

**立法會**  
***Legislative Council***

LC Paper No. CB(1)621/19-20  
(These minutes have been  
seen by the Administration)

Ref : CB1/PL/DEV

**Panel on Development**

**Minutes of meeting**  
**held on Monday, 20 January 2020, at 9:00 am**  
**in Conference Room 1 of the Legislative Council Complex**

**Members present** : Hon Tony TSE Wai-chuen, BBS (Chairman)  
Hon LUK Chung-hung, JP (Deputy Chairman)  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon Jeffrey LAM Kin-fung, GBS, JP  
Hon Starry LEE Wai-king, SBS, JP  
Hon CHAN Hak-kan, BBS, JP  
Hon Mrs Regina IP LAU Suk-yee, GBS, JP  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon Frankie YICK Chi-ming, SBS, JP  
Hon CHAN Chi-chuen  
Hon CHAN Han-pan, BBS, JP  
Hon LEUNG Che-cheung, SBS, MH, JP  
Hon Alice MAK Mei-kuen, BBS, JP  
Dr Hon Fernando CHEUNG Chiu-hung  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP  
Hon Alvin YEUNG  
Hon CHU Hoi-dick  
Dr Hon Junius HO Kwan-yiu, JP  
Hon LAM Cheuk-ting  
Hon Holden CHOW Ho-ding  
Hon Wilson OR Chong-shing, MH  
Hon Tanya CHAN  
Hon CHEUNG Kwok-kwan, JP  
Hon HUI Chi-fung  
Hon LAU Kwok-fan, MH

Hon Kenneth LAU Ip-keung, BBS, MH, JP  
Dr Hon CHENG Chung-tai  
Hon Jeremy TAM Man-ho  
Hon Vincent CHENG Wing-shun, MH, JP  
Hon CHAN Hoi-yan

**Member attending** : Dr Hon KWOK Ka-ki

**Members absent** : Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  
Hon Paul TSE Wai-chun, JP  
Dr Hon Helena WONG Pik-wan  
Hon Andrew WAN Siu-kin

**Public officers attending** : **Agenda item III**

Mr Michael WONG Wai-lun, JP  
Secretary for Development

Mr LAM Sai-hung, JP  
Permanent Secretary for Development (Works)

Mr Vincent MAK Shing-cheung, JP  
Deputy Secretary for Development (Works)<sup>2</sup>

Ms Doris HO Pui-ling, JP  
Deputy Secretary for Development (Planning & Lands)<sup>1</sup>

Mr Victor CHAN Fuk-yiu  
Principal Assistant Secretary (Works)<sup>2</sup>  
Development Bureau

Mr Ivan CHUNG Man-kit, JP  
Deputy Director of Planning/Territorial

Mr Ricky LAU Chun-kit, JP  
Director of Civil Engineering and Development

Mr Aaron BOK Kwok-ming  
Head of Civil Engineering Office  
Civil Engineering and Development Department

Mr Ricky WONG Chi-pan, JP  
Deputy Head of Civil Engineering Office (Port & Land)  
Civil Engineering and Development Department

Mr Alan TANG Kai-yan  
Chief Engineer/Port Works  
Civil Engineering and Development Department

**Agenda item IV**

Mr LIU Chun-san, JP  
Under Secretary for Development

Mr Vincent MAK Shing-cheung, JP  
Deputy Secretary for Development (Works)2

Mr Jacky WU Kwok-yuen  
Principal Assistant Secretary (Works)5  
Development Bureau

Mr Michael FONG Hok-shing, JP  
Head of the Sustainable Lantau Office  
Civil Engineering and Development Department

Ms Ginger KIANG Kam-yin  
Deputy Head of the Sustainable Lantau Office (Planning  
& Conservation)  
Civil Engineering and Development Department

Mr Andy LOK Chi-chung  
Chief Engineer/Lantau 2  
Civil Engineering and Development Department

**Agenda item V**

Mr Victor CHAN Fuk-yiu  
Principal Assistant Secretary (Works)2  
Development Bureau

Mr Michael CHAN Tze-ming  
Assistant Secretary (Works Policies 2)3  
Development Bureau

Mr Ricky WONG Chi-pan  
Deputy Head of Civil Engineering Office (Port & Land)  
Civil Engineering and Development Department

Mr Brian CHOI Wing-hing  
Chief Engineer/Land Works  
Civil Engineering and Development Department

Ms Angela SZE Chun-nga  
Chief Architect 1 (Acting)  
Housing Department

Mr Rudolf LEE Yun-cheung  
Chief Civil Engineer 1  
Housing Department

**Clerk in attendance** : Ms Doris LO  
Chief Council Secretary (1)2

**Staff in attendance** : Ms Ada LAU  
Senior Council Secretary (1)2

Mr Keith WONG  
Council Secretary (1)2

Ms Christina SHIU  
Legislative Assistant (1)2

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Action

**I Information paper(s) issued since the last meeting**

Members noted that no information paper had been issued since the meeting on 16 December 2019.

