

**立法會**  
**Legislative Council**

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

**Minutes of the 7<sup>th</sup> meeting  
held in the Conference Room A of Legislative Council Building  
on Wednesday, 30 January 2008, at 8:30 am**

**Members present:**

Hon Alan LEONG Kah-kit, SC (Deputy Chairman)  
Hon Fred LI Wah-ming, JP  
Hon Mrs Selina CHOW LIANG Shuk-ye, GBS, JP  
Hon James TO Kun-sun  
Hon CHAN Yuen-han, SBS, JP  
Hon CHAN Kam-lam, SBS, JP  
Hon Jasper TSANG Yok-sing, GBS, JP  
Hon Howard YOUNG, SBS, JP  
Hon LAU Kong-wah, JP  
Hon Miriam LAU Kin-ye, GBS, JP  
Hon Emily LAU Wai-hing, JP  
Hon CHOY So-yuk, JP  
Hon Andrew CHENG Kar-foo  
Hon Abraham SHEK Lai-him, JP  
Hon Albert CHAN Wai-yip  
Hon LEE Wing-tat  
Hon LI Kwok-ying, MH, JP  
Hon Daniel LAM Wai-keung, SBS, JP  
Dr Hon KWOK Ka-ki  
Hon CHEUNG Hok-ming, SBS, JP  
Prof Hon Patrick LAU Sau-shing, SBS, JP

**Members absent:**

Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP (Chairman)  
Hon Bernard CHAN, GBS, JP  
Hon SIN Chung-kai, SBS, JP  
Dr Hon Philip WONG Yu-hong, GBS  
Hon LAU Wong-fat, GBM, GBS, JP  
Hon Timothy FOK Tsun-ting, GBS, JP  
Hon TAM Heung-man

**Public officers attending:**

Mr Joe C C WONG, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>3</sup>
Mr MAK Chai-kwong, JP	Permanent Secretary for Development (Works)
Ms Anissa WONG, JP	Permanent Secretary for the Environment
Mr Raymond YOUNG, JP	Permanent Secretary for Development (Planning and Lands)
Mr Davey CHUNG	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Ms Joey LAM Kam-ping	Deputy Commissioner for Tourism, Commerce and Economic Development Bureau
Mrs Winifred CHUNG	Assistant Commissioner for Tourism (3), Commerce and Economic Development Bureau
Mr WAI Chi-sing, JP	Director of Highways
Mr CHU Shun-wah	Chief Highway Engineer (Works) (Acting), Highways Department
Mr WONG Chee-keung, JP	Director of Drainage Services
Mr IP Wing-cheung	Chief Engineer (Project Management), Drainage Services Department
Ms Rebecca YIP Chun-hiu	Assistant Secretary for Home Affairs (Recreation and Sport) <sup>1</sup>
Mr YUE Chi-hang, JP	Director of Architectural Services
Mr Eddy YAU Kwok-yin, JP	Assistant Director (Leisure Services) <sup>3</sup> , Leisure and Cultural Services Department
Mr Peter KAN Tat-sing	Chief Executive Officer (Planning) <sup>2</sup> , Leisure and Cultural Services Department
Ms Bernadette LINN, JP	Deputy Secretary for Education (2)
Ms Mable CHAN	Principal Assistant Secretary for Education (Infrastructure and Research Support)
Mr John CHAI Sung-veng, JP	Director of Civil Engineering and Development
Mr Norman HEUNG Yuk-sai	Deputy Project Manager (Kowloon) (Acting), Civil Engineering and Development Department

Mr William WONG Wai-man	Electronics and Data Communication Manager (Acting), Electrical and Mechanical Services Department
Mr Paul CHEUNG Kwok-kee	Assistant Director (Leisure Services)1, Leisure and Cultural Services Department
Mr Kenneth WONG	Chief Civil Engineer, Transport and Housing Bureau (Housing)
Mr Joseph CHAN Chun-shing	Chief Engineer (Land Works), Civil Engineering and Development Department
Mr John NG Cheuk-yee	Chief Architect (3), Housing Department
Ms Sharon HO Ho-shuen	Principal Assistant Secretary (Transport)5, Transport and Housing Bureau
Mr CHAN Chi-ming	Chief Engineer (Special Duties) (Works), Civil Engineering and Development Department
Mr LEE Yan-ming	Chief Engineer (Traffic Engineering) (New Territories West), Transport Department

**Clerk in attendance:**

Ms Rosalind MA	Senior Council Secretary (1)8
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**Staff in attendance:**

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

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Action

**Head 706 – Highways**

**PWSC(2007-08)73      153TB      Enhancement of footbridges in Tsim Sha  
Tsui East**

The Deputy Chairman advised members that the Panel on Economic Development (ED Panel) was consulted on this proposal on 26 November 2007. The Panel supported the project in general and called on the Administration to implement appropriate mitigation measures to minimize the impact arising from the project on traffic, shop operators and visitors. Panel members also requested the Administration to consult the relevant committee to ensure that the proposed design of the lifts and access routes were user-friendly to people with disabilities (PwDs) and to map out appropriate measures to cater for the breaking down of the lifts. They also suggested to enhance the greening works under the project and to improve the connectivity between Tsim Sha Tsui East (TSTE) and other parts of

TST.

2. Responding to Ms Emily LAU's concern about the Administration's response to the views and suggestions of ED Panel members, the Deputy Commissioner for Tourism, Commerce and Economic Development Bureau (DC for T, CEDB) advised that in response to Panel members' request, the Administration consulted the Sub-committee on Access of the Rehabilitation Advisory Committee (RAC) on the proposed design of the project. The Sub-committee generally supported the project and found the proposed design agreeable. As for contingency measures in the event of lift breakdown, DC for T, CEDB advised that each lift would be equipped with a battery back-up system to prevent trapping of lift passengers in case of power failure and a telemetry system which would automatically transmit all lift fault signals to a 24-hour-manned remote monitoring centre for immediate maintenance service. As to the concern about improving the connectivity between TSTE and other parts of TST, DC for T, CEDB said that various improvement works had been completed or underway. For instance, the "Tsim Sha Tsui Promenade Beautification Project" and the project for the "Transport Link in Tsim Sha Tsui East" completed in August 2007 had substantially enhanced the pedestrian link between TSTE and other parts of TST. The Administration would continue to improve facilities for the TSTE promenade.

