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

**Minutes of the 11th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 13 February 2019, at 8:30 am**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Charles Peter MOK, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon Claudia MO
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Hon LEUNG Che-cheung, SBS, MH, JP
Dr Hon KWOK Ka-ki
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming

Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon AU Nok-hin
Hon Vincent CHENG Wing-shun, MH
Hon Tony TSE Wai-chuen, BBS
Hon CHAN Hoi-yan

Member attending:

Hon IP Kin-yuen

Members absent:

Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon CHAN Han-pan, BBS, JP
Hon Alice MAK Mei-kuen, BBS, JP

Public officers attending:

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr LAM Sai-hung, JP	Permanent Secretary for Development (Works)
Ms Bernadette LINN, JP	Permanent Secretary for Development (Planning and Lands)

Mr Elvis AU Wai-kwong, JP	Deputy Director of Environmental Protection (1)
Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Ms Rebecca PUN Ting-ting, JP	Deputy Secretary for Transport and Housing (Transport)1
Ms Jessica LEE Wing-tung	Principal Assistant Secretary for Transport and Housing (Transport)5 (Acting)
Mr Jimmy CHAN Pai-ming, JP	Director of Highways
Mr Kelvin LO Kwok-wah, JP	Project Manager (Major Works) Highways Department
Mr Ken YIP Koon-keung	Chief Traffic Engineer (New Territories East) Transport Department
Mr Billy HUI Ka-chun	Senior Engineer (North) Transport Department
Dr Christine CHOI Yuk-lin, JP	Under Secretary for Education
Mrs Elina CHAN	Principal Assistant Secretary for Education (Infrastructure and Research Support)
Ms Winnie HO Wing-yin, JP	Deputy Director of Architectural Services
Ms Maria TSANG Pui-shan	Chief Project Manager 102 Architectural Services Department
Mr Sonny AU Chi-kwong, PDSM, PMSM, JP	Under Secretary for Security
Miss Winnie CHUI Hiu-lo	Principal Assistant Secretary for Security (C)
Mrs Sylvia LAM YU Ka-wai, JP	Director of Architectural Services

Mr Frank WONG Tak-choi, JP	Project Director (1) Architectural Services Department
Ms CHAN Kwan-fong	Senior Project Manager 127 Architectural Services Department
Mr Erick TSANG Kwok-wai, IDSMS	Director of Immigration
Mr Gavin HO Ka-wing	Assistant Director (Management and Support) Immigration Department
Mr Ken TSE Shing-ngai	Assistant Principal Immigration Officer (Planning) Immigration Department

Clerk in attendance:

Ms Doris LO	Chief Council Secretary (1)2
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Staff in attendance:

Ms Christina SHIU	Legislative Assistant (1)2
Ms Christy YAU	Legislative Assistant (1)8
Ms Clara LO	Legislative Assistant (1)9

Action

The Chairman advised that there were five funding proposals on the agenda for the meeting. The first to third proposals were carried over from the previous meeting. The fourth and fifth proposals were new submissions or re-submissions from the Administration. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Head 706 – Highways

PWSC(2018-19)37 863TH Widening of western section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road

2. The Chairman advised that the proposal, i.e. [PWSC\(2018-19\)37](#), sought to upgrade 863TH to Category A at an estimated cost of \$432.3 million in money-of-the-day ("MOD") prices. The Government had consulted the Panel on Transport on the proposed works on 14 December 2018. A report on the gist of the Panel's discussion was tabled at the meeting.

Traffic impact assessment

3. Mr AU Nok-hin enquired about the methods used in the traffic flow assessment conducted for the proposed widening of the western section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road and sought related information. He requested the Administration to list out the planned developments that had been included in the assessment, and explain how it worked out the anticipated future increase in the volume/capacity ("v/c") ratio of the road section under the respective scenarios with and without the proposed project.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC157/18-19\(01\)](#) (Chinese version) on 27 March 2019.)

4. Mr LUK Chung-hung raised related questions, and requested the Administration to explain the basis for the anticipated future increase in the v/c ratio of the western section of Lin Ma Hang Road, including whether the medium and long-term growth in traffic flow arising from the North East New Territories development, etc., had been taken into account. He also enquired whether there were other bottlenecks along Lin Ma Hang Road which needed to be widened.

5. Deputy Secretary for Transport and Housing (Transport)1 ("DS(T)1/THB") said that after the opening up of the relevant part of the Frontier Closed Area ("FCA") in 2016, traffic demand along the western section of Lin Ma Hang Road had been on the rise and exceeded its capacity. It was therefore necessary to implement widening works at the road section concerned. Chief Traffic Engineer (New Territories East), Transport Department ("CTE(NTE)/TD"), supplemented that currently, the road section was a 3.5-metre-wide single-lane road for two-way traffic. The proposed

project would widen the section and upgrade it into a 7.3-metre-wide single two-lane carriageway, so as to improve the v/c ratio.

6. Director of Highways ("DHy") said that as explained in PWSC(2018-19)37, the Administration projected the v/c ratio of the western section of Lin Ma Hang Road up to 2032 taking into account the traffic impact arising from the known planning and development projects in the surrounding areas, such as the planned development of the columbarium at Sandy Ridge Cemetery located to the west of the western section of Lin Ma Hang Road. He continued that in view of the development in nearby areas, a number of improvement works were being carried out at various sections of Lin Ma Hang Road. They included widening a section of Lin Ma Hang Road between Man Kam To and Ping Yuen River under the columbarium project of the Sandy Ridge Cemetery on the western side, and diversion works of a section of Lin Ma Hang Road between Ping Che Road and Tsung Yuen Ha under the soon-to-be-completed Liantang/Heung Yuen Wai Boundary Control Point ("LT/HYW BCP") project. Moreover, environmental impact assessment ("EIA") and planning for the widening of the eastern section of Lin Ma Hang Road between Tsung Yuen Ha and Lin Ma Hang were also underway.

7. Mr WU Chi-wai enquired about the time of completion and the utilization of the existing vehicular bridge ("the old bridge") across Ping Yuen River to date, and whether it was necessary to rebuild the old bridge into a new one for dual two-lane traffic. In addition, he enquired whether the western section of Lin Ma Hang Road would have sufficient capacity to cope with the traffic demand arising from the future development in Lok Ma Chau Loop, etc., after implementation of the proposed widening works.

