

立法會
Legislative Council

LC Paper No. CB(1)352/13-14
(These minutes have been seen
by the Administration)

Ref : CB1/PL/DEV/1

Panel on Development

Minutes of meeting
held on Tuesday, 22 October 2013, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex

Members present : Dr Hon LAU Wong-fat, GBM, GBS, JP (Chairman)
Hon Tony TSE Wai-chuen (Deputy Chairman)
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon Cyd HO Sau-lan
Dr Hon LAM Tai-fai, SBS, JP
Hon CHAN Hak-kan, JP
Hon CHAN Kin-por, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon IP Kwok-him, GBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon James TIEN Pei-chun, GBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing
Hon Gary FAN Kwok-wai
Hon CHAN Chi-chuen
Dr Hon Kenneth CHAN Ka-lok
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Alice MAK Mei-kuen, JP
Dr Hon KWOK Ka-ki

Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon CHIANG Lai-wan, JP
Ir Dr Hon LO Wai-kwok, BBS, MH, JP

Member attending : Hon LEUNG Yiu-chung
Hon Steven HO Chun-yin

Members absent : Hon Emily LAU Wai-hing, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon CHAN Han-pan
Hon CHAN Yuen-han, SBS, JP

Public officers attending : **Agenda item IV**

Mr LIU Chun-san
Principal Assistant Secretary (Works) 2
Development Bureau

Mr CHAN Chi-ming, JP
Deputy Director of Civil Engineering and Development
Civil Engineering and Development Department

Mrs Sorais LEE, JP
Head (Kai Tak Office)
Civil Engineering and Development Department

Mr IP Kwai-hang
Deputy Head of Civil Engineering Office
(Projects & Environment Management)
Civil Engineering and Development Department

Agenda item V

Mr Paul CHAN Mo-po, MH, JP
Secretary for Development

Mr Thomas CHAN Chung-ching, JP
Deputy Secretary for Development
(Planning and Lands) 1

Mrs Winnie KANG LEUNG Wing-yee
Secretary of the Harbourfront Commission

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
Development Bureau

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

Ms Phyllis LI, JP
Deputy Director of Planning/Territorial

Ms Amy CHEUNG Yi-mei
Acting Assistant Director/Territorial
Planning Department

Mr Edward CHAN Cheuk-wing
Acting Chief Engineer/Project 1(New Territories North and
West)
Civil Engineering and Development Department

**Attendance by
Invitation** : **Agenda item V**

Mr Nicholas BROOKE, SBS
Chairman of the Harbourfront Commission

Mr Vincent NG
Chairman of the Harbourfront Commission's Core Group
for Public Engagement

Clerk in attendance : Ms Sharon CHUNG
Chief Council Secretary (1)6

Staff in attendance : Mr Anthony CHU
Senior Council Secretary (1)6

Mr Fred PANG
Council Secretary (1)6

Ms Christina SHIU
Legislative Assistant (1)6

Action

I Confirmation of minutes

(LC Paper No. CB(1)66/13-14 -- Minutes of meeting on
10 October 2013)

The minutes of the meeting on 10 October 2013 were confirmed.

II Information papers issued since the meeting on 15 July 2013

(LC Paper No. CB(1)1492/12-13(01) -- Administration's response to
the letter dated 20 May 2013
from Hon Gary FAN
Kwok-wai on purchase of
"small house" interests by
property developers
(LC Paper No.
CB(1)1113/12-13(01))

LC Paper No. CB(1)1519/12-13(01) -- Letter dated 11 July 2013
from Dr Hon Kenneth CHAN
Ka-lok on media reports
about demolition works
taking place at the Ho Tung
Gardens

LC Paper No. CB(1)1575/12-13(01) -- Letter dated 17 July 2013
from Dr Hon KWOK Ka-ki
on proposed development at
Hoi Ha

LC Paper No. CB(1)1581/12-13(01) -- Administration's paper on
Planning and Engineering
Study on development of Lok
Ma Chau Loop

LC Paper No. CB(1)1590/12-13(01) -- Referral memorandum dated
15 July 2013 from the Public

Complaints Office on issues relating to the policy and mechanism for handling the construction of unauthorized columbaria

LC Paper No. CB(1)1605/12-13(01) -- Administration's response to the letter from Dr Hon Kenneth CHAN Ka-lok on media reports about demolition works at the Ho Tung Gardens (LC Paper No. CB(1)1519/12-13(01))

LC Paper No. CB(1)1677/12-13(01) -- Administration's response to the letter dated 17 June 2013 from Dr Hon KWOK Ka-ki on regulation of unauthorized structures in "marine reserve" areas (LC Paper No. CB(1)1338/12-13(01))

LC Paper No. CB(1)1678/12-13(01) -- Administration's response to the letter dated 17 July 2013 from Dr Hon KWOK Ka-ki on proposed development at Hoi Ha (LC Paper No. CB(1)1575/12-13(01))

LC Paper No. CB(1)1688/12-13(01) -- Issue raised at the meeting between Legislative Council Members and Kowloon City District Council members on 9 May 2013 relating to increasing the supply of public niches and expediting the formulation of a "Private Columbaria Ordinance"

LC Paper No. CB(1)1689/12-13(01) -- Issue raised at the meeting between Legislative Council Members and Kowloon City District Council members on 9 May 2013 relating to development of a new Kowloon waterfront

LC Paper No. CB(1)1739/12-13(01) -- Issue raised at the meeting

- between Legislative Council Members and Tsuen Wan District Council members on 6 June 2013 relating to enhancing the efficiency of handling of water seepage problems
- LC Paper No. CB(1)1762/12-13(01) -- Issue raised at the meeting between Legislative Council Members and Yuen Long District Council members on 9 May 2013 relating to land development and nature conservation of Nam Sang Wai
- LC Paper No. CB(1)1763/12-13(01) -- Issue raised at the meeting between Legislative Council Members and Yuen Long District Council members on 9 May 2013 relating to maintenance of old buildings
- LC Paper No. CB(1)22/13-14(01) -- Issue raised at the meeting between Legislative Council Members and Islands District Council members on 30 May 2013 relating to protection of the interests of private land owners
- LC Paper No. CB(1)73/13-14(01) -- Letter dated 15 October 2013 from Dr Hon Kenneth CHAN Ka-lok about allocating small sites for housing developments
- LC Paper No. CB(1)110/13-14(01)) -- Referral dated 18 October 2013 from the Public Complaints Office on issues relating to the Hung Shui Kiu New Development Area Planning and Engineering Study)

2. Members noted that the above information papers had been issued since the meeting on 15 July 2013.

III Items for discussion at the next meeting

(LC Paper No. CB(1)65/13-14(01) -- List of outstanding items for discussion

LC Paper No. CB(1)65/13-14(02) -- List of follow-up actions)

3. Members agreed that at the next regular meeting scheduled for Tuesday, 26 November 2013 at 2:30 pm, the following items proposed by the Administration would be discussed --

(a) Progress report on the Mandatory Building Inspection Scheme and Mandatory Window Inspection Scheme and the creation of a permanent post of Assistant Director/Mandatory Building Inspection in the Buildings Department; and

(b) PWP Item 160TB -- Footbridge across Po Yap Road linking Tseung Kwan O Area 55 and Area 65.

