuen Mun West Bypass ("TMWB") was still under planning, Miss Alice MAK said that the development of the PDAs without provision of new transport infrastructure would cause traffic congestion in the area and affect local residents. Miss CHAN Yuen-han echoed the view of Miss MAK and expressed concern that the logistics operations in the PDAs would cause adverse traffic impacts. Ir Dr LO Wai-kwok shared the views of Miss MAK and Miss CHAN and remarked that Lung Mun Road, which was about to reach its capacity, would not be able to cope with the increase in the traffic in the near future.

28. DPO/PlanD(TM&YLB) advised that the planning of the PDAs had taken into account the capacities of road networks. The completion of TMWB was a prerequisite for the development of the proposed PDAs. While TMWB was still under planning, the Tuen Mun District Council had been consulted on the alignment.

29. Considering that the tolls of TM-CLKL would increase the operation costs of the logistics industry, Miss Alice MAK urged the Administration to waive the tolls of TM-CLKL for all users when it was commissioned.

#### *Policy support*

30. Miss Alice MAK remarked that, while the Development Bureau ("DEVB") was responsible for identifying land suitable for logistics uses, the provision of transport infrastructure, which was under the purview of the Transport and Housing Bureau ("THB"), was crucial to the development of the logistics industry in Hong Kong. Miss MAK said that the SMEs of the logistics sector were facing various difficulties, including high land rentals, increasing transport cost and shortage of manpower. In this regard, she urged the Administration to allocate more resources to support the logistics industry. The Chairman shared Miss MAK's views and called on DEVB to coordinate with THB on taking measures to support the development of the logistics industry in Hong Kong. USDEV said that DEVB would maintain

close communication with THB on addressing the development needs of the logistics industry.

*Views on logistics development in Hong Kong*

31. Mr Frankie YICK pointed out that, according to a study undertaken by the logistics sector and academics, in addition to container yards, 70 hectares of new land or 5 million square feet of storage space were required to address the development needs of high value-added logistics services in Hong Kong. Moreover, the land for container yards, which were vital to the logistics chain, was also in shortage.

32. Given the rapid growth of online shopping, Mr Michael TIEN enquired about the role that Hong Kong, planned to be developed as a regional logistics hub, would play in providing high value-added logistics services, as compared to Mainland cities like Shanghai and Beijing. In reply, DPO/PlanD(TM&YLW) advised that the taxation policy and customs clearance system had strengthened the competitive edge of Hong Kong as a regional distribution centre to handle the distribution of high value goods, such as high-end fashion and electronic products to other Asian cities.

33. Mr WU Chi-wai enquired about the Administration's plan to relocate the existing container yards in Hung Shui Kiu and North East New Territories to achieve greater cost-effectiveness in the use of land resources and mitigate the environmental impact made by the operations at brownfield sites. USDEV advised that the planning study for the Hung Shui Kiu New Development Area would investigate the ways to consolidate the existing brownfield sites scattered around Hung Shui Kiu.

34. Noting that the Administration had proposed to reserve land sites in a number of areas like Siu Ho Wan, Hung Shui Kiu and Tuen Mun for logistics uses, Mr YIU Si-wing suggested that the Administration should provide a clear picture about the different positionings of these areas in logistics operations and the infrastructure facilities to be provided to support their development. He also enquired about the coordination between the logistics hubs in Hong Kong and Guangdong.

35. DPO/PlanD(TM&YLW) replied that DEVB had been collaborating with THB on promoting logistics development in Hong Kong. According to the forecast of demand for land of economic land use, there would be a strong demand for high value-added logistics services in future. The logistics sector also indicated that the land resources for logistics uses could not meet the demand of the industry. He clarified that the Administration had no confirmed plan to develop logistics facilities at Siu Ho Wan.

36. Mr Frankie YICK urged the Administration to expedite the feasibility study on developing multi-storey facilities at suitable sites in Kwai Tsing for the parking of container trucks/goods vehicles and the handling of containers.

#### Proposed land uses for the Potential Development Areas

37. Mr YIU Si-wing enquired whether the Administration would consider developing commercial buildings and staff quarters in the PDAs. DPO/PlanD(TM&YLW) responded that the provision of supporting facilities, such as office space, testing and certification centres, would be considered at the detailed planning stage. However, residential uses in the PDAs would be subject to adverse air quality and vehicular/industrial noise impacts in the areas and might not be able to meet the environmental requirements.

38. The Deputy Chairman pointed out that the supply of industrial sites could not meet the demand of local enterprises, which had shifted their operations from Mainland back to Hong Kong. Noting that the land reserved for industrial uses in the Hung Shui Kiu New Development Area was limited, he suggested that the Administration should consider allocating land for industrial uses in the PDAs.

