

**立法會**  
**Legislative Council**

LC Paper No. CB(1)1250/14-15  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/DEV

**Panel on Development**

**Minutes of meeting**  
**held on Wednesday, 22 July 2015, at 2:30 pm**  
**in Conference Room 3 of the Legislative Council Complex**

**Members present** : Hon Tony TSE Wai-chuen, BBS (Chairman)  
Hon James TO Kun-sun  
Hon CHAN Kam-lam, SBS, JP  
Hon Emily LAU Wai-hing, JP  
Hon Frederick FUNG Kin-kee, SBS, JP  
Hon Cyd HO Sau-lan, JP  
Hon CHAN Hak-kan, JP  
Hon CHAN Kin-por, BBS, JP  
Hon IP Kwok-him, GBS, JP  
Hon Mrs Regina IP LAU Suk-yee, GBS, JP  
Hon Alan LEONG Kah-kit, SC  
Hon LEUNG Kwok-hung  
Hon Albert CHAN Wai-yip  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon James TIEN Pei-chun, GBS, JP  
Hon WU Chi-wai, MH  
Hon YIU Si-wing, BBS  
Hon Gary FAN Kwok-wai  
Hon CHAN Chi-chuen  
Hon CHAN Han-pan, JP  
Dr Hon Kenneth CHAN Ka-lok  
Hon CHAN Yuen-han, SBS, JP  
Hon LEUNG Che-cheung, BBS, MH, JP  
Hon Alice MAK Mei-kuen, BBS, JP  
Dr Hon Fernando CHEUNG Chiu-hung  
Dr Hon Elizabeth QUAT, JP  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP

**Member attending** : Hon TANG Ka-piu, JP

**Members absent** : Dr Hon LAU Wong-fat, GBM, GBS, JP (Deputy  
Chairman)  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon Paul TSE Wai-chun, JP

**Public officers  
attending** : **Agenda item V**

Mr Francis CHAU Siu-hei  
Principal Assistant Secretary (Works)<sup>2</sup>  
Development Bureau

Mr LIU Chun-san  
Project Manager (New Territories West)  
Civil Engineering and Development Department

Mr CHU Wai-lun  
Chief Engineer/New Territories West 2 (Acting)  
Civil Engineering and Development Department

**Agenda item VI**

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

Mr LEE Kwong-ming, JP  
Assistant Director/Finance  
Water Supplies Department

**Agenda item VII**

Mr Eric MA Siu-cheung, JP  
Secretary for Development (Acting)

Mr Kevin CHOI  
Deputy Secretary for Development (Planning and  
Lands)<sup>1</sup>(Acting)  
Development Bureau

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

Ms Phyllis LI Chi-miu, JP  
Deputy Director of Planning/Territorial  
Planning Department

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

Mr LIU Chun-san  
Project Manager (New Territories West)  
Civil Engineering and Development Department

Mr Michael FONG Hok-shing  
Chief Engineer/New Territories West 3  
Civil Engineering and Development Department

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

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

Mr Raymond CHOW  
Senior Council Secretary (1)6

Ms Maggie LAU  
Council Secretary (1)2

Ms Christina SHIU  
Legislative Assistant (1)2

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**I Confirmation of minutes**  
(LC Paper No. CB(1)1107/14-15 -- Minutes of meeting on  
28 April 2015)

The minutes of the meeting on 28 April 2015 were confirmed.

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

(LC Paper No. CB(1)1096/14-15(01) -- Issues raised at the meeting between Legislative Council Members and Eastern District Council members on 28 May 2015 relating to difficulties encountered by owners of old buildings in complying with requirements of the Fire Safety (Buildings) Ordinance)

LC Paper No. CB(1)1114/14-15(01) -- Administration's paper on revision of fees and charges under Mines (Safety) Regulations, Cap 285B, Dangerous Goods (General) Regulations, Cap 295B, and Dangerous Goods (Government Explosives Depots) Regulations, Cap 295D under the purview of the Civil Engineering and Development Department

LC Paper No. CB(1)1120/14-15(01) -- Administration's paper on implementation of the Validation Scheme for Unauthorized Signboards

LC Paper No. CB(1)1124/14-15(01) -- Planning issues related to housing developments in Tsing Yi raised at the meeting between Legislative Council Members and Kwai Tsing District Council members on 11 June 2015)

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

3. The Chairman referred to the information paper about the implementation of the validation scheme for unauthorized signboards (LC Paper No. CB(1)1120/14-15(01)) and suggested that the subject matter be included in the Panel's "list of outstanding items for discussion". Members agreed to the Chairman's suggestion.

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

(LC Paper No. CB(1)1058/14-15(01) -- Letter from Hon Albert CHAN Wai-yip dated 26 June 2015)

4. The Chairman referred to the letter from Mr Albert CHAN dated 26 June 2015, which had been circulated to members vide LC Paper No. CB(1)1058/14-15(01), proposing a visit to Israel to study the development of seawater desalination. He sought members' views on the proposal.

5. Mr Albert CHAN considered it appropriate for members to keep abreast of the latest developments of seawater desalination overseas, taking in view that the Administration would submit funding proposals relating to the subject matter in future for members' perusal. He said that apart from Israel, Germany was another country that had adopted advanced seawater desalination technologies. The Panel might consider undertaking an overseas visit around Christmas this year or during the Easter holidays next year. The delegation should comprise at least four or five members.

6. Ms Cyd HO said that she supported conducting an overseas duty visit to study the development of seawater desalination, which would be an additional water source for Hong Kong to reduce reliance on Dongjing water and seek improvement in water quality.

7. Ir Dr LO Wai-kwok and Mr YIU Si-wing opined that members should take into account the outbound travel alert that might be in force for Israel. Ir Dr LO said that apart from Israel, the Panel should also consider studying other successful examples of seawater desalination in overseas cities. Mr YIU was of the view that the Panel should explore more options before deciding on the places to be visited.

8. The Chairman advised that an Amber outbound travel alert was currently in force for Israel. He suggested and members agreed that, to facilitate members to decide whether the Panel should undertake an overseas duty visit to study the development of seawater desalination and the

countries/cities to be visited, the Research Office of the Secretariat should be requested to prepare an Information Note setting out the basic information about desalination in various countries such as Israel, Australia, Singapore and Germany.

