

立法會
Legislative Council

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

**Minutes of the 9th meeting
held in the Conference Room A of Legislative Council Building
on Wednesday, 25 May 2005, at 8:30 am**

Members present:

Ir Dr Hon Raymond HO Chung-tai, S.B.St.J., JP (Chairman)
Hon Alan LEONG Kah-kit, SC (Deputy Chairman)
Hon Fred LI Wah-ming, JP
Hon Margaret NG
Hon Mrs Selina CHOW LIANG Shuk-yee, GBS, JP
Hon CHEUNG Man-kwong
Hon CHAN Yuen-han, JP
Hon CHAN Kam-lam, JP
Hon Jasper TSANG Yok-sing, GBS, JP
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-yee, JP
Hon CHOY So-yuk
Hon Andrew CHENG Kar-foo
Hon TAM Yiu-chung, GBS, JP
Hon Albert CHAN Wai-yip
Hon LEE Wing-tat
Hon LI Kwok-ying, MH
Hon CHEUNG Hok-ming, SBS, JP
Hon Patrick LAU Sau-shing, SBS, JP
Hon TAM Heung-man

Members absent:

Hon James TO Kun-sun
Hon Abraham SHEK Lai-him, JP
Hon LEUNG Kwok-hung

Public officers attending:

Miss Amy TSE, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr C S WAI, JP	Deputy Secretary for the Environment, Transport and Works (Works) ²
Mrs Rita LAU, JP	Permanent Secretary for Housing, Planning and Lands (Planning and Lands)
Mr K K KWOK, JP	Permanent Secretary for the Environment, Transport and Works (Environment)
Mr Davey CHUNG	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr F K LAI	Director of Drainage Services
Dr M J BROOM	Assistant Director of Environmental Protection (Water Policy)
Mr K W MAK	Chief Engineer/Consultants Management Drainage Services Department
Mrs Ingrid YEUNG	Deputy Secretary for Health, Welfare and Food (Health) ²
Mr Sidney Gary CROW	Chief Technical Advisor/Subvented Projects Architectural Services Department
Dr Allen W L CHEUNG	Director (Professional Services & Operations) Hospital Authority
Mr Donald LI	Executive Manager (Hospital Planning) Hospital Authority
Ms Ernestina WONG	Principal Assistant Secretary for the Environment, Transport and Works (Transport) ⁵
Mr TSAO Tak-kiang, JP	Director of Civil Engineering and Development
Mrs Joanna KWOK	Chief Engineer (Sha Tin)/New Territories East Development Office, Civil Engineering and Development Department
Mr H L CHENG	Chief Traffic Engineer (NTE) Transport Department
Mr WONG Chung-sang, Talis	Chief Engineer/Kowloon (Acting) Civil Engineering and Development Department
Mr CHEUNG Kin-keung, Martin	Chief Civil Engineer, Housing Department
Mr Eddie POON	Principal Assistant Secretary for Home Affairs (Recreation and Sport)

Mr C H YUE, JP	Director of Architectural Services
Mr Eddy YAU, JP	Assistant Director of Leisure and Cultural Services (Leisure Services) ³
Ms Bernadette LINN	Deputy Secretary for Education and Manpower (2)
Ms Maisie CHAN	Principal Assistant Secretary for Education and Manpower (Infrastructure & Research Support)

Clerk in attendance:

Ms Alice AU	Senior Council Secretary (1) ⁵
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Staff in attendance:

Ms Pauline NG	Assistant Secretary General 1
Mr Anthony CHU	Council Secretary (1) ²
Ms Caris CHAN	Senior Legislative Assistant (1) ¹
Mr Frankie WOO	Legislative Assistant (1) ²

Action

HEAD 704 – DRAINAGE

PWSC(2005-06)8 204DS Wan Chai East and North Point sewerage, remaining works

The Chairman informed members that the Panel on Environmental Affairs (EA Panel) was consulted on the proposal at its meeting on 24 March 2005.