(Post-meeting note: With the concurrence of the Chairman, two additional items, i.e. "Proposed Amendments to the Construction Workers Registration Ordinance (Cap. 583)" and "Capital Works Reserve Fund Block Allocations for 2014-2015" were added to the agenda for the meeting on 26 November 2013 and the meeting was extended to end at 5:45 pm. Members were informed of the revised agenda on 13 and 19 November 2013 vide LC Paper Nos. CB(1)301/13-14 and CB(1)343/13-14 respectively).

4. The Chairman reminded members that the Panel would hold a special meeting on 16 November 2013, Saturday, from 9:00 am to 6:00 pm to receive public views on the Hung Shui Kiu New Development Area Planning and Engineering Study. The notice of meeting had been issued to members on 21 October 2013.

5. The Chairman said that at the last meeting on 10 October 2013, some members had suggested that the Panel should discuss with the Administration the policy and issues related to the conservation and development of country park land and country park enclaves. The Administration's written response was tabled at the meeting. According to the Administration, it had no plan to develop country parks for housing

purposes and it had replied to LegCo Members' questions on the conservation of country parks and their enclaves at the Council meetings of 9 and 16 October 2013. The Administration did not consider it necessary to discuss the subject at a meeting of the Panel for the time being. The Chairman suggested that the Panel could raise the subject again for discussion when there were new developments. Members raised no objection.

(Post-meeting note: The Administration's response was circulated to members vide LC Paper No. CB(1)116/13-14 on 22 October 2013.)

IV Proposed retention of the three supernumerary posts of one Government Engineer/Government Architect (D2) and two Chief Engineers (D1) in the Civil Engineering and Development Department for five years with effect from 1 April 2014

(LC Paper No. CB(1)65/13-14(03) -- Administration's paper on proposed extension of one supernumerary Government Engineer / Government Architect post and two Supernumerary Chief Engineer posts in the Civil Engineering and Development Department)

6. Principal Assistant Secretary (Works) 2, Development Bureau ("PAS(Works)2/DEVB") briefed members on the Administration's proposal to extend three supernumerary posts, including one Government Engineer/Government Architect ("GE/GA") post and one Chief Engineer ("CE") post in the Kai Tak Office ("KTO"), and one CE post to continue overseeing the administration, planning and implementation of the Liantang/Heung Yuen Wai Boundary Control Point ("LT/HYW BCP") project in the Civil Engineering Office ("CEO") of the Civil Engineering and Development Department ("CEDD"), for five years from 1 April 2014 to 31 March 2019, as detailed in the Administration's paper (LC Paper No. CB(1)65/13-14(03)).

Need for the supernumerary posts

7. Mr WU Chi-wai asked whether the Administration had explored the possibility of redeploying existing CEs at a suitable juncture in the near

future to take up the two supernumerary CE posts to be extended under the proposal after some major works projects undertaken by CEDD had been completed, so as to reduce the length of extension of the two posts.

8. PAS(Works)2/DEVB said that in the coming five years, there would be a significant number of important infrastructure projects to be implemented in Kai Tak Development ("KTD") and LT/HYW BCP. The construction works for the latter involved various complex tasks to be conducted in parallel and were being carried out under a fast-track programme to meet the BCP's target commissioning in 2018. The three supernumerary directorate posts were required for the peak workload arising from the KTD and the BCP projects in the coming years. Apart from these two projects, CEDD had been engaged in a number of land development programmes which were under implementation or would reach their critical stage in the next few years. The Department had reviewed the manpower situation and found that there was no scope for it to take on the heavy workload generated from the KTD and BCP projects without extending the three supernumerary directorate posts as proposed. Deputy Director of Civil Engineering and Development, Civil Engineering and Development Department ("DDCED/CEDD") added that the annual expenditure on capital works programmes had increased from about \$3.5 billion a few years ago to \$4.7 billion this year, reflecting a significant increase in the workload for CEDD, and it was forecast that the annual expenditure would continue to rise.

9. With reference to Enclosure 5 of the Administration's paper in which the duties and responsibilities for the other four existing CE posts in CEO were set out, Mr WU Chi-wai asked the Administration to provide additional information to support that it was not practicable to redeploy these posts in the near future, when some of the major projects had been completed, to take up the duties for the two supernumerary CE posts.

10. PAS(Works)2/DEVB said that the four existing CEs in CEO were fully occupied with their jobs and did not have spare capacity to take up the work for the KTD and the BCP projects. DDCED/CEDD advised that the four CEs were responsible for the planning, design and construction of specific public works projects, overseeing the study on increasing land supply, performing strategic planning and management of construction and demolition materials, etc. The details were given in Enclosure 5. He undertook to provide additional information about the duties and responsibilities of the four CEs, including the timeframes for the completion of individual major projects under their purview, so as to facilitate members'

consideration on whether it was impracticable for these CEs to take on the work for the two supernumerary CE posts.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)236/13-14(01) on 5 November 2013.)

11. Considering that the Administration had not provided sufficient information to justify the extension of the three supernumerary posts, Mr Albert CHAN said that he did not support the proposal. In his view, the reasons given by the Administration for the need to extend the two supernumerary posts in KTO applied to all other new town development projects when they were at the peak construction stage. According to his observation, no supernumerary posts had been created for new town development projects in the past. He believed that, with the commissioning of the first berth of the Kai Tak Cruise Terminal, the planning work for KTD was largely completed. Mr LEUNG Kwok-hung also asked the Administration to justify the need for the extension of the supernumerary posts.

12. PAS(Works)2/DEVB said that while the first package of projects in KTD would be completed in 2013, the second and third packages had yet to start. They would be implemented by different bureaux/departments for target completion in 2016 and 2021 respectively and the capital works expenditure to be incurred was significant. Whereas new town development projects usually spanned a long time, some as long as 30 years, KTD was to be completed by 2021. Moreover, the planning and design for KTD had taken a longer time than new town development projects due to the process of collecting public views and incorporating the suggestions by the public. DDCED/CEDD supplemented that before 2004, the Territory Development Department ("TDD") had been responsible for the implementation of new town development projects. With most of these projects completed, TDD had merged with the Civil Engineering Department in 2004 to become CEDD. At that time, a total of 12 directorate posts had been deleted, with six being directorate Engineer grade posts. The existing establishment of CEDD would be able to handle the basic public works projects under its purview. However, given the significant number of major projects in KTD to be carried out in the coming years, extension of the two supernumerary posts was required.

