

立法會
Legislative Council

LC Paper No. PWSC153/99-00

(These minutes have been
seen by the Administration)

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

**Minutes of the 14th meeting
held at the Legislative Council Chamber
on Wednesday, 17 May 2000, at 9:00 am**

Members present:

Hon HO Sai-chu, SBS, JP (Chairman)
Ir Dr Hon Raymond HO Chung-tai, JP (Deputy Chairman)
Hon Kenneth TING Woo-shou, JP
Hon James TIEN Pei-chun, JP
Hon Cyd HO Sau-lan
Hon Edward HO Sing-tin, SBS, JP
Hon LEE Wing-tat
Hon Fred LI Wah-ming, JP
Prof Hon NG Ching-fai
Hon CHEUNG Man-kwong
Hon Christine LOH
Hon CHAN Yuen-han
Hon CHAN Kam-lam
Dr Hon LEONG Che-hung, JP
Hon Gary CHENG Kai-nam, JP
Hon SIN Chung-kai
Hon WONG Yung-kan
Hon LAU Kong-wah
Hon Mrs Miriam LAU Kin-yee, JP
Hon Emily LAU Wai-hing, JP
Hon Andrew CHENG Kar-foo
Hon LAW Chi-kwong, JP
Hon TAM Yiu-chung, GBS, JP
Dr Hon TANG Siu-tong, JP

Members absent:

Hon Eric LI Ka-cheung, JP
Hon James TO Kun-sun

Public officers attending:

Miss Elizabeth TSE	Deputy Secretary for the Treasury
Mr S S LEE, JP	Secretary for Works
Mr Stephen FISHER	Secretary for Planning and Lands
Mr Rob LAW	Director of Environmental Protection
Mr James HERD	Principal Assistant Secretary of the Treasury (Works)
Ms Michelle LI	Principal Assistant Secretary for Education and Manpower (1)
Mr Jack CHAN	Deputy Secretary-General, University Grants Committee
Mr K S SHUM	Chief Technical Advisor/Subvented Projects, Architectural Services Department
Miss Joanna CHOI	Principal Assistant Secretary for Health and Welfare (Medical)
Mr Wilson FUNG	Principal Assistant Secretary (Planning), Planning and Lands Bureau
Dr FUNG Hong	Deputy Director (Hospital Planning and Development), Hospital Authority
Mr Steve BARCLAY	Principal Assistant Secretary for Environment and Food (B)
Mr H K WONG, JP	Director of Territory Development
Mr K H CHU	Chief Engineer (Tuen Mun), New Territories West Development Office, Territory Development
Mr C Y CHAN	Chief Engineer (Port Works), Civil Engineering Department
Mr M Y MA	Chief Engineer (Tin Shui Wai), New Territories North Development Office, Territory Development Department
Miss Annie TAM	Deputy Secretary for Information Technology and Broadcasting
Mr S K LAM	Chief Engineer/Hong Kong (2), Hong Kong Island and Islands Development Office, Territory Development Department
Mr KWAN Chi-wai	Chief Traffic Engineer/Hong Kong, Transport Department
Mr M T WONG	Chief Engineer (Cyberport), Information Technology and Broadcasting Bureau
Mr T K CHEUNG, JP	Director of Drainage Services

Mr W Y SHIU	Chief Engineer/Project Management, Drainage Services Department
Mr Kim SALKELD	Deputy Secretary for Environment and Food
Mr Benny WONG	Assistant Director (Waste and Water), Environmental Protection Department
Mr W T YEUNG	Chief Engineer/Consultants Management, Drainage Services Department
Mr Patrick LI	Principal Assistant Secretary for Education and Manpower (2)
Mr P L KWAN, JP	Director of Architectural Services
Mr Peter P Y LEUNG	Assistant Director (Special Duties), Education Department
Ms Shirley LAM	Principal Assistant Secretary for Transport
Mr LEUNG Kwok-sun, JP	Director of Highways
Mr Eddie ROBLIN	Regional Highway Engineer/Kowloon Highways Department
Mr P K CHAN	Chief Engineer/Railway Highways Department
Mr CHO Ping-chung	Chief Traffic Engineer/Kowloon, Transport Department
Mr K S CHAN	Regional Highway Engineer/Hong Kong Highways Department

Clerk in attendance:

Miss Polly YEUNG	Chief Assistant Secretary (1)3
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Staff in attendance:

Ms Pauline NG	Assistant Secretary General 1
Ms Anita SIT	Senior Assistant Secretary (1)8

NEW COMMITMENT FOR SUBVENTED PROJECTS

HEAD 708 - CAPITAL SUBVENTION AND MAJOR SYSTEMS AND EQUIPMENT

PWSC(2000-01)11	50EG	Consequential works for the new Biological Sciences Building, University of Hong Kong
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The item was voted on and endorsed.

PWSC(2000-01)18**5ME****Redevelopment and expansion of Pok Oi Hospital**

2. Mr LEE Wing-tat referred to the Administration's reply to his written question as to whether the redevelopment of Pok Oi Hospital (POH) was subject to any aviation clearance requirement of the Shek Kong Camp of the People's Liberation Army. (The written reply was tabled at the meeting and issued to members vide LC Paper No. PWSC126 dated 18 May 2000). He said that according to a document of January 1999 on the redevelopment project for the Pok Oi Hospital Governing Committee (POHGC), the proposal was to construct a 15-storey new complex at POH. However, a recent document for POHGC indicated that the proposal had been revised for the construction of a 10-storey new complex with two basement floors. Mr LEE pointed out that according to a statement made by an officer of the Planning and Lands Bureau (PLB) at a committee meeting of the Tuen Mun Provisional District Board, aviation clearance for the Shek Kong Camp would be one of the factors in determining the height restriction that might be imposed on the future developments in the Yuen Long District. As the statement was different from the Administration's written reply which denied that the aviation clearance was a factor for consideration, Mr LEE sought clarification and the justification for the revised proposal to build an underground carpark which was usually much more costly than a carpark aboveground.

3. In response, the Deputy Director (Hospital Planning and Development), Hospital Authority (DD(HP&D), HA) confirmed that the need to provide aviation clearance for the Shek Kong Camp had not been a consideration in drawing up the POH redevelopment plan. He said that the initial proposal submitted by the Hospital Authority (HA) to the Administration was to demolish the South Wing, the oldest building of POH, and to retain and refurbish the other buildings of the hospital. Given the small area of the site available for redevelopment under this proposal, it was considered at that time that 15 storeys would be required for the new building in order to provide the required capacity for the hospital. When examining this initial proposal, the Administration considered that the other buildings of POH were also rather dilapidated and suggested that the redevelopment plan be reviewed in the light of the long-term service development of POH. Subsequently, HA proposed to also demolish the existing Central Wing, the Accident and Emergency/Out-patient Department (A&E/OPD) block and the North Wing of POH for redevelopment. As a larger site was available for redevelopment, there would be no operational need to provide for a new building of 15 storeys. On the other hand, as the total site area for redevelopment was only 2.2 hectares as compared to 3.7 hectares for the Tseung Kwan O Hospital and 10 hectares for the North District Hospital (NDH), there was insufficient space to designate the required carparking spaces at ground level. As such, the current plan was to provide the required carparking spaces on basement floors. He further explained that under the present-day approach for hospital planning, certain ancillary facilities such as kitchens, store rooms and plant rooms etc. were

usually accommodated on basement floors. For similar reasons, there was also one basement floor for NDH albeit its larger site area. He remarked that at this stage, HA only had a broad-brush plan of the capacity and functions of POH upon redevelopment; the number of storeys of the new buildings would be determined at the detailed design stage, which formed part of the present proposal.

4. Mr LEE Wing-tat said that he might not object to imposing height restriction on developments to provide aviation clearance for the Shek Kong Camp per se, but was not satisfied with the inconsistency of the Administration's response on this issue on different occasions. He questioned the cost-effectiveness of building additional basement floors for a carpark and sought confirmation on whether HA would prescribe the number of storeys and basement floors or the height limit of the new buildings for the detailed design of the redevelopment project.