2. Miss CHOY So-yuk, Chairman of the EA Panel, reported that while Panel members supported the project in principle, they expressed concern about the disruptions arising from road opening works which were an inevitable part of sewerage projects. To address the problem, the Administration should make efforts to reduce the duration of works as far as possible or consider undertaking such works at night. Some members also suggested that the Administration should make use of the opportunity to include smaller utility pipelines above or alongside sewers in sewerage projects, thereby providing a common utility duct system to facilitate future repair works.

3. The item was voted on and endorsed.

HEAD 708 – CAPITAL SUBVENTIONS AND MAJOR SYSTEMS AND EQUIPMENT

PWSC(2005-06)13 62MM Improvement of infection control provision for autopsy facilities in public hospitals

4. The Chairman informed members that the Panel on Health Services was consulted on the proposal at its meeting on 17 May 2005 and Panel members supported the proposal. At the request of Panel members, the Administration had provided additional information on the breakdown of works schedule and project estimate of each of the 11 hospitals in the proposal as set out in Enclosure 2 to the Administration's paper.

5. Mr LI Kwok-ying stated support for the proposed project. Citing the examples of the four hospitals in the North Territories East, he enquired about the criteria in phasing out the works for the hospitals in the same cluster. In response, the Executive Manager (Hospital Planning), Hospital Authority, said that in order that autopsy operations in all the hospitals in the same cluster would not come to a halt, suitable arrangements would be made for the autopsy cases in a particular hospital to be taken up by another hospital within the same cluster when improvement works were being carried out. In drawing up the works schedule, consideration was given to the circumstances of individual hospitals, e.g. whether renovation or other major maintenance works had just been undertaken in the hospital. He supplemented that improvement works at each hospital would last for about four to five months.

6. The item was voted on and endorsed.

HEAD 707 – NEW TOWNS AND URBANS AREA DEVELOPMENT

PWSC(2005-06)11 705TH Sha Tin New Town, stage 2 – Trunk Road T4

7. The Chairman advised members that an information paper on the project was circulated to the Panel on Transport on 22 April 2005.

8. Mr LAU Kong-wah expressed support for the project. Referring to the motion passed by the Traffic and Transport Committee (T&TC) of the Sha Tin District Council requesting the Administration to include a two-way slip road at the junction with Sha Tin Tau Road in the detailed design, Mr LAU enquired if the proposed slip road had already been included in the proposed works. The Director of Civil Engineering and Development (DCED) said that the proposal of the two-way slip road would be considered at the detailed design stage. LegCo and T&TC would be duly consulted on the feasibility and necessity for the inclusion of the slip road in the project. The Principal Assistant Secretary for the Environment, Transport and Works (Transport)5 (PAS(T)5, ETWB) agreed that the Administration would revert to the Panel on Transport on the slip road.

9. Mr Albert CHAN pointed out that ancillary facilities for roads, such as noise barriers and the greening works, were often discussed at meetings of the Public Works Subcommittee. There had all along been grave concern about the visual impact of noise barriers. Mr CHAN opined that the cost-effectiveness of the noise barriers should be critically examined in order not to cause wastage of resources. He suggested that the Administration should consider inviting experts to come up with certain standards for road projects in Hong Kong after taking into account the comments from road users, rather than relying on the engineers of individual road projects to come up with their own designs. He considered that more greening works would also give a better visual effect to the noise barriers.

10. DCED replied that a special committee had been set up to review the visual and structural aspects of noise barriers while the greening works for noise barriers would be considered by the consultant engineers. PAS(T)5, ETWB said that the issue of the design of noise barriers could be reverted to the relevant LegCo Panels. Citing the case of the noise barriers at Deep Bay Link, she pointed out that the design was discussed and accepted by the local District Council. She said that the Administration would consider Mr Albert CHAN's suggestion of providing common standards or designs for noise barriers.

11. Mr Albert CHAN noted that in the Enclosure 2 to the Administration's paper, there was no provision for the greening works on the flyover. He enquired if the present project was endorsed, whether there could be changes to the flyover design if greening works were to be included. The flyover might have to be widened to provide more space for the extra greening works. In response, PAS(T)5, ETWB said that the Administration would consider Mr CHAN's suggestion, taking into account the safety implication of the greening works on the flyover. DCED added that as the detailed design had yet to be done, the Administration would consider the provision of greening works in the detailed design, such as by widening the hard shoulders.