8. DHy said that upon inspection, the Administration considered that the old bridge was in good condition and hence needed not to be demolished and rebuilt. Moreover, after completion of all the proposed and on-going works at various sections of Lin Ma Hang Road mentioned above, the entire Lin Ma Hang Road would be widened to about 7.3 metres in width, which would meet the prevailing standard. He reiterated that the overall future development needs of the surrounding areas had been considered thoroughly under the proposed project.

9. Dr Fernando CHEUNG noted that at the meeting of the Panel on Transport, the Administration had advised that the cost of the proposed works was about 10% higher than that of similar works. The remoteness of the worksite was one of the contributing factors. Dr CHEUNG enquired why the western section of Lin Ma Hang Road, though remotely located, had a peak traffic flow of 660 passenger car units ("pcu") per hour in 2017 and a

v/c ratio (1.1) which already reached the peak, according to the figures provided by the Administration; how the relevant traffic flow was arrived at; a breakdown of the traffic flow by vehicle class; and whether the significant decrease in the number of works vehicles after the completion of the LT/HYW BCP project in future had been taken into account. Mr CHU Hoi-dick further asked about the hours of the day in which the peak traffic flow of the road section in 2017 (i.e. 660 pcu per hour) was recorded.

10. CTE(NTE)/TD pointed out that according to a planning study completed in 2010, the opening up of the FCA was expected to result in more frequent people flow to and from the area, thereby boosting the vehicular flow of Lin Ma Hang Road. The site visit conducted by the Transport Department in 2017 revealed that the vehicular flow concerned was mainly brought about by visitors and additional village population, and the works vehicles of construction sites nearby. A breakdown of the vehicular flow in pcu per hour was as follows: about 240 pcu for private cars, about 80 pcu for light good vehicles, about 300 pcu for medium/heavy goods vehicles, and 14 pcu for public transport vehicles. The peak traffic flow in 2017 was recorded during the morning peak hours and represented the total amount of eastbound and westbound traffic, with some 400 and 200 pcu recorded per hour for eastbound and westbound traffic respectively. He said that the Administration had taken into account a number of factors when projecting the traffic flow. These factors included the decrease in the number of medium/heavy goods vehicles after completion of the LT/HYW BCP project, as well as the additional traffic flow arising from the expected natural population growth, other development projects such as the soon-to-be-completed LT/HYW BCP, the columbarium under construction at Sandy Ridge Cemetery and the planned future development projects in the area.

11. Mr CHU Hoi-dick pointed out that sites for high-tech and logistics development were included under the development plan of New Territories North ("NTN") formulated by the Administration. He enquired whether the proposed works had taken into account the traffic demand expected to arise from the related development.

12. CTE(NTE)/TD reiterated that the projected traffic demand under the proposed project had taken into account the traffic impact arising from the known planning and development projects in the surrounding areas, except for the future development of NTN. Permanent Secretary for Development (Planning and Lands) supplemented that the New Territories North New Development Area was a medium to long term development plan. Under "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030", preliminary studies were conducted in respect of development of NTN.

Since the Administration had yet to commence detailed studies and public engagement exercise for the new development plan of NTN, it was too early to make assumptions about the planning perimeters and implications of the future development of NTN.

13. At the request of Dr Fernando CHEUNG, the Administration should provide supplementary information, together with tables showing the distribution of vehicular flow (including but not limited to vehicles commuting to and from the Sandy Ridge area) at the roads near the western section of Lin Ma Hang Road in different hours on the day when the traffic survey was conducted.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC157/18-19\(01\)](#) (Chinese version) on 27 March 2019.)

14. Mr LAU Kwok-fan expressed support for the proposed project, and relayed the aspiration of local residents for the widening of the entire Lin Ma Hang Road as soon as possible. Mr LAU hoped that the Administration could review expeditiously the traffic conditions of other roads in the North District which were expected to reach their capacity and become congested, so that early planning could be made and improvement works could be carried out. In addition, he pointed out that some roads in Lin Ma Hang Tsuen were still closed roads although the village was no longer located within the FCA following the opening up of the FCA. He hoped that the Transport and Housing Bureau could discuss with the Security Bureau for opening up those roads as well to facilitate the unrestricted access of the public/visitors.

15. Mr AU Nok-hin noted that according to the Administration, as the proposed vehicular bridge across Ping Yuen River ("the new bridge") was located within the FCA, the Frontier Closed Area Order (Cap. 245A) would be amended to stipulate the revised FCA boundary at the relevant location. In view of the controversies pertaining to boundary demarcation between Hong Kong and Shenzhen, Mr AU hoped that the Administration could explain clearly the aforesaid amendment.

16. DS(T)1/THB said that as the proposed vehicular bridge on the northern side would be located within the current FCA, the Government would amend the Frontier Closed Area Order to stipulate the revised FCA boundary in due course in the light of the construction progress, such that the proposed vehicular bridge could be open for public use upon completion. The opening up of other closed roads that were still located within the FCA had to be dealt with separately under other projects.

Project cost estimate

17. Mr Holden CHOW noted that the expenditure of the proposed project would be phased until 2026-2027. He enquired whether, according to plan, the proposed project had to be completed in 2027, or in phases. He opined that to ensure road safety, the road should be open for public use only after the works concerned had been fully completed. Mr CHU Hoi-dick enquired about the expected completion time of the improvement works to various sections of Lin Ma Hang Road.

18. DHy said that subject to the approval of project funding, construction works would commence in the second half of 2019 for completion by the fourth quarter of 2023. Regarding works at other sections, he said that the widening of a section of Lin Ma Hang Road under the columbarium project of the Sandy Ridge Cemetery on the western side was expected to be completed in 2021, and the diversion works of another section under the LT/HYW BCP project had been completed substantially. As for the eastern section of Lin Ma Hang Road, the implementation schedule had not been confirmed as EIA and planning work were underway.

19. Mr Alvin YEUNG pointed out that the Administration was requested to provide supplementary information on the cost estimate of the project at the meeting of the Panel on Transport on 14 December 2018. He enquired whether the relevant information had been furnished.

