

立法會  
*Legislative Council*

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

**Minutes of the 10<sup>th</sup> meeting  
held in the Chamber of Legislative Council Building  
on Wednesday, 19 May 2004, at 10:45 am**

**Members present:**

Ir Dr Hon Raymond HO Chung-tai, JP (Chairman)  
Hon Albert CHAN Wai-yip (Deputy Chairman)  
Hon Kenneth TING Woo-shou, JP  
Dr Hon David CHU Yu-lin, JP  
Dr Hon Eric LI Ka-cheung, GBS, JP  
Hon Fred LI Wah-ming, JP  
Hon James TO Kun-sun  
Hon CHAN Yuen-han, JP  
Hon SIN Chung-kai  
Hon WONG Yung-kan  
Hon YEUNG Yiu-chung, BBS  
Hon LAU Kong-wah, JP  
Hon Miriam LAU Kin-yee, JP  
Hon Andrew CHENG Kar-foo  
Dr Hon LAW Chi-kwong, JP  
Hon TAM Yiu-chung, GBS, JP  
Dr Hon TANG Siu-tong, JP  
Hon Abraham SHEK Lai-him, JP  
Hon Henry WU King-cheong, BBS, JP  
Hon WONG Sing-chi  
Hon IP Kwok-him, JP

**Members absent:**

Hon Cyd HO Sau-lan  
Hon CHAN Kam-lam, JP  
Hon Andrew WONG Wang-fat, JP  
Hon Emily LAU Wai-hing, JP  
Hon CHOY So-yuk  
Hon LAU Ping-cheung

**Public officers attending:**

Miss Amy TSE, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>3</sup>
Mr Y C LO, JP	Permanent Secretary for the Environment, Transport and Works (Works)
Mrs Carrie LAM, JP	Permanent Secretary for Housing, Planning and Lands (Planning and Lands)
Mr Rob LAW, JP	Director of Environmental Protection
Miss Janice TSE	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Ms Shirley KWAN	Assistant Secretary for Health, Welfare and Food (Food and Environmental Hygiene) <sup>4</sup>
Mr Donald TONG	Deputy Director of Food and Environmental Hygiene (Administration and Development)
Mr YEUNG Shun-kui	Assistant Director of Food and Environmental Hygiene (Operations) <sup>2</sup>
Mr C H YUE, JP	Director of Architectural Services
Mr HUNG Chi-pai	Assistant Director of Food and Environmental Hygiene (Operations) <sup>1</sup>
Ms Ernestina WONG	Principal Assistant Secretary for the Environment, Transport and Works (Transport) <sup>5</sup>
Mr NG Kwok-kee	Project Manager/Major Works Highways Department
Mr David ENGLISH, JP	Deputy Project Manager/Major Works (1) Highways Department
Mr LEE Yan-ming	Chief Traffic Engineer/New Territories West Transport Department
Mr Tony LEUNG	Principal Assistant Secretary for Home Affairs (Culture) <sup>2</sup> (Acting)
Mr Michael MAK, JP	Assistant Director of Leisure and Cultural Services (Libraries and Development)
Ms Eva CHENG, JP	Commissioner for Tourism
Mrs Winifred CHUNG	Assistant Commissioner for Tourism (4)

Mr N P TONG	Chief Engineer/Technical Services Civil Engineering Department
Mr William KO, JP	Director of Water Supplies
Mr LEUNG Mang-chiu, JP	Assistant Director of Water Supplies (New Works)
Mr TSE Chin-wan	Principal Assistant Secretary for the Environment, Transport and Works (Environment and Transport)E3
Mr CHOW Chun-wah	Chief Engineer/Major Works 3-2 Highways Departments
Mr David WONG	Principal Assistant Secretary for Education and Manpower (Infrastructure & Research Support)
Mr S G CROW	Chief Technical Advisor/Subvented Projects Architectural Services Department

**Clerk in attendance:**

Ms Anita SIT	Chief Council Secretary (1)6
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**Staff in attendance:**

Ms Pauline NG	Assistant Secretary General 1
Mr Matthew LOO	Senior Council Secretary (1)3
Ms Caris CHAN	Senior Legislative Assistant 1
Mr Frankie WOO	Legislative Assistant 2