39. USDEV advised that the Administration held an open attitude to different views on the land use planning for the Study Area. All the views collected in ComE1 would be taken into consideration in formulating the land uses, development scale and development strategy for the Study Area for consultation at the next stage of the Study.

#### Development constraints

##### *Air quality*

40. Given that there were power stations near the PDAs, Mr Albert CHAN said that air quality assessment should be included in the Study to ensure that no harmful air pollutants would affect the health of people who worked in the PDAs. DPO/PlanD(TM&YLW) replied that the locations of PDAs were far from the power stations. However, the future toll plaza of TM-CLKL nearby might pose adverse air quality impacts. Taking into account the results of initial assessment on air quality in the Study Area, the Administration considered that the PDAs were not suitable for residential

development. He added that the Environmental Impact Assessment for the Study would be conducted at the next stage of the Study.

### *Height restrictions*

41. Ir Dr LO Wai-kwok opined that the geographical locations of the PDAs made them suitable for logistics uses. He expressed concern on whether the existing overhead power lines ("OHL") and pylons near the PDAs would pose constraints on future development of the areas.

42. DPO/PlanD(TM&YLW) advised that those OHL and pylons were important facilities for supplying electricity to North West New Territories. Developments underneath the OHL and pylons would not be considered. The alignment of OHL and pylons and the space required for maintenance works would be taken into account in the detailed development plan to be drawn up in future.

43. In response to the enquiry of Ir Dr LO Wai-kwok on the height restrictions for the PDAs, DPO/PlanD(TM&YLW) said that the developments in the PDAs would be subject to airport height restrictions and the maximum building height was about 100 to 150 metres above Principal Datum. The multi-storey buildings (about six and eight storeys high) to be provided in the PDAs, with a plot ratio of 4, should not exceed the height limit. The Administration considered that the airport height restrictions would not be an insurmountable obstacle to the future development of the PDAs.

### Conservation of the habitat of butterflies in Siu Lang Shui

44. Miss CHAN Yuen-han expressed concern on the impact of the construction works to be carried out in the PDAs on the butterfly overwintering site in Siu Lang Shui. She enquired about the Administration's measures to be taken to conserve the ecology of the habitat of butterflies. USDEV replied that the Administration recognized the importance of nature conservation in the development of the PDAs. The habitat of butterflies in Siu Lang Shui had been classified as a Site of Special Scientific Interest and would be protected from any adverse impact to be made by the proposed development.

### Development strategy

45. Mr Michael TIEN queried whether the Administration had studied the actual market demand for logistics services before drawing up the

development strategy for the Study Area. He opined that, in the light of the establishment of Innovation and Technology Bureau, the Administration should support the development of high-end industry which placed great importance in quality control. However, the land available for the development of high-end industry was inadequate in Hong Kong.

46. The Deputy Chairman said that the TM-CLKL under construction was important to the logistics industry to be operating in the PDAs. Given that the development of the PDAs would be implemented in phases and the local economic development changed rapidly, he held the view that the land uses of each PDA should be determined at a later stage, in particular, the development of PDA-D should be deferred as it would cause adverse environmental impact on the habitat of butterflies in Siu Lang Shui.

### Community engagement

47. Mr Alan LEONG suggested that interactive maps should be created on the Study website to facilitate the public to give suggestions on the planning of the Study Area with the aid of simulation technology and three-dimensional images. USDEV replied that the Planning Department had strived to apply innovative technologies to visualizing public views on the proposed land use planning for the Study Area. However, it took time to analyze the views received before they could be presented in a systematic way by images.

## **VII Review of Landslip Prevention and Mitigation Programme**

(LC Paper No. CB(1)105/15-16(04) -- Administration's paper on review of Landslip Prevention and Mitigation Programme

LC Paper No. CB(1)105/15-16(05) -- Paper on landslip prevention prepared by the Legislative Council Secretariat (Background brief))

48. With the aid of a powerpoint presentation, Head of Geotechnical Engineering Office & Deputy Commissioner of Mines, Civil Engineering and Development Department ("H/GEO/CEDD") briefed members on the recommendations of the review of the Landslip Prevention and Mitigation Programme ("LPMitP"). The details were set out in the Administration's paper (LC Paper No. CB(1)105/15-16(04)).

(*Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)147/15-16(02) by email on 10 November 2015.*)

#### Effectiveness of the work in slope safety management

49. Mr Albert CHAN opined that although Hong Kong's slope safety system was among the best in the world, Hong Kong still faced the landslide hazard caused by extreme rainfall events and the Administration should continue to improve the system with respect to investigation of slopes, implementation of engineering works to deal with landslide risk, and delineation of slope maintenance responsibilities between the Government and private owners. He enquired how new technologies would be applied to further enhance the effectiveness of the Administration's work in slope safety management.

