

1. The meeting was resumed at 9:00 a.m. on 8.12.2014.
2. The following Members and the Secretary were present at the resumed meeting:

Mr Thomas T.M. Chow	Chairman
Mr Stanley Y.F. Wong	Vice-chairman
Mr Roger K.H. Luk	
Professor S.C. Wong	
Professor C.M. Hui	
Dr. C.P. Lau	
Ms Anita W.T. Ma	
Dr W.K. Yau	
Professor K.C. Chau	
Mr H.W. Cheung	
Mr Sunny L.K. Ho	
Mr Lincoln L.H. Huang	
Ms Janice W.M. Lai	
Ms Christina M. Lee	
Mr H.F. Leung	
Mr Stephen H.B. Yau	
Mr David Y.T. Lui	
Mr Peter K.T. Yuen	
Deputy Director of Lands (General)	
Mr Jeff Y.T. Lam	
Assistant Director (2), Home Affairs Department	
Mr Eric K.S. Hui	

Principal Environment Protection Officer (Strategic Assessment)
Environmental Protection Department
Mr Victor W.T. Yeung

Principal Assistant Secretary (Transport) 3
Transport and Housing Bureau
Miss Winnie W.M. Wong

Director of Planning
Mr K.K. Ling

Presentation and Question Sessions

[Open Meeting]

3. The following representatives from the Planning Department (PlanD), representers and representers' representatives were invited to the meeting at this point:

Ms Maggie M.Y. Chin – District Planning Officer/Fanling, Sheung Shui and Yuen Long East (DPO/FS&YLE), PlanD

Mr Otto K.C. Chan – Senior Town Planner/Fanling, Sheung Shui 1, PlanD

Mr Kevin C.P. Ng – Senior Town Planner/Fanling, Sheung Shui 2, PlanD

FLN-R15783, KTN-R15332 – Chiu Wai Man

FLN-R15855, KTN-R15404 – Cheung Nga Lam

FLN-R15874, KTN-R15423 – Cheung Ka Wan

FLN-R16167, KTN-R15716 – Chan Hiu Ming

Mr Bruce Tse (東北城規組) – Representers' representative

FLN-R15620, KTN-R15169 – Chung Po Wah

FLN-R16048, KTN-R15597 – Chan Wing Shan

Ms Lee Wai Yee (東北城規組) – Representers' representative

FLN-R15714, KTN-R15263 – Chow Wing Chi

Ms Chow Wing Chi – Representer

FLN-R16031, KTN-R15580 – Chan Yin Ha

Ms Chan Yin Ha – Representer

4. The Chairman extended a welcome and explained the procedure of the hearing. He said that the meeting would be conducted in accordance with the “Guidance Notes on Attending the Meeting for Consideration of the Representations and Comments in respect of the Draft Kwu Tung North Outline Zoning Plan No. S/KTN/1 and the Draft Fanling North Outline Zoning Plan No. S/FLN/1” (Guidance Notes) which had been provided to all representers/commenters prior to the meeting. In particular, he highlighted the following main points:

- (a) in view of the large number of representations and comments received and more than 3,400 representers/commenters had indicated that they would either attend in person or send an authorised representative to make oral submission, it was necessary to limit the time for each oral submission;
- (b) each representer/commenter would be allotted a 10-minute speaking time. However, to provide flexibility to representers/commenters to suit their needs, there were arrangements to allow cumulative speaking time for authorised representatives, swapping of allotted time with other representers/commenters and requesting an extension of time for making the oral submission;
- (c) the oral submission should be confined to the grounds of representation/comment in the written representations/comments already submitted to the Town Planning Board (the Board) during the exhibition period of the respective Outline Zoning Plans (OZPs) or the publication period of the representations; and
- (d) to ensure a smooth and efficient conduct of the meeting, the

representer/commenter should not repeat unnecessarily long the same points which had already been presented by others earlier at the same meeting. Representers/commenters should avoid reading out or repeating statements contained in the written representations/comments already submitted, as the written submissions had already been provided to Members for their consideration.

