

立法會
Legislative Council

LC Paper No. PWSC247/15-16

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by the Administration)

Ref : CB1/F/2/1(25)B

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

**Minutes of the 25th meeting
held in Conference Room 1 of the Legislative Council Complex
on Saturday, 21 May 2016, at 9 am**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Frankie YICK Chi-ming, JP (Deputy Chairman)
Hon Albert HO Chun-yan
Hon CHAN Kam-lam, SBS, JP
Hon LEUNG Yiu-chung
Hon Emily LAU Wai-hing, JP
Hon TAM Yiu-chung, GBS, JP
Prof Hon Joseph LEE Kok-long, SBS, JP, PhD, RN
Hon Andrew LEUNG Kwan-yuen, GBS, JP
Hon WONG Ting-kwong, SBS, JP
Hon Cyd HO Sau-lan, JP
Hon CHAN Hak-kan, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Claudia MO
Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Hon Alice MAK Mei-kuen, BBS, JP

Dr Hon KWOK Ka-ki
Hon KWOK Wai-keung
Hon Dennis KWOK
Dr Hon Fernando CHEUNG Chiu-hung
Hon SIN Chung-kai, SBS, JP
Dr Hon Helena WONG Pik-wan
Hon TANG Ka-piu, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS
Hon Alvin YEUNG Ngok-kiu

Members absent:

Hon LEE Cheuk-yan
Hon James TO Kun-sun
Hon Abraham SHEK Lai-him, GBS, JP
Hon WONG Kwok-hing, BBS, MH
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon Starry LEE Wai-king, JP
Dr Hon LEUNG Ka-lau
Hon WONG Kwok-kin, SBS
Hon IP Kwok-him, GBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Elizabeth QUAT, JP
Dr Hon CHIANG Lai-wan, JP

Public officers attending:

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr HON Chi-keung, JP	Permanent Secretary for Development (Works)
Mr Michael WONG Wai-lun, JP	Permanent Secretary for Development (Planning and Lands)
Mr TSE Chin-wan, JP	Deputy Director of Environmental Protection (1)

Ms Jasmine CHOI Suet-yung	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr YAU Shing-mu, JP	Under Secretary for Transport and Housing
Ms Rebecca PUN Ting-ting, JP	Deputy Secretary for Transport and Housing (Transport)1
Ms Judy CHUNG Sui-kei	Principal Assistant Secretary for Transport and Housing (Transport)5
Mr Daniel CHUNG Kum-wah, JP	Director of Civil Engineering and Development
Mr WONG Wai-man, JP	Deputy Project Manager (New Territories East)1 Civil Engineering and Development Department
Mr MAK Chi-kwong	Chief Engineer (Strategic Roads) Transport Department
Mr Thomas CHAN Chung-ching, JP	Deputy Secretary for Development (Planning and Lands)1
Mr Stephen LI Tin-sang	Chief Engineer (New Territories East)2, New Territories East Development Office Civil Engineering and Development Department
Mr Tom YIP Chi-kwai	District Planning Officer (Kowloon) Planning Department
Ms Brenda AU Kit-ying	Head of Energizing Kowloon East Office Development Bureau
Ms Winnie HO Wing-yin	Deputy Head of Energizing Kowloon East Office Development Bureau
Mr LEUNG Koon-kee, JP	Director of Architectural Services
Mrs Alice YUNG Ka-chun	Project Director (3) Architectural Services Department

Mrs Doris FOK LEE Sheung-ling	Assistant Director of Leisure and Cultural Services (Leisure Services)1
Mr LO Kwok-kong	Chief Civil Engineer (Public Works Programme) Transport and Housing Bureau
Mr YEUNG Kong-sang	Regional Highway Engineer (New Territories) Highways Department
Mr WONG Kwong-cheung	Chief Highway Engineer (New Territories West) Highways Department
Mr LUK Kwong-wai	Chief Architect (1) Housing Department
Mr HO Hin-leung	Chief Civil Engineer (1) Housing Department
Mr Ricky YEUNG Yiu-fai	Chief Architect (2) (Acting) Housing Department
Mr WAN Man-leung	Principal Project Coordinator (Housing Projects)1 Civil Engineering and Development Department
Ms Ellen NGAN Ka-sin	Chief Architect (3) (Acting) Housing Department
Mr CHIU Pbut-kay	Chief Architect (4) Housing Department
Mr IP Shing-tim	Chief Civil Engineer (2) (Acting) Housing Department
Mr SOH Chun-kwok	District Planning Officer (Sha Tin, Tai Po and North) Planning Department
Mr Joseph KWUN Hing-yu	District Lands Officer (North) (District Lands Office, North) Lands Department

Clerk in attendance:

Ms Sharon CHUNG

Chief Council Secretary (1)2

Staff in attendance:

Mr Fred PANG

Senior Council Secretary (1)2

Mr Raymond CHOW

Senior Council Secretary (1)6

Ms Maggie LAU

Council Secretary (1)2

Ms Christina SHIU

Legislative Assistant (1)2

Ms Clara LO

Legislative Assistant (1)8

Ms Haley CHEUNG

Legislative Assistant (1)9

Action

The Chairman advised that there were 10 funding proposals on the agenda for the meeting. Eight of them were items carried over from the previous meeting of the Subcommittee. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Head 707 – New Towns and Urban Area Development

PWSC(2016-17)14 823TH Tseung Kwan O - Lam Tin Tunnel

2. The Chairman said that the proposal, i.e. PWSC(2016-17)14, was to upgrade part of 823TH to Category A at an estimated cost of \$15,093.5 million in money-of-the-day ("MOD") prices for the construction of the main tunnel and associated works of the Tseung Kwan O–Lam Tin Tunnel ("TKO-LTT"). The Subcommittee had commenced deliberation on the proposal at the last meeting on 18 May 2016. The supplementary information provided by the Administration on the item (LC Paper No. PWSC227/15-16(01))(Chinese version) had been tabled at the meeting.

(Post-meeting note: LC Paper No. PWSC227/15-16(01) (Chinese version) was circulated to members on 23 May 2016.)

Tunnel toll

3. Mr WU Chi-wai said that the Democratic Party supported the early construction of TKO-LTT. He considered that if the toll difference between TKO-LTT and the Tseung Kwan O ("TKO") Tunnel was too large in the future, the objective of diverting traffic flow from the TKO Tunnel to TKO-LTT could not be achieved. Therefore, he asked the Administration to confirm that the future toll level of TKO-LTT would not exceed the current toll level of the TKO Tunnel.

4. Under Secretary for Transport and Housing ("USTH") said that the Administration had never undertaken that the future toll level of TKO-LTT would not exceed the current toll level of the TKO Tunnel. In determining the toll level of TKO-LTT, the Administration would take into account a number of factors, including the current toll level of the TKO Tunnel, with a view to effectively distributing traffic flows between the two tunnels. Mr WU Chi-wai requested the Administration to provide information on the impact of different (presumptive) toll levels on the respective vehicular flows through the TKO Tunnel and TKO-LTT (i.e. sensitivity test results for toll levels).

