

立法會
Legislative Council

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seen by the Administration)

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

**Minutes of the 11th meeting
held in the Chamber of Legislative Council Building
on Wednesday, 28 February 2001, at 10:45 am**

Members present :

Ir Dr Hon Raymond HO Chung-tai, JP (Chairman)
Hon Kenneth TING Woo-shou, JP
Hon Fred LI Wah-ming, JP
Prof Hon NG Ching-fai
Hon James TO Kun-sun
Hon CHAN Yuen-han
Hon CHAN Kam-lam
Hon SIN Chung-kai
Hon Andrew WONG Wang-fat, JP
Hon WONG Yung-kan
Hon LAU Kong-wah
Hon Mrs Miriam LAU Kin-yee, JP
Hon Emily LAU Wai-hing, JP
Hon Andrew CHENG Kar-foo
Hon LAW Chi-kwong, JP
Hon TAM Yiu-chung, GBS, JP
Dr Hon TANG Siu-tong, JP
Hon Henry WU King-cheong, BBS
Hon Michael MAK Kwok-fung
Hon WONG Sing-chi
Hon IP Kwok-him, JP
Hon LAU Ping-cheung

Members absent:

Hon Albert CHAN Wai-yip (Deputy Chairman)

Hon Cyd HO Sau-lan

Hon Eric LI Ka-cheung, JP

Hon Abraham SHEK Lai-him, JP

Public officers attending:

Miss Elizabeth TSE	Deputy Secretary for the Treasury
Mr S S LEE, JP	Secretary for Works
Mr Gordon SIU, JP	Secretary for Planning and Lands
Mr Mike STOKOE, JP	Deputy Director of Environmental Protection
Mr James HERD	Principal Assistant Secretary of the Treasury (Works)
Mr Joseph LAI, JP	Deputy Secretary for Education and Manpower
Mr Patrick LI	Principal Assistant Secretary for Education and Manpower
Mr S H PAU, JP	Director of Architectural Services
Mr H F LEE	Senior Assistant Director of Education (Support)
Mr Peter P Y LEUNG	Assistant Director of Education (Special Duties)
Mr Y M HO	Principal Transport Officer/Urban, Transport Department
Mr Raymond LEE	District Planning Officer/Kowloon, Planning Department
Mr Donald TONG	Principal Assistant Secretary for the Environment and Food
Mr J COLLIER, JP	Director of Drainage Services
Mr W H KO	Assistant Director/Projects and Development, Drainage Services Department
Mr W Y SHIU	Chief Engineer/Project Management, Drainage Services Department
Ms Shirley LAM	Principal Assistant Secretary for Transport
Mr H K WONG, JP	Director of Territory Development
Mr D J CLIMAS	Deputy Project Manager (New Territories East Development Office), Territory Development Department
Mr K K SIN	Chief Traffic Engineer/New Territories East, Transport Department
Mr C J CHIVERS	Chief Engineer (New Territories West 1), Territory Development Department
Mr Y M LEE	Chief Traffic Engineer/New Territories West, Transport Department
Mr K S CHAN	Principal Environmental Protection Officer (Noise Management and Policy)
Mr M L WAN	Principal Assistant Secretary for Housing (Project Management)

Dr LAU Ching-kwong, JP
Mr Martin K K CHEUNG

Director of Civil Engineering
Chief Civil Engineer, Housing Department

Clerk in attendance:

Miss Polly YEUNG Chief Assistant Secretary (1)3

Staff in attendance:

Ms Pauline NG Assistant Secretary General 1
Ms Sarah YUEN Senior Assistant Secretary (1)SC

HEAD 703 - BUILDINGS

**PWSC(2000-01)100 91ET Education Resource Centre-cum-Public
Transport Interchange at Kowloon Tong**

Members noted that the present proposal was first submitted to the Public Works Subcommittee (PWSC) for consideration on 17 January 2001. However, as members had asked for further details on some issues, the Administration had withdrawn the item and re-submitted it at this meeting with the required information incorporated.