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Before the Subcommittee proceeded to the discussion items, the Chairman invited members to give views on the consultation process in respect of proposals on new school projects before the proposals were considered by the Public Works Subcommittee (PWSC). The Chairman said that at the last two PWSC meetings, there were unduly long discussions on the policy aspects of new school projects. He suggested that the Administration should issue information papers to LegCo Panel on Education (Education Panel) for each future school project before the relevant proposal was submitted to PWSC, so that the Panel members could have a chance to consider whether the relevant policy issues required discussion at the Panel before the matters were submitted to PWSC. He however stressed that it would be up to the Panel to decide whether the new school projects should be discussed at the Panel after they had studied the information papers. Mr Fred LI expressed support to the Chairman's suggestion. No other members raised any question or objection to the suggestion. With the consent of members, the Chairman instructed the Clerk to inform the Administration accordingly.

## **HEAD 703 - BUILDINGS**

### **PWSC(2004-05)11            7NB            Reprovisioning of Diamond Hill Crematorium**

2. Members noted that the Administration had consulted the LegCo Panel on Food Safety and Environmental Hygiene (FSEH Panel) on the reprovisioning of Diamond Hill Crematorium (DHC) at the Panel meeting held on 19 March 2004.

3. Mr Fred LI, Chairman of FSEH Panel, welcomed the proposal. He said that air pollution problems such as dark smoke and odour emitted from the existing DHC had adversely affected the environment of the school village and housing estates in the vicinity. Principals of the school village, parents of students and nearby residents had lodged complaints against the pollution problems and urged the Administration to expedite the reprovisioning of DHC. While expressing his support to the project, Mr LI requested assurance from the Administration that the performance of the new cremators proposed in DHC should be better or at least comparable to those being used in Kwai Chung Crematorium (KCC).

4. In response, the Deputy Director of Food and Environmental Hygiene (Administration and Development) (DD(Adm&Dev)) confirmed that with the success of the cremation technology adopted in KCC in preventing the emission of odour and dark smoke which had fulfilled all relevant environmental protection requirements, at least similar advanced cremation technology would be applied in the proposed DHC.

5. Noting that the construction of new cremators at DHC would last for two years, Mr Fred LI asked for shortening the operating hours of the existing DHC as well as reducing the cremation sessions from three times to once a day upon the commencement of the new Fu Shan Crematorium (FSC) in order to alleviate the existing pollution problems. The public requiring cremation service would also be benefited from a shorter output time for new cremators in FSC and other reprovisioned crematoria. Miss CHAN Yuen-han shared Mr LI's view and urged that the Administration should put more efforts on improving pollution problems during the transitional period. In response, DD(Adm&Dev) pointed out that the number of cremation sessions in DHC had been reduced to three times per cremator a day since the reprovisioned KCC started operation in 2003. He said that further shortening of DHC's operating hours might not be able to meet the increasing public demand and hence prolong the waiting time for cremation service, but the Administration would closely monitor the situation and consider members' suggestion after the opening of FSC.

6. Miss CHAN Yuen-han noticed that 34 trees would be felled and 31 trees would be replanted, and she was concerned about the planting arrangement and façade design of the new DHC. In response, the Director of Architectural Services

explained that the felling of 34 trees was to suit the project design, and that the 31 trees to be replanted within the project site included 20 important trees. He also advised that in order to make DHC less outstanding, trees, shrubs and groundcovers would be planted around the crematorium to form a natural barrier to make the structure less noticeable. The planting proposals had been incorporated as part of the project.

7. The item was voted on and endorsed.

**PWSC(2004-05)12            28NM            General improvement works at  
Aberdeen Market and Cooked Food  
Centre, Aberdeen**

8. Members noted that the Administration had consulted FSEH Panel at the meeting on 3 March 2004 on a range of market improvement works including this project.

9. Mr Henry WU noted that the retro-fitting of an air-conditioning system was originally part of the project scope when the project was upgraded to Category B in October 2001 but was subsequently excluded as only 19% of the stall lessees supported the proposed retro-fitting. He enquired whether the Administration had re-consulted the stall lessees recently to ascertain their views on the air-conditioning retro-fitting proposal. In response, the Deputy Director of Food and Environmental Hygiene (Administration and Development) (DD(Adm&Dev)) advised that the Administration had a long discussion with the stall lessees on the scope of the proposed improvement works. As at 31 March 2003 when the consultation ended, only 19% of the stall lessees supported the retro-fitting of an air-conditioning system. The lessees were mainly concerned about the additional financial burden arising from the sharing of recurrent cost of the system, and disruption to their business over the longer works period required for the proposed retro-fitting.