5. The Chairman said that each presentation, except with time extension allowed, should be within 10 minutes and there was a timer device to alert the representers and representers' representatives 2 minutes before the allotted time was to expire and when the allotted time limit was up.

6. The Chairman said that the proceedings of the hearing would be broadcast on-line, and the video recording of the presentation made by the representative of PlanD on the first day of the Group 4 hearing (i.e. 13.10.2014) had been uploaded to the Board's website for the meeting and would not be repeated at the meeting. He would first invite the representers/representers' representatives to make their oral submissions, following the reference number of each representer who had registered with the Board's Secretariat on the day. After all registered attendees had completed their oral submissions, there would be a question and answer (Q&A) session at which Members could direct enquiries to any attendee(s) of the meeting. Lunch break would be from about 1:00 p.m. to 2:00 p.m. and there would be one short break each in the morning/afternoon sessions, as needed.

7. The Chairman then invited the representers and representers' representatives to elaborate on their representations.

[Mr Sunny L. K. Ho and Mr Peter K.T. Yuen returned to join the meeting at this point.]

FLN-R15783, KTN-R15332 – Chiu Wai Man

FLN-R15855, KTN-R15404 – Cheung Nga Lam

FLN-R15874, KTN-R15423 – Cheung Ka Wan

FLN-R16167, KTN-R15716 – Chan Hiu Ming

8. With the aid of photographs, video recordings and a newspaper report, Mr

Bruce Tse made the following main points:

- (a) when he attended the meeting last time, the government representatives were unable to provide specific information and data to address his grave concerns on transportation, specifically on the capacity of East Rail and West Rail Lines as well as road transportation network to support the anticipated population increase in the Northern District. The study relating to the North East New Territories New Development Areas (NENT NDAs) had taken more than 20 years to complete but the proposal was still not supported by adequate transport infrastructure. He had pointed out that there were a lot of unresolved issues. Yet, the Planning Department still concluded that the NENT NDAs were technically feasible. He opined that if the Government refused to face the problems, the external traffic of the Northern District and eventually the whole of NENT would become a stand-still. He felt obliged to come to the meeting again;
- (b) in the past month, he had collected some information to support his points and new arguments to be presented in this meeting;

[Mr H.F Leung returned to join the meeting at this point.]

Rail capacity - East Rail

- (c) the MTRC Limited (MTRCL) claimed that at present, train service frequency during peak hours was one train every three minutes. However, as shown on the photographs taken at University, Fo Tan and Tai Wai Stations during the morning peak hours, the schedule board indicated that the next train would arrive in one minute just as the current train was leaving. The train frequency was much higher than as claimed by the MTRCL;

[Mr David Y.T. Lui, Ms Janice W.M Lai and Ms Winnie M.W. Wong returned to join the meeting at this point.]

- (d) he then ran three video clips taken at Tai Wai and Fanling Stations during morning peak hours. They showed that the next train was already waiting within 100m to 200m from the platform before the current train departed. The next train pulled into the platform within 40 to 45 seconds from the previous train departing;
- (e) the situation was made worse as short-haul trains were arranged to depart from Tai Po and Fo Tan Stations in alleviating passenger congestion at Tai Wai during the peak hours. While the photographs showed that the trains also ran in a one-train-one minute frequency, that special service would mean fewer trains serving the residents of the Northern District;
- (f) those on-site observations proved that the rail system could not operate with additional trains. Even with improvement to the signal system, the boarding time could not be further shortened. The MTRCL's claim that the train frequency during peak hours was on average one train every 3 minutes was a play of words as the 3 minutes in fact included boarding time. MTRCL had created the false image that East Rail Line still had capacity to accommodate additional load;
- (g) it was a well-known fact that the mass transit and rail was overcrowded and packed during peak hours. MTRCL had also been known to hide the truths. In early 2014, MTRCL claimed that the trains were only 60% to 70% full, only to be revealed that they were based on a 6 people/m² standard which was even lower than that in the Mainland. According to the international standard of 4 people/m², all lines (except Ma On Shan and Disneyland Resort Lines) would be operating at full capacity during peak hours – West Rail Line (WRL) at 99%, East Rail Line (ERL) 100% and Tseung Kwan O Line at 100.06%;
- (h) according to MTRCL's information on "Carrying Capacity Enhancement", ERL was at present operating at a frequency of about 20 trains per hour during peak hours. With 12 cars per train, it totalled

