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

**Minutes of the 8th meeting
held in the Conference Room A of Legislative Council Building
on Wednesday, 8 April 2009, at 8:30 am**

Members present:

Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP (Chairman)
Hon Alan LEONG Kah-kit, SC (Deputy Chairman)
Hon CHAN Kam-lam, SBS, JP
Hon Miriam LAU Kin-yee, GBS, JP
Hon Andrew CHENG Kar-foo
Hon TAM Yiu-chung, GBS, JP
Hon CHEUNG Hok-ming, SBS, JP
Prof Hon Patrick LAU Sau-shing, SBS, JP
Hon KAM Nai-wai, MH
Hon Cyd HO Sau-lan
Hon CHAN Hak-kan
Dr Hon LEUNG Ka-lau
Hon WONG Kwok-kin, BBS
Hon IP Kwok-him, GBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Dr Hon Samson TAM Wai-ho, JP

Member attending

Hon Ronny TONG Ka-wah, SC

Members absent:

Hon Fred LI Wah-ming, JP
Hon James TO Kun-sun
Hon LAU Wong-fat, GBM, GBS, JP
Hon Timothy FOK Tsun-ting, GBS, JP
Hon Abraham SHEK Lai-him, SBS, JP
Hon Albert CHAN Wai-yip
Hon WONG Kwok-hing, MH
Hon LEE Wing-tat
Hon Starry LEE Wai-king
Hon Paul CHAN Mo-po, MH, JP
Hon Tanya CHAN
Hon WONG Yuk-man

Public officers attending:

Mr Joe C C WONG, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr MAK Chai-kwong, JP	Permanent Secretary for Development (Works)
Mrs Ava NG TSE Suk-ying, JP	Permanent Secretary for Development (Planning and Lands) (Acting)
Ms Anissa WONG, JP	Permanent Secretary for the Environment
Mr Enoch LAM Tin-sing, JP	Deputy Secretary for Development (Works) ²
Miss Sandra LAM	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr KO Wing-hon, JP	Director of Drainage Services (Acting)
Mr MAK Ka-wai	Chief Engineer (Consultants Management), Drainage Services Department
Mr Elvis AU Wai-kwong, JP	Assistant Director (Water Policy), Environmental Protection Department
Ms Gracie FOO Siu-wai	Deputy Secretary for Development (Planning and Lands) ¹
Mr Adrian NG Kwok-kee, JP	Director of Civil Engineering and Development (Acting)
Mr LIU Chun-san	Chief Engineer (Project 2) (Acting), Civil Engineering and Development Department
Mr Raymond WONG Wai-man	Assistant Director (Territorial), Planning Department
Ms Amy YUEN Wai-yin	Principal Assistant Secretary (Planning and Lands) ² , Development Bureau
Mr WONG Wai-man	Chief Engineer (Tseung Kwan O and Sai Kung) (Acting), Civil Engineering and Development Department
Mr LEE Ping-kwan	Chief Highway Engineer (Bridges and Structures), Highways Department

Ms Sharon HO Ho-shuen	Principal Assistant Secretary (Transport)5, Transport and Housing Bureau
Mr Duncan SIU Sau-ching	Chief Engineer (New Territories)2 (New Territories North and West), Civil Engineering and Development Department
Mr LEE Yan-ming	Chief Traffic Engineer (New Territories West), Transport Department
Mr Maurice YEUNG	Principal Environmental Protection Officer (Assessment and Noise), Environmental Protection Department
Mr WAN Man-lung, JP	Director of Highways (Acting)
Mr CHOW Ying-shun, JP	Project Manager (Major Works), Highways Department
Dr WONG Chung-kwong	Chief Engineer (Major Works)2-2, Highways Department
Mr CHOW Chun-wah	Chief Engineer (Major Works)1-3, Highways Department
Mr TSE Chin-wan, JP	Assistant Director (Environmental Assessment), Environmental Protection Department
Mr Michael WONG Wai-lun, JP	Deputy Secretary for Education (1)
Ms Amy WONG Pui-man	Principal Assistant Secretary (Higher Education), Education Bureau
Mrs Dorothy MA	Deputy Secretary-General (1), University Grants Committee Secretariat
Mr CHAN Wing-tak	Chief Technical Adviser (Subvented Projects), Architectural Services Department
Prof CHING Pak-chung	Pro-Vice-Chancellor, The Chinese University of Hong Kong
Prof FUNG Tung	Associate Pro-Vice-Chancellor, The Chinese University of Hong Kong
Mr David LIM See-wai	Director (Campus Development Office), The Chinese University of Hong Kong
Mr MA Wai-kong	Senior Architect (Campus Development Office), The Chinese University of Hong Kong
Dr Ellen KO LAW Yin-lan	Vice-President (Finance and Administration), City University of Hong Kong
Prof Julia TAO LAI Po-wah	Chief-of-Staff and Vice-President (Development and External Relations) (Acting), City University of Hong Kong
Prof Christian WAGNER	Professor, City University of Hong Kong
Mr WONG Ka-yu	Director of Facilities Management, City University of Hong Kong
Mr FUNG Siu-man	Associate Director of Facilities Management, City University of Hong Kong
Prof CHAN Yuk-shee, BBS, JP	President, Lingnan University
Mr Herdip SINGH	Associate Vice-President and Comptroller, Lingnan University

Mr Stephen HO Chun-man	Senior Campus Development Officer, Lingnan University
Prof Bernard LIM, JP	Principal, Architecture Design and Research Group Ltd
Mr Rex CHAN Chi-sing	Associate, Architecture Design and Research Group Ltd

Clerk in attendance:

Ms Debbie YAU	Chief Council Secretary (1)6
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Staff in attendance:

Mrs Constance LI	Assistant Secretary General 1
Ms Angel SHEK	Senior Council Secretary (1)1
Ms Jenny YIU	Senior Council Secretary (1)8
Ms Alice CHEUNG	Senior Legislative Assistant (1)1
Mr Frankie WOO	Legislative Assistant (1)2

Action

The Chairman reported that a total of 71 capital works projects of an amount of \$31.014 billion had been endorsed by the Public Works Subcommittee (PWSC) in the 2008-2009 session so far.

