

**立法會**  
**Legislative Council**

Ref: CB1/PL/PLW/1

LC Paper No. CB(1)1979/99-00  
(These minutes have been  
seen by the Administration  
and cleared by the Chairman)

**LegCo Panel on Planning, Lands and Works**

**Minutes of meeting  
held on Thursday, 8 June 2000, at 10:45 am  
in the Chamber of the Legislative Council Building**

**Members present** : Hon Edward HO Sing-tin, SBS, JP (Chairman)  
Dr Hon TANG Siu-tong, JP (Deputy Chairman)  
Hon HO Sai-chu, SBS, JP  
Ir Dr Hon Raymond HO Chung-tai, JP  
Hon LEE Wing-tat  
Hon James TO Kun-sun  
Hon WONG Yung-kan  
Hon LAU Wong-fat, GBS, JP

**Non-Panel members attending** : Hon Fred LI Wah-ming, JP  
Hon CHAN Kam-lam  
Hon CHAN Yuen-han

**Members absent** : Hon Ronald ARCULLI, JP  
Hon Timothy FOK Tsun-ting, SBS, JP  
Hon TAM Yiu-chung, GBS, JP

**Public officers attending** : **For item III**  
  
Mr Patrick LAU  
Deputy Secretary for Planning and Lands  
(Planning and Lands)

Mr Andrew WELLS  
Deputy Secretary for Housing

Ms Kitty CHOI  
Principal Assistant Secretary for Transport

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Mrs June LI  
Assistant Director/Metro  
Planning Department

Mr C H YUE  
Project Manager (Kowloon)  
Territory Development Department

Mr James CHAN  
Chief Engineer  
Territory Development Department

**For item IV**

Mr Patrick LAU  
Deputy Secretary for Planning and Lands  
(Planning and Lands)

Mr Geoffrey WOODHEAD  
Principal Assistant Secretary for Planning  
and Lands (Buildings)

Mr LAW Yu-wing  
Acting Assistant Director/Gas & General Legislation  
Electrical & Mechanical Services Department

Mr CHAN Hak  
Deputy Director / Survey & Mapping  
Lands Department

Mr T E BERRY  
Deputy Director / Legal  
Lands Department

Mr Gary CHEUNG  
Chief Estate Surveyor/Valuation  
Lands Department

Miss Nancy AU YEUNG  
Senior Treasury Accountant/Headquarter  
Lands Department

**For item V**

Mr Mike J BYRNE  
Principal Assistant Secretary for Works

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(Works Policy & Safety)

Mr LAW Yu-wing  
Acting Assistant Director/Gas & General Legislation  
Electrical & Mechanical Services Department

Mr Y C CHAN  
Assistant Director (Geotechnical)/Development  
Civil Engineering Department

Mrs Lily TSANG  
Acting Business Manager  
Water Supplies Department

Mr S P CHAN  
Acting Chief Engineer  
Water Supplies Department

**Clerk in attendance :** Miss Odelia LEUNG, Chief Assistant Secretary (1)1

**Staff in attendance :** Miss Irene MAN, Senior Assistant Secretary (1)9

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**I Confirmation of minutes of meeting and endorsement of Panel report**  
(LC Paper Nos. CB(1)1684/99-00 and 1723/99-00)

The minutes of the meeting held on 18 April 2000 were confirmed. Members endorsed the Panel report for 1999/2000 session for submission to the Council.

**II Information paper issued since last meeting**

2. Members noted that no information paper had been issued since last meeting.

**III Comprehensive feasibility study for the revised scheme of South East Kowloon development**  
(LC Paper Nos. CB(1)1748/99-00(01) and 1786/99-00(01))

3. The Chairman drew members' attention to the submission from Hong

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Kong Institute of Landscape Architects (HKILA) on South East Kowloon Development (SEKD) and the Administration's response to Hon LI Wah-ming's letter which were tabled at the meeting. The Chairman said that HKILA was concerned about the implementation of the landscape provision shown in the revised scheme of SEKD.

*(Post-meeting note: The submission from HKILA and the Administration's response to Hon LI Wah-ming's letter were circulated to members vide LC Paper Nos. CB(1)1807/99-00(01) and (02) respectively.)*

4. At the invitation of the Chairman, the Project Manager (Kowloon)/Territory Development Department (PM/TDD) made a video and powerpoint presentation on SEKD.