10. Mr Fred LI, Chairman of FSEH Panel, said that the Panel was supportive of the improvement works. In response to the affected lessees' concern, Mr LI requested that the Administration should consider measures to shorten the works period in order to reduce disruption to the lessees. In response, DD(Adm&Dev) said that the Administration had discussed the works arrangement with the stall lessees. The agreed arrangement was that the cooked food centre would be closed down for one month, and the works for the market would be carried out in phases. The works periods for each phase ranged from seven to 21 days.

11. Referring to the Housing Department's efforts on promoting its markets, Mr Fred LI considered that the Food and Environmental Hygiene Department (FEHD) should carry out similar promotional activities for markets and cooked food centres under its management after improvement works. DD(Adm&Dev) noted Mr LI's suggestion and advised that a dedicated team had been set up in FEHD for the

planning and co-ordination of promotion of selected markets including these improved markets with a view to enhancing their competitiveness.

12. Referring to the chaotic situation during recent opening of a new market in Fanling due to the lack of co-ordination, Mr WONG Sing-chi was of the view that in addition to improvement works, complementary efforts including the timely erection of proper signage were also important to enhance the overall trading environment of markets and cooked-food centres. DD(Adm&Dev) noted Mr WONG's views.

13. The item was voted on and endorsed.

## **HEAD 706 - HIGHWAYS**

### **PWSC(2004-05)13            746TH            Reconstruction and improvement of Tuen Mun Road**

14. Members noted that the Administration had consulted the LegCo Panel on Transport (Transport Panel) on the proposed reconstruction and improvement of Tuen Mun Road (TMR) at the meeting held on 23 April 2004.

15. Mr LAU Kong-wah, Chairman of Transport Panel, reported that the Panel supported this project but suggested that sections of TMR covered under this project should be widened to dual four-lane as far as practicable so as to better cope with the anticipated increase in traffic demand. Panel Members also expressed grave concern about the congestion caused by the construction works under the project which would commence in 2005, as the Hong Kong - Shenzhen Western Corridor (SWC) and Deep Bay Link would be commissioned around the same time. The Administration was urged to implement appropriate temporary traffic arrangements to alleviate anticipated traffic demand.

16. Mr Albert CHAN supported the suggestion to widen TMR to dual four-lane in view of the heavy traffic on TMR. He criticized the original design of TMR which, with its gradients and sharp bends, presented inherent risks to drivers. The proposed improvement works were therefore necessary but he was doubtful if all the design risks could be addressed given the cost constraint of the project. Mr CHAN also pointed out that at present Tuen Mun east-bound traffic had to take an indirect route via the Ting Kau Bridge and the Tsing Ma Bridge for accessing the north-bound carriageway of Route 3. He suggested that such an interchange should be provided at the Sham Tseng Interchange. In response, the Project Manager/Major Works (PM/MW) of the Highways Department (HyD) reiterated that one of the objectives of the project was to upgrade sections of TMR to current expressway standards as far as practicable. He took note of Mr CHAN's suggestion on the Sham Tseng Interchange.

17. Mr TAM Yiu-chung was surprised to note that the design service life of at-grade road pavement was only 20 years and thus the at-grade sections of TMR

required reconstruction. He was concerned that the heavy traffic on TMR would be disrupted during the construction period and the congestion problem would be further aggravated with the commissioning of SWC. He urged the Administration to discuss with Route 3 (CPS) Company Limited for measures to divert traffic from TMR to Route 3 upon the commissioning of SWC to relieve the pressure on TMR. In response, PM/MW reassured members that disruption to the traffic of TMR by the construction works would be minimal as the contractor would be required to maintain all three lanes in the dominant flow direction during peak hours throughout the construction period.

18. Mr TAM Yiu-chung cast doubt on the Administration's reassurance. Ms Miriam LAU also shared that in past cases of construction works on expressways, the same assurance had been made, but the construction works had indeed caused congestion. In the end, it was the passengers and drivers who suffered. Referring to the supplementary information paper provided by the Administration, Ms LAU enquired about the definition of peak hours, how the construction works would be carried out and the number of traffic lanes available during non-peak hours.