5. In reply, DD(HP&D), HA reiterated that the service requirements and future development of POH had been the only considerations in drawing up the redevelopment plan. He further advised that for better operational effectiveness, the above-ground floors of a hospital building were usually earmarked for services involving activities of staff and patients where natural lighting would be essential; while the ground floor was usually designated for Accident and Emergency (A&E) and other departments requiring ease of access. Locating the hospital carpark, which was essentially an ancillary facility, on the first few floors at the expense of other more deserving services was not a preferred option. He further said that the development concept submitted to POHGC was based on a functional brief for the redevelopment project. In the consultancy brief for the detailed design, HA would not specify any height limit for the new buildings nor a requirement to build the carpark underground. The consultants would be given a free hand so long as the design could satisfy the various functional requirements. At Mr LEE's request, DD(HP&D)HA agreed to provide the functional brief for the project for Mr LEE's reference.

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6. As regards the alleged inconsistency of the Administration's response on the issue of providing aviation clearance for the Shek Kong Camp, the Principal Assistant Secretary (Planning), PLB (PAS(P)) explained that at the committee meeting of the Yuen Long Provisional District Board referred to by Mr LEE Wing-tat, the officer representing PLB had made a point that aviation clearance for the Shek Kong Camp was one of the factors in determining whether and what height restriction should be imposed on future developments in Yuen Long when he briefed the district board members on a development study for North West New Territories (NWNT). The officer had also mentioned other factors such as the visual and air circulation effects of tall buildings in this connection. The officer had also explained to district board members that although the NWNT Study had yet to be completed, the POH redevelopment should not be affected by its findings. PAS(P) further

confirmed that no height restriction due to aviation clearance was being imposed on the developments in Yuen Long. Should the NWNT Study eventually recommend any restriction in future, the Administration would consider such recommendation very carefully and there might be a need for legislative amendments.

7. Dr LEONG Che-hung stated that there was an urgency to redevelop POH to upgrade the facilities of the hospital to meet present-day standards and to expand its capacity to meet the increasing demand for hospital services in Yuen Long. He however considered that as the redevelopment was not subject to any statutory height restriction, various location options for the carpark should be further examined based on the principle of cost-effectiveness and the objective of providing a user-friendly environment for staff and patients. Miss Emily LAU shared Dr LEONG's view.

8. Whilst acknowledging members' concern about the cost-effectiveness of constructing an underground carpark, DD(HP&D), HA said that another funding request for the construction works of the redevelopment project would be submitted to this Subcommittee and the Finance Committee at a later stage, and thus members would have the opportunity to scrutinize the detailed design of the project before approving funds for construction.

9. Mr TAM Yiu-chung considered that locating the carpark underground was justified in the present case and he urged the Administration to expedite the redevelopment project. He also enquired about the timetable of the Stage 1 redevelopment which comprised the construction of a new building on the existing site of the South Wing and A&E/OPD Block, and the interim arrangements to meet the needs for A&E and out-patient services of the Yuen Long district before the completion of Stage 1 redevelopment.

10. In reply, DD(HP&D)HA advised that the Stage 1 redevelopment was scheduled for completion in year 2004. He assured members that HA and the consultants for the project would make the best endeavours to expedite the project. As regards the interim arrangements, he advised that having regard to the views of the Yuen Long District Council (YLDC) and the Tuen Mun District Council, POH had set up a 24-hours out-patient clinic at its Central Wing since the suspension of its A&E Department on 1 May 2000 to treat semi-urgent and non-urgent patients while critical and urgent cases were taken care of by the A&E Departments of Tuen Mun Hospital (TMH) and NDH. HA had made arrangements to deploy some staff from POH to TMH and NDH to strengthen the A&E services of the latter two hospitals.

11. In reply to Miss Emily LAU's enquiry about the utilization of the 24-hour out-patient clinic and the impact on the A&E services of TMH and NDH, DD(HP&D)HA advised that in the past, there had been some 200 patients using the A&E services at POH per day. Non-urgent and semi-urgent patients accounted for about 80% of all A&E patients at POH. Since the operation of

the 24-hour out-patient clinic at POH on 1 May 2000, there had been some 200 patients visiting the clinic per day and an increase of some 20 patients for each of the A&E Departments at TMH and NDH per day.

12. Noting that the bulk of patients using the A&E services at POH were non-urgent or semi-urgent cases which could be properly taken care of by 24-hour out-patient services, Miss Emily LAU opined that given the high cost of A&E services and to avoid possible abuse of A&E resources of public hospitals, the Administration and HA should consider operating more 24-hour out-patient clinics to serve the dual purpose of reducing cost and alleviating the pressure on A&E services. In response, DD(HP&D), HA said that HA would take note of Miss LAU's suggestion in formulating long-term reform measures for public hospital services.

13. As regards the views of YLDC on the redevelopment project, Dr TANG Siu-tong, who was the Chairman of YLDC, said that YLDC members accepted the need for redeveloping POH as most of the facilities at POH were outdated and currently, POH did not have sufficient capacity to serve the Yuen Long district. He also informed members that POH had not been providing comparable A&E services as TMH and NDH due to inadequate facility provision and staffing support. Therefore, most of the acute and urgent cases from Yuen Long had all along been treated at TMH. YLDC also anticipated that with enhanced capacity and improved facilities upon redevelopment, POH would be able to alleviate the pressure faced by the A&E Departments of TMH and NDH at present.

14. Mr James TEIN enquired whether the estimated total capital cost of \$2,169.74 million for the project had covered consultancy services in respect of the new medical facilities to be procured for POH. In reply, DD(HP&D), HA advised that for the planning of a new hospital or a hospital redevelopment, HA would enlist the participation of about 60 medical experts to advise on the procurement of new facilities for the hospital concerned. The expenditure incurred in engaging these experts was separately accounted for and thus had not been included in the said project estimate. The Chief Technical Advisor/Subvented Projects, Architectural Services Department (CTA/SP) also informed members that the construction floor area of the entire redevelopment project was about 65 000 square metres (m²) and the unit construction cost, having taken into account consultants' fees as well, was some \$20,300 per m². The estimated consultants' fees for the entire project was around \$230 million, including resident site staff costs. As regards the 75 new jobs arising from the proposed preparatory works for the project, CTA/SP clarified that these were jobs in the private sector as these preparatory works would be undertaken by private consultants.

15. The item was voted on and endorsed.

PUBLIC WORKS PROGRAMME

Upgrading of Projects to Category A

HEAD 702 - PORT AND AIRPORT DEVELOPMENT

PWSC(2000-01)14	321CL	Reclamation and servicing of Tuen Mun Area 38 for special industries
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16. On the planned land use of Tuen Mun Area (TMA) 38, the Director of Territory Development (DTD) confirmed that TMA 38 was currently zoned as a Special Industries Area (SIA). While a study by the Hong Kong Industrial Estates Corporation (HKIEC) in 1998 had recommended to complete the Stage 2 reclamation of TMA 38, with which the present proposal was concerned, for the development of the fourth Industrial Estate, the Administration had not taken a firm decision on the development of TMA 38 at this stage. He further advised that although the specific development at TMA 38 was yet to be confirmed, there was an urgent need to provide a public filling area for the disposal of public fill generated from various new development and redevelopment projects in the territory, in particular those to be implemented in NWNT. Moreover, as advancing the Stage 2 reclamation would enable the Government to respond quickly to any future need for sites for special industrial uses, the Administration had therefore proposed to proceed with the Stage 2 reclamation.

17. Miss Emily LAU enquired whether upon completion of reclamation, TMA 38 could be used for non-industrial developments. In reply, DTD reiterated that the current intention was to allocate TMA 38 for special industries and the area was zoned for SIA. Changes to the zoning of the area would require the approval of the Town Planning Board in accordance with existing statutory planning procedures.

18. Mr James TIEN commented that given the existing industrial establishments including a power station, a cement factory, a steel work factory and a river trade terminal in its vicinity, TMA 38 would probably be suitable for industrial uses only. He therefore questioned that the primary purpose of the proposed reclamation was to provide a public filling area rather than to provide land for development purposes. In response, DTD acknowledged that the main reason for advancing the reclamation works without awaiting a final decision on the specific use of the reclamation site was to provide a public fill area to meet the projected acute shortage of public fill capacity by mid-2001.

19. On Mr James TIEN's concern about the demand for industrial estate premises, Mr Edward HO, who was the Chairman of HKIEC, advised that the demand for industrial estate premises had increased over the past year after a downturn in 1997 and 1998. He envisaged that the fourth Industrial Estate

would be required at some stage in the foreseeable future.