3. Ms Emily LAU called on the Administration to step up efforts in improving the pedestrian link between TSTE and other parts of TST to meet the needs of the public and tourists. Noting the proposed contingency measures to cater for the breaking down of the lifts, Ms LAU was concerned about the inconvenience caused to lift passengers and sought information on the frequency of such contingencies for lifts retrofitted at other footbridges.

4. In reply, the Director of Highways (DHy) advised that service disruptions/failures in the operation of lifts at footbridges only occurred occasionally yet the contingency measures had been mapped out to minimize the inconvenience caused to lift passengers in the event of such disruption or failure. DHy said that the battery back-up system would automatically return the lift to the ground level in case of power failure to allow passengers' exit. Moreover, a small monitor installed outside the lift would display the situation inside and help alert passengers of service disruptions or failures so that they could refrain from using the lift.

5. While the views of the Commissioner for Rehabilitation (C for R) and the RAC had been taken into account in the design of the lifts under this project, Ms Emily LAU was concerned whether the Administration had a policy on the consultation of the relevant committees/organizations representing the interest of PwDs for its capital works projects.

6. In response, DC for T, CEDB advised that for the current proposal, C for R and RAC had been consulted on the design of the lifts as these would serve the needs of PwDs who were users of the existing ramps of the footbridges to be

replaced. She said that consultation with committees/organizations representing the interest of PwDs would be conducted where the capital works projects would have an implication on PwDs. DHy added that the Transport Department (TD) also had regular meetings with the associations for the disabled to gauge their views on the use of public transport facilities by PwDs and the Highways Department maintained communications with the associations for the disabled through TD. Moreover, the Administration had conducted a review on the accessibility of footbridges and subways in Hong Kong to examine the feasibility and timing for retrofitting lifts for these pedestrian facilities. Ms Emily LAU remained concerned that to ensure barrier-free access for all capital works projects, the Administration should have a policy on consulting the relevant committees/organizations to take into account the needs of PwDs in the project design and requested the Administration to provide information on its policy in this regard.

Admin

7. Prof Patrick LAU expressed concern about the Administration's plan for carrying out the lift retrofitting works for footbridges in different locations across the territory. In this connection, Prof LAU was particularly concerned about the timeframe for the proposed footbridge network in Kowloon Bay. In reply, DHy said that the Administration had worked out a preliminary plan for carrying out the lift retrofitting works for footbridges in different locations and undertook to provide the information after the meeting. DHy also agreed to provide details of the proposed footbridge network in Kowloon Bay at the request of Prof LAU.

Admin

8. Ms Emily LAU enquired about the progress of seeking public views on the proposal to develop the existing Public Transport Interchange (PTI) site adjacent to the TST Star Ferry Pier into a new open space. Ms LAU was concerned whether the TST Star Ferry Pier would be relocated if a decision was made for the relocation of the PTI. In response, DC for T, CEDB said that there was no plan to relocate the TST Star Ferry Pier. The reprovisioned PTI was completed in August 2007 and the bus routes were being relocated gradually after consultation with various District Councils. As to the future use of the existing PTI site after relocation of the bus routes, the Administration was undertaking a community engagement exercise on possible proposed uses and mode of development. The proposal had yet to be finalized and the Administration would consult the ED Panel on the proposal in due course. Responding to Ms LAU's further concern about the public transport services for passengers of the TST Star Ferry, DC for T, CEDB said that there would be a number of bus routes with stops near the Pier.

9. The item was voted on and endorsed. Ms Emily LAU requested the Administration to provide the supplementary information related to the project as required in paragraphs 6 and 7 above to facilitate members' consideration at the relevant meeting of the Finance Committee (FC).

**Head 704 – Drainage****PWSC(2007-08)80      104CD      Drainage improvement in Northern Hong Kong Island - western lower catchment works**

10.      The Deputy Chairman advised members that an information paper on the project was circulated to the Panel on Development in January 2008.

11.      Responding to Ms Emily LAU's enquiry on the difference in the design of the proposed drainage facilities at Wing Lok Street and Jubilee Street under the project, the Director of Drainage Services (DDS) explained that the improvement works at Wing Lok Street would supplement the existing stormwater drains and hence drainage pipe of diameter ranging from 750 millimetres (mm) to 2 100 mm would be sufficient. As for the proposed works at Jubilee Street, construction of a short section of box culvert was proposed to connect the existing box culvert in the area.

12.      Noting from the Administration's paper that three graded historic buildings were located in the vicinity of the proposed project, Ms Emily LAU was concerned about the monitoring measures to be implemented to ensure that these buildings would not be affected during the construction works. In reply, DDS advised that the work sites under the project were in fact at a distance from the graded historic buildings. Given that only pipe trenches would be excavated for the drainage works in the vicinity of the graded historic buildings, impact on these buildings was expected to be minimal. DDS nevertheless assured members that the Administration would further assess the impact of the works on the buildings and implement mitigation measures where appropriate.

13.      Ms Emily LAU noted with concern that the Traffic Management Liaison Group (TMLG) to be established under the contract only comprised representatives from relevant Government departments, public transport operators and utility undertakings. In the absence of representatives of local residents and shop operators who would be mostly affected by the construction works, Ms LAU doubted whether the mitigation measures agreed by TMLG would adequately take heed of their interest. In response, DDS advised that shop operators and residents of buildings affected by the construction works would be posted of the relevant work arrangements before implementation, such as commencement and expected completion dates of the works, temporary traffic arrangements etc.