*(Post-meeting note: The powerpoint materials were circulated to members vide LC Paper No. CB(1)1917/99-00.)*

5. The Deputy Secretary for Planning and Lands (DS for PL) said that after considering the views of the public expressed in a series of consultation, the Administration came up with the present Preliminary Layout Plan (PLP) under Stage 1 of the Comprehensive Feasibility Study (CFS) for the revised scheme of SEKD. Subject to the public and members' support, the Administration would commence Stage 2 in which more detailed studies and impact assessments on engineering, drainage, transportation and environment would be carried out. Stage 2 of CFS was expected to be completed by February 2001 and the results would be reported to the Panel in due course. As it would take more than 10 years to complete the whole SEKD and to enable the first population intake in the public housing developments at North Apron Kai Tak Airport (NAKTA) in March 2004, the Administration intended to seek fund from the Public Works Subcommittee in the next LegCo term to employ consultants to carry out detailed design of infrastructure for NATKA and of the reclamation in the Kai Tak Approach Channel.

6. Mr CHAN Kam-lam expressed concern about the environmental impact of the Public Filling Barging Point (PFBP), the Refuse Transfer Station (RTS) and the heliport to be provided near Laguna City. He said that if these facilities were located elsewhere, the 5.4 km of waterfront promenade could be extended to Lei Yue Mun to serve as a tourist attraction. He was also concerned about the capacity of the road network to accommodate the traffic generated from the RTS and PFBP.

7. DS for PL advised that the PFBP and the RTS were necessary facilities to serve the whole South East Kowloon. The provision of a heliport was also necessary because there was none for the Kowloon peninsular now but the location had yet to be confirmed.

8. PM/TDD said that the heliport would be located 900 m away from Laguna City and the flight path would be seabound so that residents of Laguna City would be least disturbed. With the improvement on the engines of

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helicopters, noise nuisance would be minimized. He elaborated that unlike the present arrangement under which refuse was transported by road to and from the existing RTS in Kowloon Bay, the refuse would be transported by sea as far as practicable in future. A park would be built in the existing cargo handling area at the waterfront separating Laguna City from the future RTS by about 250 m. The RTS would be fully enclosed and the promenade would be over and above it. The Administration was aware of the concern of residents and would explain to them the proposed arrangement. As regards the PFBP, it would serve to transport the large amount of public fill generated from the works in the district. PM/TDD further said that traffic generated by the RTS and PFBP would not use the present Cha Kwo Ling Road but instead a new waterfront road would be constructed for vehicles heading towards those two facilities to avoid additional traffic using Cha Kwo Ling Road fronting Laguna City.

9. Mr CHAN Kam-lam further enquired whether the Administration had considered other locations for the PFBP and the RTS. PM/TDD said that the Administration did consider other locations but none of them was found suitable. Some sites might require reclamation to accommodate the facilities. The location of the Kwun Tong Typhoon Shelter had been considered but was found to be too small to develop the facilities without affecting the movement of the vessels within the area.

10. Mr LI Wah-ming was also concerned about the environmental nuisance brought about by the vehicles travelling to and from the RTS. He asked whether the proposed RTS would replace the existing RTS in Kowloon Bay. PM/TDD advised that the existing RTS in Kowloon Bay would be saturated before 2011 and the Environmental Protection Department (EPD) considered that there was an urgent need to build a new RTS to serve the expanding developments in the district. EPD had advised that the RTS in Kowloon Bay could cease operation once the new waterfront RTS in SEKD was in operation. In any case, the design of RTS in Kowloon Bay was outdated. PM/TDD further said that the refuse vehicles would use a new waterfront road go to the RTS instead of Cha Kwo Ling Road near Laguna City in order to minimize the nuisance caused. Meanwhile, the relevant department was examining measures to improve the cleanliness of refuse vehicles.

11. On Mr LI Wah-ming's concern about the polluted water in the Typhoon Shelter and its adverse impact on Kai Tak Point which would be a tourist attraction, PM/TDD explained that the Kai Tak Approach Channel was seriously polluted due to numerous illegal sewage connections. After the reclamation works, the situation would be improved as the stormwater outfall would be diverted to Kowloon Bay. As regards the water quality of the typhoon shelter, the Administration intended to treat the water in situ prior to reclaiming the Kai Tak Approach Channel. If the Environmental Impact Assessment of Stage 2 of CFS found that the water quality of the new typhoon shelter would not meet the standards, the Administration might consider cutting across the Kai Tak runway to increase the water flow. PM/TDD undertook to

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examine the issue in Stage 2 CFS.