12. Mr Patrick LAU said that noise barriers at different locations could be designed in such a way that they were in harmony with the characteristics of individual places or districts. Mr LAU Kong-wah supported Mr Patrick LAU's view and requested the Administration to give special emphasis on the visual impact of noise barriers rather than leaving the design work to engineers. DCED advised that architects and landscape architects were involved in the design of noise barriers. The Administration would take note of members' suggestion.

13. In response to Mr LAU Kong-wah's enquiry about the reason for the non-provision of noise barriers at the road section of Tsang Tai Uk, the Chief Engineer (Sha Tin)/New Territories East Development Office, Civil Engineering and Development Department (CE(ST), CEDD) replied that the buildings at Tsang Tai Uk were at a level lower than the proposed road. The noise barriers provided along the widened Sha Tin Road near Tsang Tai Uk should be able to control the noise level at Tsang Tai Uk within the statutory limit.

14. Mr LAU Kong-wah pointed out that Sha Tin Park was also situated at a level lower than the proposed road, but noise barriers were provided. He reiterated that allowing a gap in the provision of noise barriers at Tsang Tai Uk would have great noise impact on the local residents. He requested the Administration to re-consider the provision of noise barriers at Tsang Tai Uk.

15. CE(ST), CEDD said that the noise barriers at Sha Tin Park were to mitigate the noise impact on the high-rise residential buildings located at the north of Sha Tin Park. The assessment and provision of mitigation measures for the traffic noise were conducted in accordance with the Environmental Impact Assessment Ordinance (Cap. 499) and its corresponding technical memorandum.

16. Mr LAU Kong-wah remained unconvinced. He stressed that as there were residents living in Tsang Tai Uk, the Administration ought to conduct further study on the need for provision of noise barriers at this section. CE(ST), CEDD said that according to the assessment made at Tsang Tai Uk, the noise level was below 70 dB. Nevertheless, she assured members that items which were studied under the preliminary design, including the noise level at Tsang Tai Uk, would be reviewed again in the detailed design.

17. Ms Miriam LAU noted that the detailed design and site investigation works for Road T4 were expected to start in July 2005 for completion in November 2006. It was the Administration's plan to start the construction works in July 2007 for completion in March 2010. However, from paragraph 7 of the Administration's paper, the volume/capacity (v/c) ratio of the section of Tai Po Road between Lion Rock Tunnel Road and Sha Tin Rural Committee Road would reach 1.11 in 2009 without the provision of Road T4. Ms LAU pointed out that the project should be expedited to relieve the traffic congestion at the said section of Tai Po Road. She questioned if the long time to be taken for the detailed design and site investigation was necessary. Given that the Administration was required to deal with the objection cases after the detailed design phase, she asked the Administration whether it was realistic to expect the construction works to commence in July 2007 as planned.

18. DCED said that the time frame for the detailed design and site investigation had already included the gazettal of the road works in accordance with the statutory procedures which allowed the public to raise objections. CE(ST), CEDD added that the detailed design and site investigations would be conducted in parallel with the gazettal of the project for public comments and objections. The Administration would start early consultation with the relevant District Council in the hope that the time needed to resolve the objection cases would be shortened.

19. Ms Miriam LAU reiterated that it was Government's assessment that congestion at Tai Po Road would become serious in 2009. The Administration had the obligation to consider ways to shorten the design and construction period for Road T4 and ensure completion of works by 2009. DCED explained that the time required for the detailed design was needed as T4 involved a lot of structural works

and the design was expected to be rather complicated. PAS(T)5, ETWB assured members that although the detailed timetable for the project was not yet available, the Administration would consider ways to shorten the project duration.

20. Mr CHAN Kam-lam noted that the provision of Road T4 only relieved the section of Tai Po Road by reducing the v/c ratio from 1.11 to 0.99 in 2009. He opined that transport infrastructure should be planned to meet the increase in traffic flow for a longer timeframe. Subsequent widening works might not be feasible if that had not been taken into account in the original design. He expressed concern that traffic congestion would re-emerge in the area after the T4 had been commissioned for just a few years.

