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Panel on Development

Meeting on 20 December 2017

**Updated background brief on the implementation arrangements for
the Hung Shui Kiu New Development Area project**

Purpose

This paper provides background information on the implementation arrangements for the Hung Shui Kiu ("HSK") New Development Area ("NDA") project. It also summarizes the views and concerns expressed by Members on the subject at meetings of the Panel on Development ("DEV Panel"), the Public Works Subcommittee ("PWSC") and the Finance Committee ("FC") since the 2010-2011 legislative session.

Background

2. The Planning and Development Study on North West New Territories ("NWNT"), which was completed in 2003, identified HSK as a suitable NDA to cater for the long-term development needs of Hong Kong. Subsequently, in the comprehensive review of the need for strategic development areas under the "Hong Kong 2030: Planning Vision and Strategy" ("the HK2030 Study") completed in 2007,¹ it was recommended that HSK NDA and the North East

¹ The HK2030 Study updated the territorial development strategy for Hong Kong with a view to recommending a spatial development pattern in response to various social, economic and environmental needs in the next 20 to 30 years. In January 2015, the Planning Department commissioned the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("the HK2030+ Study") to update the HK2030 Study. The HK2030+ Study is scheduled for completion by early 2018.

New Territories NDAs be proceeded with to address the long-term housing demand and provide employment opportunities.²

The planning and engineering study

3. The Administration briefed DEV Panel in January 2011 on its proposal to carry out the planning and engineering study ("the P&E Study") for HSK NDA. On the recommendation of PWSC, FC approved the relevant funding proposal at an estimated cost of \$70.4 million in April 2011.

Three-stage community engagement

4. The P&E Study, commenced in 2011, aimed at formulating sustainable and feasible planning and development proposals for HSK NDA. The P&E Study included a three-stage community engagement ("ComE") exercise. Stage 1 and Stage 2 of the exercise were conducted in November 2010 and July 2013 respectively. During Stage 2 of ComE, the Administration sought public views on the Preliminary Outline Development Plan ("PODP") for HSK NDA.³ Taking into consideration the public views collected, the Administration presented for public consultation the Recommended Outline Development Plan ("RODP") for HSK NDA during Stage 3 of ComE, which was conducted from 17 June to mid-September 2015.

Revised Recommended Outline Development Plan

5. Having regard to the public views collected during Stage 3 of ComE and the results of the Environmental Impact Assessment, the Administration revised the development proposals for HSK NDA and incorporated the revised development proposals into RODP. The Revised RODP (in **Appendix I**) was promulgated on 5 September 2016 as the recommendation of the P&E Study. A comparison of the key development parameters of HSK NDA proposed under PODP, RODP and Revised RODP are summarized as follows:⁴

² The projects of HSK NDA and the North East New Territories NDAs were among the 10 major infrastructure projects announced in the 2007-2008 Policy Address.

³ Details about the PODP for HSK NDA are in [LC Paper No. CB\(1\)1543/12-13\(03\)](#).

⁴ Sources: LC Paper Nos. [CB\(1\)1543/12-13\(03\)](#), [CB\(1\)987/14-15\(07\)](#) and [CB\(1\)51/16-17\(05\)](#)

	PODP (presented in July 2013)	RODP (presented in June 2015)	Revised RODP (presented in September 2016)
Total NDA area (hectare ("ha"))	826	714	714
Development area (ha)	446	442	441 ⁽¹⁾
Total population	218 000	215 000	218 000
	(including population from existing and committed developments)		
No. of new flats	About 60 000	About 60 100	About 61 000
Housing mix	Public ⁽²⁾ 51%: Private 49% Public 69%: Private 31% (together with Tin Shui Wai)		
Employment opportunities	About 100 000	About 150 000	About 150 000
Plot ratio ("PR")	3.5 - 8	Maximum domestic PR: 6 Maximum non-domestic PR: 9.5	
<u>Notes:</u>			
(1) The development area refers to the area with planned new developments and infrastructure on the Revised RODP. This excludes areas that are already occupied by existing developments/roads which will be retained in future and areas that will be kept intact such as those zoned or to be zoned "Green Belt", "River Channel", etc.			
(2) This includes public rental housing units and subsidized sale flats.			