19. PM/MW explained that as in the case of reconstruction of the Tai Lam section, the central divider of the carriageway would have to be removed to provide extra space for a temporary lane so that works could be carried out at the hill side to commence the TMR widening works. Three lanes would be maintained during peak hours, which were from 7 am to 7 pm for the Kowloon-bound lanes and 2 pm to 9 pm for the Tuen Mun-bound lanes. During non-peak hours, at least two lanes would be maintained. The contractor would close one of the three lanes during non-peak hours to deliver equipment and construction materials and wastes to and from the site.

20. Ms Miriam LAU noted from the Administration's response to the Chairman that reduction in speed limit would be imposed during the construction period. She expressed concern on the effect of the reduction in speed limit on the traffic flow and opined that many accidents happened on the expressways due to reduction in lanes, especially during nighttime. She enquired whether measures would be taken to fore-warn drivers of lane reduction along TMR. PM/MW replied that the diversion plans and the warning signage would have to be approved by HyD. In addition, the contractor would also need to consult and liaise with the Police and the Transport Department (TD) on the traffic diversion plans before implementation.

21. Mr Albert CHAN noted that the construction of the project would commence in 2005 and took six years for completion. He called on the Administration to take the retrofitting of noise barriers under the project ahead of other construction works so that early benefits could be provided to the affected residents. PM/MW advised that TMR would need first to be widened before noise barriers could be retrofitted. Nevertheless, the Administration would try to consider measures to enable early provision of the noise barriers.

22. In response to Mr WONG Sing Chi's enquiry, PM/MW confirmed that the works on enhancement of existing parapets and barriers on TMR were part of the improvement programme recommended in the Report on Enhancement of Highway Safety and did not form part of this project. He added that the above mentioned improvement programme was to strengthen the existing parapets and barriers according to the prevailing road conditions. As to whether the enhanced parapets and barriers would need to be replaced as a result of this project, PM/MW replied that future parapets and barriers on the widened TMR would probably need to be installed at new locations and replacement by new parapets and barriers might be needed. However, as the construction works of this project would only commence in end 2005 and be completed in phases between 2009 and 2010, the enhanced parapets and barriers would therefore at least be in use for a few years.

Admin 23. Mr WONG Sing-chi requested and the Administration undertook to brief the Panel on Transport on the progress of the project and the contingency measures in case of traffic disruption at TMR in due course.

24. Mr Albert CHAN also urged the Administration to monitor the effect of the road enhancement works and re-assess the cost-effectiveness of the proposed tunnel bypass from Siu Lam to Ting Kau in Route 10 following the upgrading of TMR.

25. The item was voted on and endorsed.

## **HEAD 703 - BUILDINGS**

### **PWSC(2004-05)16      49RE      Renovation of libraries**

26. Mr Henry WU expressed concern that the proposed renovation works for the libraries, the duration of which ranged between 7 months to 18 months for individual libraries, might affect the attendance of the libraries, although mitigation measures to control noise and other nuisances would be implemented during the construction period. He was particularly concerned that the renovation works would cause nuisances to students who would study in the Students' Study Rooms of these libraries during major public and school examinations. In response, the Assistant Director of Leisure and Cultural Services (Libraries and Development) (AD(Lib&Dev)) advised that the Administration had adopted various works arrangements to minimize nuisances caused to library users. For example, no renovation works for Students' Study Rooms would be carried out between April and June when major public and school examinations were held. Noisy construction activities would only be carried out when the libraries were closed.

27. Referring to the statistics on the library attendance set out in Enclosure 2 to the Administration's paper, Mr Henry WU enquired whether the Administration had a detailed breakdown showing the number of users who would stay in libraries and



utilize facilities. These users would be mostly affected by the renovation works. In reply, AD(Lib&Dev) said that the Administration did not readily have the breakdown, and the attendance of libraries in Enclosure 2 included users of all library services. Nevertheless, the Administration was aware that there was an increasing demand of the community for such library services as newspapers and periodicals services and internet search facilities etc., and the project was to renovate and upgrade the settings and facilities of libraries in order to meet the service demands.

28. In response to Mr Kenneth TING's enquiry about the types of library services currently available, AD(Lib&Dev) advised that libraries in Hong Kong provided a wide range of services including lending services for adult and children, newspapers and periodicals services, Students' Study Room, Extension Activities Room, Audio-visual/Multimedia Library and Internet search facilities. Comprehensive reference and information services were also provided in the major libraries. An example was the trade and industry library set up in the City Hall Library which provided financial and business information. AD(Lib&Dev) also pointed out that the utilization rate of library services in Hong Kong was very high in comparison with other countries, and the demand was increasing. Library materials borrowed from the libraries had increased by 8% from 55 million items in 2002 to around 59.6 million items in 2003. Considering the variety of library services, Mr TING advised that the design of libraries should meet the different requirements of these services.