21. CE(ST), CEDD said that with the provision of Road T4, there should be no traffic congestion at Tai Po Road in 2009 with the v/c ratio at 0.99. But as the Tai Po Road (Sha Tin Section) was congested at the present moment, it would be difficult to widen Tai Po Road as there would be an adverse impact on the existing traffic flow. In this connection, the Administration planned to construct Road T4 first as a measure to relieve the traffic congestion. The Chief Traffic Engineer (NTE), Transport Department (CTE(NTE), TD) supplemented that the provision of Road T4 was planned for the traffic flow volume up to 2016. Transport Department (TD) would constantly monitor the traffic situation at Tai Po Road. If congestion occurred, TD would consider implementing measures to alleviate the traffic congestion. In response to Mr CHAN Kam-lam's enquiry on the measures to relieve traffic congestion at Tai Po Road (Sha Tin Section) before 2009, CTE(NTE), TD said that minor works project was being undertaken at Sha Tin Rural Committee Road junction to improve the traffic situation. As the T3 road project was being undertaken, any big scale improvement works would be considered only after the completion of T3 construction works.

22. The item was voted on and endorsed.

HEAD 711 – HOUSING

PWSC(2005-06)9 564CL Development near Choi Wan Road and Jordan Valley

23. The Chairman informed members that the item was discussed by the Panel on Housing on 10 May 2005.

24. Mr CHAN Kam-lam, Chairman of the Panel on Housing, reported that the Panel supported the proposal but some members expressed concern about the impact of the project on the nearby residents.

25. Mr Fred LI pointed out that residents nearby had complained about flying debris caused by the blasting works under the project. As the site of the construction works was located near residential areas and the blasting works would affect the residents nearby, he sought the Administration's undertaking to

implement measures to ensure no accidents due to the blasting works. He urged the Administration to consult the local District Council and local residents on ways to reduce the nuisances caused by the blasting works.

26. The Chief Engineer/Kowloon (Acting), Civil Engineering and Development Department (CE(Kln), CEDD) said that the Administration had taken the initiative to maintain close liaison and discussion with owners' corporations of local residents and brief local District Council members regularly on various enhancement measures to mitigate effect of blasting and other construction works on site. The noise from the blasting and rock breaking activities had been mitigated by the installation of noise barriers. The noise level measured was within statutory limits. CE (Kln), CEDD further supplemented that the blasting works were planned to be completed by early 2006.

27. Mr Patrick LAU declared interest as a member of the Housing Authority (HA). Citing that the variation of earthwork quantity which led to an increase of \$159 million in the approved project estimate, he enquired about the progress of the design works of the buildings and enquired about the possibility to reduce the platform size to cater for the variation in the geological conditions. If it was found that the design of the buildings could be changed, there would be scope for changes in the platform size, hence reduction in the necessary earthworks.

28. In response, Chief Engineer, Housing Department (CCE, HD) said that the building design was undertaken by the HD while the platform design was undertaken by CEDD. The building design plan would be submitted to Building Committee of HA at a later stage. CCE, HD further supplemented that more than 70% of the site formation works had been completed and the road works had almost finished. There was little room to change the design starting from the planning of the present project in 1998, the HD and the then Civil Engineering Department had maintained close liaison and coordination. The design had to balance between the site constraints and the need for the provision of the infrastructure and buildings. DCED added that the slope works included both safety and landscaping works.

29. In the light of the experience from the present project, Miss TAM Heung-man enquired whether the Administration would review the criteria to determine the scope of site investigation works for future projects. The Chairman remarked that there was no direct correlation between the size of the site and the extent of investigation works required. It was equally important to maintain a balance as excessive investigation works could lead to wastage of resources.

30. DCED said that only 200 bored holes had been included in the original site investigation works for the 35-hectare site. The Administration discovered the unforeseeable soil and rock profiles within the site only after commencement of works. It had been concluded that in conducting future site investigations for large-scale sites, the Administration would employ geological experts and geological engineers to study the aerial photos and the geological model of the site to determine the number and location of the bored holes for site investigation.