14.      Ms Miriam LAU pointed out that to mitigate the prolonged traffic impact on residents during road opening works, she noted that some contractors would implement appropriate arrangements for the road opening works to be suspended during the morning and evening peak hours. Ms LAU enquired whether similar arrangement would be made for the current project.

15.      DDS responded that as the current proposal involved a number of work sites in Wan Chai, Central and Western districts, the construction works would be

arranged in phases. Hence, the road sections involved would not be affected at the same time. The TMLG would consider and scrutinize the proposed temporary traffic management measures and the contractor would have to get TMLG's approval before commencement of works. DDS advised that the contractor would be required to minimize disruption to traffic during the works and trenchless excavation method would be employed to reduce the need for road opening where practicable.

16. Ms Miriam LAU enquired whether the duration of works could be reduced to minimize the period of disruption to residents in the affected areas. In this connection, Ms LAU questioned whether the trenchless excavation method could be widely employed for the construction of all drains under the project to eliminate the need for road opening. In reply, DDS said the trenchless excavation method would incur a much higher cost, which would be about four times that of construction of drains through the traditional methods. To balance the considerations of cost and traffic impact of the construction works, the trenchless excavation method would be employed for about 50% of the works under this project. As to the duration of work, DDS advised that as the works at different road sections would be undertaken in phases to minimize the impact on traffic, the duration of the project inevitably had to be lengthened. Ms Miriam LAU was of the view that to minimize traffic impact on busy roads, the trenchless excavation method should be employed for construction of drains under busy roads despite the high cost. At the request of Ms Miriam LAU, DDS agreed to provide information on the locations where trenchless excavation method would be employed for construction of drains under the project before the relevant FC meeting.

Admin

17. Prof Patrick LAU was concerned about the Administration's overall plan for decking other nullahs in Hong Kong and whether the Administration had taken into consideration the provision of public utilities underground as part of the decking works so as to minimize the need for road opening works in future.

18. In response, DDS advised that the Administration had undertaken in the Chief Executive's Policy Address in 2005 to deck 16 sections of nullahs identified to be a source of nuisance to nearby residents and the nullah adjacent to the Queen's College was among the 16 sections identified. Responding to Ms Miriam LAU's enquiry, DDS advised that the nullah at Wong Chuk Hang was also one of the 16 sections of nullahs identified. DDS advised that the decking works of eight of these 16 sections had been completed and the Administration planned to complete the decking works for all the 16 sections of nullahs before 2014.

19. As regards the provision of public utilities underground, DDS said that due to capacity constraints, a duct for public utilities could not be incorporated in the nullah decking works adjacent to the Queen's College. As to Ms Emily LAU's view that a duct reserved for public utilities should be provided in the design of new drainage system, DDS pointed out that the Administration had taken heed of this idea but had encountered technical and space constraints in implementing the idea in drainage systems in developed areas. DDS advised that the provision of

such ducts had been incorporated in projects of some newly developed areas, such as the utility duct along Cheung Tung Road adjacent to the North Lantau Highway.

20. Ms Emily LAU enquired whether the Administration would take other measures to tackle the source of the odour nuisance of the nullah adjacent to the Queen's College apart from the proposed decking works. In reply, DDS advised that the completed decking works for nullahs in Mongkok and Shum Shui Po had proved to be effective in reducing the odour from polluted nullahs. DDS further pointed out that the odour problem of the nullah in question was partly attributable to the surface runoff from restaurants in the area and the problem might be tackled through stepping up enforcement actions by the relevant departments such as the Environmental Protection Department (EPD) and the Food and Environmental Hygiene Department (FEHD). The Permanent Secretary for Environment (PS(ENV)) added that staff of EPD would take enforcement actions pursuant to the provisions under the legislation on the illegal discharge of pollutants. As for the surface runoff from restaurants, PS(ENV) said that follow-up actions could be taken by FEHD and DDS in collaboration.

21. The item was voted on and endorsed.

### **Head 703 – Buildings**

#### **PWSC(2007-08)79      415RO      District open space in Area 18, Tung Chung, Lantau**

22. The Deputy Chairman advised members that an information paper provided by the Administration on the project had been circulated to the Panel on Home Affairs on 5 December 2007.

#### Design of the open space

23. While supporting the provision of leisure facilities to meet the shortfall in Tung Chung, Mr Albert CHAN was dissatisfied with the complexity of the design with excessive artificial features. He called on the Administration to make reference to the design of parks overseas and adopt simplicity in the design of parks and open space, instead of incorporating in the design excessive facilities which were incompatible with the natural environment. In this connection, Mr CHAN pointed out that the undesirable design approach adopted by the Administration had resulted in a high construction unit cost for the project. Pointing out that he had sounded out similar concern about the design of park/open space projects to the Administration repeatedly but to no avail, Mr CHAN urged the Administration to take his views into serious consideration and to review its policy in this regard. Ms Emily LAU shared his concern but highlighted that the design of the park/open space should be worked out having regard to the views of the respective District Council (DC), notably on the demands of the local community for leisure facilities.

24. The Assistant Secretary for Home Affairs (Recreation and Sport) said that the Administration had consulted the Islands DC on the design and facilities of the proposed open space. The proposed design was prepared having regard to the views of Islands DC and was supported by the DC. As to the concern about the construction cost, the Director of Architectural Services (D Arch S) acknowledged that higher cost had been incurred for the development of some projects for the provision of leisure facilities. Pointing out that the consultants could exercise great flexibility in working out the project design to meet the requirements of the project proponent, D Arch S advised that the construction unit cost would be lower for projects with simple design and with minimal requirements on the provision of amenities. By way of illustration, the unit cost for an open space could be lowered to \$3,000 to \$3,500 per m<sup>2</sup> if only passive amenities were provided. For a theme park with special features, the unit cost would be much higher at around \$5,000 per m<sup>2</sup>.