Head 704 – Drainage

PWSC(2009-10)1	348DS	North District and Tolo Harbour sewerage, sewage treatment and disposal — regional sewerage works, part 1 — sewerage upgrade
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2. The Chairman advised members that the Panel on Environmental Affairs (the EA Panel) had been consulted on the proposal at the meeting on 15 December 2008. The proposal was to upgrade 348DS to Category A at an estimated cost of \$793.2 million in money-of-the-day (MOD) prices for the sewerage upgrading works in Sha Tin, Tai Po and North District.

3. The Chairman said that while members of the EA Panel were in support of the proposal, some Panel members had raised concern on the need to minimize road opening works to avoid nuisances caused to the local community.

4. Expressing support for the proposal, Mr IP Kwok-him said that the Sha Tin District Council, the Tai Po District Council and the North District Council were in general supportive of the proposal, but there was concern about the preservation of Fanling Wai which was a graded historic building. Mr IP asked what mitigation measures would be implemented to prevent adverse impact on the

historic building during the construction phase.

5. The Chief Engineer (Consultants Management), Drainage Services Department (CE(CM), DSD) advised that a Heritage Impact Assessment had been conducted during the early planning and design stage of the upgrading works, and Fanling Wai was found to be within the vicinity of the works area. CE(CM), DSD advised that the sewers to be constructed would be 10 metres away from the brick walls enclosing the village, and trenching works would be carried out manually to minimize the impact during construction. The conditions of the walls and settlement of the village would be monitored closely throughout the construction phase. CE(CM), DSD assured members that similar sewerage works had been carried out previously in areas close to historic villages and no problem had been encountered.

Admin 6. Expressing similar concern, Prof Patrick LAU enquired whether grouting works would be carried out to strengthen the walls. He stressed that the Administration should exercise due care to avoid causing damage to Fanling Wai and its surroundings. CE(CM), DSD advised that according to initial assessment, the sewers to be constructed would be at shallow depth, hence it was generally not necessary to undertake grouting works for the walls. At the request of Prof LAU, CE(CM), DSD undertook to provide, before the relevant meeting of the Finance Committee (FC), information regarding the grading of Fanling Wai as a historic building.

7. The item was voted on and endorsed.

Head 707 – New Towns and Urban Area Development

PWSC(2009-10)2 735CL Planning and engineering study on development of Lok Ma Chau Loop — consultants' fees and site investigation

8. The Chairman advised members that the Administration had consulted the Panel on Development on 24 February 2009 on the proposal. The proposal was to upgrade 735CL to Category A at an estimated cost of \$33.7 million in MOD prices to engage consultants to undertake a planning and engineering study (the Study) and associated site investigation works for the proposed development of the Lok Ma Chau Loop (the Loop) and its supporting infrastructure.

9. Prof Patrick LAU, Deputy Chairman of the Panel on Development, said that Panel members were generally in support of the proposal. Some Panel members considered that there should be good coordination among the development studies of the Loop, the Frontier Closed Area (FCA) and the North East New Territories New Development Areas (NDAs). Panel members also asked about the criteria that the Administration would use in choosing partner institutions in developing higher education as the leading use in the Loop.

Scope of the Study and transport facilities

10. Mr IP Kwok-him noted from enclosure 1 to PWSC(2009-10)2 that the area of the Study would cover the Loop (Area A) and area outside the Loop in Hong Kong (Area B), while the area in Shenzhen (Area C) would be studied by the Shenzhen Municipal Government. He expressed support for the proposal, and also relayed the concern of relevant District Councils and Heung Yee Kuk that the study on Area B should also cover San Tin and Hoo Hok Wai to enhance the entire development prospect of the Loop and adjacent areas.

11. The Assistant Director (Territorial) Planning Department (AD(T), Plan D) explained that in addition to the Study, two separate studies were also being conducted in the proximity of the Loop for the FCA and the North East New Territories NDAs. The Administration was aware of the high ecological value of San Tin and Hoo Hok Wai, and it had conducted strategic environmental assessments for the two areas as part of the planning study for the FCA and would undertake ecological analysis on the development of the Loop to ensure that the existing ecology of the areas would not be adversely affected by the development. He assured members that there would be coordination among the three studies, and the relevant recommendations of the individual studies would be taken into consideration together when deciding on the future development of the entire area. At the request of Mr IP, the Administration agreed to provide information on the planning studies relating to San Tin and Hoo Hok Wai.

Admin

12. Prof Patrick LAU opined that as San Tin and Hoo Hok Wai were mainly wetland areas whereas Area C had been fully developed, there were little practical benefits in carrying out further studies on these areas. He considered that the Loop was the only area with development potential and the study should be carried out as soon as possible.

13. AD(T), Plan D advised that although future development would mainly focus on the Loop, the existing infrastructure and transport facilities in the area were insufficient to meet future development needs. It was therefore necessary for the Study to review and recommend the provision of supporting infrastructure in the adjoining areas to support the development of the Loop by enhancing its external linkage. He explained that Area B adjoined the Loop was outside the wetland areas, and considered as the suitable location to provide the necessary transport infrastructure or ancillary developments. A review of the land uses in Area B would be carried out in the Study. At the same time, Shenzhen would also need to study Area C, inter alia, to identify suitable lands for building new or improving existing transport facilities so as to ease the present congestion at the existing Huanggang Boundary Control Point near the Loop.

14. Mr CHEUNG Hok-ming expressed concern about the impact of the proposed development of the Loop, Kwu Tung North NDA and Fanling North NDA on the traffic flow of San Tin Highway and Fanling Highway, both of which were already quite busy. In anticipation of the increased traffic volume, Mr CHEUNG enquired whether there were plans to carry out road widening work

for the two highways, to enable commutation between the Loop and the Fanling North NDA via the Fanling Bypass.