13. Head (Kai Tak Office), CEDD ("Head(KTO)") explained the special roles of KTD in the development of Kowloon East and Hong Kong. KTD,

which spanned over 320 hectares with the largest available land fronting Victoria Harbour, the vision of which was to become a distinguished, vibrant, attractive and people-oriented Kai Tak by Victoria Harbour. KTD, also being part of the Energizing Kowloon East initiative to transform Kowloon East into a Central Business District, would play an important role in sustaining Hong Kong's economic growth as well as stimulating regeneration of the adjacent old districts. In view of the complexities of the project, KTO had been set up in March 2010 to ensure that the works projects for KTD would be taken forward in a coordinated and progressive manner in order to achieve the planning vision of KTD. Apart from coordinating the various development projects, KTO was also responsible for liaising with the public and stakeholders in respect of preservation of historical remains, such as Lung Tsun Stone Bridge Remnants, and the improvement works to Kai Tak Nullah to meet the public's aspirations for heritage preservation and provision of a green corridor in the urban area. To strive for design excellence, KTO also organized design ideas competitions to capture new ideas and enhance public participation in the implementation of KTD. With these special roles and a wide range of tasks, the workload of KTO had been very heavy.

14. At Mr Albert CHAN's request, the Administration was to provide additional information about the uniqueness of the KTD project, in comparison with conventional new town development projects, that would justify the extension of the two supernumerary posts in KTO.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)236/13-14(01) on 5 November 2013.)

Designating the post of Head of Kai Tak Office as a bi-disciplinary post

15. Dr KWOK Ka-ki enquired about the justifications for designating the GE/GA post in KTO (i.e. Head of Kai Tak Office) as a bi-disciplinary post. The Deputy Chairman enquired whether an engineer or an architect would be required to fill up the GE/GA post if it was extended.

16. PAS(Works)2/DEVB advised members that either an engineer or an architect with the requisite expertise and experience would be eligible to fill up the bi-disciplinary post of GE/GA. The specific professional stream required would depend on the technical knowledge needed at each stage of the project. The Administration would take into account the nature of the work, operational needs as well as professional expertise and experience

required in filling up the bi-disciplinary post based on the principle of "the right professional for the task".

17. Head(KTO) said that she was an engineer while her predecessor was an architect. During the initial stage of the development of KTD when works were more focused on town planning and urban design, an architect was more suitable for the post of Head(KTO). With the implementation of construction works being carried out in full swing at the current stage, an engineer might be able to make better contribution to the steering of the KTD projects. DDCED/CEDD added that as the post would likely be filled up by internal redeployment, the availability of suitable persons in the department also had to be considered. Both architects and engineers would be considered for the post as long as they were suitable candidates.

Duration of the supernumerary posts

18. Noting that the target date for delivery of the last package of projects for KTD was 2021, Dr KWOK Ka-ki enquired why the Administration had proposed to extend the GE/GA and CE posts in KTO for only five years, instead of seven years until the completion of the project.

19. As the development timeframe of the KTD project had been known beforehand with the last package scheduled for completion in 2021, the Deputy Chairman sought explanation from the Administration on why it had not proposed, in the first instance, to have the two supernumerary posts established for a longer period.

20. PAS(Works)2/DEVB explained that although KTD had been scheduled for completion in 2021, a phased review on the need for the supernumerary posts with reference to the progress of KTD and the manpower situation would allow some flexibility for the Administration as well as facilitate LegCo Members to monitor the progress of the project and the need for the posts. The Administration would review nearer the expiry of the posts the continual need for the two supernumerary posts taking into account the progress of the project and the workload of KTO and the Kowloon Development Office of CEDD at that time.

21. Taking into consideration that KTD would not be completed in five years' time and it was likely that the Administration would have to seek funding approval for a further extension of the two supernumerary posts in KTO, Mr James TIEN queried why the Administration had not proposed to extend the posts for a shorter duration, instead of five years under the present

proposal. He was also concerned that the shortage of construction workers in Hong Kong would have an adverse impact on the delivery of projects for KTD.

22. PAS(Works)2/DEVB clarified that the existing GE/GA post and the CE post in KTO had been created for four years and five years respectively. He reiterated that if the posts were extended, the Administration would further review the need for them nearer their expiry taking into account the progress of KTD and the prevailing workload of KTO. In view of the construction peaks in the coming five years and the large number of works contracts already awarded, the Administration had proposed to extend the duration of the establishment of the posts until 31 March 2019.

23. Dr KWOK Ka-ki noted that the LT/HYW BCP project was scheduled for completion in 2018. He enquired why the Administration had proposed to extend the supernumerary CE post for the project ("the CE/BCP post") to 2019. In reply, PAS(Works)2/DEVB said that at present the target completion date for the BCP project was 2018. If the project could be completed on schedule, CE/BCP would still have to undertake post-contract management work, including finalizing the contract accounts until the expiry of the post on 31 March 2019.

Supporting staff for the project teams

24. Ir Dr LO Wai-kwok said that he supported the Administration's proposal given the importance of the KTD and the BCP projects. He was concerned whether sufficient supporting staff had been deployed for these two projects.

25. PAS(Works)2/DEVB said that a number of non-directorate civil service posts of Senior Engineer, Senior Architect and Engineer/Assistant Engineer would be retained in CEDD to continue the planning and implementation of major infrastructure projects. With these staff resources and through internal redeployment, the existing Branch/Divisions would be able to continue to support the work of CE/BCP as well as one GE/GA and one CE in KTO. Currently, there was no plan to change the composition of the teams. DDCED/CEDD added that a few time-limited non-directorate posts, including Senior Engineer and Engineer posts, had been set up to provide support to the KTD and the BCP projects.

The Environmentally Friendly Linkage System in the Kai Tak Development

26. Mr LEUNG Kwok-hung enquired about the progress of the planning of the Environmentally Friendly Linkage System ("EFLS") to be provided in KTD. He said that members of the public had expressed dissatisfaction that the project had been dragged on for a long time after the last public consultation exercise. In the absence of EFLS, he was concerned about the poor connectivity of the Cruise Terminal with its hinterland. He also suggested that the Administration should improve the public consultation on EFLS.

27. PAS(Works)2/DEVB explained that the Stage 2 public consultation exercise for EFLS would be launched at the end of 2013. The main objective of EFLS was to enhance the connectivity among KTD, Kwun Tong and Kowloon Bay with the Cruise Terminal as one of the planned stations. It was anticipated that during the initial commissioning of the Cruise Terminal, the usage of EFLS should be relatively low and so the System had not been planned for launching at such an early stage. He admitted that the Administration had received public comments about insufficient public consultation on EFLS. It was therefore necessary to extend the duration of the GE/GA post to steer KTO for better liaison and consultation with stakeholders and the public on the implementation of the various projects.

Motion

28. The Chairman referred to a motion proposed by Mr Albert CHAN which was tabled at the meeting. The Chairman said that he considered the motion directly related to the agenda item. The wording of the proposed motion was as follows --

"有鑒於市區住宅用地日益短缺，而啟德新發展區多用途體育園區佔用23公頃的市區用地，為增加住宅用地供應，本委員會要求啟德辦事處專員停止一切與多用途體育園區有關的工作，並研究將多用途體育園區土地改為住宅用地的可行性，以紓緩市區住宅用地供不應求的問題。"

(Translation)

"That, given that while there has been an increasing shortage of residential sites in the urban area, 23 hectares of urban land will be occupied by the Multi-purpose Sports Complex ("MPSC") in the Kai Tak New Development Area, this Panel requests that, in order to

increase the supply of residential sites, the Head (KTO) should cease all works relating to MPSC and study the possibility of converting the land earmarked for MPSC into residential sites, so as to alleviate the problem of under-provision of residential sites in the urban area."