**II Items for discussion at the next meeting**

(LC Paper No. CB(1)328/19-20(01) — List of outstanding items  
for discussion

LC Paper No. CB(1)328/19-20(02) — List of follow-up actions)

2. Members agreed that the next regular meeting would be scheduled for Tuesday, 25 February 2020, from 2:30 pm to discuss the item "Progress report on heritage conservation initiatives" as proposed by the Administration. On the instruction of the Chairman and suggestion of members, the Clerk would liaise with the Administration after the meeting on the inclusion of additional items for the said meeting, including Hon Alice MAK's proposed Member's Bill to amend the Waterworks Regulations (Cap. 102 sub. leg. A).

*(Post-meeting notes:*

- Having consulted the Administration and with the concurrence of the Chairman, the following items were included in the agenda for the meeting on 25 February 2020:

(a) Proposed Member's Bill to amend the Waterworks Regulations (Cap. 102 sub. leg. A);

(b) Progress report on heritage conservation initiatives; and

(c) Standards for glass windows for buildings.

The notice of and agenda for the meeting was issued vide LC Paper No. CB(1)374/19-20 on 31 January 2020; and

- members were informed vide LC Paper No. CB(1)394/19-20 issued on 21 February 2020 that, in view of the situation of the novel coronavirus infection, the Chairman directed that the meeting on 25 February 2020 be rescheduled to a later date.)

### **III PWP Item No. 767CL — Planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West Area**

(LC Paper No. CB(1)328/19-20(03) — Administration's paper on PWP Item No. 767CL — Planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West Area)

#### Relevant papers

(LC Paper No. CB(1)334/19-20(01) — Submission from Peng Chau Reclamation Concern Group dated 13 January 2020

LC Paper No. CB(1)338/19-20(01) — Submission from  
WWF-Hong Kong dated  
16 January 2020)

3. At the invitation of the Chairman, and with the aid of a powerpoint presentation, Chief Engineer/Port Works, Civil Engineering and Development Department ("CEDD") briefed the Panel on the scope of the proposed planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West Area ("the P&E Study"), the estimated costs of which and the associated site investigation works would be about \$179.0 million in money-of-the-day prices. Subject to the funding approval of the Finance Committee ("FC"), the Administration planned to commence the P&E Study in the latter half of 2020 for completion in 30 months.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)348/19-20(01) by email on 20 January 2020.)*

4. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure of the Legislative Council ("LegCo"), 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.

Impact of the proposed reclamation and development on the local community

5. Mr Kenneth LAU declared that he was the Indigenous Inhabitant Representative of Lung Kwu Tan Village and owned land there. Mr LAU relayed the concerns of the villagers of Lung Kwu Tan Village over the impact of the proposed Lung Kwu Tan reclamation and developments on the shoreline, the environment and air quality in the area. The villagers also worried that the proposed reclamation and the intended future use of the reclaimed land as industrial sites would aggravate the long existed traffic congestion along Lung Kwu Tan Road, a single-lane dual carriageway frequented by heavy trucks shuttling to the power stations, landfills and other industrial facilities at Lung Kwu Tan and its adjoining areas. Mr LAU was disappointed that the Administration had not yet taken forward the plan to build a tunnel to Hong Po Road to ease the traffic congestion along Lung Kwu Tan Road, and expressed that he and the villagers would not support the proposed developments at Lung Kwu Tan in the absence of appropriate measures

to address the pollution, traffic congestion and other problems including seawater infusion, blocked drains, etc.

6. SDEV advised that the Administration had well noted the villagers' concerns, and would foster the community environment and the living quality of the local residents by means of urban design in order to minimize the impact brought about by the future land use, including brownfield operations. The Administration would also optimize the design of the reclamation area in the P&E Study to preserve the existing natural shoreline as far as possible. It was expected that a green-channel of about 100 metres ("m") in width would be provided so that part of the existing shoreline would be preserved. Further, to cope with the proposed reclamation development and to enhance the connectivity of Lung Kwu Tan and River Trade Terminal ("RTT") and its coastal areas ("the Tuen Mun West area"), the Administration proposed upgrading Lung Mun Road and constructing a new road within the reclaimed land as an alternative to Lung Kwu Tan Road. After construction of the new road, the distance between the road traffic and Lung Kwu Tan Village could be increased to about 400 m to 500 m. Besides, the Administration would upgrade Nim Wan Road and Deep Bay Road to improve the connectivity between Lung Kwu Tan Village and Lau Fau Shan.

7. Mr Kenneth LAU enquired about the details of the re-planning of the Tuen Mun West area for residential developments of about 20 000 units, and how the strategic transport networks being planned would enhance the connectivity of Tuen Mun with the urban areas and the future developments under the Lantau Tomorrow Vision. Mr LAU suggested the attendance of officials from the Transport and Housing Bureau ("THB") at meetings of the Public Works Subcommittee ("PWSC") and FC when the funding proposal for the P&E Study was deliberated.

8. SDEV advised that the P&E Study would ascertain the suitability of the Tuen Mun West area for housing development, and where appropriate, mainly for public housing developments, with the mix between public rental housing and subsidized sale flats to be decided later. The Administration was implementing the Tuen Mun – Chek Lap Kok Link ("TM – CLKL"), which was scheduled to fully commission in 2020. The on-going feasibility study on Route 11 connecting North Lantau and Yuen Long would also examine the need for an additional road between Lantau and Tsing Yi. The infrastructure would help to cope with the population increase of the Tuen Mun West area.