15. The Chief Engineer (Project 2), Civil Engineering and Development Department (CE(P2), CEDD) said that a detailed Traffic Impact Assessment would be conducted under the Study to project traffic growth and recommend the provision of necessary transport infrastructure to meet the growing demand resulting from the developments. The alignment of the proposed Fanling Bypass, and the widening or otherwise of the San Tin Highway and Fanling Highway would be examined in a road network context under the study for the North East New Territories NDAs. To enhance smooth movement of people and goods between the Loop and the proposed NDAs, the Administration would explore the feasibility of providing another access road in Area B, in addition to the Lok Ma Chau Road, to link the Loop directly with the proposed Kwu Tung North NDA which would in turn be linked to the proposed Fanling North NDA.

Duration of the Study

16. While expressing support for the proposal, Mrs Regina IP expressed concern about the length of the Study period. Given the fast changing global economy and the rapid development of the neighbouring cities in the Mainland, Mrs IP urged that the Administration should strive to further compress the Study period of 28 months to enable early development of the Loop.

17. The Director of Civil Engineering and Development (Acting) (DCED(Ag)) advised that the Study period had already been shortened from 30 months to 28 months which would be the minimum period required for undertaking site investigation works in the Loop, preparation of the Recommended Outline Development Plan and the Recommended Layout Plan, and conducting public engagement exercises for formulating development proposals. During the Study period, the Administration would need to co-ordinate with Shenzhen on the Study and the investigation works in Area A, and also test the mud extracted from the Shenzhen River training works and dumped in the Loop as some of the mud were contaminated. As regards the Chairman's concern about early commencement of the public engagement exercises, DCED(Ag) said that the process would start once the Preliminary Outline Development Plan had been drawn up.

Treatment of contaminated mud

18. Prof Patrick LAU expressed concern about the treatment of the contaminated mud in the Loop, and asked whether the Administration had collected information with regard to the types of materials that had been dumped onto the land. Mrs Regina IP also enquired whether the contaminated mud found in the Loop would be treated during the Study.

19. CE(P2), CEDD advised that detailed site investigation and assessment work would be conducted as required under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and in accordance with the guidelines of the

Environmental Protection Department. The EIA Study would in particular examine the issue of contaminated mud in the Loop, including undertaking contaminated mud assessment and recommending measures to mitigate the likely environmental concern. It would also ascertain the quantity of contaminated mud involved and come up with recommended methods of treatment. He confirmed that advance environmental baseline information had been obtained from Shenzhen for reference by the Consultant to be appointed for undertaking the Study. CE(P2), CEDD added that it was planned to conduct the necessary treatment work within the first year upon completion of the Study to expedite the overall implementation programme of the development.

Collaboration with Shenzhen on the development of the Loop

20. As the Study would be jointly commissioned by Hong Kong and Shenzhen, Prof Patrick LAU enquired about the capital cost to be borne by Shenzhen. DCED(Ag) and the Deputy Secretary for Development (Planning and Lands)1 (DS(PL)1, DEVB) advised that while Shenzhen and Hong Kong would meet the costs separately for the studies to be carried out for Area C and Area B respectively, they would share the cost equally for the study of the Loop (i.e. Area A).

21. Noting that the two sides would engage its own consultants to undertake the studies separately, Ms Miriam LAU expressed concern about the interface of the different studies. She asked about the measures to ensure effective coordination between Hong Kong and Shenzhen in conducting such studies.

22. AD(T), Plan D advised that Shenzhen and Hong Kong had already agreed to conduct a joint study on planning, environmental and engineering feasibility for the development of the Loop, and they had set up two working groups together to coordinate various tasks related to the studies. It was also agreed that officers and professionals from one side would attend the project meetings of the other side to keep abreast of the latest development of and problems encountered in the studies. AD(T), Plan D added that there had been a number of projects in the past involving consultants from both Hong Kong and the Mainland, and good working relationship and communication had been established. During the selection exercises for the Consultant for the Study, potential candidates had already been informed of the need to maintain regular communication with the counterparts on the Mainland throughout the Study period, and this would be stipulated in the Study Agreement.

23. Concerning the selection of consultants as raised by Prof Patrick LAU, CE(P2), CEDD advised that tender for the Study was open to all qualified consultants in Hong Kong, the Mainland and also overseas.

24. Ms Cyd HO expressed concern about the handling of different opinions which might arise from the public consultations held separately by both sides. She opined that joint public consultations should be arranged with stakeholders of both sides in order to gauge better consensus over the proposals such as those involving the development of high education in these areas.

25. DS(PL)1, DEVB advised that both sides would conduct the Study based on the principles of co-study and co-development. Although public consultations had been held separately in Hong Kong and Shenzhen for residents and parties affected by the Study, the proposal that higher education might be developed as the leading use in the Loop, with some elements of hi-tech research and development facilities and creative industries, had received general support from both sides. Consultations would continue to be undertaken with local groups, Legislative Council, District Councils, Heung Yee Kuk and Rural Committees, during detailed studies on the planning and engineering works for development of the Loop.

26. Ms Cyd HO asked whether all local higher education institutions had been consulted on the development proposals, and whether higher education institutions in the Mainland and overseas places would be involved in future public consultations.

27. DS(PL)1, DEVB said that the Administration would adopt an open mind in taking forward the development proposals, and would discuss with local tertiary institutions to gauge their views. A visit to the Loop was being arranged for these institutions. The consultation results would be forwarded to the "Hong Kong-Shenzhen Joint Task Force on Boundary District Development", which was co-chaired by the Secretary for Development and the Executive Vice Mayor of Shenzhen Municipal Government, for consideration. AD(T), Plan D added that professionals and officials from Shenzhen had attended public forums/seminars related to the development of the Loop held in Hong Kong in mid-2008, and vice versa.

28. Mrs Regina IP expressed reservation about developing higher education as the leading use in the Loop as it would not be in the interest of Hong Kong. The Chairman advised that the matter could be further discussed at the relevant Panel when the preliminary Study findings were available for public consultation.

