

法會
Legislative Council

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

**Minutes of the 8th meeting
held in the Chamber of Legislative Council Building
on Wednesday, 19 December 2001, at 11:00 am**

Members present :

Ir Dr Hon Raymond HO Chung-tai, JP (Chairman)
Hon Albert CHAN Wai-yip (Deputy Chairman)
Hon Kenneth TING Woo-shou, JP
Hon Eric LI Ka-cheung, JP
Hon Fred LI Wah-ming, JP
Hon James TO Kun-sun
Hon CHAN Yuen-han, JP
Hon CHAN Kam-lam
Hon SIN Chung-kai
Hon WONG Yung-kan
Hon LAU Kong-wah
Hon Miriam LAU Kin-yea, 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 Abraham SHEK Lai-him, JP
Hon Henry WU King-cheong, BBS
Hon IP Kwok-him, JP
Hon LAU Ping-cheung

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Members absent:

Hon Cyd HO Sau-lan
Hon Andrew WONG Wang-fat, JP
Hon WONG Sing-chi
Hon MA Fung-kwok

Public officers attending:

Miss Elizabeth TSE, JP	Deputy Secretary for the Treasury
Mr John C TSANG, JP	Secretary for Planning and Lands
Mr S S LEE, JP	Secretary for Works
Mr Mike STOKOE, JP	Deputy Director of Environmental Protection
Miss Janice TSE	Principal Assistant Secretary for the Treasury (Works)
Mr WOO Sai-cheong	Chief Estate Surveyor/Acquisition Lands Department
Mr S H PAU, JP	Director of Architectural Services
Mr K K NG	Assistant Director (Property Services) Architectural Services Department
Mr W H KO	Assistant Director/Projects and Development Drainage Services Department
Mr R K S CHAN, JP	Deputy Director (Geo), Civil Engineering Department
Dr Ellen CHAN Ying-lung	Assistant Director of Environmental Protection (Waste Facilities Division)
Mr LO Yiu-ching, JP	Director of Highways
Mr C D B WILLIAMS, JP	Assistant Director of Home Affairs (2)
Mr H K WONG, JP	Director of Territory Development
Mr Jeff LEUNG	Deputy Secretary-General (1) University Grants Committee
Miss Joanna CHOI	Principal Assistant Secretary Health and Welfare (Medical) 2
Dr FUNG Hong	Director (Professional Services and Planning) Hospital Authority
Mr CHENG Man-yiu	Assistant Director of Education (Education Services)
Mr William C G KO, JP	Director of Water Supplies
Mr WAN Man-leung	Principal Assistant Secretary for Housing (Project Management)
Mr Daniel CHENG	Principal Assistant Secretary (Planning) Planning and Lands Bureau

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Mrs Joanna KWOK	Chief Engineer (Tseung Kwan O and Sai Kung) Territory Development Department
Mr H H YEUNG	Chief Engineer (Hong Kong (1)) Territory Development Department

Clerk in attendance:

Ms Anita SIT	Chief Assistant Secretary (1)6
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Staff in attendance:

Ms Pauline NG	Assistant Secretary General 1
Ms Bonnie KAN	Senior Assistant Secretary (1)9

PWSC(2001-02)86

**Block Allocations for Heads 701 to 711
under the Capital Works Reserve Fund**

Members noted that the proposed block allocation under Head 710 - Computerization had been discussed at the Information Technology and Broadcasting Panel on 12 November 2001 and a paper covering all the proposed block allocations had been circulated to the Planning, Lands and Works (PLW) Panel on 11 December 2001 for information.

2. Mr Fred LI referred to the estimate of \$51.35 million for the project "Development at Cha Kwo Ling Kaolin Mine Site" under Subhead 1100CA - Compensation and ex-gratia allowances in respect of projects in the Public Works Programme and enquired about the details of the project. The Chief Estate Surveyor/Acquisition, Lands Department advised that the exact amount of compensation for the land resumption for the project would depend on the results of negotiation between the Government and the affected land owners. He agreed to provide information after the meeting on the scope of the project and the location of lots to be resumed for the project.

Admin.

