

立法會
Legislative Council

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**Public Works Subcommittee of the Finance Committee
of the Legislative Council**

**Minutes of the 4th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 2 December 2020, at 8:30 am**

Members present:

Hon Tony TSE Wai-chuen, BBS, JP (Chairman)
Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, 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 YIU Si-wing, BBS
Hon MA Fung-kwok, GBS, JP
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Hon Martin LIAO Cheung-kong, GBS, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon LUK Chung-hung, JP

Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Vincent CHENG Wing-shun, MH, JP

Members attending:

Hon KWOK Wai-keung, JP
Hon YUNG Hoi-yan, JP
Hon Kenneth LAU Ip-keung, BBS, MH, JP

Member absent:

Hon CHEUNG Kwok-kwan, JP

Public officers attending:

Mr Howard LEE Man-sing	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr LAM Sai-hung, JP	Permanent Secretary for Development (Works)
Ms Bernadette LINN, JP	Permanent Secretary for Development (Planning and Lands)
Mr Elvis AU Wai-kwong, JP	Deputy Director of Environmental Protection (1)
Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury)(Works)
Mr Michael HONG Wing-kit	Chief Civil Engineer (Public Works Programme) Transport and Housing Bureau
Mr Ringo MOK Wing-cheong, JP	Project Manager (West) West Development Office Civil Engineering and Development Department

Mr Joseph LO Kwok-kuen	Deputy Head of Civil Engineering Office (Housing) Civil Engineering and Development Department
Ms Joyce LAU Yiu-yan	Deputy Project Manager (West) West Development Office Civil Engineering and Development Department
Mr Thomas CHAN Wai-kit	Chief Engineer (Housing Projects) ² Civil Engineering and Development Department
Mr Max WONG Chi-chung	Chief Architect (3) Housing Department
Mr Dominic WONG Kwok-hing	Chief Architect (6) Housing Department
Mrs Iris CHAN KONG Wing-yee	Chief Architect (7) Housing Department
Ms Karen LEUNG Miu-yin	Chief Estate Surveyor (Acquisition Section) Lands Department
Mr CHOW Bing-kay	Chief Traffic Engineer (New Territories West) Transport Department

Clerk in attendance:

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

Mr Keith WONG	Council Secretary (1) ²
Ms Christina SHIU	Legislative Assistant (1) ²
Ms Christy YAU	Legislative Assistant (1) ⁸
Ms Clara LO	Legislative Assistant (1) ⁹

Action

The Chairman advised that there were two papers for discussion on the agenda for the meeting, both of which were new funding proposals submitted by the Administration. The two funding proposals involved a total funding allocation of \$15,952 million. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Head 711 — Housing

- PWSC(2020-21)18 811CL Site formation and infrastructure works for public housing developments at Tuen Mun Central—Phase 1**
- 776CL Site formation and infrastructure works for public housing developments at Kam Tin South, Yuen Long—Phase 1**

2. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)18](#)) sought to upgrade part of 811CL (as 857CL) and part of 776CL (as 858CL) to Category A for implementing the site formation and infrastructure works for public housing developments at Tuen Mun Central—Phase 1 (the "TMC project") and the site formation and infrastructure works for public housing developments at Kam Tin South, Yuen Long—Phase 1 (the "KTS project") at the estimated costs of \$968.4 million and \$907.1 million in money-of-the-day prices respectively. The Government had consulted the Panel on Housing on the proposed works on 2 November 2020. A report on the gist of the Panel's discussion was tabled at the meeting.

811CL — Site formation and infrastructure works for public housing developments at Tuen Mun Central—Phase 1

Settlement of villagers of Tseng Tau Sheung Tsuen, Tuen Mun

3. Mr YIU Si-wing noted from the Government's paper that since the remainder of 811CL would involve clearance of part of Tseng Tau Sheung Tsuen in Tuen Mun, Tuen Mun District Council ("DC") had expressed concerns about the settlement of villagers and passed a motion requesting that the public housing development at Tuen Hing Road be shelved. He enquired how the Administration would address the concerns of Tuen Mun

DC about the settlement of villagers and what views Tuen Mun Rural Committee ("RC") held on this matter.

