

Panel on Development

List of follow-up actions (Position as at 19 May 2017)

Subject (Responsible Bureau/Office)	Date of meeting	Follow-up actions required	Administration's response
1. Hung Shui Kiu New Development Area Planning and Engineering Study — Revised Recommended Outline Development Plan (Development Bureau and Transport and Housing Bureau)	8 November 2016	<p>The Administration was requested to provide the following information in respect of the proposed Hung Shui Kiu ("HSK") New Development Area ("NDA"):</p> <p><u>Connectivity</u></p> <p>(a) regarding the concerns about the traffic impact of the population growth in the proposed NDA and the proposed removal of Tin Ying Road, whether the Administration would consider retaining Tin Ying Road to address public concerns (i.e. residents of Tin Shui Wai and the Yuen Long District Council had strongly objected to the removal of Tin Ying Road), and the measures to minimize the inconvenience arising from the removal of Tin Ying Road (such as</p>	<p>Response from the Development Bureau was issued to members on 19 December 2016 vide LC Paper No. CB(1)333/16-17(01).</p> <p>Response from the Transport and Housing Bureau on (b) and (e) is awaited.</p>

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		<p>how to enhance the accessibility of Tin Shui Wai Hospital);</p> <p>(b) whether the enhancement of the signalling system of the West Rail Line ("WRL") could effectively solve the problem that only one train would be allowed inside the tunnel from Kam Sheung Road Station to Tsuen Wan Station;</p> <p>(c) how the carrying capacity of WRL could increase by 60% upon the commissioning of the "East-West Corridor";</p> <p>(d) details of the Environmentally Friendly Transport Services ("EFTS") and whether the system would share the road surface with other vehicles, and the measures to avoid the situation that pedestrians and vehicles trod on the same path;</p> <p>(e) whether the Administration would review the railway service between Tsuen Wan and Tuen Mun;</p>	

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		<p><u>Provision of various facilities</u></p> <p>(f) the reasons for relocating the proposed Parking and Operational Facilities for EFTS and the San Wai Sewage Treatment Works;</p> <p>(g) how the Administration would make the proposed NDA the "Regional Economic and Civic Hub" for the North West New Territories ("NWNT");</p> <p>(h) whether the Administration would consider the suggestion of establishing a dragon and lion dance cultural centre to realize local cultural characteristics;</p> <p>(i) whether the Development Bureau, or the Food and Health Bureau, would ensure that public markets would be provided within the proposed NDA;</p> <p>(j) with respect to the concerns on adequacy of provision of car parking spaces, (i) details of the planning standard for the provision of such spaces in residential developments in the proposed NDA,</p>	

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		<p>including the standard for the areas near the railway station; and (ii) whether the Administration would consider the suggestion of providing car parking spaces near the railway station (i.e. the Park and Ride Scheme);</p> <p><u>Handling of brownfield operations</u></p> <p>(k) given that about 37 hectares ("ha") and 24 ha of land would be respectively reserved for modern logistics facilities, and port back-up, storage and workshop uses, (i) the time-table for releasing such land for the aforesaid purposes; (ii) the locations of the sites under (i) to be released at different times; (iii) the schedule for brownfield/logistics operators to move into the sites under (ii); and (iv) whether any space in HSK NDA would be available for relocating some of the brownfield operations from Wang Chau, Yuen Long;</p> <p>(l) given that most brownfield operators had indicated that they chose to operate at the current locations because the rent was</p>	

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		<p>affordable, the reasons why the Administration considered that it was feasible to relocate these operators to new multi-storey buildings;</p> <p>(m) the area of unlawfully occupied land among the 202 ha of brownfield sites identified within the HSK NDA boundary;</p> <p>(n) whether, why and how 24 ha of land reserved in the proposed NDA would be sufficient to accommodate the affected brownfield operations; if not sufficient, how the Administration would solve the problem;</p> <p><u>Impact of the proposed development on residents and farmers</u></p> <p>(o) rehousing arrangements for the affected residents;</p> <p>(p) whether the open space in the proposed NDA would be available for relocation of affected farmland, similar to the arrangement for the development of Yuen Long South; if yes, the details;</p>	