6. The major planning proposals for HSK NDA under the Revised RODP are in **Appendix II**.

Major views and concerns expressed by Members

7. The major views and concerns expressed by Members on the implementation arrangements for the proposed HSK NDA project when relevant matters were discussed at meetings of DEV Panel, PWSC and FC from 2011 to 2017 are summarized in the ensuing paragraphs.

Impact of the project on existing residents and farmers

8. Some Members relayed the concerns of the indigenous villagers of HSK about the proposed high-rise developments in the proposed HSK NDA, and requested the Administration to provide more buffer zones to separate the

villages and the new developments. The Administration advised that all existing "Village Type Development" ("V") zones on the Outline Zoning Plan would be retained in-situ in accordance with the Revised RODP. These "V" zones generally encompassed their respective village environs. Additional amenity strips had also been incorporated to serve as buffer zones between areas of different uses.

9. Some Members expressed concern that some landowners would force the tenant farmers to move out before the commencement of the land clearance exercise by ceasing the tenancy. The affected farmers would then become ineligible for agricultural rehabilitation arrangements and/or compensation. They asked how the Administration would identify those who were genuinely affected by the project.

10. The Administration explained that only about 7 ha of active farmland would be affected by the proposed HSK NDA project. To assist the affected farmers, the Administration would adopt the special agricultural land rehabilitation scheme, under which suitable government land and landowners who were willing to sell or lease their land for agricultural rehabilitation would be identified. Priority assistance would be given to match the land/landowners with the affected farmers, and the Agricultural, Fisheries and Conservation Department would verify whether the applicants under the scheme were genuine farmers.

Rehousing arrangements and compensation to affectees

11. Some Members expressed concerns about the rehousing arrangements for the affected residents, and the estimated monetary compensation to be offered by the Government to these occupants for land resumption and clearance.

12. The Administration advised that since the whole area of HSK NDA had been occupied by scattered and intermingled land uses including brownfield sites, abandoned and some active farmland, squatters and other unauthorized but tolerated structures, existing traditional village clusters, developed residential clusters, industrial buildings, etc., comprehensive planning was required to release suitable land for development through proper layout and infrastructure upgrading. It was thus unavoidable that some existing establishments, including squatters and other tolerated structures, and some farmland would be affected due to their locations in areas required for land development or infrastructures. It was estimated that about 1 600 households, mostly living in squatters and other tolerated structures, would be affected. To address the rehousing needs of the eligible clearers, a local rehousing site to the

west of Hung Fuk Estate had been reserved on the Revised RODP. The Administration advised that it had been working on the details of compensation and rehousing arrangements for HSK NDA, and would announce the packages in due course.

Arrangements for affected brownfield operations

13. Members expressed concern over the relocation arrangements of brownfield operations affected by the HSK NDA project. According to the Revised RODP, about 24 ha of land was reserved for accommodating the affected brownfield operations and other purposes. As such, Members doubted if the area reserved would be sufficient. They also queried if it was feasible to relocate the affected operators to the proposed multi-storey buildings ("MSBs"). They further called on the Administration to render assistance to the affected business operators so that they could continue their business. There was a view that the Administration should adopt a "re-housing before land resumption" policy, and resettle the affected operators in the current locality.

14. According to the Administration, one of the major objectives of the HSK NDA project was to transform the vast extent of fallow agricultural land being used for brownfield operations into optimal uses. While it was not practical to relocate the affected brownfield operations to sites of equivalent size, the Administration would explore feasible measures to accommodate brownfield operations through efficient means such as MSBs. The Administration further advised that it would not rule out the possibility and need for accommodating certain operations which could not be practically feasible to move into MSBs on suitable open-air sites with provision of proper infrastructure and segregation from sensitive receivers. The Administration would also explore other sites in the nearby areas which might be suitable for accommodating brownfield operations.

15. The Administration further advised that the Civil and Engineering Development Department had commissioned feasibility studies on MSBs for accommodating brownfield operations in HSK NDA. The studies, targeted for completion by mid-2018, would cover the conceptual design, engineering, financial and other assessments, and explore possible modes of operation and management of the proposed MSBs. Meanwhile, the Planning Department would commission a study in 2017 on the existing profile and operations of brownfield sites in the New Territories.