4. Mr Kenneth LAU and Dr CHENG Chung-tai pointed out that the villagers of Tseng Tau Sheung Tsuen had been residing in the land lot concerned for decades, and they had long been opposed to the Administration's resumption of the site for public housing development. It would be tantamount to disregard of public opinion if the Administration insisted on developing the site. Mr LAU said that as the Chairman of both Tuen Mun RC and Heung Yee Kuk, New Territories, he objected to the Administration implementing the public housing development at Tuen Hing Road.

5. Chief Civil Engineer (Public Works Programme), Transport and Housing Bureau ("CCE(PWP)/THB"), and Chief Engineer (Housing Projects)2, Civil Engineering and Development Department, said that no acquisition of private land was involved in the development at Tuen Hing Road because the site concerned was government land. However, the Government appreciated the fact that the villagers had been residing in the land lot concerned for a long time and their worries about the settlement arrangements. In this connection, the Government had planned to implement the public housing developments at Tuen Mun Central ("TMC") in phases. Development would first be carried out at four government sites under the proposed TMC project (Phase 1 of TMC development), while the scope of Phase 1 of TMC development did not include the public housing development at Tuen Hing Road which involved part of Tseng Tau Sheung Tsuen. The Government had consulted Tuen Mun RC earlier, and Tuen Mun RC had expressed concerns about the settlement arrangements for villagers. The Administration would continue to discuss with the villagers and Tuen Mun RC on the development of the site at Tuen Hing Road and the related settlement arrangements.

Traffic impact and improvement to pedestrian facilities

6. Dr CHENG Chung-tai considered that Tuen Mun District was already over-developed by now. Coupled with the public housing developments related to the TMC project, the new public housing in Tuen Mun to be developed by the Administration in the next few years would bring the population of Tuen Mun to nearly 600 000, resulting in the overloading of the local and external transport networks of Tuen Mun by the additional population.

7. CCE(PWP)/THB and Deputy Head of Civil Engineering Office (Housing), Civil Engineering and Development Department ("DH(H)/CEDD"), said that the Government had conducted the traffic impact assessment for the public housing developments at TMC. As recommended by the assessment findings, improvement works would be carried out at seven road junctions in the area under the proposed TMC project (Phase 1 of TMC development). It was expected that the additional traffic demand arising from the proposed housing developments could be met and the traffic conditions in the area would be improved. In addition, the Tuen Mun—Chek Lap Kok Tunnel that would be commissioned in late December 2020 would help improve the current traffic conditions of Tuen Mun Road.

8. Mr YIU Si-wing noted from the Government's paper that the Advisory Committee on the Appearance of Bridges and Associated Structures ("ACABAS") accepted the Administration's design of the modification works to the existing pedestrian and cycle bridge across Wu Shan Road near Lung Mun Road in principle and made some suggestions for improvement. He enquired whether these suggested improvements would result in the need to revise the design of the modification works and thus incur additional project cost.

9. DH(H)/CEDD said that the improvements suggested by ACABAS were only related to the aesthetic design of the bridge and the refinement involved was believed to incur no additional project cost.

776CL — Site formation and infrastructure works for public housing developments at Kam Tin South, Yuen Long—Phase 1

Land resumption and compensation arrangements

10. Mr Holden CHOW and Mr LEUNG Che-cheung noted from the Government's paper that the Administration planned to resume private land and clear government land at Kam Tin South, Yuen Long ("KTS"), for implementing the public housing developments at KTS. A total of about 190 domestic households (involving about 390 persons) and about 18 business undertakings would be affected. They pointed out that the affected landowners and households were concerned about the Administration's arrangements on land resumption compensation and rehousing. However, the Administration had not yet arranged staff to explain the details to them. Mr CHOW and Mr LEUNG were dissatisfied with the Administration's approach and said that they would vote against the proposed KTS project. Moreover, Mr CHOW requested that the proposed

item (i.e. [PWSC\(2020-21\)18](#)) be voted on separately at the relevant meeting of the Finance Committee ("FC") should it be endorsed by the Subcommittee.