3. Mr Albert CHAN raised concern that the current approach of putting up a single funding proposal covering 25 block allocations for thousands of projects might not be conducive to effective deliberation of the Subcommittee. Miss Emily LAU shared Mr CHAN's concern and stressed that the total proposed allocation of \$11,278 million was indeed a huge sum of public money and therefore should be subject to thorough scrutiny. She suggested that instead of including all block allocations in a single proposal, the block allocations be grouped under a certain

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number of papers to facilitate ease of consideration. Mr IP Kwok-him said that while he was generally supportive of the present proposal, he considered that neither was it necessary to make in-depth assessment of individual projects, nor was it desirable for the Finance Committee to take a decision on all proposed block allocations in one go on the basis of such limited information. He supported Miss LAU's suggestion.

4. The Chairman shared members' concern and said that although the current approach had been adopted for a number of years, the Administration should review this approach to facilitate more effective deliberation of the Subcommittee on the proposed block allocations.

5. The Deputy Secretary for Treasury (DS/Tsy) advised that the present approach of putting up a single proposal covering all the 25 block allocations was intended to provide members with a full picture of the proposed funding for minor capital works and computerization projects to be implemented in a financial year. To facilitate members' consideration, a summary of the proposed allocations by Heads was given in the main body of the paper with explanation on significant differences between the approved allocations for 2001-02 and the proposed allocations in 2002-03. The enclosures to the paper provided details of the proposed provision in respect of each block allocation with reasons for significant variations between the current and the next financial year. She also advised that the Administration had passed a comprehensive list (of three volumes) of all the items to be funded under the proposed block allocations to the Legislative Council (LegCo) Secretariat. Interested members might refer to the full list for further information.

6. The Chairman remarked that it would not be necessary to provide every member with the full list as individual members might be interested in a certain group of items only. He suggested that in future, members might approach the Finance Bureau or the LegCo Secretariat for details of those projects in which they were interested before the meeting of the Public Works Subcommittee (PWSC) to consider the proposal for block allocations.

7. Mr LAW Chi-kwong commented that it was too onerous a requirement on members to vote on a single proposal covering all the block allocations. He suggested that to ensure thorough consideration of the proposed block allocations in future, separate information papers covering different groups of projects funded under the proposed block allocations be provided to relevant Panels well in advance so that members could forward written questions on the proposed block allocations to the Administration before the relevant PWSC meeting. Mr Fred LI shared Mr LAW's view and suggested that in future, a full PWSC meeting be dedicated to the consideration of proposals for block allocations.

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Admin. 8. DS/Tsy advised that an information paper on the proposed block allocations for 2002-03 had been provided to PLW Panel before this PWSC meeting and the Administration would try to provide the relevant information to Panel(s) at an earlier time next year. She however expressed worry about the practicability of providing separate information papers on the respective proposed block allocations for all relevant Panels. DS/Tsy undertook to consider re-organizing the proposed block allocations for the next following financial year 2003-04 into two or more submissions for this Subcommittee, bearing in mind the need to strike a balance between providing an overall picture of the proposed block allocations and facilitating effective scrutiny of the proposal(s) by members.

9. Mr Albert CHAN asked if relevant District Councils (DCs) had been consulted on the projects to be funded under the proposed block allocations. Secretary for Works and DS/Tsy advised that the responsible works departments would assess the impact on local residents of individual projects and consultation with DCs would be made for those projects expected to have significant impact on local residents.

10. The item was voted on and endorsed.

HEAD 707 - NEW TOWNS AND URBAN AREA DEVELOPMENT

**PWSC(2001-02)88 277CL Tseung Kwan O development, phase II,
remaining engineering works**

11. Members noted that the present proposal was concerned with the upgrading of the construction of a grade-separated interchange at the junction of Road T1/Road P1/Road P2 to Category A of the Public Works Programme. The previous submission on the same proposed grade-separated interchange had been voted down at the PWSC meeting on 3 May 2001 due to concerns about traffic noise. The Administration had provided a paper setting out the measures to address the traffic noise concerns, which had been circulated to PLW Panel on 12 December 2001 for information.

12. Mr LAU Kong-wah said that there was frequent congestion at the existing T1/P1/P2 roundabout junction and the situation was getting worse. As some seven months had lapsed since the last submission to PWSC on 3 May 2001, he asked if the Administration could expedite the project to catch up with the original schedule. The Director of Territory Development (DTD) explained that given the scope of the proposed works, the current schedule of completing the works in 36 months by April 2005 was a practical and realistic one. The detailed design for the works had been completed. Subject to the approval of the Finance Committee for the present

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proposal, tenders for the works contract would be invited in January 2002. He assured members that the Administration would closely monitor the progress of the project works to avoid any delay.