20. Mrs Miriam LAU commented that the present proposal revealed a lack of co-ordination within the Administration on land-use planning to meet different development needs. She urged the Administration to critically review without delay the needs of different sectors and industries with a view to deciding on the most appropriate use of TMA 38, lest valuable land resource would be wasted. In this connection, she pointed out that there was a general shortage of land for container backup and logistic management facilities and TMA 38 might be a suitable site for these facilities. Noting that the entire reclamation project including the provision of infrastructure facilities was scheduled for completion as late as 2008, she asked whether the project could be expedited.

21. The Chief Engineer (Tuen Mun), New Territories West Development Office, Territory Development Department clarified that there had been on-going land use planning for TMA 38. The current intention was to allocate the area for special industries which might be in the form of an industrial estate development. Having discussed with HKIEC, the Administration considered it appropriate to assume that the construction of the fourth Industrial Estate, if that was pursued, would commence in 2005. Hence, the current schedule of the reclamation project was to commence the construction of internal infrastructure facilities including roads, drains and sewers in 2005 for completion in 2008. He assured members that if it was subsequently decided that TMA 38 would not be used for the development of the fourth Industrial Estate, there would still be sufficient time to plan the infrastructure facilities for other industrial uses.

22. In reply to Mrs Miriam LAU's further enquiry on whether container port development had been considered for TMA 38, DTD advised that TMA 38 was too small for container port development and he understood that the Administration was considering other sites in NWNT for the purpose.

23. The Principal Assistant Secretary for Environment and Food (B) (PAS(EF)B) supplemented that the Environment and Food Bureau was examining the proposal of providing land to facilitate the recycling of construction and demolition (C&D) material and municipal solid waste, and TMA 38 was one of the areas being examined for accommodating related activities such as construction prefabrication works.

24. Mr WONG Yung-kun enquired whether the reclamation for the Disneyland development at Penny's Bay could help address the acute shortage of public filling capacity by mid-2001 as highlighted by the Administration. In reply, the Chief Engineer (Port Works), Civil Engineering Department (CE(PW),CED) advised that some two million cubic metres of public fill would be used for the reclamation for the Disneyland Phase 1 development. However, this project would only start to receive public fill from July 2001 and

therefore could not provide timely relief for the acute shortage of public fill capacity.

25. Regarding the proposed construction of a 550-metre vertical seawall, Mr WONG Yung-kun enquired whether the alternative of a slanting seawall had been considered to reduce wave force. Noting that a river trade terminal adjacent to the proposed reclamation was in operation at present, Mr WONG expressed concern that a vertical seawall at the proposed reclamation might cause stronger wave force and thus adversely affect the safety of the vessels visiting the terminal. In reply, CE(PW),CED confirmed that the option of a slanting seawall had been considered for the project. As TMA 38 was located outside the central harbour boundary and the navigable waters nearby covered an extensive area, the wave force reflected by the proposed vertical seawall would not be so strong as to affect navigation safety in the area. In fact, a vertical seawall had been constructed for the Stage 1 reclamation at TMA 38. Moreover, a slanting seawall would take four to five more months to build and would defer the availability of the public filling area.

26. In reply to Mr WONG Yung-kun's enquiry about the measures to prevent pollution to the marine environment caused by the reclamation works, CE(PW),CED advised that as recommended in the Environmental Impact Assessment for this project, the contractor would be required to construct a seawall of not less than 100 metres from the reclamation works site to prevent dispersion of pollutants beyond the boundary of the reclamation. Mr WONG said that for the reclamation works underway at Pak Shek Kok, the Administration had taken heed of the fishery trade's call and extended the length of the seawall to over 200 metres from the works site to provide better safeguard against pollution and urged the Administration to adopt a similar approach in this project. In response, CE(PW),CED said that given the urgent need for a public filling area, extending the seawall length might not be feasible in this project. He however assured members that the water quality impacts of the reclamation works would be closely monitored, and if dispersion of pollutants beyond the boundary of the reclamation was detected, the contractor would be required to use silt screens to prevent further dispersion.

27. Mr LEE Wing-tat expressed concern about potential dust nuisance generated during the transportation of public fill to the proposed reclamation. In reply, CE(PW),CED advised that there would be about 250 to 300 visits of public fill vehicles to the proposed reclamation per day, while the volume of public fill transported by barges from the Hong Kong Island would be about that of 800 vehicle visits per day. As regards measures to ensure that the fill material was properly covered during transportation, he pointed out that if the fill material was found not properly covered at a barging point or at a public filling area, the vehicle concerned would not be allowed entry to the public filling area. As a result of strict enforcement of the relevant licensing requirement, about 300 vehicles had been refused entry over the past few months. Besides, the Environmental Protection Department had stepped up

Admin enforcement of the statutory requirements regarding the handling and disposal of C&D material at the places where the C&D material was produced. At Mr LEE's request, the Administration agreed to provide figures on the suspension of public fill vehicle licences and prosecutions against non-compliance with the said statutory requirements.

Admin 28. Miss Emily LAU expressed concern on whether the policy of reducing the production of C&D waste was being zealously implemented in public and private projects. She enquired whether the implementation of waste reduction measures had been given due consideration in this project. In response, DTD affirmed that the Government had been making the best endeavours to reduce the production of C&D material in public works projects. PAS(EF)B supplemented that an on-going programme of measures to reduce C&D waste was being implemented and the Administration had briefed relevant LegCo Panels and would continue to provide regular progress reports to the Panels. In this connection, the Chairman commented that implementation of waste reduction measures was not directly relevant to the present proposal as the proposed reclamation works would take in rather than produce C&D material. Miss Emily LAU said that the Administration should provide information on waste minimization measures in its submissions as far as possible. The Administration noted her concern.

29. Miss Emily LAU sought elaboration on the undertaking given in the discussion paper that a reclamation design that would cause minimal disturbance to the seabed would be adopted to reduce water quality impacts. CE(PW),CED advised that although removal of seabed mud could increase the capacity of the public filling area, the Administration usually did not prefer this approach as seabed dredging might cause undue water quality impacts. For the proposed reclamation works, public fill would be placed on top of the existing seabed; seabed dredging would only be carried out for the construction of the proposed seawall. He also confirmed that removal and disposal of seabed mud would require additional costs.

30. The item was voted on and endorsed. Miss Emily LAU expressed reservation on the proposal on account of the lack of information on the implementation of waste reduction measures in the project.

HEAD 707 - NEW TOWNS AND URBAN AREA DEVELOPMENT

**PWSC(2000-01)15 253CL Yuen Long - Tuen Mun Corridor
- engineering works for Hung
Shui Kiu and Ping Shan**

31. In reply to Mr Edward HO's enquiries, DTD confirmed that the area in question was within the bounds, though not at the centre, of the priority development area at Hung Shui Kiu, which was among the three areas in

NWNT and North East New Territories identified for priority development as promulgated by the Secretary for Planning and Lands (SPL) in December 1999. As to whether and how the planning principles adopted for the priority development areas had been applied in the present proposal, DTD advised that the present proposal was concerned with providing the necessary infrastructure facilities to serve the planned housing developments in Areas 11 and 13 of Hung Shui Kiu, whilst the detailed land use proposals for the said three priority development areas were still under preparation. However, due consideration had been given to the planning principles of preserving the existing natural landscape and historical sites, providing environmental-friendly transport etc. in drawing up the development plans for the area in question.

32. Mr LEE Wing-tat queried that instead of environmental-friendly transport design such as semi-submerged or decked roads as highlighted by SPL when presenting the proposal on the three priority development areas, the proposed roads were at-grade roads cutting across the residential areas and open space. In his view, the present proposal was no different from those relating to new town developments in the past. He therefore questioned whether the planning principle of providing an environmental-friendly transport network had in fact been duly applied in planning the proposed roads. He in particular queried the justification for Road L2 which he considered would cause undue environment impacts on the area.

33. In response, DTD confirmed that the planning objective was to construct as few roads as possible and to separate pedestrians from vehicular traffic where practicable. However, certain at-grade roads would still be necessary to serve the needs of the local community and this planning feature was clearly stated in the consultation digests on the priority development areas currently available in the public domain. He informed members that Area 13 of Hung Shui Kiu, which formed a major part of the development area in question, would be handed over to the Hong Kong Housing Society shortly for commencement of a public housing development in August 2000. The proposed roads, including Road L2, were necessary to serve this public housing development and other developments in the area. He remarked that cycle tracks would also be constructed along the proposed roads so that residents could ride bicycles to transfer to the Light Rail Transit. Appropriate traffic arrangements to restrict heavy vehicles from using the roads within the development area would also be made in due course. The Chief Engineer (Tin Shui Wai), TDD added that the proposed roads were not trunk roads but local roads where bus stops and light loading/unloading activities would be accommodated.