12. In response Mr CHAN Kam-lam's enquiry about commercial developments in SEKD, DS for PL said that upon the completion of the SEKD, some 55,000 jobs would be created for a total population of 240,000. PM/TDD added that the commercial premises would be developed in the town centre and north of the Metropolitan Park and there would be entertainment facilities in Kai Tak Point. Residents of SEKD would have plenty of job opportunities.

13. Dr Ir Raymond HO expressed support for the PLP generally. He enquired about the impact of the district cooling air-conditioning system on the sea temperature and marine ecology. He also sought the reasons for setting the ratio of public to private housing developments at 1:1. PM/TDD advised that the district cooling system was found feasible at the initial stage but the detailed impact on the environment would be assessed in Stage 2 CFS. The ratio of public to private housing was determined after taking into account public views. As the demand for private housing was increasing, more private housing would be developed in certain areas in SEKD. The Deputy Secretary for Housing (DS for H) supplemented that the Administration assessed the overall housing demand and not the need of individual district. The Administration would plan the distribution of public and private housing developments in new towns with flexibility after considering professional opinion and public views. The ratio between public and private housing development in SEKD had not been fixed and public views were welcome.

14. Dr Ir Raymond HO pointed out that the original ratio of public to private housing was 3:2 in SEKD but was now changed to 1:1. Given the lesser supply of public housing in SEKD, the Administration had to identify other sites to build public housing to make up for the reduced amount. He enquired where these sites would be. In response, DS for H advised that public housing would take up about 60% of housing development in NAKTA. This would meet the short-term housing demand by 2004. The Administration believed that in the long run, sufficient sites would be found over the territory to build public housing to meet the demand by 2008.

15. In response to Dr Ir Raymond HO's enquiry about the transport arrangement, the Chief Engineer/Territory Development Department (CE/TDD) advised that the Central Kowloon Route was one of the three main routes in SEKD linking up Trunk Road T2 and Trunk Road T1 with Tseung Kwan O and Tate's Cairn Tunnel respectively. It was estimated that about 80% of the vehicles using these three main routes would be through traffic without entering SEKD whilst only 20% of the traffic using these routes would be from SEKD. The original 1998 SEKD scheme had indicated a much bigger interchange from these three main routes due to provision of more access ramps leading to the SEKD area. Acknowledging the public objection, the size of the interchange in the PLD was much reduced but access to the SEKD from the three main routes would be very much restricted and would not be as convenient as compared to the original layout. For instance, vehicles from

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Central Kwoloon Route leading to SEKD had to use Kai Fook Road in Kowloon Bay in order to gain access to the areas.

16. Dr Ir Raymond HO considered it not advisable to reduce the size of the interchange of the Central Kowloon Route as the traffic in SEKD would increase once the area was well developed. He requested the Administration to re-assess the traffic arrangement.

17. Noting that only 35% of the roads were depressed or in the form of tunnels, Miss CHAN Yuen-han was concerned whether the transport network was environmental friendly. Mr James TO also doubted whether the existing transport arrangement in Tokwawan would be able to cope with the traffic generated from SEKD since Ma Tou Wai Road was very narrow. In response, the CE/TDD said that about 35% of the roads in SEKD would be underground or depressed. In planning main roads such as Trunk Roads T1 and T2, more tunnels and depressed roads would be built. However, surface roads would be necessary for loading/unloading of goods and services vehicles. As an illustration, CE/TDD said that the tunnel part for the Central Kowloon Route would be as long as 4 km which was the maximum length for a tunnel on environmental and safety reasons. There would be travellers to serve older districts such as Kowloon Bay, Kwun Tong, Wong Tai Sin, Kowloon City and Tokwawan. An environmentally friendly rail system would also be considered to link up the East Kowloon Line with Kowloon City and Tokwawan in future.

18. Miss CHAN Yuen-han considered the one-month consultation period for the PLP too short. The Chairman shared this concern and requested the Administration to consider extending it. PM/TDD advised that the Administration expected to collect all public views by the end of June 2000, including those of LegCo, the Town Planning Board, the District Councils and members of the public, so that Stage 2 CFS could commence as early as possible to meet the target of completing it in 2001. He nevertheless, agreed to consider members' suggestion.