13. Mr LAU Kong-wah referred to the Shenzhen Western Corridor project, the construction works for which were scheduled for completion in only 30 months, and commented that it should be feasible to shorten the construction period of the proposed interchange by some six months. In response, DTD said that since his department was not responsible for the Shenzhen Western Corridor project, he could not readily make a comparison between the proposed interchange and the Shenzhen Western Corridor project. He however assured members that the Administration would endeavour to expedite the works for the proposed interchange. His preliminary assessment was that it might be possible to advance the completion time by about three months. At the request of Mr LAU, DTD agreed to advise in writing after the meeting the feasibility of advancing the completion of the proposed works and the extent of the advancement.

Admin.

14. Mr IP Kwok-him asked what actions the Administration had taken to address local residents' concerns since the last submission was voted down at this Subcommittee on 3 May 2001. DTD advised that the Administration had met with residents of Nan Fung Plaza and On Ning Garden and it was revealed that the residents were concerned with the existing traffic noise during the night-time caused by speeding and heavy vehicles. They were thus worried that upon completion of the proposed interchange, the noise situation would be aggravated. To address the concerns of the residents, the Administration had carried out a night-time traffic and noise survey for seven consecutive nights in October 2001 at four dwellings. The results indicated that noise levels measured between 8:00 pm. and 8:00 am. within these dwellings were below 70dB(A). It was envisaged that with the proposed noise mitigation measures, the traffic noise level upon completion of the proposed road scheme during the said hours would be reduced to a level ranging from 53dB(A) to 65dB(A).

15. As regards the existing noise problem during night-time caused by speeding and heavy vehicles, DTD advised that the Administration would consider installing speed enforcement camera to deter speeding and prohibiting the use of the Chiu Shun Road Bridge by heavy vehicles during night-time.

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16. In response to Mr Andrew CHENG's queries, DTD advised that with the proposed noise mitigation measures, the noise levels to be generated by the operation of the proposed road scheme would be kept below 65dB(A) during night time. Written replies had been given to the Incorporated Owners of On Ning Garden and Nam Fung Plaza to reaffirm the Administration's earlier assessment that with the proposed mitigation measures, the noise level would be below 70dB(A) at all times. Should the noise level turn out to exceed this limit, the Administration would try every means to remedy the situation. He also confirmed that low-noise road surfacing would be applied to the entire section of Wan Po Road under this project. The provisions of \$58.9 million and \$56.8 million under item (h) of paragraph 10 were the estimated costs for installation of permanent noise enclosure and noise barriers respectively.

Admin. 17. Regarding the proposed prohibition of heavy vehicles on Chiu Shun Road Bridge during night-time, DTD said that the Territory Development Department would need to further discuss the matter with the Transport Department and the Police. The freight transport trade would also be consulted. DTD also advised that a trunk road, the Western Coast Road, to cater for the external traffic of TKO was under planning and was currently scheduled for completion in 2011. With the Western Coast Road, the traffic volume on Wan Po Road would be substantially reduced and hence the current noise problem at Wan Po Road was somehow a transient issue. At Miss Emily LAU's request, DTD agreed to report on the confirmed arrangements regarding the proposed prohibition of heavy vehicles on Chiu Shun Road Bridge during night-time in due course.

18. Miss Emily LAU sought elaboration on the practical remedial measure the Administration would take should the noise level generated by the operation of the proposed road scheme exceed 70dB(A). DTD reiterated that the Administration would closely monitor the situation and would resort to every feasible engineering solution to alleviate the problem should the noise level exceed 70dB(A).

19. Ms Miriam LAU urged an early commencement of the project as the congestion situation at the existing T1/P1/P2 roundabout was very serious. Pointing out that currently, it was necessary for some freight vehicles to use Chiu Shun Road Bridge for journeys between Kowloon and TKO, Ms LAU expressed reservation on the idea of prohibiting heavy vehicles on the bridge during night-time. She considered that imposing such a ban was unfair to the freight transport trade and might give rise to another round of disputes. Ms Miriam LAU on the other hand supported the proposed installation of speed enforcement camera to deter speeding as this measure would be effective in reducing traffic noise.

