

立法會
Legislative Council

LC Paper No. PWSC 155/01-02
(These minutes have been seen
by the Administration)

Ref : CB1/F/2/2

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

**Minutes of the 19th meeting
held in the Chamber of Legislative Council Building
on Wednesday, 26 June 2002, at 10:45 am**

Members present :

Ir Dr Hon Raymond HO Chung-tai, JP (Chairman)
Hon Albert CHAN Wai-IP (Deputy Chairman)
Hon Kenneth TING Woo-shou, JP
Hon Eric LI Ka-cheung, JP
Hon Fred LI Wah-ming, JP
Hon James TO Kun-sun
Hon CHAN Yuen-han, JP
Hon CHAN Kam-lam
Hon SIN Chung-kai
Hon Andrew WONG Wang-fat, JP
Hon LAU Kong-wah
Hon Miriam LAU Kin-yee, JP
Hon Andrew CHENG Kar-foo
Hon LAW Chi-kwong, JP
Hon TAM Yiu-chung, GBS, JP
Dr Hon TANG Siu-tong, JP
Hon Henry WU King-cheong, BBS
Hon WONG Sing-chi
Hon IP Kwok-him, JP
Hon LAU Ping-cheung
Hon MA Fung-kwok

Members absent:

Hon Cyd HO Sau-lan
Hon WONG Yung-kan
Hon Emily LAU Wai-hing, JP
Hon Abraham SHEK Lai-him, JP

Public officers attending:

Miss Elizabeth TSE, JP	Deputy Secretary for the Treasury (3)
Mr S S LEE, JP	Secretary for Works
Mr Thomas TSO, JP	Deputy Secretary for Planning and Lands (Lands and Planning)
Mr Rob LAW, JP	Director of Environmental Protection
Miss Janice TSE	Principal Assistant Secretary for the Treasury (Works)
Mr Daniel CHENG	Principal Assistant Secretary for Planning and Lands (Planning)
Mr H K WONG, JP	Director of Territory Development
Mr C B MAK	Chief Engineer (Kowloon 1) Territory Development Department
Mr Raymond POON	Principal Assistant Secretary for Education and Manpower (9)
Mr S H PAU, JP	Director of Architectural Services
Mr S L MA	Principal Education Officer (Infrastructure) Education Department
Miss Joanna CHOI	Principal Assistant Secretary for Health and Welfare (Medical) 2
Dr FUNG Hong	Director (Professional Services and Planning) Hospital Authority
Mr CHAN Chiu-ming	Chief Technical Advisor/Subvented Projects Architectural Services Department

Clerk in attendance:

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

Ms Pauline NG	Assistant Secretary General 1
Mr Stephen LAU	Senior Assistant Secretary (Temp)

HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT

**PWSC(2002-03)54 482CL Kowloon Bay reclamation – early
development package**

Members noted that an information paper on this project had been circulated to the Planning, Lands and Works Panel on 12 June 2002.

2. Mr IP Kwok-him sought details of the treatment of the contaminated sediments at the seabed of Kowloon Bay. The Director of Territory Development (DTD) advised that the contaminated sediments at the seabed of Kowloon Bay was not as contaminated as those at the Kai Tak Nullah. Under a separate project 693CL which covered the treatment of contaminated sediments at the seabed of the Kai Tak Nullah, pilot tests on two treatment methods with contaminated sediment samples were being conducted. The first method was in-situ treatment, i.e. removing the polluted materials without digging up the contaminated sediments. The second method would involve digging up the sediments to remove the polluted materials and then putting back the sediments to the seabed. The method chosen would also be applied to Kowloon Bay. DTD also advised that the cost for treating contaminated sediments would hinge on the treatment method to be chosen, and thus the Administration had not worked out an estimate for the treatment of contaminated sediments at Kowloon Bay. The estimates in the present proposal covered only the site investigation works and the consultants' fees for the detailed design work.

3. In reply to Mr IP Kwok-him's enquiry about the design of the proposed new seawall and breakwater, DTD confirmed that the design would take into account the need to dissipate wave force.

4. Mr Kenneth TING sought justification for the estimate of \$58 million for the consultants' fees on the detailed design for this project. DTD explained that this project involved the demolition of a number of existing facilities and construction/upgrading/relocation of many facilities as set out in the discussion paper. In drawing up the detailed design for the various facilities, the consultant would also need to carefully plan the implementation programme.