25. Referring to the path through the woodland in Enclosure 1 of the Administration's paper, Prof Patrick LAU queried the justifications for designing a zigzag path, which was a design normally adopted in small-sized traditional Chinese gardens to create a spacious ambience. Given the large area of the woodland in the proposed open space, Prof LAU was concerned that the construction unit cost of the open space area where amenities would be provided would be higher if the area of the woodland was excluded from the calculation. He sought the Administration's explanation on the reasons for the high cost incurred.

26. In reply, D Arch S advised that the concept behind the design of a zigzag path was for the creation of a particular ambience which would differentiate the path from other ordinary paths. He pointed out that the proposed design was considered acceptable by the Islands DC. D Arch S further advised that the natural woodland in the middle of the project site and was part of the proposed open space. As a Chinese herbs garden and an exhibition hall for display of Chinese herbs and education materials would be provided in the open space, a higher project cost would be incurred. Prof Patrick LAU opined that the Administration should improve the project design by adopting a natural style in the design of the Chinese herbs garden. D Arch S took note of Prof LAU's view and agreed to take this into consideration in finalizing the project design.

#### Designating part of the open space as a "dogs' garden"

27. Noting the written submissions to the Public Works Subcommittee (PWSC) in which some residents in nearby estates had put forward their request for designation of part of the open space as a "dogs' garden", Mr Albert CHAN expressed support for the request. Mr CHAN highlighted that as dogs were not allowed in majority of public parks and open space in the territory, dog owners had longed for a public garden to walk their dogs and he believed that the "dogs' garden" would not undermine the interest of other users of the proposed open space. He would consider giving his support to the proposal on the condition that an area would be designated as a "dogs' garden". He enquired whether PWSC could give conditional support to the proposal. The Deputy Chairman advised that

PWSC members could vote for or against the funding proposal submitted by the Administration. There was no mechanism for members to give a conditional support.

28. Ms Emily LAU also supported the request of the residents for a "dogs' garden" in the proposed open space. In this connection, Ms LAU wondered why the Administration had declined residents' request simply on grounds of feasibility of altering the project design despite its earlier indication of an open-minded attitude towards the idea of allowing visitors to bring dogs and other pet animals into parks managed by the Leisure and Cultural Services Department (LCSD). Ms Miriam LAU expressed similar view and suggested that further consideration be given to the request. They also called on the Administration to take into consideration the need or otherwise for providing "dogs' garden" in the design of future projects.

29. The Assistant Director (Leisure Services)3, LCSD (AD(LS)3, LCSD) said that the Administration was aware of the request of dog owners in the Tung Chung district for designation of areas as "dogs' garden" and had explored the feasibility of some vacant sites in the district in this regard. AD(LS)3, LCSD pointed out that at present, there were plenty of public open areas available for dog owners in the Tung Chung district to walk their dogs, such as the waterfront promenade. As to the suggestion of designating a small area in the isolated site at the west of the proposed open space as a "dogs' garden", AD(LS)3, LCSD pointed out that the west site was planned for developing facilities for the elderly, including a natural grass lawn and fitness facilities. Subject to the agreement of PWSC, the Administration would consult the Islands DC on the suggested "dogs' garden" and revise the project design accordingly having regard to the views of the DC.

30. Responding to Ms Emily LAU's enquiry on the view of the Islands DC on the suggested "dogs' garden", Mr Daniel LAM said that as far as he knew, the Islands DC had held in-depth discussion on the facilities to be provided in the proposed open space having regard to the needs of local residents before giving its support to the proposed design and looked forward to the early implementation of the project. Mr LAM nevertheless did not have the details of DC's discussion in hand and so was not in a position to comment on whether a "dogs' garden" was considered. AD(LS)3, LCSD advised that while the suggestion of a "dogs' garden" had not been discussed by Islands DC when consulted on the proposed scope of the project, some DC members did raise the concern about the hygiene problem arising from the excretion of dogs and requested the Administration to provide a dogs' latrine in the proposed open space. In this connection, the Administration planned to provide a dogs' latrine in the vicinity of the proposed open space.

Admin

31. In response to members' concern, the Administration undertook to consult the Island DC on the suggestion of designating an area in the proposed open space as a "dogs' garden" so that dog owners could bring their dogs to the garden. The Administration would report the outcome of the consultation in writing to PWSC before the relevant FC meeting.

Facilities provided in the open space

32. While welcoming the various environmentally friendly/energy efficient features set out in the Administration's paper, Ms Emily LAU called on the Administration to include such information in the submissions for future buildings projects to PWSC. On the need to provide barrier-free access in Government buildings and venues, Ms Emily LAU enquired whether the Administration had consulted the relevant committees/organizations representing the interest of PwDs, such as the RAC on the facilities and design of the proposed project.

33. In reply, D Arch S confirmed that the Administration would provide the environmentally friendly/energy efficient features for capital works project in future submissions to PWSC, as far as practicable. He nevertheless pointed out that the type and number of these features would vary according to the nature and circumstances of individual projects. As regards the provision of barrier-free access, D Arch S said that apart from complying with established standards under the prevailing legislations on the provision of facilities for the disabled, the Architectural Services Department (Arch S D) had undertaken researches to formulate guidelines on the provision of facilities for barrier-free access in alignment with the international standards. Arch S D would strive to comply with the statutory requirements as well as its internal guidelines with a view to providing barrier-free project designs for its works projects where practicable.

34. Referring to the rain water recycling system for irrigation purpose to be adopted for the proposed open space, Mr Howard YOUNG enquired whether the recycled rain water could also be used for flushing purpose for the toilets. He also enquired whether solar energy lights could be used under this project.

35. D Arch S advised that while it might be feasible to use recycled rain water for flushing, the issue of maintaining a steady water supply for flushing had to be addressed. As to the use of solar energy lights, D Arch S advised that given the limited choice and the high price of such lights in the market, the Administration would have to evaluate the propriety or otherwise of using solar energy lights in each project in a cautious manner. In general, the use of solar energy light would not be cost-effective for sites with ready and convenient connection to the electricity supply. While the Administration had no plan to use solar energy lights in the current project, solar panels would be installed for water heating purpose for the changing rooms.