240 cars per hour. After the completion of the Sha Tin to Central Link (SCL), the North South Corridor would be operating at about 27 trains per hour with 9 cars per train and the East West Corridor at about 20 trains per hour with 8 cars per train. The total carrying capacity was claimed to increase to 403 cars per hour. Although there would be an additional 163 cars compared with the current 240 cars, 160 cars would actually serve the East West Corridor benefitting SCL, Ma On Shan Line and Tai Wai Station. Even under the assumption that more trains could be added, the mere 3-car increase for the North South Corridor would not be effective to relieve the current crowded situation, let alone in future with the newly proposed population in the NENT NDAs;

- (i) moreover, the North South Corridor and the Northern Link would only be completed in 2020 and 2023 respectively. In other words, the increased number of passengers particularly from Lo Wu, Lok Ma Chau and Sha Tin would solely rely on ERL in the next 10 years;
- (j) even though the SCL could redistribute the load at Tai Wai, it would be of limited impact as it would also have to serve the planned 30,000 population from Shui Cheun O Estate on Ma On Shan Line and other population increase along the line;
- (k) at present, the ERL did not cross the harbour to reach the urban areas and there was no direct connection to some older employment centres like To Kwa Wan, Kai Tak and Ma Tau Wai. Some people, especially Tai Po and Sha Tin residents, would choose to take the bus for commuting;
- (l) with the completion of SCL, the East West Corridor would become much more convenient and people would be attracted to switch travel mode from bus to rail. Such phenomenon had been observed when WRL first came to service in 2003. Its initial estimated daily passenger was 200,000. But as the WRL terminated at Nam Cheong Station then, which was not convenient for passengers, the daily passenger

reached 200,000 only in 2005. However, with the completion of the Kowloon Southern Link providing easier connections, daily passengers of WRL soared to 330,000 in 2010 and currently at more than 400,000. It was obvious that more people would switch to rail transport when it became more convenient. He doubted whether the Government and MTRCL had taken into consideration that potential passenger increase for ERL;

- (m) as the number of cars for ERL during peak hour would be reduced from 12 cars per train to 9 cars per train upon completion of SCL, more time would be required for boarding. Also, after the installation of platform doors, more delays would occur. Each opening and closing of the platform doors took about 10 seconds. If such delay happened 12 times at Tsuen Wan Station, it would mean one train and 2,500 passengers less. Together with many unforeseen incidents and accidents, there would bound to have serious delays. He emphasized that even MTRCL had admitted that technically, the originally designed maximum frequency could no longer be achieved;

Rail capacity – West Rail

- (n) as he had mentioned, WRL was already operating at its full capacity at 99%. Although there would be one additional car per train with the completion of SCL, WRL would serve two more stations in future, i.e. Tuen Mun South and Hung Shui Kui. The latter was another new development area with an estimated population of 210,000, compared with 170,000 in NENT NDAs and the existing 200,000 in the Northern District. He doubted whether WRL could perform the additional function to redistribute passenger load for ERL;
- (o) according to an article from Oriental Daily News (dated 31.10.2104), the West Rail stations were already overcrowded during the daily peak hours from 7am to 8am. People were lining up to enter Tin Shui Wai Station; passengers at Yuen Long station had to wait 4 trains before they were able to get on. There were at present more than one million

population in Tuen Mun and Yuen Long. With the supply of about 11,000 private and public residential units in the coming three years, the transportation system was inadequate to support the massive population growth;

- (p) given the situation at WRL, there was no basis to expect that passengers from Kwu Tung Station could board at Kam Sheung Road Station via the Northern Link in 10 years;