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC250/15-16\(01\)](#) on 8 June 2016.)

5. Dr KWOK Ka-ki suggested that the Administration should waive the toll chargeable for TKO-LTT. USTH responded that, according to the existing policy, the Administration would draw up toll proposals in line with the "cost-recovery" and "user pays" principles, taking into account a number of factors.

6. Dr KWOK Ka-ki disagreed with the Administration's explanation. He pointed out that although some of the tunnels/bridges in Hong Kong were tolled, quite a number of them were not. Dr KWOK requested the Administration to provide information to explain the relevant toll policy.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC250/15-16\(01\)](#) on 8 June 2016.)

7. Given that the construction cost of TKO-LTT was high and the TKO Tunnel currently charged a toll of only \$3, the Deputy Chairman opined that the objective of diverting traffic flow could not be achieved unless the Administration set the toll of both tunnels at a higher level. The Deputy

Chairman asked how the Administration would distribute traffic flow between the two tunnels.

8. Mr CHAN Chi-chuen urged the Administration to consider the demand elasticity for TKO-LTT and the TKO Tunnel in determining the toll of the TKO-LTT. He requested the Administration to undertake not to increase the toll of the TKO Tunnel for the sake of avoiding too large a difference in the toll levels between these two tunnels.

9. USTH reiterated that the Administration would take into account a series of factors in determining the toll of TKO-LTT. As time was needed to conduct a detailed study, it could not inform members of the future toll of TKO-LTT at this stage. Nevertheless, the relevant LegCo Panel would be consulted on the toll level of the tunnel concerned in due course. As regards the future toll of the TKO Tunnel, the Administration would take into account a number of factors in considering the matter. At this stage, it could not undertake not to adjust the toll concerned.

Electronic toll collection system

10. Mr WU Chi-wai enquired about the details of the proposed electronic toll collection ("ETC") system for TKO-LTT. Mr WU and Dr KWOK Ka-ki urged the Administration to arrange an early public consultation on the ETC system.

11. While appreciating members' concerns over the proposed ETC system, USTH said that the Administration had not yet decided on which ETC system to adopt, as various types of technologically mature ETC systems were already in use in different overseas cities. In considering the options of ETC system, the Administration would take on board the views of LegCo Members and professional bodies. He assured members that the Administration would allow sufficient time to deal with the technical and legal issues in respect of the proposed ETC system.

12. Mr WU Chi-wai requested the Administration to state explicitly when it would consult the LegCo on the proposed ETC mode to be adopted for TKO-LTT. USTH responded that, with the anticipated completion of the TKO-LTT project in 2021, consultation with the LegCo on the proposed ETC mode was expected to take place about two years or more before completion of the works.

13. Mr Alvin YEUNG was concerned whether the cost for the provision of the ETC system would be too high. Director of Civil Engineering and Development ("DCED") explained that ETC systems in overseas cities

mainly used the radio frequency identification ("RFID") technology and the cost for the the installation of an RFID system was not too high.

14. Mr Alvin YEUNG and Dr KWOK Ka-ki enquired about the details of the installation of an RFID system, including the cost for retrofitting an RFID sensor on each vehicle and whether it would be borne by the vehicle owner or the Administration.

15. DCED explained that if the Administration adopted an RFID ETC system, vehicles had to be retrofitted with a sensor for that system. Each time a vehicle passed a pricing point, the system would identify it using radio waves and deduct the toll. Among the overseas cities using RFID technology for their ETC systems, some offered free RFID sensors to vehicle owners and some required vehicle owners to purchase such devices, but the cost involved was not high. The Administration would thoroughly study the detailed arrangements for the use of the ETC system for TKO-LTT.

16. Dr KWOK Ka-ki was concerned that the Administration might pass on the cost for the installation of the ETC system to the public. He requested the Administration to provide information on the details of the ETC systems used in overseas cities (including the technology model adopted, toll levels and the cost for installing such systems) and the applicability of such systems in Hong Kong.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC250/15-16\(01\)](#) on 8 June 2016.)

Construction cost

17. Mr CHAN Chi-chuen enquired about the estimated construction cost of the remainder of 823TH, which would be retained in Category B. Mr Tony TSE said that he supported in principle the proposed works. However, he was concerned whether the Administration would timely update the cost estimate of the remainder works to more accurately assess the relevant construction cost.

18. DCED responded that the remainder of 823TH mainly comprised the construction of the Cha Kwo Ling ("CKL") Tunnel connecting Lam Tin Interchange and the future Trunk Road T2. The construction cost of the remainder works was about \$1.2 billion in September 2013 prices.

19. Mr WU Chi-wai enquired about the latest cost estimate of the Trunk Road T2 project and the anticipated completion time of Trunk Road T2.

Mr WU pointed out that upon the commissioning of the TKO-LTT and before the completion of Trunk Road T2, vehicular traffic would flow via CKL Road towards Kwun Tong Bypass, thus increasing the traffic load of CKL Road. He asked whether the Administration would implement road works to improve the traffic on CKL Road.

20. DCED responded that the Administration was currently conducting the detailed design of Trunk Road T2. As regards the construction cost, it could be estimated only after the detailed design was completed. USTH supplemented that Trunk Road T2 would connect the proposed Central Kowloon Route. The Administration wished to consult the relevant LegCo Panel on the Central Kowloon Route project in the next legislative session.

21. Mr Albert CHAN expressed grave concern about the construction cost of 823TH (including the CKL Tunnel), which exceeded \$17 billion (in MOD prices). He held that the project was not cost-effective and queried that the poor alignment design of TKO-LTT had caused higher works expenditure on the ancillary roads than on the main tunnel. Mr CHAN asked whether the Administration had considered other alignment options with a view to reducing the works expenditure after being informed of the significant increase in construction cost compared to the original estimate.

22. DCED said that the Administration had already considered different alignment options for TKO-LTT and had compared their benefits and construction costs. The current alignment design of the tunnel was considered cost-effective and appropriate. Its access point in Kowloon was close to that of East Harbour Crossing ("EHC") in Kowloon, thus facilitating vehicular traffic between TKO and EHC. Its access point in TKO was located farther away from the TKO Tunnel and close to the residential buildings in TKO South, making it possible to divert some traffic from the TKO Tunnel to the proposed tunnel and reduce the nuisances to TKO residents.

23. Permanent Secretary for Development (Works) ("PS/DEV(W)") added that the cost estimate for a project depended on the nature of the project. Apart from the main tunnel, the TKO-LTT project included a number of ancillary works, such as reclamation, road works and environmental impact mitigation. In addition, the Administration wished to control the cost of public works projects through the proposed Project Cost Management Office. Mr Albert CHAN disagreed with the Administration's explanation and held that the Development Bureau had the responsibility to act as the final gatekeeper for controlling the project cost so as to ensure that public money would not be misused.