2. On whether the Education Resource Centre-cum-Public Transport Interchange (ERC-cum-PTI) under this proposal would replace all existing education resource centres in the territory, the Senior Assistant Director of Education (Support) (SAD/S,ED) advised that the proposed ERC aimed at co-locating the education resource centres and service centres for children with special education needs presently scattered across Kowloon only. There would still be such centres on Hong Kong Island and in the New Territories to serve the needs of various districts.

3. As for the utilization rate of the centres to be reprovisioned and the estimated utilization rate of the proposed ERC, SAD/S,ED reported that the average utilization rate of all ERCs in the last school year was 97 persons per day. He explained that the rate had been low for three reasons. Firstly, the spread of service centres in different locations was not convenient to users. Secondly, some facilities in these centres were not up to standard and could not meet the needs of users. Thirdly, owing to resource constraints, the opening hours of these centres could not be extended beyond office hours.

4. In reply to Mr CHAN Kam-lam's request for further elaboration on the problems of existing ERCs, SAD/S,ED pointed out that presently, because of the lack of conference facilities at most existing ERCs, whenever large-scale education seminars were organized, there was a need to use the facilities of the City Hall or the civic centres of different districts although their locations might not be convenient.

The completion of the proposed ERC with support and conference facilities would provide a conveniently located venue for the above functions. Moreover, teachers at present had to approach centres in different locations for the information/services they needed. Upon completion, the proposed ERC would be able to provide teachers with the necessary services under one roof.

Admin

5. Mr TAM Yiu-chung expressed support for the present proposal. Referring to the experience of similar centres of the Employees Retraining Board, he pointed out that to ensure the proposed ERC would be effectively utilized, its opening hours should be flexibly extended to suit users' needs. In response, DS(EM)3 assured members that this concern would be catered for.

6. Miss CHAN Yuen-han enquired about details of the release of three existing school premises for other educational use as a result of the reprovisioning of several service centres to the proposed ERC. In reply, SAD/S,ED confirmed that the sites so vacated would be released to enable existing bi-sessional primary schools to convert to whole-day operation. He advised that all bi-sessional primary schools in Kowloon City could apply for the sites and priority would be accorded with reference to a transparent and fair set of criteria including the applicant school's number of classes, student population, location, parents' comments on the school and most importantly, the school's performance.

Admin

7. Mr Fred LI highlighted the ventilation, noise and cleanliness problems of many existing PTIs and urged the Administration to ensure that these aspects of the proposed PTI would be well taken care of. He was also concerned about the involvement of too many government departments in the management of PTIs which had resulted in unclear delineation of responsibilities. His concern was shared by the Chairman and Miss Emily LAU. In response, the Principal Transport Officer/Urban, Transport Department (PTO/U,TD) stressed that the Transport Department (TD) recognized the importance of effective management and the management of some large PTIs had been contracted out on a trial basis. As TD would plan to contract out the management of the departure bays for cross boundary coaches in the proposed PTI, it would consider whether the management of the entire PTI should also be entrusted to a single contractor.

Admin

8. Regarding the ventilation and noise level of the proposed PTI, the Deputy Secretary for Education and Manpower 3 (DS(EM)3) clarified that the present funding proposal was related to Stage 1 of the project on site foundation works and pre-contract consultancy only, while Stage 2 would cover the actual construction of the ERC-cum-PTI. He undertook to take members' concerns into consideration when finalizing Stage 2 of the project and when preparing the relevant funding submission in due course.

9. Miss Emily LAU sought to ascertain why the Administration had ultimately decided against some members' suggestion at the last meeting to increase the height of the proposed ERC-cum-PTI to maximize the development potential of the project site. In response, the District Planning Officer/Kowloon, Planning Department (DPO/K,PD) elaborated that according to the latest findings of the Stage II Study on

Review of Metroplan and the Related Kowloon Density Study Review, there would not be a blanket relaxation of development restrictions in Kowloon, including Kowloon Tong. The reasons were firstly, there would continue to be infrastructural constraints in the short to medium term. Secondly, there was a need to ensure that future developments would fit in well with the existing low-rise and low-density character of Kowloon Tong. DPO/K,PD further emphasized that the Review had examined a time horizon of about 15 years. Existing and planned infrastructural developments within this time horizon had been taken into account. As such, the Administration did not consider it justified to recommend to the Town Planning Board to relax the height restriction in Kowloon Tong.

