

**立法會**  
**Legislative Council**

LC Paper No. PWSC46/09-10  
(These minutes have been  
seen by the Administration)

Ref : CB1/F/2/2

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

**Minutes of the 6<sup>th</sup> meeting  
held in Conference Room A of Legislative Council Building  
on Wednesday, 20 January 2010 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 Fred LI Wah-ming, SBS, JP  
Hon James TO Kun-sun  
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 Albert CHAN Wai-yip  
Hon WONG Kwok-hing, MH  
Hon LEE Wing-tat  
Hon CHEUNG Hok-ming, GBS, JP  
Hon KAM Nai-wai, MH  
Hon Cyd HO Sau-lan  
Hon Starry LEE Wai-king  
Hon CHAN Hak-kan  
Hon Tanya CHAN  
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

**Members absent:**

Hon LAU Wong-fat, GBM, GBS, JP  
Hon Timothy FOK Tsun-ting, GBS, JP

Hon Abraham SHEK Lai-him, SBS, JP  
Prof Hon Patrick LAU Sau-shing, SBS, JP

**Public officers attending:**

Ms Doris HO Pui-ling	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>3</sup>
Mr MAK Chai-kwong, JP	Permanent Secretary for Development (Works)
Mr Thomas CHOW Tat-ming, JP	Permanent Secretary for Development (Planning and Lands)
Ms Anissa WONG, JP	Permanent Secretary for the Environment
Miss Sandra LAM Ching-nga	Principal Assistant Secretary for Financial Services and the Treasury (Works)
Mrs Apollonia LIU LEE Ho-kei	Principal Assistant Secretary (Transport) <sup>5</sup> Transport and Housing Bureau
Mr Norman MAK Wai-pui, JP	Project Manager (Major Works) Highways Department
Mr Sam WONG Chung-kwong	Chief Engineer (Major Works) <sup>2-2</sup> Highways Department
Miss Cinderella LAW Fung-ping	Assistant Commissioner (New Territories) Transport Department
Miss Emma LAU Yin-wah, JP	Judiciary Administrator
Mrs Marigold LAU LAI Siu-wan, JP	Director of Architectural Services
Mrs Angela LO SUNG So-may	Assistant Judiciary Administrator (Corporate Services)
Mr Henry CHOI Wan-kit	Project Director (1) Architectural Services Department
Ms Mable CHAN	Deputy Secretary for Education (2)
Mr Raymond SY Kim-cheung	Principal Assistant Secretary (Infrastructure and Research Support) Education Bureau
Miss WU Po-ling	Principal Assistant Secretary (School Administration and Support) Education Bureau
Ms Carol YUEN Siu-wai	Deputy Secretary for Security (2)
Mr Charles CHOW Chi-ping	Project Director (2) Architectural Services Department
Mr WONG Sai-chuen	Chief Fire Officer (Headquarters) Fire Services Department
Mr John YEUNG Sai-him	Deputy Chief Ambulance Officer Fire Services Department
Mr Benjamin MOK Kwan-yu	Principal Assistant Secretary (Recreation and Sport) Home Affairs Bureau
Mr Wilson LEE Hung-wai	Project Director (3) Architectural Services Department

Mr Donald CHOY Chi-mun	Assistant Director (Leisure Services)3 Leisure and Cultural Services Department
Mr Peter KAN Tat-sing	Chief Executive Officer (Planning)2 Leisure and Cultural Services Department
Mr Andrew TSANG Yue-tung, JP	Assistant Director (2) Home Affairs Department
Dr Cindy LAI Kit-lim, JP	Assistant Director (Health Administration and Planning) Department of Health
Mr MA Lee-tak, JP	Director of Water Supplies
Mr NG Chi-ho	Assistant Director (New Works) Water Supplies Department

**Clerk in attendance:**

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

Ms Angel SHEK	Senior Council Secretary (1)1
Mr Frankie WOO	Senior Legislative Assistant (1)3
Ms Christy YAU	Legislative Assistant (1)1

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The Chairman reported that a total of 12 capital works projects of an amount \$81,755 million had been endorsed by the Public Works Subcommittee (PWSC) in the 2009-2010 session so far.