24. Referring to Table 1 of the Administration's supplementary information paper PWSC227/15-16(01), Mr Tony TSE pointed out that because of the rise in project prices, the construction cost of the TKO-LTT project (excluding the CKL Tunnel) had increased from the estimate of \$7.08 billion in 2013 to \$9.25 billion in 2015, representing a year-on-year increase of more than 10%. However, according to Paragraph 12 of the discussion paper PWSC(2016-17)14, the Administration projected that the project prices would only increase by 5% to 6% year-on-year in the next few years. Mr TSE requested the Administration to explain why there was such a huge difference between the two. Mr WU Chi-wai also expressed concern about the increase in construction cost for the proposed project during the period between 2013 and 2015.

25. DCED explained that the project costs in MOD prices for all public works (including TKO-LTT) were derived on the basis of the Administration's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the relevant contract periods, and the increase in project cost was really quite significant in the past few years.

26. Mr LEUNG Kwok-hung noted that according to the Administration's original plan, the TKO-LTT project should have commenced construction in 2012 and completed in 2016, but now the target commencement date was postponed to 2016. Mr LEUNG enquired about the reasons for the delay in construction commencement and the additional works expenditure thus incurred.

27. USTH said that the supplementary information paper submitted to the Subcommittee by the Administration had given a clear account of the reasons for the changes between the earlier and current cost estimates and the increase in construction cost of the proposed project. DCED added that having regard to the complexity of the works and the views of the members of the local community, the Administration needed more time to conduct the detailed design for TKO-LTT and to decide on its alignment.

28. Dr KWOK Ka-ki was concerned whether there was any connection between the consultant responsible for the design of the proposed project and the project contractors participating in the tendering exercise, because such connection might render the project cost being exaggerated for the benefit of the relevant parties. He requested the Administration to provide the name list of the engineering consultants engaged in the preliminary design and the detailed design of the proposed project.

29. DCED said that the consultant responsible for both preliminary and detailed design of the proposed project was AECOM Asia Company Limited.

30. Dr KWOK Ka-ki noted that the Administration had revised the alignment of TKO-LTT and excluded the construction of a toll plaza in order to reduce the area of reclamation works. He enquired about the increased area of reclamation and the additional works expenditure thus incurred if a toll plaza was to be built, as well as the expenditure that could be saved from not installing an ETC system if motorists were exempted from paying toll for using TKO-LTT.

31. DCED responded that if a toll plaza was to be built, the reclamation area would increase by about nine hectares and the project cost would increase by about \$2.3 billion. Regarding the cost of an ETC system, as the Administration had not yet decided on which system to use, the relevant cost estimate was not available, and the cost for installation of an ETC system had not been included in the current funding application for the proposed works either. Nevertheless, the Administration anticipated that the relevant expenditure would be far less than that for building a toll plaza.

32. Given the high construction cost of the proposed project, Mr Alvin YEUNG asked whether the Administration could remove or suspend certain works items, such as footbridges, that were not directly related to the main works, so as to reduce the project cost.

33. DCED said that, in order to solve the problem of traffic congestion at the TKO Tunnel, the Administration considered it necessary to proceed with all the items under the proposed project except those retained in Category B. Deputy Project Manager (New Territories East)1, Civil Engineering and Development Department ("DPM(NTE)1/CEDD"), added that upon the commissioning of TKO-LTT, the Administration needed to build two footbridges in TKO South for safe pedestrian crossing. On the other hand, the footbridge to be constructed near the access point to TKO-LTT in Kowloon for connecting the existing bus stops at EHC with the proposed bus-to-bus interchange ("BBI") would enable passengers to change between buses more conveniently.

Expenditure incurred for the additional works items arising from the detailed project design

34. Mr CHAN Chi-chuen noted that one of the causes of the increase in the construction cost of the proposed project was the construction of a BBI at the access point to TKO-LTT in Kowloon. He said that as "cost-recovery" was one of the principles based on which the Administration determined

tunnel tolls, whether or not the BBI was included in the proposed project might be a factor affecting the future toll level of TKO-LTT. Mr CHAN requested the Administration to explain why the BBI was not included in the original design.

35. DCED responded that the Administration was aware long ago of the need to construct a BBI at the access point to TKO-LTT in Kowloon. However, due to technical difficulties, the initial design of the proposed project did not include the BBI. With such difficulties being overcome at the detailed design stage of the tunnel, the BBI was included in the proposed project.

36. Referring to Table 2 of the Administration's supplementary information paper [PWSC227/15-16\(01\)](#), Mr CHAN Chi-chuen pointed out that another cause of the increase in construction cost of the proposed project was that the Administration had modified the designs of the bridges, ventilation building and tunnel lining in accordance with the latest standards set out in the Structures Design Manual for Highways and Railways published by the Highways Department ("HyD"). Mr CHAN enquired when the latest standards had been published; whether such latest standards had resulted in an increase in the construction cost of any other public works project; and about the details of the modifications to the project design of TKO-LTT due to the higher standards required.

37. DPM(NTE)1/CEDD responded that HyD would from time to time update the standards in the Structures Design Manual for Highways and Railways so as to enhance the safety standards of the project design. The latest standards had been published in 2013. In designing TKO-LTT, the Administration had raised the requirements on tunnel materials and concrete design and enhanced the seismic resistant capability of the tunnel in accordance with the latest standards. When the Administration made a cost estimate for the tunnel works in 2013, the relevant standards had not yet been updated. Therefore, the additional works expenditure incurred on the modifications made in compliance with the latest standards was not included until 2015 when cost estimation was conducted again.

38. Referring to Table 2 of the Administration's supplementary information paper [PWSC227/15-16\(01\)](#), Mr Tony TSE pointed out that the revised alignments of some elevated slip roads at Lam Tin had resulted in an expanded scope of site formation works, and the relevant modifications involved an additional works expenditure of \$932 million. Mr TSE believed that, in general, modifications to project design were aimed at saving project expenditure. He asked why the modifications to the design of the proposed project had increased the construction cost instead, and whether the design

modification proposal was the one requiring the least additional cost among all such proposals.

39. DPM(NTE)1/CEDD responded that, in the light of the latest site investigation result, the Administration modified the alignments of some elevated slip roads at Lam Tin to ensure safety in road design. DCED added that the Administration would consider different options when modifying the project design in order to achieve maximum cost saving, but project cost increase was sometimes inevitable.

40. Regarding the Administration's modifications to the alignments of some elevated slip roads at Lam Tin, Mr CHAN Chi-chuen considered that it was difficult for Subcommittee members to judge whether the additional construction cost arising from such modifications was reasonable. He asked whether the Administration had reviewed the project design process to ensure that such design modifications were not due to the deficiencies of the original design.

41. DPM(NTE)1/CEDD explained that the preliminary cost estimate of the proposed project was based on the preliminary site investigation. In the light of the site investigation result, the Administration subsequently revised the alignments of the elevated slip roads at Lam Tin and the project costs.