11. CCE(PWP)/THB and Chief Estate Surveyor (Acquisition Section), Lands Department ("CES(A)/LandsD"), said that the Government appreciated the concerns of the affected landowners and households about the arrangements on land resumption compensation and rehousing. Government staff would be sent to do their best to explain to them the prevailing mechanism of compensation and rehousing. They also pointed out that the Government had made a pledge to LegCo in 2018 that, as a general practice, land resumption and clearance would not be initiated before funding approval of FC for the corresponding main works project was obtained. Since the funding proposal for the proposed KTS project was not yet approved by FC, the Government had not yet commenced the work on land resumption compensation and rehousing. After the funding proposal for the proposed KTS project had been approved by FC, LandsD would commence the statutory land resumption procedures in accordance with the relevant legislation and approach every affected title owner and household to discuss with them the matters related to land resumption compensation and rehousing. For households considering accepting the Government's offer of rehousing in the housing units of the Hong Kong Housing Authority ("HKHA") or the Hong Kong Housing Society ("HKHS"), LandsD would also refer their cases to HKHA and HKHS for follow-up.

12. Mr CHAN Han-pan declared that his family members were residents of KTS, but their residence was not within the scope of land resumption under the proposed KTS project. Mr CHAN, Mr Holden CHOW, Mr LAU Kwok-fan, Mr LEUNG Che-cheung, Dr Junius HO and Mr Kenneth LAU were dissatisfied that under the Administration's plan, the landowners affected by the Government's land resumption for implementing the KTS project were only offered ex-gratia compensation calculated based on the rate applicable to Zone B under the existing zonal compensation system consisting of four compensation zones. They opined that since Kam Tin was now accessible by railways and was the location of the Government's plan for major public and private housing developments, its land value should be comparable to those within the New Town Development Areas (i.e. Zone A). However, the ex-gratia compensation was calculated based on the zonal compensation rate applicable to Zone B, not Zone A, which was unfair to the landowners.

13. Mr Kenneth LAU was opposed to the Administration implementing the proposed KTS project. The Chairman asked the Administration to explain the justifications for calculating the compensation based on the zonal compensation rate applicable to Zone B.

14. CES(A)/LandsD said that the Government did not plan the development of KTS at a scale commensurate with a new town. Because of that, and also in view of the location of the land concerned and its planned use for public housing developments, the Government would calculate the ex-gratia compensation for the affected landowners based on the zonal compensation rate applicable to Zone B when resuming the private land in the area for development. Permanent Secretary for Development (Planning and Lands) ("PS(PL)/DEVB") pointed out that the ex-gratia compensation system for land resumption was set up as a simplified mechanism alternative to statutory compensation. Such a mechanism would not deprive landowners of their right to statutory compensation. Landowners not satisfied with the Government's ex-gratia compensation offers might apply to the Lands Tribunal ("LT") for adjudication. LT would determine the amount of compensation payable by the Government based on the conditions of individual plots of land. She added that in recent years, when resuming the land for development at Wang Chau, Yuen Long, and at Queen's Hill, Fanling, the Government had also calculated the ex-gratia compensation based on the zonal compensation rate applicable to Zone B as neither of the aforesaid locations was developed by way of the new town approach. Moreover, in respect of the development at KTS in 2018, the Government had also calculated the ex-gratia compensation based on the zonal compensation rate applicable to Zone B when it resumed the land for infrastructure development.

15. PS(PL)/DEVB also pointed out that the Government conducted a review on the prevailing compensation and rehousing mechanism in 2018. The review focused on squatter occupants and brownfield operations. As for the compensation for landowners, all along only a minority of landowners affected by the Government's land resumption had opted to apply to LT for adjudication. Among the cases handled by LT, the amount of compensation payable by the Government as adjudicated by LT was very often lower than the amount offered under the ex-gratia compensation system. In view of this, the Government considered that the existing ex-gratia compensation system for compensating landowners in land resumption exercises was operating smoothly and was well recognized. CES(A)/LandsD supplemented that the Government had a vetting mechanism in place, by which a landowner affected by the Government's land resumption could be reimbursed for the reasonable professional fees incurred for making a claim to the Government.

16. Dr Junius HO and the Deputy Chairman expressed support for the proposed KTS project covering the development of public housing, so as to ease the shortage of such housing. Dr HO also commented that the

Administration should consider reviving the now wound-up New Territories land exchange entitlements ("LEE", commonly known as "Letters A/B") system, under which landowners affected by the Administration's land resumption exercises would be able to protect their own rights by applying to the Government for land exchange.