29. Mr IP Kwok-him was of the view that the motion, which urged Head(KTO) to study the possibility of converting the land earmarked for MPSC for residential use, was not directly related to the agenda item, which was about extending the duration of the supernumerary posts.

30. Mr LEUNG Kwok-hung opined that the motion was related to the work of Head(KTO), which was one of the supernumerary posts proposed to be extended. He therefore supported the Chairman's decision that the motion was directly related to the agenda item.

31. PAS(Works)2/DEVB advised members that the implementation of MPSC was under the purview of the Home Affairs Bureau and Head(KTO) only had a coordination role on this project .

32. Given that Mr Albert CHAN did not support extending the duration of the GE/GA post (i.e. Head(KTO)) for five years, the Deputy Chairman asked Mr CHAN about the timeframe for Head(KTO) to perform the tasks as suggested in his motion. The Deputy Chairman also expressed doubt on whether the proposed change to the work of Head(KTO) as raised in the motion was appropriate.

33. Mr Albert CHAN said that his motion tied in with the proposed extension of the two supernumerary posts in KTO under the present proposal. He added that KTO was responsible for overseeing the planning and coordination of all facilities in KTD. He proposed the motion because he had all along been opposed to the construction of MPSC and was gravely concerned about the pressing housing shortage problem.

34. The motion proposed by Mr Albert CHAN was put to vote. Mr Albert CHAN requested a division. Of the 16 members present, 14 voted. Three members voted for and 11 members voted against the motion. The voting results were as follows:

For

Mr LEUNG Kwok-hung
Mr CHAN Chi-chuen
(3 members)

Mr Albert CHAN

Against

Mr Tony TSE (Deputy Chairman)
Mr CHAN Kin-por
Mr IP Kwok-him
Mr Michael TIEN
Mr WU Chi-wai
Ir Dr LO Wai-kwok

Mr CHAN Hak-kan
Dr Priscilla LEUNG
Mrs Regina IP
Mr James TIEN
Mr YIU Si-wing

(11 members)

35. The Chairman declared that the motion was negated.

36. In concluding the discussion on the item, the Chairman invited members to indicate whether they supported the funding proposal for extending the three supernumerary posts. Nine members expressed support while four members expressed opposition. Mr Albert CHAN requested to put on record that the People Power was strongly against the proposal. The Chairman concluded that the Panel supported the submission of the proposal to the Establishment Subcommittee for consideration.

V Proposed establishment of a Harbourfront Authority: Phase 1 Public Engagement Exercise

(LC Paper No. CB(1)65/13-14(04) -- Administration's paper on proposed establishment of a Harbourfront Authority: Phase I Public Engagement Exercise

LC Paper No. CB(1)65/13-14(05) -- Paper on the proposal of establishing a statutory harbourfront authority prepared by the Legislative Council Secretariat (Background brief))

37. The Secretary for Development ("SDEV") said that Victoria Harbour was the icon and most precious public asset of Hong Kong. The

Administration was firmly committed to enhancing the harbourfront for the community and the long term objective was to create an attractive, vibrant, accessible and sustainable world-class harbourfront for the enjoyment of Hong Kong citizens and foreign visitors alike. The Administration welcomed the recommendation of the Harbourfront Commission ("HC") to establish a dedicated, statutory Harbourfront Authority to design, develop, operate and manage harbourfront projects in a holistic manner with a creative mindset and flexible framework. In the 2013 Policy Address, the Chief Executive had indicated that the Development Bureau ("DEVB") would collaborate with HC in conducting public consultation on the proposal. DEVB and the Commission had just launched the Phase I Public Engagement ("PE") exercise on 4 October 2013 to collect public views as to whether a Harbourfront Authority should be established, and if so, the preliminary views on its functions and structure. DEVB would provide full support to HC in conducting the PE exercise. Should the proposal of establishing a Harbourfront Authority have wide public support, the Administration would take forward the legislative work and provide financial support. Chairman of HC ("Chairman/HC") briefed members on the progress of HC's work in enhancing the harbourfront for public enjoyment and the reasons supporting HC's recommendation of setting up a statutory Harbourfront Authority. Chairman of HC's Core Group for Public Engagement ("Chairman(CGPE)/HC") elaborated on the objectives and approach of the Phase I PE exercise, which lasted from 4 October 2013 to 4 January 2014.

Terms of reference and institutional setup of the proposed harbourfront authority

38. Mr Michael TIEN said that the New People's Party attached great importance to developing a vibrant and sustainable harbourfront for people of Hong Kong and he was in support of the establishment of a Harbourfront Authority. He was concerned that if the future Harbourfront Authority was to operate on a self-financing basis, it would become a profits-oriented organization. He suggested that the Administration could make reference to the Hong Kong Tourism Board in determining the institutional setup of the future Harbourfront Authority. The Tourism Board had a high level of independence and its recurrent expenditure was funded by the Administration. For specific projects, the funding was subject to the approval of the Finance Committee of LegCo. He asked if the Administration had any preference for the institutional setup and the financial arrangements for the Harbourfront Authority.

39. In response, SDEV said that at the present stage, the Administration did not have a pre-determined position on the detailed framework of the Harbourfront Authority. It would listen to public views on the possible roles, functions, powers and mode of operation of the proposed Harbourfront Authority collected in Phase I PE before putting forward concrete proposals for discussion in Phase II PE. SDEV pointed out that commercial elements would not be the primary consideration of the Harbourfront Authority and an important principle in enhancing the harbourfront was that it could be enjoyed by all Hong Kong people. That said, overseas experience showed that inclusion of certain commercial activities and adoption of a place-making approach in developing harbourfront would be instrumental in enhancing the vibrancy and diversity of a harbourfront.

40. Chairman/HC said that a tailor-made model for the institutional setup, roles and responsibilities of the Harbourfront Authority would be required to cater for the unique situation in Hong Kong, in particular the interface between the authority and relevant Government departments/ statutory bodies. He assured members that the terms of reference, the institutional setup, the financing model, the check and balance system, etc., were all important issues which would be discussed in detail in Phase II PE.

41. Chairman(CGPE)/HC added that over the past nine years, the experience of the former Harbour-front Enhancement Committee ("HEC") and HC had shown that the conventional government built-and-operate model was not conducive to creative design and could not achieve a vibrant harbourfront with diversity. Having studied overseas waterfront management models and local examples of public bodies, HC considered it desirable to establish a dedicated statutory authority to develop and manage the harbourfront in a holistic manner with a creative and innovative mindset and flexible framework. As the general public might not be well aware of the background, process and challenges in harbourfront development, HC had decided to adopt a two-phase approach to the PE exercise. Phase I PE was conducted with no pre-determined ideas on the form and mode of operation of the proposed Harbourfront Authority, though some non-exhaustive options of the possible institutional setup had been put forth in the consultation digest to facilitate discussion. HC welcomed views from the public.