Works progress

42. The Deputy Chairman asked whether the Administration could speed up the progress of the TKO-LTT project in order to address the existing problems of traffic congestion at the TKO Tunnel and insufficient projects for contractors to work on.

43. DCED said that the TKO-LTT project was expected to be completed in 2021, which was the earliest possible time by which the relevant works could be finished. Nevertheless, the Administration would examine whether there were other measures to speed up the works progress during the construction period.

Impact of the works on the residents nearby

44. Mr WU Chi-wai said that if the construction of TKO-LTT was to commence, the residents in the vicinity of Yau Lai Estate would be affected by the noise and light pollution arising from both the tunnel project and the EHC toll plaza in the future. Noting that environmental impact mitigation works would be implemented during the construction of TKO-LTT, Mr WU requested the Administration to provide information on the measures to be

put in place to mitigate the impact of noise and light pollution on the residents near the EHC toll plaza, particularly those in Yau Lai Estate.

45. DCED responded that the Build-Operate-Transfer franchise of EHC would expire in August 2016 and the Administration would then take over EHC. The Transport Department would request the future operator of the tunnel to take measures to reduce the impact of the operation of the EHC toll plaza on the residents nearby. He undertook to provide the information requested by Mr WU after the meeting.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC250/15-16\(01\)](#) on 8 June 2016.)

46. Mr Alvin YEUNG was concerned whether the noise mitigation measures that the Administration planned to introduce near Ocean Shores were sufficient to eliminate the impact of the noise generated upon the commissioning of TKO-LTT on the residents of Ocean Shores.

47. DPM(NTE)1/CEDD responded that the road closest to Ocean Shores would be constructed in the form of a depressed road and partly covered by a landscape deck. Environmental impact assessment ("EIA") results also showed that the noise level at Ocean Shores would be acceptable upon the commissioning of TKO-LTT.

Public consultation

48. Mr Christopher CHUNG expressed dissatisfaction that the Administration had not consulted the fisheries industry on the proposed works. He opined that the reclamation works for TKO-LTT would have an impact on the marine ecosystem of the neighbouring sea bay (particularly the inner bay at Ocean Shores), which was a fish spawning area. Mr CHUNG asked whether the Administration had conducted any assessment on the impact of the reclamation works on the local fisheries industry.

49. USTH responded that the Administration had conducted an EIA on the proposed works in accordance with relevant legislation and gazetted the road scheme of the proposed project so that members of the public could express their views on the road scheme. DPM(NTE)1/CEDD added that the EIA included the impact of the proposed works on the fisheries industry. When conducting the EIA, the Administration also consulted the Agriculture, Fisheries and Conservation Department. EIA results showed that the proposed works had little impact on the fisheries industry. In response to the suggestions of members of the Subcommittee, the Administration would

communicate with the fisheries industry on the proposed works as soon as possible.

50. Mr LEUNG Kwok-hung held that the delayed commencement of the TKO-LTT project leading to the construction cost increase was due to the fact that the Administration needed time to conduct tunnel design and public consultation and had nothing to do with, as government officials claimed, filibuster by LegCo Members. He requested the Administration to give a detailed account of the public consultation exercise on the tunnel works, including the stakeholders consulted, the number of consultation sessions held and whether objections had been received.

51. DPM(NTE)1/CEDD responded that the Administration had started investigation and preliminary design for TKO-LTT in 2008, and subsequently conducted public consultation since 2009. In the light of the views of members of the local community, the Administration had explored different options and drawn up the tunnel alignment. The road scheme of the proposed project was subsequently gazetted in 2013 to gauge public views.

Voting on PWSC(2016-17)14

52. There being no further questions from members on the item, the Chairman put the proposal PWSC(2016-17)14 to vote. At the request of Mr Albert CHAN, the Chairman ordered a division. Eleven members voted for, three members voted against the proposal, and no one abstained. The votes of individual members were as follows –

For:

Mr Albert HO

Ms Emily LAU

Mr Andrew LEUNG

Mr CHAN Hak-kan

Mr SIN Chung-kai

Mr Alvin YEUNG

(11 members)

Mr CHAN Kam-lam

Mr TAM Yiu-chung

Mr WONG Ting-kwong

Mr Frankie YICK

Mr Tony TSE

Against:

Mr LEUNG Kwok-hung

Mr CHAN Chi-chuen

(3 members)

Mr Albert CHAN

Abstain:

(0 member)

53. The Chairman declared that the item was endorsed by the Subcommittee.

54. Dr KWOK Ka-ki and Mr Albert CHAN requested that the item be voted on separately at the relevant meeting of the Finance Committee ("FC").

Head 703 – Buildings

PWSC(2016-17)19 765CL Development of Anderson Road Quarry Site - Site Formation and Associated Infrastructure Works

55. The Chairman said that the proposal, i.e. PWSC(2016-17)19, was to upgrade part of 765CL to Category A at an estimated cost of \$7,693.4 million in MOD prices for the site formation and associated infrastructure works for the proposed development at the Anderson Road Quarry ("ARQ") site. The Panel on Development had been consulted on the proposed project on 26 April 2016 and Panel members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion had been tabled at the meeting.

Ancillary transport facilities

56. Mr CHAN Kam-lam supported the development of the ARQ site. Mr CHAN was concerned about the need of the residents of the future housing development at the ARQ site for transport facilities. Pointing out that improvement measures implemented by the Administration in Kwun Tong and Wong Tai Sin districts still failed to resolve the traffic congestion problem in Kowloon East, he urged the Administration to review the effectiveness of the current traffic improvement measures, so as to avoid aggravating the traffic congestion problem. Given the huge intake of residents upon completion of the housing development at the ARQ site and the public rental housing ("PRH") development at Anderson Road, Mr CHAN considered that if the Administration only provided one or two additional bus routes and introduced improvement measures at certain road junctions, it would not be sufficient to address the traffic problem in the future. The Administration should explore carefully how to provide adequate public transport services for local residents.

57. DCED responded that according to the findings of the traffic impact assessment on the development of the ARQ site conducted by the Administration, it was estimated that about 70% of vehicles from the housing development at the ARQ site would use the southbound route via TKO Road. Upon the commissioning of TKO-LTT, the traffic load of TKO Road would

be relieved. Pedestrian connectivity facilities ("PCFs") would also be provided under the proposed project, so as to facilitate the residents to commute between neighbouring housing estates and the Kwun Tong town centre in future. The Administration was currently conducting a study on the proposed East Kowloon Line railway project, and the traffic condition in Kowloon East could be further improved upon the commissioning of the East Kowloon Line.

Proposed pedestrian connectivity facilities

58. Mr CHAN Chi-chuen considered that services of public light buses currently connecting Kwun Tong MTR Station and various housing estates in the district might not be adequate to cater for the additional pedestrian flow to be brought about by the development of the ARQ site. Given that some housing estates in Kwun Tong (such as On Tat Estate) were very far away from Kwun Tong MTR Station, the four proposed PCFs (namely Hiu Lai Line, Hiu Wah Line, Sau Nam Line and Po Tat Line) might not be able to reduce the local residents' demand for short-trip feeder transportation.