31. Mr CHAN Kam-lam opined that the amount of investigation works should be reasonable but not excessive. Otherwise, this would lead to wastage of public resources. The Chairman suggested that the Administration should take into account the site investigation results of other works contracts in the same locality when deciding on the extent of site investigation required. Where necessary, for large-scale sites, the site investigation works could be done in phases. The Administration took note of the suggestion.

32. Mr Fred LI noted that five secondary schools and two primary schools were being planned on the site. Pointing out that shortage of school places was in Kwun Tong East, Mr LI enquired the reasons for locating these seven schools in this part of Kwun Tong Road. He was worried that there might be congestion around these schools during school hours. Mr Patrick LAU shared Mr LI's concern. In reply, CCE, HD said that the school development programme comprising the seven schools was currently under the purview of the Education and Manpower Bureau (EMB) which undertook to provide answers to members' questions in this respect.

33. The item was voted on and endorsed.

HEAD 703 – BUILDINGS

PWSC(2005-06)10 390RO Local open space in Areas 25, 25A and 25B, Tin Shui Wai

34. The Chairman advised members that the item was discussed by the Panel on Home Affairs on 13 May 2005.

35. Mr Albert CHAN pointed out that with more than 100 000 population now residing in Tin Shui Wai (TSW) North, no sports or active leisure facilities were provided for this large population. He found the situation most absurd especially when such facilities had already been included in the works programme of the former Regional Council. The present project, which was aimed to provide passive facilities at \$60 million to residents in Areas 25, 25A and 25B of TSW, would be a waste of public resources as the estates in these Areas were already provided with similar passive leisure facilities. Besides, temporary landscaping works had already been undertaken in these Areas in the past years. He opined that the \$60 million would serve a better purpose if used for the provision of sports or library facilities in TSW. He enquired about the criteria used by the Administration in setting the priority for the outstanding projects from the two Municipal Councils.

36. In response, the Principal Assistant Secretary for Home Affairs (Recreation and Sport) (PAS(R&S), HAB) said that the Administration had followed the standard procedures to submit the present proposal for upgrading to Category A. The Administration had tried to expedite the early provision of sports

and active leisure facilities in TSW Area 107. In this connection, a 7-a-side soccer pitch would be provided in TSW North through the use of minor works project and the Administration was considering the provision of four basketball fields through the same means. The Administration had also contacted 14 schools in TSW and nine of them had agreed to provide facilities and venues for Leisure and Cultural Services Department to organize leisure activities and training classes. These measures, when combined, should be able to alleviate the current shortage of recreational and sports facilities in the TSW North area.

Admin

37. At Mr CHAN's request, the Administration agreed to provide, before the relevant FC meeting, details of temporary landscaping works undertaken in Areas 25, 25A and 25B, TSW, as well as the total costs, in the past five years.

38. Mr TAM Yiu-chung stated support for the project as the site had once been used by unauthorised non-franchised buses and then converted into a temporary open space area. He urged the Administration to expedite the provision of leisure and sports facilities for the residents in TSW Area 107 as there was an urgent need for such facilities.

39. Referring to the harbour and seating in Area 25 and the sitting out area in Area 27, Mr Patrick LAU enquired whether the two areas would be connected to achieve a unified theme for the benefit of users. The Assistant Director of Leisure and Cultural Services (Leisure Services 3) (AD(LS)3), LCSD replied that the sitting out area in Area 27 had been constructed as a temporary facility. Although it was more desirable to develop both areas in Area 27 and Area 25B under a unified theme, there was no priority to develop the Area 27 due to budget constraint. In response to Mr Patrick LAU's further enquiry, the Director of Architectural Services (D Arch S) said that there would be no disharmony in the design of the sitting out areas in Area 25B and Area 27 as both were passive leisure facilities.

40. In response to Mr Albert CHAN's enquiry on the number of trees felled, AD(LS)3, LCSD replied that the proposed project involved transplanting of 130 trees. These trees were temporarily transplanted from the tree banks to the present locations and the tree roots had been given special treatment to facilitate its transplant to new locations.