**Head 706 - Highways**

**PWSC (2009-10)81      76TI      Bus-bus interchanges on Tuen Mun Road**

2. The Chairman advised that the proposal was to upgrade 76TI to Category A at an estimated cost of \$162.3 million in money-of-the-day (MOD) prices for the construction of the bus-bus interchanges (BBIs) on Tuen Mun Road (TMR). The Administration had submitted the proposal to PWSC at the meeting on 16 December 2009. In the light of members' concerns and suggestions raised at the meeting, the Administration had considered further the ancillary support services to be provided at the BBIs. An information paper on the enhancements to the project was circulated to the Panel on Transport on 31 December 2009.

3. Mr WONG Kwok-hing expressed support for the proposal and appreciation of the Administration's efforts in enhancing the design of the proposed BBIs in response to PMWC members' suggestions. Regarding the provision of portable

toilets at the BBIs, and the assessment of permanent toilet facilities, he enquired about the number of portable toilets to be provided, and when the assessment of permanent toilets would be made.

4. The Principal Assistant Secretary (Transport)<sup>5</sup>, Transport and Housing Bureau (PAS(T)<sup>5</sup>, THB) advised that at existing BBIs, toilet facilities provided were all portable in nature. As for the proposed BBIs, two portable toilets would be provided at each BBI, and the number could be adjusted according to actual demand. Given the construction and recurrent costs for providing permanent toilet facilities, the Administration would consider whether to provide permanent toilets at the proposed BBIs, having regard to the usage of the portable toilet facilities. The Administration would also take into account the views of the Tuen Mun District Council (TMDC) and the local community.

5. Referring to the proposed drop-off/pick-up area shown in Enclosure 4 to PWSC(2009-10)81, Ms Miriam LAU noted that for the Tuen Mun-bound BBI, private cars might use the re-provisioned car parking spaces next to the BBI for drop-off and pick-up while the section of Castle Peak Road (CPR) next to the BBI could be used by all vehicle types for the purpose. As for the Kowloon-bound BBI, the immediately adjacent section of CPR could be used for drop-off and pick-up if needed. Ms LAU expressed concern that passengers getting off at these drop-off/pick-up areas would need to cross the road in order to take a bus at the BBIs, and that the level difference between the drop-off/pick-up area and the proposed Tuen Mun-bound BBI might add problem to such crossing. She also doubted whether there would be sufficient space for vehicle movement at the re-provisioned car park when all such parking space was taken up. Ms LAU considered that the drop-off and pick-up points should be located near the BBIs, for the convenience of passengers and to enhance patronage of the BBIs.

6. PAS(T)<sup>5</sup>, THB explained that the BBIs were currently designed for use by bus passengers for interchanging buses, therefore space had not been provided for drop-off/pick-up of passengers taking other transport modes. The Administration accepted that, subject to the efficiency of the BBI operation not undermined, it would be desirable to facilitate passengers arriving by other modes of transports to make use of the bus services at the BBIs. It would only be possible to assess the capacity of the BBIs for such drop-off/pick-up activities after further discussion with the local community and relevant bus companies on the number of bus routes calling at the BBIs. The travelling public could make use of the proposed drop-off and pick-up areas as denoted at Enclosure 4 to PWSC(2009-10)81 if there was indeed insufficient space to accommodate all passenger drop-off/pick-up activities inside the BBIs. The location of these drop off/pick-up areas were around 100 metres away or a few minutes' walking distance from the BBIs. To facilitate passengers commuting between the drop-off/pick-up area and the Tuen Mun-bound BBI at different levels, lifts, proper pedestrian crossing and walkway would be provided. While the re-provisioned car parking spaces were at present usually used by people who visited the nearby waterfront for fishing, there should be sufficient spaces for passenger drop-off/pick-up near the BBIs.

7. Ms Miriam LAU stressed that it was necessary to ensure convenience and safety of passengers, and it would be more desirable to accommodate drop-off/pick-up activities inside the proposed BBIs. As the planning and design should be finalized before construction, Ms LAU requested the Administration to confirm the arrangements before the relevant meeting of the Finance Committee (FC). PAS(T)5, THB said that the Administration took note of Ms LAU's suggestion and assured members that the Administration would take this into account in the further discussion with TMDC and the district community. The Administration would assess the demand of the local community, the number of bus routes calling at the BBIs and traffic conditions before finalizing the arrangements. However, as these processes would take time and some of the required information was not available at this stage, it would not be possible to conduct the consultation and assessment before the relevant FC meeting.

8. Mr CHEUNG Hok-ming said that as a Member returned from the New Territories West constituency, he supported the proposal. He further said that the Panel on Transport had urged the Administration to synchronize the construction of the BBIs with the TMR widening works. Panel members acknowledged that the concerns raised by PWSC could not be fully addressed at this stage, as some issues would require further consultation and assessment. He added that TMDC members generally found the current design acceptable, and looked forward to the early implementation of the BBIs.