9. Dr Kenneth CHAN said that in preparing the Information Note, reference should be made to the articles/research reports of Civic Exchange on water resources management as appropriate. Mr WU Chi-wai said that the Information Note should include details about the desalination technologies currently adopted by different countries/cities, and, if available, the unit production costs of seawater desalination in different places.

10. The Chairman said that the Panel would further discuss the matter after the Information Note had been prepared. As regards the dates of visit, consideration might be given to the Chinese New Year period or the Easter holidays. He said that after more details had been worked out, members would be invited to indicate whether they would participate in the visit.

**IV Proposal on establishing a subcommittee under the Panel to study the issues relating to redevelopment of buildings developed under the Civil Servants' Co-operative Building Society Scheme**

(LC Paper No. CB(1)1129/14-15(01) -- Letter from Hon Cyd HO Sau-lan dated 16 July 2015

LC Paper No. CB(1)1129/14-15(02) -- Joint letter from Dr Hon CHIANG Lai-wan and Hon CHAN Hak-kan dated 16 July 2015)

11. The Chairman referred to two letters, both dated 16 July 2015, from Ms Cyd HO (LC Paper No. CB(1)1129/14-15(01)), Dr CHIANG Lai-wan and Mr CHAN Hak-kan (LC Paper No. CB(1)1129/14-15(02)), proposing the establishment of a subcommittee under the Panel to study the issues relating to redevelopment of buildings developed under the Civil Servants' Co-operative Building Society ("CBS") Scheme ("the proposed Subcommittee"). He invited members to give views on the proposal.

12. Ms Cyd HO said that the redevelopment of CBS buildings would help release land resources in urban areas. In view of CBS flat owners' aspiration for redeveloping their buildings, the Administration should work out a solution which would overcome the obstacles to the redevelopment and was fair and acceptable to all relevant parties. Given that the Administration's preliminary proposals relating to the redevelopment of CBS buildings

presented at the meeting on 26 May 2015 ("the Preliminary Proposals") were generally unacceptable to CBS members, a subcommittee should be formed under the Panel to pursue the matter.

13. The Chairman asked whether members agreed to the establishment of the proposed Subcommittee. No members raised objection.

14. The Chairman advised that in accordance with the relevant House Rules, the terms of reference of the proposed Subcommittee shall be decided by the Panel. He sought members' views on the terms of reference of the proposed Subcommittee.

15. Ms Cyd HO opined that the problem of financing was the main obstacle to the redevelopment of CBS buildings. The proposed Subcommittee should be established for the purpose of facilitating communications among relevant parties so that they could work out a solution to address the issues, including financing, relating to the redevelopment of CBS buildings. Mr CHAN Kam-lam opined that, in working out the terms of reference of the proposed Subcommittee, the Panel should consider whether the tasks to be assigned to the subcommittee would be achievable. While he had no objection to the establishment of the proposed Subcommittee, he opined that members might consider whether it was more suitable to discuss the issues relating to the redevelopment of CBS buildings at the Panel's future meetings.

16. The Chairman said that at the special meeting held on 16 July 2015, the Panel had passed a motion requesting the Administration to formulate proposals which were more consistent with justice, more compassionate towards the retired civil servants affected and more practicable, as compared with the Preliminary Proposals. The Administration was expected to announce the proposals within six months from the passage of the motion. Given that there were usually many agenda items for each meeting of the Panel, there were merits in forming a subcommittee specialized in studying the issues relating to redevelopment of CBS buildings. When considering the terms of reference and work plan for the proposed Subcommittee, members should take into account the limited time remained before the end of the current term of the Legislative Council ("LegCo").

17. The Chairman suggested that, to facilitate the Panel to work out the terms of reference and work plan for the proposed Subcommittee, Ms Cyd HO, Mr CHAN Hak-kan and Dr CHIANG Lai-wan might provide their views on these matters to the Clerk. Based on the views received,

Clerk the Clerk should prepare a proposal for members' consideration and discussion. Subject to the endorsement of the proposal by the Panel, the Panel Clerk would inform the Clerk to the House Committee accordingly so that the proposed Subcommittee would be put on the waiting list for activation. Members agreed to the Chairman's suggestion.

**V PWP Item No. 259RS -- Cycle tracks connecting North West New Territories with North East New Territories -- Tuen Mun to Sheung Shui section (Remaining)**

(LC Paper No. CB(1)1106/14-15(01) -- Administration's paper on 259RS -- Cycle tracks connecting North West New Territories with North East New Territories -- Tuen Mun to Sheung Shui section (Remaining))

LC Paper No. CB(1)1106/14-15(02) -- Paper on the development of a cycle track network in the New Territories prepared by the Legislative Council Secretariat (Updated background brief))

18. With the aid of a powerpoint presentation, Principal Assistant Secretary (Works)2, Development Bureau ("PAS/DEV(W)2") and Project Manager (New Territories West), Civil Engineering and Development Department ("PM(NTW)/CEDD") briefed members on the proposal to upgrade PWP Item No. 259RS "Cycle tracks connecting North West New Territories with North East New Territories – Tuen Mun to Sheung Shui section (Remaining)" to Category A for the construction of the remaining works connecting Yuen Long and Sheung Shui of the Tuen Mun to Sheung Shui section of the New Territories ("NT") cycle track network ("the Project") at an estimated cost of \$890.9 million in money-of-the-day prices. The proposed works included the construction of a new cycle track of about 11 kilometres ("km") in length from Kam Tin River in Yuen Long to Sheung Yue River in Sheung Shui ("the new cycle track"). Subject to the Panel's support, the Administration planned to seek endorsement from the Public Works Subcommittee ("PWSC") and funding approval from the Finance Committee ("FC") for the proposed works in end-2015. PM(NTW)/CEDD also briefed members on the overall progress of the NT cycle track network.



*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)1139/14-15(01) by email on 23 July 2015.*

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

#### Progress of development of a comprehensive cycle track network in the New Territories

20. Mr TANG Ka-piu welcomed the implementation of the Project. He expressed concern about the delay in the progress of the development of a comprehensive cycle track network in the NT. Noting that the cost for constructing cycle tracks had been increasing in the past few years, he questioned whether the Administration's timeline for seeking funding approval from FC would allow the timely commencement of the proposed works.