5. Mr Kenneth TING expressed his concern that the Victoria Harbour would be greatly diminished upon completion of various committed reclamation projects and this project.

6. The item was voted on and endorsed.

PWSC(2002-03)55

465CL

**South East Kowloon development –
waterfront facilities and Kai Tak
Nullah/Kwun Tong typhoon shelter
reclamation**

7. Members noted that an information paper on this project had been circulated to the Planning, Lands and Works Panel on 12 June 2002.

Treatment of contaminated sediments

8. Members noted that a large amount of sediments containing high concentrations of organic matters and heavy metals had been deposited on the seabed of the Kwun Tong Typhoon Shelter (KTTS). The present proposal covered the detailed design for the sediment treatment works. Mr IP Kwok-him and Miss CHAN Yuen-han sought details on the treatment of the contaminated sediments. DTD advised that the treatment method for the contaminated sediments at KTTS would also be determined by the findings of the pilot tests being carried out under the project 693CL aforementioned.

9. Miss CHAN Yuen-han asked whether the Administration would consult environmental concern groups before a final decision was taken on the method to be adopted for treatment of the contaminated sediments at Kai Tak Nullah, Kowloon Bay and KTTS. DTD advised that recommendations on the method for treatment of contaminated sediments at Kai Tak Nullah, Kowloon Bay and KTTS would be made in the respective Environmental Impact Assessment studies, which would be subject to the endorsement of the Advisory Council on the Environment. The Administration would also consult relevant concern groups and LegCo Panel(s) on the treatment method to be adopted.

10. Mr Albert CHAN said that according to his understanding, a cheaper way to treat contaminated sediments was to consolidate the sediments at the seabed and cover them with filling materials permanently. The only drawback of this method was that it would take about two years for the sediments to be consolidated. He had been informed that this method could not be used in the West Kowloon Reclamation project due to the lack of time. He asked whether the use of this cheaper method had been considered for the treatment of contaminated sediments in this and other projects related to the South East Kowloon development (SEKD).

11. In response, DTD advised that the degree of pollution of the sediments in Kai Tak Nullah, KTTS and Kowloon Bay was so high that leaving the sediments untreated and covered by filling materials at the seabed would unlikely meet the relevant environmental requirements. It was therefore necessary to experiment other treatment methods. The Chief Engineer/Kowloon 1, Territory Development Department further explained that if the contaminated sediments were covered up by filling materials without proper treatment, an anaerobic situation would occur and the organic materials would generate organic gases which would permeate to the surface. This would be harmful to the environment.

12. The Director of Environmental Protection (DEP) further advised that which method would be appropriate for treatment of contaminated sediments depended on the nature of sediments concerned. At the reclamation sites of the SEKD, the amount of organic materials and toxic contaminants present at the seabed was huge. If these sediments were kept at the seabed untreated, biogases would be built up, giving rise to environmental problems with the development at a later stage. As such, it was

necessary to conduct pilot tests to identify the most cost-effective method of sediment treatment at the sites. He said that if feasible, treating the sediments in situ was preferred to digging out the sediments as the process of digging out the sediments would involve a greater risk of causing environmental problems.

Admin 13. At Mr Albert CHAN's request, DTD agreed to provide the estimated costs for treatment of contaminated sediments at the seabed of the reclamation sites of SEKD in due course.

Reduction of typhoon shelter space

14. Ms Miriam LAU expressed concern about the reduction of mooring spaces upon reclamation of part of KTTS. She enquired about the number of mooring places lost due to the reclamation and asked whether the Administration would make up for the loss of mooring places in other sites. She also asked whether the operators of the public cargo working areas (PCWAs) nearby would be adversely affected and if so, whether the Administration had any reprovisioning plan for the affected operators.

15. The Chairman remarked that Ms LAU's questions involved policy issues which should best be pursued at the relevant Panel. He asked the Administration to provide a brief reply.

16. Principal Assistant Secretary for Planning and Lands (PAS(PL)) explained that the vessels using KTTS were mainly those involved in the cargo handling operations in the Kwun Tong and Cha Kwo Ling PCWAs. During the public consultations on SEKD, there was a general consensus that the new waterfront in South East Kowloon should be developed for tourism and leisure purposes and therefore the two PCWAs should be removed. It followed that the demand for mooring spaces at KTTS would be reduced. There was also general support for the idea of building a cruise terminal and thus to blend in with the new surroundings, the KTTS should not be enlarged. He further advised that the Administration would study the long-term arrangements for PCWAs on a territory-wide basis. He remarked that as the operators at the Kwun Tong and Cha Kwo Ling PCWAs would only be affected by the reclamation projects of SEKD in around 2005, there should be sufficient time to work out the appropriate arrangements in regard to the PCWAs.