9. Ms Alice MAK expressed concern about the adequacy of transport networks and public facilities, including markets and schools, etc. to meet the need of the expanded population following the redevelopment of the Tuen Mun West area. Expressing concern that the increased traffic at Lung Mun Road and Nim Wan Road after widening might aggravate the congestion at Tuen Mun Road and the full commissioning of TM-CLKL might further burden the Lantau Link, Ms MAK urged the Administration to consider together the related impact on the capacity of the main trunk roads when implementing road improvement works.

10. Mr LEUNG Che-cheung opined that widening of Lung Mun Road alone might not be sufficient to cope with the increased demand for transport facilities by local residents. He also asked about the purpose of the proposed green-channel at the reclaimed land. In view of the strong concerns of the villagers of Lung Kwu Tan Village on the impact of the proposed reclamation on the local "feng shui", whether the Administration had consulted them on the proposed reclamation, and considered the feasibility of relocating the Lung Kwu Tan Village.

11. SDEV replied that the proposed green-channel was aimed at enhancing the view and landscape at Lung Kwu Tan after the reclamation. He said that the villagers of Lung Kwu Tan Village would be consulted during the P&E Study. As Lung Kwu Tan Village did not fall within the boundary of the reclamation site, it was not necessary to relocate the village.

12. Mr LAU Kwok-fan was concerned that if the transport connectivity between Lung Kwu Tan and other areas was not improved in time, the reclaimed land there might become unappealing to industries, resulting in a low utilization rate of the industrial facilities there.

13. Mr Frankie YICK welcomed the Administration's plan to accommodate some brownfield operations on the reclaimed land at Lung Kwu Tan, and asked how Route 11 and Tuen Mun Western Bypass could complement the developments there. Emphasizing that the provision of transport infrastructure and facilities should dovetail with new development projects, Mr YICK was however disappointed that THB had repeatedly failed to provide transport infrastructure to support development projects in time.

14. SDEV stressed that the Administration had been striving to ensure that the commissioning of transport infrastructure could dovetail with development projects and population intakes. To this end, the P&E



Study would examine the impact of the proposed Lung Kwu Tan reclamation and re-planning of the Tuen Mun West area on the traffic conditions in Tuen Mun. Meanwhile, THB would undertake the Strategic Studies on Railways and Main Roads beyond 2030 ("the RMR Studies") to assess the traffic needs up to 2041 and plan for the necessary transport infrastructure. The RMR Studies together with the feasibility study on Route 11 would look into the connectivity between northwest New Territories and urban areas. As such, it was impractical duplicating in the P&E Study those subject matters already being or about to be studied by THB. Furthermore, during the preparation/amendment of statutory plans, it had to be demonstrated that the development project could be well supported by the proposed facilities and infrastructure taking into account the proposed Traffic Impact Assessment and other related assessments.

15. Mr Michael TIEN suggested scaling down the reclamation extent to exclude the southern part of the proposed reclamation, preserve the bay and building the proposed new road on a viaduct across the beach, instead of merely preserving part of the shoreline or providing a green-channel. Further, given that there were already some unwelcome facilities in the area, such as the West New Territories ("WENT") Landfill and the Black Point Power Station, Mr TIEN suggested studying the use of the reclaimed land for housing developments instead of relocating industrial facilities there. Mr TIEN indicated that he might support the funding proposal only if the Administration agreed to study his above suggestions in the P&E Study.

16. Mrs Regina IP asked whether the P&E Study would study the relocation of those unwelcome facilities to other districts in the context of the re-planning of the Tuen Mun West area. She also urged the Administration to properly address the concerns of the villagers of Lung Kwu Tan Village over the proposed reclamation and developments.

17. SDEV replied that the P&E Study would examine different development options and their cost-effectiveness. He noted Mr Michael TIEN's above suggestions, and the reclamation extent would be determined in the study. He said that given the keen demand for land for different uses, scaling down the reclamation extent might reduce its cost-effectiveness. Further, the Administration was aware that some existing facilities at Tuen Mun West area could be considered for relocating to the Lung Kwu Tan reclamation. Based on the findings of the P&E Study, the Administration would map out the development

strategy for the areas, including the arrangements for the existing industries and facilities.

18. Given members' strong concerns over the transport connectivity after the proposed Lung Kwu Tan reclamation and development in Tuen Mun West area, the Chairman called on the Administration to examine the demand for transport infrastructure under the P&E Study.

Impact of the proposed reclamation on the habitats of Chinese white dolphins

19. Dr CHENG Chung-tai expressed concern that the number of Chinese White Dolphins ("CWDs") had reduced sharply since the implementation of the Three-Runway System ("the 3RS") project, and as pointed out in the written submission of WWF-Hong Kong, the proposed Lung Kwu Tan reclamation would have impact on CWDs' habitats. Dr CHENG urged the Administration to provide data and evidence to prove that the proposed reclamation at Lung Kwu Tan would not impact on CWDs' habitats. Given that a 12-month near-shore dolphin survey was conducted under the "Technical Study on Reclamation at Lung Kwu Tan – Feasibility Study" ("Technical Study"), Dr CHENG queried why the findings were not included in the Administration's discussion paper, and call for the disclosure of the full report of the Technical Study.