Admin 29. At the request of the Chairman, the Administration agreed to provide, where appropriate, the outcome of public engagement exercises conducted by Hong Kong and Shenzhen concerning the development proposals in the Study.

30. The item was voted on and endorsed.

PWSC(2009-10)3 716CL Tseung Kwan O further development — infrastructure works for Tseung Kwan O stage I landfill site

31. The Chairman advised members that an information paper on the proposal had been circulated to the Panel on Development on 18 February 2009. The proposal sought to upgrade part of 716CL to Category A at an estimated cost of \$168.9 million in MOD prices to carry out the infrastructure works at the Tseung Kwan O (TKO) stage I landfill site.

32. Mr IP Kwok-him sought elaboration on the result of the landfill gas hazard assessment on the project site the overall risk of which was classified as "Medium" and "Low" during the construction and operation stages respectively. He enquired whether there would be any adverse impact on the construction workers and the nearby residents. Mr KAM Nai-wai also enquired whether there would be landfill odour given rise by the development at the landfill site.

33. The Chief Engineer (Tseung Kwan O and Sai Kung), Civil Engineering and Development Department (CE(TKO&SK), CEDD) advised that according to the assessment, the risk of emission of landfill gas at the proposed project site during the operation stage would be "Low", and it would not pose any danger on the users of the facilities and residents in the surrounding areas. During the construction stage, the risk was "Medium" and close monitoring would be necessary to avoid any potential danger caused by landfill gas. The contractor concerned would be required to monitor the situation regularly and to take appropriate safety measures when required. CE(TKO&SK), CEDD said that there would be no landfill odour problem as the stage I landfill had already been restored.

34. Mr CHAN Hak-kan enquired whether there were other improvement works under the project other than construction of cycle track, and plans to link up the existing cycle tracks in different parts of TKO. CE(TKO&SK), CEDD advised that according to the "Further Development of TKO – Feasibility Study", the landfill site would be developed for recreational and leisure purposes. The Hong Kong Football Association Limited had submitted a proposal for developing a football training school at the stage I landfill site, and it was liaising with the Jockey Club and others for possible financial arrangement. CE(TKO&SK), CEDD said that the proposed cycle track would be linked up with the cycle track in TKO Town Centre South under another public works project 715CL to be submitted to the Legislative Council for funding support later in 2009, and there would be a complete cycle track system in TKO by late 2011 or early 2012 upon the completion of the two projects.

35. Since the project involved different types of works, Prof Patrick LAU requested the Administration to provide before the relevant FC meeting the detailed plans showing the overall layout and design of the recreational developments and landscaping works at TKO stage I landfill site and the adjacent areas. DCED(Ag) agreed to provide detailed plans on the overall layout and design under the current proposal, and that for TKO Town Centre South, after the meeting.

Admin

36. Mr KAM Nai-wai noted that there were two objections against the proposed road scheme and one of them (the incorporated owner of a nearby residential development) maintained their objection even after modification of the scheme, and enquired about the details of the objection.

37. CE(TKO&SK), CEDD advised that following several rounds of negotiations with the objector, the scheme had been modified with the extension of

the cycle track closer to the residential development concerned to enhance its easy access to the cycle track system. The Home Affairs Department would also carry out improvement works in the surrounding area, as requested by the objector, under the Minor Works Programme.

Admin

38. Mr KAM Nai-wai was concerned that the objection might cause unnecessary delay to the implementation of the project and requested the Administration to provide detailed information of the objection which had not yet been resolved. DCED(Ag) undertook to provide the relevant information before the relevant FC meeting.

39. The item was voted on and endorsed.

PWSC(2009-10)4 743TH Tsuen Wan Bypass, widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange and associated junction improvement works

40. The Chairman advised that an information paper on the proposal had been circulated to the Panel on Transport on 23 February 2009. The proposal was to upgrade part of 743TH to Category A at an estimated cost of \$46.9 million in MOD prices for the engagement of consultants to undertake the assignment for the proposed Tsuen Wan Bypass, widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange and associated junction improvement works.

41. While expressing support for the proposal, Mr IP Kwok-him queried the need for spending \$4.5 million to review the findings of the investigation and preliminary design (I&PD) assignment undertaken in 2002 for carrying out the site investigation and preliminary design for the proposed project. Mr IP said that the previous findings should have provided basic information for taking forward the detailed design, and preparation of tender documents.

42. The Chief Engineer (New Territories)2 (New Territories North and West) Civil Engineering and Development Department (CE(NT)2(NTN&W), CEDD) advised that the Strategic Highway Project Review (SHPR) conducted by the Transport Department in 2001 had established that Tsuen Wan Road would be over-saturated in 2011. During the preliminary design stage, the time schedule of the proposed widening work for completion was however postponed from 2011 to 2016 because the 2004 SHPR indicated that vehicle volume to capacity (v/c) ratio during the peak hours of Tsuen Wan Road would only reach 1.2 in 2016. The I&PD Study was reactivated in 2006 and completed recently. In reply to Mr IP Kwok-him, CE(NT)2(NTN&W), CEDD said that the cost involved in undertaking the I&PD assignment in 2002 was about \$12 million.

43. Mr IP Kwok-him expressed concern that resources spent on the previous I&PD Study had been wasted as the findings were now obsolete. The Chairman enquired whether the study conducted in 2002 provided useful basis for conducting the detailed design, and whether without the previous I&PD Study, more resources would now be required.

44. CE(NT)2(NTN&W), CEDD advised that in addition to widening Tsuen Wan Road (which was the main focus of the previous I&PD assignment conducted in 2002), the present proposal also comprised the construction of elevated flyovers and slip roads to cater for the increase in through traffic and to provide for local access to Tsuen Wan and Tsing Yi. He stressed that the previous I&PD assignment completed was useful in drawing up a preliminary design and in planning for the road alignments. The proposed review would take into account latest changes in transportation and environmental requirements.

