

**立法會**  
***Legislative Council***

LC Paper No. CB(1)561/15-16  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/DEV

**Panel on Development**

**Minutes of meeting**  
**held on Tuesday, 22 December 2015, at 9:00 am**  
**in Conference Room 3 of the Legislative Council Complex**

**Members present** : Hon Tony TSE Wai-chuen, BBS (Chairman)  
Hon LEUNG Che-cheung, BBS, MH, JP (Deputy  
Chairman)  
Hon Albert HO Chun-yan  
Hon James TO Kun-sun  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon Frederick FUNG Kin-kee, SBS, JP  
Hon Cyd HO Sau-lan, JP  
Hon CHAN Hak-kan, JP  
Hon CHAN Kin-por, BBS, JP  
Hon IP Kwok-him, GBS, JP  
Hon Alan LEONG Kah-kit, SC  
Hon Albert CHAN Wai-yip  
Hon Michael TIEN Puk-sun, BBS, 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  
Dr Hon KWOK Ka-ki  
Dr Hon Fernando CHEUNG Chiu-hung  
Dr Hon Helena WONG Pik-wan  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP

- Members absent** : Hon CHAN Kam-lam, SBS, JP  
Dr Hon LAU Wong-fat, GBM, GBS, JP  
Hon Mrs Regina IP LAU Suk-yee, GBS, JP  
Hon LEUNG Kwok-hung  
Hon James TIEN Pei-chun, GBS, JP  
Hon Alice MAK Mei-kuen, BBS, JP  
Dr Hon Elizabeth QUAT, JP
- Public officers attending** : **Agenda item V**
- Mr LAI Cheuk-ho  
Principal Assistant Secretary (Works)5  
Development Bureau
- Mr Bosco CHAN Bun-pui  
Deputy Project Manager (Hong Kong Island & Islands)  
Civil Engineering and Development Department
- Mr MAK Chi-biu  
Chief Engineer/Hong Kong(1)  
Civil Engineering and Development Department
- Mr SIU Kang-chuen  
Chief Traffic Engineer/New Territories East  
Transport Department
- Agenda item VI**
- Mr Paul CHAN Mo-po, MH, JP  
Secretary for Development
- Mr Thomas CHAN Chung-ching, JP  
Deputy Secretary for Development (Planning and Lands)1
- Mr LAM Sai-hung, JP  
Project Manager (Hong Kong Islands & Islands)  
Civil Engineering and Development Department
- Mr David LO Kwok-chung  
Chief Engineer/Islands  
Civil Engineering and Development Department

Ms Jacinta WOO Kit-ching  
Assistant Director of Planning/New Territories  
Planning Department

Ms Donna TAM Yin-ping  
District Planning Officer/Sai Kung & Islands  
Planning Department

**Agenda item VII**

Ms Selene TSOI Sze-long  
Deputy Secretary (Planning and Lands)3  
Development Bureau

Mr Ray LEUNG Kin-wah  
Assistant Director/Survey & Mapping  
Lands Department

Mr CHEE Yiu-kong  
Senior Land Surveyor/Legislation  
Lands Department

**Agenda item VIII**

Mr José YAM Ho-san  
Commissioner for Heritage  
Development Bureau

Ms Susanna SIU Lai-kuen  
Executive Secretary (Antiquities and Monuments)  
Leisure and Cultural Services 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)301/15-16 -- Minutes of meeting on 10 November 2015)

The minutes of the meeting on 10 November 2015 were confirmed.

**II Information papers issued since the last meeting**

(LC Paper No. CB(1)212/15-16(01) -- Referral memorandum dated 26 November 2015 on issues relating to enhancement of provision of sanitary fitments in public places

LC Paper No. CB(1)222/15-16 (01) -- Letter dated 26 November 2015 from Hon Christopher CHUNG Shu-kun on the sales arrangements for the De Novo project of the Urban Renewal Authority

LC Paper No. CB(1)222/15-16 (02) -- The Chairman's reply dated 27 November 2015 to the letter dated 26 November 2015 from Hon Christopher CHUNG Shu-kun on the sales arrangements for the De Novo project of the Urban Renewal Authority (LC Paper No. CB(1)222/15-16(01))

LC Paper No. CB(1)305/15-16 (01) -- Letter dated 11 December 2015 from Dr Hon Helena WONG on quality of Dongjiang water

LC Paper No. CB(1)318/15-16 (01) -- Letter dated 14 December 2015 from Hon Alice MAK

on protection of personal data  
in the Land Register)

2. Members noted that the above information papers had been issued since the last meeting.

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

(LC Paper No. CB(1)300/15-16(01) -- List of outstanding items for discussion

LC Paper No. CB(1)300/15-16(02) -- List of follow-up actions)

3. Members agreed that the next regular meeting scheduled for Tuesday, 26 January 2016, at 2:30 pm be extended to 6:30 pm to discuss the following items proposed by the Administration --

- (a) Briefing by the Secretary for Development on the Chief Executive's 2016 Policy Address;
- (b) Overall situation of land supply; and
- (c) Planning and engineering study for housing sites in Yuen Long South -- Stage 3 Community Engagement.

*(Post-meeting note: The notice and agenda of the meeting on 26 January 2016 were issued to members on 23 December 2015 vide LC Paper No. CB(1)354/15-16.)*

### **IV Matters arising from the meetings on 10 and 24 November 2015**

Activation of the Subcommittee on Redevelopment of Buildings Developed under the Civil Servants' Co-operative Building Society Scheme under the Panel on Development

4. The Chairman said that at the meeting on 10 November 2015, the Panel had endorsed the setting up of the Subcommittee on Redevelopment of Buildings Developed under the Civil Servants' Co-operative Building Society Scheme with the proposed terms of reference, work plan and time frame as set out in paragraphs 11 to 14 of LC Paper No. CB(1)105/15-16(02), and the Subcommittee would commence its work in January 2016. The Secretariat would make arrangements for the

Subcommittee's first meeting, at which the election of the Chairman and the Deputy Chairman would be conducted.