20. Dr Fernando CHEUNG shared similar concerns and opined that the implementation of the 3RS in 2016 and other large-scale public works projects had been encroaching on the habitats of CWDs at Lung Kwu Tan, and these impacts were not sufficiently reflected in the Technical Study conducted in 2015. Dr CHEUNG said that due to the said works projects, CWDs which used to feed at shallow waters were forced to avoid their usual travelling corridors at Sha Chau, Lung Kwu Chau Marine Park to their feeding grounds at the Pearl River Delta.

21. Director of Civil Engineering and Development ("DCED") advised that the Administration had conducted an on-site observation on CWDs at the proposed reclamation site in 2016 to 2017. Also, the Agriculture, Fisheries and Conservation Department reported on the number of CWDs annually, and the Airport Authority Hong Kong submitted reports on CWDs since the implementation of the 3RS. Based on existing information, CWDs were mostly seen at Urmston Road, Sha Chau and Lung Kwu Chau Marine Park with a reasonable distance from the proposed reclamation site. Only some individual sightings of CWDs at

a distance of about 300 m to 400 m apart from the proposed reclamation site limit were recorded.

22. SDEV and DCED advised that as the proposed reclamation constituted a designated project under the Environmental Impact Assessment ("EIA") Ordinance (Cap. 499) that required Environmental Permits for construction and operation, the environmental impact including ecology, such as the habitats and number of CWDs, would be assessed in the EIA report(s) together with the recommendation of the proposed mitigation measures. Further, to minimize the impact of reclamation on CWDs, particularly during the peak calving period, suitable mitigation measures including noise control and restrictions of the routes and frequency of vessels would be implemented during the construction stage.

23. At the requests of Dr CHENG and Dr CHEUNG, SDEV undertook to provide concrete data and proofs about whether there would be any likely impact on CWDs arising from the proposed Lung Kwu Tan reclamation as evidenced in the findings of relevant past studies, including the 12-month near-shore dolphin survey conducted under the Technical Study; as well as the findings of other past studies on the impact of other reclamation projects (including the implementation of the 3RS) on CWDs in Hong Kong waters; and disclose the full reports of these studies where possible.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)618/19-20(01) on 11 May 2020.)*

#### Planning for future land uses

24. Ms Alice MAK and Mr LUK Chung-hung enquired about the types of industry suitable to be accommodated at the reclaimed land. Ms MAK was concerned whether logistics and other industries currently operating on brownfield sites to be affected by New Development Area ("NDA") projects would be relocated there. Mr LUK further asked about the number of permanent, full-time jobs expected to be created for local residents in Tuen Mun, Yuen Long and Tin Shui Wai.

25. SDEV remarked that about 50 000 to 70 000 employment opportunities might be available with the implementation of Lung Kwu Tan reclamation and the re-planning of the Tuen Mun West area. He highlighted that the proposed reclamation at Lung Kwu Tan would offer

space for accommodating (a) some industries and brownfield operations affected by NDA projects in other districts; and (b) some existing operations at different sites on RTT's periphery. SDEV anticipated that the industrial operations to be relocated to the reclaimed land at Lung Kwu Tan included construction and environmental industries, and some brownfield operations, which would not cause much pollution with proper planning.

26. SDEV indicated that the Study on Existing Profile and Operations of Brownfield Sites in the New Territories conducted by the Planning Department ("PlanD") had revealed that there were about 1 500 hectares ("ha") of brownfield sites in Hong Kong, some 650 ha of which had already been included under NDA projects and about 450 ha were considered as having high and medium possible potential for development. The Panel was briefed on the findings of the Study on Existing Profile and Operations of Brownfield Sites in the New Territories at its meeting in November 2019. Given that some brownfield sites were used for economically beneficial activities, it was considered essential to facilitate continuation of such operations elsewhere in a land efficient manner. The proposed reclamation of about 220 ha to 250 ha at Lung Kwu Tan could serve to provide space for the industries and brownfield operations affected by various development projects including NDAs. Yet, given land scarcity, the Government would not adopt "one-for-one" reprovisioning of the affected brownfield sites.

27. Mr Frankie YICK enquired whether the implementation of the P&E Study and the proposed reclamation could dovetail with the implementation of NDA projects, so that the industrial operations displaced by NDA projects could be relocated to the reclaimed land seamlessly. Mr YICK said that despite the plan of a former Chief Executive to reserve 10 ha of land in the west of Tuen Mun for the development of logistics industry, 6.5 ha of land were still not yet implemented. Pointing out that the site now occupied by the Fill Bank at Tuen Mun Area 38 was suitable for the development of logistics industry, Mr YICK asked whether the development there would however be put on hold while pending the re-planning of the Tuen Mun West area.

28. SDEV advised that should the P&E Study and the proposed reclamation go smooth, reclaimed land would be made available in 2028 at the earliest for accommodating brownfield operations displaced by other development projects. Subject to the outcomes of the P&E Study, Tuen Mun Area 38 would be considered for developing into housing

and/or other beneficial uses, and the facilities now operating there could be considered for relocating to the reclaimed land at Lung Kwu Tan.