45. DCED(Ag) pointed out that the section of Tsuen Wan Road between Tai Chung Road Interchange and Kwai Tsing Interchange cut across extensive urban areas in Tsuen Wan and Kwai Tsing. Before undertaking detailed design of the improvement works, it would be necessary to conduct a detailed review and a study on the preliminary design taking into account the latest views and suggestions of the Tsuen Wan District Council, Kwai Tsing District Council, and also local groups. He added that conducting review of preliminary designs before detailed design was a normal and necessary step in delivering works projects.

46. The Permanent Secretary for Development (Works) (PS(W), DEVB) supplemented that the proposed project differed from constructing a new road on green field site as it involved the upgrading of the existing Tsuen Wan Road. As traffic had to be maintained, the works involved would face more constraints. The scope of the project had also been expanded as compared with that in 2002. The findings of the previous study, which was a strategic investigation study of Tsuen Wan Road, had provided useful input into the current project which would involve detailed improvement works to the three interchanges along Tsuen Wan Road as well as additional slip roads. With the information of the previous study, the current project could proceed readily and resources used in the previous study would not be wasted.

47. Prof Patrick LAU expressed support for the proposal and commented that the design concept involved was complicated and required careful planning. He said that the Subcommittee on Harbourfront Planning formed under the Panel on Development was concerned about the reduction in waterfront areas in Hong Kong, and asked if the area outside Hoi Hing Road could be beautified. He opined that more greening and beautification work should be carried out apart from meeting the transport needs. Prof LAU also queried the need to provide noise barriers for the proposed flyovers on the seaside.

48. PS(W), DEVB advised that the present project did not include the harbourfront area, as there was already a large waterfront area outside the Tsuen Wan Station of West Rail. The Administration would take note of Prof Patrick

LAU's view regarding Hoi Hing Road when taking forward the detailed design of the project, and would review the need for noise barriers having regard to EIA findings.

49. Regarding the traffic noise generated from the existing Tsuen Wan Road which was affecting the nearby residents of Clague Garden Estate, Mr CHEUNG Hok-ming asked about the proposed noise mitigation measures for the existing Tsuen Wan Road, as implementation of the measures would be under a separate Public Works Programme item. CE(NT)2(NTN&W), CEDD said that in undertaking the current project, additional noise barriers/enclosures would be erected under a separate Public Works Programme item, in accordance with the existing environmental policy on retrofitting noise mitigation measures on existing roads, along Tsuen Wan Road and near the Clague Garden Estate to address the long standing noise nuisance to the residents. The relevant outline design plan had gained the support of the Tsuen Wan District Council and the residents.

50. The item was voted on and endorsed.

Head 706 – Highways

PWSC(2009-10)5 746TH Reconstruction and improvement of Tuen Mun Road

51. The Chairman advised that the Panel on Transport had been consulted on 27 February 2009 on the proposed works which sought an increase in the approved project estimate for 746TH from \$4,620.5 million by \$2,183.8 million to \$6,804.3 million in MOD prices.

52. Mr CHEUNG Hok-ming, Chairman of the Panel on Transport, reported that the Panel supported the submission of the proposal for consideration by PWSC. Panel members had raised various concerns about the increase in the approved project estimates (APE) of the proposed works and suggested that the Administration should explore possible downward adjustments to the relevant contract prices given that prices of construction materials had gone down recently. The Administration had agreed to explain in the PWSC paper the relevant factors accounting for the increase in the provision of price adjustment.

53. Mr IP Kwok-him noted that the Administration had provided explanation on the proposed increase in APE. He requested the Administration to further explain why an increase of \$2,183.8 million was proposed in the face of downward trend in the costs of labour and materials. He considered it necessary for the Administration to properly account for the increase for public information.

54. The Director of Highways (Acting) (DHy(Ag)) explained that project 746TH was to be implemented under three civil works contracts. Tenders for the first civil works contract were invited in March 2008. There was a higher-than-expected tender outturn price for this contract due to the accelerated increase in construction material prices and changes in market sentiments from the

third quarter in 2007 to May 2008 when the tenders were returned. The cost index for construction raw materials as at May 2008 had risen rapidly when compared to that in September 2007 when the project estimate was prepared. While a tender price index had not been compiled for road works, there was an increase of 44% in the tender price index for government building works compiled by the Architectural Services Department from 906 to 1 305 during the high inflation period from the third quarter in 2007 to the second quarter in 2008. The increase was broadly comparable to the 48% increase in the tender outturn price of the first works contract. As for the second civil works contract, tenders were invited and returned in September and November 2008 respectively. Despite the economic situation following the outbreak of the financial turmoil in September 2008, the tender outturn prices of the recommended tender for the second works contract had not decreased much when compared to the pre-tender estimate.

55. DHy(Ag) further advised that works for the first and second civil works contracts had already commenced while that of the third civil works contract was planned to commence in June 2009. He explained that the contract price fluctuation (CPF) system applicable to the contracts allowed for both upward and downward adjustments to contract payments in accordance with movements in the cost of labour and materials in Government civil engineering and building contracts. The monthly payments to the contractors would be adjusted to cover market fluctuations in labour and material costs. As the works pertaining to all three civil works contracts would spread over a few years, the actual costs would be subject to adjustments under the CPF system, i.e. if there was a decrease in the labour and material costs, the payments would be adjusted downwards.

56. The item was voted on and endorsed.

PWSC(2009-10)6 805TH Retrofitting of noise barriers on Fanling Highway (MTR Fanling Station to Wo Hing Road)

Retrofitting of noise barriers on Fanling Highway (Po Shek Wu Road to MTR Fanling Station)

57. The Chairman advised that the EA Panel had been consulted on 21 January 2009 on the proposal which sought to upgrade 805TH and 807TH to Category A for retrofitting of noise barriers on Fanling Highway for the sections from MTR Fanling Station to Wo Hing Road, and from Po Shek Wu Road to MTR Fanling Station at the estimated costs of \$247.1 million and \$506.9 million in MOD prices respectively. Members of the EA Panel supported the early provision of the proposed noise barriers at Fanling Highway as residents in the North District and Fanling had been exposed to excessive road traffic noise for a long time. Some Panel members expressed concern about the design and materials to be used for the noise barriers, and queried why the proposed noise barriers at Fanling Highway were not included in the open competition on the design of noise barriers. The Administration had explained to the Panel that the construction works for the

proposed noise barriers were planned to commence in September 2009, and it would not be possible to include these in the open competition. However, the Administration had undertaken to provide more information on the conceptual design and the means to improve the aesthetics of the barriers in the PWSC paper.