36. Noting the limited space reserved for the children play area in the proposed open space, Ms Miriam LAU was concerned about the facilities to be provided to cater for the needs of children of different age groups. In response, AD(LS)3, LCS D said that the design of the children play area had not been finalized. He advised that facilities of children play areas were generally designed to cater for two different age groups, i.e. the younger group with children aged from two to five and the older group aged from six to 12. Given the small area available, the proposed children play area would probably be designed with facilities to cater for one age group only.

37. Noting the Administration's reply, Ms Miriam LAU urged the Administration to consider expanding the size of the children play area to provide different facilities for the two age groups. In response, AD(LS)3, LCSD said that the preliminary plan was to provide facilities at the children play area for the older group aged from six to 12 and younger children might play with their families at the natural grass lawn in the open space. He took note of Ms LAU's suggestion for further consideration.

38. The item was voted on and endorsed. Ms Emily LAU requested that this item be voted on separately at the relevant FC meeting.

**PWSC(2007-08)77      304EP      A 24-classroom primary school at Wylie Road, Kowloon**

39. The Deputy Chairman advised members that the Administration consulted the Panel on Education on the review of School Building Programme on 24 October 2005. Panel members supported the recommendation to proceed with school projects for converting bi-sessional primary schools to whole-day operation.

40. Ms Emily LAU expressed appreciation that the Administration had examined the implementation programme of the present project against the implementation schedule of small-class teaching and provided the relevant information in the current submission. Referring to the energy efficient features of the project set out in paragraphs 19 to 21 of the Administration's paper and noting that school buildings were outside the scope of application of the proposed mandatory implementation of the Building Energy Codes (BECs), Ms LAU was concerned whether similar energy efficient features would be adopted for school building projects across-the-board.

41. D Arch S said that Arch S D had incorporated energy efficient features in school building projects where practicable. Moreover, the views and requirements of the school sponsoring bodies concerned would be taken into account in the provision of facilities with energy efficient features. As regards the mandatory implementation of BECs, Arch S D was liaising with the Environment Bureau on the applicability to school building projects. PS(ENV) advised that the Administration had consulted the Panel on Environmental Affairs on the proposed mandatory implementation of BECs. Under the Administration's proposal, the mandatory implementation scheme would only apply to new commercial buildings and the communal areas of new residential and industrial buildings as well as major retrofitting works in existing buildings. Given the significant difference between the requirements and design of school buildings from other buildings of commercial, residential or industrial purposes, EPD was consulting Arch S D and other relevant bureaux on whether and how the BECs and/or other energy efficient measures should be implemented for school projects, having regard to the specific circumstances and requirements of individual schools.

PS(ENV) advised that while the proposed energy efficient features under the current project were agreeable to the school sponsoring body concerned, the Administration would have to examine further as to the adoption or otherwise of these features as the benchmark for future school projects.

42. Noting from the Administration's paper that this school project had a higher construction unit cost compared with those of a 24-classroom school project quoted as reference, Ms Emily LAU was concerned about the justifications for the difference in provision. Mr Albert CHAN also expressed concern about the high project cost estimated at \$150 million and sought explanation in this regard. Dr KWOK Ka-ki was concerned about how the estimation of an annual recurrent expenditure of \$20.8 million was made.

43. In response, D Arch S advised that the cost estimate of individual school projects would vary according to the site conditions and the facilities required. The reference cost provided the estimated cost of a mock-up primary school of the same number of classrooms with standard provision for comparison purpose and was estimated based on the assumption that the school site was uncomplicated and without unusual environmental or geotechnical restrictions. D Arch S explained that the higher project estimate for this school project was partly attributable to the demolition of existing two blocks of quarters on site and geotechnical works to maintain the stability of the existing slope. Another reason was the need to cope with the rising trend of the tender price for buildings projects, with more than 4% increase from the 3<sup>rd</sup> Quarter to the 4<sup>th</sup> Quarter of 2007. The rise in the costs of building materials, such as the 50% and 29% surge in the costs of steel reinforcement and sand respectively, was one of the factors of increase in tender price. D Arch S further advised that in the light of the continued rising trend of the cost for building projects, it was estimated that the cost for the proposed school project would be about 8% to 9% higher than the previous projects. As to the calculation of the annual recurrent cost, the Deputy Secretary for Education (2) (DS(2), EDB) advised that the figure reflected the actual operation cost required by the school in running 24 classes today.

44. Mr Albert CHAN highlighted that in view of a declining school-age population, a number of under-utilized primary schools had been forced to close down in the recent years. He doubted whether any schools in the school net in question would be forced to close down in the near future and was concerned whether the Administration had examined the necessity of the current proposal against the availability of school premises within the same school net after the closing down of existing schools.

45. In reply, DS(2), EDB said that the scope of the present project was to construct a primary school for the whole-day conversion of an existing bi-sessional school in Yau Tsim Mong District. It was the Administration's policy to implement whole-day schooling for all primary school students. While different schools in the same school net might achieve different admission results, provided that the bi-sessional school could enroll sufficient number of students, the Government aimed to provide this school with the necessary premises for it to

switch to whole-day operation. In examining proposals for school building projects, the Administration would consider the merits of individual case, including whether suitable vacant school premises in the same district could be identified for the purpose of conversion. For the current project, a new school building was proposed for the existing school to switch to whole-day operation taking into consideration that existing and those to-be-vacant school premises available in the same school net were over 40 years and the number of classrooms in these premises fell short of the requirement of the existing school.

46. Noting that one basketball court would be provided for the proposed school, Mr Albert CHAN doubted whether a standard 24-classroom school should be provided with two courts as he had noted from the provision of other school projects. Highlighting the need for more outdoor space for students, Prof Patrick LAU suggested that the rooftop of the school building could be designed as venues for sports or other leisure activities for the optimal use of space.