42. Dr Priscilla LEUNG supported the proposed establishment of a Harbourfront Authority and stressed the importance for the Administration to provide the authority with adequate power and financial resources. With many areas along the harbourfront already occupied by facilities or held by

private owners, there were many constraints in developing a continuous promenade along Victoria Harbour. She asked if the authority would be in a position to negotiate with private sectors and various Government departments on developing an unimpeded promenade. She held the view that it was necessary to fully engage the public in the discussion on how to strike a balance between harbourfront conservation for public enjoyment and developing housing at the harbourfront. She sought the Administration's views on how to ensure that the interests of different stakeholders could be represented in the proposed harbourfront authority.

43. Chairman(CGPE)/HC acknowledged that the biggest challenge faced by HEC and HC in its work during the past nine years had been the lack of a dedicated department or mechanism to remove the obstacles which had hindered the progress of harbourfront projects. As such, HC considered that there was an imminent need for a dedicated harbourfront agency. One of the objectives of Phase I PE was to listen to the public on the extent of the power to be given to the agency.

44. Dr KWOK Ka-ki asked the Administration if the proposed Harbourfront Authority would be empowered to protect Victoria Harbour. If the authority was just an advisory body, he doubted the efficacy of setting up such an organization in protecting the harbour and planning enhancement works. Given that harbourfront sites were prime property sites and the interests of multiple parties would be involved in the development of the harbourfront, Dr KWOK also expressed concern about the composition of the future Harbourfront Authority, in particular whether representatives from the property development sector would be appointed to the Authority.

45. Mr YIU Si-wing said that he supported the proposal to set up a dedicated Harbourfront Authority. He opined that, when the authority had been established, its terms of reference and scope of power should be clearly set out to delineate the work between the Authority and other relevant Government departments/statutory bodies. He suggested that the Administration should give some information in these aspects to facilitate public consultation. Separately, he noted that a motion had been passed by LegCo in July 2011 urging the Administration to, among other things, support tourism-based harbourfront development. He asked about the Administration's plan in this respect.

46. Mr Alan LEONG expressed appreciation to Chairman/HC, Chairman(CGPE)/HC and the former Secretary for Development for their work in harbourfront enhancement. He said that the Civic Party supported

the establishment of a dedicated body to take up the development and management of the harbourfront, and the body should have its own executive arm. He opined that, with studies on overseas experience completed and HC's recommendations made, the Administration should indicate its position on the framework of the proposed Harbourfront Authority so as to facilitate public discussion and expedite the establishment of the Authority.

47. Miss Alice MAK said that she supported the establishment of a harbourfront authority and requested that the process be expedited. She considered it important for the Harbourfront Authority to have adequate power to make harbourfront facilities enjoyable and accessible.

48. Mrs Regina IP was dissatisfied with the slow progress of the establishment of a statutory Harbourfront Authority. She urged the Administration to expedite the implementation of the initiative, which had been dragged on for almost 10 years. She held the view that the Phase I PE consultation digest lacked substance and the Administration should provide details of the framework of the Harbourfront Authority for public consultation, given that the Administration had studied the successful models and approaches of overseas waterfront cities in shaping and managing their waterfronts, and LegCo had passed a motion in July 2011 urging the Administration to set up a statutory body to coordinate and implement strategic harbourfront development. She pointed out that implementation issues like recruitment of professional and administrative staff for the authority would need to be worked out.

49. SDEV responded that the objectives of Phase I PE were to garner the views of the public on the common vision for the harbourfront and whether a dedicated Harbourfront Authority should be set up to bridge the gaps of the existing model so as to develop and manage new harbourfront sites in a more holistic manner. If there was general support from the public on the establishment of a Harbourfront Authority, HC would consolidate public views received in Phase I PE to engage the public on the detailed framework of the Authority in Phase II PE. The Administration had no pre-determined position on the terms of reference and composition of the Harbourfront Authority and was open to public views. He reiterated that the Administration welcomed HC's recommendation to establish a statutory dedicated Harbourfront Authority. If the proposal had general public support, the Administration would take forward the legislative work and provide financial support.

50. Chairman/HC said that HC was unanimous on the need for setting up a dedicated Harbourfront Authority. As regards the exact form and functions of the authority, HC would initiate focused public discussion, based on the views collected in Phase I PE, in the next three to six months. HC considered that the guiding principles for the Authority should comprise both social objectives and commercial principles. A vibrant harbourfront would need some level of market responsiveness, such as suitable food and beverage and entertainment facilities, so that people would visit it and activities would flourish.

51. Regarding the question of whether the recommended framework for the Harbourfront Authority should be set out for public consultation, Chairman(CGPE)/HC said that based on the principles of transparency and public participation, HC should seek public views before coming up with concrete proposals. If a detailed proposal was presented at this stage, the consultation would be criticized as a pseudo-consultation.

52. Ir Dr LO Wai-kwok asked whether the Administration had any ideas about which parts of the harbourfront, for instance, the parks, the promenade or the land along the shoreline, would be vested in the proposed Harbourfront Authority. On the development of harbourfront areas for public enjoyment, he highlighted the importance of the provision of adequate supporting facilities, such as the transport networks, to ensure that the areas were easily accessible.

53. SDEV replied that the Harbourfront Authority, if established, would be vested with suitable harbourfront sites. Chairman(CGPE)/HC added that it was difficult to delineate the harbourfront areas as interface issues were involved. While the Protection of the Harbour Ordinance (Cap. 531) had defined the boundary of Victoria Harbour, the harbourfront was generally taken to refer to the area between the shoreline and the nearest main road. HC held an open attitude to the definition of harbourfront as in the context of the jurisdiction of the future Harbourfront Authority.

54. Mr Albert CHAN expressed appreciation to Chairman/HC and Chairman(CGPE)/HC for their efforts in enhancing the harbourfront. He said that after the enactment of the Protection of the Harbour Ordinance (Cap. 531) in 1997, there was a consensus among the public that the harbourfront should be returned to the people. He opined that it was necessary to discuss the source of power, composition, land development issues as well as resources of the harbourfront authority in Phase II PE. A check-and-balance mechanism was required to ensure that the Harbourfront

Authority would achieve the objective of returning the harbourfront to the people.

55. Chairman(CGPE)/HC said that returning the harbourfront to the people for public enjoyment had been the vision of the former HEC and HC. In his view, one of the objectives of the future Harbourfront Authority should be to ensure that everyone could enjoy the harbourfront at any time. He said HC noted the importance of an effective check-and-balance on the power of the Harbourfront Authority, which should be one of the key issues to be discussed in Phase II PE.

Planning for the existing harbourfront areas

56. Dr KWOK Ka-ki noted the Administration's view that it might be more prudent and realistic for a new Harbourfront Authority to start its work with the most readily available opportunities in the new Central harbourfront. Taking into account that the permanent development of the new Central harbourfront was pending the completion of the remaining road works and reclamation, he asked what actions the Administration would take to enhance the access and facilities in the area before the establishment of the Harbourfront Authority.

