

立法會
Legislative Council

Ref: CB1/PL/PLW/1

LC Paper No. CB(1)542/99-00

(These minutes have been
seen by the Administration)

LegCo Panel on Planning, Lands and Works

**Minutes of meeting
held on Tuesday, 12 October 1999, at 8:45 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 Ronald ARCULLI, JP
Hon James TO Kun-sun
Hon Timothy FOK Tsun-ting, SBS, JP

Non-Panel member : Hon SIN Chung-kai

Members absent : Hon WONG Yung-kan
Hon LAU Wong-fat, GBS, JP
Hon TAM Yiu-chung, GBS, JP

**Public officers
Attending** : For item I

Mr LEE Shing-see, JP
Secretary for Works

Mrs Stella HUNG, JP
Deputy Secretary for Works
(Programme and Resources)

Mr CHAN Wing-sang, JP
Deputy Secretary for Works (Works Policy)

Mr Hugh PHILLIPSON, JP

Director of Water Supplies

Mr John COLLIER, JP
Director of Drainage Services

Mr PAU Shiu-hung, JP
Director of Architectural Services

Mr LO Yiu-ching, JP
Director of Civil Engineering

For item II

Mr Gordon K C SIU, JP
Secretary for Planning, Environment and Lands

Mr C M LEUNG, JP
Director of Buildings

Mr R D POPE, JP
Director of Lands

Mr Richard LUK
Principal Assistant Secretary for Planning,
Environment and Lands (Urban Renewal)

Mr T K LEE
Chief Town Planner/Urban Renewal
Planning Department

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

Staff in attendance : Ms Pauline NG, Assistant Secretary 1
Mrs Mary TANG, Senior Assistant Secretary (1)2

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I Briefing by the Secretary for Works on the Chief Executive's Policy Address 1999

At the invitation of the Chairman, the Secretary for Works (S for W) highlighted the progress and achievements made in the four major policy areas, namely, public works programme, flood prevention, slope safety and water supply as detailed in the relevant policy objective booklets.

Slope Safety

2. Noting the findings of the slope maintenance audit report on the Housing Department which revealed that the conditions of about 30% to 40% of the slopes were regarded as poor, Mr LEE Wing-tat enquired about the mechanism of control in ensuring the maintenance of slopes under the responsibility of Government departments attaining the required standards. He called for the application of stringent maintenance standards and an increase in random checking to ensure the safety of slopes, in particular high consequence slopes. He also requested that the slope maintenance audit reports on Government departments should be made available for public inspection.

3. S for W said that the Administration had identified maintenance responsibility for the 54,000 man-made slopes registered in the Government Slope Catalogue. Of these, 37,000 were Government slopes and the maintenance responsibility for these slopes had been assigned to seven Government departments. The Geotechnical Engineering Office would regularly inspect Government slopes to ensure their maintenance in accordance with the specified guidelines. Since many public slopes had been allocated to individual Government departments for maintenance recently, departments would need time and experience to discharge the responsibility. He confirmed that slope maintenance audit reports were made available for public inspection.

4. Mr SIN Chung-kai enquired about the access to slope information through the Internet and whether members of the public could make electronic enquiries. The Director of Civil Engineering (DCE) confirmed that information on the maintenance responsibility for all public and private slopes would be available by the end of the year. Members of the public could enquire by E-mail or contact the Community Advisory Unit which operated an enquiry hot-line. He noted Mr SIN's concern about the need for an expanded capacity in the computer system to cope with the possible influx of E-mail enquiries.

5. Ir Dr Raymond HO expressed concern about the progress of upgrading works in respect of the 10,000 high consequence Government slopes. He enquired whether these works could be contracted out to the private sector to expedite progress. In response, S for W said that the Administration would be able to complete its rectification works on the remaining 6,500 substandard high consequence Government slopes within the next ten years in order of priority. DCE emphasized that all man-made slopes in Hong Kong were not in immediate danger. The on-going programme aimed at upgrading their standards. Slopes were classified according to the risk factor which was the product of the probability of failure and consequence. The term "serious consequence of failure" was no longer used because of its connotation. Rectification works were performed in accordance with a prioritised classification system. With the present progress of works, the Administration

was confident that the overall landslide risk from old substandard man-made slopes would be reduced to less than 50% of the 1977 level by the year 2000.

6. On Ir Dr Raymond HO's suggestion of implementing a mandatory slope inspection scheme for private slopes, DCE said that the Administration did not wish to rely on enforcement and would regard this as a last resort. It would prefer to promote public awareness of maintenance responsibility through publicity and educational programmes. There had been satisfactory progress and more private owners were now aware of their maintenance responsibility for slopes. The Community Advisory Unit had been set up to assist owners in discharging their responsibilities.

7. Responding to the Chairman, S for W advised that under the Buildings Ordinance, Cap. 123, the Building Authority might issue Dangerous Hillside Orders to owners requiring them to rectify their slopes which were considered dangerous or liable to become dangerous.

Public Works Programme (PWP)

8. Mr HO Sai-chu sought clarification on whether the 10% increase in capital works projects for the next financial year referred to the increase in project costs or the number of works projects. He expressed concern about the adequacy of manpower in the construction industry to fill the 46,000 additional jobs that would be created. S for W said that the 10% increase referred to the cost estimates. The Administration would closely monitor the manpower situation.

9. Mr HO Sai-chu pointed out that due to the economic downturn, the tender price for construction projects often turned out much lower than the provisions, resulting in underspending. He enquired whether these savings could be used to fund additional projects. S for W said that the funding applications of public works projects were based on the latest estimate. Despite the lower tender prices for public works projects for the past year, underspending was only about 1.4%.

10. Referring to the Administration's undertaking that it would strive to maintain underspending of the PWP at no more than 5% of the annual expenditure estimate, Mr Ronald ARCULLI considered that the target percentage should be lower since the relevant figure was only 1.4% for the past year. S for W said that the figure for the past year was exceptionally low. Whilst lower tender prices were a cause for underspending, there were other factors, for example, difficulties in land resumption resulting in delay in commencement of projects. In the Administration's view, underspending by 5% was a reasonable objective.

11. Mr Ronald ARCULLI opined that the Administration's target of commencing 70% of new projects compared with the Estimates was not

Admin. indicative of the efficiency in the completion of projects. He requested the Administration to provide a comparison on annual expenditure estimate against the actual amount spent annually per project together with the tender price.

12. Noting that one of the objective of the Administration was to promote the exchange of construction technology and expertise in public works between Hong Kong and the Mainland, the Chairman enquired whether consideration had been given to upgrading the local construction technology and improving safety standards in construction sites. S for W said that the Construction Advisory Board provided advice on the upgrading of construction technology. He agreed with the Chairman that the Administration should take the lead in promoting advances in construction technology and improving site safety standards.