29. Miss CHAN Yuen-han noted that the proposed renovation of the Shun Lee Estate Public Library (SLEPL) was put on hold because the Kwun Tong District Council did not support the project and strongly urged the relocation of the library. She enquired whether the Administration would consider relocating the Lung Hing Public Library (LHPL) to larger premises such as the Wong Tai Sin Shopping Centre. AD(Lib&Dev) advised that according to the planning standard and guidelines for cultural facilities, one district library would be provided for every 200 000 persons. In the Wong Tai Sin District (WTSD), there were already two district libraries, namely, the Ngau Chi Wan Public Library and San Po Kong Public Library, and four small libraries including LHPL. The standard provision for a small library was 500 square metres (m<sup>2</sup>). The size of LHPL was around 350 m<sup>2</sup>, and that of SLEPL was 130 m<sup>2</sup>. Taking into consideration the current provision of libraries in WTSD and that LHPL was not far below the standard provision, the Administration did not have plan to relocate LHPL.

30. Comparing the Kowloon Public Library (KPL) with the Tuen Mun Public Library (TMPL) under the project, Mr James TO pointed out that library materials borrowed from TMPL in 2003 had reached 1.7 million but its size was much smaller than KPL. Noting that there were frequent complaints from residents in the New Territories that inadequate resources were allocated to their districts, Mr TO enquired whether there were plans to expand TMPL and increase its library materials stock. AD(Lib&Dev) noted Mr TO's concerns and advised that the total stock of books in all public libraries had reached 10 million, and the Administration would provide

more books for libraries after their renovation under the project. He also pointed out that in addition to basic library facilities, a central and rare book stack (which also serviced other libraries) and an education resource centre were located in KPL and hence a larger premise was required to accommodate these additional facilities. The Administration also noted Mr TO's concern that it would be inconvenient for residents in Tuen Mun to utilize the education resource centre set up in KPL and that the Administration should consider providing some basic books on education in TMPL.

31. Miss CHAN Yuen-han suggested that the Administration might consider round-the-clock operation of some libraries as in Taiwan. AD(Lib&Dev) noted members' suggestions and advised that various measures had been implemented to meet the public demand for library services. These included the provision of bookdrops in libraries. Users might also reserve and renew borrowed library materials 24 hours a day through Internet. Opening hours of the Students' Study Rooms had already been extended. Mr James TO also considered it worthwhile for the Administration to consider operating one to two 24-hour libraries if the arrangement was cost-effective. The Administration took note of the suggestion and would consider this if resources allowed.

32. The item was voted on and endorsed.

**PWSC(2004-05)15            393RO            Stanley waterfront improvement project**

33. Members noted that the Administration had consulted the LegCo Panel on Economic Services (ES Panel) on the Stanley waterfront improvement project at the meeting held on 26 April 2004.

34. Mr Henry WU welcomed the Administration's proposal to convert the soccer pitch on the existing promenade into a multi-purpose venue. Noting that the anticipated number of tour coaches calling at Stanley would increase by about three times from now upon the completion of improvement project and a multi-storey carpark would be built to meet future demand, Mr WU was concerned whether interim measures would be implemented to relieve the shortage of parking spaces as well as coach loading and unloading bays at Stanley before the completion of the multi-storey carpark. In response, the Commissioner for Tourism (C for Tourism) drew members' attention to the proposed parking arrangements set out in Enclosure 8 to the Administration's paper and advised that, having consulted TD, the number of parking spaces and loading and unloading bays should be able to cope with the projected demand. Furthermore, buffer zones for gathering tourists before they got on their coaches would also be provided with a view to shortening the passenger loading time and hence relieving the demand for loading bays. On Mr WU's suggestion that extra manpower should be deployed to control traffic during travel peak seasons and holidays, C for Tourism advised that TD and the Police would collaborate in implementing special traffic arrangements to manage heavy traffic

areas including popular tourist attractions during peak periods such as Labour Day Golden Week.