9. Mr TAM Yiu-chung expressed concern about the long time required for commissioning the proposed project, as the construction works would commence from April 2010 and be completed in April 2013. The Project Manager (Major Works), Highways Department explained that the construction of the BBI on TMR Tuen Mun-bound could only commence after the TMR widening works had completed, hence a longer time for completion was required. However, the TMR Kowloon-bound BBI would be completed six months earlier than the BBI on TMR Tuen Mun-bound. The Chairman remarked that the Administration should have provided the information in the PWSC paper.

10. The item was voted on and endorsed.

### **Head 703 - Buildings**

#### **PWSC(2009-10)83      30LJ      Additional courtrooms and associated facilities in the High Court Building**

11. The Chairman advised that the proposal was to upgrade 30LJ to Category A at an estimated cost of \$50.9 million in MOD prices for the construction of additional courtrooms and associated facilities in the High Court Building. The Panel on Administration of Justice and Legal Services (AJLS Panel) had been consulted on the proposed works at the meeting on 15 December 2009, and Panel members expressed support for the project. The Administration had also provided supplementary information to the AJLS Panel on 11 January 2010 (Enclosure 3 to PWSC(2009-10)83).

12. Mr IP Kwok-him said that there was a need to carry out the proposed works to alleviate the shortage of courtrooms and associated facilities in the High Court Building. Noting that the estimated construction unit cost was \$21,525 per square metre of construction floor area in September 2009 prices, he enquired whether the unit cost was reasonable and comparable to that of similar projects.

13. The Director of Architectural Services (D Arch S) said that taking into consideration the need to avoid disturbance to the operation of the High Court Building during the construction stage, the proposed works could only be undertaken after office hours, and on Saturdays and Sundays, which would entail a higher consultants' fee and labour cost. For construction works carried out in-situ, additional costs would also be incurred to implement special mitigation measures to control noise, dust and site run-off nuisances. Besides, the requirement to undertake the conversion works at the lower ground fourth floor which had a high ceiling had also contributed to an increased construction unit cost. In reply to Mr IP's further enquiry, D Arch S said that the increase in labour cost due to the working hour restriction was around 30% when compared to other projects.

14. The item was voted on and endorsed.

**PWSC(2009-10)82      106ET      Special school in Area 16, Tuen Mun, for students with physical disability**

15. The Chairman advised that the proposal was to upgrade 106ET to Category A at an estimated cost of \$260.4 million in MOD prices for the construction of a special school with boarding facilities in Area 16, Tuen Mun for students with physical disability. An information paper was circulated to the Panel on Education on 7 December 2009. He further said that PWSC had received a number of submissions from different parties urging for early completion of the school project, and these submissions were circulated to members on 7 and 15 January 2010.

16. While expressing support for the proposal, Mr IP Kwok-him asked about the reason for the relatively high construction cost of the proposed school project. D Arch S advised that the construction cost was comparable to that of similar special schools built by the Government, such as a recent school project at Cornwall Street.

17. Noting that the classroom block was connected with the assembly hall block and the boarding block by a link bridge, Mr IP Kwok-him enquired whether this would cause inconvenience to the students with physical disability in commuting between the blocks. D Arch S explained that in order to provide sufficient space to accommodate the school facilities and the boarding places, the proposed school would be built on two adjacent sites at Area 16, Tuen Mun. Vertical extension of the school building to provide the boarding places was not preferred in view of the inconvenience to students with physical disability to

commute between the floors. As such, the boarding section would be built at an adjacent site which was linked to the school section with a bridge. This arrangement was a better option than building a subway in enhancing students' safety in emergency incidents. In reply to Mr IP's further enquiry that only one lift would be provided each at the school section and the boarding section, D Arch S advised that students would mainly make use of the barrier free access, including wheelchair-accessible ramps, to commute between different floors.

18. The item was voted on and endorsed.

**PWSC(2009-10)84      171BF      Development of Aberdeen fire station-cum-ambulance depot**

19. The Chairman advised that the proposal was to upgrade 171BF to Category A at an estimated cost of \$177.2 million in MOD prices for demolishing the existing Aberdeen Fire Station and constructing a new fire station-cum-ambulance depot in Aberdeen. The Panel on Security was consulted on the proposal at the meeting on 3 November 2009. The Administration had provided supplementary information on the proposed works to the Panel on 1 December 2009.