34. The Acting Secretary for Planning and Lands (SPL(Atg.)) supplemented that whilst the conceptual framework of the three priority development areas had been endorsed, the implementation details were being worked out within the Administration. He confirmed that the road works in the present proposal were necessary to support the housing developments in the

area and were consistent with the planning principles for the priority development areas.

Admin 35. Mr LEE Wing-tat maintained his view that the proposed road works were incompatible with the planning principles promulgated by SPL in connection with the three priority development areas. He therefore considered that the requested funding for the proposed works was unjustified as the Administration had failed to apply an environmental-friendly transport planning for the area as pledged by SPL. At his request, the Administration agreed to provide a verbatim transcript of SPL's speeches in the media regarding the Government's plans to develop environmentally friendly new towns and the development proposal on the three priority development areas.

Admin 36. To enable members to have a clear perspective of the Administration's position, Miss Emily LAU requested and the Administration agreed to provide before the relevant Finance Committee meeting (i.e. 9 June 2000) a paper setting out the overall policy and planning concepts in respect of the three priority development areas and other environmental friendly new towns, with detailed explanation on how the policy and concepts had been applied in the present proposal. She also requested that the paper(s) on the three priority development areas for the Panel on Planning, Lands and Works and the minutes of the relevant Panel meeting(s) be made available to members after the meeting. She expressed reservation on the present proposal pending further information on the aforesaid issues.

(Post-meeting note: The information was issued to members vide LC Paper No. PWSC127/99-00 on 19 May 2000.)

37. Dr TANG Siu-tong enquired about the timetable for the proposed Road D2 extension connecting with Tin Ha Road which he pointed out was susceptible to frequent traffic jams at present. In reply, DTD advised that this section of Road D2 was within the scope of the works recommended for retention in Category B. The current schedule was to commence the construction of this road section in year 2003.

38. Noting that there were objections to the proposed road scheme on the grounds that it would jeopardize the objectors' small house developments, Miss Emily LAU expressed concern about the slow progress of the Administration's review of the policy on small houses and enquired how small house applications would be handled during the review period. In response, SPL(Atg.) advised that as the review involved complicated issues and various options had to be examined, the Administration had taken longer time for the review than originally scheduled. The Administration planned to complete the review within the current year. He confirmed that small house applications received in the meantime would be processed according to the existing policy.

Clerk 39. At Miss Emily LAU's request, the Chairman said that he would suggest to the FC Chairman that this proposal be voted on separately at the relevant FC meeting.

40. The item was put to vote. Nine members voted for the proposal, six voted against and three abstained.

For:

Mr Kenneth TING Woo-shou
Mr James TIEN Pei-chun
Dr Raymond HO Chung-tai
Mr CHAN Kam-lam
Mr Gary CHENG Kai-nam
Mr WONG Yung-kan
Mr LAU Kong-wah
Mrs Miriam LAU Kin-yee
Mr TAM Yiu-chung
(9 members)

Against:

Mr LEE Wing-tat
Mr Fred LI Wah-ming
Mr CHEUNG Man-kwong
Mr SIN Chung-kai
Mr Andrew CHENG Kar-foo
Mr LAW Chi-kwong
(6 members)

Abstention:

Miss Cyd HO Sau-lan
Mr Edward HO Sing-tin
Miss Emily LAU Wai-hing
(3 members)

41. The item was endorsed by the Subcommittee.

PWSC(2000-01)19

653CL

**Engineering infrastructure for
Cyberport development at
Telegraph Bay**

42. Mr Edward HO declared interest that he was a director of the firm engaged by the Pacific Century Group (PCG), the Cyberport developer, to act as the architectural consultants for the project.

43. In reply to Mr LEE Wing-tat's enquiry, DTD and the Chief Engineer (Cyberport), Information Technology and Broadcasting Bureau confirmed that

Roads D1 and D2, which were distributor roads, would mainly serve the Cyberport development and the future residential development at Telegraph Bay, and the Government would be responsible for funding their construction. Road L1, which was a local road, would be constructed by PCG in conjunction with the facilities in the area nearby to enable better co-ordination in design and construction. Mr LEE Wing-tat pointed out that for some private residential developments in the New Territories, the developer concerned was responsible for building roads which would specifically serve the private development in question. He enquired about the relevant policy and the justification in the present proposal for the Government to fund the construction of Roads D1 and D2.

44. In reply, DTD advised that generally speaking, the Government was responsible for building roads that had been included in approved outline zoning plans to serve the public. On the other hand, there might be cases where a developer proposed to build roads to serve a private development and the Government might consider the proposed arrangements on a case-by-case basis.

45. As regards the proposed road scheme for the Cyberport development, the Deputy Secretary for Information Technology and Broadcasting (DS/ITB) advised that when the Administration briefed Members on the Cyberport development at the outset, the Administration had made it clear that the Government would provide land and the essential infrastructure for the development whilst PCG would be responsible for the construction of office premises and other facilities for the development. It was on this basis that the Finance Committee had given funding approval (vide proposal PWSC(1999-2000)13 on 21 May 1999) for the site formation and part of the infrastructural works, including Roads D1 and D2, for the Cyberport development. The present proposal was concerned with the remaining infrastructural works for the development.

46. Mr LEE Wing-tat said that Members of the Democratic Party had objected to proposal PWSC(1999-2000)13. He requested the Administration to set out in writing the policy and criteria for Government funding or private funding of the construction of roads that were designed to serve a private development and provide information on relevant precedent cases in the New Territories. He queried the justification for the Government's full responsibility for funding the construction of Roads D1 and D2, given his understanding that the Cyberport development was a joint venture between the Government and PCG. At the request of the Chairman, the Administration agreed to provide the information requested by Mr LEE before the relevant FC meeting as far as possible.

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47. In response, DS/ITB clarified that the Cyberport project was not a private development nor a joint venture between the Government and PCG. Under the letter of intent entered into between the Government and PCG, the

Government would hold title to the Cyberport and the ancillary residential development. PCG would be entitled to share the profit generated from the sale of the ancillary residential development but not any revenue from the Cyberport development.

48. Miss Emily LAU said that Members of the Frontiers had all along disagreed with the approach adopted by the Administration on the Cyberport development project. She expressed concern about the financial capability of PCG in taking forward the project given the sharp fall in the share price of the company, and enquired about the progress of the signing of the project agreement with PCG. In reply, DS/ITB said that the Cyberport developer was a subsidiary owned by Pacific Century CyberWorks Limited, which was a company under PCG publicly listed in Hong Kong. The Government was obliged by the rules of the Hong Kong Exchanges and Clearing Limited not to disclose the contents of the project agreement before it was signed. As regards the latest position, the Government and PCG had reached consensus on the contents of the agreement and the documents were being checked by Government's legal adviser. She anticipated that the Government and PCG would sign the agreement very soon and confirmed that upon signing of the agreement, the Administration would provide Members with a Legislative Council Brief on the subject.

(Post-meeting note: The LegCo Brief on the Cyberport Project Agreement was issued to members in the afternoon of 17 May 2000)

49. Noting that hydroseeding would be used on the formed slopes in the project, Miss Emily LAU enquired whether hydroseeding could be extensively used on other man-made slopes in the territory to improve their aesthetic appeal. In reply, DTD advised that where practicable, trees or grass would be planted on Government man-made slopes in the territory. Hydroseeding was a mature slope treatment technique and had been used on a number of other slopes in the territory. It was technically feasible to plant trees and grass on slopes of soil and weathered rocks. However, for safety reasons, concrete spraying had to be used for slopes composed of rocks only.