57. Deputy Secretary for Development (Planning and Lands)1 ("DS/DEV(P&L)1") responded that over the past years, a number of harbourfront sites, such as Kwun Tong Promenade Stage I and Hung Hom Waterfront Promenade, had been enhanced and made available for early public enjoyment through the concerted efforts of HC, DEVB and relevant departments. As far as the new Central harbourfront was concerned, the Administration had completed an advance promenade connecting the Tamar Park and the Central piers, which was now available for public enjoyment. Other sites in the new Central harbourfront would also be made available for various temporary uses, for instance, the introduction of a Ferris wheel and an event site near the Central Piers for mega events like Symphony Under the Star and the Wine and Dine Festival. A temporary pet garden and passive open space adjacent to the Tamar Park would also be available for public enjoyment soon. He added that a place-making approach, involving the provision of both hardware and software as well as collaboration with stakeholders in the vicinity, should be adopted for enhancing the attractiveness of the harbourfront, and the Administration was engaging the public on the proposed establishment of a dedicated Harbourfront Authority to this end.

58. Noting that short-term enhancement options were being planned for the waterfront from Central to Quarry Bay and from West Kowloon to Kwun Tong, Mr YIU Si-wing enquired about the planning of harbourfront projects for other areas, such as Western District, Shau Ki Wan and Lei Yue Mun. In reply, SDEV said that in the past few years, HC, in collaboration with the relevant District Councils and Government departments, had implemented some "quick-win" minor works projects in some of the 22 Action Areas drawn up by the former HEC to enhance the harbourfront for public enjoyment.

59. Mr WU Chi-wai enquired about the harbourfront enhancement works that the Administration would carry out before the establishment of the harbourfront authority. With reference to the funding arrangement for the "Universal Accessibility" Programme undertaken by the Highways Department, he suggested that a special fund could be earmarked for HC to implement more "quick-win" harbourfront enhancement projects.

60. SDEV said that a number of enhancement works had been carried out at harbourfront sites in Sheung Wan, Kwun Tong, Quarry Bay and Hung Hom. More projects would be implemented before the establishment of the Harbourfront Authority in the form of minor works projects. He reiterated that to develop, design, oversee, maintain and manage the harbourfront in a holistic and effective manner, it would be desirable to have a dedicated authority operating on a sustainable financial basis.

Development priorities

61. Mr IP Kwok-him said that the Democratic Alliance for the Betterment and Progress of Hong Kong had been supportive of setting up a dedicated Harbourfront Authority to enhance the planning, design, development and management of the harbourfront for public enjoyment. He thanked HC for its strenuous efforts in improving the accessibility and vibrancy of the harbourfront. He supported the two-phase approach to consulting the public about the set-up of a Harbourfront Authority as well as the proposal for the future Harbourfront Authority to start with the most readily available opportunities in the new Central harbourfront and expand incrementally when its experience accumulated. He asked about the arrangements for the future Harbourfront Authority to have the power to develop and manage the land at the harbourfront and whether all harbourfront sites would ultimately be under the management of the Authority.

62. SDEV said that at this stage it was too early to determine the sites to be put under the management of the Harbourfront Authority and the Administration adopted an open attitude on this issue. He believed that a gradual approach for vesting sites in the Harbourfront Authority was preferable, as this would help build up the Authority's experience and win the public's trust. For the new Central harbourfront which might be a starting point, new land would be made available from 2016 onwards. In the Wan Chai waterfront, the opportunities for developing and managing new land would arise in 2018-2020, with the completion of the Central-Wan Chai Bypass. More harbourfront sites could be vested in the Harbourfront Authority in an incremental approach.

63. Mr CHAN Hak-kan expressed appreciation to HC for its hard work. He said that HC's proposal of setting up a dedicated Harbourfront Authority was in line with the motion on perfecting harbourfront planning and management passed by LegCo in July 2011. He expressed disappointment on the proposal of starting the Harbourfront Authority's work with only the new Central harbourfront, which, in his view, was a very limited scope.

64. Chairman(CGPE)/HC said that the new Central harbourfront had been proposed as a starting point for the Harbourfront Authority's work as the 73-km long harbourfront was a huge area which would involve a high degree of complexities, including land ownership issues and relocation of existing facilities. It would be prudent and realistic for the Authority to start conservative with new harbourfront sites which had no ownership and relocation issues. Furthermore, the results of the Authority's work on a prime site at the harbourfront would be more visible. This could also help the Authority accumulate experience and enhance public understanding about its work before further expanding it to other harbourfront sites.

Interface between the harbourfront authority and other organizations

65. Mr CHAN Hak-kan was concerned that there was duplication of functions between the Harbourfront Authority and other organizations which were currently managing the harbourfront sites, such as the West Kowloon Cultural District Authority. He asked if the Administration would rationalize the planning, design and management of harbourfront sites to avoid duplication and confusion. Mr IP Kwok-him shared Mr CHAN's concern.

66. SDEV replied that it was necessary to delineate the responsibilities of the Harbourfront Authority and various Government departments/statutory bodies. The issue would be further discussed in Phase II PE.

67. Chairman(CGPE)/HC said that at present, as there was no dedicated harbourfront agency in Hong Kong, statutory bodies or private companies were engaged in the management of some harbourfront sites. One of the reasons for the discussion on the establishment of a dedicated Harbourfront Authority to have dragged on for a long time was the concern about duplication of management structure. However, HC was firm in its belief that a dedicated Harbourfront Authority should be in place to bridge the gaps of the existing harbourfront development and management model. It was essential to have the support of the public for HC and the Government to take forward the proposal.

Other issues

68. Mr WU Chi-wai considered the management of parks by the Leisure and Cultural Services Department ("LCSD") bureaucratic and lacking in flexibility. He suggested that LCSD should adopt a people-oriented approach and called on the Administration to introduce measures to improve the management of parks.

69. Chairman(CGPE)/HC said that HC had spent seven years to make LCSD adopt measures to increase the vibrancy of parks under its management, such as allowing visitors to walk and lie on the grass. This illustrated that changes in management mindset of a Government department took time. He believed that an independent and dedicated Harbourfront Authority would be able to make more timely response to public aspiration on the use of public facilities at the harbourfront.

70. Mr Albert CHAN said that he had been informed of a policy in Norway to designate all waterfront areas up to a certain width as government land. He suggested that the Administration could consider adopting a similar policy in Hong Kong to ensure that the general public could easily access the harbourfront. Chairman(CGPE)/HC said that according to his understanding, the planning briefs for Kai Tak Development and the Central and Wan Chai harbourfront contained a requirement that a promenade of 20 metres in width had to be provided for public enjoyment.

71. Mr Albert CHAN suggested that the Panel should hold a special meeting to receive public views on the proposed establishment of a

Harbourfront Authority. The Chairman said that he would consider the suggestion.