20. Mr KAM Nai-wai enquired about the project cost vis-à-vis other similar projects. D Arch S said that compared to the project cost for other fire stations, such as the one in Kowloon Tong, the current project was slightly more expensive due to the need to retain 41 trees and preserve a natural streamcourse in the project site. As the layout of the building had to be specially designed to tie in with the preservation measures, additional cost would also be incurred. While appreciating the greening initiatives for the project, Mr KAM remained concerned about the project cost and asked about the estimated additional expenditures. D Arch S said that the preservation initiatives and the special layout of the project would cost additional sums of around \$3.6 million and \$5 million respectively.

21. Mr KAM Nai-wai also expressed concern about the potential noise impact during the construction and operation of the new fire station-cum-ambulance depot on the nearby hospitals (i.e. Wong Chuk Hang Hospital and Grantham Hospital). The Deputy Secretary for Security(2) (DS(2),SB) said that during construction, the contractor would be required to implement mitigation measures to control noise and other nuisances. Upon commissioning of the project, the Aberdeen Fire Station would strive to alleviate noise nuisances from the operation of the depot to the neighbourhood, such as silencing the audio broadcasting and communication system at the station during late hours, positioning the broadcasting speakers away from the hospitals and residential areas, shutting off the siren of fire engines on emergency call when traffic conditions allowed, and installing entrance/exit gates with sound-absorbing edges.

22. Mr Kam Nai-wai enquired about the use of the site to be vacated by the existing Aberdeen Fire Station. He urged the Government to plan early so that the site would not be left idle after the demolition works. He suggested the

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Administration consider using the land for Government building offices to meet the needs of the Southern District. DS(2),SB said that the site in question was designated for "Government, Institution and Community" use. After the demolition works had completed, the Fire Services Department would hand over the site to the Lands Department which would dispose the land in accordance with the prevailing policy, having regard to community needs. She would relay Mr KAM's suggestion to the Lands Department for consideration.

23. The item was voted on and endorsed.

**PWSC(2009-10)85      54RG      Town Park, indoor velodrome-cum-sports centre in Area 45, Tseung Kwan O**

24. The Chairman advised that the proposal was to upgrade 54RG to Category A at an estimated cost of \$1,129.7 million in MOD prices for the development of a town park and an indoor velodrome-cum-sports centre in Area 45, Tseung Kwan O (TKO). An information paper was circulated to the Panel on Home Affairs on 9 December 2009.

Indoor velodrome-cum-sports centre

25. Ms Miriam LAU expressed support for the proposal, in particular the sports facilities as the local residents had been looking forward to their early provision. She noted that currently there was a lack of dedicated facilities for top-level cycling training and competition in Hong Kong. In view of the promising results achieved by Hong Kong cyclists in national and international competitions, she agreed that an indoor velodrome should be built to help realize the full potential of the local athletes in cycling. However, as a result of rapid development and population growth in TKO, there were insufficient recreational and sports facilities in the district to meet the rising needs of the community. She enquired whether the indoor velodrome would also be used for holding training or interest classes for the general public.

26. The Assistant Director (Leisure Services)3, Leisure and Cultural Services Department (AD(LS)3, LCSD) said that the indoor velodrome-cum-sports centre was a multi-purpose facility, with a multi-purpose area in the centre of the track that could be used as a venue for ball games, gymnastics and other sports training or events. LCSD would discuss with the Hong Kong Cycling Association (HKCA) usage of the venue such as organizing training classes on indoor cycling for the public. In response to Ms Miriam LAU's enquiry about the number of international/regional competition expected to be held at the indoor velodrome, AD(LS)3, LCSD said that the Government would identify with HKCA competitions suitable to be held there.

27. Mr LEE Wing-tat opined that as the indoor velodrome-cum-sports centre was built and funded by the Government, LCSD should devise a policy on the use of such facility after consulting HKCA. While he supported top-level cycling

training, the venue should also be made available for public booking. He also enquired whether the multi-purpose area in the centre could be open for public use when training was held at the cycling track. Mr WONG Kwok-kin agreed that the facility should be made available for public use as far as practicable. Expressing support for the project, Mr IP Kwok-him suggested that activities of passive nature could be conducted at the multi-purpose area when cycling training was held in other parts of the venue, so as to optimize the use of the facilities while minimizing safety concerns.