20. DS(T)1/THB said that at the request of members of the Panel on Transport, the Administration had provided supplementary information on the cost estimate of the project, which was detailed in LC Paper No. [CB\(4\)483/18-19\(01\)](#). DHy supplemented that additional temporary traffic diversion measures were required to maintain the existing traffic flow during the widening works of Lin Ma Hang Road. Retrofitting works of the drainage system on the road surface must also be carried out concurrently with the widening works. In addition, the construction works of the foundation and pier columns of the new bridge, which was on top of Ping Yuen River, could only be carried out during the dry season. Furthermore, given that the new bridge was located within the FCA, certain security measures, including extra requirements such as erecting temporary security fences during construction, had to be taken. Hence, the project cost concerned was higher than that of other projects in general.

21. Mr Alvin YEUNG enquired about the comparison of the project costs of similar road widening works. DHy said that a direct comparison was impossible as each and every public works project was unique and had its

own circumstances. The reasons for the relatively high project cost of the proposed works had been set out in the supplementary information paper mentioned above.

22. At the request of the Chairman and Mr Alvin YEUNG, the Administration should provide supplementary information setting out the costs of other projects which involved similar road widening works being implemented in the FCA in the North District to serve as a reference for the capital cost of the proposed works.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC157/18-19\(01\)](#) (Chinese version) on 27 March 2019.)

23. Mr AU Nok-hin enquired why the amount of provision for price adjustment for the proposed project cost was not set out under PWSC(2018-19)37.

24. DHy said that the amount of provision for price adjustment was incorporated in the cost estimate in MOD prices as set out in PWSC(2018-19)37. Deputy Secretary for Financial Services and the Treasury (Treasury)³ explained that members had previously commented on the presentation of the project costs in the funding submissions to the Public Works Subcommittee. They considered that the presentation of the project cost in constant prices with the amount of provision for price adjustment being set out separately made it difficult for them to tell the percentage of provision for price adjustment in different project items. In the light of members' views, the Administration had changed the way of presentation since the last legislative session by setting out the breakdown of the project cost in MOD prices (i.e. having taking into account the price adjustment factor).

25. Mr CHU Hoi-dick suggested that the Administration should consider setting out both the amount of provision for price adjustment and the cost in MOD prices in tabulated form in its future submissions, so as to facilitate comparison by members.

Feasibility to provide cycle tracks

26. Mr AU Nok-hin noted that bicycles were an important mode of transport for villagers of Lin Ma Hang Tsuen. Villagers had suggested that cycle tracks be provided under the proposed project. However, in its reply to the North District Council in 2015 on the above suggestion, the Highways Department advised that provision of cycle tracks should be considered by

the relevant department(s) having regard to the overall demand and feasibility, and cycle tracks, which were not standard road facilities, were not included in the proposed project scope. Mr AU enquired whether the Administration would consider the suggestion of providing cycle tracks along Lin Ma Hang Road.

27. CTE(NTE)/TD said that as there would not be any cycle tracks along the roads connected to both ends of the western section of Lin Ma Hang Road, the Administration had no plans to provide cycle tracks along that section under the current planning.

28. Mr CHU Hoi-dick opined that cycle tracks should be provided along the entire Lin Ma Hang Road to meet the need of the growing village population. Mr CHAN Chi-chuen also expressed related views. CTE(NTE)/TD said that members' comments would be relayed to the relevant department(s) for consideration.

29. Mr CHU Hoi-dick suggested that the Administration should consider converting the proposed emergency/utilities access on the proposed vehicular bridge into a cycle track. DHy said that the said access was reserved for public utilities (e.g. water pipes) and use as an emergency access.

Environmental implications and other concerns

30. Mr CHU Hoi-dick enquired about the locations of the two important trees that would be affected by the proposed works, and the places where the 60 trees and 30 000 shrubs would be planted for replacement purpose. DHy said that the replacement trees and shrubs would be planted within the project boundary, i.e. on both sides of the western section of Lin Ma Hang Road.

31. At the request of Mr CHU Hoi-dick, the Administration should provide supplementary information showing on the project layout plan the locations of the two important trees that would be affected by the proposed works.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC157/18-19\(01\)](#) (Chinese version) on 27 March 2019.)

32. In response to the enquiry of Mr CHAN Chi-chuen, DHy clarified the location of the access road to the existing boundary patrol road and Drainage Services Department's maintenance access road in the drawing at Enclosure 1 to the paper. Mr CHAN Chi-chuen also enquired about the reprovisioning

of affected public facilities and associated works as referred to in paragraph 9(f) of PWSC(2018-19)37.

33. DHy said that some existing public facilities near Lin Ma Hang Road, such as refuse collection points, had to be reprovisioned at suitable locations after the widening of the road section.

34. Mr AU Nok-hin enquired about the types of private agricultural land to be resumed and the planned land use of the government land involved in the clearance under the proposed project. DHy said that the land to be resumed was mainly private agricultural land. The Administration would have a thorough grasp of the nature and details of the land concerned only after the funding proposal had been approved and the land had been formally acquired.

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

36. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant meeting of the Finance Committee ("FC"). Ms Tanya CHAN requested that the item, i.e. [PWSC\(2018-19\)37](#), be voted on separately at the relevant FC meeting.

Head 703 – Buildings

PWSC(2018-19)38 358EP A 30-classroom primary school at Shui Chuen O, Sha Tin

37. The Chairman advised that the proposal, i.e. [PWSC\(2018-19\)38](#), sought to upgrade 358EP to Category A at an estimated cost of \$363.2 million in MOD prices for the construction of a primary school at Shui Chuen O, Sha Tin. The Administration had consulted the Panel on Education on the proposed works on 7 December 2018. A report on the gist of the Panel's discussion was tabled at the meeting.

Policy and mechanism in respect of school site planning

38. Mr AU Nok-hin pointed out that under the public housing development project at Queen's Hill, Fanling ("QH public housing development"), the commencement of operation of two primary schools was expected to synchronize with the population intake. However, it was only after Shui Chuen O Estate had been occupied for a few years that a primary school was planned to be opened there. Mr AU enquired about the policy of

the Education Bureau ("EDB") regarding the opening of primary schools to tie in with the completion of new housing estates.