47. In reply, DS(2), EDB advised that while one basketball court would be provided for a 24-classroom primary school in accordance with the schedule of accommodation, additional basketball courts might have been provided for previous school projects subject to space availability. As to the optimal use of space for student activities, D Arch S advised that the rooftops of the school blocks under this project would be designed with green areas and venues for student activities. Responding to Prof Patrick LAU's enquiry about the layout plans of the proposed school, D Arch S said that the preliminary layout plans could be provided to Prof LAU for information and comments after the meeting, if he so wished.

48. Pointing out that Wylie Road was a busy road with heavy traffic, Prof Patrick LAU noted with concern that only two special rooms would be installed with insulated windows and air-conditioning to mitigate the traffic noise. He questioned whether similar facilities should be installed for the classrooms for noise mitigation.

49. D Arch S said that the layout of the school premises was purposely designed so that the less noise-sensitive facilities, such as the special rooms and the assembly hall would be located in parallel to Wylie Road while the classrooms would be located at the inner block oriented perpendicular to the road. The building accommodating the special rooms and the assembly hall could in effect serve to reduce the impact of traffic noise from Wylie Road on the classrooms so that noise mitigation measures would not be required for the classrooms. The Preliminary Environment Review for the project recommended the installation of insulated windows and air-conditioning for the two special rooms exposed to traffic noise exceeding the limits recommended in the Hong Kong Planning Standards and Guidelines.

50. While appreciating the need for installing air-conditioning for noise mitigation, Dr KWOK Ka-ki was concerned whether fixed windows would be installed for school premises provided with air-conditioning, resulting in a waste

of energy as air-conditioning had to be in operation throughout the year irrespective of the temperature. Dr KWOK also enquired whether measures were in place to encourage energy conservation and cost savings of schools through reducing the use of air-conditioning. In reply, D Arch S advised that schools in the public sector would be designed with windows which could be opened to facilitate air circulation. As to energy conservation measures, D Arch S referred members to paragraph 19 of the Administration's paper and advised that heat recovery fresh air pre-conditioners would be adopted in the air-conditioned rooms in this regard.

51. Dr KWOK Ka-ki pointed out that there were a number of ethnic minorities living in TST, notably people of the South Asian origin. Dr KWOK was of the view that students of ethnic minorities needed to mix and study with local students to facilitate their integration into the community and expressed concern about the difficulties encountered by these students in admission to schools in the public sector. Dr KWOK asked whether the construction of a new school premises in the district could help to alleviate the problem of admission faced by these students and whether the Administration had a guideline/policy for the school sponsoring bodies to follow in the admission of students of ethnic minorities.

52. DS(2), EDB said that students of ethnic minorities and local students would be admitted to schools in the public sector under the same school places allocation mechanisms and there was no problem for children of ethnic minorities entering public sector schools in individual districts. She advised that the Administration was keenly aware of the needs of students of ethnic minorities in their studies as well as the higher percentage of these students in the TST district. To facilitate schools and their teachers in helping these students to tide-over the difficulties in their studies, the Administration had implemented a scheme for providing additional resources and focused support to designated schools which had admitted non-Chinese speaking students including ethnic minorities. These designated schools would develop expertise and share good practices and experiences in teaching students of ethnic minorities through an inter-school support network.

53. Dr KWOK Ka-ki remained concerned that students of the ethnic minorities could hardly integrate into the community under the current situation where they were centralized in a few schools which had only a few local students. He enquired whether and how the Administration could encourage the school sponsoring bodies to recruit students of the ethnic minorities. In reply, DS(2), EDB said that as a matter of fact, some of the designated schools under the scheme had a majority of local students and only a small percentage of students of ethnic minorities. The objective of the scheme was to provide focused assistance to the designated schools such that they could develop and share expertise, rather than to confine the admission of ethnic minorities in certain schools.

54. Ms Emily LAU expressed appreciation that Arch S D had proactively conducted research and formulated guidelines for provision of barrier-free access for its projects. She called on the Administration to provide details of barrier-free access and environmentally friendly/energy efficient features in future

submissions to PWSC. In this connection, Ms LAU asked whether the Administration had consulted the relevant committees/organizations representing the interest of PwDs, such as RAC on the proposed works. In response, D Arch S said that the Administration would strive to provide barrier-free access for its building projects in accordance with the established standards and had maintained close liaison with committees/organizations representing PwDs to gauge their views on the provision of necessary facilities to ensure a barrier-free access.

55. The item was voted on and endorsed.

### **Head 707 – New Towns and Urban Area Development**

#### **PWSC(2007-08)75      711CL      Kai Tak development - advance infrastructure works for developments at the southern part of the former runway**

56. The Deputy Chairman advised members that an information paper provided by the Administration on the project had been circulated to the Panel on Development on 11 December 2007.

57. Dr KWOK Ka-ki expressed concern about the impact of the decommissioning and decontamination of the contaminants on the environment and sought information on the details of the contaminants at the site, including whether dioxin was present.

58. The Director of Civil Engineering and Development (DCED) advised that the proposed project was a designated project under the Environmental Impact Assessment (EIA) Ordinance. An EIA study was completed and the study report had got the approval of the Director of Environmental Protection. The EIA study identified contaminants at the south apron only and concluded that the environmental impacts arising from the proposed works could be mitigated within established standards and guidelines with full implementation of the recommended mitigation measures. As to the contaminants found in the soil underlying the south apron, DCED advised that findings of the site investigations and laboratory testing had revealed patches of contaminants, including total petroleum hydrocarbons, ethylbenzene, xylenes and heavy metals such as lead, arsenic and copper. There was no dioxin found in the soil.