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		<p><u>Compensation to affectees</u></p> <p>(q) a detailed breakdown of the number of households and business operators to be affected by the project, by the categories of: indigenous villagers, non-indigenous villagers, land owners, tenants, business operators, cases of unlawful occupation of government/agricultural land; the respective area of land/brownfield sites occupied by each category of occupants within the HSK NDA boundary; and the estimated monetary compensation to be offered by the Government to these occupants for land resumption and clearance;</p> <p><u>Other concerns</u></p> <p>(r) noting that under the Revised Recommended Outline Development Plan, the development of HSK NDA would create about 150 000 new employment opportunities in NWNT, whether the Commerce and Economic Development Bureau would formulate relevant industry policy to facilitate the realization of such opportunities; and</p>	

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		(s) analysis on various aspects of the proposed NDA in terms of economic and dynamic development, potential development, financial studies, comparison of costs and benefits.	
<p>2. Briefing by the Secretary for Development on the Chief Executive's 2017 Policy Address and the overall land supply situation (Development Bureau, Food and Health Bureau, Commerce and Economic Development Bureau)</p>	<p>24 January 2017</p>	<p>The Administration was requested to provide the following information:</p> <p><u>Land supply</u></p> <p>(a) elaboration on the work to be undertaken by the Urban Renewal Authority in redeveloping aged-buildings in built-up areas with a view to increasing housing land supply;</p> <p>(b) whether there would be any funding proposals in relation to the Kwu Tung North new development area ("NDA") and Fanling North NDA to be submitted to the Finance Committee for consideration by the current-term Government;</p>	<p>Response from the Development Bureau was issued to members on 27 February 2017 vide LC Paper No. CB(1)618/16-17(01).</p> <p>Response from the Commerce and Economic Development Bureau on (h) was issued to members on 11 April 2017 vide LC Paper No. CB(1)796/16-17(01).</p> <p>Response from the Food and Health Bureau on (f) is awaited</p>

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		<p><u>Brownfield sites</u></p> <p>(c) information on the distribution of brownfield sites in the New Territories, with breakdown by the following categories of the sites:</p> <ul style="list-style-type: none">(i) the brownfield operations thereon which were in existence immediately before the first publication of the draft plans of the "Development Permission Areas" ("DPAs");(ii) sites that were not designated as DPAs;(iii) sites zoned "Undetermined";(iv) enclaves; and(v) government land leased out by Short Term Tenancy for use as open storage. <p>(d) in respect of the possibility of accommodating some brownfield operations into multi-storey buildings, whether the Administration would consider conducting a pilot scheme for such a proposal, rather than taking no action and waiting for the relevant studies to be completed in the next few years;</p>	

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		<p><u>Land use</u></p> <p>(e) elaboration on the proposed setting up of a conservation fund to further promote the revitalization of remote rural areas; whether the Development Bureau would review the compensation and rehousing mechanisms for various parties affected by development projects in the New Territories, such as the compensation for people affected by land resumption, taking reference from the proposed conservation fund; if yes, the details;</p> <p>(f) written response to Dr Hon LAU Siu-lai's letter dated 25 January 2017 on the role of the Development Bureau in the Government's policy on bazaars (LC Paper No. CB(1)501/16-17(01));</p> <p>(g) the justification for considering allocating land on the periphery of country parks for housing development, whereas only about 1% of the land of the Green Belt zone had been rezoned to residential or other uses;</p>	

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		<p>(h) the justification for proposing to use the Wan Chai Sports Ground for comprehensive development, including convention and exhibition venues, whereas land in Lantau had been reserved for the expansion of Asia World Expo;</p> <p><u>Land administration</u></p> <p>(i) the justification for renewing the land lease of the Sha Tin Racecourse for a further 50 years; the amount of land premium paid by The Hong Kong Jockey Club ("HKJC") for the renewal of the land lease; whether the above land lease was available for public inspection;</p> <p>(j) the justification for rezoning a site of 4.67 hectares in the Hong Kong Sports Institute from "Government, Institution or Community" to "Other Specified Uses" annotated "Race Course"; whether the Administration had signed/would sign a land lease with HKJC in respect of the above site;</p>	