13. On the selection of consultants and contractors, S for W confirmed in response to the Chairman that the Handbook on Selection, Appointment and Administration of Engineering and Associated Consultants could be made available to the public for reference.

Flood prevention

14. On Dr TANG Siu-tong's enquiry about the progress of flood prevention projects, the Director of Drainage Services (DDS) advised that with the completion of the Shenzhen River Regulation Stage 2 Phase 2 Project and the flood control projects at Yuen Long, the flooding at Yuen Long district should be under control. However, the flooding problem at North New Territories would not be relieved until Phase 3 of the Shenzhen River Regulation Project was completed in 2004. By that time, all the subsidiary drainage projects at the upstream should have been completed and a comprehensive flood prevention system would be in place for North New Territories. DDS said that with the completion of all these flood prevention programmes and Village Flood Protection Schemes which amounted to \$7 billion, major flooding should be a thing of the past. However, there might be incidents of minor flooding in low-lying agricultural land. The design of the system was generally able to withstand rainstorms of a 50-year return period for branch channels while the main channels would be able to withstand a 200-year return period.

15. Responding to Mr HO Sai-chu's enquiry on the drainage improvement plans in the older urban areas, DDS advised that seven Drainage Master Plans had been commissioned of which three had been completed; three would be completed in 1999; and the remaining one would be completed by mid 2000. In the light of these plans, a comprehensive programme would be drawn up to bring the drainage network in the urban area up to standard. He confirmed that the Administration did have a strategy to review the drainage network in the urban area but since the plans had yet to be finalised (except for West Kowloon Drainage Project), these had not been included in the PWP.

Strategic Sewage Disposal Scheme (SSDS)

16. Ir Dr Raymond HO enquired about the way forward for SSDS. He queried the need for re-appointing the International Review Panel (IRP) given that about \$2.8 billion had already been spent on Stage 1 and that works had been progressing well upon the resolving of the water seepage problems. S for W said that Stage 1 of the project had encountered many difficulties. A major part of the delay was due to the unilateral suspension of works by the original contractor, which had led to the re-entry of the contracts by the Government. The completion contracts for the six deep tunnels were subsequently awarded and about 60% had been completed. The project had suffered further delays due to unforeseen ground conditions and the breakdown of the tunnel boring machines. Nevertheless, the Administration was confident that Stage 1 could be successfully completed. In view of the considerable public interest and the difficulties encountered in Stage 1, the Administration decided to take stock and to conduct a general review of the strategy for Stages 2, 3 and 4 of the project and to decide on the way forward for further stages.

Water supply

17. Mr HO Sai-chu enquired whether the quality of Dongjiang water, would be improved if the intake point was moved further upstream. S for W confirmed that the water intake point had been moved further upstream to avoid contaminated tributaries. He assured members that the treated water was safe for consumption. The Administration would continue to maintain close liaison with the Guangdong Authorities on the supply of raw water of good quality. He added that better land use, provision of sewage treatment plants and strengthened enforcement against polluting activities were measures being undertaken by the Guangdong Authorities to combat pollution at source.

18. The Director of Water Supplies (DWS) supplemented that the quality of water received had improved considerably this year. For the first eight months of this year, the ammonia levels had gone down by 73%; the manganese levels by 46%; and the chlorine consumption by 40%. These improvements were a result of some concrete improvement measures taken by the Guangdong Authorities, notably, the commissioning of the bio-nitrification plant near the Shenzhen Reservoir. He assured members that all along, the raw water received was within the capacity of treatment by the Water Supplies Department.

19. On Mr James TO's enquiry about the stipulated standard of water, S for W explained that there were separate standards for raw water and treated water. According to the terms of contract for the supply of Dongjiang water, the water supplied should be within Class II Standard of the Environment Quality Standard for surface water. The water received was found to comply

with the required standard, and was somewhere between Class I and Class II standards. Meanwhile, the level of treated water was governed by the World Health Organization standards. DWS added that there were few international standards for raw water. Treatment works were designed to cope with varying standards of water quality. The treatment works in Hong Kong were capable of treating Class II Standard received from Dongjiang to a satisfactory level.

20. Mr James TO expressed concern about the quality of raw water and the degree of treatment required. He observed that a substantial amount of chlorine had been used in purifying water. DWS said in response that the amount of chlorine used had gone down by 40% compared with last year and the chlorine by-products were well within international safe limits. The smell of residual chlorine was in fact a confirmation of no biological impurity in the water. In response to members, the Administration would provide a comparison of standards for raw water in overseas countries.

(Post-meeting note : the information had been provided by the Administration and circulated to members vide LC Paper No. CB(1)355/99-00)

II Policy briefing by the Secretary for Planning, Environment and Lands on the Chief Executive's Policy Address 1999 in respect of planning and land matters

21. A set of colour prints entitled "Planning for a Better Tomorrow" provided by the Administration was tabled at the meeting.

22. At the invitation of the Chairman, the Secretary for Planning, Environment and Lands (SPEL) briefly explained the policy objectives of the Planning, Environment and Lands Bureau by referring to the colour prints. He said that the three major objectives were to provide a better quality of life through better town planning; to formulate a new urban renewal strategy which would speed up the progress of urban redevelopment; and to improve building safety in Hong Kong.

Development of new towns

23. In response to the Chairman's enquiry about the environmental design of new towns, SPEL said that a major defect in existing towns was the non-segregation of road and pedestrian traffic. A more pedestrian friendly concept would be incorporated in the design and development of new towns. In the design of future Strategic Growth Areas in the New Territories, new towns would be located as far as possible along the railway line. A network of pedestrian zones and walkways would link residential developments with the nearest railway station. This would minimize the reliance on roads. Where possible, new trunk roads would be semi-submerged or decked. More open

space, green belts and community facilities would be provided. It was expected that this concept would apply to the three upcoming new towns.

Urban renewal programme

24. Referring to paragraph 130 of the Chief Executive's Policy Address, Ir Dr Raymond HO queried why the new urban renewal approach would not include all old industrial areas. SPEL said that a prioritised programme was needed for urban redevelopment. The renewal of the nine target areas already involved the redevelopment of 2,200 buildings. With proven success in urban renewal, the Urban Renewal Authority would then explore the possibility of developing other old urban industrial areas, if resources permitted.

25. The Chief Town Planner / Urban Renewal, Planning Department (CTP) acknowledged the need to redevelop old urban industrial areas but pointed out that the priority of redevelopment should be on residential buildings. Subject to availability of resources, dilapidated single industrial buildings in areas such as Kennedy Town and Tai Kok Tsui which were incompatible with the surrounding residential areas would be redeveloped. Under-utilised industrial developments in Yau Tong for example would also be considered for comprehensive redevelopment.