29. Mr LAU Kwok-fan enquired about the current utilization rate of RTT and peripheral industrial sites at the Tuen Mun West area. He also enquired the relocation arrangement for the facilities currently operating at RTT under the re-planning of the Tuen Mun West area.

30. Mrs Regina IP opined that the re-planning of the Tuen Mun West area was long overdue given the low utilization rates of the RTT berths and Kwai Tsing Container Terminals ("KTCTs"). Mrs IP also enquired whether multi-storey buildings ("MSBs") would be constructed at the reclaimed land at Lung Kwu Tan to accommodate truck parking facilities, and expressed concerns about the noise and light pollution that might arise, hence making it unsuitable to develop housing projects nearby. She also enquired about the progress of the studies on developing brownfield sites. Mr LUK Chung-hung asked whether the P&E Study would examine the implementation approaches of MSBs.

31. SDEV advised that the utilization rate of the RTT berths was only about 20% of its capacity and KTCTs were also operating below designed capacity at present. The industries now using the port facilities at RTT might continue their operations at KTCTs so as to release land at RTT for residential developments. On MSBs, SDEV advised that CEDD had initially confirmed the architectural and technical feasibility of purpose-built industry-specific MSBs. The Administration would also examine possible operation modes of MSBs and was making preparations to launch a market sounding exercise to ascertain the market interest towards developing and running MSBs for key brownfield businesses under different scenarios, such as the provision of truck parking facilities. The market sounding exercise would be completed by mid-2020.

32. Dr KWOK Ka-ki pointed out that RTT was a joint venture between two real estate developers, and queried if the redevelopment of the RTT site might give rise to collusion between the Government and the business sector. Dr KWOK enquired whether the land released after the proposed re-planning would be disposed of by land auction or development by the two real estate developers.

33. SDEV advised that it was premature to decide on the development approach of the RTT site before completing the P&E Study. Subject to the capacity of the supporting transport infrastructure to be built,

the Administration would make reference to the approach of NDAs in developing the Tuen Mun West area.

34. Ir Dr LO Wai-kwok commented that despite repeated public consultations, the Administration had been sluggish in implementing various measures to increase land supply, including the development of brownfield sites. Ir Dr LO urged the Administration to map out a more comprehensive policy on undergoing near-shore reclamation so as to increase land supply. SDEV noted his views.

35. Dr Fernando CHEUNG called on the Administration to take heed of the views of the local community of Lung Kwu Tan and Tuen Mun as it was not fair to them by putting more unwelcome industrial facilities there. Instead, he considered that the reclaimed and redeveloped land there should be used for providing recreational facilities and the development there should aim at preserving the natural landscape and ecosystem.

36. SDEV remarked that the P&E Study would comprise community engagement and consultations with the stakeholders, including villagers of Lung Kwu Tan Village, and the public could express their views on the facilities to be provided.

#### Other views

37. Dr CHENG Chung-tai mentioned that some years ago, the citizens of Shenzhen objected to the expansion of WENT Landfill and a joint petition was signed by some political figures to voice their dissatisfaction. Given that the reclaimed land at Lung Kwu Tan would be used for industrial purposes and it was close to Shenzhen, Dr CHENG asked whether the Administration would consider the impact of the proposed development on its relation with the neighbouring regions from the perspective of geopolitics. SDEV indicated that stakeholders from Hong Kong and other regions might voice their concerns during the process of preparation and amendment of statutory plans under the established town planning procedure.

38. Dr KWOK Ka-ki opined that instead of reclamation, the Administration should consider collaborating with the Central People's Government ("CPG") to release the Castle Peak Firing Range, which covered a vast expanse of 2 273 ha, for development.

39. SDEV advised that the use and management of military sites, including Castle Peak Firing Range, were matters of national defence for which CPG had sole responsibility under the Basic Law. He further advised that the Task Force on Land Supply had considered different options of increasing land supply but redevelopment of military sites was not among these options.

A motion proposed to be moved by a member

40. The Chairman advised that he had received a motion proposed to be moved by Mr CHU Hoi-dick and he considered that it was directly related to the agenda item under discussion. The Chairman put to vote the question that the Mr CHU's motion be proceeded forthwith by the Panel. Four members voted for, and seven members voted against the question. The Chairman declared that the question on whether the motion should be proceeded forthwith was negatived.

Submission of the proposal for consideration by the Public Works Subcommittee

41. Mr Kenneth LAU, Dr CHENG Chung-tai and Dr Fernando CHEUNG expressed that they had reservations on the funding proposal. Ms Alice MAK expressed support for the proposal on conditions that the P&E Study gained the support of the local residents, suggestions made by members at the meeting were taken on board, and stakeholders were duly consulted. Mr LUK Chung-hung, Mr Frankie YICK, Mrs Regina IP and Ir Dr LO Wai-kwok supported submitting the proposal to PWSC for consideration.