17. Ms Miriam LAU noted that the proposed reclamation works would start before the removal of the two PCWAs and urged the Administration to address the possible problems facing the operators of the PCWAs before proceeding with the reclamation works. PAS(PL) assured members that the Administration would seriously examine the issue on a territory-wide basis and make timely decisions and arrangements.

18. Ms Miriam LAU was dissatisfied that the Administration had not worked out proper reprovisioning arrangements in regard to the reduction in typhoon shelter space and the planned removal of the Kwun Tong and Cha Kwo Ling PCWAs before

proceeding with this project. She could not accept this approach and thus would not support the present proposal.

19. Miss CHAN Yuen-han said that while she agreed to the planning concept of developing the new waterfront of South East Kowloon for tourism and leisure purposes, she shared Ms Miriam LAU's concern about the impact of this project and other projects for the SEKD on the operators of PCWAs. She urged the Administration to confirm the reprovisioning arrangements at an early stage and render necessary assistance to affected operators. Mr TAM Yiu-chung and Mr CHAN Kam-lam shared Miss CHAN's view and urged the Administration to work out appropriate reprovisioning arrangements in regard to the reduction in typhoon shelter space and PWAs within the Harbour as soon as possible.

20. Mr Andrew WONG said that there were already insufficient mooring places in KTTS. In reply to his enquiry, DTD advised that the total area of typhoon shelters in South East Kowloon (which included the To Kwa Wan Typhoon Shelter and KTTS) would be reduced from 48 hectares to 24 hectares as a result of the reclamation projects at Kowloon Bay and KTTS.

21. At Mr Kenneth TING's request, the Administration agreed to provide, before submitting this proposal to the Finance Committee for consideration, a paper to address members' concerns about the reduction of typhoon shelter space and the resultant impact on the operators of the PWAs in Kwun Tong and Cha Kwo Ling due to the implementation of this and other projects for the SEKD.

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Provision of passenger ferry pier and passenger landing facilities

22. Mr Henry WU noted that the Kwun Tong passenger ferry pier upon demolition would not be reprovisioned due to low patronage forecast. He pointed out that there might be a strong demand for passenger ferry services upon completion of the developments in SEKD. He therefore suggested that the design of this project should build in the flexibility to allow for the provision of a passenger ferry pier in future when such provision was justified. DTD said that the patronage of the current passenger ferry route between North Point and Kwun Tong was extremely low. It was also envisaged that most of the passenger traffic between SEKD and the Hong Kong Island would be catered for by the future Shatin Central Link. He however confirmed that the new public pier could also be used for ferry services and agreed to consider building in flexibility in the design of the new waterfront to allow for the provision of a passenger ferry pier if and when such provision was justified.

23. In reply to Mr CHAN Kam-lam's enquiry, DTD confirmed that passenger landing facilities would be provided at the new seawall of KTTS.

24. In reply to Miss CHAN Yuen-han's enquiry, PAS(PL) advised that the provision of a new public pier in this project would not pre-empt the provision of another public pier at the waterfront of the future Metropolitan Park in SEKD. The design work for the Metropolitan Park would be carried out at a later stage.

Trunk Road T2 and new waterfront at Cha Kwo Ling

25. Miss CHAN Yuen-han noted that the planned Trunk Road T2 would, after passing through Devil's Peak, come very close to Laguna City. She asked whether this road section would be a sunken or a surface road. DTD replied that after passing the Laguna City, Trunk Road T2 would join Western Coast Road leading to Tseung Kwan O. At this stage, there was not yet a decision as to whether the section passing Laguna City should be a sunken road or a surface road. He assured members that Trunk Road T2 would be carefully planned in conjunction with Western Coast Road and some Members' expressed preference for constructing the section passing Laguna City as a sunken road would be duly considered.