50. Noting that five out of the six objections to the proposed road scheme for the Cyberport development remained unwithdrawn, Mrs Miriam LAU enquired about the details of the objections and whether the concerns of the objectors had been properly addressed. In reply, DS/ITB advised that the Administration had provided a paper to the Information Technology and Broadcasting Panel for its meeting on 8 May 2000 setting out the grounds of the six objections and how the concerns of the objectors had been addressed. She added that the concerns of some of the objectors about the traffic and environmental impacts of the proposed road scheme had been examined in detail in the relevant Traffic Impact Assessment and Environmental Impact Assessment for the project, and the Executive Council had taken into account the findings of these assessment studies in making the decision to overrule the

Admin unwithdrawn objections. The Administration agreed to provide a copy of the paper to Mrs LAU after the meeting for her reference.

(Post-meeting note: The paper referred to by DS/ITB has been issued to all Members vide LC Paper No. CB(1)1504/99-00(03) dated 5 May 2000.)

51. In reply to Miss Cyd HO's enquiry about the modelling of air quality impacts of the proposed roads mentioned in the discussion paper, the Director of Environmental Protection explained that the modelling involved an estimation of the impacts of vehicle emissions on a specific road on the nearest sensitive receivers in relation to relevant air quality objectives, taking into account the traffic volume, the speed of the traffic and the types of vehicles using the road. This modelling aimed specifically at estimating the direct air quality impacts of a road on the nearby receivers rather than the overall air quality impacts in a territory-wide context.

52. Regarding the air quality impacts of the proposed northern access road (NAR), DTD advised that according to the results of the said modelling, the air quality objectives for hourly nitrogen dioxide (NO₂) and respirable suspended particulates would not be exceeded at the identified sensitive receivers during the operation of NAR up to year 2022. The Chief Engineer/Hong Kong (2), Hong Kong Island and Islands Development Office, Territory Development Department added that the prescribed limits for NO₂ and respirable suspended particulates were 300 µg/m³ and 180 µg/m³ and the modelling results at the Northern access road were below 200 µg/m³ and below 140 µg/m³ respectively. Miss Cyd HO considered that the air quality impacts of the road were rather high and urged the Administration to implement without delay the various planned measures to reduce vehicle emissions.

53. The item was put to vote. 12 members voted for the item, two voted against and five abstained.

For:

Mr Kenneth TING Woo-shou
Mr Edward HO Sing-tin
Prof NG Ching-fai
Mr Gary CHENG Kai-nam
Mr WONG Yung-kan
Mrs Miriam LAU Kin-yee
(12 members)

Mr James TIEN Pei-chun
Dr Raymond HO Chung-tai
Mr CHAN Kam-lam
Mr SIN Chung-kai
Mr LAU Kong-wah
Mr TAM Yiu-chung

Against:

Miss Cyd HO Sau-lan
Miss Emily LAU Wai-hing
(2 members)

Abstention:

Mr LEE Wing-tat
Mr Fred LI Wah-ming
Mr CHEUNG Man-kwong
Mr Andrew CHENG Kar-foo
Mr LAW Chi-kwong
(5 members)

54. The item was endorsed by the Subcommittee.

HEAD 704 - DRAINAGE

**PWSC(2000-01)12 59CD West Kowloon drainage
improvement, stage 2 phase 2 and
stage 3**

55. Regarding the funding commitments that had been approved for drainage improvement works in West Kowloon, the Director of Drainage services (DDS) advised that the total funding commitments approved for the project so far was some \$2,200 million. It was estimated that a total sum of \$4,400 million would be required to complete the planned drainage improvement works in West Kowloon.

56. Mr LEE Wing-tat enquired about the improvements derived from the completed works so far, and the extent to which West Kowloon was still susceptible to flooding. In reply, DDS clarified that West Kowloon covered a number of districts and the drainage improvement works were implemented in phases. The improvement works under the present proposal mainly aimed at tackling the flooding problem in Mong Kok. With the replacement of the drain pipes at some critical areas such as the section of Nathan Road between Boundary Street and Nullah Road at the earlier phases of the project, the flooding problem in Mong Kok had been alleviated to some extent. He however acknowledged that before completion of the proposed improvement works, Mong Kok would still be susceptible to flooding at times of heavy rainstorms. The Chief Engineer/Project Management, Drainage Services Department (CE/PM, DSD) supplemented that at present, the drainage improvement in Nathan Road could cope with a rainstorm of 50 millimeters per hour, the intensity that triggered the hoisting of the red rainstorm signal. After completion of all the planned improvement works, the drainage system would be able to cope with rainstorms of 70 millimeters per hour, the intensity that triggered the hoisting of the black rainstorm signal, for 10 hours.

57. Noting that the main cause of flooding in Mong Kok was the increase in surface runoffs due to natural ground and slopes being paved over for developments and hence the overloading of the drainage system at times of heavy rainstorms, Mr Kenneth TING enquired about the extent of increase in

surface runoffs. In reply, DDS advised that the existing drainage system for Mong Kok was developed some 30 years ago. Since then, the drainage catchment area of Tai Hang Tung had increased by 35 hectares and about 260 hectares of the catchment area north of Boundary Street had been urbanized, resulting in an overall increase of 125% in surface runoffs in Mong Kok. Mr Kenneth TING opined that in future, the Administration should adopt a preventive approach by implementing the required drainage improvement works prior to or in parallel with the implementation of development projects to obviate the drainage overloading problem.

58. In reply to Miss Emily LAU's query on whether blockage of water inlets was also a major factor leading to flooding in Mong Kok, DDS said that unless the water inlets of the main drain pipes were blocked, blockage of water inlets at certain points would not lead to serious flooding in Mong Kok. As regards measures to prevent blockage of water inlets, DDS advised that water inlets were cleared regularly and the Drainage Services Department (DSD) carried out preventive maintenance of drains and inlets before the onset of the rainy season every year. During the rainy season, DSD would arrange immediate clearance of those inlets where blockage was reported. On education, the Administration had repeatedly alerted the construction industry not to dispose construction waste into public drains.

59. Miss Emily LAU enquired whether and how far the proposed works would be affected by the problem of inaccurate record drawings on underground utilities. In reply, DDS advised that underground utilities would not cause serious problems to the works for the Tai Hang Tung Storage Scheme. For the Kai Tak Transfer Scheme, as the method of trenchless technique would be used, interference with underground utilities would be minimized. The difficulties associated with underground utilities would mainly be encountered during the construction of the proposed drain pipes in Yau Ma Tei and Sham Shui Po. The strategy to reduce the risks arising from obstructing utilities was to carry out extensive utility surveys prior to the commencement of the works and to allow more time in the construction contract for handling potential problems with underground utilities.

60. On Miss Emily LAU's concern about the disturbance caused by the utility surveyance works, DDS advised that whilst a certain number of trial pits/trenches would need to be dug, surveyance methods that did not require digging up the pavement would be used to detect underground utilities as far as possible to minimize disturbance to the public.

61. Dr Raymond HO considered that the proposed Tai Hang Tung Storage Scheme was an effective engineering solution to the problem of flooding in the area in question. Expressing concern about the flooding problem before completion of the proposed works, he enquired whether the Administration had explored the feasibility of constructing cut-off drains at the upstream areas to divert away some surface runoffs from the Mong Kok catchment area. In

reply, DDS said that this approach would not be cost-effective in the case of Mong Kok as a large number of cut-off drains covering an extensive area would need to be built. However, the Administration might consider this approach in other areas where the overloading problem could be effectively addressed by intercepting surface runoffs at upstream areas at reasonable costs.

Admin

62. In reply to Miss Emily LAU, DDS advised that the construction cost of the trenchless method was about four times the cost of the normal trench digging method. To facilitate members' reference, Miss Emily LAU requested the Administration to set out in future proposals the additional cost specifically attributed to the use of the trenchless method of construction. The Administration took note of her request.

63. In reply to Mr LEE Wing-tat, DDS advised that the extent of the drainage works was as shown in green on the layout plan at Enclosure 1 to the discussion paper. The works would be carried out in short sections to avoid causing undue inconvenience to the public. The current plan was to restrict the maximum length of each works section to 50 metres and to carry out works during non-peak hours only. DDS added that the works programme had been drawn up very carefully in conjunction with the Transport Department and the Police. The relevant District Councils had also been consulted. CE/PM, DSD supplemented that Traffic Impact Assessments had been conducted for the drainage works. Traffic Management Liaison group would be set up to monitor the traffic conditions and implement necessary traffic diversion measures during the construction period. DDS confirmed that as only minor traffic diversion measures would be implemented, the shops located along the works sites would not be adversely affected.