Implementation approach

16. Some Members enquired whether the development of HSK NDA would be implemented under the Conventional New Town Approach ("CNTA"),⁵ and whether, before the commencement of land resumption, the owners of the private land within the development area would be allowed by the Lands Department to change the uses of the land concerned. The Administration advised that during Stage 3 of ComE, Enhanced CNTA was proposed as the implementation mode for HSK NDA,⁶ drawing reference to the same approach adopted for the Kwu Tung North and Fanling North NDAs.

17. Some Members were concerned that Enhanced CNTA was a land development approach tilted towards landowners and developers because the affected households/farmers would only receive small amount of compensation from the landowners/developers. They considered that Enhanced CNTA would encourage land consolidation by developers by evicting existing tenants and would cause public suspicion of the government colluding with the business sector. The Administration responded that it was still working out the relevant details in the light of the public views and suggestions collected during Stage 3 of ComE and would make announcements once available.

Provision of employment opportunities

18. While some Members doubted if the proposed HSK NDA project was planned to support the economic development of the Pearl River Delta region, some Members welcomed the proposed development which would create a large number of job opportunities in future for the residents of not only the proposed HSK NDA, but also the residents of Tin Shui Wai and Tuen Mun.

19. The Administration advised that the HSK NDA project would generate a full spectrum of job opportunities, ranging from high-skilled to general-skilled, requiring different professional training and educational attainments. Among the 150 000 job opportunities, some of them would be

⁵ Under CNTA, the Government would resume and clear all the private land planned for public works projects, public housing and private developments, carry out site formation works and provide infrastructure before allocating land for various purposes including disposal of the land planned for private developments in the market.

⁶ Under Enhanced CNTA, land resumption and public works remain as the primary means of implementation of the planned new town development scheme, while lease modifications/land exchange applications from private landowners may be accepted if a set of criteria are met.

generated from government and institution related facilities, whereas the others would be generated through private development or investment on various economic land uses.

Connectivity

20. Some Members were concerned about the accessibility of HSK NDA and the capacity of the West Rail Line ("WRL") to cope with the new population in the proposed NDA. Some Members opined that, to alleviate the anticipated overloading problem of the railway service in the NWNT, it was necessary to develop a new harbour-crossing railway to connect Hong Kong Island and NWNT via the proposed artificial islands in the central waters.

21. The Administration advised that planning and technical assessments on the environmental, traffic and air ventilation impacts of the recommended proposals had been thoroughly carried out in the process of the P&E Study. Under the Railway Development Strategy 2014, it was suggested that a new HSK Station be developed on WRL between the existing Tin Shui Wai Station and Siu Hong Station.⁷ To tie in with the first population intake of HSK NDA, it was recommended that the new station be commissioned between 2021 and 2024, subject to the technical and financial studies as well as public consultation at the detailed planning stage.

22. As regards the carrying capacity of WRL, the Administration advised that WRL trains would gradually be changed from 7-car to 8-car and the hourly train frequency at each direction would increase from 20 to 28. As a result, the carrying capacity of WRL would increase by 60%. The Administration considered that the carrying capacity of WRL would be sufficient to meet the anticipated passenger demand arising from the development of HSK in the future. Further, through the Shatin to Central Link, Ma On Shan Line would be connected to Tuen Mun, from Tai Wai through Hung Hom to Tuen Mun direct, forming an "East West Corridor". In the long term, the Administration would commence studies on improving the carrying capacity of the railways in NWNT beyond 2031, to cope with the traffic demands.

⁷ Source: [The Railway Development Strategy 2014](#)

Provision of various facilities

23. Some Members urged the Administration to learn from the lessons of the development of Tin Shui Wai and ensure the timely provision of sufficient community services such as a hospital, community centres, leisure facilities, etc., in HSK NDA. The Administration assured Members that in carrying out the P&E Study, it took into account residents' needs for community facilities based on the projected population. Apart from shopping centres, street shops and local retailing services would be provided in each residential neighbourhood to meet the needs of local daily life. Shopping streets would also be designated to promote street vibrancy.