35. Referring to the view of site (artist's impression) at Enclosure 3 of the Administration's paper, Mr WONG Sing-chi and Miss CHAN Yuen-han enquired whether reclamation was required to widen the existing Stanley Main Street Promenade. They were also concerned about the impact of the works on the environment. C for Tourism advised that the project only involved realignment of existing seawall and no reclamation would be required. The Chief Engineer/Technical Service (CE/TS) of the Civil Engineering Department supplemented that the proposed realignment would include the construction of a vertical seawall with cantilevered slab along the toe of the existing sloping seawall in order to provide an extended platform from Stanley Main Street. The proposed substructure works would not affect the existing seabed. As the proposed scheme would involve dredging works within 500 metres (m) of the existing Coastal Protection Area, application for environmental permit was required and the permission had been granted in August 2003.

36. Mr IP Kwok-him supported the project in principle but remarked that the design of the improvement works should retain the original atmosphere and mood of Stanley as far as possible. He commented that the proposed vertical seawall along the promenade was rather odd and failed to harmonize well with the landscape and environment. Instead of constructing a vertical wall, Mr IP enquired about the feasibility of adopting a boardwalk design by using strong pillars to support the substructure underneath. The Chairman cited that the structural design along Deep Water Bay Road was a good reference for the project. Miss CHAN Yuen-han supported Mr IP's and the Chairman's views and advised that using the boardwalk design would allow spaces for seagulls and birds to create their own habitats. She further suggested that the Administration should make reference to the designs in other countries such as the Fisherman's Wharf in San Francisco. C for Tourism advised that the materials used for the boardwalk would look like wood to ensure unity of atmosphere. CE/TS noted members' suggestion and said that the option of a boardwalk on pile deck structure had been considered during the design stage. The structure would be much more expensive and extensive piling works would be required. He added that the boardwalk would be protruded out from the vertical seawall to the sea, and that minor modifications could be made but excessive cantilevered span would not be feasible due to technical limitations.

37. On Mr IP Kwok-him's enquiry whether the existing soccer pitch could be relocated as it looked odd on the waterfront site, C for Tourism advised that four potential sites located at Ma Hang Estate, Stanley town centre and Cape Drive were identified for the proposed relocation, but the sizes of these sites were too small to accommodate a seven-a-side soccer pitch. Moreover, the Southern District Council (SDC) and Stanley Area Committee had strongly requested that the soccer pitch not be relocated to a site which was far from the existing location. At the same time, the residents of Ma Hang objected to relocating the soccer pitch to their area in view of

the noise issue. In response to the need of the local community and having considered members' comments made at the ES Panel meeting held on 26 April 2004, the Administration proposed to convert the soccer pitch into a multi-purpose venue. Special fencing and gates as well as portable spectator seating would be installed.

38. Miss CHAN Yuen-han strongly criticized that the Administration's plan to improve the Stanley waterfront was incomprehensive. She pointed out that the stall owners/lessees in Stanley had complained about the lack of parking facilities in the vicinity which had adversely affected their business as visitors would find it inconvenient to reach the market. She also considered it worthwhile to retain the market and develop it into food stalls similar to the Fisherman's Wharf. In response, C for Tourism advised that the Food and Environmental Hygiene Department (FEHD) would redevelop the market as a minor works project. All stall owners/lessees had already moved out in April 2004. According to the improvement plan endorsed by SDC, the site would be redeveloped into a small market with about 20 kiosks selling food and souvenirs and a comfortable area for alfresco dining would be developed on the site.

39. Miss CHAN Yuen-han strongly opposed the demolition of the structure of the temporary market, and proposed that only slight alteration, such as the removal of part of the walls, was sufficient to accommodate alfresco café and food stalls. She also recalled that several proposals had been submitted by different parties to the Government earlier to retain the structure of the market. In addition to the above, she suggested that height restriction should be imposed on the buildings along the Stanley Main Street promenade in order to keep the existing look of the area. In response, C for Tourism reiterated that the market redevelopment was not included in the scope of the present project. The view of sites appended to the Administration's paper only presented the concept of the market redevelopment and that the detailed design would be confirmed by FEHD. C for Tourism also advised that the structure of the market was located at the centre of the promenade and there was a need to remove the structure in order to provide more space for pedestrians and alfresco dining. Miss CHAN was not convinced with the Administration's response and reiterated her stance that the market structure should not be demolished. She also requested the Administration to arrange a site visit to further discuss the proposed development. C for Tourism undertook to convey Miss CHAN's request to FEHD accordingly.