Design of noise barriers

58. Prof Patrick LAU noted that the panels for the proposed noise barriers were generally of transparent type but a green wall with embedded plants would be incorporated for the lower part of a section of those noise barriers along the verges of roadsides of both eastbound and westbound carriageway of Fanling Highway to enhance greening in the surroundings. While supporting the greening efforts to enhance the aesthetics of the area under the proposal, Prof LAU asked whether the design could be modified taking into account the outcome of the recent open competition of the design of noise barriers.

59. The Chief Engineer/Major Works, Highways Department (CE/MW) advised that the Administration had engaged consultants in 2007 to carry out detailed design for the proposed works which had taken into account the need for the aesthetics of the proposed noise barriers to harmonize with the environment and fit into the master landscape plan of the area. While transparent panels would be adopted for areas with extensive greening such as the section near Avon Park, green wall with embedded plants would be used for the lower section of the panels for locations near cycle tracks and footpaths to enhance the greening in the surroundings. He informed members that the North District Council (NDC) had been consulted twice on the proposed projects, including the design of the noise barriers, and members supported the implementation of the projects.

60. As regards the open competition of the design of noise barriers, CE/MW said that adjudication for the competition had completed in March 2009, and the results would be released in April 2009. As tenders for the proposed retrofitting works would be invited in May 2009, there might not be sufficient time to apply the design concepts gathered from the competition to the proposed barriers. Nevertheless, the Administration would draw reference from the winning design and further consult NDC if necessary.

61. Mr KAM Nai-wai expressed concern whether it was possible to modify the existing design of the proposed noise barriers after obtaining funding approval. CE/MW reiterated that the detailed design for the proposed barriers had substantially been completed in March 2008, and had the support of NDC members and the EA Panel. The Administration could make reference to the winning design of the open competition where practicable, with regard to the timeframe for the tendering process.

62. Mr KAM Nai-wai expressed dissatisfaction that the Administration had emphasized the support of the District Council to justify its position of maintaining the existing design. He said that it was the duty of PWSC and FC to closely scrutinize each funding proposal, including the design of the noise barriers under

the present proposal.

Admin

63. The Project Manager (Major Works), Highways Department (PM/MW) advised that not much change to the existing design was expected that as the height and general shape were already defined in order to comply with the prescribed environmental standards. The Administration could however explore whether any design concepts gathered from the open competition could be applied to enhance the aesthetics of the proposed noise barriers, and make minor adjustments, such as colour and curvature, which would not incur much additional costs. At the request of Mr KAM Nai-wai, the Administration undertook to provide information to FC if adjustments were subsequently made to the design of the proposed barriers.

Effectiveness of trees and noise barriers in reducing noise level

64. The Chairman criticized that noise barriers in Hong Kong were generally of poor aesthetics and relatively high costs, and had adverse impact on natural ventilation. He suggested that instead of providing noise barriers, more trees should be planted for better aesthetic and greening effects. Prof Patrick LAU shared a similar view and urged the Administration to consider retaining or planting more trees to mitigate traffic noise.

65. The Assistant Director (Environmental Assessment), Environmental Protection Department (AD(EA), EPD) said that findings in previous studies showed that the effectiveness of trees to mitigate noise impact was rather limited, as only a reduction in traffic noise of 1 dB(A) would be achieved by a 10-metre greening belt of trees. The Chairman expressed reservation about such findings.

66. Mr KAM Nai-wai noted that upon completion of the projects, about 1 500 and 1 400 dwellings along the two sections of Fanling Highway would benefit with reduction in traffic noise levels of 1 to 14 dB(A) and 1 to 17 dB(A) respectively. He doubted the cost-effectiveness to retrofit the noise barriers at such a high cost, when most of the dwellings would only benefit from a slight reduction in traffic noise. He enquired about the proportion of dwellings that would benefit from the highest reduction, i.e. 14 dB(A) and 17 dB(A). The Chairman advised that a reduction by 14 dB(A) represented a significant improvement given the exponential effect in noise level along the scale.

Admin

67. AD(EA), EPD said that the dwellings adjacent to the two sections of Fanling Highway in question were exposed to excessive traffic noise levels between 71 and 78/79 dB(A), against the prevailing noise limit of 70 dB(A). After completion of the proposed projects, 76% of the dwellings (2 369 dwellings) would fall within the noise limit of 70 dB(A), while an addition of about 580 dwellings would benefit from a reduction in traffic noise although the noise level would still exceed 70 dB(A). He undertook to provide, before the relevant FC meeting, information on the number of dwellings which would benefit from the different levels of reduction in traffic noise, particularly those with a reduction of 14 dB(A) and 17dB(A).

Removal of trees and planting proposals

68. Prof Patrick LAU asked why it was necessary to fell 216 trees (37 trees for 805 TH and 179 trees for 807TH) while replanting of trees was also planned for the project. He urged the Administration to consider re-locating the trees as far as practicable. The Chairman shared the concern about felling trees in the area. CE/MW advised that some trees would be felled or transplanted to make way for the noise barriers, and as a compensatory measure, evergreen trees, flowering plants and shrubs would be planted to enhance the aesthetics of the environment.

69. Ms Cyd HO welcomed the Administration's initiative to plant more flowering plants at the project sites which would improve aesthetics of the environment. However, she was concerned about the high recurrent costs for maintaining the plants given the adverse impact of traffic on air quality on the Fanling Highway. She suggested that more durable species be selected for areas with heavy traffic. Referring to the drawing at Enclosure 6 to PWSC(2009-10)6, Ms HO asked about the details of the landscape works. Mr KAM Nai-wai also expressed concern that according to the drawing, the left-hand side of the footpath was probably outside the project scope and would be left unattended.