39. Under Secretary for Education ("USED") said that as school building projects involved immense resources (including the scarce land resources), EDB must exercise prudence in its planning of new primary schools by considering thoroughly the overall supply and demand of primary school places within the school net having regard to the projected school-age population in the district (including the expected/actual additional school-age population arising from new housing estates), so as to maintain a steady supply of school places and avoid affecting the long-term development of schools both within the district and as a whole. As such, the Administration would not base its planning solely on the population intake of a particular housing estate. Moreover, EDB would also liaise closely with relevant government departments to keep abreast of the latest situation in projecting the demand for school places. In the case of Shui Chuen O Estate, EDB had examined the demand for and the planning of school places in Sha Tin District. There were currently 45 primary schools available for parents to choose from. When choosing a school for their children, parents usually considered such factors as the school's vision and the characteristics of the curriculum, and did not necessarily choose for their children those schools which were located in the housing estates where they lived.

40. Mr Gary FAN pointed out that under the Hong Kong Planning Standards and Guidelines ("HKPSG"), one primary school should be provided for every 765 children aged 6 to 11. As explained by the Administration, sites would be reserved for school purpose in accordance with the relevant provision standards. However, the actual number of additional school-age population arising from new housing estates could not be ascertained until residents were registered for flat-intake. He opined that the relevant HKPSG standards existed in name only due to EDB's planning mistakes, and requested the Administration to explain what was meant by the principle of "vicinity" in allocating students with school places. He enquired whether the Administration would formulate new standards requiring that new school premises be completed in tandem with new housing estates in future, and whether it would consider building mixed-purpose school premises that could accommodate both secondary and primary schools to cope with the future changes in student demographics in housing estates. Mr Tony TSE expressed his wish that the Administration could consider adopting flexibly a mixed design with elements of both secondary and primary schools in building new schools.

41. USED pointed out that the Administration would reserve sites for school purpose in accordance with the guidelines set out under HKSPG.

However, the decision as to whether new schools should be operated and the timing of kicking start the relevant school building projects would depend on a host of relevant factors, including the school-age population in the district and the supply and demand of school places. USED continued that the Primary One Admission ("POA") System, which operated basically on a school net basis, upheld the principle of "vicinity" as far as possible by allocating students with school places within the school nets to which they belonged during the central allocation stage but it was not a must for them to attend schools in the housing estates where they lived.

42. USED supplemented that given the differences in space utilization, curriculum and teaching and learning activities, secondary and primary schools had to be designed differently in the light of the ages of students, class sizes, etc.. As such, it was actually difficult to build in advance mixed-purpose premises that could accommodate both secondary and primary schools. However, she would relay members' suggestion to the relevant department(s).

43. Mr KWONG Chun-yu opined that students had to attend schools outside the housing estate due to the unavailability of school places resulted from the failure of the Administration to open new primary schools in Shui Chuen O Estate to tie in with the population intake. The situation left much to be desired.

44. USED pointed out that EDB had kept a close eye on the supply and demand of school places in the district to ensure that there were sufficient public sector school places for eligible school-aged students. As such, there would not be unmet demand for school places. She reiterated that EDB considered the need to build new schools in the light of the overall supply and demand of school places in various districts. Sha Tin District was covered by three POA school nets, namely 88, 89 and 91. Shui Chuen O Estate belonged to POA School Net 91, with six primary schools in its vicinity currently for students to choose from. She stressed that planning primary school places for a particular housing estate was impractical in the long run.

45. Dr Fernando CHEUNG pointed out that located uphill, Shui Chuen O Estate was not easily accessible. As the proposed primary school was situated at hilltop, primary school students would certainly find it difficult to get there. However, it would be even more undesirable if they had to go to other schools in the same school net down the hill. He opined that in view of the physical location of Shui Chuen O Estate, the Administration should apply the "people-oriented" principle in planning by giving priority to synchronizing the opening of schools with population intake.

46. Mr IP Kin-yuen also said that he did not subscribe to the Administration's explanation on the location of the proposed new school premises. He considered that the Administration should plan school sites according to the principle of "vicinity".

47. As the contents of the questions from several members involved broad policy issues, the Chairman drew members' attention to paragraph 37 of the Public Works Subcommittee Procedure and reminded them that those policy-related questions should be raised at appropriate Panels. He also reminded members not to raise questions on the same subject repeatedly.

Admin 48. At the request of Mr WU Chi-wai, the Administration should provide supplementary information on its existing policy and mechanism in respect of site reservation, school allocation and school building programme (including how the additional number of students was projected, and the criteria for determining the timing of allocating and building school premises, etc.) to facilitate the timely provision of school places to meet the additional demand arising from newly-completed large-scale housing developments. It should also explain whether and how the policy and mechanism were put to practice by using the planning of QH public housing development and Kai Ching Estate and Tak Long Estate in Kai Tak as examples for comparison.

Location of the proposed new school premises and transport support

49. Mr HO Kai-ming said that the proposed school in Shui Chuen O Estate was currently operating in its temporary premises in Mei Lam Estate. The temporary school premises were 4.6 kilometres from Shui Chuen O Estate and direct public bus routes running between the two locations were not available. He urged that EDB should take the initiative to liaise with the Transport Department ("TD"), aiming at having the relevant bus company commence as soon as possible the operation of a temporary bus route between Shui Chuen O Estate and the temporary school premises in Mei Lam Estate to facilitate students' access before the District Council ("DC") would be consulted on the Bus Route Planning Programme in March 2019. Dr Fernando CHEUNG called for free school bus service to and from Sha Tin Wai Station.

50. USED said that currently, 202 students were receiving education at the temporary premises in Mei Lam Estate. The school management had arranged four school bus routes, including two running between Shui Chuen O Estate and the temporary school premises in Mei Lam Estate.

She said that members' comments would be relayed to TD as soon as possible after the meeting.

51. Mr AU Nok-hin said that it took 15 minutes to walk from the shopping mall of Shui Chuen O Estate to the site of the proposed new school premises. He asked the Administration whether the current site was the only option.

52. Principal Assistant Secretary for Education (Infrastructure and Research Support) said that another site had been identified for the primary school. However, the relevant department(s) subsequently decided that it would be more conducive to the overall development of the housing estate should the site be used for housing development. The current school site was found to be a suitable option after having been examined by the responsible works department(s).

53. Mr IP Kin-yuen said that the proposed new school was remotely located. It was quite far away from Shui Chuen O Estate and was only accessible via Pok Chuen Street, which was steep and whose pedestrian walkway was uncovered. In view of the above, he was worried that school staff, students, parents and other people would find it inconvenient to travel to and from the school, especially on hot or bad weather days. He enquired whether USED had visited the site of the proposed new school premises to see for herself the environment there and the transport support required. Mr KWONG Chun-yu raised similar concerns and questions. Dr Fernando CHEUNG requested the Administration to explore the provision of free school buses carrying students to and from the current temporary school premises in Mei Lam Estate. He pointed out that the suggestion had the unanimous support of DC.