28. AD(LS)3, LCSD responded that as the indoor velodrome-cum-sports centre was a district facility, LCSD would strike a balance between top-level cycling training and the needs of the general public. He said that there would be safety concern if activities were conducted at the multi-purpose area in the centre whilst training was going on at the cycling track. Nevertheless, LCSD would discuss with HKCA how to coordinate and optimize the use of the cycling track and the multi-purpose area. The Permanent Secretary for Development (Works) (PS(W), DEVB) and the Principal Assistant Secretary (Recreation and Sport) (PAS(R&S), HAB) said that as the design was to cater for top-level cycling training and international competitions, the superelevation of some sections of the cycling track was quite steep and it would not be suitable for use by beginners and children without proper training. Mr LEE Wing-tat requested the Administration to provide, before the relevant FC meeting, information on the extent to which the facilities at the proposed indoor velodrome-cum-sports centre would be made available for public bookings vis-à-vis top-level cycling training/international competitions.

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29. Highlighting the good results achieved by Hong Kong cyclists at the East Asian Games, Mr WONG Kwok-kin said that he welcomed the construction of the proposed centre. He was however concerned about the long-term planning on the development of cycling sports and that the facility would not become another "white elephant". Referring to the flourishing penetration of soccer in Brazil, Mr WONG stressed that the Government should promote "Sport for All" and nurture a larger and stronger base of participants in cycling and other sports, from which talented athletes might emerge.

30. PAS(R&S), HAB advised that cycling was one of the 14 elite sports supported by Hong Kong Sports Institute. In the recent years, the Government had been allocating more resources for training in these areas. For instance, a provision of \$10 million was allocated in 2009-2010 to enhance the feeder programmes for identifying and training more young athletes with potential to reach the highest level for various sports including cycling. Recurrent funding was also provided to HKCA for promoting cycling. In addition, the Administration was also committed to providing adequate facilities for the development of the sport. This included the proposed indoor velodrome, which would facilitate elite cyclists to undergo training locally saving their time from travelling to the Mainland and other countries for training purpose. The Chairman advised that policy on measures supporting elite athletes should be deliberated at meetings of the Panel on Home Affairs.

Town park

31. Mr Albert CHAN expressed concern about the cost and design of the greening works for the proposed town park. He said that he had repeatedly urged the Administration to adopt a simpler design for greening and soft landscaping, particularly to avoid multi-layered greening under tall trees or structures. He pointed out that consultants and design architects tended to offer elaborate and costly landscape designs in order to yield a higher consultancy fee which was often set at a ratio of the total project cost. Citing overseas examples such as the Central Park in New York, Hyde Park in London and Stanley Park in Vancouver, Mr CHAN stressed that a simple design could sufficiently bring out the beauty of a town park. He urged the Administration to take heed of his suggestion and review its policy, otherwise he would not give support to similar projects in future. The Chairman agreed with Mr CHAN's view that "simple is beautiful".

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32. PS(W), DEVB said that a Steering Committee on Greening had been established under the Works Branch of the Development Bureau to draw up relevant standards and guidelines for greening works. Mr CHAN appreciated the Administration's initiative to devise an overall policy on landscape design. As it would take time for the policy to be drawn up, he requested the Administration to review the current design in the light of his concern and suggestion.

33. Mr LEE Wing-tat considered that LCSD should enhance the aesthetics and appeal of town parks and other public spaces under its purview. Referring to the recent event of "Budding Winter Hong Kong" at various town parks in the territory, he suggested that the relevant bureaux/departments should make more efforts in taking forward initiatives to bring arts closer to the community, by showcasing at town parks artworks and sculptures of local artists in the city. He believed that it would be practicable to take forward his suggestion in the proposed park as only a small sum would be required for such initiative.

34. Ms Miriam LAU supported Mr LEE Wing-tat's suggestion. She said that many overseas town parks had unique features such as special tree species or set-ups highlighting special themes. She requested the Administration to consider enhancing the appeal and muse of the proposed town park by adopting a central theme for the art display, such as sports or cycling.

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35. AD(LS)3, LCSD advised that a number of artworks were displayed in Hong Kong Park, Kowloon Park and Sha Tin Park, and similar initiatives would be implemented in other parks where appropriate. LCSD would discuss with the Architectural Services Department (ASD) how to enhance the appeal of the park further in the light of members' suggestions. Mr LEE Wing-tat requested the Administration to provide, before the relevant FC meeting, a written response to his suggestion of displaying artworks and sculptures at the proposed park.