Motions passed

24. A motion concerning the proposed HSK NDA project was passed by DEV Panel at its meeting on 8 November 2016. Two motions were passed at meetings of the DEV Panel on 23 May and 27 June 2017 respectively, urging the Administration to establish a "resettling in the current locality" principle for brownfield operations. The terms of the above motions are in **Appendix III**.

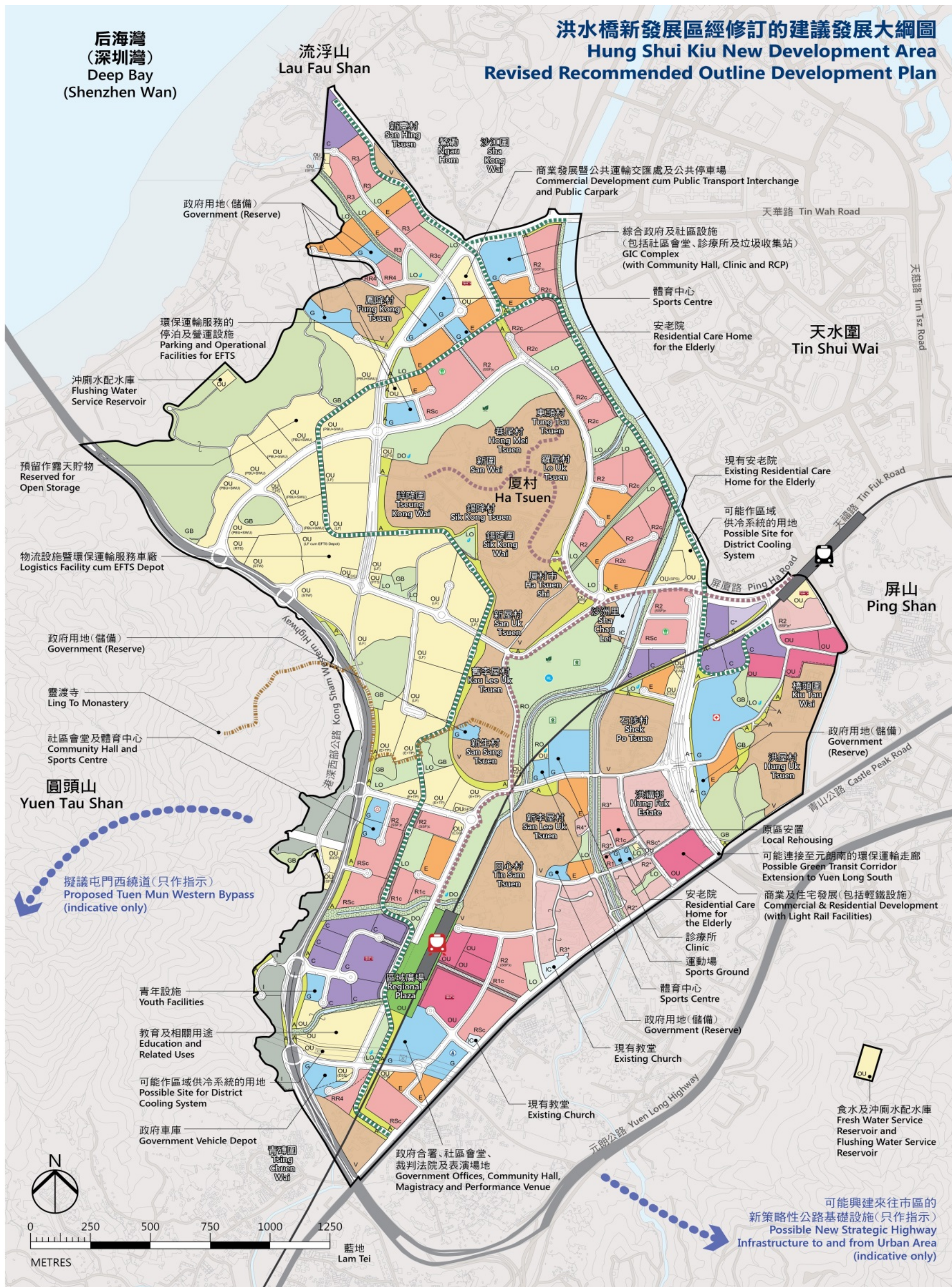
Latest development

25. At the meeting of DEV Panel to be held on 20 December 2017, the Administration will brief members on the details of the implementation mode and the special compensation and rehousing package for the HSK NDA project.