*(Post-meeting note: The first meeting of the Subcommittee was held on 15 January 2016.)*

5. The Chairman said that he would join the Subcommittee, and asked whether any member present at the meeting would join the Subcommittee. He advised that the Clerk would issue a circular to invite members to indicate their intention to join the Subcommittee.

*(Post-meeting note: The circular was issued to members on 23 December 2015 vide LC Paper No. CB(1)356/15-16.)*

Overseas duty visit to Singapore from 20 to 23 March 2016

6. The Panel noted that the House Committee had given permission for the Panel to conduct the proposed overseas duty visit to Singapore from 20 to 23 March 2016. The Chairman said that after the period for indicating interest to take part in the duty visit had expired, some Members had indicated that they wished to take part in the duty visit. He suggested and members agreed that following the general practice, it would be for the Chairman of the Panel to decide how late indications of interest would be handled.

Re-scheduling the meeting on 22 March 2016 to 15 March 2016

7. The Chairman said that in view of the schedule of the duty visit to Singapore to be undertaken by the Panel, the regular meeting of the Panel originally scheduled for 22 March 2016 would be rescheduled to Tuesday, 15 March 2016, from 9:00 am to 11:00 am.

*(Post-meeting note: Members were informed of the above meeting arrangement vide LC Paper No. CB(1)355/15-16.)*

**V PWP Item No. 414RO -- Improvement works at Mui Wo**

(LC Paper No. CB(1)300/15-16(03) -- Administration's paper on 414RO -- Improvement works at Mui Wo

LC Paper No. CB(1)300/15-16(04) -- Paper on improvement works at Mui Wo prepared by the Legislative Council

Secretariat (Background brief))

8. At the invitation of the Chairman, Principal Assistant Secretary (Works)5, Development Bureau ("PAS/DEV(W)5"), briefed members on the proposal to upgrade part of 414RO, entitled "Improvement Works at Mui Wo, Phase 2 Stage 1", to Category A for the extension of an existing car park at Mui Wo ("the Car Park"), including improvement of the access to the Car Park and associated landscaping and ancillary works. With the aid of a powerpoint presentation, Chief Engineer/Hong Kong(1), Civil Engineering and Development Department ("CE/HK(1)/CEDD"), elaborated on the planning and design, scope and benefits of the proposed project. The details of the proposal were set out in the Administration's paper (LC Paper No. CB(1)300/15-16(03)).

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)348/15-16(01) by email on 22 December 2015.)*

9. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the subjects under discussion at the meeting before they spoke on the subjects.

#### Effectiveness of the proposal in meeting local demand for car parking spaces

10. The Panel noted that under the proposal, the Administration would increase the Car Park's capacity from 70 to 188 parking spaces. The Deputy Chairman said that the number of vehicles currently parked on street illegally far exceeded the number of the additional parking spaces, i.e. 118, that would be provided at the project site. Car parking spaces at Mui Wo would still be insufficient after the implementation of the project. He enquired whether the Administration had given consideration to converting the existing open-air car park into a two-storey car park. The Deputy Chairman referred to paragraph 11 of the Administration's paper, which was about two objections received by the Administration after gazetting the proposed improvement works of the Car Park and its accesses. He said he agreed to the objectors' views, and opined that the present proposal had not fully taken into account local views. The Mui Wo Rural Committee ("MWRC") supported the project merely because it comprised works for improving the environment at Mui Wo. He commented that the Administration had bundled various works items into the proposal for public

consultation, rendering the local community to have no choice but to accept the all-or-nothing approach.

11. Mr Albert CHAN said that illegal parking and inadequate car parking spaces were commonly found problems in South Lantau including Mui Wo. Due to shortage of parking spaces, Lantau residents travelled to Mui Wo by public transport and avoided driving cars. While welcoming the proposal to provide more parking spaces at the project site, he believed that the parking spaces at Mui Wo after the implementation of the project would still be insufficient to meet the demand. He urged the Administration to continue identifying suitable sites at Mui Wo and other parts of South Lantau for providing more parking spaces.

12. PAS/DEV(W)5 advised that the proposed project scope was determined mainly based on the Revised Concept Plan for Lantau promulgated in May 2007. One of the main purposes of the project was to integrate the parking spaces currently scattered in various areas at Mui Wo, such as those near the Mui Wo Ferry Pier, so as to facilitate the smooth implementation of the remaining phases of "Improvement Works at Mui Wo". Deputy Project Manager (Hong Kong Island & Islands), Civil Engineering and Development Department ("DPM/HKI&I/CEDD), advised that the Administration had paid heed to the view of MWRC that there was a need to provide more parking spaces at Mui Wo Old Town, and would identify suitable sites for providing short-term tenancy ("STT") car parks near the villages in the old town.

13. Chief Traffic Engineer/New Territories East, Transport Department ("CTE(NTE)/TD"), said that the Administration noted the illegal parking problem at Mui Wo. According to the relevant survey conducted by the Transport Department ("TD"), the number of illegally parked vehicles at Mui Wo was on average around 200, of which about 40 to 50 were "dead cars", or had not been issued with a Lantau Closed Road Permit ("LCRP"). TD would liaise with the Police to remove such vehicles. He advised that apart from providing the 118 additional parking spaces under the proposed project, TD was considering using the ground level open spaces of the former New Territories Heung Yee Kuk Southern District Secondary School as an STT public car park, which could provide 40 to 50 parking spaces, and the Civil Engineering and Development Department was exploring the feasibility of using the site currently accommodating a drainage reserve of the Drainage Services Department at Mui Wo Old Town for the purpose of providing a public car park with 50 to 60 parking spaces. The Administration believed that upon the implementation of these measures, the parking spaces provided at Mui Wo would be adequate to meet



the prevailing demand. As regards other parts of South Lantau, the Administration had been exploring suitable sites for providing STT public car parks.

14. In response to Ir Dr LO Wai-kwok's enquiry about the original use of the site to be used for extending the Car Park, DPM/HKI&I/CEDD advised that the site was currently vacant and had all along been reserved for use as a public car park.