36. As certain facilities such as fitness corners were popular among users of local parks, Ms Miriam LAU enquired whether the Administration would give regard to the needs of the local community before deciding on the facilities to be included in the town park (e.g. the model boat pool and outdoor climbing wall). AD(LS)3, LCSD advised that in designing the proposed park and associated facilities, the Administration had made reference to popular features in local parks. The Sai Kung District Council and local community had expressed support for the proposed facilities.

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37. Mr Andrew CHENG suggested providing cycling tracks at the periphery and within the town park for public enjoyment, in particular the artificial lake, and enhancing accessibility of the park by cyclists. D Arch S said that ASD would follow up the suggestion with LCSD.

#### Transport facilities

38. Referring to the lack of parking spaces at the Tai Po Waterfront Park, Mr Andrew CHENG suggested providing more car parking spaces at the proposed facilities, to facilitate people who might drive to visit the park. AD(LS)3, LCSD advised that the covered carpark at the proposed site would provide a maximum of 30 carparking spaces for private vehicles and three for coaches, while the carpark at the adjacent TKO Sports Ground could provide 60 and 10 parking lots for private vehicles and coaches respectively. In addition, there were some 960 parking spaces for private vehicles at the residential estates nearby. There were also cycling tracks near the park, with about 150 parking spaces for bikes. Besides, the proposed town park and indoor velodrome-cum-sports centre were close to Hang Hau and TKO mass transit railway (MTR) stations, and three bus routes were running in the vicinity. Mr CHENG commented that the 30 carparking spaces to be provided at the proposed site might not be adequate, especially when events and competitions were held concurrently at both the proposed facility and the adjacent TKO Sports Ground. He suggested increasing the number to 50 or more.

39. Mr Albert CHAN suggested that the carpark of the proposed town park and indoor velodrome-cum-sports centre could be managed by the current operator of the carpark of TKO Sports Ground to enhance operational efficiency, especially during the staging of events. AD(LS)3, LCSD took note of the suggestion.

40. Ms Miriam LAU enquired about the provision of pedestrian crossing facilities for people accessing the park from the nearby MTR stations and residential estates. The Chief Executive Officer (Planning)2, LCSD said that the current design had taken into account the need to facilitate the public to access the town park and the indoor velodrome-cum-sports centre conveniently from different directions, since the facilities would spread over an extensive area with residential areas both on the northern and southern sides of the park. Referring to Enclosure 1 to PWSC(2009-10)85, he pointed out that there were two pedestrian subways from Nan Fung Plaza and On Ning Garden on the eastern side of the park, and the facilities were also linked to Kwong Ming Court and Beverly Garden

on the western side by a pedestrian subway and a footbridge. The public could also commute to the park through the existing walkways near TKO Sports Ground. At the request of Ms LAU, the Administration agreed to provide a more detailed layout plan showing the pedestrian access and road crossing facilities.

#### Project estimates and recurrent expenditure

41. Mr IP Kwok-him expressed support for the proposal. He enquired about the reason for the relatively high annual recurrent expenditure which was estimated at \$38.4 million. As the capital and recurrent cost of the indoor velodrome-cum-sports centre would be partly recovered from the relevant users on a subsidized fees basis, he was concerned that a high hiring charge would be set for using the facilities.

42. AD(LS)3, LCSD advised that the annual recurrent expenditure included \$5 million for building maintenance, \$15 million for electrical and mechanical services and \$18 million for the management of the facility covering cleaning and security, as well as associated staff costs. As the indoor velodrome was a new facility, the hiring fee had not been set but the Administration would take into account users' affordability. As for other fee-charging recreation and sports facilities, the prevailing fees would apply. He stressed that the recurrent cost would only be partly recovered on a subsidized fees basis, but there was no estimation of the amount of annual subsidy at this stage.

#### Other issues

43. Mr IP Kwok-him expressed concern about the potential noise impact of the activities at the amphitheatre and skateboard park of the proposed town park on the neighbourhood. AD(LS)3, LCSD said that taking into account the views of local residents collected during consultation, the amphitheatre and the skateboard park had been relocated to the corner of the town park which was furthest away from adjoining residential developments. Suitable modifications had also been made to the facilities, such as provision of lightweight cover for the amphitheatre, locating the amphitheatre and the skateboard park to a low-lying area, using the surrounding areas as a noise buffer, and provision of a purposely designed public announcement system for the amphitheatre. It was expected that the noise impact on nearby residents could be minimized with these arrangements.