64. Mr LEE Wing-tat cautioned that the Administration must schedule the works very carefully as he understood that some of the drainage works would take place on major roads and at critical junctions. On whether it was feasible to use trenchless method for the drainage works shown in green in the layout plan to minimize disruptions, DDS advised that this option was not feasible as most of these works involved replacement of drain pipes.

65. Referring to the problem of unclear provision on the extent of site clearance in the works contract for project 199DS - "North and South Kowloon sewerage, stage I, phase II" (for which approval was sought vide PWSC(2000-01)8 on 12 April 2000 to increase the approved project estimate to meet the Government's legal liabilities arising from the project), Mr LEE Wing-tat sought assurance from the Administration that similar problems would not recur in the present project. In response, DDS confirmed that the Administration had taken action to remove ambiguity in the relevant provisions in Government's works contracts to avoid the recurrence of similar problems.

66. The item was voted on and endorsed.

PWSC(2000-01)13 208DS Outlying Islands sewerage, stage 1, phase 1

67. Mr LEE Wing-tat sought reasons for upgrading the Siu Ho Wan Sewerage Treatment Plant (SHWSTP) to primary level treatment plus chemical treatment and disinfection, instead of secondary level treatment. He also sought information on the extent of reduction in Biochemical Oxygen Demand (BOD) and suspended solid levels under the proposed treatment standard as compared to secondary level treatment.

68. In response, the Assistant Director (Waste and Water), Environmental Protection Department (AD(W&W),EPD) advised that at present, there were in fact more secondary level sewage treatment plants than primary level sewage treatment plants in Hong Kong. The Administration did not have any pre-conceived preference for or against secondary level treatment per se. In determining the appropriate treatment method for a sewerage treatment plant, the Administration took into account the following parameters -

- (a) the relevant water quality objectives (WQOs);
- (b) the characteristics of the receiving waters in particular their dilution and dispersion capability; and
- (c) the quantity of sewage to be dealt with.

Based on the above parameters, water quality modellings were conducted to examine whether the discharge from a proposed treatment plant could achieve the relevant WQOs. A decision on the appropriate treatment level would then be made having regard to the modelling results and the cost implications of different treatment methods. In the case of SHWSTP, the WQOs were to protect the marine ecology and to prevent any adverse impact on local fish stocks and the marine mammals. The receiving waters had high dilution and dispersion capability. Upon upgrading the SHWSTP as proposed, the BOD and suspended solid levels could be reduced by 50% and 75% respectively while the primary level treatment on its own could reduce BOD and suspended solid levels by 30-40% and 60% respectively. Although the secondary treatment level could reduce the BOD and suspended solid levels by about 90%, the construction and operating costs of upgrading the treatment plant to the secondary level would be much higher, and estimated to be about three and two times respectively those of the treatment method currently proposed.

69. Miss Emily LAU sought elaboration on the current policy on sewerage treatment standards, in particular the relative weightings accorded to the objective of protecting the marine environment and the cost implications of different treatment methods.

70. In reply, the Deputy Secretary for Environment and Food (B) (DS(EF)B) and DEP advised that there were different WQOs for different water bodies depending on the usage and the characteristics of the water body concerned. Generally speaking, if the water body was within an enclosed area without much fresh water interflow such as the Tolo Channel, a higher level of treatment would be required to protect the natural ecology and to prevent adverse impacts on human activities. DEP acknowledged that there were increasing calls from the community for a higher treatment standard than the minimum standard required. Having examined the views expressed by LegCo Members and the Advisory Council on the Environment, the Administration had adopted a prudent approach by applying the primary level treatment together with chemical treatment and disinfection as the basic standard when constructing new treatment works and upgrading existing treatment works. On the other hand, as secondary level treatment would involve substantially higher capital and operating costs, the Administration did not consider it cost-effective to pursue secondary level treatment unless there were strong environmental justifications. In the case of SHWSTP, although upgrading the treatment plant to primary treatment level would be adequate for meeting the minimum discharge standard, the Administration considered it appropriate to further upgrade the treatment level to include chemical treatment and disinfection to better safeguard the marine ecology and local fish stocks.

Admin

71. Mr LEE Wing-tat enquired about the worst scenario forecast for the SHWSTP upon completion of the proposed improvement works. In reply, AD(W&W),EPD advised that the worst scenario usually occurred during summer when water columns were stratified as a result of fresh water running down the Pearl River. Results of the relevant water quality modelling revealed that upon completion of the proposed improvement works, there would be improvement in water quality even under the worst scenario and the WQOs could be achieved at all times. At Mr LEE's request, AD(W&W),EPD agreed to provide a comparison between the water quality at present and that under the worst scenario situation during the operation of the upgraded SHWSTP.

Admin

72. At Miss Emily LAU's request, DS/EF(B) agreed to request the Agriculture, Fisheries and Conservation Department to provide up-to-date information on the Chinese White Dolphins in Hong Kong waters before the relevant FC meeting as far as possible.

73. Miss Cyd HO noted from the discussion paper that the proposed works by itself would lead to an increase in the recurrent cost of providing sewage services by about 4.0% in real terms which would need to be taken into account in determining sewage charges. She enquired whether the cost increase would be shared among all users of sewage services in the territory or only among the users in the service area concerned. She noted that the future Disney Theme Park would generate a significant increase in sewage flow and enquired whether the theme park company would be required to take up a corresponding

share of the cost increase.

74. In reply, DDS clarified that the said 4.0% increase in recurrent cost was calculated on the basis of the overall recurrent expenditure of providing sewage services in the territory and was attributed to both the upgrading of the treatment standard and the expansion of the capacity of SHWSTW. The theme park company would be required to pay sewage charges in accordance with relevant legislative provisions as other users in the territory. He added that any revision of sewage charges would require amendment to the subsidiary legislation and be subject to the scrutiny of the Legislative Council. DS(EF)B supplemented that the estimated sewage flow generated from the future Disney Theme Park during its initial years of operation was about 20 000 cubic metres (m³), which represented about 11% of the design capacity of 180 000 m³ of SHWSTP. Under the current policy, sewage charges were borne among all users of the sewage service system and sewage charges only accounted for 50% of the total operating cost of the system.

75. Miss Cyd HO expressed her view that the theme park company should be fully responsible for the cost of the treatment and disposal services for the sewage flow generated from the theme park, instead of having taxpayers or other users of the sewage service system to share out the cost.

76. The item was voted on and endorsed.

PWSC(2000-01)26

204DS

**Wan Chai East and North Point
sewerage, stage 2 works**

77. Miss Emily LAU enquired whether the construction of the proposed trunk sewers at deeper levels would require additional cost and affect the foundations of the existing buildings in the areas concerned. In reply, DDS explained that the proposed trunk sewers were required to be laid at deeper levels to avoid interfering with existing utilities. It was also not feasible to make use of the space currently occupied by the existing trunk sewers for the proposed sewers as the latter were much larger. As regards cost, he advised that laying the proposed sewers at deeper levels per se would not require a significantly higher cost as the trenchless method would be used. However, the deeper levels of the sewers would require a deeper inlet pumping station and the proposed new pumping station was to provide the required pumping capacity and to meet the growing sewage flow demands. DDS further advised that the site investigations for the project had concluded that the proposed works would not affect the foundations of the existing buildings in the areas concerned. He assured members that the construction works would be strictly supervised to prevent any adverse impact on existing utilities and buildings.

78. On Miss Emily LAU's concern about the inconvenience that might be caused to the public by the construction of the trunk sewers, the Chief

Engineer/Consultants Management, Drainage Services Department advised that as the trenchless method would be used, only pits would be dug to allow the set up of excavating machines and removal of spoil. A traffic impact assessment had been made in respect of each location of all the pits involved and the assessment results together with the planned temporary traffic schemes had been agreed by the Transport Department and the Police. DSD would carry out trial runs of these traffic schemes to identify potential problems before construction works commenced.

79. As to why the proposed sewerage works would lead to a net reduction of \$0.2 million in the annual recurrent expenditure associated with the sewerage network, DDS explained the maintenance cost for the existing sewerage network was high mainly because the network required very intensive clearance. The new sewers which would have greater capacity and the steeper gradients would require less intensive clearance and thus would incur lower recurrent expenditure.