40. Mr IP Kwok-him referred to the view of site at Enclosure 1 to the Administration's paper and was concerned that the design of the ferry pier and its solid appearance might not blend with the architecture of the adjacent Murray House. C for Tourism shared Mr IP's concern and said that the Administration would relocate the Old Blake Pier roof in Morse Park to the new pier in Stanley in order to bring out its heritage values. CE/Ts said that the pier would not be a solid pier and it would be a suspended deck structure. The fenders surrounding the pier were necessary to protect the structure and the vessels.

41. The item was voted on and endorsed. Miss CHAN Yuen-han expressed reservation about the overall design of the Stanley waterfront and hence abstained from voting.

## **HEAD 709 - WATERWORKS**

**PWSC(2004-05)17            100WF            Sheung Shui/Fanling water supply - Ping Che fresh water service reservoir**

42. Mr WONG Sing-chi advised that Members of the Democratic Party supported the project, but he was concerned about the problems of the existing water supply system in the New Territories North. The Director of Water Supplies (DWS) advised that the existing fresh water service reservoirs in Sheung Shui/Fanling areas, including the Table Hill, Kwu Tung and Tong Hang fresh water service reservoirs, might not cope with the daily demand in view of the projected increase in population in these areas. The existing water supply system was working well but it had already overloaded and prolonged operation of the pumps in the pumping station was required. This arrangement increased the risk of system breakdown and interruption of water supply, and the situation would deteriorate if the proposed Ping Che fresh water service reservoir was not commissioned.

43. The item was voted on and endorsed.

## **HEAD 706 - HIGHWAYS**

**PWSC(2004-05)14            722TH            Retrofitting of noise barriers on Fanling Highway near Choi Yuen Estate, Sheung Shui**

**723TH            Retrofitting of noise barriers on Fanling Highway near Fanling Centre, Fanling**

44. Members noted that the Administration had consulted the LegCo Panel on Environmental Affairs and Transport Panel at the joint meeting held on 23 June 2003 on the proposed reuse of the noise barrier materials recovered from widening project of Tolo Highway between Island House Interchange and Ma Liu Shui Interchange.

45. Mr WONG Sing-chi pointed out that local residents in Fanling had been affected by traffic noise for a long time. Mr WONG hoped that the retrofitting works could be completed as soon as possible as he was concerned that with 24-hour boundary crossing implemented at Lok Ma Chau, the traffic along Fanling Highway would increase, hence aggravating the noise problem. Referring to other sections of Fanling Highway, such as the section adjacent to Ka Fuk Estate, which were also

subject to traffic noise but not included in the project, Mr WONG enquired if the Administration would consider the provision of noise barriers to these sections.

46. In response, the Principal Assistant Secretary for the Environment, Transport and Works (Environment and Transport)E3 explained that the Environmental Protection Department had shortlisted sections of highways affected by excessive traffic noise for further study on the technical feasibility of constructing noise barriers, then funding would be sought for the construction works. The scope of the project was decided after taking into account the noise level and the number of residents affected by the traffic noise. He welcomed any suggestion of places that were subject to excessive traffic noise for their future consideration.

47. In reply to Mr WONG Sing-chi's enquiry on retrofitting noise barriers on other sections of Fanling Highway, such as the section between Choi Yuen Estate and Fanling Centre, the Chief Engineer/Major Works 3-2 of HyD confirmed that the current projects would not affect any future provision of noise barriers to other sections of Fanling Highway.

48. The item was voted on and endorsed.

## **HEAD 708 - CAPITAL SUBVENTIONS AND MAJOR SYSTEMS AND EQUIPMENT**

**PWSC(2004-05)18            23EA            Redevelopment of The Church of Christ  
in China Kei Tsz Primary School at Tsz  
Wan Shan Road, Wong Tai Sin**

49. Referring to PWSC's earlier decision that the Administration should forward information papers on new school projects to the Education Panel before the proposals were submitted to PWSC, Mr YEUNG Yiu-chung, Chairman of the Education Panel, said that the Education Panel had thoroughly discussed the Administration's proposed school building programme and the relevant policies on 30 January 2004. The Panel supported those projects for implementation of whole-day primary schooling and projects for the reprovisioning and redevelopment of existing schools, but considered that full background and justification, including information on the supply and demand of school places, should be provided to PWSC for proposed new public sector schools, DSS schools and private independent schools. He had no objection to the arrangement suggested by the Chairman but he considered that there was no need for the Panel to further discuss the related policy issues. Mr IP Kwok-him said that he had no objection to the Chairman's suggestion on the understanding that the proposed arrangement would not affect the timing of the submission of proposals on new school projects to PWSC. He pointed out that further delay of these projects was not fair to the school sponsoring bodies concerned. The Chairman reiterated that it would be for the Panel to decide whether the proposed projects should be discussed. The intention of requesting the Administration to

forward the papers to the Education Panel in advance was to avoid lengthy discussion on the policy issues at PWSC meetings. This arrangement would not affect the submission time-table of the proposals.