17. PS(PL)/DEVB responded that owing to the land shortage problem at hand, the Government could hardly compensate landowners affected by land resumption through the land exchange arrangement. It was therefore unable to revive the LEE system.

Scale of developments at Kam Tin South, Yuen Long

18. Mr Holden CHOW, Mr LEUNG Che-cheung and Mr CHAN Han-pan opined that given the scale of the Administration's current developments at KTS, the resident population in the area would reach as high as 90 000 after completion of the developments. In view of this, it was unreasonable for the Administration not to classify the said developments as a new town development. The Chairman also requested the Administration to explain the justifications for not classifying the developments at KTS as a new town development.

19. CES(A)/LandsD said that in 2014, the Planning Department conducted the Land Use Review ("LUR") for the development of KTS in order to explore the feasibility of identifying land in the area for housing developments. After the study, the Government took the view that five sites at KTS were suitable for rezoning for housing developments, including the three sites covered in the proposed works that would be used for public housing developments to provide a total of about 8 100 public housing units and accommodate about 22 700 people. The Government considered that the scale of the proposed developments at KTS did not reach the level of a New Town Development Area. PS(PL)/DEVB also further explained that new town developments implemented by the Government were usually larger in scale and covered areas up to hundreds of hectares. Development of such new towns would be in stages and would take many years to complete. Apart from new town developments, the Government would also review the land use of individual land parcels, such as rezoning green belt areas for housing development. Such developments normally took a shorter time to complete, yet the scale was by no means comparable to that of a new town.

20. In response to further enquiries from Mr LAU Kwok-fan, Project Manager (West), West Development Office, Civil Engineering and Development Department ("PM(W)/CEDD"), said that the total area of the five sites already rezoned for housing developments at KTS was only about

58 hectares. It was clear that the scale of developments at KTS was relatively small as opposed to the developments at Yuen Long South which covered an area of about 200 hectares, as well as the Kwu Tung North and Fanling North New Development Areas ("NDAs") and the Hung Shui Kiu/Ha Tsuen NDA which both covered more than 400 hectares.

21. Mr LEUNG Che-cheung, Mr LAU Kwok-fan and Mr Michael TIEN enquired whether the Administration planned to rezone other sites at KTS for housing developments in the future in addition to the five sites already rezoned for the purpose. Mr LEUNG and Mr LAU opined that if the land at KTS was fully developed in the future, the scale of the developments in the whole region could be equivalent to that of a new town.

22. CCE(PWP)/THB said that for the 14 potential housing sites proposed in the LUR, work had been completed for rezoning five of them for housing developments. There was currently no timetable for the development of the remaining nine sites because it could not be confirmed for the time being that sufficient infrastructural capacity could be provided to support their development.

23. Mr LEUNG Che-cheung enquired whether the public and private housing mix under the developments at KTS was in line with the Government's public/private split of new housing supply which had been revised from 60:40 to 70:30.

24. PS(PL)/DEVB explained that the planning target of achieving a public/private housing split of 70:30 on newly developed land for housing stated by the Government in recent years was an overall guideline rather than a mandatory requirement applicable to every land parcel. The guideline was generally applicable to planning of land formed by reclamation or new town developments. Constrained by geographical location and the site area, housing developments at individual land parcels might not be able to adhere to the public/private housing split of 70:30 in practice. In fact, the Government had planned the development of the five sites at KTS, including the three public housing sites covered in the proposed KTS project and the two other sites for private housing developments, some years ago before adopting the said guideline.

25. Referring to the supplementary information paper provided by the Administration (i.e. [LC Paper No. CB\(1\)276/20-21\(01\)](#)), Dr CHENG Chung-tai pointed out that the social welfare facilities to be provided under the public housing developments at KTS were still pending confirmation of the Social Welfare Department ("SWD"). He was worried that the additional social welfare facilities planned to be provided at KTS in the

New Territories would not be able to cope with the burgeoning demand of the growing population in the area if the Administration classified the area as an individual land parcel for development in terms of scale of development.