15. Mr YIU Si-wing enquired whether in planning the proposed project, the Administration had assessed the impact of the overall development of Lantau over the coming 10 years or so, such as the extension of Tung Chung New Town, on the vehicular traffic at Mui Wo. He opined that the Car Park should be so designed that it would have sufficient capacity to accommodate the existing and projected demand for parking spaces. PAS/DEV(W)5 replied that the Administration would continue to keep in view the impact of the long-term development of Lantau on the traffic situation at Mui Wo, and would consider providing more parking spaces in the area, such as through the implementation of other development projects in future. CTE(NTE)/TD advised that since motorists were required to apply to TD for LCRPs before they were allowed to enter the South Lantau area, there was a limit on the number of vehicles in the area. In addition, all new development projects, including those to be undertaken at Mui Wo, would normally require a traffic impact assessment. In light of the results of the assessment, the Administration might require the developer concerned to provide parking spaces for public use as part of the development.

Admin

16. Mr YIU Si-wing said that views had been raised by Lantau residents about relaxing the restrictions on vehicles entering the closed roads in South Lantau. The relevant bureaux should make an assessment on the possible impact of such relaxation. Mr Albert CHAN opined that vehicular traffic in Mui Wo had been increasing since the past few years, and the subsequent completion of new residential developments in the area might accelerate the rate of increase. He requested the Administration to provide information on the annual growth rate of the total number of vehicles with LCRPs for the past three years; and the projected growth rate.

17. Dr KWOK Ka-ki said that the proposals recently put forward by the Administration to allow more non-resident vehicles to enter the South Lantau area had aroused concerns among the local residents who held the view that the roads in South Lantau were substandard and could not cope with a substantial traffic volume. Dr KWOK was concerned whether

increasing the supply of parking spaces at Mui Wo would attract more vehicles from areas outside South Lantau to enter the area, hence worsening the traffic condition. He asked about the projected demand for parking spaces at Mui Wo and in South Lantau, say, for the next five years after the completion of the proposed project.

18. In reply, CTE(NTE)/TD said he agreed to the view that providing more parking spaces might encourage more use of private cars, thereby worsening road congestion, and it was all along the policy of the Administration to encourage the use of public transport. He advised that TD had proposed to increase the maximum number of coaches permitted to enter the South Lantau area from 30 to 40 per day; and to permit 25 private cars to enter the roads on South Lantau on Mondays to Fridays (except public holidays) for recreational and leisure purpose. Given the Administration had issued 12 700 LCRPs in 2014 (including 4 000 which were issued to persons residing or doing business on South Lantau, and 8 700 which were temporary permits issued to persons with genuine needs to enter the South Lantau area), the Administration believed that the proposed relaxation was relatively minor and would have minimal impact on the traffic condition.

19. The Chairman said that according to the Administration, the improvement works at Mui Wo was proposed in the Revised Concept Plan for Lantau which was issued in 2007, and the proposed project was scheduled for completion as late as 2019, members were therefore concerned that the capacity of the Car Park would be insufficient to cater for the parking demand shortly after the completion of the proposed project. He requested that, to address Dr KWOK's enquiry about the demand for parking spaces at Mui Wo and in South Lantau, the Administration should provide information on (a) the latest demand; (b) the estimated demand for the period up to the completion of the proposed project, and for the next five years after the completion of the project.

Admin

20. Mr CHAN Kin-por and Ir Dr LO Wai-kwok opined that the Administration should strive to make more efficient use of the project site and consider the Deputy Chairman's suggestion of providing a multi-storey car park at the site. CTE(NTE)/TD responded that a proposal to construct a public car park was a public works project that involved the investment of public resources. Apart from the construction cost, the project would also incur recurrent operation and maintenance costs. In considering whether it was appropriate to construct a multi-storey car park, the Administration must carefully assess the demand and supply situation of parking spaces in the

area concerned, and the level of utilization of a multi-storey car park if parking fees would be charged for using it.

21. In response to Ir Dr LO Wai-kwok's and the Chairman's enquiries on whether the Car Park would be open for public use free of charge after the proposed extension, CTE(NTE)/TD advised that, as an extension of an existing car park for which parking charges had not been imposed, the Administration had no plan at this stage to charge the users of the Car Park. Ir Dr LO said that limited land resources at Mui Wo would be required to meet different development needs. Instead of incurring extra time and cost for searching other temporary parking sites at Mui Wo, the Administration should better utilize the project site. He opined that other than providing a traditional "brick-and-mortar" car park, the Administration might consider alternative economic methods of construction, such as steel frame construction. The Chairman remarked that, as steel could be recycled and reused, the use of such building material might help reduce the generation of construction waste.

22. Mr Albert CHAN and Dr KWOK Ka-ki said it was appropriate for the Car Park to continue to be open for public use free of charge. Dr KWOK was concerned whether the parking demand of local residents could be met after the implementation of the proposed project. He enquired about the solutions/plans that would be developed/implemented by the Administration to increase immediately or within a short period the number of parking spaces in the Car Park/at the project site if the capacity of the Car Park after the proposed extension was not adequate to meet the parking demand; and the estimated timeframe for the Administration to implement the solutions/plans. The Chairman requested the Administration to provide information after the meeting to address Dr KWOK's enquiry.

Admin

#### Justification for constructing the proposed new carriageway

23. Mr Albert CHAN queried about the need for constructing the new single two-lane carriageway proposed under the project, given that there was currently an access road adjacent to Mui Wo Ferry Pier Road leading to the Car Park. Taking in view that under the proposal, the new carriageway would be built to connect the Car Park to an existing road where the traffic generated from the nearby developments (such as vehicle repair workshops) was busy, he cast doubt on the suitability of providing a carriageway at the proposed location. DPM/HKI&I/CEDD replied that after completing the proposed project, more than a hundred additional parking spaces would be provided at the project site. The proposed carriageway would provide

vehicles using the Car Park a more direct access to the South Lantau Road without passing through some of the residential areas near the waterfront, and would pave the way for the remaining phases of "Improvement Works at Mui Wo", which included improvement works for the waterfront promenade.