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20. Ms Miriam LAU pointed out that the connection joints on flyovers were usually the main source of noise nuisance and enquired whether any measures could be taken to address the problem. The Chairman said that the problem mainly occurred at flyovers constructed with pre-cast parts and fabricated on site. He suggested that the use of pre-cast parts be avoided as far as possible and bitumen be applied to the movement joints to reduce noise. DTD advised that advance design was used nowadays such that the connection joints on flyover could be reduced and less noise would be generated.

21. Mr Andrew CHENG commented that the residents of On Ning Garden were willing to withdraw their objection for the purpose of addressing the traffic needs of the residents of Tseung Kwan O (TKO). Members of the Democratic Party however were of the view that the well-being of the residents subject to the high traffic noise impact of the proposed interchange should also be duly taken care of. He opined that the crux of the problem was the rigid application of the noise limit of 70dB(A) in planning for road projects and residential developments. He stressed that in reality, traffic noise slightly below 70dB(A) was very disturbing during night-time and would cause severe adverse impact on the well-being of the residents in the neighbourhood. He also questioned that the traffic noise factor had not been given adequate and sensible consideration in planning for residential and other noise-sensitive developments. He therefore urged the Administration to review the propriety of the current noise limit of 70dB(A) and its application in land-use planning. In this regard, he requested the Secretary for Planning and Lands (SPL) to work out a timetable for the review with the Secretary for the Environment and Food (SEF). SPL responded that noise standard fell under the policy purview of SEF.

Admin.

22. The Chairman shared Mr CHENG's observation that very often, major roads were built in close proximity to residential developments. He agreed that the relevant policies and planning approaches should be reviewed as a matter of priority and the matter should be brought to the attention of the relevant Panels.

23. Miss Emily LAU commented that the Administration should be sensitive to the suffering of residents who were subject to excessive traffic noise impact chronically. She urged the Administration to plan roads away from residential areas to obviate the need for noise barriers/enclosures which were visually unattractive.

24. Miss CHAN Yuen-han considered that instead of taking a remedial approach, the Administration should give particular attention to the traffic noise factor in planning new developments. As evident in many past cases, the Administration had not given adequate attention to the traffic noise factor in planning new developments and this had necessitated the use of substantial resources on remedial measures.

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25. In view of members' concern about whether proper policies and mechanisms were in place to ensure that the traffic noise factor was given adequate consideration in the town planning process, the Chairman requested SPL to take up the matter and suggested that the issue be further discussed at the relevant Panels. Ms Miriam LAU informed members that the Transport Panel and Environmental Affairs Panel had held joint meetings (on 15 December 2000 and 7 December 2001) to discuss measures to address noise impact of existing roads and the subject would be further considered at a forthcoming joint Panel meeting (on 15 January 2002). She had no objection to also take up the town planning aspect at the forthcoming joint Panel meeting. Miss Emily LAU suggested that in future, PLW Panel should also take part in the consideration of the subject. Mr IP Kwok-him said that as the subject involved important policies, it should be pursued by the relevant Panels. The Chairman requested the Administration to prepare a paper for discussion at the aforesaid joint Panel meeting. (Post-meeting note: The Environment and Food Bureau has submitted a paper for discussion at the joint Panel meeting on 15 January 2002.)

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26. Mr LAU Kong-wah noted that the total project cost was \$418 million in September 2000 prices and \$456 million in money-of-the-day (MOD) prices in the last submission on 3 May 2001, while in the current submission, the project cost was \$434.5 million in September 2001 prices and \$438.6 million in MOD prices. He asked whether there had been changes to the project scope and if so, whether the changes had caused an increase or reduction in the project cost. The Chief Engineer (Tseung Kwan O and Sai Kung), Territory Development Department explained that the proposed works area for the project had been changed from Area 40 to Area 45 having regard to the advice of EPD that Area 40 was too close to On Ning Garden. As a result, site formation and associated works were required for the works area, which was not required if located in Area 40 since it had been a works area of the Mass Transit Railway Corporation. Also, the total length of road sections to be provided with low-noise road surfacing had increased. These two factors had resulted in a slight increase in the project cost. However, due to the revision to the price adjustment factors since the last submission, the project cost in MOD prices was lower in the current submission. At Mr LAU's request, DTD agreed to explain in writing the differences between the last and the present submissions in the scope of works and the resultant changes in cost estimates.

Admin.