Road Transport Capacity

- (q) regarding the road transportation system, the Government only proposed Fanling Byapss and improvement works at some major highway junctions including widening of Fanling Highway. Those improvements were of limited impact to relieve the overall traffic problem;
- (r) the widening of Fanling Highway and its related improvement works could only relieve traffic in Tai Po. Further connection to the urban areas by Fanling Highway via Tolo Highway could not be improved. At present, Tolo Highway was marginally handling the traffic load during morning and evening peak hours. There was no improvement to the two main bottlenecks, i.e. section outside the Race Course and Tai Po Highway Sha Tin Section. The connections via Lion Rock Tunnel and Tate's Cairn Tunnel were also congested. Other proposed improvement works at Tai Po Highway would also be of limited use as it would eventually be connected to the two tunnels;
- (s) comparatively, Eagle's Nest Tunnel and Shing Mun Tunnel were less congested. However, usage of the former had already been increasing rapidly and its effectiveness in redistributing traffic could not last long;
- (t) with the first population intake for NENT NDAs in 2023 and full development after 15 years, the road network was not expected to have capacity in handling the increased traffic load;

Conclusion

- (u) while it was important to provide housing supply, the proposed improvements including the Northern Link, slight widening of Tai Po Road and Fanling Bypass would not be effective in addressing the future traffic demand of NENT NDAs and demands of the Northern District. The rail system was already operating at its full capacity. Development of such a massive new town would impose significant impact on the whole of the New Territories. The Government was short-sighted to isolate NT North, yet overlooking it and NT East as one integrated network; and
- (v) while many associated impact assessment studies had been conducted for the NENT NDAs, no traffic infrastructure risk assessment had been conducted. He urged the Town Planning Board to consider his point that the NENT NDAs development was definitely not feasible in transport infrastructure perspective.

[Actual speaking time : 35 minutes]

FLN-R15620, KTN-R15169 – Chung Po Wah

FLN-R16048, KTN-R15597 – Chan Wing Shan

9. Ms Lee Wai Yee made the following main points:

Long Valley Nature Park

- (a) while Long Valley was already a natural environment, the reason for Government's interference in making it into a nature park was incomprehensible;
- (b) the Government's objectives of the nature park were unclear, i.e. whether the nature park was to be a tourist attraction or to serve the purpose of education on nature and ecology. She questioned if the Government

had worked out a detailed management plan to protect the natural environment including the design of the core area to cater for visitors, guidelines on the number of visitors allowed, carrying capacity of the park etc. More detailed study was needed before implementation;

- (c) currently, Long Valley was already managed by various environmental groups, most notably The Conservancy Association, for purpose of education including ecological tours with a limit on the number of visitors. They also cooperated with local farmers on renting their farms for agriculture and researching on suitable winter and summer crops for cultivation;
- (d) such efforts were beneficial to the ecological environment for birds at Long Valley. The number of bird species found had increased from about 210 to near 300 at the moment. It was not clear how new tall buildings on the boundaries of the nature park would affect the habitat and flying routes of the birds. No studies had been conducted by the Government;
- (e) she queried whether compensation would be provided to the local farmers when the Government took over the Long Valley as a nature park;
- (f) mankind had the responsibility to maintain and manage the nature and the ecological systems. Instead of merely taking human interests and financial gains into consideration when developing the NENT NDAs, the Government should aim to protect the ecological value of Long Valley;

Self-sufficiency in food supply

- (g) based on her sharing with local farmers, it was learnt that Hong Kong's self-sufficiency rate in food supply was about 60% back in 1960s to 1970s, compared with 1% in 2014;

- (h) Hong Kong had a very narrow and unbalanced sense of urban development which concentrated only on infrastructure and financial gain. There was no consideration for development of farming, ecology and self-sufficiency in food supply;
- (i) although the Government had created the image that farming was a dying industry in Hong Kong, there were actually people who wanted to continue with farming and were on the wait list for farm land;
- (j) the NENT NDAs study should be improved with concern on farming which was an essential industry in Hong Kong;

Relocation of the elderly

- (k) the Dills Corner Garden was a large-scale elderly home accommodating about 1,200 elderly residents. Government's development plan in NENT had overlooked that facility. With declining health and psychological conditions, it was difficult for the elderly people to prepare for and adapt to relocation and change;

[Ms Anita W.T. Ma left the meeting temporarily at this point.]