50. H/GEO/CEDD replied that the Administration had been conducting on an ongoing basis researches on the latest technologies and overseas practices for enhancing slope safety in Hong Kong. The present risk mitigation works for natural hillside catchments had incorporated the local experience and insights of slope safety management in the past three decades. The Slope Safety Technical Review Board had conducted annual reviews in order to benchmark the work carried out under LPMitP and other aspects of the slope safety system against international best practices. Apart from keeping pace with technological advancement, the Administration also attached great importance to delineating the responsibilities of slope maintenance and providing public education to maintain public awareness of landslide risk.

51. On Mr Albert CHAN's question about the mechanism and measures to address unclear delineation of responsibilities between the Government and private owners on slope safety management, H/GEO/CEDD advised that the Administration had been maintaining a Catalogue of Slopes which currently contained information on 60 000 sizeable man-made slopes in Hong Kong. An information system was maintained by the Lands Department to provide a reference for the public to identify the owner or party who was responsible for the maintenance of the registered slopes in the catalogue.

#### Delivery targets of the Landslip Prevention and Mitigation Programme

52. Mr CHAN Han-pan and Mr LEUNG Kwok-hung expressed concern that it would take a long time to complete the works under LPMitP to deal with the landslide risk arising from the remaining 17 600 substandard

man-made slopes and 2 800 vulnerable natural hillside catchments, given the limited pledged outputs of the programme (i.e. upgrading 150 government man-made slopes, conducting safety-screening studies for 100 private man-made slopes, and implementing risk mitigation works for 30 natural hillside catchments annually). In response to Mr LEUNG's enquiry on whether the Administration would consider allocating more resources to increase the outputs, H/GEO/CEDD advised that the current pledged annual delivery targets of LPMitP were found to be appropriate in balancing the need to contain landslide risk against public disturbance, and having regard to the capacity of the geotechnical engineering profession and workforce. Nevertheless, the Administration would stay vigilant in monitoring the landslide risk trend and reviewing the appropriateness of the pledged delivery targets, particularly in view of the challenges of climate change. H/GEO/CEDD added that this matter would continue to be regularly addressed in the reviews conducted by the Slope Safety Technical Review Board.

53. Dr KWOK Ka-ki enquired whether the Administration had any plan to train more qualified personnel to carry out the works under LPMitP to achieve greater outputs with respect to conducting safety-screening studies for private man-made slopes. Mr YIU Si-wing opined that although no fatal landslide had been recorded since 2008, it was important for the Administration to continue its efforts in minimizing landslide risk. He enquired why the Administration had reduced the annual outputs of upgrading government man-made slopes and conducting safety screening studies for private man-made slopes from about 250 and 300 respectively under the then Landslip Preventive Measures Programme to about 150 and 100 respectively under LPMitP. The Deputy Chairman enquired about the landslide risk associated with the remaining slopes that had yet to be dealt with under the programme.

54. H/GEO/CEDD responded that as projected by the Administration in 2007 when proposing LPMitP, the high risk man-made slopes that affected major roads and developments had been dealt with by 2010. By then, the risks associated with the remaining man-made slopes were of moderate level, and the Administration had redeployed about half of the resources to help implement risk mitigation works for natural hillside catchments. He advised that the prevailing landslide risk in Hong Kong had remained at a reasonably low level. The current annual outputs of LPMitP would enable the Administration to deal with approximately the worst 1% of both the remaining man-made slopes and natural hillside catchments. The Administration would attach equal importance to carrying out slope maintenance and emergency repair works. H/GEO/CEDD continued that

despite the significant reduction of overall landslide risk after years of efforts, Hong Kong would still face landslide hazard in the long term, having regard to factors such as unanticipated ground conditions and climate change. He assured members that CEDD staff would continue to stay vigilant in monitoring slope safety in Hong Kong, and consolidate experience gained from the implementation of the LPMitP to make continuous improvement.

#### Risk assessment for the remaining slopes

55. Mr YIU Si-wing and the Deputy Chairman enquired whether, to accord priority to the remaining slopes with higher risk for upgrading/migration works and to enhance public awareness of the landslide risk associated with the slopes, including the private ones, the Administration would evaluate and rate the risk of these slopes. Dr KWOK Ka-ki asked whether there was any scoring system to determine the risk of private slopes.

56. H/GEO/CEDD replied that a risk-based priority ranking system was used under LPMitP to determine the rankings of natural hillsides, government and private man-made slopes, and landslide prevention and mitigation works under the programme would be carried out in accordance with the priorities on the ranking list. A mechanism was in place to inject slopes of special concern into LPMitP or accord a higher priority to certain slopes if necessary. As far as government slopes were concerned, the Administration engaged staff to carry out annual routine maintenance works and registered professional engineers once every five years to conduct maintenance Engineer Inspections on these slopes.