10. Noting that the aforesaid Review was still under way and as such, its recommendations were yet to be endorsed by the Administration, Miss Emily LAU questioned the soundness of the Administration's decision against increasing the height of the proposed ERC-cum-PTI on the basis of the initial recommendations of the study only.

Admin
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11. In reply, DPO/K,PD explained that the Review would be completed in late 2001 or early 2002 and consultation on its recommendations would be conducted in late 2001. While agreeing that the relevant Panel would be briefed on the results of the study when they were finalized, DPO/K, PD reiterated that based on existing information and the latest findings of the Review, there was no strong case to recommend to the Town Planning Board to relax the height restriction. DS(EM)3 echoed DPO/K,PD's views and advised that the Administration had come to the conclusion that the likelihood of relaxing the height restriction in the district was very slim. As such, it would not be justified to provide a stronger foundation at the subject site to allow for possible future additional storeys as some members had proposed. DS(EM)3 said that to provide for the possibility of four additional storeys in future, the additional foundation and associated costs would amount to about \$85 million, as against the funding of some \$90 million presently being sought.

12. The item was voted on and endorsed.

HEAD 704 - DRAINAGE

PWSC(2000-01)94

143DS

**Central, Western and Wan Chai West
sewerage, stage 2 works**

13. Members noted that the Panel on Environmental Affairs had discussed the present proposal on 2 January 2001.

14. Noting that the Administration would carry out construction works in the busy road sections affected by the proposed project only in non-peak hours, Miss Emily LAU sought assurance that access to these road sections would be maintained during peak hours. In reply, the Director of Drainage Services (DDS) assured members that access would be maintained during peak hours by the use of steel decking to cover up the excavations. The Administration would also ensure that contractors would not

cordon off any road section not actively under work unless for very good reasons.

Admin

15. Miss Emily LAU opined that the relatively high cost of the trenchless method should also be assessed against the costs incurred by traffic congestion arising from road works. In response, DDS explained that the disruption to traffic had already been taken into account when selecting road opening methods. At Miss LAU's request, DDS undertook to provide information on the economic and other considerations in using trenchless method.

16. Miss Emily LAU urged that sewerage works should be well programmed to cater for interfacing with underground utilities to reduce the frequency of road openings and hence disruption to traffic. In response, DDS assured members that the Highways Department already had a very comprehensive system for controlling and co-ordinating the approval of road openings.

17. Mr IP Kwok-him stated the support of the Central and Western District Council (C&WDC) for the project. He however pointed out that C&WDC was concerned about the traffic impact of the project, and urged the Drainage Services Department (DSD) to regularly report to the C&WDC the works programme to facilitate monitoring. DDS undertook to keep C&WDC posted of the progress of the project. The Chief Engineer/Project Management, DSD (CE/PM,DSD) further elaborated that disruption to residents and traffic would be kept to the minimum through the following measures -

- (a) Work would be carried out on road sections of not more than 50 metres at a time.
- (b) All relevant Government departments and DCs would be consulted on substantial temporary traffic diversion schemes resulting from the proposed works prior to their commencement. The project's traffic management liaison group would also vet the temporary traffic arrangements.
- (c) DSD would not instruct the contractor to commence works unless there was adequate manpower to carry out the works and all necessary approval for road closures from all relevant departments had been obtained.
- (d) All works would be carried out as quickly as practicable. The affected shop operators and the management of adjacent buildings would be informed of the details of the sewerage works and the road closures either verbally or by notification leaflets prior to the commencement of the works.
- (e) 24-hour hotlines would be set up for the public to make enquiries or lodge complaints.

In this regard, Mr IP Kwok-him urged the Administration to also pay special attention to the disruption caused by the preparatory work before the actual commencement of works.