72. Members agreed that the meeting be extended to 6:00 pm to allow sufficient time for the discussion on the next item.

VI Hung Shui Kiu New Development Area Planning and Engineering Study -- Preliminary Outline Development Plan and Stage 2 Community Engagement

(LC Paper No. CB(1)1543/12-13(03) -- 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(04) -- Paper on the planning and engineering study for the Hung Shui Kiu new development area prepared by the Legislative Council Secretariat (Background brief))

73. SDEV briefed members on the background of the Hung Shui Kiu ("HSK") New Development Area ("NDA") Planning and Engineering Study ("the P&E Study"), the details of which were given in the Administration's paper (LC Paper No. CB(1)1543/12-13(03)). To engage the public in planning the proposed HSK NDA, the P&E Study included a three-stage community engagement ("CE") exercise. SDEV advised that the two rounds of Stage 1 CE had been undertaken in November 2010 and December 2011. In July 2013, the Administration had launched the Stage 2 CE to seek public comments on the Preliminary Outline Development Plan ("PODP") formulated for the proposed NDA. He highlighted the four key features of the planning of HSK NDA, namely, enhancing the strategic roles of the NDA, provision of housing land, building people-oriented communities, and promoting green lifestyle and environment.

74. With the aid of a powerpoint presentation, Acting Assistant Director/Territorial, Planning Department briefed members on the PODP,

the overall planning and design framework and the major public comments received during the Stage 1 and Stage 2 CE.

(Post-meeting note: A soft copy of the powerpoint presentation materials (LC Paper No. CB(1)136/13-14(01)) was circulated to members by email on 23 October 2013.)

Impact of the proposed development on existing villages

75. Mr LEUNG Che-cheung considered that the Administration should reserve buffer areas between the development and the existing villages within the proposed HSK NDA. He stressed the importance to preserve the characteristics of the localities and expressed concern that the plans to provide high-rise development in the surrounding areas of the villages would restrict their future development.

76. Deputy Director of Planning/Territorial ("DD/Planning/Territorial") replied that under the Small House Policy, an indigenous villager ("IV") in the New Territories ("NT") might apply to the authority for building a small house on suitable land in the area within the "Village Environs" ("VE") of his village. She advised that in working out the PODP for HSK NDA, the Administration had taken into account the VE of the existing villages and the demand for small houses in the area. DD/Planning/Territorial said that in formulating the land use proposals for HSK NDA, sufficient buffer would be introduced between the existing villages and the new high-rise buildings.

77. Mr LEUNG Yiu-chung said that the affected non-IVs in HSK were opposed to the proposed HSK NDA development project ("the development project") as it would lead to clearance of their villages. He was of the view that given the large size of the proposed HSK NDA, it should be possible for the Administration to allow the non-indigenous villages to co-exist with the new developments. DD/Planning/Territorial responded that the Administration had strived to retain the existing villages within the areas of the proposed NDA. Of the 29 villages (involving 20 indigenous villages and nine non-indigenous villages), 24 would be retained (including four non-indigenous villages). She explained that clearance of the other five villages was inevitable as they were located either at or in close proximity of the future town centre of the NDA and the proposed HSK West Rail Station or the sites earmarked for providing transport infrastructure or business developments under the PODP.

78. Mr Michael TIEN suggested that, to avoid clearance of the five existing non-indigenous villages within the proposed NDA, the Administration should consider rezoning the land surrounding the non-indigenous villages as "Green Belt". In response, DD/Planning/Territorial reiterated that when formulating the development proposals, the Administration had already endeavoured to minimize the impacts on existing villages. The existing villages located to the south of Castle Peak Road would be retained, and the areas at the periphery would be zoned "Green Belt", which would cover some retained houses.

Employment opportunities

79. Mr CHAN Hak-kan and Miss Alice MAK were concerned about the provision of employment opportunities in HSK NDA. Mr CHAN considered it important to provide sufficient land for commercial use in the proposed NDA to facilitate business developments and generate employment opportunities. Pointing out that there was a lack of local job opportunities in Tin Shui Wai and Tuen Mun, Miss MAK said that the 100 000 employment opportunities expected to be available in HSK NDA under the PODP would be welcomed by the residents in these two districts. Taking into consideration that the proposed Logistics and Technology Quarter would be the major sources of employment generation within the NDA, Miss MAK stressed that the Transport and Housing Bureau ("THB") should put forward relevant policies to facilitate the development of the logistics industry in HSK NDA so as to ensure that the target number of jobs would be generated in a timely manner. Mr LEUNG Yiu-chung did not consider the estimation of 100 000 new employment opportunities in HSK NDA realistic. He urged the Administration to provide information about how the estimation had been worked out and what these jobs would be.

Open storage/port back-up uses

80. Miss Alice MAK said that the Hong Kong Federation of Trade Unions supported the HSK NDA development. Noting that over 190 hectares ("ha") of land within the proposed NDA were at present used as port back-up and open storage areas, she was concerned about the impact of the consolidation of these land uses on the existing workforce currently engaged in the operations in these areas.

81. Mr Steven HO opined that consideration should be given to providing land for the existing port back-up and open storage operators affected by the development project to continue their businesses. He enquired whether they

would be allowed to move into the proposed Logistics and Technology Quarter in the proposed NDA to continue their current mode of operations.

82. SDEV responded that the concern raised by Mr Ho had already been noted by the Administration at the early stage of the P&E Study. As a considerable number of port back-up sites, open storage and recycling yards were currently scattered over HSK, apart from the Development Bureau, representatives from THB and the Commerce and Economic Development Bureau had been taking part in the planning of the proposed NDA to look into the issue of possible impacts on existing business operators working at these sites. More details about the arrangements to deal with the port back-up and open storage areas would be worked out for consultation in the Stage 3 CE.

Community facilities and transport infrastructure

83. Noting that there would be a large-scale public housing development at the southwestern edge of the proposed NDA, Mr CHAN Hak-kan expressed concern on whether the community facilities in the vicinity could cope with the demand of the future residents. He said that without compromising the overall public-private housing ratio in the NDA, the Administration should consider a more balanced housing mix in individual residential sites with a view to creating a harmonized and self-sufficient community. In response, DD/Planning/Territorial said that when formulating the Recommended Outline Development Plan ("RODP") of HSK NDA at the next stage of the P&E Study, the housing mix between subsidized and private housing in individual areas would be carefully considered.

84. Mr Albert CHAN criticized that the Administration had all along disregarded the transport need of residents in the New Territories ("NT"). Pointing out that a mass transit rail station was provided for a population cluster size of 50 000 to 80 000 in the urban area, he queried why a similar standard did not apply in planning HSK NDA.

85. DD/Planning/Territorial said that as far as the planning of railway stations was concerned, the Administration did not make a differentiation between residents in the urban area and the NT. For mass public transport in HSK NDA, the existing West Rail would be used as the backbone, with the existing Tin Shui Wai Station in the east and the new proposed HSK Station in the future town centre in the west. About 45% of the population in the proposed NDA would reside within the walking distance of the two stations.

Together with the Light Rail Transit and road-based transport such as buses and public light buses, future residents of HSK NDA would be well served by efficient and convenient public transport facilities. Mr Albert CHAN requested to put on record that the Administration's reply was unacceptable to him and had distorted the true picture that the railway development in the NT had been accorded with a low priority.

