

Panel on Development

List of follow-up actions

(Position as at 22 June 2015)

Subject (Responsible Bureau/Office)	Date of meeting	Follow-up actions required	Administration's response
1. Tung Chung New Town Extension Study -- Stage 3 Public Engagement (Development Bureau)	3 December 2014	<p>The Administration was requested to provide the following information in respect of the development of the Tung Chung New Town Extension ("TCNTE") --</p> <p><u>Environmental issues</u></p> <p>(a) regarding the concerns about noise pollution in Tung Chung caused by the movement of aircrafts in the Hong Kong International Airport ("HKIA"), information about <u>the present situation and projections at a 5-year interval until 2030, under the two different circumstances</u> that the third runway of HKIA <u>would be and would not be constructed:</u></p> <p>(i) details of the Noise Exposure Forecast ("NEF") 25 contour;</p>	Administration's response awaited

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		<p>(ii) details of the NEF 20 contour; and</p> <p>(iii) the numbers of aircraft movements at night that would generate noise exceeding 80 decibels ("dB");</p> <p>(b) daily figures for a number of pollutants (including respirable suspended particulars and sulphur dioxide) detected in the air in Tung Chung during the period from 12:00 noon to 2:00 pm;</p> <p><u>Capacity of the MTR Tung Chung Line</u></p> <p>(c) whether the MTR Tung Chung Line could meet the transportation needs of the new population given a member's view that the spare capacity of the MTR Tung Chung Line was around 4 000 yet around 15 000 more people would use the train service during peak hours upon the completion of TCNTE in 2031;</p> <p><u>Local employment problems</u></p> <p>(d) the measures to be taken by the Administration to tackle the existing manpower mismatch in Lantau, reflected</p>	

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		<p>by the existence of a large number of job vacancies in HKIA and the North Lantau Hospital on one hand and the great demand for jobs from local residents of Tung Chung on the other; and</p> <p>(e) whether the Administration would consider some members' suggestion of abolishing the tolls of Tsing Ma Bridge and the proposed Tuen Mun-Chek Lap Kok Link to vitalize economic development of Tung Chung.</p>	
<p>2. PWP Item No. 711CL -- Kai Tak Development -- Infrastructure works for developments at the southern part of the former runway and Progress report on Kai Tak Development (Development Bureau)</p>	<p>28 April 2015</p>	<p>The Administration was requested to provide the following information --</p> <p>(a) with respect to the Administration's advice in paragraph 27 of Enclosure 2 to the Administration's paper (LC Paper No. CB(1)759/14-15(03)) that a study confirming the technical feasibility and environmental viability of increasing office and housing supply in the Kai Tak Development ("KTD") had been completed, a copy of the study report;</p> <p>(b) given that the Administration planned to</p>	<p>The Administration's response was issued to members on 3 June 2015 vide LC Paper No. CB(1)933/14-15(01).</p>

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		<p>provide a park at a site located between Kai Ching Estate and Tak Long Estate, the timetable for the construction and commissioning of the park; the site plan of the park;</p> <p>(c) with respect to the Administration's advice at the meeting that there were technical constraints that made it difficult to take forward a proposal to provide Shing Fung Road underground to enhance pedestrian accessibility in the concerned area, details of the technical constraints, with plans/drawings (including cross-section plans) showing how the installation of the relevant underground chilled water distribution pipes as part of the District Cooling System provided/to be provided at the KTD area and/or other utility pipes would make the proposal not practicable;</p> <p>(d) with respect to the concern on whether it was necessary to provide the proposed elevated landscaped deck cum noise barriers given the substantial construction costs involved, the justification for providing the elevated</p>	

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		<p>landscaped deck and its benefits to the local communities and pedestrians;</p> <p>(e) with plans/drawings including layout and cross-section plans, details on how the elevated landscaped deck would interface with the Environmental Friendly Linkage System;</p> <p>(f) details on how the elevated landscaped deck would be connected to the pedestrian facilities, the commercial and other major developments in the KTD area;</p> <p>(g) given that under the proposed design, noise barriers on the elevated landscaped deck would be installed at the side near the residential developments but not the side near the commercial developments, reasons for the Administration to adopt such a design; whether and how the design would mitigate the noise impact on the pedestrians using the elevated landscaped deck in future; estimated additional expenditure required for the installation of noise barriers at the side near the commercial developments;</p>	

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		<p>(h) whether the Administration would revise the relevant proposal to enable pedestrians/residents to travel between the elevated landscaped deck and the nearby residential developments; if yes, the details; if no, the reasons;</p> <p>(i) a detailed breakdown of the cost of the proposed project, including the provision for price adjustment and contingencies; and</p> <p>(j) given that the provision for price adjustment and contingencies would represent a significant proportion of the estimated cost of the proposed project, justifications for the two expenditure items; how the amount of "provision for price adjustment" was worked out; with examples of the best and worst scenarios, whether and how the provision for price adjustment would be affected by the time taken to complete the proposed project.</p>	

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3. PWP Item No. 45CG -- District Cooling System at Kai Tak Development (Development Bureau)	28 April 2015	The Administration was requested to provide information about the maintenance cost for the District Cooling System at Kai Tak Development in the next 30 years (i.e. the expected payback period), including the amount of the cost per year, how the cost would be funded; and the operation cost for the System per year.	The Administration's response was issued to members on 3 June 2015 vide LC Paper No. CB(1)932/14-15(01).