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		<p><u>Enforcement against domestic use in industrial buildings</u></p> <p>(k) in view of the proposed stepping up of the enforcement efforts to combat the problem of illegal domestic units in industrial buildings, whether the Administration would enhance the rehousing arrangements for the affected inhabitants; if yes, the details; and</p> <p><u>Water safety</u></p> <p>(l) details of the follow-up actions taken by the Development Bureau and the Water Supplies Department relating to the recommendations put forward by the Commission of Inquiry into Excess Lead Found in Drinking Water, including the number of meetings held by the International Expert Panel appointed by the Development Bureau on the various items of follow-up work, and the relevant expert reports.</p>	

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3. PWP Item No. 751CL — Planning and engineering study on Sunny Bay reclamation (Development Bureau)	28 February 2017	Given that a 60-hectare site had been reserved for many years for the Phase 2 development of the Hong Kong Disneyland Resort, the Administration was requested to provide information on the timetable for taking forward the said development.	Administration's response awaited
4. Receiving public views on Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Development Bureau)	10 March 2017	<p>The Administration was requested to provide the following information:</p> <p>(a) the projection methodology in respect of the estimation that an outstanding area of 200 hectares of land was required in the long term for other specific uses (including science/research and development parks and industrial estates), as mentioned in the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("Hong Kong 2030+"), in particular, whether the estimation had included the 87 hectares of land in the Lok Ma Chau Loop; and</p> <p>(b) in respect of each piece of land proposed to be developed under Hong Kong 2030+, the location, development area, population to be accommodated and use,</p>	Administration's response awaited

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		<p>so as to illustrate how the total area of outstanding land demand and total population to be accommodated was arrived at.</p>	
<p>5. PWP Item No. 751CL — Planning and engineering study on Sunny Bay reclamation (Development Bureau)</p>	<p>28 March 2017</p>	<p>The Administration was requested to provide the following information:</p> <p>(a) given that there had been previous cases that it was found during the construction of certain railway projects that the actual ground properties were different from the geological information obtained by ground investigations, how the Administration could ensure that adequate site investigation works would be conducted in respect of the proposed Sunny Bay reclamation, so that the information obtained would accurately reflect the actual situation;</p> <p>(b) the definition of "fisheries" (漁業) used in an Environmental Impact Assessment ("EIA"), and how the Administration would examine and address the impact of the proposed Sunny Bay reclamation on the practices of the fisheries industry (漁</p>	<p>Administration's response awaited</p>

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		<p>業) (but not fisheries resources (漁業資源)) in the proposed planning and engineering study; and</p> <p>(c) whether the Administration would provide the report on the engineering feasibility studies for proposed reclamation at Sunny Bay to the Panel; if yes, the report; if no, the reasons.</p>	
<p>6. Encouraging property owners to participate in Smart Tender Scheme (Development Bureau and Urban Renewal Authority)</p>	<p>28 March 2017</p>	<p>The Administration and the Urban Renewal Authority ("URA") were requested to provide the following information:</p> <p><u>Combating bid-rigging in building maintenance works</u></p> <p>(a) since the implementation of the "Smart Tender" Building Rehabilitation Facilitating Services scheme ("the Smart Tender scheme") in May 2016, whether the Administration had received reports/complaints from property owners or owners' corporations ("OCs") against suspected bid-rigging in relation to residential building maintenance works; if yes, the number of such reports/complaints;</p>	<p>The Administration's response was issued to members on 24 April 2017 vide LC Paper No. CB(1)866/16-17(01).</p>