**IV PWP Item No. 782CL — Engineering study on Road P1 (Tai Ho — Sunny Bay Section) and work progress of the Sustainable Lantau Office**

(LC Paper No. CB(1)328/19-20(04) — Administration's paper on PWP Item No. 782CL — Engineering study on Road P1 (Tai Ho — Sunny Bay Section) and work progress of the Sustainable Lantau Office)

Relevant paper

(LC Paper No. CB(1)328/19-20(05) — Submission from Hong Kong Outdoors dated 14 January 2020)

42. At the invitation of the Chairman, Under Secretary for Development ("USDEV") gave an introductory speech on this item, namely the Engineering Study on Road P1 (Tai Ho – Sunny Bay Section) ("the Study on Road P1"), and the work progress of the Sustainable Lantau Office ("SLO") of the CEDD.

43. With the aid of a powerpoint presentation, Head of SLO, CEDD ("H(SLO), CEDD") briefed the Panel on the justifications and scope of the Study on Road P1, as well as its consideration in money-of-the-day prices and implementation timetable.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)348/19-20(02) by email on 20 January 2020.)*

44. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure of LegCo, 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.

The Engineering Study on Road P1 (Tai Ho – Sunny Bay Section)

45. Mr LUK Chung-hung considered that the construction of Road P1 was justified given the expected significant increase in the population of Tung Chung and already very heavy traffic on North Lantau Highway ("NLH"). As Road P1 would connect to the proposed Route 11 ("R11"), Mr LUK expressed concern about aggravated traffic congestion along Lantau Link after the commissioning of R11 and Road P1, and he asked about the respective completion time of the feasibility study of R11 and the Study on Road P1, the commissioning schedules of R11 and Road P1, as well as whether the implementation of the two projects could dovetail each other. He also asked about the implementation progress of the proposed Tsing Yi – Lantau Link. Mr Frankie YICK shared similar concerns and urged the Administration to expedite the relevant studies.



46. Ir Dr LO Wai-kwok commented that the implementation of Road P1 had been long overdue, and the heavy reliance on NLH for commuting between Tung Chung and the Hong Kong International Airport ("HKIA") to urban areas at present was highly undesirable. Ir Dr LO anticipated that the implementation of Tung Chung New Town Extension ("TCNTE") and the 3RS of HKIA would bring more traffic to NLH resulting in a bottleneck at Lantau Link. Ir Dr LO urged the Administration to expedite the Study on Road P1 and implement the project once the alignment was decided, and explain how the traffic congestion on roads between Lantau and the urban areas could be eased.

47. Mr CHAN Chi-chuen disagreed with the Administration's justification for Road P1 that it could enhance the resilience of the North Lantau transport network, given that the Tuen Mun – Chek Lap Kok Link could already serve the same purpose. He also asked about the extent of reclamation required for the construction of Road P1. Mr CHAN shared the view of Save Lantau Alliance that the Road P1 project was de facto a spin-off from the Lantau Tomorrow Vision, and Dr CHENG Chung-tai had the same observation. Dr CHENG opined that the Administration had attempted to justify Road P1 by taking forward the TCNTE project before commissioning any supporting transport facilities, so as to generate demand for new transport network in North Lantau.

48. USDEV advised that Road P1 would connect to NLH, which led to Lantau Link. While THB was conducting a feasibility study on the proposed R11 which would also explore the need for the proposed Tsing Yi – Lantau Link, the Administration would identify a suitable connection arrangement for Road P1 and R11 in that feasibility study and the Study on Road P1. USDEV stressed that taking forward the construction of Road P1 could on its own ease the anticipated traffic congestion of NLH and Lantau Link through its connections with the proposed R11 and Tsing Yi – Lantau Link, while coupled with the artificial islands in the Central Waters, if implemented, Road P1 could complement the strategic road network connecting with the artificial islands to create synergy. After obtaining the approval of FC, the Administration would commence the Study on Road P1 without delay.

49. H(SLO), CEDD supplemented that subject to the findings of the Study on Road P1, reclamation of about 15 ha in the waters between Siu Ho Wan and Sham Shui Kok might be required for the construction of Road P1, and about 2 kilometres of the shoreline there might be affected as a result.

*Landscaping works*

50. Mr LUK Chung-hung enquired about the preliminary design for Road P1, in particular, the provision of public facilities such as jogging track at the waterfront adjoining Road P1.

51. USDEV advised that the provision of cycle tracks and promenades along appropriate sections of Road P1 would be considered under the Study on Road P1.

Progress of work of the Sustainable Lantau Office

*Development projects*

52. Mr Frankie YICK observed that given its proximity to the HKIA, the Hong Kong Boundary Crossing Facilities ("HKBCF") Island of Hong Kong-Zhuhai-Macao Bridge ("HZMB") had an edge for the development of cold chain and third party logistics. He enquired about the progress and details of the study by the Airport Authority Hong Kong ("AAHK") on the topside development of HKBCF. He also called for more proactive participation of the Administration in this regard and urged AAHK to consult the industry as soon as practicable. The Chairman called on the Administration to heed the concern of Mr YICK.

53. USDEV explained that the Administration had invited AAHK to submit a development proposal for the topside development of the HKBCF Island with a view to ensuring that synergy be created between the HKBCF Island and the developments on the adjacent Airport Island. He noted the merit of the location of HKBCF Island in developing air freight logistics and undertook to relay Mr YICK's concerns to AAHK. H(SLO), CEDD supplemented that the said study by AAHK was anticipated to be completed by end of 2020.