24. Mr Albert CHAN held the view that the Administration should re-consider whether the new carriageway was necessary. He opined that the existing access road was short, and it should be able to cater for the additional traffic arising from the proposed extension of the Car Park given that vehicles using the Car Park would not travel on the access road at the same time. He said that motorists might currently park their vehicles in the area where part of the new carriageway would be constructed, and the area would be cleared to make way for the road construction under the proposed project, hence the number of additional parking spaces at Mui Wo after the completion of the proposed project might actually be less than 118. He enquired whether the Administration would consider making the proposed carriageway a one-lane road so that some parking spaces could be provided along the road.

Admin

25. CE/HK(1)/CEDD responded that the area referred to by Mr CHAN was small and hence very few vehicles could be parked therein. The Chairman requested the Administration to provide information on the justifications for constructing the proposed carriageway, including the reasons for providing the carriageway at the proposed location.

26. Ir Dr LO Wai-kwok enquired whether the proposal to construct the new carriageway would have an impact on the nearby former New Territories Heung Yee Kuk Southern District Secondary School. DPM/HKI&I/CEDD replied that the school had ceased operation for a certain period. Part of the carriageway would be built within the school area where a septic tank was located. As the Drainage Services Department had completed the relevant sewerage improvement works, the septic tank was no longer necessary.

Admin

27. In response to Mr Albert CHAN's enquiry on whether the proposed project would affect the *Melaleuca quinquenervia* currently located near the site, CE/HK(1)/CEDD advised that there were about 170 to 180 trees within the project site. Most of them (including *Melaleuca quinquenervia*) would not be affected by the project. If any trees would be affected by the project, the Administration would transplant or replace them as far as practicable. The Chairman requested the Administration to provide details of the impact

of the project on trees; and the proposed remedial measures.

Provision of other facilities at Mui Wo

28. Mr YIU Si-wing pointed out that the directional signages at Mui Wo were ambiguous, and urged the Administration to make improvement. He suggested that the Administration should take the opportunity of carrying out the proposed project to provide free Wi-Fi internet access service to enable visitors of the Car Park and tourists in the nearby areas to gain access to information on the internet. PAS/DEV(W)5 replied that the Administration would provide, as part of the proposed project, adequate directional signages in the vicinity of the Car Park. Although the provision of Wi-Fi internet access service was not within the scope of the project, the Administration would consider Mr YIU's suggestion as part of the long-term planning for the development of Lantau.

The Administration's plan for seeking funding approval for the project

29. Mr CHAN Kin-por said that in view of the slow progress of the work of the Public Works Subcommittee ("PWSC") in examining the Administration's funding proposals, and the fact that the Finance Committee ("FC") might need to take time, say the first three months of 2016, to examine the funding proposals relating to the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities and the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link, the Administration should submit the funding proposal on the project to PWSC for consideration as early as possible, with a view to ensuring that the proposed works could commence on schedule, i.e. in mid-2016. PAS/DEV(W)5 replied that the Administration would take into account Mr CHAN's view when reviewing the project timetable. As mentioned in paragraph 4 of the Administration's paper, the Administration would invite tenders for the proposed works before funding was secured and the tender would not be awarded without obtaining FC's funding approval.

30. The Chairman said that apart from the works to extend the Car Park and construct a new carriageway, the scope of the proposed project included other works items, such as slope improvement works, etc. The Administration should provide a detailed breakdown of the cost estimate for the proposed project in the relevant paper to be submitted to PWSC.

Submission of the funding proposal to the Public Works Subcommittee

Admin

31. Concluding the discussion, the Chairman said that the Panel supported the Administration's submission of the proposal to PWSC.

**VI PWP Item No. 786CL-1 -- Tung Chung New Town Extension -- detailed design and site investigation**

(LC Paper No. CB(1)300/15-16(05) -- Administration's paper on PWP Item No. 786CL -- Tung Chung New Town Extension -- detailed design and site investigation

LC Paper No. CB(1)300/15-16(06) -- Paper on Tung Chung New Town Extension prepared by the Legislative Council Secretariat (Updated background brief))

Other relevant paper

(LC Paper No. CB(1)344/15-16(01) -- Joint submission from concerned organizations (nine environmental concern groups) dated 21 December 2015 (Chinese version only)

LC Paper No. CB(1)353/15-16(01) -- Submission from 守護大嶼聯盟 dated 21 December 2015)

32. Members noted the above submissions from concerned organizations.

33. Secretary for Development ("SDEV") briefed Panel members on the background of the Tung Chung New Town Extension ("TCNTE") project. With the aid of a powerpoint presentation, Chief Engineer/Islands, Civil Engineering and Development Department ("CE(Is)/CEDD"), highlighted the salient points of the development plan for TCNTE and the proposal to upgrade part of PWP Item No. 786CL to Category A for engaging consultants to undertake detailed design and site investigation works for the implementation of TCNTE at an estimated cost of \$729.5 million in money-of-the-day prices. Subject to the funding approval of FC, the Administration planned to commence detailed design and the associated site investigation works in mid-2016 for completion in 2021.

(*Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)348/15-16(02) by email on 22 December 2015.*)

34. The Chairman reminded members that in accordance with Rule 83A of RoP of LegCo, they should disclose the nature of any direct or indirect pecuniary interests relating to the subjects under discussion at the meeting before they spoke on the subjects.

#### Development of Tung Chung West

35. The Deputy Chairman commended the overall planning concept for Tung Chung West, where the natural environment and landscape would be preserved. He suggested that the Administration should adopt such concept in other development projects, where appropriate, in future. He was supportive of low-density residential development in Tung Chung West since such development would integrate well with the rural environment.

36. Miss CHAN Yuen-han commended the Administration for adopting the views of members of the public and the Hong Kong Federation of Trade Unions in planning Tung Chung West. She stressed that the Administration should continue to strike a balance between development needs and nature conservation when formulating planning strategies in future. She further said that Ma Wan Chung Village, being a fishing village and near the Tung Chung Battery as well as the hiking trail, could be developed into a tourist attraction. Miss CHAN proposed that the Administration should carry out drainage improvement works in Ma Wan Chung Village as early as possible and take measures to support the development of tourism in the Village.