26. Mr Fred LI enquired about the planned land use of the area to be reclaimed at Cha Kwo Ling, and sought confirmation on whether the design of the new waterfront would obstruct water currents, resulting in the build-up of stagnant seawater along the waterfront area. In reply, DTD said that the Cha Kwo Ling reclamation was to provide additional open space in the area and would form part of the future waterfront promenade in SEKD. He also confirmed that the design of the new waterfront would not result in the build-up of stagnant seawater.

27. In response to Mr CHAN Kam-lam's comment, DTD said that the new breakwaters under this project would be carefully designed to allow proper water flow at the KTTS.

28. This item was voted on and endorsed. Mr Andrew WONG and Ms Miriam LAU objected to the proposal. Mr Kenneth TING expressed reservation on the proposal.

Admin
Clerk

29. Mr Andrew WONG requested that this item be voted on separately at the relevant Finance Committee (FC) meeting.

HEAD 703 – BUILDINGS

**PWSC(2002-03)51 274EP A 36-classroom primary school in Area
65, Tseung Kwan O**

30. Mr Henry WU expressed concern that with the playground located at the centre and encircled by the 4-storey school building, the present design might give rise to noise, light and air circulation problems. Mr MA Fung-kwok shared the concern and suggested that one side of the school building be opened up and

additional floors be built to provide the required number of classrooms and special rooms. The Director of Architectural Services (DArchS) advised that given the size of the site, it would be necessary to construct an eight-storey school building if the standard L-shape design was adopted. This however was not feasible as the maximum height for school buildings was 24 metres above ground as required under the Fire Services Regulation. The suggestion of building a U-shape school building leaving one side open was technically feasible, but the resultant school building would have different number of storeys at different sides and this would cause inconvenience for access from one side to another side of the building. The Principal Education Officer (I), Education Department (PEO(I)ED) added that the ground level of the school was a covered playground with little enclosures and with a net ceiling height of about six metres. Coupled with the fact that the school building would only have four storeys, ventilation, lighting and noise problems were therefore not envisaged. DArchS added that the present design had been agreed with the school sponsoring body concerned.

31. In reply to Mr Henry WU's enquiry, PEO(I)ED advised that consideration had been given to incorporating this proposed school into the adjacent school village comprising five other new schools. This was however found not feasible due to traffic reasons. He explained that the relevant traffic impact assessment study revealed that the road to the north of the proposed school did not have adequate capacity to accommodate the traffic generated by six schools. It was therefore necessary to retain the road in-between this proposed school and the proposed school village.

32. The item was voted on and endorsed.

**PWSC(2002-03)52 289EP A 36-classroom primary school at
Pokfield Road, Kennedy Town**

33. Mr Henry WU enquired about the location and expected usage of the three lifts to provide access from Rock Hill Street to the proposed school. DArchS advised that it was estimated that about half of the teachers and students of the school would use the entrance at Rock Hill Street. The three lifts were designed to convey them to the ground floor of the school which was about 40 metres (about 12 storeys) above Rock Hill Street. These lifts would be large and could convey all the teachers and students entering from Rock Hill Street to the school within fifteen minutes. He confirmed that the lift lobbies would be located within the school boundary and therefore other people could not make use of the lifts for access from Rock Hill Street to Pokfield Road.

34. As regards the maintenance cost for the four lifts of the school, PEO(I)ED advised that the estimated annual maintenance and electricity costs for the four lifts were \$194,000 and \$13,500 respectively, giving a total estimated recurrent cost of \$207,500.

35. Mr Kenneth TING noted that the construction cost of this school was 60% higher than that of a standard 36-classroom primary school. He enquired about the reasons, apart from the provision of three additional lifts, for the high construction cost. DArchS explained that the relatively high construction cost was mainly attributed to the special geographical conditions of the school site. The site was small and there was a very steep slope. Hand-dug caissons instead of mechanical piling had to be used and this required additional cost. Additional site formation works were also necessary to provide a level ground for the school building and the basketball courts. As the site was small, the working space would be very limited and this would also lead to higher construction cost.

36. Mr Albert CHAN opined that this school project revealed poor land-use planning. Although the construction cost of the proposed school was much higher than those of normal school projects, the proposed school had a number of shortcomings. For example, the two basketball courts would be separated, the entrance of the school at Pokfield Road would be near to a sharp road bend and most importantly, as the school site was very close to residential developments, the school would cause serious noise nuisance to nearby residents. He also stressed that he had raised the problem of noise nuisance caused by schools to nearby residents on many previous occasions but it appeared that the Administration had given little regard to this problem in planning new schools.