21. PM(NTW)/CEDD replied that subject to the Panel's support for the proposal, the Administration planned to start the tendering exercise for the proposed works in August 2015 and submit the funding proposal to PWSC and FC in end-2015. The proposed works would commence as soon as the funding approval was granted by FC.

#### *The Tsuen Wan to Tuen Mun section*

22. Mr Michael TIEN expressed support for the construction of a comprehensive cycle track network in the NT. He said that the construction of the Tsuen Wan to Tuen Mun backbone section, along which the scenic views were excellent, had been dragged on for many years. According to his estimation, the construction cost for this section, about 22 km in length, would be as high as about \$2,000 million to \$3,000 million. Mr TIEN asked whether the Administration had the determination to proceed with the construction of this section.

23. PAS/DEV(W)2 replied that the Administration had been working hard to implement the Tsuen Wan to Tuen Mun backbone section. He added that the strong objections from the public on the proposed sections of cycle track at Sham Tseng, So Kwun Wat and Sam Shing needed to be carefully dealt with. In addition, the high construction cost of cycle bridge(s) on the proposed Tai Lam section was also a concern. To resolve the constraints and

difficulties encountered, the Administration was conducting a review on the design and the implementation strategy for the Tsuen Wan to Tuen Mun backbone section. The review was planned to complete in end-2015.

24. Mr CHAN Han-pan supported the proposal and welcomed the development of a comprehensive cycle track network in the NT. He called on the Administration to expedite the works for the Tsuen Wan to Tuen Mun backbone section by exploring other options to resolve the objections received on the proposed alignment.

25. Mr Albert CHAN expressed support for the Project and urged the Administration to strengthen its efforts in linking up the segregated cycle tracks in the NT. On the construction of the Tsuen Wan to Tuen Mun backbone section, he said that the concerned project had been gazetted about 10 years before as part of the works for widening Castle Peak Road, but had unfortunately been aborted at that time on the suggestion of the former Secretary for Transport on technical and financial grounds. He called on the Administration to resolve the objections received and expedite the implementation of this section.

26. PM(NTW)/CEDD replied that the Administration would review the design and implementation strategy with a view to working out a cost-effective design acceptable to the public for the Tsuen Wan to Tuen Mun backbone section.

#### *The branching-off sections*

27. Mr TANG Ka-piu noted that the length of the new cycle track to be constructed under the Project had been shortened as a result of a number of amendments made, and some proposed branching-off sections of the NT cycle track network would not be proceeded with due to physical or environmental constraints. He enquired whether the Administration would engage consultants and gauge public views to explore alternatives for the branching-off sections, such as a cycle track from North Lantau to Tsuen Wan and Tuen Mun. PM(NTW)/CEDD replied that the Administration would accord priorities to the construction of the backbone sections and the branching-off sections, of which the implementation was feasible, under the announced proposed NT cycle track network. Extension of the cycle track network to other areas might be considered at a later stage.

28. Mr Albert CHAN suggested that the Administration should develop cycle tracks in the country parks in Sai Kung and Tuen Mun, along the

MacLehose Trail. The Chairman asked the Administration to convey Mr CHAN's views to the relevant bureaux/departments.

### Cost of the project

29. Mr Michael TIEN observed that the average construction cost per km of the cycle track network had increased by approximately 50% over the past six years. He expressed concern on the cost control for the cycle track network project and asked the Administration to confirm whether the construction cost of the cycle track network (per km) had been increasing at a rate of around 8% annually in the past six years.

30. PM(NTW)/CEDD replied that, taking into account the inflation rates over the past years, the works details and constraints of particular works sites, the Administration considered that an annual increase of 8% in the construction cost of the cycle track network was generally reasonable.

31. Mr Alan LEONG requested that, to facilitate the discussion on the proposal at the meeting of PWSC, the Administration should provide explanatory notes, as appropriate, to give details about the expenditures under each cost item (e.g. contract administration, management of resident site staff, construction of the at-grade part of the cycle track) in the paper to be submitted to PWSC.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1184/14-15(01) on 14 August 2015.)*

### Alignment and environmental issues

32. Mr LEUNG Che-cheung said that he was supportive of the implementation of the Project. Noting that the alignment of the new cycle track had been substantially amended due to topographical constraints and ecological impacts, he expressed regret about the deletion of the section at Nam Sang Wai, which was a popular place for bird watching activities. Mr LEUNG was concerned about the safety of the cyclists who had to use the existing vehicular access road to visit Nam Sang Wai.

33. PM(NTW)/CEDD advised that some members of the Advisory Council on the Environment ("ACE") had expressed grave concerns that the potential increase in the number of visitors upon the completion of the proposed cycle track at Nam Sang Wai would cause adverse impacts on the ecologically sensitive area. Moreover, the proposed cycle bridge across

Shan Pui River might cause irrecoverable loss of the existing wetland. These fundamental issues could not be easily resolved.

34. Given that Nam Sang Wai was already a popular destination for cyclists and tourists, Mr LEUNG Che-cheung was not convinced that the potential increase in the number of visitors upon the completion of a cycle track in the area would cause adverse ecological impacts. PM(NTW)/CEDD said that the Administration had looked into different alternatives to address the above concerns but none could satisfactorily resolve the issue of increase in the number of visitors and possible impact on the wetland.

35. Referring to paragraph 7 of the Administration's paper, Ir Dr LO Wai-kwok requested the Administration to clarify whether the gazetted amendment scheme had resolved the 11 objections received in 2008 against the cycle track section between San Tin Tsuen Road and Pak Shek Au Interchange. PM(NTW)/CEDD responded that the objections had been resolved by the revised alignment of the section concerned.

### Design of the cycle tracks and provision of supporting facilities

#### *Supporting facilities*

36. Mr Albert CHAN suggested that, in designing the new cycle track under the Project, the Administration should take into account the needs of both types of cyclists, i.e. those who used the bicycles for recreational purposes and those who used them as a mode of transportation.