37. Mr CHAN Han-pan expressed support for the Administration's plan to revitalize the Tung Chung River as a river park for enhancement of the ecology and to construct sustainable stormwater drainage and treatment facilities in Tung Chung West.

38. SDEV took note of members' views. He said that the priority to be accorded to improvement works at Ma Wan Chung Village would be subject to resources allocation. The Administration would seek members' views upon completing the detailed design of TCNTE and proceeding with the main works.

#### Development of Tung Chung East

39. Ir Dr LO Wai-kwok expressed support for the proposal to undertake the detailed design and site investigation works for the implementation of TCNTE. He said that the features of the development plan for TCNTE demonstrated a balance between development and conservation. Noting that stormwater attenuation and treatment ponds would be provided in Tung Chung West, Ir Dr LO enquired whether the Administration had any plan to introduce green measures for sewage management, similar to the provision of a District Cooling System in Kai Tak Development, in Tung Chung East to promote energy conservation.

40. Project Manager (Hong Kong Island and Islands), Civil Engineering and Development Department ("PM(HKI&I)/CEDD"), advised that the study on the provision of a district cooling system for the commercial area in Tung Chung East was underway. Emergency bypass pipes for effluent would not be included in the design of the sewage treatment system to be provided in Tung Chung East to protect the designated Brothers Marine Park. SDEV added that in developing TCNTE, the Administration would make reference to the pilot study of developing Kowloon East into a "Smart City".

### Connectivity of Tung Chung

#### *Railway transport*

41. Dr KWOK Ka-ki said that the existing carrying capacity of the MTR Tung Chung Line ("the Tung Chung Line") was insufficient to cope with the passenger demand. He expressed doubt on whether the proposed increase in the carrying capacity of the Tung Chung Line could meet the greater demand for train services arising from the proposed development of land for commercial use near the Hong Kong International Airport ("HKIA"). The new population to be brought by the proposed reclamation in Tsing Yi would also increase the traffic on the Tung Chung Line.

42. PM(HKI&I)/CEDD advised that the estimation of the carrying capacity of Tung Chung Line in 2036 was based on four persons per square metre. As regards the forecast demand for Tung Chung Line, the Administration had taken into consideration the proposed infrastructure developments in Lantau Island, such as the development of land for commercial use at North Lantau, the construction of the third runway of HKIA and the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macau Bridge ("HZMB"), as well as the proposed Tsing Yi reclamation works.



43. Mr CHAN Han-pan opined that the commissioning of the third runway of HKIA and the population intake of TCNTE in future would result in a great demand for transport services in Lantau. He proposed that an extension railway should be constructed to connect the new railway station in Tung Chung West and HKIA. He requested the Development Bureau to convey members' views on improving the connectivity of Tung Chung to the relevant policy bureau.

44. SDEV advised that the consultancy study for the overall planning of Lantau would examine the feasibility of the construction of an extension railway connecting Tung Chung and HKIA. The connectivity of HKIA would be reviewed in the development of the Hong Kong Boundary Crossing Facilities of HZMB.

45. Miss CHAN Yuen-han enquired about the timetable for the construction of the proposed railway station in Tung Chung West. PM(HKI&I)/CEDD advised that, as indicated in the Railway Development Strategy 2014, the implementation of the Tung Chung West Railway Station was expected to be completed in 2024.

#### *Non-rail transport*

46. The Deputy Chairman said that he supported reclamation outside Victoria Harbour at suitable locations for increasing the supply of housing sites. Given the population of Tung Chung East in future would be large, he expressed concern on whether adequate transport linkages would be provided to facilitate the residents to travel in and out of Tung Chung East. He suggested that the construction of a viaduct should be considered in the detailed design of TCNTE. Miss CHAN Yuen-han shared the Deputy Chairman's views that the external connectivity for TCNTE should be enhanced so that the future residents would not be living in an isolated area. To alleviate the problem of air pollution in Tung Chung, she suggested that the Administration should consider introducing an environmentally friendly transport system when formulating the detailed planning for TCNTE.

47. Mr IP Kwok-him stressed that, to ensure a balanced development in TCNTE and Lantau, the Administration should undertake comprehensive planning with due regard to providing adequate transport infrastructure facilities. SDEV advised that public transport would be a major means of transport in TCNTE. In addition to the provision of two new railway stations, the Lantau Development Advisory Committee would study the short-term measures to be taken to improve the transport services in Tung Chung.

48. Mr CHAN Han-pan said that provision of car parking spaces in new developments was discouraged under the prevailing policy, however, the use of private vehicles was essential for the daily living of some residents of remote areas, including Tung Chung. He called on the Administration to take into account the demand of future residents of TCNTE for car parking spaces in the detailed planning of TCNTE. SDEV undertook to follow up Mr CHAN's concerns.

49. The Deputy Chairman enquired whether the proposed marina in Tung Chung East was intended for the use of residents of the nearby private housing estates or members of the public. He expressed concern on whether adequate ancillary facilities, such as car parking spaces, would be provided to cater for the demand of the users of the proposed marina.

50. Mr YIU Si-wing enquired whether the Administration would consider linking up the new cycle tracks in TCNTE with the existing cycle track network in Lantau. He opined that sufficient bicycles parking spaces should be provided in areas such as HKIA and the Hong Kong Disneyland to facilitate the local residents who used bicycles for daily commuting to and from work. PM(HKI&I)/CEDD replied that the Administration would consider providing more bicycles parking spaces along the new cycle tracks during the detailed design stage.

### Housing development

51. Dr KWOK Ka-ki raised objection to the proposed low-density residential developments in Tung Chung West as they would lead to transfer of benefits from the Government to the landowners. He opined that the land resources in Tung Chung West should be developed for ecology tourism to benefit the general public. SDEV stressed that the Administration attached great importance to the conservation of Tung Chung Valley. While a total of 49 400 flats would be provided in TCNTE, the proposed private housing developments on some small land lots under private ownership in Tung Chung Valley would only provide around 1 900 flats.