Relevant papers

26. A list of relevant papers with their hyperlinks is in **Appendix IV**.

洪水橋新發展區經修訂的建議發展大綱圖
Revised Recommended Outline Development Plan for
the Hung Shui Kiu New Development Area



資料來源：立法會CB(1)51/16-17(05)號文件
Source : LC Paper No. CB(1)51/16-17(05)

Major planning proposals for the Hung Shui Kiu New Development Area under the Revised Recommended Outline Development Plan

The Revised Recommended Outline Development Plan ("RODP") has the following key features:

Positioning of the New Development Area

- (a) Being strategically located in the North West New Territories ("NWNT") and well connected to Tin Shui Wai ("TSW"), Tuen Mun and Yuen Long, the Hung Shui Kiu ("HSK") New Development Area ("the NDA") will serve as a "Regional Economic and Civic Hub" for NWNT. Through comprehensive planning and development, HSK NDA will transform the vast extent of fallow agricultural land being used for brownfield operations into optimal uses, and provide solution spaces to meet the surging demand for various economic land uses, including land for offices, retail, hotels, logistics, technology and special industrial uses. In doing so, HSK NDA will create about 150 000 new employment opportunities in NWNT, bringing jobs closer to residents not only in HSK but also TSW, Tuen Mun and Yuen Long. The development of the NDA will help address the imbalance in the spatial distribution of population and jobs in the territory.
- (b) HSK NDA will also be the next generation new town of Hong Kong. Upon full development, the NDA will accommodate about 218 000 residents, including 176 000 new population. Together with TSW, Yuen Long, Tuen Mun New Towns, and the Yuen Long South development under planning, it will form a major new town development cluster in the western part of the territory. Taking into account the relatively high proportion of public housing at TSW, only about half of the new homes at the NDA will be public housing to achieve a better overall balance in housing mix.

Regeneration of degraded land

- (c) The HSK NDA project has included some 190 ha brownfield sites being used for container storage, warehouse, construction materials/machinery storage, car repair workshops, recycling yards and rural workshops, and intermingled with some licenced structures,

squatters and other temporary structures. Through comprehensive planning and provision of enhanced infrastructure, the NDA project will incorporate land occupied by brownfield and other uses including squatters and abandoned and spoilt farmland as part of the new town development and transform the chaotic and damaged rural lands into optimal land uses.

Planning and urban design framework

- (d) The overall planning of HSK NDA has adhered to the planning principles to build a sustainable, people-oriented and balanced living, working and business community, and to create a "Regional Economic and Civic Hub" for NWNT. Key activity nodes and residential communities of different intensities are planned with regard to the existing context and landscape resources, including the surrounding green backdrop of Yuen Tau Shan and the natural and rural environment of Deep Bay and Lau Fau Shan to the west and north, the built-up areas to the east and south, as well as the TSW River Channel that runs through the NDA as a spine.
- (e) To promote a compact rail-based city concept, developments of higher density are clustered around the railway stations with a maximum plot ratio ("PR") for pure commercial and mixed commercial/residential zones up to 9.5 and 7 respectively. The development intensities descend towards the Lau Fau Shan and Deep Bay areas with a maximum PR of 2.5 to 3.5 for residential zones in the northern part of the NDA.
- (f) Principal visual, air and green corridors are well-defined through the introduction of green open spaces, amenity strips and pedestrian streets. A north-south running open space spine following the TSW River Channel creates a continuous riverside promenade. The open space spine will connect the Regional Park in the central and Regional Plaza in the south. The two existing fung shui lanes have been preserved and enhanced with open space provision to connect the Ping Shan heritage precinct and Ha Tsuen.