37. Miss CHAN Yuen-han commented that the proposed supporting facilities to be provided along the new cycle track were not adequate. By way of illustration, she said that refreshment kiosks and bicycles rental facilities should be installed to boost the local economy. She suggested that the Administration should provide innovative supporting facilities along the cycle track by making reference to the practices in other places, such as Hokkaido, Taiwan and the Mainland.

38. Dr Kenneth CHAN supported the proposal and the construction of new cycle tracks to promote cycling as a sport activity. He considered the project estimate of \$890.9 million reasonable in view of the increasing construction costs. Referring to the design of the resting station at San Tin illustrated in Enclosure 3 to the Administration's paper, he commented that the facilities of the resting stations along the new cycle track should be enhanced. For example, refreshment kiosks and toilets should be provided.

Dr CHAN also suggested that facilities for park-and-ride purposes should be provided at the resting stations.

39. Mr YIU Si-wing asked whether the Administration would consider providing bicycles repair kiosks in some of the resting stations along the new cycle track. PM(NTW)/CEDD said that such facilities would be set up at the entry/exit hubs.

#### *Innovative design*

40. The Chairman proposed that the Administration should adopt an innovative approach to the design of the resting stations. In this connection, cyclists' associations and young designers should be engaged in the design. Organization of design competitions for individual resting stations should be considered.

41. PM(NTW)/CEDD undertook to consider members' views. He said that, to gauge views from users' perspectives, the Administration would consult relevant stakeholders, such as cyclists' associations, on the design of the supporting facilities along the cycle track.

#### *Parent-child cycling*

42. Dr Kenneth CHAN opined that, in designing new cycle tracks, the Administration should take into consideration the needs of families who would ride on 4-seater or 6-seater bicycles, which would take up more space on the cycle track. Mr CHAN Han-pan said that the existing policy concerning cyclists might have to be reviewed to facilitate the use of parent-child bicycles.

43. PM(NTW)/CEDD responded that local cycle tracks, like those in the Science Park, were more suitable for the use of family bicycles for leisure and recreational purposes. Such bicycles might not be suitable for use on the backbone sections of the cycle track network.

#### Cycle parking spaces

44. Ir Dr LO Wai-kwok indicated support for the proposal. He asked if the Administration had any plan to increase the number of cycle parking spaces in the community, other than providing such spaces in the entry/exit hubs and the resting stations along the cycle track network.

45. Mr YIU Si-wing said that cycling tourism had become a global trend and he supported the implementation of the Project. He held the view that, as more and more people would use the bicycles as a mode of transportation, the demand for cycle parking spaces in residential areas would increase. He asked about the Administration's plans to increase the number of such spaces in these areas and to tackle the problem of illegal parking of bicycles.

46. PM(NTW)/CEDD said that adequate cycle parking spaces had been provided at entry/exit hubs and resting stations along the NT cycle track network. However, the Administration was aware that many residents in the NT used the bicycles for daily commuting to and from the railway stations where the parking spaces were insufficient and hence illegal bicycles parking problems occurred. To resolve these problems, the Transport Department was conducting trials for different parking designs, such as the use of double-deck cycle parking racks; and the Civil Engineering and Development Department was studying the feasibility of developing underground cycle parking facilities. Public consultation would be conducted once the results of the studies were available.

#### Self-service bicycles rental facilities

47. Pointing out that self-service bicycles rental facilities were common in many cities around the world, including the cities in the Mainland and Taiwan, Mr YIU Si-wing, Mr CHAN Han-pan and Mr Albert CHAN enquired whether the Administration would consider providing such facilities in Hong Kong, and in particular, at suitable locations along the NT cycle track network.

48. PM(NTW)/CEDD responded that bicycles rental kiosks were in operation at the entry/exit hubs to provide convenience to the public at a reasonable charge to rent and return bicycles at different hubs along the NT cycle track network. While the provision of self-service bicycles rental facilities might not be essential for cycle tracks, the introduction of such facilities would be considered in the planning of new development areas such as Hung Shui Kiu.

49. Mr Alan LEONG said that self-service bicycles rental facilities were operating at the site for the West Kowloon Cultural District. He requested the Administration to provide information on whether such facilities would be provided at the resting stations or the entry/exit hubs along the new cycle track under the Project; if yes, the details; if no, the reasons.

(*Post-meeting note:* The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1184/14-15(01) on 14 August 2015.)

### Cycle dismount zones

50. Citing Report No. 63 of the Director of Audit (published in 2014), which recommended that the Administration should take measures to minimize the number of mandatory cycle dismount zones along cycle tracks, Mr TANG Ka-piu asked how the Administration would respond to this recommendation in the design of the new cycle track.

51. PM(NTW)/CEDD advised that the designation of dismount zones were necessary for cycling safety at the junctions between cycle tracks and carriageways, vehicular run-ins/outs and pedestrian crossings. To minimize the number of such zones along the new cycle track, the Administration had adopted an alignment that encountered less junctions, and would construct two cycle subways across the busy roads. If possible from a safety viewpoint, warnings signage would be erected at those junctions with less traffic or pedestrians where the cyclists would only be required to reduce their speed when crossing the junctions. The number of dismount zones along the new cycle track would be around 20.

### Cycle bridges

52. Mr Albert CHAN questioned about the criteria and the need for installation of a cover, which would entail a higher construction cost, over a cycle bridge. PM(NTW)/CEDD responded that, according to the prevailing policy, footbridges should be provided with covers to protect the pedestrians from sun and rain. As the cycle bridges proposed under the Project were constructed for the use of both cyclists and pedestrians, provision of covers over the bridges was required.

### Other issues

53. Miss CHAN Yuen-han indicated support for the proposal. She enquired about the progress of the land resumption exercise for the proposed works and the assistance given to the affected households. PM(NTW)/CEDD advised that the land resumption affected six households. The eligible households would be offered ex-gratia allowances and/or accommodation in public housing. Such arrangements for four affected households had been completed, while liaison with the remaining two households was in progress.

54. Miss CHAN Yuen-han urged the Administration to step up efforts in strengthening publicity on awareness of cycling safety and etiquette through public education. She suggested that practicing area for cyclists should be designated for the concerned organizations to educate children or beginners about safe cycling. PM(NTW)/CEDD undertook to relay Miss CHAN's views to the relevant departments.