52. Mr Albert CHAN opined that the sites near the new railway station in Tung Chung West could be planned for high-density residential developments. He considered it inappropriate to develop high-density public rental housing near the prohibited zone along Tung Chung Road as

the development would be incompatible with the Lantau North Country Park. Assistant Director of Planning/New Territories, Planning Department ("AD(NT)/PlanD"), advised that two sites along Tung Chung Road were reserved for high-density subsidized housing developments due to their proximity to the proposed new railway station in Tung Chung West and the existing road connection to the existing Tung Chung Town Centre. In general, the land to the east of Tung Chung River was considered part of the Tung Chung New Town and suitable for high-density residential developments.

53. Noting that the sites planned for public housing developments would be scattered over the new extension areas, Dr Helena WONG enquired whether each site would be reserved for developing one single public housing estate. AD(NT)/PlanD advised that in formulating the development plan for Tung Chung East, areas in the vicinity of the proposed new railway station would be reserved for high-density residential developments. To achieve a balanced community, private and public housing would be evenly distributed. The detailed design of the subsidized housing development projects would be undertaken by the Housing Department at a later stage.

54. SDEV added that the sites for subsidized housing would be used for the development of both public rental housing ("PRH") and Home Ownership Scheme ("HOS") housing estates. The distribution of PRH and HOS units in TCNTE at the specified sites would be determined by the Housing Authority in the implementation stage. Of the total of 49 400 residential units to be provided in TCNTE, 63% of which would be public housing. The public-private housing ratio of 63:37 in the new extension areas was considered appropriate taking into account the existing number of public housing units in Tung Chung.

55. Mr Frederick FUNG said that the public housing supply target for the ten-year period from 2016-2017 to 2025-2026 as set out in the Long Term Housing Strategy could not be achieved when taking into account the estimated number of the public housing units completed in the five-year period counting from 2015-2016. He enquired whether more sites in TCNTE could be made available for housing developments, in which the proportion of subsidized housing could be increased from 63% to 75% or more.

56. In response, SDEV said that the figures for supply of public housing units and private housing units were not comparable. The projected supply of public housing was based on the number of flats to be completed in the next five years, whereas the projection of private housing supply was based

on the estimated areas of land to be supplied for the private sector to develop private housing. SDEV added that the public-private housing ratio, being 63:37, for the TCNTE project was slightly higher than that of other new development areas. To maintain a balanced housing mix in Tung Chung, the proportion of public housing in TCNTE would not be further increased, taking into account that there were already a number of existing public housing estates in Tung Chung.

57. Mr Frederick FUNG queried whether the Administration would step up efforts to achieve the target of public housing supply. SDEV responded that the policy on supply of public housing was under the purview of the Transport and Housing Bureau, while the Development Bureau was responsible for identifying land to meet the policy objectives of different bureaux.

#### Provision of community and recreation facilities

58. Noting that new community facilities would be provided in TCNTE, Dr KWOK Ka-ki urged the Administration not to ignore the imminent needs of the residents of Yat Tung Estate for such facilities. Dr Fernando CHEUNG shared Dr KWOK's concerns and expressed dissatisfaction over the prolonged delay in the provision of the Tung Chung West Railway Station to cater for the transport needs of residents of Yat Tung Estate. Dr CHEUNG enquired whether the Administration would provide adequate community facilities, such as wet markets, elderly and child care centres and community halls, to address the needs of the residents of Yat Tung Estate as well as the new population of TCNTE.

59. SDEV said that in the light of the increase in the population of Tung Chung arising from the development of TCNTE, provision of community facilities in Tung Chung could be enhanced. Moreover, the Lantau Development Advisory Committee had established a working group to study how to improve transport services in Tung Chung. In addition to the provision of two new railway stations in Tung Chung East and Tung Chung West respectively under the development plan for TCNTE, the commissioning of the Tuen Mun-Chek Lap Kok Link would enhance the connectivity of Tung Chung and generate job opportunities for Tung Chung residents. AD(NT)/PlanD added that a site near Area 39 of Tung Chung had been planned for provision of an indoor sports centre. Facilities to support social services for the elderly, children and youths would be provided according to the standards set out in the Hong Kong Planning Standards and Guidelines.

60. Dr Helena WONG said it was expected that the households living in TCNTE in future would mainly be young families. She urged the Administration to ensure adequate provision of elderly care and child care services in TCNTE to address the needs of working women. AD(NT)/PlanD advised that the requirements for such services would be taken into account in implementing the public housing developments.

61. Dr Fernando CHEUNG relayed the concerns of some of the young people of the ethnic minorities on the lack of suitable facilities for playing cricket in Tung Chung. Dr CHEUNG held the view that the Administration should provide adequate community facilities for religious, leisure and cultural activities in TCNTE to cater for the needs of residents of different demographic background. SDEV replied that some sites in TCNTE had been reserved for Government, Institution or Community uses. Religious bodies could submit applications to the Home Affairs Bureau for establishing facilities at these sites to accommodate religious activities. As regards the provision of sports grounds for cricket in Tung Chung, Dr CHEUNG's concerns would be conveyed to the Leisure and Cultural Services Department, which was responsible for taking forward the provision of sports facilities in TCNTE.

62. In response to Dr Helena WONG's enquiry on whether an indoor swimming pool would be provided in Tung Chung East, AD(NT)/PlanD replied that the suggestion of provision of an indoor swimming pool would be taken into consideration in the detailed design of the sports centre in Tung Chung East.

63. Miss CHAN Yuen-han opined that the Administration should provide a public market in Yat Tung Estate and a community services complex in TCNTE. AD(NT)/PlanD replied that Miss CHAN's suggestion would be considered and the community facilities planned to be provided in TCNTE would serve the existing residents in Tung Chung and future residents in the extension areas.

#### Employment opportunities and economic development

64. The Deputy Chairman said that it was important to provide local job opportunities to the future residents of TCNTE, given the long travelling time and the high transport expenses for travelling out of Tung Chung to work. He considered that the number of new jobs to be generated from the commercial developments in TCNTE was too small when compared with that of the Hung Shui Kiu New Development Area. Mr IP Kwok-him

enquired about the job opportunities to be created by the TCNTE project and other proposed commercial developments in Lantau.