Catalyst for economic growth and job creation

- (g) The town centre is planned around the proposed HSK Station, including offices, commercial facilities, various Government, Institution and Community ("GIC") facilities, and Regional Plaza, and will form the "Regional Economic and Civic Hub". The hub around the proposed

HSK Station will be buttressed by two anchor developments, with one (3.5 ha) for office, hotel and retail uses and the other one (4.3 ha) for commercial/residential uses, and supplemented by less sizable commercial and commercial/residential sites, having regard to the experience of successful retail developments across the territory especially in new towns. Each of the two anchor sites will be able to provide a critical mass of shop and service uses, and include such facilities as public transport interchange and public carpark. The "District Commercial Node" around the existing West Rail TSW Station will be the secondary commercial node of the NDA. The proposed developments around the two stations would generate respective commercial Gross Floor Areas of about 1.1 million m² and 0.6 million m². Shopping streets are proposed along TSW River Channel, to the southeast of the proposed HSK Station and along the Green Transit Corridor ("GTC") near the station with retail frontages for shops and services to promote a thriving local economy, and to improve walkability and street vibrancy.

- (h) The "Logistics, Enterprise and Technology Quarter" ("the Quarter") at the northwestern part of the NDA will become another major employment cluster in the NDA. About 37 ha of land has been reserved for modern logistics facilities and about 9 ha is designated for an Enterprise and Technology Park to accommodate a variety of innovation and technology uses, including research centres, testing and certification use, data centres, modern industries and other related business and non-polluting industrial uses. Moreover, an industrial zone of about 13 ha in area is planned at the western fringe of the NDA for modern industries and general industrial uses.
- (i) About 24 ha of land at the northern fringe of the Quarter is reserved for port back-up, storage and workshop uses, including the proposed multi-storey buildings for accommodating some of the affected brownfield operations. The area has direct access to strategic highways which can minimize movements of heavy vehicular traffic within the NDA.
- (j) The above robust economic activities clusters would provide about 150 000 new employment opportunities in NWNT, which span across a wide spectrum of economic sectors and provide jobs requiring a range of skills and different educational attributes. The proposed job opportunities are summarized below:

Proposed Use	Employment (approx.)
Commercial	75 000
Office	32 000
Hotel	2 000
Retail, dining, entertainment and other commercial	41 000
Industry	61 000
Enterprise and technology park	19 000
Logistics facilities	23 000
Port back-up, storage and workshop uses	14 000
General industrial	5 000
Community services	14 000
GIC facilities (including education and hospital)	12 000
Other services	2 000
Total	150 000

A supportive community

- (k) The planning for the NDA is people-oriented. A wide range of GIC facilities will be provided in HSK NDA to support the future residents living within and near the NDA and create a family-friendly and age-friendly community. The requirements of the surrounding areas including TSW have been taken into account in the provision of GIC facilities. The development programme of the NDA will ensure timely site provision for the community facilities in tandem with the population intake.
- (l) On a regional and district basis, a civic hub comprising performance venue, government offices, magistracy, community hall, post office, youth facilities and higher education institute is planned to form part of the "Regional Economic and Civic Hub" near the proposed HSK Station. A hospital is planned around the "District Commercial Node" near the existing TSW Station to provide public health and medical services to the district. A "Local Service Core" is added at the northern part of the NDA to provide local support for the future residents and the TSW neighbourhood as suggested by the public. It comprises a commercial

development and a proposed GIC complex (including community hall, clinic and refuse collection point). There are also other GIC facilities provided in different parts of the NDA, including sports ground, sports centres, schools, community hall, markets, clinics, police station, fire station and other social facilities.