18. The item was voted on and endorsed.

HEAD 707 - NEW TOWN AND URBAN AREA DEVELOPMENT

PWSC(2000-01)96 554TH Sha Tin New Town, stage II - Road D15 linking Lok Shun Path and Tai Po Road

19. Members noted that the Panel on Transport had discussed the present proposal on 15 February 2001.

20. Mr LAU Kong-wah found it unsatisfactory that despite the proposed mitigation measures, the projected traffic noise to be generated by the proposed Road D15 at Royal Ascot would only be reduced to barely within the statutory limit of 70 dB(A), and enquired whether the actual noise level would be regularly monitored after completion of the project. The Director of Territory Development (DTD) replied in the affirmative. As to what further mitigation measures would be available should the noise level be found to be excessive, DTD said that such further measures might include more frequent maintenance of the road surface, new traffic management measures, etc.

21. Mr Andrew CHENG cast doubt on the effectiveness of the proposed noise mitigation measures at noise sensitive receivers (NSR) F26 and F27 (i.e., Royal Ascot and Lok Lo Ha Village), and highlighted the serious concern expressed by the residents concerned about the environmental impacts of the project. In response, DTD stressed that the existing traffic noise levels at certain floors of NSR F26 and F27 already exceeded 70 dB(A), and the completed new Road D15 would not increase the level further. On the contrary, the new noise mitigation measures could help to slightly improve the situation at NSR F26 and F27. DTD further pointed out that the Administration was reviewing the noise levels of existing roads separately in the context of the new policy to mitigate noise impacts from existing roads. The high noise levels at F26 and F27 generated by the existing Lok Shun Path should be considered in that context.

22. In this connection, Miss Emily LAU enquired about the details of possible mitigation measures for households affected by excessive traffic noise from existing roads. In reply, DTD said that such measures would include direct mitigation measures such as noise barriers where fire and road safety considerations and physical conditions permitted. As regards the introduction of indirect mitigation measures such as window insulation and air-conditioners for these households, the issue was being examined by the relevant bureaux. DTD however informed members that the Administration would follow up on the mitigation measures for NSR F26 and F27, and there would be a decision in six months' time. He further advised that although Lok Shun Path was not among the 29 road sections recently identified for retrofitting

noise barriers under the new policy, the likelihood of its inclusion in the next phase was high.

23. Mr Andrew CHENG referred to the noise level at NSRs F18 and F19 (i.e., certain blocks of Royal Ascot), which would increase by around 10 dB(A) upon completion of Road D15, and urged the Administration to provide better noise barriers at these NSRs in consideration of the significant increase in noise level. Miss Emily LAU echoed his views and said that the nuisance caused by the significant increase in noise level should be taken into serious consideration despite the fact that the resultant noise level would still remain within the statutory limit.

Admin

24. In reply, DTD highlighted the need for Road D15 to provide an important secondary access to Fo Tan and Sui Wo areas, especially in emergency situations, and stressed the importance of striking a balance between traffic and environmental considerations. He further clarified that the projected traffic noise level from Road D15 only represented the daytime traffic noise to be generated from it when it was in full operation ten years later and as such, did not represent its noise level upon completion during night time, when the volume of vehicular traffic would normally be considerably smaller. Moreover, the possibility of Road D15 reaching saturation was remote because it would only serve as a support access. DTD however undertook to monitor the noise level at F18 and F19 and take necessary measures should the noise limit be exceeded. As to Miss LAU's concern about the noise at the joints of the bridges under this project, DTD advised that as a result of improvements in road construction techniques, bridge joints were no longer a source of excessive traffic noise.