26. CCE(PWP)/THB said that details about the provision of social welfare facilities in the public housing developments at KTS would be determined based on the Hong Kong Planning Standards and Guidelines and having regard to the consultation with SWD and other relevant departments/bureaux, as well as local stakeholders such as DCs. Furthermore, the Government had reserved land within the three sites covered in the proposed KTS project for setting up government institutions and provision of social welfare facilities, including two primary schools and one community complex. The Government expected that the additional social welfare facilities in the area would be sufficient to meet the demand of the new population at KTS. PS(PL)/DEVB added that when planning the development of new towns or individual land parcels, the Government would plan and provide the necessary social welfare facilities having regard to the number of additional population. If individual land parcels saw further development in the future, resulting in an increase in the resident population, the Government would also provide more social welfare facilities in those areas correspondingly.

Traffic impact (including the traffic load added to external transport owing to employment across districts)

27. The Deputy Chairman and Mr LEUNG Che-cheung were concerned whether the transport support and road facilities within KTS were sufficient to cope with the demand for transport services and the vehicular volume arising from the additional population.

28. CCE(PWP)/THB and PM(W)/CEDD said that to implement the philosophy of "according priority to infrastructure", the Government had commenced the advance works for developments at KTS in 2018. The works included, among other things, widening a section of Kam Ho Road from a single two-lane carriageway to a dual two-lane carriageway and providing a number of new bus lay-bys along Kam Sheung Road. According to the traffic impact assessment ("TIA"), it was expected that after completion of the housing developments at KTS, residents would access the urban areas mainly via the existing Tung Wui Road, the widened Kam Ho Road and Kam Tin Road that were all connected to Route 3 leading all the way to Tai Lam Tunnel to the south. Residents were also expected to access Yuen Long and Tuen Mun to the west, Sheung Shui to the north and the Fanling and Tai Po areas via Yuen Long Highway, San Tin Highway and the widened Kam Tin Road respectively. In view of this, the traffic impact

on Kam Sheung Road arising from the housing developments at KTS was insignificant. The traffic flows of Kam Sheung Road were acceptable both before and after the completion of the housing developments at KTS. Furthermore, the Government would also provide an exclusive left turn lane at Pok Oi Interchange and carry out the improvement works to Kam Tin Road and Lam Kam Road as soon as possible. The Government expected that there would be sufficient capacity to accommodate the additional vehicular volume arising from the new population in the district after completion of the host of road improvement works in the area. He added that CEDD had substantially completed the Feasibility Study on Traffic Improvement Scheme for Kam Sheung Road (the "KSR Study"). The KSR Study recommended widening Kam Sheung Road to a single two-lane carriageway that was up to the current standard. The relevant departments would take forward the improvement works concerned in a timely manner.

29. Ms Alice MAK pointed out that as early as in 2017, Yuen Long DC passed a motion requesting that before the Administration implemented the housing developments at KTS, Kam Sheung Road must be widened first in order to accommodate the additional vehicular volume. She was dissatisfied that the KSR Study was still not completed by now and nothing was said about the time when the widening works of Kam Sheung Road would commence and finish. The Chairman also requested the Administration to state clearly the commencement date of the widening works of Kam Sheung Road.

30. CCE(PWP)/THB and PM(W)/CEDD said that after completion of the housing developments at KTS, residents were expected to access the urban areas, Yuen Long, Tuen Mun, Tai Po and Sheung Shui, etc., mainly via the existing Tung Wui Road and the widened Kam Tin Road (which were both connected to Route 3), San Tin Highway, Yuen Long Highway and Lam Kam Road. According to the findings of the TIA, the traffic flows of Kam Sheung Road were acceptable both before and after the completion of the public housing developments at KTS. The KSR Study, on the other hand, had been completed substantially. The Government had made an initial assessment of the location and number of private land plots required to be resumed for the widening works of Kam Sheung Road. The relevant information was being considered by the bureaux and departments concerned. Using the study findings as the basis, the Government would implement the relevant works in a timely manner. Owing to the multiple factors at play, such as the public consultation, gazettal procedure, detailed design, application for funding approval, progress of land resumption and construction process, it was not possible to provide an exact works timetable at this stage.