Optimizing transport infrastructure and improving mobility

- (m) The proposed HSK Station together with the TSW Station will provide railway connection to the NDA. The progressive enhancement of the West Rail service through enhancement of the signalling system to increase train frequency and addition of train compartments in the years ahead will generally be able to meet the demand of NDA and other new developments in the NWNT region.
- (n) For sustainable development of the NDA, one of the key planning concepts is to minimize traffic generation. The substantial and diversified employment opportunities within the NDA will provide the working population of NWNT including the NDA with more jobs closer to homes, reducing the external traffic between the region and the urban area. Moreover, additional highway linkages to NWNT are under planning. The Government is planning the Tuen Mun Western Bypass which will connect the Tuen Mun - Chek Lap Kok Link with Tsing Tin Road in Tuen Mun and the Kong Sham Western Highway. The Government will continue to monitor the changing needs of the NWNT traffic road network and carry out a feasibility study on Route 11 connecting North Lantau and Yuen Long to improve the accessibility of NWNT.
- (o) Land for a GTC has been reserved in the Revised RODP to provide rapid intra-district transport service. Subject to further study, GTC will include highly efficient Environmentally Friendly Transport Services ("EFTS"), pedestrian walkways and cycle tracks to support the internal movement between the development clusters. GTC is also designed to be separated from the vehicular road system to avoid junction conflicts. In response to public comments, EFTS has been adjusted with some sections closer to existing villages for ease of access.
- (p) Comprehensive primary, district and local road networks, cycle tracks, pedestrian walkways and pedestrian streets will be provided to facilitate internal vehicular and pedestrian movements. The transport function of Tin Ying Road will be replaced by the widened Ping Ha Road and the newly introduced roads. This would release land along the TSW River

Channel for more efficient uses and better pedestrian connectivity with TSW New Town together with two additional footbridges planned. In addition, a local road in the Lau Fau Shan area has been extended to Deep Bay Road to address public concern on the congestion along Lau Fau Shan Road.

A smart and green city for living, working and doing business

- (q) The NDA will be a green city adopting a sustainable and energy saving strategy in respect of town planning, urban design, transportation and green infrastructure to achieve efficiency, carbon emission reduction and sustainable living. Green mobility is promoted through the use of mass transit and public transport, as well as the introduction of GTC and a comprehensive cycle track and pedestrian walkway network.
- (r) The Administration will also actively pursue a series of green initiatives including reuse of reclaimed water; community green station for environmental education and collection of recyclables; revitalization of the existing river channel system; promotion of energy efficient buildings and installations; use of district cooling system for non-domestic developments; and the establishment of an information and communication technology platform to coordinate different city functions for enhancing city operation and management.

Source: [LC Paper No. CB\(1\)51/16-17\(05\)](#)

(Translation)

Panel on Development

**Motion passed under the agenda item
"Hung Shui Kiu New Development Area Planning and Engineering Study
— Revised Recommended Outline Development Plan"
at the meeting on 8 November 2016**

(Motion moved by Hon CHU Hoi-dick and amended by Hon CHAN Han-pan)

It has been learnt that a feasibility study and a traffic impact assessment on the Hung Shui Kiu New Development Area are being conducted by the Government and the relevant reports will be made available to the public upon their completion. This Panel urges the SAR Government to complete the aforesaid study and assessment expeditiously and submit the relevant reports to this Panel for discussion without delay.

(Translation)

Panel on Development

**Motion passed under agenda item VI
"Ex-gratia allowance arrangement for business undertakings
affected by Government's development clearance exercises"
at the meeting on 23 May 2017**

(Motion moved by Hon CHU Hoi-dick)

This Panel urges that the Government, in its review of the ex-gratia allowance arrangement for brownfield operations, must adopt the overriding principle of "re-provisioning in the same district" in the new developments concerned when carrying out Government's development clearance exercises affecting brownfield operations, so as to prevent more agricultural lands in other districts from becoming brownfield sites and protect the livelihood of workers.

(Translation)

Panel on Development

**Motion passed under agenda item I
"Receiving public views on 'ex-gratia allowance arrangement for business
undertakings affected by Government's
development clearance exercises'"
at the special meeting on 27 June 2017**

(Motion moved by Hon CHU Hoi-dick)

In order to ensure that the livelihoods of those engaging in the logistics industry and other brownfield operations will not be affected by the planning for new development areas ("NDAs") and to prevent the continued expansion of the area of brownfield sites, this Panel requests that the Government should establish a "resettling in the current locality" principle by setting aside sufficient lands and providing infrastructure within NDAs, so that the affected operators may resume operations at affordable costs.