55. While supporting the proposal, Mr WU Chi-wai expressed concern on the disconnection between cycle track sections and called on the Administration to work out a solution for developing a continuous cycle track network as soon as possible. He pointed out that bicycles were widely used as a means of transportation in many areas in the NT. To incorporate cycle tracks as part of the transport system in future, the Administration should review its policy to facilitate cycling on the road. Apart from minimizing the number of mandatory cycle dismount zones, the Administration should designate road shoulder areas along the roads for the use of cyclists.

56. PM(NTW)/CEDD responded that the Administration would actively consider the provision of cycle track networks for short-distance commuting, besides recreational and leisure purposes, during the planning of new development areas. However, in developed areas with heavy traffic and pedestrian flows, designation of road shoulder areas solely for the use of cyclists was considered impracticable due to limited available space. He undertook to convey Mr WU's suggestions to the Transport and Housing Bureau for consideration.

57. In the light of the growing popularity of cross-boundary cycling as well as mountain biking, Mrs Regina IP expressed concern that the development of a cycle track network in the NT might be out of date. She suggested that the Administration should consider facilitating the general public to participate in cross-boundary cycling activities and connecting the cycle tracks in the NT with those in the Mainland.

58. PM(NTW)/CEDD responded that the aim of developing the NT cycle track network was for public leisure and recreational purposes in order to improve the quality of living. Some of the sections of the cycle track network would facilitate access to natural sites, such as Kam Tin River, Sheung Yue River and Shek Sheung River, which were of great attraction to the cyclists. The Administration would consider the feasibility of facilitating cross-boundary cycling.



Submission of the proposal to the Public Works Subcommittee

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

**VI Revision of non-livelihood related fees and charges under the purview of the Water Supplies Department**

(LC Paper No. CB(1)993/14-15(01) -- Administration's paper on revision of non-livelihood related fees and charges under the purview of the Water Supplies Department)

60. At the invitation of the Chairman, Principal Assistant Secretary (Works)3, Development Bureau ("PAS(Works)3/DEVB") briefed members on the Administration's proposal to revise 20 items of fees and charges for services under the purview of the Water Supplies Department ("WSD"). The details were set out in the Administration's paper (LC Paper No. CB(1)993-14/15(01)). He advised that the fees and charges for the services concerned did not directly affect people's livelihood or general business activities.

Need for the proposed fee revision

61. Mr YIU Si-wing said that the Administration should revise where appropriate the fees and charges for services under its purview based on the full cost recovery principle, and he agreed to the fee revisions for items 1 to 6 under the proposal as the existing cost recovery levels of these items were far below 100%. He was concerned that the fee increases for items 7 to 20 would cause negative public perception, having regard to the facts that their present cost recovery levels were more than 80% and the items had been revised not long ago, i.e. in January 2015. He opined that some items, such as examination of water samples, were services required by the public in their daily life and were related to the recent concerns about tap water quality. It might not be an appropriate time to revise items 7 to 20. He suggested that the Administration should consider postponing its plan for revision of these fee items. Mr James TIEN shared the views of Mr YIU and opined that the Administration should consider not proceeding with the proposed fee increases for the items which had cost recovery levels of 80% or more.

62. PAS(Works)3/DEVB replied that under the existing practice, the Government would propose to adjust the fees for items with existing cost recovery levels of less than 95%. Of the 25 items of non-livelihood related fees and charges under the purview of WSD as prescribed in Schedule 1 Part 1 and Part 4 to the Waterworks Regulation (Cap. 102A) under the Waterworks Ordinance (Cap. 102), the Government had proposed not to adjust the fees for five of them as they were at or close to full cost recovery level. Of the 20 items covered by the proposal, the Government had proposed higher percentages of fee increases in respect of the items with lower cost recovery levels so as to shorten the time to recover the full costs. For the items with higher cost recovery levels, say, at 70% or above, the proposed adjustments for them were around 10%.

63. Mr YIU opined that the Administration should consider not adjusting the fees for items with cost recovery levels of or over a certain percentage. PAS(Works)3/DEVB responded that the Government would consider Mr YIU's view when reviewing fee proposals in the future.

64. Dr Kenneth CHAN said he was opposed to the proposed fee revision. Taking in view that the services covered by the proposal included plumber's licence examination, examination of water samples, etc., he opined that members of the public would not agree to the Administration's view that the proposed revision of the fees and charges for these services did not directly affect people's livelihood. Considering that WSD had issued a circular in the week before on the addition of four parameters for testing of water samples and the Administration was still handling the recent cases of excessive lead found in tap water samples from public housing estates, he queried whether it was an appropriate time to proceed with the proposed fee revision. He opined that the Administration should be mindful of the impact of the fee adjustments on the livelihood of the users. It was not necessary to proceed with the fee adjustments as the Government had a huge fiscal surplus. Given that the proposed fee revision would result in an increase in government revenue of about \$2 million per annum only, but taking forward the proposal would involve considerable administrative costs and amendments to the relevant legislation, he considered that the proposed fee revision would bring more harm than good, and would meet opposition.

65. PAS(Works)3/DEVB replied that the Government normally considered a fee "not directly affecting people's livelihood" when it was assessed that the increase/decrease of such fee would have little impact on the daily life of the general public, and the number of people affected by the fee revision was limited. He advised that users of the 20 services covered by the proposal were mainly developers, contractors and plumbers. To avoid a

steep fee increase, the Government had proposed to adjust the fee levels by phases instead of recovering full costs in one go.

66. Noting that the 20 items of fees and charges had been revised on 1 January 2015, the Chairman opined that the Administration might consider whether those items with cost recovery levels of more than 80% should not be revised at this stage. As regards other items with cost recovery levels far below 100%, to avoid frequent revisions, the Administration might consider proposing a higher percentage of fee increase. Given that the fee levels for these items were currently low, a slightly higher rate in fee adjustment would not increase the fee levels significantly.