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19. Miss CHAN Yuen-han enquired how the Administration could implement the stepped height concept in SEKD in the coming 10 years while the district was still under development. The Assistant Director/Metro of Planning Department (AD/PD) advised that the Administration could impose the height limit proposed by the consultants in new areas such as SEKD area as a statutory limit in the draft outline zoning plans. Concerning the height of old buildings in existing built-up urban areas, the Planning Department was devising a set of planning and design guidelines with a view to developing an appropriate control mechanism. In this respect, the Administration had received views from architects against excessive control over the height limit of buildings. The Administration would balance the need for the control of height limit and flexibility for architectural creation.

20. Miss CHAN Yuen-han was concerned about the integration of SEKD with the densely-populated districts in the vicinity, such as Kowloon City,

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Kwun Tong and San Po Kong. Mr James TO enquired whether there was a planned strategy for linking the old districts earmarked for urban renewal with SEKD in making rehousing arrangement for affected residents. AD/PD said that the consultant had considered the integration of their development proposals with the neighbouring old districts in the vicinity of SEKD, such as Tokwawan and Ma Tau Kok. The urban renewal strategy to be implemented by the future Urban Renewal Authority (URA) provided the framework for implementing urban renewal including rehousing arrangement. Tokwawan was one of the redevelopment target areas of the future URA. DS for PL added that since the plan of SEKD would be confirmed by February 2001, the URA or private developers could take this into account in developing the neighbouring districts. The SEKD would serve as a focal point in the future development of its neighbouring districts. Mr James TO remarked that since the areas identified for redevelopment were decided by the Administration, it should liaise closely with URA to make the best development and redevelopment arrangements.

21. Mr HO Sai-chu supported the PLP in terms of its extent of reclamation and the development of environmentally friendly transport system. He enquired whether the proposed international stadium could be timely built for hosting the Asian Games in Hong Kong. DS for PL advised that the timetable for the construction of the international stadium had yet to be fixed. There might be difficulties in completing the construction in time for the event. Should the Asian Games be held in Hong Kong, the Administration would find appropriate venues for the holding of the various activities.

22. Mr LEE Wing-tat enquired how the revised SEKD complied with the principle of sustainability in terms of air quality, sewage treatment, waste segregation, building design, etc. Since use of less-polluted vehicles would be encouraged, he considered it necessary to build mega carpark or bus stop in the north of the area for transit to public transport. The Administration should also introduce a statutory requirement for waste segregation in new buildings of SEKD by amending the Buildings Ordinance. For instance, both public and private housing developments should be required to reserve the basements of buildings for waste segregation purpose. The design and the construction materials of new buildings should be energy conserving. Noting that the Buildings Department (BD) was studying the subject, he enquired about the progress of the matter.

23. CE/TDD advised that SEKD would be a rail-based district and there would not be too many roads and vehicles. However, since SEKD covered over 400 ha, roads were necessary for loading /unloading of goods and services vehicles. Five large carparks would be built under the Metropolitan Park, near MTR stations and in other places and members of the public would be encouraged not to drive in the district but use environmentally friendly vehicles. Regarding waste segregation and use of energy-conserving design and construction materials of new buildings, DS for PL advised that these were not confined to SEKD but were relevant to Hong Kong as a whole. At present, the Administration was amending the Buildings Ordinance to require the

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reservation of certain space in new buildings for waste segregation. Such areas would be exempted from the calculation of Gross Floor Area. Meanwhile, BD was actively liaising with the construction trade to promote the use of energy-saving design and materials for buildings.

Admin. 24. Both Mr LEE Wing-tat and the Chairman requested the Administration to provide an information paper to explain how the revised SEKD complied with the principle of sustainability. DS for PL agreed.

**IV Revision of Government fees and charges under the purview of Planning and Lands Bureau**  
(LC Paper No. CB(1)1748/99-00(02))

25. Referring to the various items relating to small house applications in Annex E, Mr LEE Wing-tat queried the reasons for the high cost. Without a breakdown of the cost, he considered it difficult to assess whether the fees and charges were reasonable. The Chief Estate Surveyor/Valuation of Lands Department (CES/LANDS) explained that items 1 to 12 related to fees on small houses; items 13 to 18 were about fees in relation to modification of deeds. The full cost for item 8 was high because it involved the approval of a private treaty grant to indigenous villagers to build small houses. Before approving such grant, a lot of work had to be done including inspecting the construction sites, interviewing the villagers, verifying their identity as indigenous villagers, consulting other government departments to see if the construction of a small house on a particular site was in line with the development plans of the region etc. The full cost of the work was about HK\$60,000 at 2000-01 price level.