37. In response, PEO(I)ED said that given the characteristics of the district, it would be very difficult, if not impossible, to find a school site not close to residential developments. Although the present site was not ideal, the proposed school would make up the shortfall of school places for implementation of whole-day primary school in the district, evading the need for some children having to study in other districts. As regards measures to reduce the noise impact of school operation on nearby residents, he advised that class bells of lower volume would be installed at different locations of the school instead of using one single class bell of high volume and an improved public address system would be used for morning assembly at the playground. In fact, these measures were also being implemented in other existing and new schools. He remarked that morning assembly was essential to running a school and should not be cancelled in order to avoid causing disruption to nearby residents.

38. As regards the allocation of school sites, PEO(I)ED advised that an inter-departmental committee had been set up under the Planning and Lands Bureau to discuss the allocation of sites for new school premises, and members' expressed concern about the noise impact of school operation on nearby residents had been taken into account in the site allocation process. However, in some highly built up districts such as Kennedy Town, it was extremely difficult to find a school site not close to residential developments.

Admin

39. Mr Albert CHAN was not satisfied with this general reply and reiterated his view that the present site was not suitable for building a school at all and he would expect a lot of complaints from nearby residents in future. In view of the importance of the noise impact issue, he asked for information on the noise impact, expressed in decibels, of the proposed school on nearby residents, during the morning assembly and recesses and when the class bells rang between sessions. DEP said that he did not have the noise impact figures for this project, and agreed to provide such information upon consultation with the school and the Architectural Services Department.

40. Mr Andrew WONG commented that the Administration should allocate more suitable sites for new school premises in newly reclaimed areas in the urban area. He however considered that a certain extent of tolerance for noise generated by school activities was necessary as most schools in the developed areas on the Hong Kong Island were very close to residential developments.

41. Mr IP Kwok-him appreciated that it was very difficult to find a school site in Kennedy Town and it was for this reason that the Central and Western District Council endorsed this proposal notwithstanding that the site was far from ideal. He remarked that nearly all schools in the district were close to residential developments, and since the present site had been earmarked for a school for over 20 years, he believed that the residents were prepared for this. He also informed members that there was already a school in operation on a nearby site.

42. Ms Miriam LAU said that her residence was also very close to a school. According to her own experience, school activities did generate some noise during daytime but there was no noise from schools during night time.

43. Mr Albert CHAN said that there were many people who had to work at night and sleep in the morning. He had received many complaints from affected residents that the noise from nearby schools affected their sleep, their work and even their livelihood. He therefore had repeatedly urged the Administration to seriously address the issue in all new school projects.

44. Mr IP Kwok-him enquired about the measures to ensure the safety of students in crossing Pokfield Road, which was steep and had heavy traffic. DArchS advised that the entrance at Pokfield Road was wide and there was a large covered area within the school adjacent to the entrance so that students could assemble there for crossing the road when leaving the school. PEO(I)ED also said that the school could make special arrangements to enable students to cross the road safely in groups when returning to and leaving the school.

45. In reply to Mr IP Kwok-him's enquiry, DArchS confirmed that all the trees on the slope to the south of the basketball court would be retained and some other trees near the emergency vehicular access would also be retained.

46. In reply to Mr Albert CHAN's enquiry about the design of the spectator stand at the corner of the basketball court, DArchS advised that the spectator stand was in fact a flight of steps providing access from the deck cover of the carpark down to the basketball court. Such steps could also be used as a spectator stand additionally. He acknowledged that it was not entirely accurate to describe the steps as a spectator stand on the layout plan. Mr Albert CHAN requested the Administration to be careful with the terms used to avoid conveying misleading information.

47. The item was voted on and endorsed.

48. Mr Albert CHAN abstained and asked the Administration to provide, before the relevant FC meeting, information on the estimated noise impact of the proposed school on nearby residents.

PWSC(2002-03)56	301EP	A 24-classroom primary school at Hing Ping road, Tuen Mun
	312EP	A 24-classroom primary school at San Ha Street, Chai Wan

49. In reply to Mr Albert CHAN's enquiry about the provision of basketball courts and running tracks for the two proposed schools, DArchS advised that the provision of one basketball court was the standard provision for primary schools but additional ones would be provided if space allowed. For the two schools under this proposal, there was an additional non-standard basketball court on the roof of the assembly hall block. As regards the provision of running tracks, the school sponsoring bodies or principals concerned would be consulted before the construction works started. PEO(I)ED also said that up to the present, the standard schedule of accommodation for schools did not cover running tracks. The Administration would on each occasion discuss the provision of this and other non-standard facilities with the school sponsoring body or school principal concerned.