59. DCED responded that the proposed PCFs were aimed to give local residents a choice to travel to and from the Kwun Tong town centre on foot, so as to reduce the traffic burden on roads. As PCFs passed through a number of housing estates and some estates along these facilities were located within a shorter distance from the town centre, it was envisaged that residents of these housing estates would be willing to use PCFs to travel to and from the town centre.

60. Mr CHAN Chi-chuen requested the Administration to provide supplementary information on:

- (a) the distance to be travelled by pedestrians from various housing estates via the four proposed PCFs to Kwun Tong MTR Station and the proposed BBI at the toll plaza of TKO Tunnel; and
- (b) the assessments of usage and efficiency of the four proposed PCFs upon their commissioning.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC243/15-16\(01\)](#) on 7 June 2016.)

61. Citing Hong Kong University MTR Station as an example, the Chairman suggested that in the future the Administration should incorporate in the detailed design of the proposed East Kowloon Line railway project

comprehensive PCFs both inside and outside the stations, so as to facilitate the residents living at higher locations in the district to travel to and from the stations. DCED advised that upon the implementation of the proposed East Kowloon Line railway project, the Administration would take local residents' need into account when planning the locations of station exits and pedestrian facilities.

62. Mr CHAN Chi-chuen noted that the total project cost for construction of phase 1 of PCFs and the proposed BBI at the toll plaza of the TKO Tunnel was \$943.3 million. Mr CHAN requested the Administration to provide supplementary information on the following:

- (a) a breakdown of the costs for provision of various facilities in connection with the construction of phase 1 of PCFs (including seven footbridges, 11 lift towers, two escalators and two subways) and the proposed BBI at the toll plaza of the TKO Tunnel;
- (b) the construction schedule of the above facilities;
- (c) the project scope of the above facilities to be shown in a layout plan; and
- (d) the anticipated impact of the works for the above facilities on the environment and the nearby residents, and the details of the relevant mitigation measures.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC243/15-16\(01\)](#) on 7 June 2016.)

63. Mr CHAN Chi-chuen relayed the concerns of the residents in Sau Mau Ping about the proposed works for the PCFs, and enquired whether PCFs to be constructed in Hiu Lai Court would have any impact on the old temple in the Sau Mau Ping Memorial Park. Chief Engineer (New Territories East)2, New Territories East Development Office, Civil Engineering and Development Department, replied that the works would have no impact on the old temple.

Housing mix

64. Mr LEUNG Kwok-hung considered that given the acute shortage of public housing supply, it was inappropriate for the Administration to set the proposed ratio of private housing to subsidized housing for the development of the ARQ site at 80:20. He criticized the Administration for being

self-contradictory in saying that it had encountered considerable difficulties in securing sites for public housing development while having no intention to provide PRH flats at the ARQ site. He asked whether the Administration would reduce the proportion of private housing and provide more subsidized housing at the ARQ site; if not, how it would cope with the rising number of residents using private cars for commuting in the district in future.

65. Mr Albert CHAN was also dissatisfied with the 80:20 ratio of private housing to subsidized housing set for the development of the ARQ site. He considered that the objections of some District Councils ("DCs") to the development of public housing in their districts in recent years was the reason leading to the continuous decline in PRH supply.

66. Deputy Secretary for Development (Planning and Lands)1 ("DS/DEV(P&L)1") replied that in planning housing sites, the Administration would adopt the public/private split of 60:40 as the overall direction as recommended by the Long Term Housing Strategy Steering Committee. He said that currently there were already quite a lot of PRH developments (such as Shun Tin Estate, Sau Mau Ping Estate and Po Tat Estate) in the vicinity of the ARQ site. Although the housing development at the ARQ site was mainly to provide private flats, upon the completion of the nearby public housing development at Anderson Road, public housing still accounted for over 70% if calculated on the basis of the number of additional housing units that would be provided under the two developments. He added that the Administration had conducted public consultation on the future land use of the ARQ site, and both the relevant DCs and members of the public were in support of the proposed ratio of private housing to subsidized housing. In response to Mr LEUNG Kwok-hung' enquiry, DS/DEV(P&L)1 explained that apart from being used for housing development, the ARQ site would provide land for commercial use and Government, Institution or Community ("GIC") facilities to cater for the daily needs of residents.

Cost implication arising from the soil quality

67. Mr Albert CHAN expressed concern about the cost-effectiveness of the project. He asked whether the Administration had assessed the difference between the project cost for the development at the ARQ site and that for carrying out works at general sites; whether the soil quality of the ARQ site would create technical difficulties in the construction of the engineering infrastructure, thereby increasing the project cost.

68. DCED responded that as the quarry at the ARQ site had been mined, there was no need to conduct substantial blasting works during the

construction of the engineering infrastructure. The soil of the quarry would not entail additional cost for the civil engineering works concerned.

Voting on PWSC(2016-17)19

69. There being no further questions from members on the item, the Chairman put the proposal PWSC(2016-17)19 to vote. At the request of Mr TAM Yiu-chung, the Chairman ordered a division and the division bell was rung for five minutes. Twelve members voted for, one member voted against the proposal and no one abstained. The votes of individual members were as follows:

For:

Mr CHAN Kam-lam
Mr TAM Yiu-chung
Mr Andrew LEUNG
Ms Cyd HO
Mr Frankie YICK
Mr Christopher CHUNG
(12 members)

Ms Emily LAU
Prof Joseph LEE
Mr WONG Ting-kwong
Mr CHAN Hak-kan
Mr SIN Chung-kai
Mr Tony TSE

Against:

Mr LEUNG Kwok-hung
(1 member)

Abstain:

(0 member)

70. The Chairman declared that the proposal was endorsed by the Subcommittee.

71. The Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. No member made such a request.

Head 703 – Buildings

PWSC(2016-17)11 456RO Reprovisioning of Shing Yip Street Rest Garden as Tsui Ping River Garden

72. The Chairman said that the proposal, i.e. PWSC(2016-17)11, was to upgrade 456RO to Category A at an estimated cost of \$106.7 million in MOD prices for the reprovisioning of Shing Yip Street Rest Garden to the temporary public vehicle park site next to King Yip Street nullah. Upon

reprovisioning, the new garden would be named Tsui Ping River Garden. The Panel on Development had been consulted on the proposed project on 24 November 2015 and Panel members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the discussion of the Panel on Development had been tabled at the meeting.