54. USED said that she had inspected the site of the proposed new school premises. EDB was working with relevant government department(s) to look into the proposal of providing covers and fences for the pedestrian walkway of Pok Chuen Street, and with TD on the proposals of providing green minibus stops near the pedestrian entrance/exit of the school and shuttle bus routes.

55. Dr Junius HO and Ms Claudia MO enquired whether the Administration would consider building staircases or escalators next to the proposed new school premises to provide connection to Shui Chuen O Estate; if it would consider so, what would be the estimated cost of the relevant works and how it would prevent accidents when primary school students used the escalators.

56. USED said that the Administration would provide a series of pedestrian support facilities at the proposed new school premises, and cost effectiveness and pedestrian safety would be considered in the design. She would relay to the relevant government department(s) the suggestion of providing staircases or escalators. Deputy Director of Architectural Services ("DDArchS") supplemented that she was given to know that, relevant government department(s) were following up on the pedestrian facilities of Shui Chuen O Estate. The Architectural Services Department would align the design of the proposed new school premises with those pedestrian facilities if necessary.

57. Dr KWOK Ka-ki and Mr IP Kin-yuen enquired whether EDB would, in view of the special transport support requirements of the proposed new school premises, provide extra subsidies for students attending the new school to pay for school bus service, or for the school-sponsoring body to procure school buses, in addition to the subsidies provided under the Student Travel Subsidy Scheme and the Comprehensive Social Security Assistance Scheme.

58. USED replied that aided primary schools could deploy the subvention from EDB flexibly to meet their actual needs, including equipment procurement and school bus subsidies for students from families with financial difficulties. As the demand for school bus service could be ascertained only after the commissioning of the school premises, EDB would not reserve funding in advance for the new school premises to subsidize the school bus service provided by the school.

59. Mr IP Kin-yuen and Dr KWOK Ka-ki were dissatisfied with USED's reply as the funding available for deployment to other purposes would be reduced correspondingly if part of the EDB subvention the school received, which was at a fixed amount, was to be used for providing school bus service. They opined that EDB should take the initiative to provide extra subsidies for the primary school to be operated in the proposed new premises to help tackle the problem of transport connection. Otherwise, it would be unfair to the school and its students.

60. USED said that the Administration must ensure the proper use of the finite public resources. Schools might raise their special needs, if any, to EDB, which would then consider how it could provide further assistance having regard to the actual circumstances.

Facilities of the proposed new school premises

Green space

61. Mr CHU Hoi-dick suggested that the rooftop of the fresh water service reservoir of the Water Supplies Department ("WSD") located next to the proposed new school premises could be best used for physical education activities of the school. In addition, he enquired whether the vacant space between the proposed new school premises and the housing estate would be planned for use as open space in the long run. Dr Junius HO also supported making the best use of the rooftop of the service reservoir by turning it into part of the activity space of the proposed school. Dr KWOK Ka-ki urged the Administration to open the green roofs of service reservoirs and other green space for public use.

62. USED said that schools might apply to WSD for using the facilities at service reservoirs if necessary. For the proposed school, the current design plan already included green space and a running track. DDArchS supplemented that WSD had an open mind on the use of the green facilities on the rooftop of the service reservoir by schools, subject to the condition that the independence and day-to-day operation of the service reservoir should not be affected. As for the vacant space between the proposed new school premises and the housing estate, the Lands Department was exploring the option of turning it into a temporary car park. Information on its long-term use was not readily available.

63. In response to Dr KWOK Ka-ki's enquiry about the opening of school premises, USED said that as long as the school's operation and students' learning were not affected, the school management would charge users for the relevant cost in accordance with the School Administration Guide. At the request of Dr KWOK, DDArchS should relay to WSD the following views:

Admin

- (a) consideration should be given to opening the green roof of the service reservoir located in front of the proposed primary school in Shui Chuen O, Sha Tin, for use by the school and the public; supplementary information papers should be provided on the relevant arrangement; and
- (b) WSD officials should attend the relevant meeting of the Finance Committee ("FC") to respond to Members' questions on (a) above.

64. In response to the enquiry of Mr CHU Hoi-dick, USED said that the "green corner" to be provided under the project was not part of the standard

provision for new school premises in general. However, the Administration found the provision of the proposed facility feasible after considering the design and cost estimate of the project.

Barrier-free facilities

65. Dr Fernando CHEUNG pointed out that the barrier-free entrance/exit shown in Enclosure 1 to PWSC(2018-19)38 was located on a slope and was quite far away from the Classroom and Administration Block. He was worried that the barrier-free access would not be user-friendly to wheelchair users if it was too long and too steep. In this connection, he enquired whether vehicles carrying mobility-challenged passengers and school buses could enter the emergency vehicular access to facilitate the boarding and alighting of passengers at a place close to the Classroom and Administration Block. Ms Claudia MO and Dr KWOK Ka-ki raised similar concerns and questions.

66. USED advised that the school premises were provided with facilities such as barrier-free facilities, accessible parking spaces and lifts. DDArchS supplemented that the design of the barrier-free access of the proposed new school premises complied with the requirements under the relevant guidelines issued by the Buildings Department. The barrier-free entrance/exit was located at a relatively flat section of Pok Chuen Street opposite the fresh water service reservoir, with a gradient of less than 1:12. The barrier-free entrance/exit and the Classroom and Administration Block were rather far apart because the site of the new school premises was behind the service reservoir, making it necessary for users to go around the service reservoir before reaching the school premises. She confirmed that school buses and other vehicles carrying mobility-challenged passengers might be driven to a location close to the Classroom and Administration Block via the vehicular access within the boundary of the school premises.

Admin 67. At the request of Dr Fernando CHEUNG and Dr KWOK Ka-ki, the Administration would provide supplementary information on the gradient and length of the access from the barrier-free entrance/exit to the Classroom and Administration Block.

Environmentally friendly features

68. Mr CHU Hoi-dick enquired about the estimated proportion of electricity generated by the photovoltaic system to be installed in the proposed new school premises to the overall energy consumption of the premises. Dr KWOK Ka-ki also enquired about the energy conservation, green and recycled features of the school premises.