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		<p>(b) whether the Administration and URA had followed up the bid-rigging issues in (a); if yes, the details; if no, the reasons;</p> <p><u>Smart Tender scheme</u></p> <p>(c) whether URA would offer partial service to an applicant under the scheme, for instance, in a case where the applicant had already appointed an authorized person or registered inspector for carrying out inspections and supervising the building rehabilitation works at the time of application for the service; if no, the reasons;</p> <p>(d) given that the participation rate under the Smart Tender scheme was relatively low, the factors preventing owners/OCs from participating in the scheme;</p> <p>(e) whether URA would render assistance to successful applicants under Smart Tender scheme in examining the terms and conditions of a works contract prepared by the appointed contractor;</p>	

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		<p>(f) whether and how a successful applicant under the scheme could have choices of independent third-party advisors, and whether any mechanism was in place (e.g. imposing sanctions to achieve a deterrent effect) to ensure the due performance of the independent third-party advisors;</p> <p>(g) in case of poor performance or non-compliance of a contractor, how URA would offer assistance to building owners;</p> <p>(h) whether URA would deploy additional manpower for the implementation of the Smart Tender scheme; if yes, the details;</p> <p><u>Other building rehabilitation schemes</u></p> <p>(i) whether successful applicants under the Smart Tender scheme were allowed to join other building rehabilitation subsidy/loan schemes of URA (e.g. the Integrated Building Maintenance Assistance Scheme) and/or other government departments, or the other way round.</p>	

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<p>7. Regulatory control over lift and escalator safety (Development Bureau)</p>	<p>19 April 2017</p>	<p>The Administration was requested to provide the following information:</p> <p>(a) the progress of implementation of the recommendations made by the Director of Audit in his Report No. 66 in relation to the work of the Electrical and Mechanical Services Department in monitoring the safe operation of lifts and escalators; and</p> <p>(b) statistics about the lift/escalator industry over the past three years, including (i) a list of registered lift/escalator contractors; (ii) number of registered lift/escalator workers and number of engineers employed by each contractor; (iii) average salary of lift/escalator workers and average salary of engineers under each contractor; (iv) number of lifts and number of escalators maintained by each contractor; and (v) ratio of (iv) to (ii).</p>	<p>The Administration's response was issued to members on 12 May 2017 vide LC Paper No. CB(1)932/16-17(01).</p>

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<p>8. PWP Item No. 786CL — Tung Chung New Town Extension — Reclamation and Advance Works (Development Bureau)</p>	<p>25 April 2017</p>	<p>The Administration was requested to provide the following information:</p> <p>(a) the aircraft noise mitigation measures to be adopted by the Civil Aviation Department and/or the Airport Authority Hong Kong, if the Noise Exposure Forecast ("NEF") 25 contour was updated upon the full commissioning of the Three-Runway System in 2023, resulting in the proposed Tung Chung New Town Extension being located within the NEF 25 contour; and</p> <p>(b) the area of land to be formed at Tung Chung East for hotel development.</p>	<p>The Administration's response was issued to members on 8 May 2017 vide LC Paper No. CB(1)909/16-17(01).</p>
<p>9. PWP Item No. 765CL — Development of Anderson Road Quarry Site — Road Improvement and Infrastructure Works (Development Bureau)</p>	<p>25 April 2017</p>	<p>The Administration was requested to provide the following information:</p> <p>(a) detailed breakdown of the costs of the proposed road construction works (\$955.3 million) and construction of the proposed vehicular flyover (\$106.1 million);</p> <p>(b) the role of and the work done by the Project Cost Management Office in the</p>	<p>Administration's response awaited</p>

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		<p>Administration's preparation of the cost estimates of the proposed works in (a);</p> <p>(c) the findings of the traffic impact assessment report for the proposed development at the Anderson Road Quarry ("ARQ") site relating to the impact of additional traffic flows on local major roads and junctions arising from the proposed development of the ARQ site; and</p> <p>(d) how the proposed road improvement works could effectively address the aggregate impact of the proposed development at the ARQ site and the public rental housing development at Anderson Road on the traffic in Kowloon East before the completion of Route 6, which comprised the Tseung Kwan O — Lam Tin Tunnel, Trunk Road T2 and Central Kowloon Route.</p>	