41. The item was voted on and endorsed.

PWSC(2005-06)12 101ET Special school in Area 32, Tin Shui Wai, for severely mentally handicapped children

42. The Chairman advised members that the Administration had consulted the Yuen Long District Council on the proposed project to reprovision a school (the School) for severely mentally handicapped (SMH) presently in Wan Chai to TSW. During the planning and design of the new school site, the Administration had also consulted the relevant school sponsoring body. The parents of existing

students supported the reprovisioning of the School to the new site.

43. Mr TAM Yiu-chung pointed out that the proposed site for reprovisioning the School was remote and difficult to access. The existing students in Wan Chai would have transport problems to attend day-time school at the new site. He enquired whether it was feasible to increase the boarding facilities in the present project.

44. The Deputy Secretary for Education and Manpower (2) (DS(2), EMB) explained that the Administration had encountered difficulties in finding a new site for reprovisioning the School in the Hong Kong and Kowloon regions. As there would be a shortfall of SMH places in the North West New Territories (NWNT) region in the 2007/08 school year, the Administration decided to reprovision the School at the new site in TSW. About half of the existing students would relocate with the School, and school bus services would be provided if required. As regarding the students in NWNT, the Administration would consider the availability of school bus services or other public transport services nearer the time of the completion of the project. In response to Mr TAM Yiu-chung's further enquiry, DS(2), EMB said that there would be a demand of 153 SMH school places in NWNT by September 2007 and around 80 of them were in Yuen Long.

45. Mr CHENG Man-kwong said that as most of SMH students had mobility problem, boarding places might be a more preferred choice. Some of the students would relocate with the School while the others would be transferred to other SMH schools in Hong Kong or Kowloon regions. Noting that the scheduled completion date of the new school would coincide with the proposed implementation of the new system of the secondary school which would allow SMH students to complete 6-year secondary school, he enquired about the possibility of expanding the proposed school premises to cater for 3-year senior secondary school structure. As regards the boarding places, he enquired whether 60 places were sufficient and whether there was room for expansion of the boarding section when the 3-year proposed senior secondary school structure was implemented.

46. DS(2), EMB said that under the proposed new secondary school structure, SMH students would also receive six years of secondary education. In planning for the reprovisioning of the School and another similar school, the Administration had taken into account the possibility of expanding the schools to cater for six years' schooling. As there would be a few years before the implementation of the new secondary school structure, the Administration would consult the relevant school sponsoring bodies on the need and design of the classrooms. Based on present projections, the overall school places for SMH students should be sufficient even with the implementation of new secondary school structure.

47. Noting that the new design of the School was based on four junior secondary school classes and the completion date of the new School would likely coincide with the proposed implementation date for the secondary school structure reform, Mr CHEUNG Man-kwong reiterated his request that the Administration

should allow sufficient room for future expansion of the School in view of the impending change in secondary school structure. Even if the overall supply of SMH places was sufficient, it would be undesirable for the students to complete the first four years in the School and continue the remaining two years in another school. Mr Patrick LAU echoed Mr CHEUNG's view. Noting that the design of the School lacked sufficient open space, Mr LAU opined that the site marked with "Reserved school site" should be earmarked for the expansion of the School.

48. D Arch S took note of Mr Patrick LAU's suggestion and agreed that consideration might be given to the use of the adjacent "Reserved school site" and "Government, institution or community site" for expansion of the School if necessary. D Arch S added that due to the special needs of SMH students, the School was designed with two floors and ramps were used for the easy accessibility of the wheelchairs. DS(2), EMB said that EMB would ensure that sufficient room for expansion would be provided for the School if necessary.

49. Mr CHAN Kam-lam noted that the School currently occupied five floors of a seven-storey building. As the new school building was only two-storey high, he opined that the Administration could consider building a third floor so that more boarding places could be provided. In view of the fact that the boarding places in the new School would be taken up by its existing students, it was not likely that the demand in NWNT could be met. He enquired whether the Administration would be able to provide 80 boarding places. If the SMH students from NWNT could only take up day-time school place, they would find it inconvenient in view of the traveling time between the School and their residences.