26. Ir Dr Raymond HO was concerned about the slow pace of urban renewal if this was undertaken by Government alone. He asked whether consideration would be given to inviting private sector participation. SPEL said that Government was prepared to co-operate with private developers in urban renewal projects. The Administration would take the initiative of steering and co-ordinating the projects. He stressed that redevelopment of buildings was not the sole answer to urban renewal. Rehabilitation of buildings was equally important in preventing urban decay.

Urban Renewal Authority (URA)

27. Mr LEE Wing-tat expressed concern about the extensive power of the URA which could apply for direct resumption of the land required without the need to negotiate with the owners. He considered it of paramount importance to protect owners' interest. He pointed out that the "one-off" offer made by the URA would deprive owners of any chance of negotiation.

28. SPEL said that protection of owners' interest was one of the main concerns in the urban renewal process. CTP added that the compensation criterion would be the same as that currently adopted by the Land Development Corporation (LDC), i.e. the amount of compensation offered to owners affected by resumption should be sufficient to purchase a ten-year old flat of a comparable size in the same locality. Meanwhile, adequate rehousing resources would be provided to the URA for the rehousing of affected tenants.

29. As regards the "one-off" offer, the Director of Lands (D of L) said that basically it was intended that there would be no negotiation by the URA. A non-statutory offer would initially be made by the Lands Department. Owners could appoint their own agents to negotiate if they considered the offer price too low. A statutory offer would then be made and if owners found the offer unacceptable, they could further pursue their causes with the Lands Tribunal. The Lands Department would make every effort to ensure that owners' interests were protected and that they had access to the law.

30. D of L stressed that the offer made would be of fair market-value and it was not intended to be a bargaining offer. However, if owners could convince the Lands Department that certain factors had not been taken into consideration, the Lands Department would reconsider the offer. SPEL also confirmed that it would not be a "one-off" offer.

31. Mr James TO noted from the Chief Executive's Policy Address that the financing arrangements to be put in place for the implementation of urban renewal projects would include waiver of land premia for urban renewal sites, packaging of redevelopment projects to enable cross-subsidisation, and provision of loans. However, no mention had been made about the injection of funds to facilitate urban renewal. He was concerned that in the absence of funding support, the URA might tend to offer lesser compensation in a bid to save costs.

32. SPEL said that at the present stage, the Administration did not intend to inject public funds into the URA but would provide the necessary resources to enable urban renewal projects to proceed. CTP said that the Administration had yet to finalise with consultants on the financing requirements of URA projects. The URA would be empowered to borrow money for purposes related to the implementation of urban renewal projects. He quoted the experience of the Land Development Corporation that land premia amounted to 20% of the development costs of their redevelopment projects. With the expedition of the land assembly process, there would be much savings in interest payments.

33. Mr Ronald ARCULLI queried the need for introducing a new bill for setting up the URA since amendments could be made to the existing LDC Ordinance to widen LDC's powers to resume land and to improve the financial viability of its urban renewal projects. SPEL said that the new approach to urban renewal required a revamp of the LDC Ordinance to provide for wider powers to assemble land for redevelopment without resorting to protracted negotiations. The Administration had considered the option of amending the LDC Ordinance but as this would involve major changes, it had decided to introduce a new bill to set up the URA with statutory powers to expedite urban renewal on a larger scale and in a more comprehensive manner. Members could assess the need for the URA Bill after it was gazetted for public

consultation.

34. On Mr ARCULLI's further enquiry about the major differences between the URA and LDC, SPEL said that the URA and LDC would differ in status, land resumption and planning powers. The URA would be carrying out urban renewal projects on a much larger scale and in a more comprehensive manner. CTP added that based on past experience, the average size of the completed redevelopment projects of LDC was about 1,800 square metres. With the new approach in urban renewal, it was expected that the average project size would be around 2,700 square metres. Moreover, in the past five years, the majority of the private redevelopment site was around 500 to 600 square metres. The URA, on the other hand, would devise comprehensive urban renewal strategies. In response to the Chairman, the Administration would provide a comparison of the LDC Ordinance and the URA Bill.

(Post-meeting note : the information had been provided by the Administration and circulated to members vide LC Paper No. CB(1)398/99-00)

Rehousing of tenants affected by urban renewal projects

35. Mr James TO expressed appreciation for the Administration's commitment in comprehensive urban redevelopment. He enquired whether there were difficulties in securing rehousing assistance from the Housing Authority (HA) and the Housing Society (HS) for urban renewal and whether the newly reclaimed land would be used for rehousing affected tenants. SPEL said that the Administration was discussing with HA and HS and there were no difficulties in negotiation. The Administration was planning to redevelop Ma Tau Kok and Hung Hom together with the proposed reclamation area in South East Kowloon Development (SEKD). Since the proposed reclamations in SEKD had yet to be finalized, the Administration was still considering whether and how part of the area would be used for rehousing. It was the Administration's intention that as far as possible, affected tenants would be rehoused in the same locality. CTP added that special consideration would be given to affected tenants with special needs.

36. On the feasibility of utilizing the West Kowloon Reclamation Site for rehousing, SPEL said that there would not be further reclamation projects in West Kowloon. Part of the target areas at Tai Kok Tsui and Sham Shui Po would be used for rehousing. Under-utilized industrial areas would also be considered for the purpose. To cater for the need of a growing population, the Administration had a very preliminary thinking of decking some of the trunk roads to make available land for development.

37. Mr LEE Wing-tat said that to secure the rehousing assistance of HA, the Administration need to allocate land to it. The Administration should have a rolling programme to provide for the rehousing of tenants affected by

urban renewal. Whilst he was amazed by the intended scale of urban renewal projects, in particular, that spanned from Hung Hom to Ma Tau Wai, he expressed concern about the difficulties in resuming land. SPEL said that the renewal project at Hung Hom and Ma Tau Wai was a very large scale project and would cover the adjacent reclaimed areas. The Administration would plan for the whole area but would proceed in a stepwise manner, aiming at completion of renewal by stages. A comprehensive approach would enhance the development potential and maximize land use. The Administration noted Mr LEE Wing-tat's view that there should be flexibility in the planning of infrastructure since difficulties might arise in the course of the land assembly process.

38. The Chairman was concerned that urban renewal projects of a large scale would be lengthy and the development rights of owners would be frozen for a long period of time. CTP said that not all buildings in the target areas would be redeveloped in the urban renewal programme. Many buildings would be refurbished and rehabilitated.

Land Disposal Programme

39. Noting the public sentiment against reclamation, Mr HO Sai-chu enquired whether this would affect the availability of land for the Land Disposal Programme. D of L advised that all the sites included in the next five-year Land Disposal Programme had been identified and these did not involve any new reclamation. The Strategic Growth Areas in the New Territories would also form part of the Programme and would not involve reclamation. The five-year Land Disposal Programme was a rolling programme. As and when reclamation projects were approved, they would be included in the Programme.