69. DDArchS replied that the electricity generated by the photovoltaic system was expected to account for about 2% of the energy consumption for general purposes and illumination of the proposed new school premises, which was higher than the 1.5% target of electricity consumption powered by renewable energy in new educational buildings under the relevant guidelines. Mr CHU Hoi-dick opined that the above target was too conservative and the Administration should make an effort to install more photovoltaic panels at the proposed new school premises.

Project cost estimate

70. Mr CHU Hoi-dick noticed that while the proposed project was expected to be completed in the first quarter of 2022, the Administration had reserved funding of about \$100 million for the years between 2022 to 2025 under its proposed phasing of expenditure. He enquired about the use of the reserved funding, and expressed concern about the unnecessary increase in the overall project cost, e.g. setting aside an excessive amount of price adjustment provision, due to the prolonged account finalization process. Mr Tony TSE also raised a similar question.

71. DDArchS explained that the Administration had to settle the account of the project with contractors even after works completion. During that period, some other expenditure (e.g. the continued engagement of engineering consultants to assist in the account finalization work) would be incurred in addition to the project cost. The Administration expected that the finalization work could be completed in 2025 the latest.

Voting on PWSC(2018-19)38

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

73. The item was voted on and endorsed. Dr Fernando CHEUNG requested that the item, i.e. [PWSC\(2018-19\)38](#), be voted on separately at the relevant FC meeting.

Head 703 – Buildings

PWSC(2018-19)39 130KA Immigration Headquarters in Tseung Kwan O

74. The Chairman advised that the proposal, i.e. [PWSC\(2018-19\)39](#), sought to upgrade 130KA to Category A for the construction of the

Immigration Headquarters ("the new HQ") in Area 67, Tseung Kwan O, at an estimated cost of \$6,806 million in MOD prices. The Administration had consulted the Panel on Security on the proposed project on 4 December 2018. Panel members had no objection in principle to the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Facilities and uses of the proposed Immigration Headquarters

Operational facilities, ancillary facilities and public-oriented facilities

75. Mr Andrew WAN and Dr Junius HO enquired whether all the current administrative staff at various offices of the Immigration Department ("ImmD") and ImmD staff (including frontline staff) working at the Immigration Tower in Wan Chai would be relocated to the new HQ after its completion.

76. Under Secretary for Security ("US for S") and Director of Immigration ("D of I") replied that except for certain facilities such as control points, Immigration Branch Offices and Registries, and the Castle Peak Bay Immigration Centre ("CIC"), all of ImmD's public-oriented offices, offices and major operational facilities would be integrated into the new HQ. Such an arrangement would help enhance the operation efficiency of ImmD.

77. Mr Gary FAN declared that he was a member of Sai Kung District Council ("DC"). He pointed out that according to a paper submitted to Sai Kung DC earlier by the Administration, the Removal Assessment and Litigation Branch of ImmD would be relocated to the new HQ, and people who had lodged non-refoulement claims would have to report to the new HQ. However, the relevant information was not found in PWSC(2018-19)39. He enquired whether there was a change in the arrangement.

78. US for S said that the major facilities and uses of the new HQ would remain the same as those presented by the Administration during its latest consultation with Sai Kung DC on the project. The contents of PWSC(2018-19)39 were mostly related to information on the funding proposal, such as the scope, nature and capital cost of the project. Although the paper did not set out all departmental facilities, it was stated under paragraph 3(d) that operational facilities such as detention cells would be provided at the new HQ.

79. Dr Fernando CHEUNG and Dr KWOK Ka-ki enquired about:

- (a) the number of staff in the establishment of ImmD who were

issued the "exemption permits for licences for possession of arms and ammunition";

- (b) the number of times that ImmD staff who were authorized to use arms had used arms so at work;
- (c) in the event of riots in the detention centres of ImmD, whether ImmD would seek the assistance of the Hong Kong Police Force;
- (d) whether the number of frontline ImmD staff deployed at detention centres would be reduced gradually with the declining number of non-refoulement claims pending screening; and
- (e) given the relevant staff establishment and operational needs (including the factors mentioned in (a) to (d) above), whether it was cost-effective to provide an indoor fire range at the new HQ.

80. D of I replied that:

- (a) ImmD took over CIC (a detention facility) in 2010. Frontline staff deployed there must receive training on response during riotous situations and the use of anti-riot equipment in order to be authorized to use the relevant arms for managing the detention facilities and performing relevant duties. Currently, there were about 170 ImmD staff at CIC who were authorized to use arms;
- (b) ImmD staff at CIC had never used arms at work from 2010 to date;
- (c) in the event of emergencies at detention facilities, ImmD staff would deal with them immediately, and might consider seeking the assistance of other disciplinary forces depending on the situation and severity of the incidents;
- (d) despite the declining number of non-refoulement claims pending screening, ImmD still needed to deploy sufficient manpower to maintain the operation of CIC; and
- (e) ImmD currently did not have its in-house fire range. Frontline staff who were authorized to use arms were required to receive firearms and ammunition training at other departments regularly.

The provision of an indoor fire range at the new HQ would help enhance training efficiency and strengthen ImmD's capabilities in handling emergency situations at detention facilities.

81. Mr CHAN Chi-chuen enquired about (a) the facilities that would connect the two towers of the new HQ and the design concept concerned; (b) the number of universal toilets in the two towers; and (c) the services to be provided by the proposed "self-service station with diversified services", and whether it would operate round the clock.

82. Director of Architectural Services ("DArchS") replied that the two towers would be connected by a covered link bridge on the ninth floor and by the podium on the ground floor. According to the design proposal of the proposed project, communal facilities such as a lecture hall, conference rooms and training facilities for use by ImmD staff would be provided on the ninth floor. Therefore, it would be more convenient if the link bridge was provided on the ninth floor. US for S said that there would be a total of 22 universal toilets in the two towers. D of I said that innovation and technology ("I&T") was adopted in the provision of some of ImmD's services. ImmD would continue its efforts on exploring ways to expand the scope of I&T application. The new HQ was expected to provide the public with more smart services outside office hours and even round the clock through the self-service station with diversified services.

83. Ms Tanya CHAN enquired about the uses of the "public areas" shaded in yellow in the floor plans of the new HQ. DArchS said that facilities that would be frequently used by the public would be provided mainly in the public areas on the ground to eighth floors of Tower 2. To facilitate users' access to the public-oriented offices on different floors, there would be public entrances to the public areas, which would also be served by escalators.