73. There being no question from members on the item, the Chairman put the item to vote. At the request of Mr TAM Yiu-chung, the Chairman ordered a division and the division bell was rung for five minutes. 13 members voted for, no one voted against the proposal and no one abstained. The votes of individual members were as follows:

For:

Mr CHAN Kam-lam
Prof Joseph LEE
Mr WONG Ting-kwong
Mr LEUNG Kwok-hung
Mr Frankie YICK
Mr SIN Chung-kai
Mr Tony TSE
(13 members)

Mr TAM Yiu-chung
Mr Andrew LEUNG
Ms Cyd HO
Mr Albert CHAN
Mr CHAN Chi-chuen
Mr Christopher CHUNG

Against:

(0 member)

Abstain:

(0 member)

74. The Chairman declared that the proposal was endorsed by the Subcommittee.

75. The Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. No member made such a request.

Head 711 – Housing

PWSC(2016-17)17 187TB Footbridge improvement works at Siu Hong Road, Tuen Mun

76. The proposal, i.e. PWSC(2016-17)17, was to upgrade 187TB to Category A at an estimated cost of \$129.5 million in MOD prices for the improvement works of the existing footbridge at Siu Hong Road, Tuen Mun,

so as to provide barrier-free access and cater for the additional pedestrian flow to be brought about by the PRH developments at Site 2 of Tuen Mun Area 54 ("TM54"). The Panel on Housing had been consulted on the proposed project on 12 April 2016 and Panel members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Footpath leading to Siu Hong MTR Station

77. Mr TAM Yiu-chung noted that the Administration proposed to provide a footpath alongside the Light Rail track to connect the PRH developments at Site 2 of TM54 to Siu Hong Road before the completion of the footbridge improvement works. Mr TAM enquired about the width of the footpath and the works schedule; whether the footpath could reduce the use of the access road in Siu Hong Court leading to Siu Hong MTR Station by residents of PRH estates at Site 2 of TM54 upon their completion in future.

78. Chief Civil Engineer (1), Housing Department ("CCE(1)/HD"), replied that the footpath was to provide residents with an alternative route other than the footbridge at Siu Hong Road. Given the irregular shape of the site, the footpath had a width of about 1.8 metres ("m") to 3 m. The construction of the footpath would take six months. Upon completion, it could relieve the nuisance caused to residents of Siu Hong Court by the pedestrian flow to and from Siu Hong MTR Station. In the long run, the Siu Hong Road footbridge to be widened would become a major path for the residents of the PRH estates at Site 2 of TM54 to gain direct access to Siu Hong MTR Station in the future.

79. Mr TAM Yiu-chung further enquired whether the Administration could widen those sections of the footpath measuring 1.8 m in width only. CCE(1)/HD advised that since the works site of the footpath was adjacent to the barrier wall of Siu Hong Court on one side and the Light Rail track on the other side, further widening of the footpath was not possible.

80. The Chairman asked whether a cover would be installed for the proposed footpath for the convenience of the residents. Chief Civil Engineer (Public Works Programme), Transport and Housing Bureau ("CCE(PWP)/THB"), advised that due to site constraints, the footpath was uncovered. The Administration would take the Chairman's views into consideration.

81. Ms Alice MAK enquired, given that the proposed footbridge improvement works at Siu Hong Road could not be completed prior to the population intake of the PRH estates at Site 2 of TM54, whether the Administration had assessed the daily pedestrian flow from the estate to Siu Hong MTR Station, and whether at-grade pedestrian crossing facilities were

adequate to cater for the need of the additional population. CCE(1)/HD replied that according to the findings of the preliminary technical assessment, upon the population intake of the PRH estates at Site 2 of TM54, it was estimated that some 4 000 residents would travel between the estate and Siu Hong MTR Station during morning rush hours. As some sections of the proposed footpath were quite narrow, there might be congestion during morning rush hours. The Administration would strive to expedite the footbridge improvement works at Siu Hong Road.

Scheduled completion of the footbridge improvement works

82. Ms Alice MAK enquired whether the proposed timeframe of the project could be shortened, given that the Administration had been aware of the large number of underground public utilities installed within the scope of the footbridge improvement works at Siu Hong Road and had grasped the distribution of such utilities. CCE(1)/HD replied that the Housing Department was currently undertaking the preparatory work of the proposed project and discussing with the electricity company, Water Supplies Department and Drainage Services Department, etc., the works arrangement for relocating these underground public utilities. Subject to the funding approval of FC for the proposed project, the works would commence immediately.

83. Ms Alice MAK was concerned that the at-grade footpath would not be able to meet the need of residents of the future PRH estates at Site 2 of TM54 before the completion of the footbridge improvement works at Siu Hong Road. She suggested that the Administration should re-order the agenda items for FC meetings, so that FC could accord priority to the examination and endorsement of the funding proposal of this project for the expeditious commencement of the works concerned.

On-cost payable to the Housing Authority

84. Mr LEUNG Kwok-hung noted that the capital cost of the project included a \$11.2 million provision, which accounted for 12.5% of the estimated construction cost of the entire project, for on-cost payable to the Housing Authority ("HA") for the design, administration and supervision of the project. He enquired about the reasons for commissioning HA to undertake the above work.

85. CCE(PWP)/THB responded that the footbridge improvement works at Siu Hong Road aimed to cater for the need of residents of the future PRH estates at Site 2 of TM54, and HA was responsible for the design of and district consultation on the PRH development. The Administration could,

by commissioning HA to undertake the design and construction of the proposed footbridge improvement works, ensure that the proposed project dovetailed with the PRH development and was more cost-effective. The Chairman remarked that even if the on-cost was not payable to HA, it would be payable to the contractor responsible for the design and supervision of the project.

86. Mr LEUNG Kwok-hung pointed out that the PRH development at Site 2 of TM54 was scheduled for completion in the first quarter of 2017, whilst the proposed footbridge improvement works at Siu Hong Road was expected for completion in mid 2019. As such, the proposed footbridge would not be unable to meet the need of the additional population in a timely manner. In his view, the Administration should not pay the on-cost of \$11.2 million to HA as the latter had not thoroughly considered the residents' need for pedestrian facilities in planning the PRH development.

87. CCE(PWP)/THB explained that in conducting the site planning for the PRH development at Site 2 of TM54, the Administration had taken the existing PCFs into account and was prepared to implement improvement measures. CCE(1)/HD added that as there were a lot of underground utilities such as water pipes, drainage pipes, cables and telephone lines within the scope of the footbridge improvement works at Siu Hong Road, it was necessary for the Administration to explore the option of relocating such facilities with their providers. Worse still, given the small site area and its proximity to the Light Rail track, the design of the proposed project took a relatively long time, rendering the works unable to be completed prior to the completion of the PRH development. After discussion with the Tuen Mun DC, the Administration decided that a footpath alongside the Light Rail track should be provided under the project to facilitate the residents to travel to and from Siu Hong MTR Station while the footbridge improvement works were in progress.

Foundation cost

88. Noting that the foundation cost for the proposed project was \$51.1 million, Mr Albert CHAN considered the cost too high and urged the Administration to critically review the overall cost of the project.