54. Mr CHAN Chi-chuen enquired, given the low confidence of the public in the Administration at present, whether the Administration would defer or terminate the implementation of the Studies related to artificial islands in the Central Waters, or consult the District Councils on the project afresh, so as to allay public's worries about it.

55. USDEV indicated that the Administration would follow the established procedure of submitting the funding proposal of the Studies

related to artificial islands in the Central Waters to the FC for its approval, and it had no plan to withdraw the funding application at this stage. In the interim, the Administration had conducted several discussion forums with relevant professional institutions, in particular their young members, on the opportunities of the artificial islands.

*Initiatives for conservation of Lantau*

56. Mr CHU Hoi-dick criticized the SLO for paying lip service to the "Conservation for the South" but putting much effort on "Development in the North" in its Lantau policy. Mr CHU and Dr CHENG Chung-tai pinpointed that since the establishment of SLO, there had been at least 29 cases of illegal development activities, dumping of construction waste and land/pond filling at South Lantau that had damaged the rural land there wantonly. Dr Fernando CHEUNG expressed similar concerns. Mr CHU and Dr CHEUNG enquired about the Administration's progress and timetable of reviewing and amending the Town Planning Ordinance (Cap. 131) ("TPO") and the Waste Disposal Ordinance (Cap. 354) ("WDO") to stamp or at least curb illegal dumping activities and land/pond fillings at rural areas including South Lantau. Dr CHENG enquired about the measures taken by the Administration in the face of criticisms against the performance of SLO, or whether the Administration admitted that it had no means to prohibit activities that damaged the rural areas (including wetlands) under the existing legal framework.

57. USDEV replied that the Development Bureau ("DEVB") and the Environment Bureau were respectively responsible for the reviews on TPO and WDO. The review on TPO involved quite a number of technical and legal issues, including the interface with the existing planning system, the scope of application of enforcement power and the definition of "Existing Use" etc. DEVB intended to brief the Panel by mid-2020.

58. H(SLO), CEDD supplemented that while the review of TPO was on-going, SLO had been adopting administrative measures to deal with landfilling and dumping of construction and demolition ("C&D") waste at source in collaboration with relevant policy bureaux and departments. These measures included exploring mandatory installation of global positioning system in dump trucks engaged for public works projects with Tung Chung New Town Extension project, Tung Chung Area 54 project and Landslip Prevention and Mitigation Program in Lantau as pilot trials; strengthening the restriction on contractors of newly tendered public works contracts from occupying or renting private land of ecological

value; requesting the relevant stakeholders including contractors and works proponents to enhance their monitoring and control over the disposal of C&D waste; and reinstating affected government land where appropriate, with the woodland restoration works at Ma Po Ping being close to completion as an example. To conserve South Lantau, SLO was conducting the Ecological Study for Pui O, Shui Hau, Tai O and Neighbouring Areas which, among others, captured the current ecological conditions of the study area and explored appropriate conservation measures. SLO was also preparing to set up the Lantau Conservation Fund. Subject to the approval of the required funding provisions by LegCo by mid-2020, SLO might start accepting applications in early 2021 to support non-government organizations, local communities and land owners, etc., to carry out conservation and related projects involving private land in Lantau, as well as undertaking local improvement works on government land in support of conservation initiatives and improvement on rural environment in Lantau.

59. Mr CHU Hoi-dick voiced his concern about property developers occupying government land illegally to facilitate their drainage works at Tai Long Wan Tsuen on Lantau. He urged SLO to take enforcement actions against breaches. USDEV advised that Mr CHU might refer the information to the Administration for its follow-up actions.

A motion proposed to be moved by a member

60. The Chairman advised that he had received a motion proposed to be moved by Mr CHU Hoi-dick and he considered that it was directly related to the agenda item under discussion. The Chairman put to vote the question that the Mr CHU's motion be proceeded forthwith by the Panel. Six members voted for, 10 members voted against the question and one member abstained. The Chairman declared that the question on whether the motion should be proceeded forthwith was negatived.

Submission of the funding proposal to the Public Works Subcommittee

61. Mr LUK Chung-hung, Mr Frankie YICK and Ir Dr LO Wai-kwok expressed that they supported the submission of the funding proposal of the Study on Road P1 to PWSC for consideration. Mr CHAN Chi-chuen, Mr CHU Hoi-dick and Dr CHENG Chung-tai objected to the proposal.

**V PWP Item Nos. 666CL and 681CL — Formation, roads and drains in Area 54, Tuen Mun — phases 1 and 2**

(LC Paper No. CB(1)328/19-20(06) — Administration's paper on PWP Item Nos. 666CL and 681CL — Formation, roads and drains in Area 54, Tuen Mun — phase 1 and phase 2)

62. At the invitation of the Chairman, Principal Assistant Secretary (Works)2, Development Bureau ("PAS(W)2/DEVB") briefed members on the following funding proposals in relation to the developments in Area 54 of Tuen Mun ("Area 54"):

- (a) upgrading the remaining part of 666CL — "Formation, roads and drains in Area 54, Tuen Mun – phase 1" to Category A for the construction of phase 1 stage 2 works, including land formation and ancillary works, for subsidized sale flats development; and
- (b) upgrading part of 681CL — "Formation, roads and drains in Area 54, Tuen Mun – phase 2" to Category A for the construction of phase 2 stage 4B works, including land formation and ancillary works, for public rental housing and school development.

