

BUILDINGS ORDINANCE

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**RESOLUTION**

(Under section 2(3) of the Buildings Ordinance (Cap. 123))

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RESOLVED that the Fifth Schedule to the Buildings Ordinance  
be amended -

(a) by repealing area number 3 and substituting -

"3. The railway protection areas along  
the Mass Transit Railway lines  
being -

(a) the areas delineated and  
shown edged black on the  
plans numbered MTR/G/1 to  
3, MTR/RP/1 to 22,  
MTR/RP/25 to 27, MTR/RP/30  
to 46, MTR/RP/50 to 55,  
MTR/RP/60 to 66 and  
MTR/RP/101 to 170, dated  
29 June 1998, signed by  
the Secretary for  
Planning, Environment and  
Lands and deposited in the  
Land Registry; and

(b) the areas delineated and shown edged black on the plans numbered MTR/G/4, MTR/RP/23 Rev. A, MTR/RP/24 Rev. A, MTR/RP/28 Rev. A, MTR/RP/29 Rev. A, MTR/RP/56 Rev. A, MTR/RP/57 Rev. A, MTR/RP/58 Rev. A, MTR/RP/59 Rev. A and MTR/RP/202 to 223, dated 29 May 2002, signed by the Secretary for Planning and Lands and deposited in the Land Registry.";

(b) in area number 4, by repealing "以".

## **Speech by the Secretary for Planning and Lands**

**Mr John C TSANG, JP in the Legislative Council on 26 June 2002**

### **Buildings Ordinance (Chapter 123)**

Madam President,

I move the resolution standing in my name in the Agenda.

2. The motion seeks to amend the description of Scheduled Area No. 3 in the Fifth Schedule to the Buildings Ordinance to refer to the plans dated 29 May 2002, which were signed by the Secretary for Planning and Lands and deposited in the Land Registry.
3. The railway protection areas are those within 30 metres from the edges of Mass Transit Railway structures. By virtue of section 41(3) and 41(3A)(f) respectively of the Ordinance, ground investigation and underground drainage works carried out in the railway protection areas require the Building Authority's prior approval of plans and consent for their commencement. This is necessary to ensure the safety of the structures and hence the integrity of the Mass Transit Railway system.
4. The plans to which the description of Scheduled Area No. 3 now refers reflect the position up to 1998. Since then there have been two changes. First, to relieve congestion at the Quarry Bay Station, the Kwun Tong Line was extended to the North Point Station, which has become an interchange station. Second, the construction works for the Tseung Kwan O Extension Line have been completed. We have, therefore, prepared a new set of plans to set out the correct railway protection areas. All these new plans have already been deposited in the Land Registry and are available for public inspection.
5. I invite Members to support this motion in order to ensure continued protection of the Mass Transit Railway system.

6. Madam President, I beg to move.

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Planning and Lands Bureau  
June 2002