89. CCE(PWP)/THB responded that 53 pieces of mini-piles would be used in the foundation works to support the footbridge, lift tower and escalators. Given that the footbridge to be widened was close to the Light Rail track, in order to satisfy the strict safety requirements of the MTR Corporation Limited, additional safety measures had to be taken during the construction of the foundation. Piles had to be inserted deep down into the

ground and support works was also required. Therefore, the foundation cost was essential.

90. Mr Albert CHAN was not satisfied with the Administration's explanation. He requested the Administration to provide supplementary information on:

- (a) the cost breakdown of the foundation works (costing \$51.1 million);
- (b) the depth and design of the 53 pieces of piles to be used for the foundation works; and
- (c) apart from those in (b) above, other pile types and piling methods that could be adopted in the foundation works, and the reasons for not adopting these pile types and piling methods.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide LC Paper No. PWSC240/15-16(01) on 2 June 2016.)

91. There being no further questions from members on the item, the Chairman put the item to vote.

92. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. No member made such a request.

Head 711 – Housing

PWSC(2016-17)18 289RS Sports centre at Choi Wing Road, Kwun Tong

93. The Chairman said that the proposal, i.e. PWSC(2016-17)18, was to upgrade 289RS to Category A at an estimated cost of \$609.6 million in MOD prices for the construction of a sports centre at Choi Wing Road, Kwun Tong. The Panel on Housing had been consulted on the proposed project on 12 April 2016 and Panel members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the discussion of the Panel on Housing had been tabled at the meeting.

Multi-purpose main games arena in the sports centre

94. Mr CHAN Chi-chuen noted that a spectator stand comprising 500 permanent seats would be provided in the multi-purpose main games arena of the proposed sports centre. He was concerned about the usage rates of multi-purpose venues under the management of the Leisure and Cultural Services Department ("LCSD"). He enquired about the reasons for providing a spectator stand comprising 500 permanent seats in the proposed sports centre; the attendance rates of other multi-purpose venues under LCSD management; and whether LCSD would lease multi-purpose venues under its management to organizations for profit-making purposes other than sports (such as staging of concerts), so as to optimize the use of such facilities.

95. Assistant Director of Leisure and Cultural Services (Leisure Services)1 ("AD(LS)1/LCSD") explained that in holding major events, local organizations and schools would hire larger venues from LCSD, so as to provide sufficient seats for spectators. The construction of a multi-purpose main games arena with a spectator stand comprising 500 permanent seats in the proposed sports centre could meet the need of local organizations and schools for holding major events. LCSD did not have the statistics on the attendance rates of events held at multi-purpose venues. In order to optimize the use of multi-purpose venues, LCSD would lease them to organizations for purposes other than sports.

96. Mr CHAN Chi-chuen sought information from the Administration about its plan on the distribution of spectator seats in the multi-purpose main games arena of the proposed sports centre. Chief Architect (2), Housing Department ("CA(2)/HD"), advised that among the spectator seats in the multi-purpose main games arena of the proposed sports centre, about half of them would be located at the north side on the ground floor, one-fourth would be located at the east and west sides on the ground floor, and the remaining one-fourth would be located at the south side on the upper level of the spectator stand.

Other facilities in the sports centre

97. In response to Mr CHAN Chi-chuen's enquiry, CA(2)/HD advised that no private car parking spaces would be provided at the proposed sports centre. Motorists of private cars visiting the sports centre should use the existing car parks in the vicinity of Choi Fook Estate Phase 3 or the Choi Tak Estate Car Park nearby.

98. Mr CHAN Chi-chuen considered that as a spectator stand comprising 500 permanent seats would be provided in the multi-purpose main games arena of the proposed sports centre, the Administration should give consideration to the provision of private car parking spaces at the sports centre.

99. Mr LEUNG Yiu-chung enquired whether the permitted development plot ratio of the works site had been fully utilized. He considered that if the plot ratio of the site had not been fully utilized, the authorities should consider providing more facilities, such as community centres, so as to cater for the need of local residents. Mr LEUNG was concerned whether the provision of public open space and recreational facilities (such as basketball courts and badminton courts) for Choi Fook Estate Phase 3 would be reduced as the proposed sports centre was located in the vicinity of the proposed Choi Fook Estate Phase 3. He enquired about the number of table tennis tables to be provided in the table tennis room of the proposed sports centre, and whether there would be any venues in the sports centre for gymnastics and dance practices by members of the public.

100. CA(2)/HD replied that apart from constructing the sports centre, the site of the proposed sports centre would be used for development of public housing and a wet market, which would fully utilize the plot ratio of the site. He assured members that the construction of the proposed sports centre would not reduce the provision of open activity areas and recreational facilities in the proposed Choi Fook Estate Phase 3. He pointed out that facilities such as badminton courts, basketball courts and children's playgrounds would be provided in Choi Fook Estate. AD(LS)1/LCSD added that at least four table tennis tables would be provided in the table tennis room of the proposed sports centre, and multi-purpose activity rooms would also be available in the sports centre for dance practices by members of the public.

101. Mr CHAN Chi-chuen enquired about the number of toilets to be provided in the proposed sports centre, and whether general purpose toilets would be available. CA(2)/HD replied that there would be a general purpose toilet in the sports centre, and the number of male and female toilets to be provided therein would also be more than the minimum number required by law.

Greening features of the sports centre

102. Mr LEUNG Kwok-hung referred to the recent collapse of a green roof at the City University of Hong Kong. He asked whether a green roof would

be provided on the top of the proposed sports centre, and whether the design of the sports centre could bear the weight of such a green roof.

103. CA(2)/HD advised that the top of the sports centre would be built by cement and rest on steel support frames. The Administration planned to provide a green roof on the top of the sports centre, with the green systems occupying one-third of the rooftop area, and the load required had also been taken into account in the design of the proposed project.

104. Ms Claudia MO considered that the current trend of building design was to increase the greening ratio of buildings as far as possible. She asked the Administration to explain why the green roof occupied only one-third of the rooftop of the proposed sports centre. She also asked how the Administration would monitor the greening works conducted in government buildings.

105. CA(2)/HD explained that should the area of the green roof on the top of the sports centre be extended to cover the entire rooftop, the load required would be substantially increased. HA would engage qualified engineers to design the greening works and the rooftop works would only be conducted after obtaining the approval for the works design from the Independent Checking Unit of HA.

Project cost

106. Mr Albert CHAN referred to the previous agenda item (i.e. PWSC(2016-17)17 - Footbridge improvement works at Siu Hong Road, Tuen Mun), which had just been endorsed by the Subcommittee. The cost of that project was \$129.5 million, with the cost of the foundation works amounting to \$51.1 million. Under this project, the cost of the proposed sports centre was \$609.6 million, with the cost of the foundation works amounting to \$12.6 million only. He considered that relatively speaking, the cost of the foundation works of the proposed sports centre was reasonable. Mr CHAN reiterated his views expressed during the discussion on the previous agenda item that if the cost of a public works project was higher than that of works of the same type, the Administration had the responsibility to provide in the discussion paper the reasons for the exceptionally high cost of the works concerned, so that members would be able to effectively monitor the use of public money.