Admin

25. In anticipation of complaints from residents at F18 and F19 about the significant increase in traffic noise level, Mr Andrew CHENG stressed the importance of the Administration's early consultation with the affected residents. In response, the Principal Assistant Secretary for Transport (5) (PAS (T)5) explained that at the meeting of the Transport Panel held on 15 February 2001, the Administration had already undertaken to take the earliest opportunity to brief the residents of Royal Ascot and Lok Lo Ha Village on the final details of the Road D15 project. Where feasible, residents' concerns would be addressed by way of including relevant requirements in the tender documents. In response to Mr CHENG on whether the Administration would provide semi-enclosed noise barriers at F18 and F19 if residents so requested, DTD said that the Administration would consider adjusting the design of the noise barriers in question to ensure that the noise level there would not exceed 70 dB(A). As to the timetable of consultation, DTD said that since the project would need to be put up for tender before July 2001, consultation would be conducted within the following three months.

Admin

26. Mr Andrew WONG shared Mr Andrew CHENG's views on the importance of early consultation and the need to take public views into consideration. In this connection, he sought the Administration's comments on the proposed alignment of Road D15 by some Royal Ascot residents which, according to his understanding, should generate less noise impacts but had been turned down because of cost considerations. In response, DTD emphasized that the present alignment had been

finalized after thorough examination of all options proposed. The proposed option had not been chosen because its design failed to meet existing sightline standards. He further pointed out that the present alignment was preferred because it would not involve the acquisition of private land.

27. Mr Andrew WONG remarked that judging from the design of the end of Tsun King Road at Royal Ascot, the alignment of Road D15 had been predetermined. In response, DTD said that since Lok Shun Path would most conveniently be linked to Tai Po Road via Tsun King Road, it was only natural for the developer of Royal Ascot to have also prepared for the alignment when it constructed Tsun King Road. Mr WONG however considered that if the alignment of Road D15 had been predetermined, the developer of Royal Ascot should be entrusted with the construction of Road D15 as a part of the residential development so that residents there would be well aware of the road before they moved in and hence, would not be aggrieved by its construction thereafter.

28. On the type of road surface material to be used for Road D15, the Deputy Project Manager (New Territories East Development Office), Territory Development Department confirmed that special noise reduction surfacing was not suitable for use on Road D15 not because of cost considerations but because of its steep gradient and sharp bends. Meanwhile, the Highways Department was experimenting with alternative materials and might be able to identify comparable material by the time D15 was ready for surfacing some two years later.

29. Addressing Mrs Miriam LAU's concern about the visual appearance of the noise barriers for Road D15, DTD said that a great number of trees, shrubs and groundcover would be planted to minimize the visual impact of the road. The Administration would also ensure that the design of the noise barriers would fit in with the environment. If required, the design could be submitted to the Transport Panel for consideration.

Admin

30. The item was voted on and endorsed.

HEAD 707 - NEW TOWN AND URBAN AREA DEVELOPMENT

PWSC(2000-01)93 741TH Tseung Kwan O Town Centre Link

31. Members noted that the paper on the present item had been circulated to the Panel on Planning, Lands and Works in January 2001.

32. Mr LAU Kong-wah enquired about measures to relieve traffic congestion on Wan Po Road pending completion of the proposed Tseung Kwan O (TKO) Town Centre Link to provide an alternative road link to connect Area 86 to TKO Town Centre. Mr Andrew WONG also stressed the need for a fly-over to address the congestion problem at the Wan Po Road/Road D4/Chiu Shun Road Junction. In reply, DTD reported that a flyover at the junction had been completed recently. Furthermore, under Roads (Works, Use and Compensation) Ordinance, a road scheme

incorporating fly-overs to improve traffic flow at the junction of Wan Po Road and Po Shun Road had just been approved by the Executive Council. Meanwhile, with the progressive completion of road works, the situation on Wan Po Road was already improving.

33. Mr LAU Kong-wah and Mr Andrew WONG enquired when the Western Coast Road (WCR) would be completed to provide TKO with an external link in addition to the TKO Tunnel which had reached its full capacity. In reply, DTD assured members that the Administration was well aware of the need to complete WCR early to provide a long-awaited alternative external access for TKO. In fact, the preliminary feasibility study and design of WCR were under way and the Administration was also working on the road's alignment and conducting the relevant environmental impact assessments (EIA). On the relevant timetable, DTD advised that the tentative target completion date of WCR was 2011 having regard that reclamation would be required and that its design would need to be worked out in the light of TKO's future development and the possible effects on Lei Yue Mun.