70. DHy(Ag) said that the Administration attached great importance to enhancing the aesthetics of the environment and a total of \$26.4 million (\$12.9 million for 805TH and \$13.5 million for 807TH) would be spent on landscaping works for the two proposed projects. Although some trees would be removed for the retrofitting of noise barriers, 74 trees would be transplanted within the project sites (6 trees for 805 TH and 68 trees for 807 TH), together with planting proposals of around 300 trees in the area. The planting proposals would take into account the traffic conditions of Fanling Highway. PM/MW assured members that opportunity had been taken to undertake associated landscaping works under the two proposed projects, which covered the entire area in the typical drawings. At the request of Ms Cyd HO, the Administration would provide, before the relevant FC meeting, information on the types and species of trees/shrubs to be planted under the proposals, their anticipated growth and survival rate having regard to the impact of traffic on the air quality of expressways.

Admin

71. In reply to Ms Cyd HO, CE/MW advised that the estimated annual recurrent expenditure upon completion of the projects would be \$2 million (\$0.5 million and \$1.5 million for 805 TH and 807 TH respectively), mainly for the maintenance of landscaping works. Ms HO opined that the annual recurrent costs for the landscaping works were relatively high. CE/MW explained that apart from the planting of trees, the planting proposals also covered an estimated quantity of 23 900 shrubs (including shrubs on green walls and planters) and 17 700 square metres of grassed areas. In view of the extensive coverage of greenery, the annual recurrent costs of \$2 million were considered reasonable and acceptable. At Ms Cyd HO's request, the Administration agreed to provide information on the breakdown of annual recurrent expenditure for the proposed projects showing expenses for different items.

Admin

(Post-meeting note : According to the supplementary information provided by the Administration and circulated to members on 21 April 2009 vide PWSC69/08-09, the annual recurrent expenditure on maintenance of landscaping works is \$689,056 whereas the annual recurrent cost for maintenance of noise barriers and lighting is \$1,314,867.)

72. The item was voted on and endorsed.

Head 708 - Capital Subventions and Major Systems and Equipment
PWSC(2009-10)7 52EF Centralized general research laboratory
complex (block 1) in Area 39, The Chinese
University of Hong Kong

73. The Chairman advised that the Panel on Education had been consulted on 9 March 2009 on the proposal which was to upgrade 52EF to Category A at an estimated cost of \$455.8 million in MOD prices for the construction of a centralized general research laboratory complex by The Chinese University of Hong Kong (CUHK) in Area 39, Pak Shek Kok, Tai Po.

74. Ms Cyd HO, Chairman of the Panel on Education, reported that the proposal was to support the implementation of the normative four-year undergraduate programme under the new academic structure for senior secondary education and higher education (i.e. the "3+3+4" academic structure). Upon completion of the proposed building, the existing research laboratories of Faculties of Science and Medicine at the central campus would be relocated to the new building in Area 39. The vacated space would be converted into other teaching facilities to meet the space requirements arising from the implementation of the "3+3+4" academic structure. While Panel members generally supported the proposal, they suggested that the Administration should reserve the entire Area 39 for educational purposes and campus expansion of CUHK in future. They also raised concerns about construction unit costs, management of construction wastes, disposal of research waste, transport arrangements between the proposed building and the existing campus of CUHK, as well as consultation with stakeholders. It was also suggested that the proposed works should take into account the unique greenery environment of CUHK.

75. Prof Patrick LAU enquired about the development plan of Area 39, in particular whether the remaining lands of Area 39 would also be granted to CUHK for further development. The Chairman advised that the Administration had provided further information on the zoning and development plan of Area 39 to the Panel on Education on 30 March 2009 (LC Paper No. CB(2)1214/08-09(1)).

76. Prof CHING Pak-chung, Pro-Vice-Chancellor, CUHK advised that under the CUHK Master Development Plan in Tai Po Area 39 (Annex to LC Paper No. CB(2)1214/08-09(1)), the University planned to build four blocks (Blocks 1 to 4) for the development of research facilities, and 52EF was to seek funding approval

for the construction of Block 1. CUHK would apply for extension to the remaining portion based on the latest needs and development in scientific research, and subject to consultation with the University Grants Committee and funding availability. Prof CHING said that CUHK also intended to build student hostels on the land granted for it in Area 39 in future for postgraduate research students.

77. Prof Patrick LAU enquired about the connecting road infrastructure and transport arrangements for the proposed building. Prof CHING Pak-chung of CUHK advised that there was a flyover linking the proposed site with the Science Park in the proximity, with the flyover accessible via Tai Po Road or CUHK's main campus. As for intra-campus road access, Area 39, which was located to the north of the existing campus, could be accessed by way of the Campus Circuit. It was tentatively planned that there would be a bus route for commuters to travel between the University Station and Area 39. Besides, cycle tracks might be developed in future to provide alternative transport mode for staff and students.

78. The item was voted on and endorsed.

PWSC(2009-10)8 54EF Two integrated teaching buildings, The Chinese University of Hong Kong

79. The Chairman advised that the Panel on Education had been consulted on 9 March 2009 on the proposed project which was to upgrade 54EF to Category A at an estimated cost of \$741.8 million in MOD prices for the construction of two integrated teaching buildings by CUHK within its campus in Sha Tin.

80. Ms Cyd HO, Chairman of the Panel on Education, reported that Panel members were generally in support of the proposal which aimed at providing additional teaching facilities to meet the space shortfall for CUHK's present and future needs. The three existing junior staff quarter blocks at the proposed site (i.e. Chung Chi campus of CUHK) would be demolished for the construction of the two proposed buildings, and the staff concerned had already been duly informed of the proposed arrangements.