Parking spaces

84. Mr Gary FAN enquired whether the Administration would consider adding one more level to the basement of the new HQ for the provision of public parking spaces. Dr Junius HO pointed out that there was a public car park in the existing Immigration Tower in Wan Chai and it was open for public use outside office hours. He enquired why the current design of the new HQ did not include a public car park.

85. US for S said that the suggestion of providing public parking spaces at the new HQ had also been discussed by Sai Kung DC. As the new HQ would house a data centre operating round the clock, as well as facilities such as the personalization centres of identity cards and passports, which required

the storage of large volumes of sensitive information, the Administration considered it undesirable to provide public parking spaces in the building for security reasons. Given that the existing Immigration Tower in Wan Chai was a joint-user building shared with other government departments, the security considerations involved were different from those of the new HQ.

86. Mr Jeremy TAM noted that a car park with 100 parking spaces would be provided at the new HQ for departmental use. However, parking spaces for motorcycles were not included. Mr TAM was concerned that as ImmD would be relocated to the new HQ from the more accessible Immigration Tower in Wan Chai, some ImmD staff might expect the provision of motorcycle parking spaces at the new HQ. In view of the small space taken up by motorcycle parking spaces, Mr TAM suggested that the Administration should provide motorcycle parking spaces in the car park of the new HQ for use by ImmD staff as far as practicable.

87. In response, US for S and D of I said that the departmental fleet of ImmD did not include motorcycles. There were not any motorcycle parking spaces at the existing Immigration Tower in Wan Chai, nor did ImmD staff raise such demands. The Administration was open to the idea of providing motorcycle parking spaces at the new HQ and would consider relevant requests, if any, made by ImmD staff in future.

Plot ratio and floor area

88. Mr Andrew WAN noted that the proposed project occupied an area of about 17 200 sq m, while the new HQ had a construction floor area ("CFA") of about 139 000 sq m and a net operational floor area ("NOFA") of about 57 400 sq m. He enquired whether the proposed project had fully utilized the permissible construction floor area of the site. DArchS said that a plot ratio of 6.25 was recommended by the Planning Department ("PlanD") for the proposed project and the current design had already fully utilized the plot ratio.

89. Dr Junius HO enquired about the respective meaning of NOFA and CFA. DArchS replied that NOFA referred to the floor area allocated to the users of a building for carrying out the intended activities excluding the space taken up by other supporting facilities, while CFA referred to all areas within the building structure envelope. In response to a further enquiry from Dr HO, US for S pointed out that following the integration of ImmD's offices and facilities into the new HQ, the floor area available for use by ImmD would be increased by about 8 300 sq m. That included about 3 000 sq m of additional space for public-oriented offices and about 4 000 sq m for general offices, etc..

90. Mr CHU Hoi-dick pointed out that the Tseung Kwan O Outline Zoning Plan had not prescribed any maximum plot ratio for the site of the proposed project. He therefore enquired about the criteria and method of calculation adopted by PlanD in determining the plot ratio of the site.

91. Permanent Secretary for Development (Planning and Lands) said that as sites zoned for "Government, Institution or Community" ("G/IC") could be put to a wide range of uses, PlanD would not generally adopt one single pre-determined maximum plot ratio for sites under the outline zoning plans. Instead, it would recommend an acceptable maximum plot ratio for each site having regard to the characteristics of the relevant facilities, the floor area required, the plot ratios of nearby buildings and the implications of the development project concerned on ventilation, traffic, etc., after the specific use of the site had been confirmed by the Government.

92. Mr Gary FAN enquired whether the Administration would consider lowering the height of the new HQ to about 75 m above the Principal Datum ("mPD") in order to address the demand of residents in the Tseung Kwan O area.

93. In response, DArchS said that according to the earlier approval of the Town Planning Board, the height of the new HQ could reach 97 mPD. However, the Administration had subsequently decided to lower the building height of the new HQ to about 90 mPD and fully utilize its plot ratio after considering the views of Sai Kung DC and Tseung Kwan O residents. The current project was believed to be in line with the principle of "making the best use of land resources".

Justifications for using glass curtain wall and the implications

94. Mr Gary FAN said that residents in the Tseung Kwan O area were concerned that sunlight reflection from the glass curtain wall of the new HQ as currently designed would cause light pollution and affect the residents nearby.

95. Dr KWOK Ka-ki and Ms Claudia MO considered it not environmentally friendly to use glass curtain wall, and queried why the Administration had not chosen a more environmentally friendly design and materials for constructing the building facades of the new HQ. Mr AU Nok-hin also opined that the use of glass curtain wall would result in higher indoor temperature and recurrent expenses on air-conditioning. He also pointed out that the new HQ was in close proximity to residential areas. Moreover, the Tseung Kwan O area was often exposed to high winds. He

urged that the Administration should consider carefully the environmental impact, risks and repair and maintenance costs of using glass curtain wall. Mr LEUNG Che-cheung also expressed concern about the environmental impact of the glass curtain wall.

96. DArchS said that:

- (a) glass curtain wall was commonly used in the construction of high-rise commercial buildings in international metropolises;
- (b) glass curtain wall was lighter in weight compared to concrete building facades; and the use of factory-produced components also made it easier to control the quality, cost and construction time and required less on-site manpower;
- (c) for the sake of creating a more environmentally friendly building environment, the specifications of the glass curtain wall of the new HQ (including the thermal transfer values, light transmittance and external reflectance) would comply strictly with, if not exceed, the requirements of the Buildings Department. The reflectance of the glass used in the curtain wall, would be lower than 20%; and
- (d) the Administration would refine the design details suitably in order to reduce the environmental impact on the surrounding areas, such as using materials with lower external reflectance for the glass curtain wall at some parts, and installing solar shading devices (e.g. shading fins) with reference to the direction of the sun.

97. Mr HO Kai-ming expressed support for the proposed project. However, he was also deeply concerned about the impact of sunlight reflection of the glass curtain wall on the residents nearby. He hoped that the Administration would improve the design of the building facades before submitting the funding proposal to the Finance Committee, so as to allay the concerns of Members and the public. DArchS took note of Mr HO's views and said that further studies would be conducted to explore if the curtain wall design had any room for improvement.