34. Miss Emily LAU noted that Lei Yue Mun residents' concern about the impact of WCR might delay WCR's completion and she therefore urged the Administration to explore ways to expedite the project to provide TKO an alternative external link as soon as practicable. In this regard, Mr CHAN Kam-lam clarified that the residents of Lei Yue Mun had not objected to the construction of WCR. They had only requested the Administration to consider other options for its design. DTD confirmed that in determining the alignment of WCR, all relevant factors would be taken into serious consideration. In this connection, members noted that issues relating to the traffic conditions in TKO had been scheduled for discussion at the meeting of the Transport Panel to be held on 16 March 2001.

35. Mr Andrew CHENG pointed out that in accordance with the normal procedure, all relevant consultation should be conducted before a proposal was submitted to PWSC. He therefore queried the Administration's plan to consult the Sai Kung District Council (SKDC) on the findings of the relevant EIA only in May 2001. In response, DTD advised that the present item only covered the consultancy for detailed design and site investigation works and hence, should not cause any adverse environmental implication. As for the construction of the project per se, since an environmental permit was required for the actual construction, all the necessary consultation would have been conducted before the funding proposal for construction was put forward to the PWSC. In this connection, DTD called upon members to endorse the present proposal so that the detailed design of the Link could be worked out for onward consultation with the SKDC and all relevant organizations.

36. Mr Henry WU questioned the significant cost difference between phase 1 and phase 2 of the Link, which in his view involved similar works. Accounting for the difference, DTD pointed out that the design of Phase 2, which involved the construction of a bridge across the Eastern Drainage Channel, was much more complicated.

37. In reply to Mr LAU Ping-cheung on the reasons for retaining the remainder of the Link in Category B, DTD said that gazettal of this part of the project according to the Roads (Works, Use and Compensation) Ordinance had yet to be arranged pending completion of its design. He assured members the Administration was well aware of the need for the timely completion of the Link to cope with future traffic demand in TKO Area 86.

38. The item was voted on and endorsed.

HEAD 707 - NEW TOWN AND URBAN AREA DEVELOPMENT

PWSC(2000-01)97 52TH Route 5 - section between Shek Wai Kok and Chai Wan Kok

39. Members noted that this item was first submitted to PWSC for consideration on 24 May 2000. As members had asked for further information, the Administration had withdrawn the item and re-submitted it with the required information. Prior to re-submission, the item had been discussed at the meeting of the Panel on Transport on 23 February 2001.

40. Mr TAM Yiu-chung enquired about the locations of the 2 500 dwellings which would suffer from excessive noise impact from the proposed remaining section of Route 5 between Shek Wai Kok and Chai Wan Kok but which did not meet the eligibility criteria under the existing policy for indirect acoustical mitigation measures because the calculated road traffic noise levels had indicated that in general the largest contribution was from existing sources.

41. In reply, DTD advised that the dwellings were mainly in Discovery Park, Kam Fung Garden and Luk Yeung Sun Chuen. Members noted that the developers of the former two estates had already provided the necessary noise abatement measures pursuant to the relevant provisions in the land sales agreements. As for flats in Luk Yeung Sun Chuen, they were in fact affected by traffic noise generated by the nearby Tsuen Kam Interchange instead of by the present project. Under the circumstances, they would not be provided with indirect acoustical mitigation measures according to existing policies. Instead, the installation of additional noise barriers at the Interchange would be considered in conjunction with those for Cheung Pei Shan Road if space was available and drivers' sightlines would not be blocked by the additional barriers. DTD however emphasized that where practicable, mitigation measures would be provided for residents at Luk Yeung Sun Chuen and in the worst scenario, the noise level would not exceed 71.8 dB(A).

42. In this regard, Mr TAM Yiu-chung pointed out that the use of transparent noise barriers might remove concern about sightline obstruction to drivers. In response, DTD said that the joints linking the different panels of the noise barriers might still obstruct the view of drivers.