80. The item was voted on and endorsed.

HEAD 703 - BUILDINGS

**PWSC(2000-01)21 232EP Primary school in Lai Chi Kok
public housing estate, phase 4**

81. Miss Emily LAU was pleased to note that the proposed primary school would satisfy the planning target of providing two square metres (m²) of open space per student. She recalled that when considering the redevelopment project of La Salle at the last meeting on 3 May 2000, she had requested the Administration to provide a paper on the open space provision of primary school projects adopting the Year 2000 design. She asked when the paper would be available. In reply, the Principal Assistant Secretary for Education and Manpower (PAS/EM) confirmed that the paper was under preparation and would be issued to members before the Finance Committee (FC) meeting on 26 May 2000 when the relevant development project was considered by FC.

82. Miss Emily LAU expressed concern about the availability of adequate sites for construction of new schools to achieve the policy targets in respect of whole-day primary schooling. In response, PAS/EM advised that the school construction programme to achieve the policy target of enabling 60% of pupils in public sector schools to study on a whole-day basis by the commencement of the school year 2002/03 was in good progress. Of the additional 73 new schools required to achieve this target, 19 had been completed and 46 were at various stages of construction. Subject to the approval of this project and project 273EP under item PWSC(2000-01)22 to be considered at this meeting, there would be a shortfall of six new schools. He confirmed that suitable sites had been reserved for these six schools and subject to completion of feasibility

studies, the relevant funding proposals would be submitted to the Subcommittee and FC before the end of year 2000. As the construction period for new schools was around 18 months, the Administration was confident that the target completion of 73 schools could be achieved. As regards the provision of schools to meet the tentative longer-term target of providing whole-day primary schooling for all pupils in public sector schools by year 2007-08, he confirmed that the Administration was making on-going efforts to identify suitable school sites.

83. Mr Edward HO said that he had expressed reservation on several occasions about adopting a standard design for new schools which, in his view, might not be conducive to optimizing the potentials of individual school sites and promoting a sense of belonging among students. In this connection, he suggested that if the Administration did not have the required in-house resources to provide design input for individual schools in meeting a tight school construction programme, the Administration should actively consider contracting out school projects to private consultants.

84. In response, PAS/EM confirmed that the Administration was in favour of greater diversity in school designs. He however acknowledged that due to the tight school construction programme to meet the whole-day primary schooling policy target, there were practical constraints in incorporating substantial variations to the standard school design in individual projects. However, the Administration had been making on-going improvements and refinement to school designs. In this regard, the Administration had set up a school building design committee which included representatives from the architectural profession in the private sector. A major task of the committee was to draw up a series of viable new school designs and a set of guidelines on facility standards.

85. The Director of Architectural Services (DArchS) advised that apart from the need to meet a tight school construction programme, for environmental protection reasons, the Government had adopted a system-build method for school projects. Hence, there were practical needs to standardize school designs to some extent. He however remarked that ArchSD had been making efforts to incorporate some unique design features in recent school projects. Where practicable, the preferences of the school sponsoring body concerned on details such as the colour scheme would be incorporated into the school design. He also informed members that following the commissioning of the first batch of new schools adopting the Year 2000 design in the coming school year, the Administration would conduct a large scale consultation with Members and school sponsoring bodies on the Year 2000 design in September 2000 with a view to identifying areas for improvement and refinement.

86. Mr LEE Wing-tat shared the concern of Mr Edward HO about the lack of creativity and uniqueness in the design for school projects. He expressed dissatisfaction that although Members had raised this concern repeatedly in the

past, the school under the present proposal was again of the standard design. Miss Emily LAU also shared Mr Edward HO's view that creativity and uniqueness in school designs should be encouraged. She was however concerned that if too many school projects were contracted out to the private sector, the in-house resources of ArchSD might not be efficiently utilized.

87. In this connection, DArchS advised that the cost of the services provided by ArchSD for school projects adopting the standard design with or without slight modifications accounted for about 3.7% of the total project cost, while the consultants' fees for school projects was about 8% of the total project cost on average. Based on the budget of \$100 million for building a standard primary school, the difference was some \$4.3 million. He added that while school projects that required non-standard designs were usually contracted out to private consultants, using the in-house resources of ArchSD to deliver primary school projects was a more economical option.

88. Mr Edward HO commented in response that this was not a fair comparison as the overhead costs of ArchSD had not been taken into account. According to his understanding, the Education Department (ED) did not prefer contracting-out school projects to private consultants in view of the need for greater co-ordination. He sought the Administration's clarification in this regard.

89. The Assistant Director (Special Duties), Education Department (AD/E(SD)) confirmed that ED welcomed creativity and diversity in school designs. In fact, the department had frequent dialogues with the architectural profession in the private sector with a view to enlisting their advice on school projects. Moreover, ED and ArchSD had been actively exploring the desirability and feasibility of contracting out more school projects to the private sector.

XX 90. In view of members' concerns about the policy issues relating to school designs, the Chairman suggested that these issues should be referred to the relevant Panel(s) for further discussion.

91. Miss Emily LAU enquired whether an existing bi-sessional school had been selected to be reprovisioned to the proposed new school for conversion to whole-day operation, and if so, whether the school authority and parents concerned had been consulted on the reprovisioning arrangements. In reply, PAS/EM advised that a school allocation committee which comprised representatives from the education sector would consider the matter and announce their decision on the bi-sessional school to be reprovisioned to the proposed new school in early June 2000. He assured members that the Administration would require the school authority to consult parents on the reprovisioning arrangements in due course. He also advised that an existing bi-sessional school within the same district as the proposed school would be selected.

92. The item was voted on and endorsed.

PWSC(2000-01)22	273EP	Primary school at Fat Tseung Street, Sham Shui Po, West Kowloon Reclamation
	235ES	Two secondary schools at Fat Tseung Street, Sham Shui Po, West Kowloon Reclamation

93. Members expressed their appreciation to the Administration for applying the concept of shared facilities for the proposed three schools to provide a greater variety of facilities for student activities.

94. Miss Cyd HO enquired about the feasibility of providing a larger sports playground with standard 400-metre running tracks by altering the layout of the school buildings. She also opined that it would be more cost-effective and beneficial to students for the three schools to share a bigger library instead of having separate libraries of their own as presently proposed.

95. In reply, PAS/EM said that the present proposal had taken into consideration Members' calls for a more flexible approach for school projects by providing shared facilities for co-located schools. He however reiterated that due to the tight school construction programme, it was not feasible to make substantial changes to the design of the proposed school buildings. As regards Miss HO's suggestion of a shared library, he advised that although the Administration had only prescribed three facilities as shared facilities in the proposal, the Administration would encourage the school authorities concerned to co-ordinate among themselves on whether further facilities could be utilized on a shared basis for the benefit of students.

96. DArchS supplemented that the layout of the open space facilities shown in the discussion paper had not been prescribed and the school authorities would have discretion in this regard. He also clarified that the standard provision of 2 m² open space per student did not include passive open space facilities such as a sports playground for track and field sports. Hence, providing a sports playground would correspondingly reduce the amount of active open space. As regards the layout of the proposed school buildings, he stressed that given the statutory height limit of 25 metres for school buildings and the need to accommodate 30 classrooms in each of the proposed schools, the scope for further variation in the layout of the school buildings would be very limited.

97. Miss Cyd HO commented that efficient utilization of all sports and recreational facilities at schools should be encouraged. She considered that adopting a rigid distinction between active/passive categories of facilities would not be conducive to their efficient utilization. She maintained her view that the layout of the school buildings should be modified to provide a sports playground with standard running tracks.

98. Mr CHEUNG Man-kwong pointed out that by swapping the location of the landscape courtyard south of the football pitch with that of the basketball courts north of the football pitch, there might be sufficient space to provide running tracks round the football pitch, thus enabling the provision of a mini sports playground. In response, DArchS confirmed the feasibility of providing a running track but reiterated that the decision on the layout of the various open space facilities rested with the school authorities concerned. In this connection, PAS/EM informed members that a decision on the sponsoring body for the proposed schools would be finalized by mid-2000. As the construction works would not have commenced by then, the preference of the school authorities could be taken into account in finalizing the design for the proposed schools

99. Mr CHEUNG Man-kwong considered that running tracks were an important sports facility for students. Given DArchS's confirmation on the feasibility, he requested the Administration to give a firm undertaking on the provision of running tracks round the football pitch, and to include this facility in the proposal to be submitted to FC.