26. Noting that the Administration was only charging about 15% of the full cost of certain items in Annex E, Mr LEE Wing-tat was concerned that to recover the full cost, the fees and charges of those items would need to be raised substantially in the coming years. The high fees would discourage the public from making the relevant application, thus evading the payment. Mr James TO shared this view and said that the higher the fees, the fewer the applications, and the greater the difficulty of implementing the policy successfully. Members requested and the Administration agreed to provide a breakdown of the costs of the various small house items in Annex E.

*(Post-meeting note: The information paper provided by the Administration was circulated to members vide LC Paper No. CB(1)1956/99-00.)*

27. Regarding item 42 in Annex E, the Chairman and Mr LEE Wing-tat questioned the high cost of HK\$50,000 for issuing a licence for minor drainage channels and water pipes. In response, the CES/LANDS explained that before issuing the licence, the Administration would have to investigate the alignment of the channels or pipes concerned and check whether this would affect any private lands and existing government facilities and development plans. The relevant department would also need to discuss and decide on the application at meetings.

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28. Mr LEE Wing-tat said that given such a high fee, members of the public would unlikely apply for approval before carrying out small-scale works. He considered that the Administration should assess the cost-effectiveness of each of the administrative procedures to see if there was room for reducing the fees. DS for PL advised that the Finance Bureau had issued a set of guidelines to all government departments to carry out a review on all the existing fees and charges under their purview. The review would examine whether the services provided by the departments were still necessary, and if so, whether the charges were reasonable. The review was expected to be completed by the end of the current financial year. Rather than continuing subsidizing the services until the completion of the review, the Administration intended to implement the revised fees and charges as soon as possible to reduce the subsidies from public money.

29. On members' question as whether approval from LegCo was necessary to effect the revised fees and charges, DS for PL said that some of the revised fees could be put into effect through administrative procedures, while others needed to be approved by LegCo by negative vetting. For the latter fees, the Administration's intention was to propose the revision in the next LegCo term. Should members object to the proposed increase of the first type of fees, the Administration would discuss the matter with the Finance Bureau.

30. Dr TANG Siu-tong enquired about the reasons for the proposals to increase by 20% a number of fees and charges in Annex E. DS for PL explained that the current fees of a number of items recovered only a fraction of the full cost. To reduce the impact of the fee revision, the Administration intended to phase in the full-cost recovery. The guideline was that the increase should not exceed 20% of the current fee.

31. Mr HO Sai-chu and Mr James TO were concerned about the high administrative cost for issuing retrospective consent letters for tree felling in item 32 in Annex E. The CES/LANDS explained that in order to preserve trees and plants of ecological value, the Lands Department's policy was to deter land owners from tree felling prior to gaining approval from the Administration. Any parties making an application after cutting the trees in a development site would be required to provide sufficient justifications. If the Lands Department was not satisfied with the explanations, it might re-enter the site.

32. In response to the Chairman, the CES/LANDS said that no fee was required for tree felling with the approval from the Administration. The threat of re-entry was to discourage persons from cutting trees hastily for the sake of convenience without making application. Mr James TO said that the fee under that circumstance included a penalty element. The Chairman agreed to this view.

33. The Chairman and Mr HO Sai-chu sought information on item 29 in Annex E about the administration fee for domestic tenancy of building. The

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CES/LANDS explained that the item referred to the preparation of a tenancy agreement for Government domestic property. The Chairman considered the administrative cost of over HK\$28,000 exceedingly high as compared with the fees charged by private solicitors and urged the Administration to conduct a critical review on the cost. Mr James TO considered that out-sourcing this job would be to the benefits of both the Administration and the legal practitioners.

34. Mr LAU Wong-fat enquired whether Heung Yee Kuk (HYK) had ever been consulted on the fee and charge increase proposals concerning small houses. DS for PL said that HYK was consulted on the fee increase proposal in 1997. The Administration would continue to maintain a close liaison with HYK concerning small house matters. The CES/LANDS supplemented that the Lands Department sent a letter on the subject to HYK on 16 May 1997.

35. Members noted the proposed revision of fees and charges in particular the proposals at Annex A and B of the information paper.

**V Revision of Government fees and charges under the purview of Works Bureau**  
(LC Paper No. CB(1)1748/99-00(03))

36. Members noted the proposed revision of fees and charges.

**VI Any other business**

37. There being no other business, the meeting ended at 1:00 p.m.

Legislative Council Secretariat  
24 July 2000