107. CCE(PWP)/THB advised that as the foundation of the proposed sports centre would be built on the rock layer, there was no need to use piles as foundation, resulting in a lower cost of the foundation works of the sports centre. Regarding the monitoring of project costs, PS/DEV(W) advised that

the Administration had all along been taking a serious attitude towards the costs of public works projects, so as to ensure the proper use of public money. It was also hoped that with the establishment of the proposed Project Cost Management Office, the costs of projects could further be controlled. PS/DEV(W) added that the Administration would set out the cost breakdown of each public works project in its discussion paper submitted to the Subcommittee, and public officials were prepared to answer members' questions about the cost breakdown of public works projects at meetings.

Arrangements for works entrustment

108. Mr LEUNG Kwok-hung noted that the proposed project constituted part of the development of Choi Fook Estate Phase 3. In order to have a better co-ordination between the project and the PRH development, the Administration planned to entrust the design and construction of the sports centre to HA. Mr LEUNG opined that HA had already exhausted its effort to build PRH flats and had no spare capacity to take part in any building works other than the development of PRH.

109. CCE(PWP)/THB explained that as the proposed sports centre would be developed in conjunction with the PRH flats in Choi Fook Estate Phase 3 on top of it, it was appropriate for the Administration to entrust the design and construction of the sports centre to HA.

110. There being no further questions from members on the item, the Chairman put the item to vote.

111. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. No member made such a request.

Head 703 – Buildings

PWSC(2016-17)15	777CL	Road and infrastructure works for development at Lin Cheung Road, Sham Shui Po
	783CL	Infrastructure works for development at Queen's Hill, Fanling

112. The Chairman said that the funding proposal was to upgrade two projects, i.e. 777CL and 783CL, to Category A at estimated costs of \$114.8 million and \$1,459.5 million in MOD prices respectively. The respective purposes of these two projects were to construct roads and infrastructure to support the proposed public housing developments at Lin Cheung Road, Sham Shui Po,

and to construct infrastructure to support the proposed public housing developments at Queen's Hill, Fanling. The Panel on Housing had been consulted on the proposed projects on 7 March 2016. Panel members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion had been tabled at the meeting.

777CL — Road and infrastructure works for development at Lin Cheung Road, Sham Shui Po

Child care service facilities

113. Dr Helena WONG considered that there would be a great demand for child care services among new arrival families and young couples who would move into the public housing estate at Lin Cheung Road, Sham Shui Po in the future. She enquired about the number of places of child care services which the Social Welfare Department ("SWD") planned to provide for the housing development. CCE(PWP)/THB replied that SWD would provide child care centres in the proposed joint-user government office building at Tonkin Street in Cheung Sha Wan. In determining the number of places of child care services to be provided in the building, SWD would take into account the service demand arising from the new population intake of the new developments in the district.

114. Dr Helena WONG pointed out that there would only be one kindergarten in each public housing estate under the current Hong Kong Planning Standards and Guidelines ("HKPSG"). In order to cope with the substantial demand of residents for child care services, kindergartens in public housing estates could only provide half-day school places. As a result, women living in public housing estates were unable to take up full-time employment. Dr WONG urged the Development Bureau to review the prescribed standards in respect of the provision of child care service facilities under HKPSG.

115. CCE(PWP)/THB responded that when planning development projects for the district, the Administration had considered the demand of local residents for social welfare services. For example, it had planned to provide the Social Welfare Facilities Block at North West Kowloon Reclamation Area Site 6, Sham Shui Po. The Administration had reserved the land opposite to the public housing site within the site at Lin Cheung Road for providing social welfare facilities. Chief Architect(3), Housing Department (Acting) ("CA(3)/HD(Atg")), added that a 6-classroom kindergarten which could offer up to 210 half-day places and 75 whole-day places would be provided in the public housing developments at Lin Cheung Road.

116. Dr Helena WONG enquired about the criteria based on which the Administration made the projection that the demand arising from the residents of the future estate could be met by 75 whole-day kindergarten places. CA(3)/HD(Atg) replied that upon its completion, the estate could accommodate a population of about 11 300. According to HKPSG and the projection of the Census and Statistics Department, it was estimated that the population of the estate aged between three and five would be about 280 upon its completion in 2018-2019; 210 half-day places and 75 whole-day places to be offered by the kindergarten in the estate would be sufficient to meet the demand from school-age children. The school sponsoring body of the kindergarten could adjust the proportions of half-day places and whole-day places if it so wished.

117. Dr Helena WONG was of the view that the Administration should make proper planning for half-day and whole-day kindergarten places. She urged the Housing Department, the Education Department and SWD to thoroughly study the need of residents when determining the number of kindergarten places in new development areas. The Chairman suggested that Dr Helena WONG might follow up the issue of the supply of kindergarten places at the meetings of the relevant Panels.

Pedestrian walkway leading to MTR Nam Cheong Station

118. Miss CHAN Yuen-han asked whether the proposed pedestrian walkway connecting the public housing developments and MTR Nam Cheong Station was a covered access. DCED replied that at the request of the Sham Shui Po DC and after the discussion between the Civil Engineering and Development Department and the Transport Department ("TD"), TD had agreed to take forward the proposal for providing a covered pedestrian walkway. In response to Miss CHAN's further enquiry, DCED advised that the amount of the cost for the construction of the shelter facilities for the proposed pedestrian walkway had yet to be finalized. The Administration would inform the Sham Shui Po DC in due course of TD's agreement to take forward the proposal for providing a covered pedestrian walkway.

783CL — Infrastructure works for development at Queen's Hill, Fanling

119. Miss CHAN Yuen-han was concerned that the retrofitting of vertical noise barriers of 2 m in height in a short road section under the project might not be effective in mitigating the impact of the noise generated from road traffic on neighbouring residents. Miss CHAN was of the view that the Administration should assess the impact of the noise generated from road traffic on the future residents and implement mitigation measures as

appropriate before taking forward housing development projects. DCED said that as the proposed widening of Lung Ma Road was more distant from the site for the proposed public housing developments at Queen's Hill, and Lung Ma Road was not a busy road section, the traffic noise impact on the residents of the proposed public housing developments would be insignificant. The proposed noise barriers served to reduce the impact of the noise generated from vehicles on the residents of small houses in the vicinity.

120. There being no further questions from members on the item, the Chairman put the item to vote.

121. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. No member made such a request.

[At 9:10 am, the Chairman left the conference room and the Deputy Chairman took the chair. The Chairman returned to the conference room at 9:30 am to resume chair.]

[At 11:00 am, the Chairman announced that the meeting be suspended for 10 minutes to allow members to take a break. The meeting resumed at 11:10 am.]

[At 12:41 pm, the Chairman proposed that the meeting would be extended for 15 minutes to end at 1:00 pm. No member raised any objection.]

122. There being no other business, the meeting ended at 12:56 pm.