65. SDEV replied that, in addition to some 40 000 jobs to be created in the new extension areas, more job opportunities would be generated by the future development of hotels in Tung Chung and the Hong Kong Disneyland, commercial facilities in the North Commercial District of HKIA and at the topside of the Hong Kong Boundary Crossing Facilities of HZMB. The Administration anticipated that the problem of manpower mismatch in Lantau would be alleviated upon the enhancement of the transport services.

66. Pointing out that around 5 000 jobs in HKIA were not yet filled, Mr YIU Si-wing expressed concern that manpower mismatch might worsen upon the commissioning of the third runway in HKIA, the proposed expansion of the Hong Kong Disneyland and the Asia World-Expo, and the proposed development of East Lantau Metropolis. Given that the scale of housing developments in TCNTE would be large, the Administration should take steps to create more local job opportunities for the future residents.

67. Mr CHAN Han-pan proposed that the Administration should provide vocational training institutes in TCNTE to equip the local residents with the relevant skills to take up the jobs offered by the logistics industry and the operations of HKIA in Lantau. SDEV noted Mr CHAN's suggestion and advised that the details of the development of tertiary education institutes in TCNTE would be worked out at a later stage.

68. Citing a youth hostel project in Yuen Long as an example, Mr YIU Si-wing suggested that a site for youth hostel should be reserved in TCNTE to provide young people with accommodation at low cost and career counseling services, with a view to addressing the demand for manpower in Lantau. Mr YIU also proposed that the Administration should allocate some sites in TCNTE, on a time limited basis, to facilitate the enterprises to provide quarters to their employees so as to improve the employment situation in Tung Chung. SDEV responded that, due to the shortage of housing land supply in Hong Kong, low priorities would be given to providing sites on government land for the development of youth hostels or staff quarters of enterprises.

69. Pointing out that many low-income families and ethnic minorities lived in Tung Chung, particularly Yat Tung Estate, Dr Fernando CHEUNG said that the Administration should promote local economic activities and provide opportunities for the low-income groups to operate small business by setting up open bazaars in public areas. Miss CHAN Yuen-han opined

that the development of a diversified economy in Tung Chung, including tourism in Ma Wan Chung, would create more job opportunities for the future residents, in particular people at the grassroot level. SDEV undertook to study the possible ways to boost the development of local economy in Tung Chung.

### Environmental issues

#### *Nature conservation*

70. Dr Fernando CHEUNG expressed concern about the irreversible impact of reclamation works in Tung Chung East on the marine ecology and the natural habitat of Chinese White Dolphins. He relayed the views of some green groups that the scope of reclamation in Tung Chung should be reduced.

71. While expressing support for the revitalization of a section of Tung Chung River as a river park, Ir Dr LO Wai-kwok opined that it was important for the Administration to ensure proper management of the river park and take necessary actions against illegal activities that would cause damage to the park. AD(NT)/PlanD responded that the draft Tung Chung Valley Development Permission Area Plan had been gazetted in August 2015 to provide interim planning control with a view to protecting the ecologically sensitive areas.

72. Mr Albert CHAN considered that the buffer zone to be provided along both banks of Tung Chung River was too small for conservation purpose. He suggested that the buffer zone should be enlarged. SDEV advised that the 30-metre buffer zone was proposed to preserve the ecology of the River.

#### *Noise pollution*

73. Mr Albert CHAN expressed grave concern that the residents of Tung Chung East would suffer from the noise pollution owing to the aircraft movements at night. Citing the problem of noise pollution in Ma Wan caused by aircraft movements as an example, Mr CHAN urged the Administration to monitor the average number of hours in a day with aircraft noise levels exceeding 80 decibels in Tung Chung East for aircraft noise impact assessment. SDEV responded that the commissioning of the Three Runway System would shift the Noise Exposure Forecast 25 contour to the North and reduce the aircraft noise impact on Tung Chung East. He took note of Mr CHAN's views.

Other issues

74. The Chairman considered that the estimated cost of the consultants' fees for the detailed design of the works for the project at \$356.2 million was a significant sum. He requested the Administration to provide a detailed breakdown of and information about the expenditures under the cost items "consultants' fees for detailed design" and "consultants' fees for preparation of tender documents and assessment of tenders" in the discussion paper on the project to be submitted to PWSC.

*(Post-meeting note: The Administration's supplementary information was given in PWSC(2015-16)55, which was circulated to members on 5 February 2016.)*

Submission of the funding proposal to the Public Works Subcommittee

75. Concluding the discussion, the Chairman said that members supported the Administration's submission of the proposal to PWSC for its consideration.



**VII Revision of fees and charges for services under the purview of the Lands Department under the Land Survey (Fees) Regulation (Cap. 473A)**

(LC Paper No. CB(1)300/15-16(07) -- Administration's paper on revision of fees and charges for services under the purview of the Lands Department under the Land Survey (Fees) Regulation (Cap. 473A))

76. At the invitation of the Chairman, Deputy Secretary (Planning and Lands)3, Development Bureau ("DS(P&L)3/DEVB"), briefed members on the Administration's proposal to revise seven government fees and charges for services under the purview of the Lands Department under the Land Survey (Fees) Regulation (Cap. 473A). She said that the proposed fee revision was in line with the "user pays" principle and was to achieve full cost recovery. The Administration planned to implement the fee revision within the 2015-2016 financial year. Details of the proposal were set out in the Administration's paper (LC Paper No. CB(1)300/15-16(07)).

77. Mr YIU Si-wing opined that the public and the sector concerned would consider the fee adjustment acceptable given that the adjustment rate (about 10%) was not substantial. Noting that the cost recovery rates of some fee items after adjustment would still be less than 100%, he enquired if the Administration intended to adjust the fee levels of these items a year later to fully recover the cost. On the other hand, for those fee items that would achieve full cost recovery after adjustment, Mr YIU asked whether the Administration would further increase the fee levels and if the Administration would do so having regard to the inflation rate in future.