- (l) she extracted the following main points from an article by Mr Chu Hoi-dik (朱凱廸):
 - (i) an elderly resident at Dills Corner Garden pleaded to the Secretary for Labour and Welfare, Mr Cheung Kin-chung, demanding no removal, no clearance. They found their current home very peaceful and they did not want any change. Mr Cheung responded that Government cared for the Dills Corner Garden and would provide a new facility in 2023;
 - (ii) it was absurd that Government claimed that the NENT Study had been conducted for 20 years with much consultation, yet it

had missed out that biggest elderly home in Hong Kong. The study was in fact a top-down one without incorporating people's views and concerns;

- (iii) since 1998, the short term tenancy (STT) had been granted to the elderly home at its present location. If the Government had cared for the elderly residents, it should not have granted the STT knowing that the elderly home would have to be relocated;
 - (iv) not until last year, the Government showed an insincere display of concern on the elderly home, only to "give face" to Legislative Council Member Hon. Chan Yuen-han in gaining support for financial approval for NENT development. The gesture was only to hide the injustice of the project;
 - (v) according to the Government's phased relocation plan for the Dills Corner Garden, the first group of elderly residents would be moved out in 2018. The remaining people would then be surrounded by construction with noise and air pollution. Also from now to 2023, the elderly home would be unable to take up new residents. It would eventually close down as it would become financially non-viable. The Government's "solution" could not address the concerns; and
 - (vi) also, the Government had no comprehensive and detailed plan on relocation and compensation for other villages with elderly residents.
- (m) she opined that without proper planning, the NENT development proposals should not be endorsed in a rash manner; and

Fanling Golf Course

- (n) the Government should consider resuming the Fanling Golf Course, with 170ha of land equalling the size of Tsuen Wan, for development rather

than destroying other people's homes.

[Actual speaking time : 20 minutes]

10. The Chairman clarified that in the meetings currently conducted were to consider the representations and comments in respect of the FLN and KTN OZPs, and the Town Planning Board (the Board) was to review the two gazetted OZPs relating to the NDAs and to consider if any amendments should be proposed to the OZPs before submitting the OZPs to the Chief Executive in Council for consideration.

[Mr Stephen H.B. Yau and Miss Winnie M.W. Wong left the meeting temporarily at this point.]

FLN-R15714, KTN-R15263 – Chow Wing Chi

11. Ms Chow Wing Chi made the following main points:

(a) the Government lacked long-term vision on the development of NENT where there was good quality land for farming. The Government lacked the foresight for a proper agricultural policy;

[Professor S.C. Wong left the meeting temporarily at this point.]

(b) referring to a report on food crisis in the Mainland, she made the following main points:

(i) according to the Chinese 'father of hybrid rice', Mr Yuan Longping, food crisis in China was unavoidable. Food was considered the most important factor for a country's stability and China, being the most populated country, had to rely on herself for food supply. However, China's self-sufficiency in food supply was currently down to 78%. In 2013, it imported 60 million tons of soya beans and 80% of the cooking oil. Most of those foods were genetically engineered affecting

fertility;

[Miss Winnie M.W. Wong and Professor S.C. Wong returned to join the meeting at this point.]

- (ii) before 2011, China only allowed little import of rice and wheat, and almost no corn was imported. In 2011, the China State Council Research Center predicted that grain imports would increase from 4.16 million tons in 1997 to 22.24 million tons in 2020. In fact, food imports already exceeded 70 million tons in 2012;
 - (iii) a heavy reliance on food import would mean China was vulnerable to food embargo from other countries and disasters such as famine. Local farmers would also lose incentive in cultivation;
 - (iv) in 2013, food security was China's top priority. All levels of government was to achieve self-sufficiency in food supply and to protect arable land;
 - (v) according to the Los Angeles Times, China was buying land overseas for farming. Other countries were also worried that China food demands would cause global food shortage;
- (c) in rezoning land from farming, Hong Kong turned against China's policy and had disregarded its responsibility of self-sufficiency in food supply. With more than 3,000 acres of land, Hong Kong could achieve 30% self-sufficiency in vegetable supply if these lands were all used for agriculture. That could match up with the objectives of 50% self-sufficiency in food supply for other provinces in the Mainland. Under such circumstances, Hong Kong should not be an exception.