27. The item was voted on and endorsed

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**PWSC(2001-02)89 677CL Wan Chai development phase II,
engineering works**

28. Members noted that the present proposal had been discussed at PLW Panel meeting on 7 December 2001. The present proposal covered the detailed design and site investigation works for the proposed Wan Chai development phase II (WDII), which aimed to provide land for the construction of the North Hong Kong Island Line (NIL), Central-Wan Chai Bypass (CWB), Island Eastern Corridor Link (IECL) and other infrastructural facilities.

29. Mr WONG Yung-kan referred to paragraph 20(b) of the paper and enquired about the location for disposal of the contaminated mud excavated from the Causeway Bay Typhoon Shelter and the reason for using the confined disposal method. The Chief Engineer (Hong Kong)¹, Territory Development Department (CE/HK(1), TDD) replied that the contaminated mud would be disposed of at East Sha Chau. The use of geosynthetic containers for confined disposal was a trial test proposed by EPD having regard to the extent of contamination of the mud from the Causeway Bay Typhoon Shelter. The trial would be carried out after funding approval for the current proposal was obtained. The Principal Assistant Secretary (Planning) of the Planning and Lands Bureau (PAS(PL)P) added that the proposed treatment of the contaminated mud from the Causeway Bay Typhoon Shelter was in compliance with the established requirements for contaminated mud disposal.

30. Miss Emily LAU sought confirmation on whether the proposed reclamation was the preferred option of the general public. PAS(PL)P advised that in early 2000, the Administration consulted PLW Panel, Wan Chai DC, Eastern DC, professional bodies and other concerned parties on a number of development options with regard to the alignment of the Trunk Road (comprising the CWB and IECL), the extent of reclamation and the land use proposals at the reclaimed area and adjoining hinterland. The option with least reclamation was generally preferred. The present reclamation and land-use proposals were drawn up based on the minimum reclamation option.

31. Addressing Miss Emily LAU's concern on the adequacy of pedestrian linkages between the waterfront area of WDII and the inland area, PAS(PL)P advised that altogether, there would be nine footbridges/pedestrian walkways linking the inland area to the waterfront area and hence pedestrian access facilities would be adequate. In fact, some of these pedestrian linkages were added in response to public views. Since not all the pedestrian access facilities were shown in Enclosure 1 to the discussion paper, PAS(PL)P undertook to provide comprehensive information on these facilities after the meeting.

Admin.

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32. Mr Abraham SHEK noted that a site covering the present bus terminus and two adjacent buildings between Convention Avenue and Harbour Road was designated as a Comprehensive Development Area (CDA) for entertainment and exhibition uses (indicated in red on Enclosure 3 to the paper). He criticized that the Administration should not take the opportunity of the proposed reclamation to create additional land for developments, as this was incompatible with the spirit of preserving the Harbour as stipulated in the Protection of the Harbour Ordinance (Cap 531). He therefore objected to the planned CDA development.

33. PAS(PL)P responded that the Administration adopted a comprehensive planning approach and considered that the provision of additional entertainment facilities in the vicinity of the Hong Kong Convention and Exhibition Centre (HKCEC) would complement the development of the area in the long run. He added that in future, a bus terminus would be provided at the ground level of the CDA, and the development at the CDA would not be higher than HKCEC.

34. Mr Abraham SHEK stated his position that he supported the related road schemes but would not accept the notion of making use of the proposed reclamation at the Harbour to provide more land for developments thereon. If such developments were necessary, the Administration might consider the underground options. He also pointed out that the traffic congestion problem in the vicinity of HKCEC was serious and thus the proposed CDA would aggravate the traffic congestion situation.

35. The Chairman said that he supported the related road schemes in WDII and shared Mr SHEK's view that it was not appropriate to construct high-rise buildings at the waterfront area. He also pointed out that the congestion problem was attributed to the past mistake of planning only a single two-lane Convention Avenue, and the lack of carparking and loading/unloading facilities in the area.

36. While expressing support for the related road schemes in WDII, Ms Miriam LAU also expressed strong reservation on the proposed development at the CDA. She pointed out that the utilization of the HKCEC was not high at present and therefore doubted the need for additional exhibition facilities (currently planned to be provided at the CDA). She suggested that the present bus terminus should be enlarged in future to cope with user needs. Miss LAU further suggested that issues relating to the land use in WDII other than the planned road schemes should be further discussed at the relevant Panel.