**The implementation arrangements for
the Hung Shui Kiu New Development Area project**

List of relevant papers

Council/Committee	Date of meeting	Paper
Panel on Development	25 January 2011	<p>Administration's paper on "PWP Item No. 733CL — Review Studies on Hung Shui Kiu New Development Area: Consultants' Fee and Site Investigation" [LC Paper No. CB(1)1100/10-11(05)]</p> <p>Minutes of meeting [LC Paper No. CB(1)1669/10-11]</p>
Public Works Subcommittee	9 February 2011	<p>Administration's paper on "Head 707 — New Towns and Urban Area Development 733CL — Review Studies on Hung Shui Kiu New Development Area — Consultants' Fees and Site Investigation" [PWSC(2010-11)37]</p> <p>Administration's follow-up paper [LC Paper No. PWSC51/10-11]</p> <p>Minutes of meeting [LC Paper No. PWSC54/10-11]</p>
Finance Committee	15 April 2011	<p>Administration's paper on "Recommendations of the Public Works Subcommittee made on 9 February 2011" [FCR(2011-12)2]</p> <p>Administration's follow-up paper [LC Paper No. FC111/10-11]</p> <p>Minutes of meeting at 3:00 pm [LC Paper No. FC118/10-11]</p>

Council/Committee	Date of meeting	Paper
Panel on Development	22 October 2013	<p>Administration's paper on "Hung Shui Kiu New Development Area Planning and Engineering Study — Preliminary Outline Development Plan and Stage Two Community Engagement" [LC Paper No. CB(1)1543/12-13(03)]</p> <p>Minutes of meeting [LC Paper No. CB(1)352/13-14]</p>
Panel on Development	16 November 2013	<p>Minutes of special meeting [LC Paper No. CB(1)926/13-14]</p>
Panel on Development	27 January 2015	<p>Administration's paper on "Increasing Land Supply" [LC Paper No. CB(1)407/14-15(01)]</p>
Finance Committee special meeting	1 April 2015	<p>Administration's replies to Members' Initial Written Questions — Reply Serial Nos. DEVB(PL)027 and DEVB(PL)214</p>
Panel on Development	22 July 2015	<p>Administration's paper on "Hung Shui Kiu New Development Area Planning and Engineering Study — Recommended Outline Development Plan and Stage 3 Community Engagement" [LC Paper No. CB(1)987/14-15(07)]</p> <p>Administration's follow-up paper [LC Paper No. CB(1)1238/14-15(01)]</p> <p>Minutes of meeting [LC Paper No. CB(1)1250/14-15]</p>
Panel on Development	9 October 2015	<p>Minutes of special meeting [LC Paper No. CB(1)207/15-16]</p>
Panel on Development	26 January 2016	<p>Administration's paper on "Initiatives of Development Bureau in the 2016 Policy Address and Policy Agenda" [LC Paper No. CB(1)452/15-16(03)]</p>

Council/Committee	Date of meeting	Paper
Panel on Development	8 November 2016	<p>Administration's paper on "Hung Shui Kiu New Development Area Planning and Engineering Study — Revised Recommended Outline Development Plan" [LC Paper No. CB(1)51/16-17(05)]</p> <p>Administration's follow-up paper [LC Paper No. CB(1)333/16-17(01)]</p> <p>Administration's response to the motion passed at the meeting [LC Paper Nos. CB(1)274/16-17(01) and CB(1)1192/16-17(02)] [LC Paper No. CB(1)1192/16-17(01) (English version only)]</p> <p>Minutes of meeting [LC Paper No. CB(1)289/16-17]</p>
Panel on Development	23 May 2017	<p>Administration's paper on "Ex-gratia allowance for business undertakings affected by the Government's development clearance exercises" [LC Paper No. CB(1)801/16-17(01)]</p> <p>Administration's response to the motion passed at the meeting [LC Paper No. CB(1)1202/16-17(01)]</p> <p>Minutes of meeting [LC Paper No. CB(1)1417/16-17]</p>
Panel on Development	27 June 2017	<p>Administration's paper on "Ex-gratia allowance for business undertakings affected by the Government's development clearance exercises" [LC Paper No. CB(1)801/16-17(01)]</p> <p>Administration's response to the motion passed at the meeting [LC Paper No. CB(1)1346/16-17(01)]</p>

Council/Committee	Date of meeting	Paper
		Minutes of special meeting [LC Paper No. CB(1)100/17-18]