Reorganization of the Planning, Environment and Lands Bureau

40. The Chairman pointed out that with the impending restructuring of the Planning, Environment and Lands Bureau, the Environment Division would be hived off. He was concerned about the co-ordination of environmental policies with transport, land and planning policies. SPEL said that sustainability development was considered essential by all the relevant bureaux and departments. How this concept would be implemented in policy formulation was being worked out jointly by bureaux secretaries under the direction of the Chief Secretary.

Building maintenance

41. On Mr HO Sai-chu's enquiry on the measures to encourage building maintenance, the Director of Buildings said that having considered the views of LegCo Members and the public, the Administration would shortly publicize a proposed scheme of preventive maintenance of buildings for public

consultation. The Administration was considering to focus on buildings over 30 years and would conduct preliminary investigation on aged buildings to identify those that needed repairs. Since concerns had been expressed about possible financial difficulties of owners in meeting maintenance cost, assistance would be provided to owners in this respect. He stressed that owners had the responsibility for maintaining their own buildings, as this would not only prevent buildings from further deterioration but would also extend their service life.

II Any other business

42. There being no other business, the meeting ended at 11:00 am.

Legislative Council Secretariat

6 December 1999

Planning for a Better Tomorrow

規劃更美好將來



**Planning,
Environment and Lands Bureau**

規劃環境地政局

Objectives

目標



Better quality of life
提升生活質素

**A city in which we and our
generations to come will take pride**

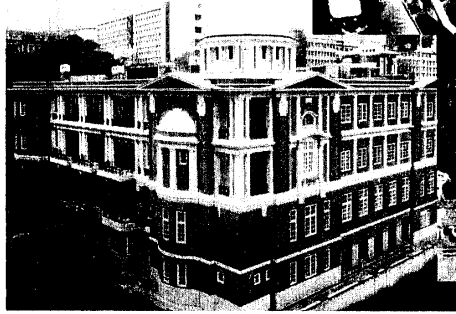
一個我們和後代
都能引以自豪的都市



Principles

規劃原則

People-oriented
以人為本



Sustainable Development
可持續發展



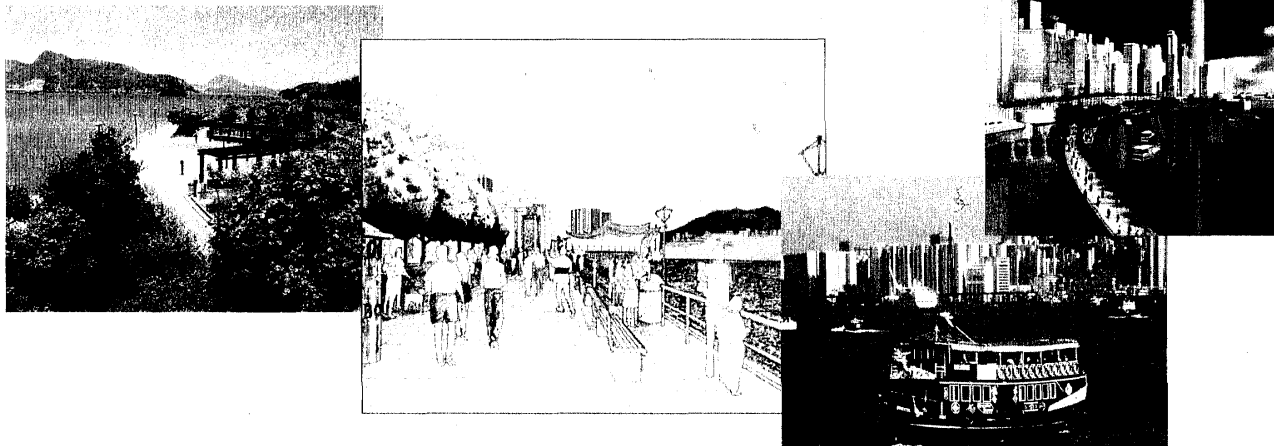
Environmentally-friendly
保護環境

Our Harbour

我們的海港

Vision : "A Harbour for the People and a Harbour of Life"

理想：“港人之港 活力之港”



"More attractive, vibrant, accessible and symbolic of Hong Kong"

“更富吸引力、朝氣蓬勃、交通暢達及象徵香港的海港”