63. With the aid of a powerpoint presentation, Chief Engineer/Land Works, Civil Engineering and Development Department briefed members on the details of the proposed works.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)348/19-20(03) by email on 20 January 2020.)*

64. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure 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.

The provision of various facilities in Area 54, Tuen Mun

65. Mr CHU Hoi-dick and Dr Fernando CHEUNG expressed support for the funding proposals. Given that for some other public housing developments, there was often a gap between first population intake and the availability of sufficient community facilities, such as schools and community halls, they expressed concern about the time when the schools in Area 54 would commence operation, and whether the timing could tie in with the population intake of the public housing development in Area 54. Dr CHEUNG also urged the Administration to conduct social impact assessment when planning for new public housing developments.

66. PAS(W)2/DEVB said that the development in Area 54 was being implemented in phases in a timely and orderly manner to cope with the requirements under relevant statutory, consultation and land resumption procedures. He indicated that when planning for new school development, the Education Bureau would estimate the demand for school places with reference to the student population of the relevant age cohort in the area. It was estimated that there would be adequate primary and secondary school places in Tuen Mun to meet the increase in student population arising from the public housing development in Area 54. Also, there were enough community halls and sports centres in Tuen Mun to serve the new population.

67. The Chairman considered that the planning of new public housing developments should better be led and coordinated by a policy bureau, so as to ensure timely provision of necessary community facilities to fit in with the first population intake. PAS(W)2/DEVB responded that in the case of Tuen Mun Area 54 Development, the project proponent had set up a project steering group to discuss the arrangements for the provision of community facilities in the area concerned with the relevant bureaux and departments.

The housing developments in Area 54, Tuen Mun

68. Dr Ir LO Wai-kwok expressed support for the funding proposals as the proposed developments could alleviate the shortage in supply of public rental housing ("PRH"). Mrs Regina IP also expressed support for the funding proposals. Noting that about 700 subsidized sales flats would be provided in the housing development at Site 5 of Area 54 after phase 1 stage 2 works of 666CL, she enquired about the type of subsidized flats to be provided.

69. Mr Abraham SHEK was dissatisfied with the Administration's decision to provide subsidized sales flats at Site 5 of Area 54. Given the long waiting time for PRH flats, he urged the Administration to consider providing PRH flats at Site 5 instead to help shortening the waiting time.

70. Chief Architect 1 (Acting), Housing Department said under the current plan, Site 5 was reserved for provision of 700 subsidized sales flats in Year 2026/27 as a basis under current planning. When the housing development at Site 5 was about to complete, Hong Kong Housing Authority would make the final decision on the type of housing to be provided at Site 5, to cater for the shift of demands, if any, amongst PRH flats and subsidized sales flats at that time. She supplemented that under the current development plan of Area 54, a total of around 15 000 PRH flats would be provided in the area.

71. Dr CHENG Chung-tai and Mrs Regina Ip pointed out that thousands of people would move to Area 54 upon completion of the PRH development at Site 4A (South) and subsidized sales flats development at Site 5. They were concerned about the inadequate capacity of the Siu Hong West Rail Station to cope with the growth of passengers arising from the new population. Dr CHENG also worried that residents of the new PRH estates at Site 4A (South) and the existing Yan Tin Estate might pass through Siu Hong Court to get to Siu Hong West Rail Station, causing nuisance to the residents of Siu Hong Court.

72. Deputy Head of Civil Engineering Office (Port & Land), Civil Engineering and Development Department ("DH(P&L)/CEDD") said that as Site 5 was close to the existing bus terminus at Po Tin Estate, residents of the new housing development at Site 5 could take buses for commuting to the urban areas. As regards the residents of PRH development at Site 4A (South), they could walk to Siu Hong West Rail Station via Road L54B (to be built under 681CL), Tsz Tin Road and the existing footbridge at the junction of Tsz Tin Road and Tsing Lun Road. A new pedestrian path along Siu Hong Court had also been built and opened to the public connecting Siu Hong Road for use by residents of Yan Tin Estate to get to Siu Hong West Rail Station without passing through Siu Hong Court.

73. Mrs Regina IP suggested the Administration to consider constructing covered walkway along the roads linking the new housing developments at Area 54 and Siu Hong West Rail Station.

74. DH(P&L)/CEDD responded that the existing footbridge at the junction of Tsz Tin Road and Tsing Lun Road was a covered footbridge with lift service. Under the current plan, cover would not be provided in the roads to be built under the proposed project.

Submission of the funding proposals to the Public Works Subcommittee

75. The Chairman concluded that members had no objection to the Administration's submission of the funding proposals to the Public Works Subcommittee for consideration.

**VI Any other business**

76. There being no other business, the meeting ended at 11:57 am.

Council Business Division 1  
Legislative Council Secretariat  
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