44. Mr LEE Wing-tat requested the Administration to put in place adequate mitigation measures to control noise arising from the construction works as the project site was very near to residential areas. He also requested the Administration to select contractors carefully to avoid delay in the construction works as in the case of a park in Tsing Yi. D Arch S referred members to the established guidelines and procedures for tendering of public works projects, and assured members that the Administration would strive to select suitable contractors in the best interests of the public. She informed members that the proposed works had already undergone tendering and the works could commence immediately upon approval of FC.

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45. Mr Albert CHAN expressed concern about the possible light pollution arising from the reflection of the façade of the indoor velodrome-cum-sports centre on the neighbourhood. D Arch S said that the Administration had given consideration to reducing potential light impact by adopting non-reflective metallic materials for the façade in question. Mr CHAN said that light-coloured material such as the white colour used for the facade could still cause adverse visual impact even if its reflectivity was low. He urged the Administration to carefully consider the choice of material for the façade before signing the relevant contract. D Arch S took note of Mr CHAN's concern and agreed to provide further information on the materials, including details on their reflectivity and colour, to be used for the façade.

46. In concluding the discussion, the Chairman commented that the current design of the proposed project lacked creativity and theme. He suggested the Administration take note of members' request for enhancing the appeal of the town park by displaying sculptures and artworks, preferably with a central theme. He also urged the Administration to provide more detailed layout plans in its future submissions to PWSC.

47. The item was voted on and endorsed.

**PWSC(2009-10)86      176SC      Joint-user complex at Bailey Street, To Kwa Wan Reclamation**

48. The Chairman advised that the proposal was to upgrade 176SC to Category A at an estimated cost of \$476.4 million in MOD prices for the development of a joint-user complex at Bailey Street, To Kwa Wan Reclamation. The Administration had provided an information paper for circulation to the Panel on Home Affairs, Panel on Health Services and Panel on Public Service in December 2009.

Community Hall

49. Ms Miriam LAU noted that the Kowloon City district did not have any government-run community centre/community hall (CH), and the proposed CH in Kowloon City would have to serve a population of around 356 600 comprising residents in Kowloon Tong, Kowloon City, To Kwa Wan, Ho Man Tin and Hung Hom. As the proposed CH would provide the much-needed facilities and venue for organizing various community activities in the Kowloon City district, she asked whether the completion date of the proposed project could be brought forward. D Arch S said that the works could be completed within 28 months if no delay was caused by inclement weather or other unforeseen circumstances. The Administration would strive to expedite the works as far as practicable.

50. Ms Starry LEE said that the local community of the Kowloon City area was very dissatisfied that the proposed CH had to be shared by residents of different

areas, i.e. Kowloon Tong, Kowloon City, To Kwa Wan, Ho Man Tin and Hung Hom. She urged the Administration to provide at least one CH in each area to relieve the shortage of such facilities. Ms LEE also requested the Administration to provide cultural and recreational facilities, such as library and children's playground, in To Kwa Wan.

51. The Assistant Director (2), Home Affairs Department (AD(2), HAD) said that the proposed CH was only the first step to address the shortage of government-run CHs in various areas of the district. In the long run, the Administration would continue to look for other suitable sites to provide similar facilities in the nearby areas, such as the Kai Tak Development (KTD). Ms Starry LEE said that KTD would be a newly developed area and providing a CH there could not address the shortage of other existing areas. She requested the Administration to actively consider providing CHs in each of the old areas. The Chairman advised that the provision of CH in other areas and enhancement of other community facilities were matters which should be pursued at meetings of the Panel on Home Affairs.

52. Noting from the paper that over 1 400 local groups (including mutual aid committees, owners' committees/corporations, local organizations and non-governmental organizations) could make use of the proposed CH, Ms Miriam LAU asked about the mechanism for allocating the venues to various users on equitable basis. She said that some members of the public had reflected problems in booking CH facilities in other districts, and booking had to be made as early as six months in advance. She envisaged that there might be greater problem with the proposed CH which would be the only CH in the Kowloon City district.

53. AD(2), HAD said that the estimation of 1 400 organizations was included in the paper as an indication of the potential groups that might benefit from the proposed CH. As in other districts, not all eligible organizations would use the venues in CH. To address the keen demand in the district, the proposed CH would include three additional multi-purpose rooms on top of the standard provision of two. These rooms would be provided with movable partitions and sound insulation so that they could be flexibly converted into venues of varying sizes to meet different needs.