Town Planning Board

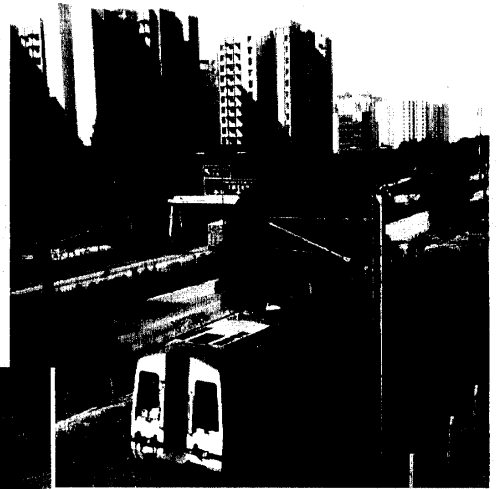
城市規劃委員會

Our New Towns

我們的新家園

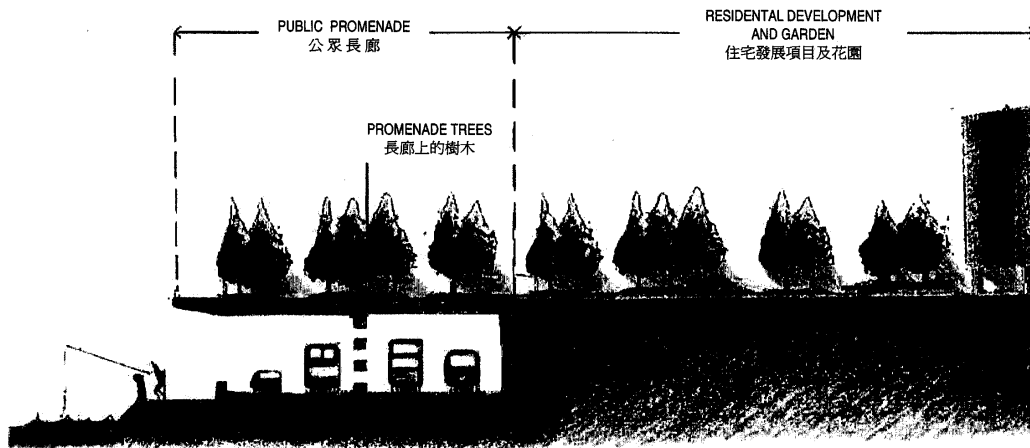
Clean Public Transport System

環保的公共運輸系統



Our New Towns 我們的新家園

Segregation of Road and Pedestrian Traffic 人車分流

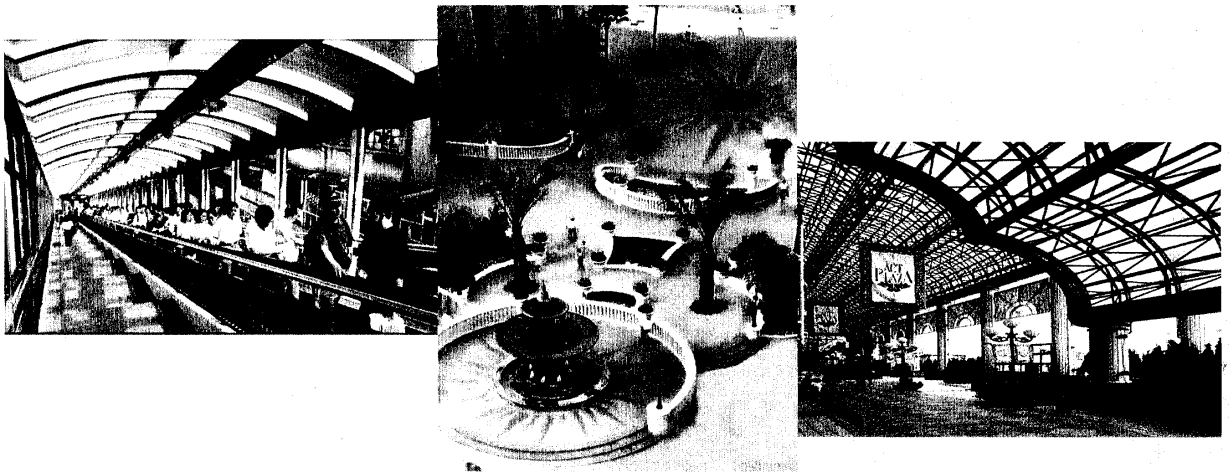


New trunk roads to be either in tunnels, semi-submerged or decked over.

新的幹道將以隧道、鋪蓋或半沉形式建造

Our New Towns 我們的新家園

Pedestrian Friendly Environment 便利行人的環境



Pedestrian zones and walkways to encourage walking and minimize air pollution
行人專用區及通道可鼓勵步行，以及減少空氣污染

Our New Towns

我們的新家園



Preservation of landscape,
ecology and heritage



保護自然景觀、
生態和文物



Our Gardens

我們的花園

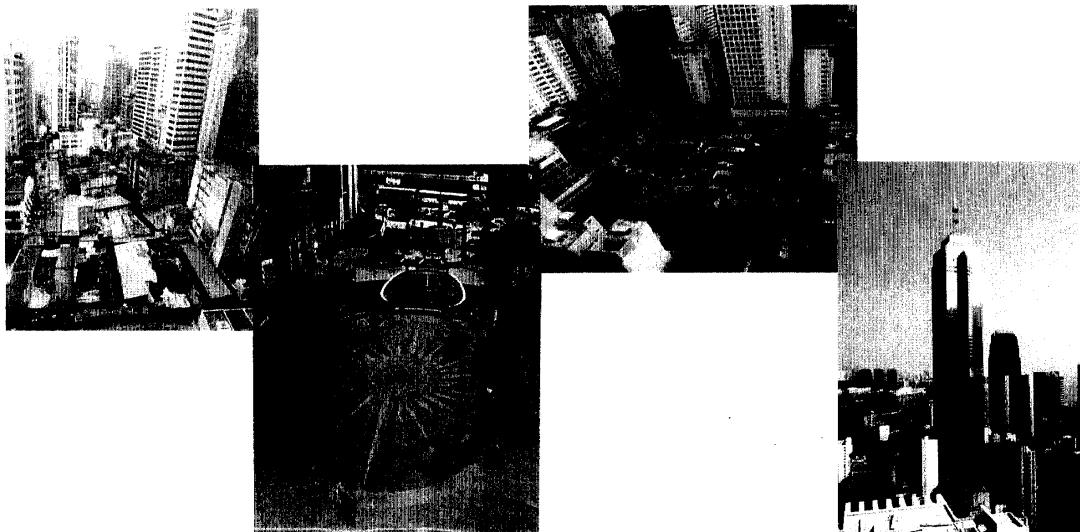


South East New Territories
新界東南

South West New Territories
新界西南



市區重建策略大綱



URBAN RENEWAL STRATEGY — AN OUTLINE

一九九九年十月
October 1999

規劃環境地政局
Planning, Environment and Lands Bureau

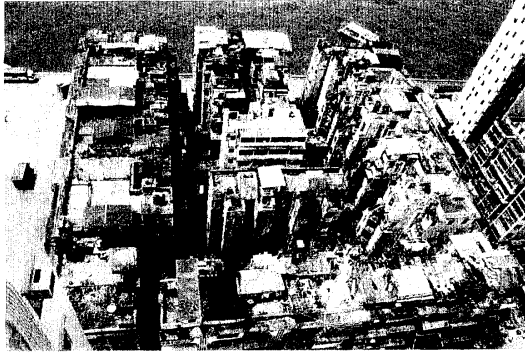
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序言 Introduction

政府現已制定一份市區重建策略，為重整及改善舊市區提供全面性的規劃大綱。

市區重建局將於二零零零年成立，代替現時的土地發展公司。

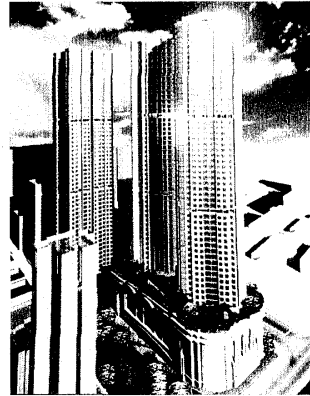
該局將會根據政府的市區重建策略去策劃重建工作。



The Government has formulated an Urban Renewal Strategy to provide a comprehensive planning framework for restructuring and improving older built-up areas where urban renewal is required.

An Urban Renewal Authority will be established in 2000 to replace the existing Land Development Corporation.

On the basis of the Government's Urban Renewal Strategy, the new Urban Renewal Authority will prepare its urban renewal programme.