50. DS(2), EMB clarified that from planning point of view, the Administration had to look at the demand and supply of boarding places separately rather than assume that each school place for SMH students must come with a boarding place. The Administration would conduct annual survey on the demand of boarding places and planned for the supply of these places in new schools. From past experience, some parents would opt for day-time school places instead of boarding places.

Admin

51. Mr CHAN Kam-lam requested and the Administration agreed to provide a breakdown of the latest information on the number of boarding places available, the enrolment rate and the number of applicants on waiting list for the boarding places in special schools for SMH children by different regions in the territory.

52. Miss CHAN Yuen-han expressed concern about the remoteness and inaccessibility of the new school site in TSW. She enquired about the reason for those parents who agreed to allow their children to relocate with the School rather than transferring to a similar school in Kowloon region. She asked whether there were adequate boarding places in Kowloon to absorb these students.

53. DS(2), EMB said that she was not personally involved in the consultation with the parents and therefore did not have detailed information in this respect.

She believed that the parents had made this decision as they had trust in the relevant school sponsoring body and were more familiar with the operation of the School. She further confirmed that the SMH schools in the Kowloon region also provided boarding places.

54. Miss TAM Heung-man enquired about the Administration's assistance for the students who were not relocating with the School and whether there were sufficient school places for these students in Hong Kong region. DS(2), EMB replied that there would be a projected shortfall of 50 SMH school places in the Hong Kong region after the relocation of the School in 2007/08, which would be offset by the 132 surplus places for the Kowloon region in that school year. If parents decided not to relocate with the School, the Administration would assist their children to find suitable places in Hong Kong and Kowloon region.

Admin

55. At the request of Mr CHAN Kam-lam, the Administration agreed to provide information on the position of existing students, in terms of future schooling, who would be affected by the proposed reprovisioning.

56. Mr Albert CHAN was gravely dissatisfied with the Administration to relocate the School from Wan Chai to a distant area in TSW. If there was a shortfall in the demand of SMH places in NWNT, he would support that a new school should be constructed. He was unconvinced that there was no suitable site in Hong Kong for reprovisioning the School. It would be unfair to the School, the parents and the students for their School to relocate from Wan Chai to TSW. The new site for the School was located near a nullah and a Food and Environmental Hygiene Department (FEHD) depot for refuse collection vehicles. Mr CHAN considered this site not suitable for the School and enquired about the criteria for the Administration had followed to find a school site for SMH students.

57. DS(2), EMB replied that the Administration had considered different factors in deciding the site for the reprovisioning of the School. Among these factors was the need to address the demand for SMH places in NWNT. If the School was not provided in this area, there would be a shortfall of SMH places in NWNT. She opined that vehicle depot should not pose a problem for the School if the depot was managed and operated in accordance with good practices. After engaging a consultant to review the depot, FEHD implemented measures in July 2004, such as noise barrier, better management of the parking of the vehicles and planting of more trees, to mitigate the environmental impact of the depot on the surrounding areas. No complaints were received from the existing schools which were located near the depot. She stressed that the measures were implemented to improve the environment around the depot and not for the reprovisioning of the School.

58. Mr Albert CHAN pointed out that he had received complaints from the residents in the nearby estates on the nuisances caused by the vehicles at the depot. He sought the Administration's explanation on the rationale for planning for a SMH School in this remote part of TSW. Citing a previous case of reprovisioning another school from Tsuen Wan to Tuen Mun, he opined that the parents might

have strong views on the reprovisioning of the school from Wan Chai to the New Territories.

59. Miss CHOY So-yuk noted that there was a school for less severe mentally handicapped students in North Point but the Administration did not provide enough support for this school. Noting that there would be a shortfall of SMH school places in Hong Kong region, she suggested that the Administration should consider supporting other schools for mentally handicapped students in the Hong Kong region to improve its facilities to meet the demand of SMH school places. In response, DS(2), EMB said that the Administration would conduct regular review on schools for mentally handicapped students on the need to improve their school premises and facilities.

60. The item was voted on and endorsed. Mr Albert CHAN requested that his abstention from voting be recorded in view of his reservation about the choice of site for the reprovisioning of the School.

61. The item was voted on and endorsed.

62. The meeting ended at 10:10 am.