#### Maintenance of private slopes

57. Taking in view that private slope owners might face financial or technical difficulties in maintaining their slopes, the Deputy Chairman and Mr CHAN Han-pan enquired about the assistance provided by the Administration to these owners.

58. Dr KWOK Ka-ki opined that the Administration should allocate more resources to assist squatter dwellers and rural villagers living near slopes to deal with the landslide risk arising from the slopes given that these vulnerable groups might have difficulties in improving the safety of the slopes.

59. H/GEO/CEDD replied that the Community Advice and Education Unit in CEDD had been providing outreach services to advise owners on how to proceed with slope maintenance works. The Administration had also put in place the Comprehensive Building Safety Improvement Loan Scheme, under which loans would be provided to individual owners who might wish to obtain financial assistance in carrying out works for improving the safety of private slopes. H/GEO/CEDD advised that in general, the landslide risk arising from private man-made slopes was lower than that from government man-made slopes. While private slope owners should discharge their slope maintenance responsibilities and engage, where appropriate, professionals to assess the safety conditions of the slopes, the Administration would carry out emergency repair works for private man-made slopes where signs of immediate and obvious danger were detected and recover the costs from the concerned owners afterwards.

#### Dangerous hillside orders

60. Dr Kenneth CHAN referred to the Administration's written reply to a question raised by him at a Special Finance Committee meeting in 2015 that up to end-February 2015, the number of outstanding dangerous hillside orders ("DHOs") for owners of private man-made slopes to comply with was 745, and of which, 91 had an overdue period of 10 years or more. He enquired whether relevant government departments including the Buildings Department ("BD") would formulate policies/measures such as redeploying resources to clear the outstanding DHOs in a more effective and efficient way.

61. H/GEO/CEDD responded that LPMitP was part of the Administration's efforts in ensuring slope safety. He advised that most of the outstanding DHO cases involved complicated land ownership issues, and CEDD would continue to extend support to relevant government departments, including BD, in dealing with the backlog. Dr CHAN requested the Administration to provide written information to address his enquiry. At the request of Mr LEUNG Kwok-hung, the Administration would provide information on the number of cases in which the Administration had provided assistance to private slope owners in carrying out slope investigation/repair/upgrading works so as to help them comply with DHOs; and of which, the number of cases where the Administration could not subsequently recover the costs from the owners.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)231/15-16(01) on 1 December 2015.)*

#### Landscape treatment for slopes

62. Mr Albert CHAN opined that it was appropriate for the Administration to refrain from using sprayed concrete to stabilize substandard man-made slopes. As regards slope greening, the Administration should select suitable native species instead of exotic ones and should not plant *Acacia confusa*, due to its short lifespan. Mr CHAN Han-pan said that a tree species known as *Leucaena leucocephala* was an invasive species growing quickly and might adversely affect slope safety. He enquired about the actions that the Administration would take in the event that such invasive trees were found on slopes.

63. H/GEO/CEDD replied that the Administration would continue to give priority to native species for slope planting, taking into account the impacts of the growth of exotic species on the local ecological environment. As tall trees might be vulnerable to damage under strong wind, it was the policy of the Administration to plant as far as practicable shrubs and small plant species on slopes. He advised that upon receiving reported cases involving invasive trees on government slopes, relevant government departments would carry out appropriate mitigation measures after assessing the value of the tree concerned and the risk.

64. At 10:24 am, the Chairman directed that the meeting be extended 15 minutes to 10:45 am to allow sufficient time for members' deliberation on the subject.

65. Mr James TIEN said that he lived in the Peak area and enquired whether the Administration was aware that climbing weeds growing on a government slope had proliferated on trees within the private lots near Barker Road. H/GEO/CEDD replied that affected residents could report the case to the relevant slope maintenance department, quoting the registration number of the slope concerned.

#### Other issues

66. Dr Kenneth CHAN said the Administration had previously advised that the Tree Management Office ("TMO") would liaise with CEDD on measures to maintain stonewall trees and trees located on slopes to ensure public safety. He enquired about the details and relevant progress. H/GEO/CEDD replied that CEDD all along maintained a close liaison with TMO and the two sides had commenced discussion on the issues mentioned by Dr CHAN. Dr CHAN requested the Administration to provide written information to address his enquiry.

(*Post-meeting note:* The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)231/15-16(01) on 1 December 2015.)

67. Dr CHAN said that residents in Fung Wah Estate, Chai Wan had raised concern about the law and order problem at the slope areas nearby. He requested the Administration to provide information on whether the Administration would take measures to provide/ensure sufficient illumination/lighting at the slope areas to address the concern.

(*Post-meeting note:* The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)231/15-16(01) on 1 December 2015.)

### **VIII Any other business**

68. There being no other business, the meeting ended at 10:45 am.

Council Business Division 1  
Legislative Council Secretariat  
17 December 2015