59. Miss CHAN Yuen-han expressed concern about the methods adopted for the treatment of contaminated soils under the project. In reply, the Deputy Project Manager (Kowloon), Civil Engineering and Development Department (DPM/K, CEDD) advised that the methods adopted included a combination of excavation of contaminated soils for biopiling treatment and cement solidification/stabilization at the south apron. All the soils, after decontaminated, would be stockpiled for subsequent use in Kai Tak development. The contractor was required to provide proper drainage for the discharge of surface runoff during the treatment works. Miss CHAN called on the Administration to take sufficient precautionary

measures to ensure that the treatment works would not cause an adverse impact on the water quality of the Victoria Harbour.

60. Referring to paragraph 17 of the Administration's paper, Miss CHAN Yuen-han enquired about details of the mitigation measures to address the short-term environmental impacts during construction. In response, DPM/K, CEDD said that the mitigation measures were proposed to control noise, dust and site runoff nuisances to within established standards. These included: off-site prefabrication and the use of temporary noise barriers and silenced construction plant to reduce noise generation, water spraying to reduce emission of fugitive dust and temporary drainage facilities to dispose of site runoff.

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61. Noting that similar methods had been adopted previously in the treatment of contaminated soils at the north apron of the former Kai Tak Airport, Ms Emily LAU expressed concern about the effectiveness of the measures in minimizing the environmental impact as well as eliminating the possible health hazards on workers. At Ms LAU's request, the Administration agreed to provide further information, before the relevant FC meeting, on the methods to be adopted for such works under the current proposal in comparison with those adopted in similar works for the treatment of contaminated soils under **708CL** "South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport".

62. Pointing out that sub-contracting system in the construction industry would pose difficulty in monitoring compliance of contractors with the recommended protective measures for workers, Dr KWOK ka-ki expressed concern about possible health hazards on frontline workers and enquired whether the Administration would devise any mechanism to monitor implementation of the protective measures. While expressing support for the proposed project, Miss CHAN Yuen-han was also concerned about the effective implementation of the proposed protective measures under the sub-contracting system. Miss CHAN urged the Administration to make reference to the practice adopted by the Hong Kong Housing Authority and impose restrictions on sub-contracting through provisions in the works contract. Ms Emily LAU expressed a similar view on the merits of restricting the levels of sub-contracting.

63. In reply, DCED said that in accordance with the recommendations of the EIA report, relevant provisions would be incorporated into the works contract to require the contractor's compliance with the requirements for implementing protective measures during the decommissioning and decontamination works at the south apron. Similar measures had been implemented in the treatment of contaminated soils at the north apron of the former Kai Tak Airport and the Administration would take forward the management of the works contract with reference to its previous experience. DCED advised that while sub-contracting was a common practice of the local construction industry, the sub-contracting arrangements would vary according to the nature and circumstances of individual project. To address members' concerns about the sub-contracting arrangements under the proposed project, the Administration would consider including

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provisions in the works contract specifying restrictions on sub-contracting for the treatment of contaminated soils and revert to PWSC on its views before the relevant FC meeting.

64. Ms Emily LAU enquired whether specifying restrictions on sub-contracting would have any implication on the tender price and the project cost as a result. She was of the view that where additional cost so incurred could facilitate the protection of workers from health hazards, the cost would be justifiable. In response, DCED advised that the cost of complying with additional provisions in the works contract, if any, would possibly be reflected in the tender price. In examining the inclusion of contract provisions specifying restrictions on sub-contracting, the Administration would have to take into consideration the cost implications as well as the impact on the sub-contracting practice in the local construction industry.

65. Dr KWOK ka-ki enquired whether the supplementary radar to be installed at the North Point Government Offices (NPGO) could serve the purpose of maintaining the surveillance coverage of the existing radar. He was also concerned about the capability of the radar in question to cope with anticipated increase in demand, if any, and whether resources would be sought for the installation of an additional radar in the future.

66. In reply, DCED advised that as the new cruise terminal building would block part of the surveillance coverage of the existing radar, the supplementary radar had to be installed to maintain the existing surveillance coverage. DPM(K), CEDD added that subject to the progress of planned developments at or near its site, the existing radar would be demolished in future and reprovisioned at the new cruise terminal to work together with the supplementary radar at NPGO. At Dr KWOK Ka-ki's request, the Administration agreed to provide, before the relevant FC meeting, details of the plan, including the financial implications, of the provision of new radar(s) to maintain the surveillance coverage of the existing Marine Vessel Traffic Services (MVTS) system used by the Marine Department, notably whether the supplementary radar provided in this project could adequately cope with the need for maintaining the surveillance coverage.

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67. Mr Howard YOUNG stated support for the present project. Pointing out that a proposal had been put forward for developing part of the Kai Tak site for the taking off/landing of water planes, he enquired about the compatibility of supplementary radar system in serving the purpose of aviation control. In reply, DCED said that the existing radar tower, which had previously been used for aviation control purpose by the former Kai Tak Airport, was currently part of the MVTS system used by the Marine Department. The Electronics and Data Communication Manager, Electrical and Mechanical Services Department added that the supplementary radar was designed to maintain the surveillance coverage of the existing MVTS system of the Marine Department as well as to provide for the requirement of the Hong Kong Police Force for the maintenance of law and order in the water areas. At Mr YOUNG's request, the Administration agreed to consider whether the proposed radar could be designed to cater for surveillance of

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air traffic as well and provide its response before the relevant FC meeting.

68. Mrs Selina CHOW expressed support for this project as it formed part of the preparation works for the development of the new cruise terminal. To facilitate expedite project delivery, Mrs CHOW called on the Administration to make every effort in taking forward the project in accordance with the scheduled timeframe of about 23 months. Mrs CHOW also expressed concern about the odour problem arising from the Kai Tak Nullah and enquired whether the proposed works would help to alleviate the problem. In response, DCED said that the odour issue was under detailed study and that the decommissioning and decontamination works at the south apron under this project would not be related to the Kai Tak Nullah.