78. DS(P&L)3/DEVB advised that it was the Administration's policy that fees charged by the Government should in general be set at levels sufficient to recover the full cost of providing the services. To avoid a steep fee increase, the cost recovery rates of some of the fee items would still be less than 100% after adjustment. She explained that the latest cost recovery rates were calculated on the basis of the 2015-2016 price level. The concerned fee items would be subject to review next year on the basis of the price level then. The Administration would consider whether there was any need to further adjust the fee levels, either upwards or downwards, with a view to achieving full cost recovery having regard to the latest cost recovery rates.

79. In response to Mr YIU Si-wing's further enquiry on how the cost recovery rates were determined and whether the Administration applied the same method in calculating the cost recovery rates of the services provided by different Government departments, Assistant Director/Survey & Mapping, Lands Department, advised that, in conducting the costing review, the Administration had made reference to the Government Consumption Expenditure Deflator, which took into account a host of factors such as staff costs and inflation rates. He said that the methodology was in line with that adopted by other departments.

80. Pointing out that the fee levels of the services concerned had just been increased earlier this year, the Chairman held the view that, when determining the frequency of fee revision, the Administration should take into consideration relevant matters in addition to full cost recovery, such as the amount of additional revenue that could be generated after the fee adjustments and the manpower resources required for implementing the adjustments. The Administration took note of the Chairman's views.

### **VIII Revision of fee for granting or renewal of licence to excavate and search for antiquities under the Antiquities (Excavation and Search) Regulations (Cap. 53A)**

(LC Paper No. CB(1)310/15-16(01) -- Administration's paper on revision of fee for granting or renewal of licence to excavate and search for antiquities under the Antiquities (Excavation and Search) Regulations (Cap. 53A))

81. At the invitation of the Chairman, Commissioner for Heritage, Development Bureau ("C for H/DEVB"), briefed members on the Administration's proposal to revise the fee for granting or renewal of licence to excavate and search for antiquities ("the licence") prescribed in the Antiquities (Excavation and Search) Regulations (Cap. 53A) from the present \$320 to \$2,520. He said that the proposed fee revision was in line with the "user pays" principle to achieve full cost recovery and the Administration would proceed with the necessary legislative amendments to implement the fee revision. Details of the proposal were set out in the Administration's paper (LC Paper No. CB(1)310/15-16(01)).

### **Impact of the fee revision**

82. Expressing support for the proposal, Ir Dr LO Wai-kwok said that the fee revision would not have direct impact on people's livelihood as only a small number of licences were granted by the Administration each year for the excavation and search for antiquities. Noting that most of the applications for the licence were made for the purpose of fulfilling the relevant statutory requirements in respect of land development projects, Ir Dr LO enquired if there were parties other than developers, such as academics, among the applicants for the licence.

83. C for H/DEVB replied that there were about 20 licence applications each year, with 80% to 90% of them made by government departments or private developers and the rest (about two cases) coming from academic institutions/individual academics and the Hong Kong Archaeological Society ("HKAS").

84. Miss CHAN Yuen-han opined that while the private developers would consider the fee adjustment insignificant to the costs of development projects, the increase in the fee might impose a financial burden on academic institutions, amateur archaeologists and students in the relevant disciplines, thus hindering them from applying for the licence to carry out excavation and search for antiquities. She asked if the Administration would distinguish developers' applications from those made by non-profit-making organizations or individual researchers, and render financial assistance to the latter category of applicants. Dr Kenneth CHAN agreed with Miss CHAN that the Administration should consider the background of the applicants when determining the amount of the licence application fee. The Chairman asked if the application fees to be paid by academics or researchers were normally sponsored by research funds.

85. Executive Secretary (Antiquities & Monuments), Leisure and Cultural Services Department ("ES(AM)/LCSD") replied that HKAS received subvention from the government to conduct archaeological field surveys and research. Young people who were interested in archaeological studies could take part in field surveys through HKAS. The Administration considered that the proposed fee increase would not have significant impact on young people who were interested in archaeological studies.

#### Other concerns

86. The Chairman reiterated his views expressed during the discussion on the previous agenda item that when determining the frequency of fee revision, the Administration should take into consideration all relevant matters, such as the amount of additional revenue that could be generated after the fee adjustments and the manpower resources required for implementing the adjustments. Dr Kenneth CHAN sought justifications for the proposed fee adjustment given that the estimated increase in revenue for the government as a result of the adjustment would only be about \$35,200 per annum. Dr CHAN also asked when the Administration would adjust the licence fee next time, taking in view that the fee had first been introduced in 1976 and the only revision made so far had taken place as early as in 1995.

87. C for H/DEVB advised that the recent costing exercise showed that the cost recovery rate of the service concerned was quite low, therefore the licence fee should be increased to subscribe to the "user pays" principle. As regards when the licence fee would be adjusted again, C for H/DEVB explained that the Administration had adopted a pragmatic approach in proposing fee adjustments, taking into account the resources required for implementing the adjustments.

88. Ir Dr LO Wai-kwok sought confirmation from the Administration that any relics discovered in the course of excavation and search were the properties of the Government. C for H/DEVB advised that under the Antiquities and Monuments Ordinance (Cap. 53), the ownership of every relic discovered in Hong Kong should vest in the Government from the moment of discovery.

89. Referring to paragraph 4 of the Administration's paper (LC Paper No. CB(1)310/15-16(01)), Dr Kenneth CHAN enquired about the details of the Administration's measures to enhance efficiency and streamline procedures to contain the costs of processing the licence applications.

90. ES(AM)/LCSD explained that to ensure smooth processing of the applications, the Antiquities and Monuments Office ("AMO") would have extensive communication with the applicants to work out clear archaeological action plans once their applications were received. Moreover, AMO would provide technical support to the applicants throughout the excavation and search process. C for H/DEVB added that the Administration would regularly review the quality and efficiency of its services and deploy additional resources to enhance the services where necessary.

**IX Any other business**

91. There being no other business, the meeting ended at 11:40 am.

Council Business Division 1  
Legislative Council Secretariat  
16 February 2016