37. PAS(PL)P and CE/HK(1), TDD acknowledged that the traffic congestion problem was attributed to the inadequate capacity of the Convention Avenue and Hung Hing Road and the lack of designated areas for loading and unloading activities. They advised that to solve the traffic problem, the Administration

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proposed the construction of CWB, widening of the Convention Avenue, Hung Hing Road and other roads at the waterfront as well as the re-alignment of associated roads. It was envisaged that upon completion of relevant road works in WDII, the traffic situation would be greatly improved. DTD added that the bus terminus to be provided on the ground level of the CDA would be larger than the present bus terminus. The present Harbour Road Indoor Recreation Centre and Wan Chai Swimming Pool adjacent to the bus terminus would be reprovisioned at the new Sports Complex adjacent to Wan Chai Sports Ground.

38. Dr TANG Siu-tong, Chairman of the PLW Panel, informed members that concerns about the CDA and other planned developments on the reclamation site had been raised at the PLW Panel meeting on 7 December 2001. He sought clarification on the relationship between the present proposal and the said CDA and other planned developments in WDII.

39. Mr Ip Kwok-him informed members that the future uses of the CDA site were also a concern of the Wan Chai District Council (DC) and he suggested that the matter be referred to the relevant Panel for discussion.

40. Mr Kenneth TING expressed support for the related road schemes and opined their construction should be proceeded with first while other land-use planning issues should be pursued at the appropriate forum.

41. In response, DTD and CE(HK)1 advised that the present proposal was concerned with the detailed design and site investigation for the proposed reclamation and the associated infrastructure facilities. The Administration had separately put up the proposed land uses of the WDII to the Town Planning Board for consideration, which had agreed that public consultation on the proposed land uses should be made.

42. Taking note of members' concerns and the Administration's explanation, the Chairman suggested that the land use issues in respect of WDII should be further discussed at the PLW Panel.

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43. Mr Albert CHAN expressed support for the least reclamation option and opined that instead of commercial developments, more cultural facilities should be provided in WDII. He also pointed out that under the present statutory town planning framework, there was no requirement for the Administration to seek the agreement of LegCo on land use proposals. In view of the controversies over the land use proposal for WDII, he requested the Administration to give an undertaking that if any significant change was made to the current land use proposal for WDII, the Administration should refer the revised proposal to LegCo for consideration.

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44. PAS(PL)P responded that currently, extensive public consultation including consultation with the relevant LegCo Panel(s) and DCs was undertaken for most land use proposals and the related public works. He further said that basically, there would not be any additional high-rise building at the waterfront area and the adjoining hinterland in WDII except for the proposed hotel development (indicated in pink in Enclosure 3).

45. Mr Albert CHAN was not satisfied with PAS(PL)P's response and reiterated his request for the aforesaid undertaking. The Chairman supported Mr Albert CHAN's request that LegCo should be consulted in case of any significant change to the proposed land uses in WDII. SPL remarked that as Mr Albert CHAN's request might have legal implications, at this stage, he could only confirm that the Administration would continue to comply with the relevant statutory requirements and would further consult LegCo if appropriate.

46. Mr Albert CHAN considered that given the strong sentiments amongst Members and the public towards further reclamation at the Harbour, his request for further consultation with LegCo on any significant change to the land-use plan for WDII was justified. He also opined that his request was by no means inconsistent with the prevailing statutory town planning procedures. SPL said that the Administration would need to examine in detail any legal implications of Mr CHAN's request.

47. DS/Tsy advised that as the current proposal was concerned with the site investigation and detailed design works only, members would have further opportunity to discuss the detailed design for the proposed reclamation when a future proposal on the construction works was submitted to this Subcommittee.

48. The item was voted on and endorsed.

49. Mr Albert CHAN said that he had conveyed the request of Members of the Democratic Party for further consultation with LegCo on any future significant change to the land-use plan for WDII. If a satisfactory response was not received from the Administration before the relevant Finance Committee meeting (on 11 January 2002), Members of the Democratic Party would request that the present proposal be further discussed at the Finance Committee meeting.

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50. As there was insufficient time, the Chairman suggested and members agreed that consideration of the remaining four items, i.e. PWSC(2001-02)87, 90, 85 and 91 be deferred to the next meeting on 9 January 2002.

51. The meeting ended at 12:45 pm.

Legislative Council Secretariat

10 January 2002