Admin 100. In response, AD/E(SD) agreed to provide an additional layout plan with the provision of running tracks round the football pitch in the proposal to be considered by FC. He also undertook to convey members' views on the provision and design of open space facilities to the school authorities in due course for their consideration.

101. In reply to Mr LEE Wing-tat's enquiry, DArchS confirmed that it was feasible to provide a jogging track along the site boundary provided that the usage of the jogging track would be properly managed to prevent obstruction to the entrances of the schools.

102. Mr Edward HO also suggested for the Administration's consideration that the location of the basketball courts between proposed schools 273EP and 235ES(2) be swapped with that of the bigger landscape courtyard such that the football pitch and the basketball courts together could form a larger sports playground.

103. On Miss Emily LAU's concern about the projected shortfall of 217 secondary school classrooms by 2002-03, AD/E(SD) advised that the provision of secondary school places was planned on a territory-wide basis. He assured members that the demand and supply of secondary school places was

monitored constantly and new schools would be built in due course to meet any projected shortfall.

104. The item was voted on and endorsed.

105. As the Chairman had to leave for other commitments, Dr Raymond HO, Deputy Chairman of the Subcommittee, took the chair.

HEAD 706 - HIGHWAYS

PWSC(2000-01)24 589TH Salisbury Road underpass and associated road improvement works

106. Mr LAW Chi-kwong enquired whether in planning the proposed pedestrian subway, consideration had been given to providing additional space for shops/stalls within the subway to attract pedestrians to use the subways. In reply, the Principal Assistant Secretary for Transport (PAS/T) advised that in planning pedestrian subways in commercial districts, consideration would be given to connecting the subways to the commercial buildings nearby to facilitate convenient access to these buildings. In this case, the proposed pedestrian subway would be connected to the New World Centre at the southern end and to the future Tsim Sha Tsui (TST) Station of the East Rail Extension at the northern end. Mr LAW opined that apart from connection with buildings and facilities, the viability of providing additional space within pedestrian subways to accommodate shops should also be considered in future projects relating to pedestrian subways. The Administration took note of Mr LAW's suggestion for consideration.

Admin

107. As to how the proposed pedestrian subway would form part of the pedestrian network in the area in question, the Director of Highways (DH) advised that the northeast exit of the proposed pedestrian subway would be connected with an existing pedestrian subway across Chatham Road South leading to TST East, and consideration was given to the northwest exit to be integrated with the concourse of the future TST Station of the East Rail Extension which would be extended to Nathan Road and Mody Road. As regards the existing pedestrian subway across Salisbury Road, DH confirmed that this subway would have to be removed to make way for the proposed vehicular underpass at Salisbury Road. The Regional Highway Engineer/Kowloon, Highways Department also confirmed that it was not feasible to provide an additional southern exit towards TST East at the proposed pedestrian subway due to the presence of a large drain at this location.

108. Regarding the accessibility of the proposed pedestrian subway to the disabled, the Administration confirmed that the southern exit of the subway

was provided with a ramp which would facilitate the access of the disabled. Access facilities for the disabled would also be provided at some exits of the future TST Station of the East Rail Extension, which would be connected to the proposed pedestrian subway.

109. On the traffic arrangements during the construction period, the Chief Traffic Engineer/Kowloon, Transport Department (CTE/KLN) confirmed that the existing road reserve along Salisbury Road would be fully utilized to maintain the same number of traffic lanes as at present.

110. On the planned traffic arrangements upon completion of the proposed works, the Administration advised that in order to improve the traffic flow on Salisbury Road and hence its capacity, westbound traffic on Salisbury Road would not be allowed to turn right onto Nathan Road directly. Instead, vehicles could only reach Nathan Road via Kowloon Park Drive and Middle Road. Moreover, eastbound traffic on Middle Road would be allowed to cross Nathan Road to reach the multi-storey car park located next to the Middle Road Children's Playground. To facilitate these new traffic arrangements, the existing traffic light to facilitate right turns from Salisbury Road to Nathan Road would be removed, an additional right-turn lane would be made available on Salisbury Road at its junction with Kowloon Park Drive while Middle Road would be designated as a one-way road. The Administration also confirmed that the capacity of the section of Nathan Road in question would be enhanced upon completion of the pedestrian subways across this road section under other projects.

111. In this connection, Mr Edward HO expressed concern that under the proposed traffic arrangements, there would be additional traffic on Kowloon Park Drive and Middle Road and the heavy traffic flow in the area might be aggravated. Moreover, motorists would need to take more time to travel from Salisbury Road to Nathan Road given the various junctions involved. He urged the Administration to critically review these arrangements.

112. In response, CTE/KLN pointed out that the traffic lights at the various junctions in the area would be synchronized by a computerized district traffic control system to minimize stops and facilitate traffic circulation at the junctions. He further advised that whilst the relevant traffic modelling indicated that the traffic flow in the area would be improved with the implementation of the said traffic arrangements, the Administration would be prepared to consider retaining the right turn from Salisbury Road onto Nathan Road after completion of the proposed works until the junction capacity could no longer allow it to do so having regard to the then traffic situation.

113. Mr James TIEN said that while he would support the proposed road works, he had serious reservation on the planned traffic arrangements. Miss Emily LAU echoed the concerns of Mr Edward HO and Mr James TIEN about the planned traffic arrangements. In view of members' concern, the Deputy

XX Chairman suggested and the Administration agreed to review the planned traffic arrangements having regard to members' concerns and report to the Transport Panel in due course.

114. The item was voted on and endorsed.

PWSC(2000-01)25 121TB Duplication of Pedder Street Footbridge

115. Mr Edward HO queried why the present project had not been entrusted to the Mass Transit Railway Corporation (MTRC) in conjunction with the construction of the Central Station of the Airport Railway so as to obviate the need for repeated road excavation works and traffic diversion measures which would cause inconvenience to the public.

116. In reply, DHy advised that the original plan was to entrust this project to MTRC as suggested by Mr HO. However, when the Government negotiated the entrustment arrangement with MTRC, the estimated cost proposed by the construction contractor engaged by MTRC was some \$130 million, which was about twice the project estimate under the present proposal. In view of the high cost and in consideration that there was no urgent requirement to complete the project to tie in with the Airport Railway, the Administration decided to take up the project on its own and proceeded with the preparatory work with a view to completing the project by 2002.

117. Mr TAM Yiu-chung expressed support for the project on account of increasing pedestrian traffic in the area. He pointed out that the escalators at the southern end of the existing footbridge often broke down and this had caused much inconvenience to pedestrians. He urged the Administration to take this into account in the design and maintenance of the escalators of the proposed footbridge. Mrs Miriam LAU shared the same concern and considered that the malfunctioning of the existing escalators might be attributable to their exposure to outdoor weather conditions. She suggested that better shielding should be provided for the proposed escalators.

Admin

118. DHy advised that there would be two escalators and a staircase provided at the southern end of the proposed footbridge. The staircase would enable tidal pedestrian flow arrangements during peak hours. He took note of the concern of Mr TAM and Mrs Miriam LAU about the design and maintenance of the proposed escalators and undertook to further examine the matter in conjunction with the Electrical and Mechanical Services Department (EMSD).

119. Mr Edward HO referred to some escalators in overseas countries which operated on an automatic switching on/off basis and suggested that the feasibility of this design be explored for the proposed escalators. DHy agreed

to consider Mr HO's suggestion in conjunction EMSD having regard to the technical and safety aspects.

Admin

120. In view of members' concern, the Deputy Chairman requested and the Administration agreed to inform members of the outcome of its consideration on the design and maintenance of the proposed escalators.

121. On the pedestrian and traffic arrangements during the construction period, DHy advised that with the demolition of the existing escalators, a temporary staircase of 4.5-metre wide would be provided at the southern end of the existing footbridge. As regards vehicular traffic, he advised that one of the three westbound lanes of the section of Connaught Road Central west of Pedder Street would be used to provide space for the temporary staircase. The remaining lanes of Connaught Road Central would be maintained during the construction period. Hence, the eastbound traffic on Connaught Road Central would not be affected by the proposed works, while the westbound traffic would only be minimally affected as two westbound lanes would still be available on the section of Connaught Road Central west of Pedder Street, similar to what existed east of Pedder Street.

122. The item was voted on and endorsed.

123. The meeting ended at 1:15 pm.

Legislative Council Secretariat
8 June 2000