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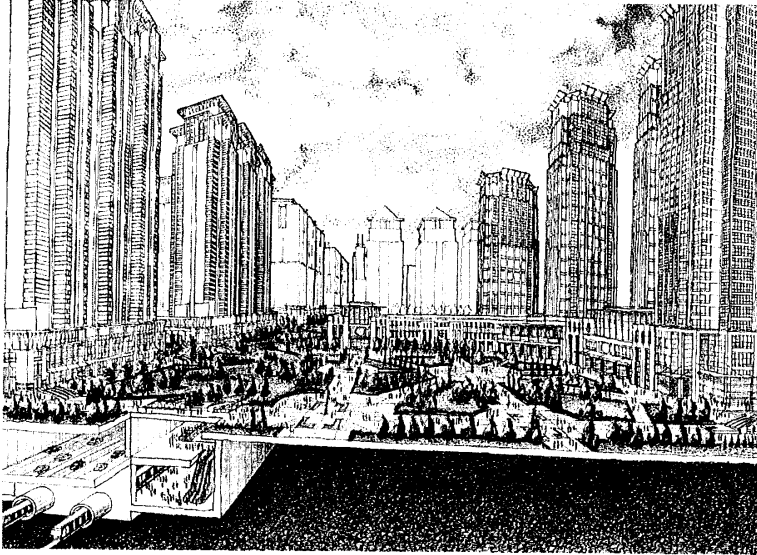
新方向 New Approach

我們的策略是要及時進行重建，以達致市區的更新。

Our strategy is to continuously renew the fabric of Hong Kong's built-up areas through timely urban renewal.

策略的主要內容包括:-

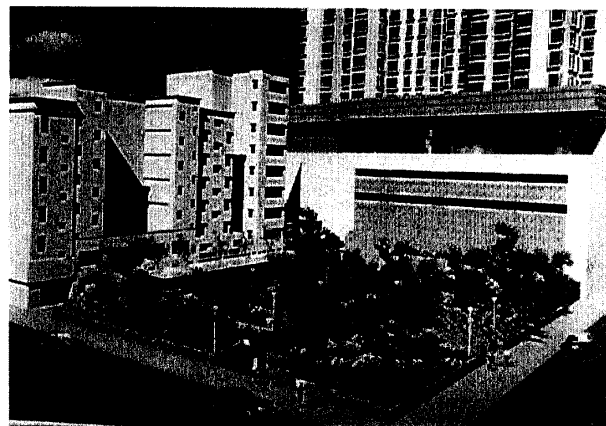
The main elements of the strategy include:-



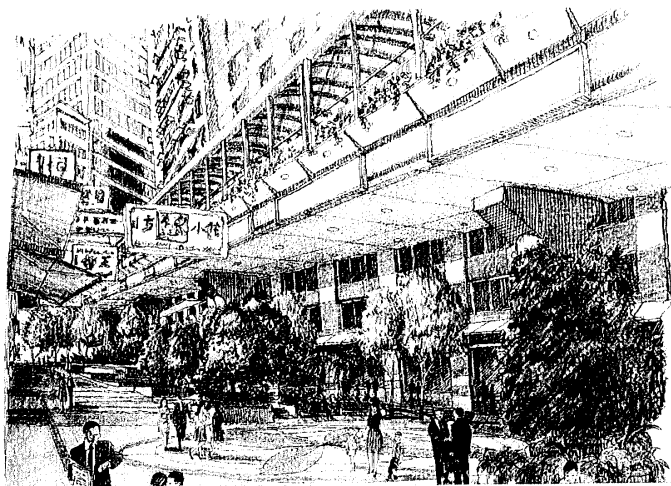
- 重整及重新規劃指定的舊市區（包括優先重建地盤及重建目標區）；



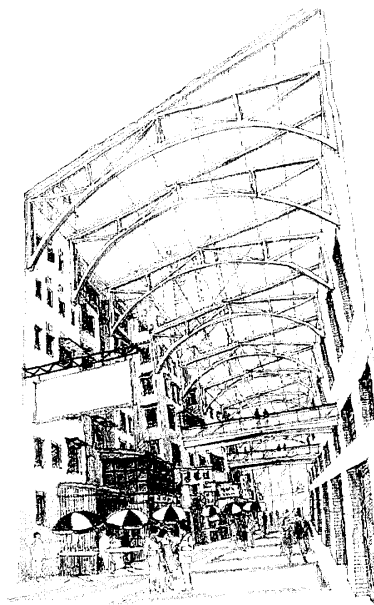
- restructuring and replanning designated older built-up areas (urban renewal priority project areas and target areas);



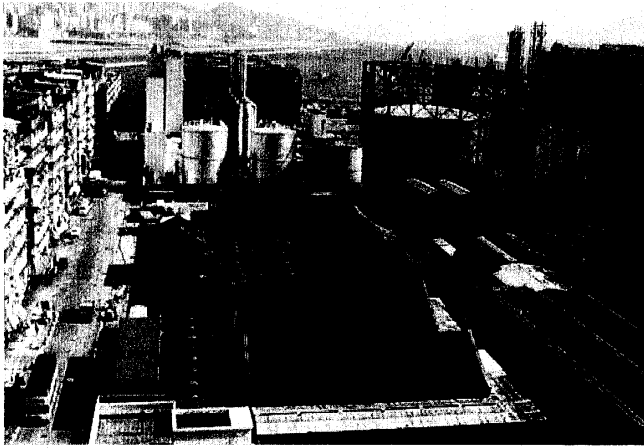
- 設計一個有效而又環保的地區性交通及道路網絡；



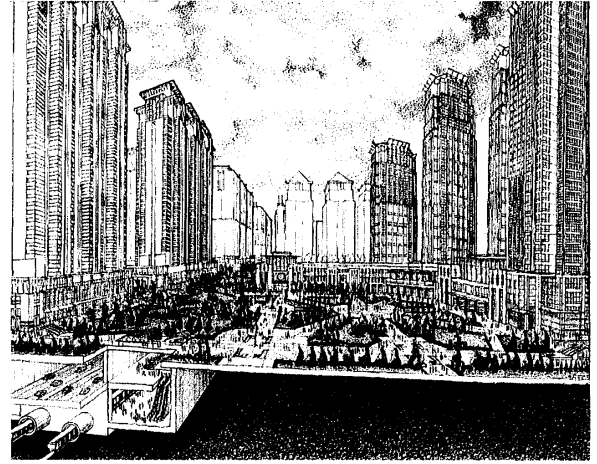
- designing a more effective and environmentally friendly local transport and road network;



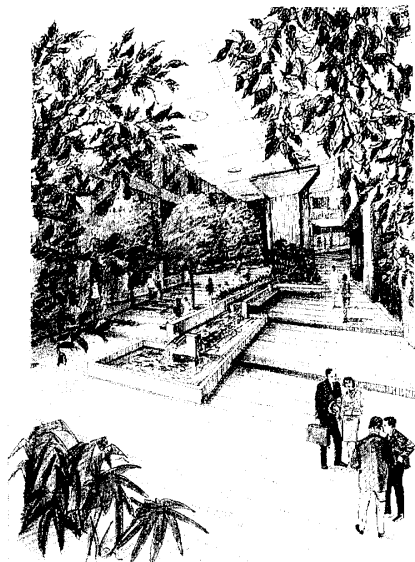
- 更改與周圍環境不協調的土地用途；



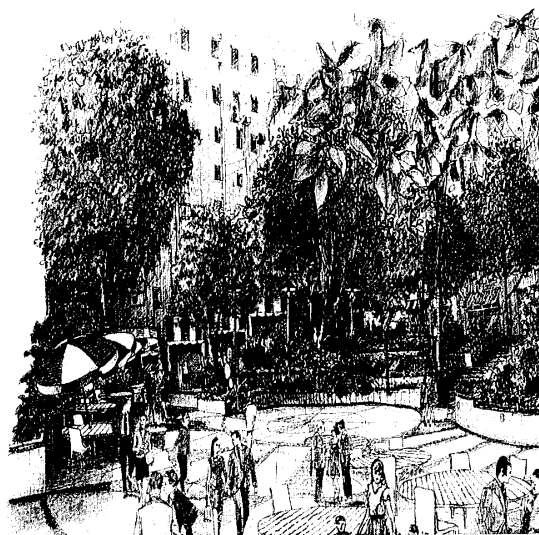
- changing land uses which are incompatible with the surrounding areas;