50. The Principal Assistant Secretary for Education and Manpower (Infrastructure & Research Support) (PAS(I&RS)) noted the suggested arrangement and pointed out that members of the Education Panel would be informed of the Administration's proposals on school projects as PWSC papers were forwarded to all LegCo Members. The Assistant Secretary General 1 pointed out that PWSC papers would only be issued to members around six days before the meeting at which the papers were to be considered. To allow sufficient time for members of the Education Panel to consider the policy issues relating to a specific school project, it was necessary for the Administration to issue the relevant information paper in advance to the Panel. PAS(I&RS) reiterated that the issuance of PWSC papers already served the purpose of informing all LegCo Members of the Administration's proposals on new school projects. He undertook to issue the PWSC papers as early as possible according to the procedural requirement of PWSC.

51. Dr TANG Siu-tong stressed that the papers which members were referring to were papers for the Panel and not papers for the PWSC. It was important that the papers should be provided to the Panel in advance and not to the PWSC according to PWSC's procedural requirement on the submission of papers. The Chairman reconfirmed that the decision of PWSC was to require the Administration to forward the papers to the Education Panel as early as possible.

52. Members noted that the Administration had consulted the Education Panel on the planning and provision of public sector school places at the Panel meeting held on 30 January 2004.

53. Mr WONG Sing-chi declared interest that he was the Church of Christ in China Executive Committee Member. He also advised that Members of the Democratic Party supported the project as the proposed new school was to re-provision an existing school.

54. Mr YEUNG Yiu-chung advised that Members of the Democratic Alliance for Betterment of Hong Kong supported the proposed re-provisioning of The Church of Christ in China Kei Tsz Primary School.

55. While supporting the proposed re-provisioning project, Mr Fred LI noted that the school would be re-provisioned to the adjacent Tsz Wan Shan Road Playground (the Playground) and the existing school premises would be demolished for re-provisioning the Playground upon completion of the new school premises. He was concerned about disturbance to students and nearby residents during the construction period. Miss CHAN Yuen-han expressed the same concern and enquired whether a working group comprising representatives from the District Council, school sponsoring body and the Administration would be set up to monitor

the construction works. In response, the Chief Technical Adviser/Subvented Projects (CTA/SP) said that various mitigation measures would be implemented in the works contract to control nuisances such as noise and dust arising from the construction works. The school sponsor had also engaged a consultant to oversee the project and monitor contractor's work. PAS(I&RS) supplemented that the Education and Manpower Bureau would be responsible for the overall co-ordination of the project to ensure that concerns of all parties would be properly addressed.

56. Dr TANG Siu-tong supported the project. In response to his enquiry about the size of the school site, PAS(I&RS) said that the new school site was about 2 500 m<sup>2</sup> which was smaller than the standard 24-classroom school site of 4 700 m<sup>2</sup>, but through innovative design, the new school would meet the planning target of providing adequate facilities and space for students. On Dr TANG's enquiry about the number of trees affected by the project and whether more trees would be planted in the new Playground, CTA/SP said that about 11 trees would be felled during the construction but planting proposals including estimated quantities of 24 trees would be incorporated as part of the project.

57. As regards Mr Albert CHAN's enquiry about the provision of a running track for the school, PAS(I&RS) advised that the Administration would consult school sponsors on the need to provide running tracks for new school projects. No running track was provided for the proposed school because the school site was small and it was not on level ground. The reasons for not providing running track were not mentioned in the Administration's paper because it was not a standard facility for schools. Mr CHAN considered it technically feasible to provide a 60m to 100m running track at the south end of the school site adjacent to pedestrian entrance of the school. The Administration agreed to consider, in consultation with the school sponsor, the feasibility of providing an appropriate running track for the school.

Admin

58. The item was voted on and endorsed.

59. The meeting ended at 12:35 pm.