[Actual speaking time : 10 minutes]

FLN-R16031, KTN-R15580 – Chan Yin Ha

12. Ms Chan Yin Ha made the following main points:

- (a) she was an academic and she would like to address developmentalism as the society's ideology;
- (b) society used to consider 'development' as powerful, equivalent to the nature or even supernatural. Without development, a country was destined to be backward and poor;
- (c) nowadays, that simplistic belief was considered outdated and even barbaric under international perspective. People realized that uncontrolled development had already resulted in massive social inequality, environmental deterioration, political marginalization and contradiction between ideology and the institutional system. Developmentalism caused conflict to the respect between the Government and society built through history and led to mistrust. All countries were attempting to address the issue now;
- (d) an alternative development model had been promulgated with three criteria, i.e. change in life style, reorganization of space and reform in technology and the production system. The natural environment and our culture should be closely knitted as the way to progress in society;
- (e) in Hong Kong, inequality had become a very serious phenomenon. Mistrust of the Government had reached the point to threaten its effective governance;
- (f) a lot of academics and professionals had cast doubts on the NENT NDAs proposal. Its objective to provide housing had deepened the suspicion on promoting integration of Shenzhen and Hong Kong;

and

- (g) destruction could not be reverted. The Town Planning Board as a body with technical expertise was urged to make decisions supported by good visions and ideas, instead of relying on Government's short-sighted greed for financial gains. It should reconsider the planning for NENT so that Hong Kong would not be developed beyond the point of no return.

[Actual speaking time : 8 minutes]

13. As the representers and their representatives had completed their presentations, the Chairman invited questions from Members.

14. In response to the Chairman's enquiry on Long Valley, Ms Maggie M.Y. Chin, DPO/FS&YLE, explained that Long Valley was zoned "Other Specified Uses" annotated "Nature Park" on the Kwu Tung North OZP with the planning intention to protect and enhance existing wetland habitats for the benefit of the local ecology which was clearly reflected in the Explanatory Statement (ES) of the OZP. With the Agriculture, Fisheries and Conservation Department (AFCD) taking over the future management of the nature park to facilitate conservation, it was intended that the current situation at Long Valley with wet and dry cultivation activities could be maintained. Detailed plan was yet to be worked out based on discussions with the green groups including The Conservancy Association which had supported the Government's plan to resume land for comprehensive management, as well as consultation with local farmers. The representers and their representatives could refer to the ES for more details of the plan.

15. A Member expressed his appreciation and understanding of Mr Bruce Tse's effort on collecting information on the existing condition of travelling on the train. He asked Mr Tse's opinion on how the traffic problems observed by him could be resolved or improved.

16. In response, Mr Bruce Tse made the following main points :

- (a) there should be a district express rail line providing direct connection between the Northern District (for Fanling and Sheung Shui only) and the urban areas with no mid stations. That could redistribute and share load on the ERL. However, the district express rail line would probably not be financially viable as it would likely be useful at the peak hours only;
- (b) taking into account developments amongst Lo Wu, Lok Ma Chau and Sha Tin including Fanling North, Kwu Tung North and Queen's Hill with more than 200,000 people, Tai Po new public rental housing estates, Shui Chuen O estates and natural birth, the future population increase would be enormous. While crowd control on train platforms was already in force during peak hours, the Northern Link and SCL would not solve the problem;

[Professor S.C. Wong left the meeting temporarily at this point.]

- (c) the existing short-haul trains also caused some delays to the southbound trains; and
- (d) another alternative would be to relocate existing industrial developments in the urban areas to the New Territories, e.g. Fo Tan and Tai Po. That would then free up land in the urban area for development. Such redistribution of employment would also allow people to live near their work place, resolving problems of north-south commuting. Besides, the study concerning the technical feasibility of developing the FGC should have been conducted years before. However, the Government had no forward planning and had already missed the opportunity for the above-mentioned development options.

17. The same Member followed up to ask DPO/FS&YLE on (a) job opportunities within the NENT NDAs; and (b) whether PlanD had considered developing NT East, e.g. Tai Po, as a commercial node so that people would not have to commute to the urban

areas.