86. Mr LEUNG Yiu-chung was concerned that the West Rail and the proposed community facilities could not cope with the demand of the new population in HSK NDA. Holding the view that the proposed development would further worsen the overcrowding problem in the Yuen Long town centre, he said that the Administration should consider shelving the development project. In reply, DD/Planning/Territorial assured members that as part of the P&E Study, the Administration would adopt a strategic and holistic approach in planning the transport infrastructure of HSK NDA to cope with the anticipated increase in the population of North NT.

87. Mr LEUNG Che-cheung queried whether the urban design proposals under the PODP could make HSK NDA, commanding a strategic location in North West NT, a major new town in Hong Kong. In his view, HSK NDA and Tin Shui Wai were not well integrated under the PODP. As there was already a West Rail station at Tin Shui Wai, he doubted if the proposed HSK Station was necessary. DD/Planning/Territorial replied that apart from the existing Tin Shui Wai Station, the proposed HSK Station in the NDA was necessary to cater for the transport needs of future residents. The HSK Station would also play a strategic role in the transport networks of the entire North West NT.

88. Mr Albert CHAN opined that the Administration should capitalize on HSK NDA's advantageous geographical location to integrate the West Rail with the proposed Northern Link, so as to enhance the connectivity of the NT. He was concerned that the Administration would plan the land uses in HSK NDA with reference to the ownership of individual land lots, so that the large consortia which had been acquiring land in HSK over the last decade would benefit from the implementation of the development project.

89. DD/Planning/Territorial replied that the Administration had considered the geographically favourable location of the proposed NDA. In this connection, a Logistics and Technology Quarter would be provided in the northwestern part of the proposed NDA to promote economic activities and generate employment opportunities. The location of the Logistics and Technology Quarter was close to strategic roads such as the Kong Sham

Western Highway, which could easily be connected to the Hong Kong International Airport, port services as well as Shenzhen. As regards land use planning for the NDA, she said that the Administration had worked out the relevant proposals taking into account a full set of factors including the geographical locations of different land lots and their proximity to railway stations, without regard to the identities of the owners of the land lots concerned.

90. Ir Dr LO Wai-kwok urged that the Administration should take the opportunity of developing HSK NDA to improve the sewerage and drainage systems in the area so as to provide a better environment for the residents.

Tourism facilities

91. Mr YIU Si-wing opined that with its proximity to Shenzhen, HSK NDA could be developed as a hub for inbound Mainland tourists. This would help relieve the pressure on the tourist supporting facilities in other places of Hong Kong caused by the surge of visitors from the Mainland. He enquired whether the Administration would strengthen the connectivity among various tourist attractions and tourism facilities in the proposed NDA, including heritage trails, cycle paths, the riverside promenade, the Hong Kong Wetland Park as well as the hotels and shopping facilities to be provided.

92. DD/Planning/Territorial replied in the affirmative. She advised that two development sites adjoining the proposed HSK Station would provide commercial floor spaces to accommodate hotels, commercial and shopping facilities. She said that the Administration would explore in detail the possible ways to link up the relevant scenic spots. In response to Mr CHAN Hak-kan's enquiry on whether the Administration would consider increasing the development intensity of the commercial sites to strengthen the HSK's position as a regional commercial and business hub, DD/Planning/Territorial replied that the Administration would continue to examine the ways to facilitate more economic activities and hence more employment opportunities within the NDA.

93. Mr YIU Si-wing cautioned that the Administration should prevent the problems arising from over-concentration of tourist activities in Sheung Shui and Tai Po from recurring in HSK NDA in future. SDEV noted Mr YIU's views.

94. Members agreed that the meeting be further extended for 10 minutes.

Supply of retail floor areas

95. Mr Michael TIEN said that while the gross proceeds of the retail industry in Hong Kong had grown by 1.3 times in the past decade, the retail floor areas had increased only by 30% during the same period. Holding the view that the shortage of retail floor areas had resulted in surging shop rents and restricted the development of the local retail industry, which had in turn possibly given rise to discontent among members of the public with visitors from the Mainland, Mr TIEN suggested that the Administration should capitalize on the opportunity brought by the development project to provide in the vicinity of the proposed HSK Station a large hotel-cum-shopping complex with a floor area, say, not less than 100 000 square metres. SDEV responded that the Administration would consider Mr TIEN's suggestion.

Location of the Town Park

96. Mr LEUNG Che-cheung opined that the proposed Town Park should not be planned to be located at the centre of the NDA and surrounded by tall buildings. He held the view that the land reserved for the Town Park should be used for housing development. DD/Planning/Territorial replied that the Town Park was proposed to be located at the centre of the NDA to serve most of the residents. Moreover, the proposed Town Park would not be surrounded by tall buildings as the developments around it would be low-rise village houses.

97. Mr Michael TIEN opined that if the Town Park was to be donut-shaped, more residential buildings would be in proximity to it and hence more residents would find it easily accessible. DD/Planning/Territorial advised that as far as the design of the proposed Town Park was concerned, the Administration's intention was to make the Town Park a landmark of the proposed NDA and to integrate it with the river channels in the area.

Agricultural rehabilitation

98. Mr Steven HO was concerned about the Administration's measures to assist the farmers affected by the development project in re-establishing their farming practices and the compensation arrangements for them. He enquired whether the 11 ha of agricultural land to be available for agricultural rehabilitation was Government land and whether the land could be rented out to farmers under a longer tenancy term. Pointing out that there was a chicken

farm near the proposed NDA, he cautioned that the Administration should take into account any possible conflict between the operation of the farm and the new development in its vicinity.

99. SDEV replied that alongside the implementation of the North East NT NDAs project, the Administration was considering the matters related to agricultural rehabilitation from a policy perspective. More discussion between the Administration and LegCo Members on the subject would be made in due course.

Time required for completing the development project

100. Mr CHAN Kam-lam declared that he owned properties in HSK. Noting that full implementation of the proposed NDA had been scheduled for 2034, he was concerned about the long delivery time required for completing the entire development project. To enhance the connectivity of HSK and to facilitate the existing residents, he suggested that the construction of the proposed HSK Station should be undertaken prior to the commencement of the project. Furthermore, he urged the Administration to introduce measures to encourage redevelopment of the old and low-rise private residential buildings in HSK with a view to increasing housing supply.

101. DD/Planning/Territorial replied that it would take time for the Administration to develop the RODP for HSK NDA and to go through the necessary statutory procedures. Therefore, the first engineering package of site formation works in the proposed NDA would unlikely be commenced before 2019. She assured members that the Administration would strive to meet the aspiration for the early implementation of HSK NDA. She added that while HSK NDA was planned to accommodate a population of about 218 000 upon full development, the first population intake of some new housing developments in the early packages would commence as early as 2024. Moreover, to address the pressing housing demand, a public housing project at Hung Shui Kiu Area 13 was under construction. As regards the development and redevelopment of private residential sites outside the NDA, she advised that private developments were market driven and land owners would proceed with the development projects according to their own plans.

VII Any other business

102. There being no other business, the meeting ended at 6:10 pm.

Council Business Division 1
Legislative Council Secretariat
22 November 2013