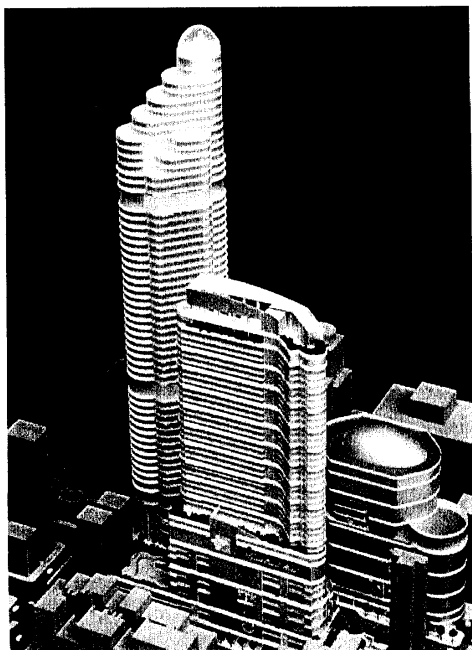
- 提供更多的休憩地方及社區設施；



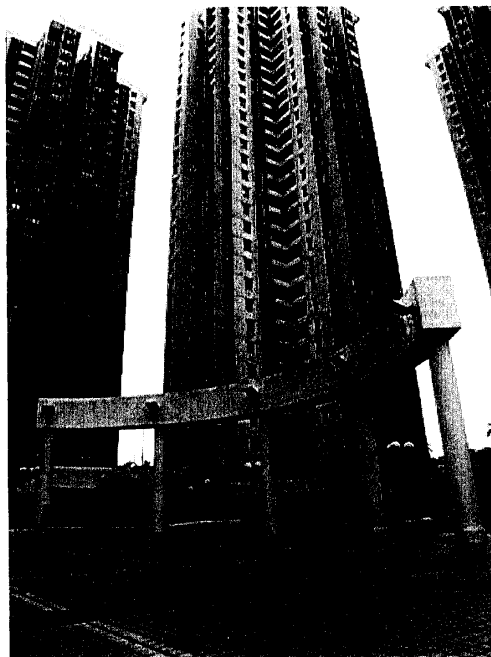
- providing more open space and community facilities;



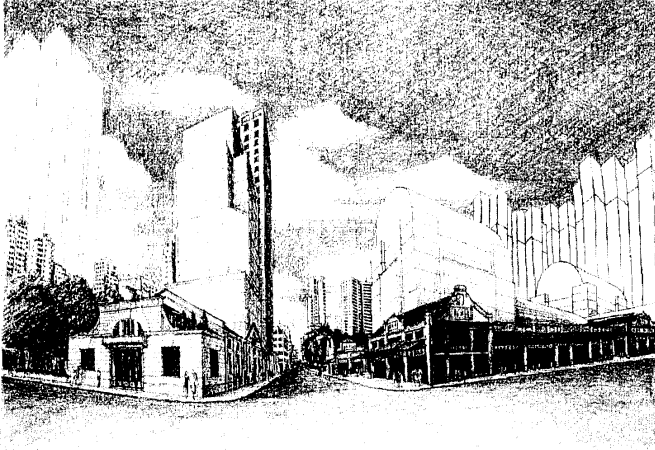
- 重建破落的樓宇，以達到新式的設計及標準；



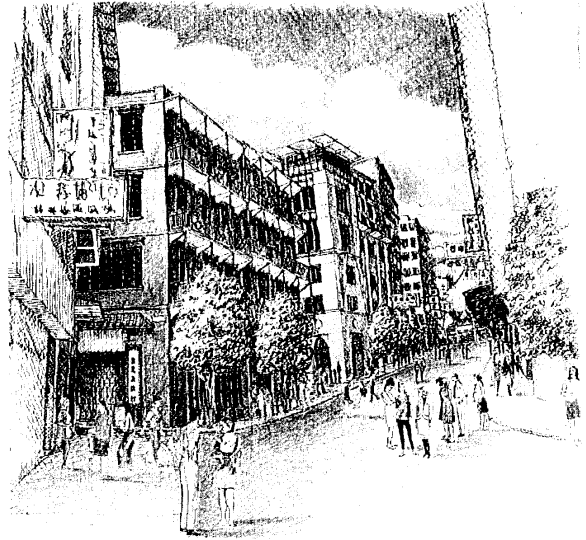
- redeveloping dilapidated buildings into new buildings of modern design and standard;



- 修繕有待維修的樓宇及保護有歷史、文化或建築價值的樓宇；



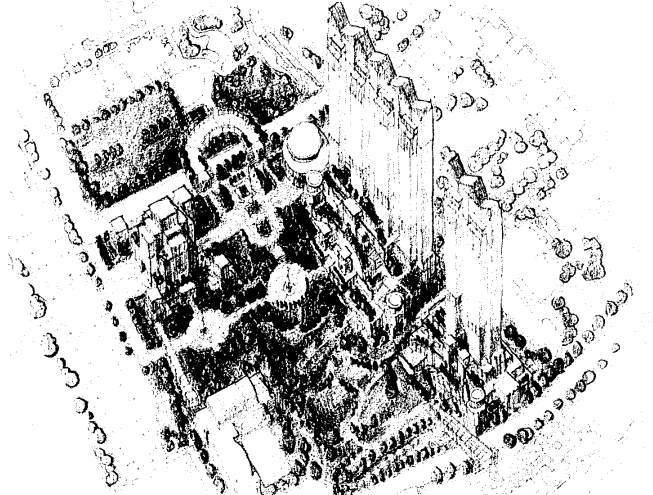
- rehabilitating buildings in need of repairs and preserving buildings of historical, cultural or architectural interest;



- 就着一些未能物盡其用的工業樓宇，
進行重建或使其恢復生機。



- redeveloping or revitalizing under-utilized
industrial buildings.