18. The Chairman remarked that the second question could be addressed under the upcoming 2030 Review Study.

19. In response to the Member's enquiries, Ms Maggie M.Y. Chin made the following main points:

- (a) the NENT NDAs had been planned for medium and long-term population increase with some land reserved for economic development. Under the KTN OZP, a total of 11.7ha of land had been designated for Business and Technology Park intended for medium density development to provide a mix of commercial, office, design, research and development uses. That cluster would synergize with the Cyberport and Hong Kong Science Park in creating a corridor for high-technological industries;
- (b) in addition, another 5.8ha of land were earmarked for Research and Development (R&D) intended primarily for design, research and development uses which could create synergy with the development of the Lok Ma Chau Loop; and
- (c) other job opportunities included the retail, school and GIC facilities within the NDAs, which were estimated to provide about 20,000 jobs. Together with the high-tech business park and R&D facilities, a total of about 37,700 job opportunities with a wide range of skill profile would be generated.

20. In response to Mr Bruce Tse's comments, Ms Maggie M.Y. Chin continued to make the following points:

- (a) there was an on-going effort within the Government in reviewing the existing industrial land in the urban areas for better use. PlanD was playing an active role in transformation of industrial

areas in Hong Kong;

- (b) the NENT NDAs had not been planned for only housing use. Rather, it was a comprehensive package with supporting facilities providing local jobs and satisfying social needs; and
- (c) it was clarified that according to MTRCL, the current train frequency during the park hours was an average of 3 minutes per train. With system improvement and upgrading of signaling system, the operational frequency could be compressed to an average of 2 minutes per train during rush hours.

[Mr Lincoln L.H. Huang left the meeting temporarily at this point.]

21. The Vice-chairman said that in one of the previous meeting sessions, a representative from the Transport Department gave detailed data related to East and West Rail Lines and other transportation issues. Mr Bruce Tse was urged to browse the Town Planning Board website for more information. The Vice-chairman continued to say that transport and infrastructure planning was indispensable elements in support of the planned increase in population and should have been taken into consideration by the Government. With the SCL as an important project involving significant investment, he did not see why the SCL could not at least perform its function to redistribute some of the loads on ERL. The future developments at Shui Chuen O with more than 11,000 public housing units and other public housing developments in Tai Po should have been taken into account under SCL. He considered that upon completion of the SCL, the number of cars per hour increasing from 240 to 403 was reasonable. He agreed that the video clips shown by Mr Bruce Tse reflected the problems at the peak hours and many factors could cause delays. He asked DPO/FS&YLE on (a) how the transport infrastructure would tie in with the programme of population intake for NENT NDAs; and (b) whether there were alternative plans if the transport system would become overly congested and over capacity. In response, Ms Maggie M.Y. Chin made the following main points:

[Mr Lincoln L.H. Huang returned to join the meeting at this point.]

- (a) members of the public could make reference to the detailed responses on transport-related issues given by the representatives from CEDD and HyD in the Town Planning Board meeting held on 26.11.2014, which had been uploaded on the Board's website;
- (b) the two NDAs would accommodate about 170,000 population. The first-phase population intake would be in 2023 with the provision of about 16,000 units. Of those units, 13,000 would be for public housing near Kwu Tung Station, which were planned for construction in 2018 and completion in 2023. They would be supported by two new junction interchanges and road widening at Fanling North, e.g. the Fanling Bypass;
- (c) according to the Traffic and Transport Impact Assessment conducted for the two NDAs, the share of external connection for NENT would be rail (45%), bus (30%) and other means of transportation (25%). It was expected that some residents, e.g. students, would stay in the district. The 37,700 job opportunities would also encourage employment for residents within the NDAs;
- (d) with the completion of the SCL connecting to Admiralty, it was anticipated that some people would ride the SCL, relieving the load at Tai Wai to Kowloon Tong. Together with the increase in the number of trains per hour, it was expected that there would be a 20% load reduction from ERL to cater for future needs;
- [Ms Anita W.T. Ma, Professor S.C. Wong and Dr. W.K. Yau left the meeting temporarily at this point.]
- (e) the strategic road network would also be improved to tie in with the overall development including road improvement within the Sha Tin area, and connecting the network to Route 8, T3 of Tai Po Road section near Scenary Court and T4 Trunk Road; and

(f) relevant departments were studying the feasibility of extending the Northern Link to serve Fanling North including Queen's Hill. The alignment was yet to be worked out, but the Kwu Tung North and Fanling North OZPs had allowed flexibility for its possible development.