Admin

43. Mr IP Kwok-him considered that if there would be an increase in noise level at Luk Yeung Sun Chuen as a result of the proposed remaining section of Route 5, mitigation measures should be provided for the residents there. Miss Emily LAU also opined that flexibility should be exercised to provide indirect acoustical mitigation measures for residents affected by excessive traffic noise generated by existing roads. In response, PAS(T)5 undertook to follow up the issue with the Environment and Food Bureau and the Environmental Protection Department. DTD, on the other hand, highlighted the environmental benefits of the proposed section and emphasized that apart from relieving traffic congestion in Tsuen Wan, the completed section would also help reduce the noise and air pollution problem in Sha Tsui Road, Castle Peak Road and Tai Ho Road by diverting part of their traffic flow. As for the projected improvement figures, DTD advised that the future traffic volume would be reduced by about 20% and there would be a corresponding reduction in noise level on the said roads. At members' request, he agreed to consider including such projected improvement figures in future submissions, where practicable.

Admin

44. Mr Andrew WONG was concerned that congestion at the Tsuen Wan section of Castle Peak Road might be aggravated during construction of the project. Addressing his concern, DTD advised that the Administration had already stipulated in the relevant tender documents that the width of the Castle Peak Road should not be reduced during implementation of the project. As such, the traffic conditions there should not be significantly affected.

45. Mr LAU Ping-cheung enquired whether the Administration would consult the Tsuen Wan District Council again, given that the former Tsuen Wan District Board was consulted many years ago. In reply, DTD advised that normally, no formal consultation would be conducted after approval of a project by the Executive Council. He however assured members that a liaison committee comprising representatives of local residents and the relevant District Council would be set up to monitor the project.

46. On whether there was a need to pay 'Tun Fu' fee for every road scheme, DTD said complaints about fung shui implications were common in works projects in the New Territories. To address local residents' concerns that some ceremonies should be conducted to minimize fung shui implications, 'Tun Fu' fee would be paid according to a set of criteria issued by the Finance Bureau where the fee level would vary with the importance of the deity concerned. In this project, the 'Tun Fu' fee might amount to around \$100,000.

47. The item was voted on and endorsed.

HEAD 711 - HOUSING**PWSC(2000-01)101 572CL Site formation for public housing development at Tung Tau Cottage Area**

48. Members noted that the Panel on Housing had discussed the present proposal on 8 January 2001.

49. In reply to Mr Fred LI's enquiry about the nature of the 2 000 flats in the public housing development at Tung Tau Cottage Area, the Principal Assistant Secretary for Housing (Project Management) (PAS(PM),HB) advised that such had yet to be confirmed. He however said that if the development would serve as a reception estate, the needs of the residents to be rehoused would be ascertained beforehand by means of a survey for the purpose of determining the ratio of public rental housing flats to Home Ownership Scheme flats in the estate.

50. Miss Emily LAU questioned the effectiveness of the proposed temporary covered pedestrian walkway in minimizing the pedestrian safety and construction nuisance caused to the Bishop Ford Memorial School. In response, the Chief Civil Engineer, Housing Department (CCE,HD) advised that other necessary mitigation measures would be provided including the erection of temporary noise barriers, use of silenced construction plants and regular water spraying of the site. Close liaison would also be maintained with the school to programme the project with a view to minimizing the impact on school activities. He further stressed that the project would have to comply with the standards and guidelines of the Environmental Protection Department. He confirmed that there was no need to conduct blasting in this project.

51. As regards the clearance cost of Tung Tau Cottage Area, PAS(PM), HB advised that the Housing Authority (HA) would be responsible for all clearance costs because the present project only involved the clearance of structures and not land acquisition. At Mr Andrew WONG's request, he undertook to ascertain whether HA would also be responsible for paying ex-gratia allowance to the affected business operators.

Admin

(Post-meeting note: The required information was issued vide LC Paper No. PWSC90/00-01.)

52. The item was voted on and endorsed.

53. The Subcommittee was adjourned at 12:45 p.m.