98. At the request of Mr HO Kai-ming, the Administration would provide a more detailed artist's impression of the new HQ illustrating the preliminary design and locations of the solar shading devices (e.g. shading fins) to be installed on the building facades.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC126/18-19\(01\)](#) on 21 February 2019.)

99. Ms Claudia MO was concerned whether the components of the glass curtain wall of the new HQ would be produced in the Mainland, and how the Administration would ensure that their quality was up to standard. DArchS replied that the works contract of the project would prescribe the requirements and standards for curtain wall installation but not the origin of the components.

100. Ms Tanya CHAN was concerned whether the development projects at the several G/IC sites adjacent to the project site of the new HQ would also adopt glass curtain wall design.

101. DArchS said that an adjacent G/IC site to the south of the new HQ was reserved for the development of a joint-user government office building ("the joint-user building"), for which the relevant department(s) had appointed the Architectural Services Department to act as the works agent. The facade design of the joint-user building had not yet been confirmed. As for the two sites located to the north and south of Chi Shin Street, they were currently planned to be used for school and cultural facilities respectively.

102. At the request of Ms Tanya CHAN, the Administration would provide supplementary information on the above issues, including the planned uses of those sites and whether the relevant projects would adopt glass curtain wall design.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC126/18-19\(01\)](#) on 21 February 2019.)

103. Dr Fernando CHEUNG commented that the new HQ was located in a densely built area surrounded by other existing and/or proposed structures. Although the clustering of buildings could enhance efficiency, with a suboptimal exterior design, it might be difficult for the new HQ to blend in with the surrounding environment.

Capital cost and cost-effectiveness

104. Mr Gary FAN and Dr KWOK Ka-ki opined that the capital cost of the new HQ was on the high side and asked the Administration to explain the reason for that. Dr KWOK also could not see why the estimate of the contingencies of the project was over \$600 million.

105. Mr AU Nok-hin pointed out that the capital cost of the new HQ was higher than that of other similar development projects, such as the other reprovisioning projects for reprovisioning of the Wan Chai Government Offices Compound ("reprovisioning of WCGOC"). He queried if the Administration had adopted a fancy but impractical design for the project, such as using glass curtain wall. In addition, Mr AU opined that the Administration should submit all major projects for reprovisioning of WCGOC for LegCo's consideration in one go, so as to facilitate Members' comparison of the capital costs of different projects.

106. Ms Claudia MO said that she did not see the need to demolish WCGOC as the project would lead to a waste of resources. Dr Fernando CHEUNG expressed similar views but he was open to the proposal of building the new HQ.

107. DArchS said that the use of glass curtain wall would not result in a higher construction unit cost. She pointed out that the estimated construction unit cost of the new HQ was \$37,697 per sq m of CFA in MOD prices, which was in line with that of similar government projects. For example, the construction unit cost of the project was even lower than that of the Inland Revenue Tower in Kai Tak Development and the Hongkong Post's Headquarters in Kowloon Bay (taking into account the savings in the capital cost of electrical and mechanical system of the Inland Revenue Tower project due to the benefits of the District Cooling System). That the overall estimated cost of the project was on the high side was mainly attributed to its relatively large CFA. She also pointed out that given the different tender schedules of various projects for reprovisioning of WCGOC, the tender price indexes applicable also varied.

108. At the request of Dr Junius HO, the Administration would provide supplementary information on the NOFA and construction cost of the West Kowloon Law Courts Building, and how they compared to the relevant figures of the new HQ.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC126/18-19\(01\)](#) on 21 February 2019.)

Green features and facilities

109. Mr Andrew WAN enquired about the number of photovoltaic panels to be installed at the new HQ, and whether the Administration would consider

providing more renewable energy (e.g. wind power) and energy conservation features at the building.

110. Mr LEUNG Che-cheung opined that the Administration should install as many photovoltaic panels at the new HQ as practicable.

111. DArchS replied that the Administration's current plan was to install photovoltaic panels on the rooftop of Tower 1 of the new HQ. If possible, it would consider increasing the number of photovoltaic panels on the rooftop, which had limited space, during the stage of detailed design of the project. Other energy conservation features to be adopted were set out in paragraph 24 of PWSC(2018-19)39. Moreover, high transmittance glass would be used in the curtain wall system of the new HQ to facilitate the use of more natural light and reduce energy consumption for lighting. In addition, the Administration had also set the second highest rating under the BEAM Plus New Buildings assessment as a target for the new HQ.

112. In response to the enquiry of Mr Andrew WAN, DArchS said that the vertical greening area of the proposed project was about 170 sq m. At the request of Mr WAN, the Administration would provide supplementary information on the ratio of the said vertical greening area.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC126/18-19\(01\)](#) on 21 February 2019.)

113. Mr CHU Hoi-dick enquired whether the Administration would provide drinking fountains on all floors of the new HQ for use by the public. DArchS replied that drinking fountains were planned to be provided in the public areas on various floors of the building.

Other issues

114. Ms Tanya CHAN enquired about the transport connection arrangements of the new HQ, including whether the several footbridges proposed to be built nearby would be completed in parallel with the building.

115. In response, DArchS said that to the west of the site of the proposed project, a footbridge connected to the podium of Tower 1 of the new HQ was being built by the relevant department(s). The public entrances of the new HQ were expected to be a five to six-minute walk from MTR Tseung Kwan O Station, or an about 10-minute walk from MTR Tiu Keng Leng Station.

116. Mr CHU Hoi-dick enquired about the estimated daily number of users of the new HQ and the proposed joint-user building adjacent to it. US for S said that the new HQ was expected to accommodate about 3 000 ImmD staff. Currently, the public-oriented offices and associated offices at ImmD's headquarters received an average of about 6 500 members of the public per day. DArchS said that the proposed joint-user building fell outside the current project scope, and the estimated number of users was not readily available.

117. Mr AU Nok-hin was concerned that the "design-and-build" contract (i.e. the contract form to be adopted for the new HQ project) would result in higher project cost and was prone to give rise to supervisory issues.

[At 12:22 pm, the Chairman asked members if they agreed to extend the meeting for 15 minutes. Members present agreed. The Chairman directed that the meeting be extended for 15 minutes to 12:45 pm.]

118. The Chairman advised that the Subcommittee would continue to discuss this item at the next meeting. The meeting ended at 12:43 pm.

Council Business Division 1
Legislative Council Secretariat
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