[Mr H.F. Leung left the meeting temporarily at this point.]

22. A Member asked DPO/FS&YLE on: (a) whether there was information on the number of trains one had to wait during the peak hours of 7:30am to 8:30am; (b) how the situation would be dealt with before the operation of the new stations; and (c) what improvement would be brought to the Long Valley under Government resumption as compared with agriculture under private ownership and whether the plan was economically viable. In response, Ms Maggie M.Y. Chin made the following main points:

(a) she had no information on the waiting time at each station. However according to MTRCL, Tai Wai-Kowloon Tong were the busiest stations at peak hours in 2013 with about 58,000 passengers per hour travelling single way. Based on the standards of 6 people/m² and 4 people/m², they were 71% and 100% full respectively. For WRL, the section from Kam Sheung Road to Tsuen Wan West station during am peak hours was the busiest for a single direction with about 34,600 passengers per hour travelling single way. Based on the standards of 6 people/m² and 4 people/m², they were 70% and 99% full respectively. With the improvement of the signal system and completion of SCL, the capacity could be further increased; and

[Mr H.F. Leung returned to join the meeting at this point.]

(b) at present, Long Valley mainly comprised of privately owned land, some of them were managed by The Conversancy Association. The objectives of the nature park were to achieve comprehensive management including conservation plans to compensate any

wetland lost due to the development of the NDAs, control of human activities and number of visitors, balance of education and conservation, adoption of suitable irrigation methods, etc. It would also work out how land could be rented out for farming, the provision of a suitable hydrological environment for agriculture and the type of farming. Discussion had been conducted with the green groups and local farmers on deriving the comprehensive management system.

[Ms Janice W.M. Lai left the meeting temporarily at this point.]

23. A Member noted the concern of Mr Bruce Tse on the current traffic condition on the concerned areas, and enquired if Mr Tse had studied the Government's data in its regular survey on travel habits. In response, Mr Bruce Tse made the following main points:

- (a) he had studied the general overall traffic data in the NENT study report. Assuming that the Government data was objective and correct, it did not match the actual situation;
- (b) as observed, rail was still the preferred transportation mode for residents in the Northern District to commute to the urban area as it was convenient. With only a slight mechanical problem, accident or exceedance in capacity, congestion would occur and the problem was irresolvable. It was reasonable for him to doubt the feasibility of the Government's plan on transport infrastructure for the development of the two NDAs;
- (c) he agreed with DPO/FS&YLE that improvement of the Tai Po road network could provide some relief;
- (d) he clarified that he did not doubt that SCL played a role in redistributing 20% of ERL. However, SCL would be connected to Diamond Hill, To Kwa Wan and Kai Tak. Although those were

locations with some employment opportunities, they were not major destinations. As ERL became more convenient and popular, the effectiveness of SCL to relieve ERL would be mild;

- (e) he negated the function of the Northern Link. At present, it was already impossible to board WRL at Kam Sheung Road Station. The Northern Link connecting to Kam Sheung Road Station would achieve nothing;
- (f) he opined that the Tuen Mun-Tsuen Wan line would be the solution to the problem. However, the project had already been rejected by the Government; and
- (g) planning and implementation of transport infrastructure took time. Even if the Government would explore alternatives, the rail would already be in full capacity, running at the expense of time and suffering of the Northern District residents.

24. As Members had no further questions to raise, the Chairman thanked PlanD's representatives, the representers and the representers' representatives for attending the meeting. They left the meeting at this point.

Any Other Business

[Confidential Item. Closed Meeting]

25. This item was recorded under confidential cover.

26. The meeting was adjourned at 11:31 a.m.