31. Mr LEUNG Che-cheung and Mr CHAN Han-pan were concerned that most of the new population moving into KTS were expected to look for employment across districts as there were not sufficient employment opportunities in Kam Tin. However, Ting Kau Bridge was heavily congested in peak hours and the preliminary studies on Route 11 which linked up Yuen Long and Lantau were not yet completed by now. If the Administration proceeded with large-scale developments at KTS, the road networks connecting New Territories West to the urban areas would have difficulties coping with the traffic load arising from residents commuting to work across districts. The carrying capacity of the MTR West Rail Line ("WRL") would also fall short of the demand arising from the new population moving in.

32. CCE(PWP)/THB said that the Government would strive to improve the road networks connecting New Territories West to the urban areas to meet the needs of Kam Tin residents commuting to work across districts. In addition to the soon-to-be-commissioned Tuen Mun—Chek Lap Kok Tunnel, the Government would also carry out a host of road improvement works, including the widening of Castle Peak Road. For the planning of Route 11, the Government was conducting a feasibility study which had proceeded to the final stage. The Government would brief LegCo on the study findings at the appropriate time.

33. Mr Michael TIEN pointed out that following the future commissioning of Tuen Mun South Extension and Hung Shui Kiu Station on WRL, the new population in Tuen Mun South and Hung Shui Kiu NDA would give rise to substantial increase in the passenger volume on WRL. It was expected that during the morning peak hours, the residents in the vicinity of Kam Sheung Road who had to commute to work across districts would have difficulties boarding the urban area-bound trains on WRL because the trains would have been full when arriving at Kam Sheung Road Station. He considered that the problem of WRL being stretched to its limit would see no solution until the proposed new rail link connecting Hong Kong Island, the artificial islands in the Central Waters, Lantau and Tuen Mun had been completed in 2030. In view of this, it was inappropriate for the Administration to implement large-scale housing developments in the vicinity of Kam Sheung Road (including KTS) before 2030. He would therefore vote against the proposed KTS project.

34. CCE(PWP)/THB said that as announced in the Chief Executive's 2020 Policy Address, the Government would press ahead with the Northern Link with a view to commencing the detailed planning and design work shortly. The Northern Link, after completion, was expected to facilitate the access of residents of the Kam Tin area to other districts. Moreover, the

signalling system of WRL would be enhanced. Depending on the actual service demand, it was expected that services at a maximum frequency of about 24 train trips per hour per direction could be provided in 2021 to 2022 the earliest and the carrying capacity would be increased by approximately 37% compared with that in 2015. PM(W)/CEDD supplemented that the public housing developments at KTS were expected to be completed in phases from the period between 2026 and 2028. The traffic volume was expected to reach the peak in 2031.

35. Mr Michael TIEN said that he had no objection to the public housing developments at KTS if they could be matched by the completion and commissioning of new railway lines. However, he had strong opinion about the fact that according to the Administration's expectation, the public housing developments at KTS would be completed in 2026 and residents would gradually move in, without comprehensive transport support in place. Mr TIEN requested the Administration to provide supplementary information on the details of its ongoing or planned new housing developments in New Territories West that were expected to be completed for occupation between 2030 and 2040 (including the expected time of completion and occupation and the number of new population moving in); and the Administration's assessment of the impact on local and external traffic (including the passenger load on the railway lines) arising from the traffic needs of the increased population.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC42/20-21\(01\)](#) on 8 December 2020.)

Implementing the new initiatives announced in 2020 Policy Address

36. The Deputy Chairman pointed out that it was announced in the Chief Executive's 2020 Policy Address that HKHA and HKHS would be invited to work with the Development Bureau ("DEVB") to explore increasing the plot ratio of future public housing projects, so that about 5% of the gross floor area could be set aside for the provision of social welfare facilities provided that it would not affect the original flat production. He enquired whether the relevant arrangement would apply to the public housing developments at TMC and KTS.

37. CCE(PWP)/THB replied that the DEVB would work with the Labour and Welfare Bureau to explore how the relevant recommendations in 2020 Policy Address would be implemented. HKHA would actively explore the feasibility of implementing those recommendations in the public housing

developments at TMC and KTS provided that it would not affect the original flat production, construction progress and supporting facilities.

38. The Chairman advised that the Subcommittee would continue to discuss this item at the next meeting. The meeting ended at 10:34 am.

Council Business Division 1
Legislative Council Secretariat
8 January 2021