69. The item was voted on and endorsed. Dr KWOK Ka-ki requested that this item be voted on separately at the relevant FC meeting.

### **Head 711 – Housing**

#### **PWSC(2007-08)76      407RO      District and local open spaces adjoining Choi Wan Road public housing development**

70. The Deputy Chairman advised members that the Panel on Housing was consulted on this proposal on 7 January 2008. Panel members supported the proposed project.

71. Mr Albert CHAN pointed out that despite the lower construction unit cost for the proposed works (about \$4,400 per m<sup>2</sup>) compared with that of the proposed open space in Tung Chung (**415RO**), the design of the current proposal was far from satisfactory and the project cost was still on the high side. He opined that the design of the open spaces should be improved by attaching importance to simplicity and compatibility with the natural environment in the surroundings. Mr CHAN was of the view that a simple design without excessive artificial features could minimize the requirement of future maintenance cost. The Administration might consider engaging the public for design of parks and open spaces through open competitions. Ms Emily LAU shared Mr CHAN's view.

72. Ms Emily LAU was concerned about the provision of green zones in the open spaces and urged the Administration to increase the scope of the greening works under the project. In response, the Assistant Director (Leisure Services)1, LCSD (AD(LS)1, LCSD) said that the majority of the area in the open spaces would be green areas. There were topographical constraints within the project sites for the planting of trees in certain areas. The Chief Architect (3), Housing Department (CA(3), HD) added that as slant ramps would be constructed to facilitate access to and within Site A, the area available for greening works would be reduced. For Sites B and C, more greening works would be carried out and the percentage of green areas would reach 70% and 86% of the total site areas respectively.

73. Referring to Enclosure 3 of the Administration's paper, Mr Albert CHAN queried the need for lifts in the open spaces given that visitors were expected to take a walk in the area. In response, DCED said that footbridges with lift towers would be provided within Site B of the proposed project to facilitate access of visitors within the open space which straddled over platforms of great difference in altitudes. CA(3), HD added that the provision of lifts for the footbridges would provide for barrier-free access for PwDs, notably wheelchair users. Responding to Dr KWOK Ka-ki's enquiry of whether the lifts would be reserved for the use of PwDs only, CA(3), HD advised that all visitors could use the lifts if in need and the facilities would not be reserved for the use of any particular group of visitors.

74. Noting the large area of the proposed open spaces, Dr KWOK Ka-ki was concerned whether the Administration had consulted the local community on the provision of facilities in the proposed works. In this connection, Dr KWOK was particularly concerned about the absence of sport facilities, such as soccer pitch or basketball court, in the proposed works. He doubted whether the proposed facilities could meet the needs of different age groups in the community.

75. In reply, AD(LS)1, LCSD said that the Administration had consulted the Kwun Tong DC (KTDC) on the scope and the facilities to be provided under the proposed project. While the Administration had proposed to provide a seven-a-side soccer pitch in the preliminary design, the proposal was subsequently dropped in response to the views of KTDC. KTDC had conveyed the views of local residents about the preference of passive amenities in the open spaces as the existing provision of seven-a-side soccer pitches in the district in accordance with the Hong Kong Planning Standards and Guidelines was considered adequate.

76. The item was voted on and endorsed.

## **Head 705 – Civil Engineering**

### **PWSC(2007-08)74      793TH      Improvement to Sunny Bay Interchange**

77. The Deputy Chairman advised members that the Panel on Transport was consulted on this proposal on 20 July 2007. Some Panel members expressed concern about the impact of the proposed reclamation project on the environment and requested the Administration to review the construction method of the project. The Panel supported the submission of the funding proposal to PWSC after receiving the Administration's briefing on the review on 18 December 2007.

78. Ms Emily LAU said that she did not support the provision of public funding for this project or the Hong Kong Disneyland (HKD) project. She was concerned whether the proposed route was justified simply on grounds of the need for an alternative route for visitors to HKD.

79. The Permanent Secretary for Development (Works) (PS(W)) said that the proposed route would enhance the access to HKD and the Inspiration Lake Recreation Centre, which was open to the public, in the Penny's Bay area. The proposed road works would provide a complementary connection to and from the Penny's Bay area which would reduce the detour distance from the existing 20 km to about 2.5 km. The Administration considered it an opportune time to construct the alternative route in view of the rising trend of the tender price. While concerns had been raised over the impact on the rights of the fisheries at Ma Wan, the proposed project design was subsequently accepted by the fisheries body after explanation by the Administration on details of the works. Responding to Ms Emily LAU's further enquiry on the future development in the Penny's Bay area, PS(W) advised that there might be further developments after the completion of the proposed works. He pointed out that it was the responsibility of the Administration to provide for appropriate infrastructure to meet the transportation needs of visitors to the tourist attractions in the Penny's Bay area.

80. Noting that further development of the Sunny Bay area and the Penny's Bay area had yet to be finalized and the low traffic volume on the existing dual two-lane Penny's Bay Highway (PHB), Mr Albert CHAN queried the need for the proposed works. Mr CHAN was of the view that the alternative route was apparently provided for vehicular access to and from HKD solely and queried whether the high cost of around \$600 million was justifiable. Moreover, he pointed out that another detour was available for traffic in case of blockage on PHB, i.e. from PHB to North Lantau Highway via Siu Ho Wan. Dr KWOK Ka-ki shared Mr CHAN's view and enquired about the Administration's policy on providing an alternative road connection to tourist spots and/or major areas.

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81. Given that the meeting had overrun and the Council meeting scheduled for 11:00 am was about to start, members agreed that this item would be deferred to the next meeting scheduled for Wednesday, 20 February 2008. In response to members' query of whether the proposed road works at such a high cost were justified by traffic volume on the existing roads, the Administration was requested to provide supplementary information, when submitting the proposal to PWSC in due course, on the average and the peak traffic volume on PHB and the Administration's policy on providing complementary road connection to tourist spots and/or other major areas.

82. The meeting ended at 10:58 am.