81. The item was voted on and endorsed.

PWSC(2009-10)9 24EJ Academic and administration building, City University of Hong Kong

82. The Chairman advised that the Panel on Education had been consulted on 9 February 2009 on the proposal which was to upgrade 24EJ to Category A at an estimated cost of \$888.5 million in MOD prices for the construction of the academic and administration building by the City University of Hong Kong (CityU) within its campus in Kowloon Tong.

83. Ms Cyd HO, Chairman of the Panel on Education, reported that while Panel members supported the proposal, they had raised concerns about the removal of trees, enhancement of greening features, consultation with the relevant district council and how the project would help revitalize the local community. She highlighted the need for CityU to expand its campus space for educational and administrative purposes to support the implementation of the "3+3+4" academic structure and to cater for additional senior year undergraduate places for the articulation of sub-degree graduates. She also commended CityU's initiative to contribute from its own source of funding to build a pedestrian passage linking up the proposed building and the student hostel blocks across Cornwall Street, and a footbridge connecting to the adjacent Community College of CityU Building.

84. Mr TAM Yiu-chung said that Members belonging to the Democratic Alliance for the Betterment and Progress of Hong Kong supported the proposal.

85. The item was voted on and endorsed.

**PWSC(2009-10)10 5EU New academic block and student hostel,
Lingnan University**

86. The Chairman advised that an information paper on the proposed works was circulated to the Panel on Education on 4 November 2008. The proposal was to upgrade 5EU to Category A at an estimated cost of \$216 million in MOD prices for the construction of a composite building of academic block and student hostel in Tuen Mun by Lingnan University (LU).

87. Referring to the submission dated 7 April 2009 from a resident of the Beneville expressing concern about the possible noise impact of the student hostel on the neighbourhood, Prof Patrick LAU noted that LU had adjusted its building design to address the concerns of the residents of neighbouring estates on the possible environmental impact created by the project. He asked whether the residents would be further consulted on the changes made to the project design after deliberation with the Tuen Mun District Council (TMDC). Prof LAU said that some local communities did not welcome the construction of a university campus or hostels in the vicinity. He urged LU to enhance communication with the local community to allay their concerns.

88. Mr IP Kwok-him expressed support for the proposal. He opined that the Tuen Mun residents generally welcomed the provision of university facilities in the district but they might have concern about the noise impact of student activities. Mr TAM Yiu-chung believed that the improved building design had largely addressed the noise concerns and allayed the worry of local residents. The Chairman commented that the construction of student hostel by The University of Hong Kong (HKU) in Kennedy Town had also drawn some concerns from the local community about the potential noise impact.

89. The Deputy Secretary for Education (1) (DS(1), EDB) said that UGC-funded institutions in general recognized the importance of community involvement. Apart from putting in place arrangements for sharing the use of facilities where appropriate, UGC-funded institutions including LU had been encouraging students to participate in community services and build up rapport with the local community.

90. Prof CHAN Yuk-shee, President, LU said that LU had been closely following up the concern about the noise impact of student activities, and had maintained dialogue with local residents in this regard. LU had also advised students to help maintain a quiet living environment for the neighbourhood.

91. Ms Cyd HO said that the current building design had already been adjusted by moving the student hostel blocks further away from neighbouring estates. As compensatory measures, the community hall of the proposed building would be open for use by the local residents, which would help address the shortage of community facilities in the vicinity. Moreover, the footpath from the campus to Fu Tai Estate would be improved and maintained for public use LU would also build a linkage from the existing footbridge across Castle Peak Road for connection with the student hostel blocks.

92. Mr KAM Nai-wai enquired about details of the measures to address the issues raised in the submission. Referring to the Centennial Campus projects of HKU which also attracted complaints from the neighbouring residents, he expressed concern about the communication between LU and the local residents on the proposed project.

93. DS (1), EDB said that upon receipt of the submission from the Legislative Council (LegCo) Secretariat on 7 April 2009, the Administration had quickly touched base with LU on the issues raised therein. DS(1), EDB added that the complainant was apparently not objecting to the project per se, but was seeking further information and clarification on a number of issues. As regards whether the locations referred to in the submission were required for the purposes of a bus terminal and Light Rail services, the relevant authorities had clarified that they were no longer so required. As regards the making of amendments to the relevant Outline Zoning Plan (OZP) to reflect the changes that had been made, the planning authorities would understandably need to process the requisite amendments and there could thus be some lead time before all such changes could be reflected in the relevant OZP under the established procedures.

94. Prof Bernard LIM, Principal, Architecture Design and Research Group Ltd advised that TMDC had been consulted on the proposal as early as January 2007. In response to TMDC members' request, LU had briefed the resident representatives of neighbouring estates in March 2007 on the design of the proposed works. A case conference of the Complaints Division of LegCo had also been held among the Administration, LU representatives and LegCo Members in March 2007. Concerns of the residents on the possible environmental impact of the project had been considered and addressed in the building design. Under the

current design, the location and height of the proposed 20-storey building had taken into account the need to avoid blocking the views of the neighbouring residential estates which were 40-storey high. Student activities areas would be clustered in the central part of the U-shaped layout of the proposed building, with a view to mitigating the noise impact on the adjacent areas. The community hall and open space at the proposed building would also be open for use by the local residents.

Admin 95. At the request of Mr KAM Nai-wai, the Administration would provide, before the relevant FC meeting, written responses to the concerns and suggestions raised in the submission.

96. Mr KAM Nai-wai suggested that LU should set up a liaison committee to communicate with the residents on the latest progress of the project regularly, instead of consulting the residents indirectly through TMDC. Mr Stephen HO Chun-man, Senior Campus Development Officer, LU said that LU had already conducted briefing sessions for residents of the three main residential estates in the vicinity of the proposed building. Residents of these estates were generally in support of the project design.

Admin/LU 97. Mr IP Kwok-him opined that it was undesirable to accommodate both academic facilities and student hostel facilities in the same building under the proposed project. He pointed out that it was an unusual design which should be avoided in future unless there was a serious shortage of lands to accommodate all the facilities. The Administration and LU took note of the view.

98. The item was voted on and endorsed.

99. The meeting ended at 10:45 am.