#### Cost recovery levels of the fee items

67. Mr James TIEN said that of the 20 items of fees and charges covered by the proposal, the present cost recovery levels of some items were below 30%, whereas some items had almost achieved full cost recovery. He enquired why the cost recovery levels varied widely among these items, and whether relevant government departments had adopted the same criteria for determining the proposed cost recovery rates.

68. PAS(Works)3/DEVB replied that as most of the 20 services with low cost recovery rates covered by the proposal were out-sourced services, the changes in the tender prices for the concerned service contracts might have affected the cost recovery levels. Mr James TIEN remarked that if the Administration revised the charges for its out-sourced services due to increases in tender prices, it might be unfair to users of the services as the additional fees charged on them would be used to subsidize the contractors of the services.

69. The Chairman requested the Administration to provide information to explain why, of the 20 items of fees and charges covered by the proposal, the existing cost recovery levels varied widely, and the cost recovery levels of some items such as items 1 to 6 were far below 100%.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1184/14-15(02) on 14 August 2015.)*

**VII 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) -- 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(08) -- Paper on the planning and engineering study for the Hung Shui Kiu new development area prepared by the Legislative Council Secretariat (Updated background brief))

Other relevant papers

(LC Paper No. CB(1)1016/14-15(01) -- Joint submission from concerned organizations (天水圍社區發展陣線、社區工藝發展關注組、天姿作圍及關注綜援低收入聯盟) dated 21 June 2015

LC Paper No. CB(1)1140/14-15(01) -- Joint Submission from concerned organizations (天水圍社區發展陣線、社區工藝發展關注組、天姿作圍及關注綜援低收入聯盟) dated 21 July 2015)

70. Members noted the above submissions from concerned organizations.

71. The Secretary for Development (Acting) ("SDEV(Atg)") highlighted the background of the Hung Shui Kiu ("HSK") New Development Area ("NDA") Planning and Engineering Study ("the Study") and the salient features of the NDA. With the aid of a powerpoint presentation, Deputy Director of Planning/Territorial ("DD/Territorial") briefed members on the Recommended Outline Development Plan ("RODP") formulated for the

proposed HSK NDA and the Stage 3 Community Engagement ("ComeE3"), launched on 17 June 2015, to gauge public views on the RODP.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)1139/14-15(02) by email on 23 July 2015.)*

### Development and implementation approach

72. In view of the controversies arising from the implementation approach for the Kwu Tung North and Fanling North NDAs, i.e. the Enhanced Conventional New Town Approach ("ECNTA"), Mr WU Chi-wai said he had strong reservation on the Administration's proposal of adopting the same approach for the proposed HSK NDA project ("the proposed development project"). Unlike the Conventional New Town Approach ("CNTA"), which the Administration had adopted in the past to resume and clear all the private land planned for new town development, ECNTA would allow private landowners to apply for in-situ land exchange. Mr WU considered that ECNTA would encourage land consolidation by developers and would cause public suspicion of the government colluding with the business sector. He requested the Administration to make a comparison between CNTA and ECNTA for developing an NDA in terms of the impacts of the two approaches on the existing residents, business operators, farmers, landowners, developers holding land in the areas within and near the proposed NDA, etc.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1238/14-15(01) on 16 September 2015.)*

73. Noting that one of the criteria for applying for land exchange under ECNTA was owning a piece of land of at least 4 000 square metres, Dr Fernando CHEUNG and Mr LEUNG Kwok-hung opined that ECNTA 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.

74. SDEV(Atg) advised that the Administration would take into account public views received on ECNTA during ComeE3 in considering the implementation approach to be adopted for developing HSK NDA.

75. Miss CHAN Yuen-han opined that in formulating the RODP, the Planning Department had not considered how the HSK NDA could be

developed in an organic manner, with the existence of a number of ancient villages, as well as their connectivity with the future HSK town centre. She called on the Administration to listen carefully to public views on the proposed development of HSK and make amendments to the RODP as appropriate. Noting that the existing Tin Ying Road, running along a river channel, would be removed to make way for the development of a Green Transit Corridor ("GTC"), Miss CHAN was concerned that the works would cause damage to the environment of the area. She did not support the construction of the section of GTC along the river channel and the removal of Tin Ying Road. She would meet with the Administration later on to discuss in detail her suggestions, which were made on the basis of a study conducted in collaboration with two local universities.

76. Mr LEUNG Che-cheung said that under the RODP, many walled villages in HSK (e.g. Ha Tsuen) would be surrounded ("enclosed") by high-rise developments. Such a planning design would not only restrict the future development of these villages, but would also render the preservation of the cultural heritage of the walled villages difficult.

77. In response, DD/Territorial said that the proposals on the RODP would not affect any land currently zoned for "Village Type Development". Moreover, to integrate new developments with the existing villages, no high-rise developments adjacent to the villages had been proposed. Strips of non-building areas would also be designated as buffer between the new developments and existing villages.

78. Ir Dr LO Wai-kiwok said that the Administration had started to study the potential of developing HSK as an NDA quite a long time ago. Welcoming the formulation of an RODP for HSK NDA, Ir Dr LO suggested that the planning of the NDA should be integrated with the development of surrounding areas like Tin Shui Wai ("TSW"). SDEV(Atg) assured members that the planning of the proposed development project would take into account the needs of the neighbouring areas and be compatible with the surrounding areas.

#### Impact of the proposed development project on existing residents and business operators

79. Dr Fernando CHEUNG expressed concern over the possible adverse impact of the proposed development project on the existing residents, farmers and business operators in the area, in particular the residents of the five non-indigenous villages to be cleared to make way for the project. He requested the Administration to ensure that the parties affected by the project

would be no worse off. Moreover, the Administration should work out a clear agricultural rehabilitation policy for affected farmers.

80. SDEV(Atg) replied that only about 7 hectares ("ha") of active farmland would be affected by the proposed development project and the Administration would assist the affected farmers through the special agricultural rehabilitation scheme with priority assistance in matching them with owners of the idled farmlands nearby.