50. Mr Albert CHAN opined that where feasible, each school should be provided with at least one running track, which was very useful for teaching and training students the sprinting sport. He recalled that there had been consensus between this Subcommittee and the Administration on this point during the discussions on school projects in the past. He therefore considered that running tracks should be regarded as a standard facility in schools and thus the decision on the provision of this facility should not be left to the school sponsoring bodies or school principals concerned.

51. Mr IP Kwok-him disagreed with Mr Albert CHAN's view that running tracks should be regarded as a standard facility for schools. He said that students could use the playground to practice running. He opined that the school management, being responsible for running the school and maintaining school facilities, should be given the discretion to decide on the non-standard facilities to be provided.

52. Mr Andrew WONG pointed out that given the limited space in schools, only running tracks with one to two lanes could be provided in a school and thus only a few students could enjoy the facility at any one time. He therefore considered it more practical to consider including the sprinting sport in the standard curriculum than to make running tracks a standard facility for schools.

53. Mr CHAN Kam-lam said that given the limited open space in schools, running tracks should not be made a standard facility. It would also be difficult to decide the standard number of lanes and length of running tracks to be provided. Without the provision of running tracks, students could still use the playground to practice running.

54. Mr Albert CHAN clarified that he would not insist on the provision of running tracks in schools if there was no space for such provision. He however could not accept schools rejecting such provision when space allowed. He opined that the Education Department should evaluate whether running tracks should be regarded a basic facility for schools, and if the result was affirmative, should provide running tracks in school projects whenever feasible.

55. The item was voted on and endorsed.

HEAD 708 – CAPITAL SUBVENTIONS AND MAJOR SYSTEMS AND EQUIPMENT

PWSC(2002-03)57 30EC Construction works for schools in the final phase of the School Improvement Programme

56. The item was voted on and endorsed.

PWSC(2002-03)48 5ME Redevelopment and expansion of Pok Oi Hospital

57. Members noted that this project had been discussed at the meeting of the Health Services Panel on 8 May 2002.

58. Mr TAM Yiu-chung expressed support for the proposal and expressed concern about the environmental impact of the piling and construction works on the patients of the hospital. The Director (Professional Services and Planning), Hospital Authority (D(PS&P)HA) advised that piling works were already underway and bored piles were used to minimize the noise impact. During construction of the new hospital complex, the Hospital Authority (HA) would closely monitor the implementation of environmental mitigation measures by the contractor to ensure that patients would not be affected.

59. In reply to Mr Fred LI's enquiry about the arrangement for disbursement of funds for furniture and equipment under this project, D(PS&P)HA replied that unlike in a design-and-build contract, the amount of expenditure for furniture and equipment would be reimbursed to HA by the Administration on an actual basis.

60. Mr Albert CHAN expressed support for the proposal and said that there was a great demand on Accident and Emergency services in the Yuen Long district. HA should carefully plan the deployment of resources to tie in with the level of demand for different services.

61. Mr CHAN Kam-lam noted that upon completion of this project, there would be an increase of only 272 beds in Pok Oi Hospital. He considered the increase rather small and asked whether it was possible to build a few more storeys to provide more beds. In response, D(PS&P)HA advised that apart from the increase in in-patient beds, there would be an increase in the capacity of the day care services and clinics of the hospital. He confirmed that with the completion of this project and the conversion of the quarters of the Tuen Mun Hospital into hospital uses, the hospital bed ratio in the New Territories North hospital cluster would not be lower than the average hospital bed ratio of other hospital clusters.

62. The item was voted on and endorsed.

**PWSC(2002-03)58 45MM Establishment of a Radiotherapy Centre
and redevelopment of the Accident and
Emergency Department at Princess
Margaret Hospital**

63. Members noted that the proposed project had been discussed at the meeting of the Health Services Panel on 13 May 2002.

64. The item was voted on and endorsed.

Any other business

65. On behalf of the Subcommittee, the Chairman expressed thanks to the retiring Secretary for Works, Mr LEE Shing-see, for his valuable service to the Subcommittee and wished him a very happy retirement life.

66. The meeting ended at 1:05 pm.