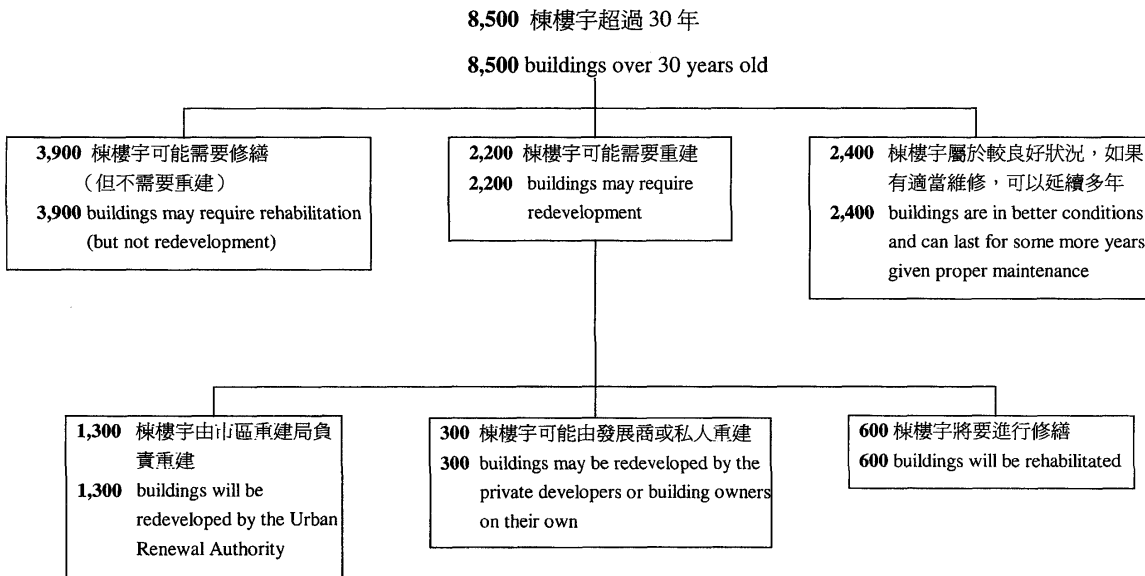


3

市區內的樓宇狀況 Conditions of Buildings in the Urban Areas

我們就市區的樓宇狀況進行了評估。下圖簡介我們就重建/修繕舊樓宇所制定的策略。

We have conducted an assessment of the building conditions in the urban areas. The following chart summarises our strategy for the redevelopment/rehabilitation of older buildings.



4

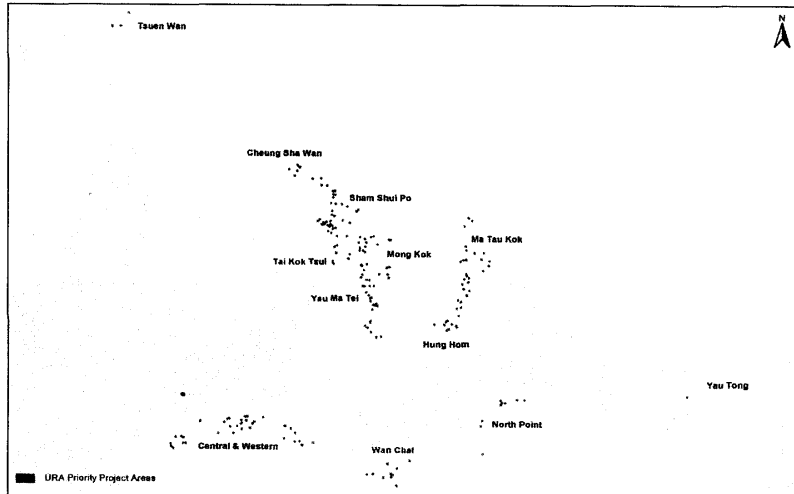
優先重建地盤 Priority Project Areas

除了樓宇狀況以外，我們亦就全港各舊區的策劃重整可行性等有關市區重建的因素，進行研究。研究的結果成為我們制定重建策略的依據。

我們認定了二百個優先重建地盤（見下圖）。這些地盤將會在未來二十年進行重建。

In addition to assessing the conditions of the buildings, we have also studied the restructuring opportunities and other aspects of urban renewal throughout the old urban areas. The findings of this study form the basis for formulating our strategy.

We have identified 200 priority project areas (see the map below) for redevelopment in the next 20 years.



5

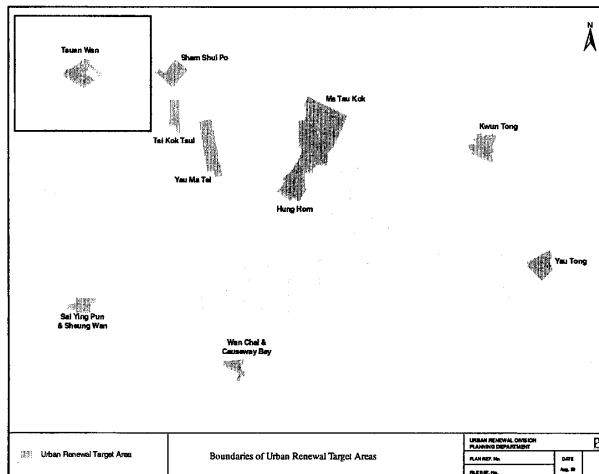
目標區 Target Areas

由於二百個優先重建地盤當中有很多是集中在一起，我們進一步認定了九個目標區（見下圖）。

針對這些目標區內的重建及修繕工作，將會為舊市區帶來明顯的改善。

We have further identified nine target areas (see the map below) in which many of the 200 priority projects areas are clustered.

Redevelopment and rehabilitation of these target areas will achieve a significant improvement of the environment of these older urban areas.



香港的樓宇安全

規劃環境地政局

一九九九年十月



Building Safety in Hong Kong

Planning, Environment and Lands Bureau

October 1999

為進一步提高香港的樓宇安全，我們建議 -

- 在諮詢過市民後，在香港推行一套預防維修的法定計劃



To further enhance building safety in Hong Kong, we propose to -

- introduce a statutory scheme for preventive maintenance for buildings in Hong Kong after consulting the public on our proposals

- 進一步推行自願參與的樓宇安全檢驗計劃及改善樓宇安全貸款計劃，推廣樓宇安全
- further promote building safety through the voluntary Building Safety Inspection Scheme and the Building Safety Improvement Loan Scheme



- 強化執行管制違例建築工程政策
- strengthen our enforcement policy against unauthorized building works



- 加速清拆繁忙地區的違例建築工程
- accelerate demolition of unauthorized building works in congested districts



- 就廣告招牌的建議註冊制度作出定案，並在再次諮詢市民後向立法會提交所需的法例草案
- finalize the details of our proposed registration scheme for advertisement signboards, consult the public and then introduce the necessary legislation into the Legislative Council