81. Mr WU Chi-wai requested the Administration to provide a map showing the locations of the non-indigenous villages in the area covered by the proposed project and those villages to be cleared under the project.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1238/14-15(01) on 16 September 2015.)*

82. Given that the existing brownfield operations (port back-up, open storage services, workshops etc.) in HSK made up an integral part of the local economy and contributed to local employment, Ir Dr LO Wai-kwok was concerned about the impact of the proposed development project on the brownfield operators. He asked if the Administration had studied the current business situations of the brownfield operations and made preparation for accommodating affected operators so that they could continue their businesses in the future HSK NDA. Mr LEUNG Che-cheung shared Ir Dr Lo's concern, in particular the impact of the project on those brownfield operations that could not be accommodated in multi-storey buildings.

83. SDEV(Atg) said that consolidating the existing brownfield operations in HSK was a major challenge for the implementation of the HSK NDA project. The operations currently occupied an area of 190 ha out of the total area of 714 ha of the proposed NDA. The Administration would carry out a questionnaire survey to collect information on the existing brownfield operations within the proposed NDA, including their operational requirements, and would commission studies on the accommodation of the brownfield operations. The Administration would continue to engage the operators concerned in the course of the planning of the project.

#### Provision of housing and various facilities

84. Mr WU Chi-wai commented that, given the shortfall in the supply of public housing units, there was a need to review the proposed public-private housing mix in HSK NDA, currently set at 51:49. Moreover, the

Administration should not only focus on the development of public rental housing ("PRH") flats; Home Ownership Scheme ("HOS") flats would also be required in order to establish a progressive housing ladder. Mr LEUNG Kwok-hung also opined that more public housing units should be provided in the proposed NDA.

85. Dr Fernando CHEUNG asked how the proposed development project could help address the shortage of community facilities in TSW. Dr Kenneth CHAN enquired if the Administration had taken into account the study on the introduction of 15-year free education currently underway when formulating the RODP. He pointed out that, if 15-year free education was implemented in future, more land would be required in the proposed NDA for the operation of free kindergartens.

86. SDEV(Atg) said that while the RODP had set out an overall planning framework for HSK NDA, there was room and also time for the Administration to adjust the planning parameters, including those concerning the provision of education facilities, in response to the changing needs of the society. The Development Bureau would continue to liaise with concerned bureaux/departments such as the Education Bureau on reserving sites and premises in PRH and HOS developments for kindergartens.

87. Dr Kenneth CHAN urged the Administration to learn from the experience of developing TSW, where the shopping centres were controlled by the Link Real Estate Investment Trust, to avoid repeating the mistakes in developing HSK. DD/Territorial replied that besides shopping centres, street shops and local retailing services would also be provided in each residential neighbourhood to meet the needs of local daily life. Shopping streets would also be designated to promote street vibrancy.

#### Creation of employment opportunities

88. Dr Fernando CHEUNG sought information from the Administration on how the estimated number of jobs to be created in the proposed NDA, i.e. 150 000, was arrived at, and how the development project would help address the insufficient job opportunities in TSW, in particular those for the grassroot workers. Dr Kenneth CHAN asked about the number of residents in TSW and HSK who would have to work across districts after the completion of the HSK NDA project. Mr LEUNG Kwok-hung expressed doubts on whether the jobs to be created in the proposed NDA would be suitable for the residents in TSW and the future HSK NDA. Indicating support for the development project, Mr YIU Si-wing enquired about the



number of tourism-related job opportunities to be created in the proposed NDA.

89. SDEV(Atg) advised that in view of the large number of residents in TSW who had to work across districts, the Administration would try to create more diversified employment opportunities in HSK NDA. The estimated number of 150 000 job opportunities had been worked out on the basis of the floor spaces of respective employment uses and past statistics. The Administration would, if required, review the relevant policies with a view to enhancing the number of job opportunities.

90. DD/Territorial supplemented that as a regional economic hub, HSK NDA would be able to create a full spectrum of job opportunities, ranging from high-skilled to general-skilled and requiring different professional training and educational attainments, to cater for the employment needs of the working population. Among the job opportunities to be generated (74 000 in the commercial sector, 60 000 in special industries and 16 000 in community services), a significant portion would require general skills only and be suitable for the grassroot working population. As for tourism-related job opportunities, it was estimated that about 42 000 jobs relating to hotel, retail, dining, entertainment and other commercial services serving also visitors would be created in HSK NDA. The population-to-employment ratio in HSK NDA, set at 1.4:1, was the highest among all the NDAs/New Towns. This was intended to improve the existing imbalance between population and job opportunities in the North West New Territories ("NWNT") and, in particular, to help address the problem of insufficient job opportunities in TSW.

91. Considering that there was a gradual decline in the development of local industries and the number of jobs that could be provided by the research and development sector would be limited, Miss CHAN Yuen-han queried how the HSK NDA project would generate a large number of job opportunities in special industries. In her view, the Administration should take the lead in supporting the development of local economy in the proposed NDA for job creation.

92. Mr Albert CHAN opined that to bridge the gap between the deficiencies in various aspects in the existing new towns in NWNT and the needs of the residents living therein, a comprehensive transport network and sufficient land for various economic activities should be developed in NWNT. Having regard to the area of land to be reserved for commercial and special industrial uses in the proposed NDA, Mr CHAN queried if enough job opportunities could be generated for residents in NWNT.

93. Dr Kenneth CHAN stressed the importance for the Administration to take concrete steps to achieve the targeted 150 000 job opportunities to be created under the RODP.

94. At the request of the Chairman, the Administration would provide information on (a) a breakdown of the 150 000 job opportunities to be created in the proposed HSK NDA by trade and job type; and (b) how these job opportunities to be created could address the unemployment/under-employment problems for the residents in TSW.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1238/14-15(01) on 16 September 2015.)*

#### Connectivity of the proposed Hung Shui Kiu New Development Area

95. With the aid of a powerpoint presentation, Mr Michael TIEN shared with members his projection of the demand for and the capacity of the railway service in NWNT in 2030 based on the assumption that there would be six passengers per square metre in a train compartment. According to Mr TIEN's estimation, there would be 92 569 passengers using the railway service in NWNT per hour during the morning peak hours in 2030, while the maximum hourly loading of the East West Corridor would be about 78 720 passengers at that time. In this connection, Mr TIEN requested the Administration to respond to his estimation on the discrepancy between the two figures (i.e.  $92\,569 - 78\,720 = 13\,849$ ). Mr TIEN opined that, to alleviate the anticipated overloading problem of the railway service in 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.