54. Mr Albert CHAN said that he appreciated the provision of additional multi-purpose rooms at the proposed CH, and this should be a standard provision for other CHs. AD(2), HAD took note of Mr CHAN's suggestion and added that the three multi-purpose rooms, which would take up about 135 square metres in total, could be used for different activities, such as meetings, dance classes and tuition classes. AD(2), HAD also undertook to provide information, before the relevant FC meeting, as to whether such rooms would be provided with wall mirrors and whether they could be used for conducting dance class for 30 participants.

55. Referring to Enclosure 1 to PWSC(2009-10)86, Ms Miriam LAU enquired whether the green roof of the proposed CH would be open for public enjoyment. D Arch S advised that this would be subject to user's view having regard to safety considerations. AD(2), HAD added that as district councils were involved in the management of CHs, the Administration would relay Ms LAU's suggestion to the Kowloon City District Council for consideration.

#### Government Dental Clinic

56. Mr WONG Kwok-kin expressed concern that the merging of dental clinic services presently provided in different areas might cause inconvenience to patients as they might need to travel a longer distance to the reprovisioned clinic. He enquired whether the planning for the new Government dental clinic at the proposed joint-user complex had taken this into consideration.

57. The Assistant Director (Health Administration and Planning), Department of Health (AD(HA&P), DH) explained that part of the proposal was to reprovision, merge and expand the services currently provided in three existing dental clinics, i.e. the Argyle Street Government Dental Clinic, Lee Kee Government Dental Clinic located in Kowloon City, and Li Po Chun Dental Clinic in Tai Kok Tsui. As these existing clinics were small and housed in old buildings, the Administration proposed to merge them for better management and efficiency, and to provide better environment and facilities to serve the public. At present, these clinics provided dental services to civil servants and their dependents, while the Lee Kee Government Dental Clinic also provided emergency dental service to the public during the general public sessions. As routine dental check-up was normally conducted once a year, and the new clinic at the proposed joint-user complex in To Kwa Wan was close to the areas of the existing clinics, the Administration envisaged that it would not take existing users too much travelling time. Mr WONG Kwok-kin maintained the view that dental clinic services should continue to be provided in different areas to facilitate the local communities, and he had reservation about merging the three dental clinics as proposed in the paper.

#### Maternal and Child Health Centre

58. Ms Starry LEE enquired about the use of the premises to be vacated by the existing maternal and child health centre (MCHC) in Hung Hom Clinic. AD(HA&P), DH advised that consideration would be given to deploying the existing MCHC premises, with an area of some 400 square metres, for expansion of the Government clinic which was currently co-located with the MCHC in the same building.

59. Ms Cyd HO said that as a result of the trend of late marriage and pregnancy, the nature of maternal and child health care services was now more sophisticated. As such, the proposed MCHC should provide more comprehensive services, such as speech therapy, developmental assessment and parent education. In this connection, she enquired whether flexibility would be allowed for the new MCHC

to provide more comprehensive maternal and child care services to address special needs in the future. She also suggested that the old premises could be retained to complement the services of the new MCHC by targeting at different client groups or services.

60. AD(HA&P), DH said that after reprovisioning, the area of the new MCHC would be about 700 square metres comprising three consultation rooms and a number of rooms that could flexibly serve many purposes, including interview, family planning, counselling, specialist assessment, etc. The design of the new MCHC would allow for flexibility in providing additional services. She explained that the existing MCHC was located on two separate floors in an old building without lift facility, and it was not convenient for the public, especially pregnant women, to commute between the floors. Keeping the old premises as part of the new MCHC would involve complicated issues such as manpower deployment and might hamper operational efficiency. Ms Cyd HO remarked that the Administration's planning of manpower resources should tie in with the expansion of health care services and hardware development. She requested the Administration to provide, before the relevant FC meeting, a written response to her enquiry about the size and purpose of the rooms and areas under the new MCHC, and its design to cope with future service needs.

Admin

61. The item was voted on and endorsed.

**Head 709 - Waterworks**

**PWSC(2009-10)88      334WF      Expansion of Tai Po water treatment works and ancillary raw water and fresh water transfer facilities**

62. The Chairman advised that the proposal was to upgrade part of 334WF, entitled "Expansion of Tai Po water treatment works and ancillary raw water and fresh water transfer facilities – part 1 works", to Category A at an estimated cost of \$259.9 million in MOD prices. An information paper was circulated to the Panel on Development on 9 December 2009.

63. The item was voted on and endorsed.

64. There being no other business, the meeting ended at 10:20 am.