*(Post-meeting note: A soft copy of Mr Michael TIEN's powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)1139/14-15(03) by email on 23 July 2015.)*

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1238/14-15(01) on 16 September 2015.)*

96. Mr YIU Si-wing cast doubt on whether the carrying capacity of the transport network in the proposed NDA could cope with the increase in the population, number of jobs and new economic activities in the area.

97. PM(NTW)/CEDD explained that the existing number of passengers taking the West Rail Line ("WRL") per hour during the morning peak hours was 34 000. According to the Transport and Housing Bureau, 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 passengers demand arising from the HSK NDA in the future. In addition, the Administration would seek resources in due course to study the long-term development of rail-based transport system in NWNT beyond 2031. The study would explore the feasibility of upgrading the existing railway and developing new railway routes, including a new harbour-crossing railway to connect Hong Kong Island and NWNT via the proposed artificial islands in the central waters.

98. To help members better understand the Administration's plans, the Chairman requested the Administration to provide information on whether and how the carrying capacity of WRL could cope with the population growth in NWNT brought about by the new housing developments in the area in the next 15 years.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1238/14-15(01) on 16 September 2015.)*

99. Mr Albert CHAN criticized that the Administration had all along disregarded the transport needs of residents in NWNT. Compared with other areas in Hong Kong with better public transport networks, NWNT had insufficient transport infrastructure. There was only one railway (heavy rail) station in TSW and one proposed railway station in HSK NDA. He held the view that the Administration should reconsider the development of a new railway route to serve the residents in NWNT, instead of simply constructing a new WRL station in the proposed HSK NDA.

100. Mr CHAN Hak-kan and Mr LEUNG Che-cheung expressed concern about the connectivity between the proposed HSK NDA and TSW. Mr CHAN requested the Administration to consider developing a new road connecting the two areas.

101. In response, PM(NTW)/CEDD advised that under the RODP, Roads D1, D3, D4 and D5 would be constructed to facilitate the east-west movement of traffic between the proposed NDA and TSW. The new roads would also connect TSW with Kong Sham Western Highway.

The Administration would be happy to brief Mr CHAN on the details about the road network in HSK NDA after the meeting.

102. Mr Alan LEONG asked if the Administration would provide walkways within the proposed NDA to allow those who lived or worked there to go from one area to another on foot, rather than to separate one area from another with roads. DD/Territorial advised that a comprehensive pedestrian walkway network would be developed in HSK NDA. Moreover, under the RODP, Tin Ying Road would be removed to better connect TSW and HSK NDA, and a riverside promenade would be provided along the river channel to enhance pedestrian movement between the two districts.

103. Mr CHAN Hak-kan sought details about the green transport infrastructures to be developed in the proposed NDA and asked whether land had been reserved for constructing the proposed Hong Kong-Shenzhen Western Express Line ("WEL") connecting NWNT and Qianhai. Mr LEUNG Che-cheung was concerned that GTC could not cope with the external traffic demand of those who lived or worked in HSK NDA and could only serve as a transport system to cater for the passenger movements within the proposed NDA.

104. PM(NTW)/CEDD replied that GTC would be a transport system to supplement the vehicular road system in HSK NDA. A study would be conducted to examine whether a road-based or rail-based system would be more technically feasible and financially viable for GTC. As the development of HSK NDA would be implemented over a long period of time, a road-based green transport system would be sufficient for commuters to travel around the NDA during the initial development period. As regards WEL, PM(NTW)/CEDD advised that, according to the Railway Development Strategy 2014, the overall financial viability of the proposed railway was in doubt, therefore, under the RODP, land had not been reserved for the WEL project. That said, there was room to accommodate future development of WEL, if needed, in HSK NDA.

*[At 5:42 pm, the Chairman ordered that the meeting be extended for 15 minutes to 6:00 pm to allow sufficient time for discussion. The Chairman asked whether members had any objection to further extending the meeting to 6:05 pm to discuss Agenda Item VIII. Members raised no objection.]*

### Implementation timetable of the development project

105. Mr Alan LEONG asked about the timetable for the implementation of the proposed project, including the timetable for going through the statutory town planning procedure. DD/Territorial replied that the public views received during ComE3 would be taken into account in refining the RODP before finalizing the Study's recommendations and commencing the detailed design for the development project. The statutory Environmental Impact Assessment would be completed and the statutory town plan would thereafter be prepared in late-2016 with a view to having the first population intake in 2024.

### Special meeting to receive public views on the proposed development project

106. Dr Kenneth CHAN, Miss CHAN Yuen-han and Dr Fernando CHEUNG proposed that a special meeting of the Panel be held, preferably before the completion of ComE3 in mid-September, to receive public views on the RODP. The Chairman advised that he had discussed with the Administration the timeframe for such a special meeting. The Administration had agreed that it would take into account the public views to be expressed at the special meeting even if the said meeting was held after the completion of ComE3. The Chairman said that he would ask the Clerk to make the necessary arrangements for the special meeting. Members made no objection.

*(Post-meeting note: The special meeting to receive public views on the RODP has been scheduled for 9 October 2015. Members were notified of the relevant arrangements vide LC Paper No. CB(1)1182/14-15 on 12 August 2015.)*

## **VIII Any other business**

### Proposed extension of period of work of the Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project

(LC Paper No. CB(2)1892/14-15 -- Paper on "Proposed extension of period of work of the Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project"

prepared by the Legislative  
Council Secretariat)

107. The Chairman invited members' views on whether the Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project ("the Joint Subcommittee"), which had been set up under the Panel on Development and the Panel on Home Affairs in the 2012-2013 legislative session, should continue its work in the 2015-2016 session.

108. Members agreed that the work of the Joint Subcommittee should continue in the 2015-2016 session. The Chairman advised that subject to the views of members of the Panel on Home Affairs, the Joint Subcommittee would submit a report to the House Committee for seeking its approval for extension of period of work.

109. There being no other business, the meeting ended at 6:03 pm.

Council Business Division 1  
Legislative Council Secretariat  
18 September 2015