

本會編號：26-SSDR-2014

香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書處

有關：新古洞北分區計劃大綱草圖 S/KTN/1 及
新粉嶺北分區計劃大綱草圖 S/FLN/1

政府進一步落實古洞北及粉嶺北新發展區的長遠規劃，以增加房屋供應，解決香港市民的住房問題。我們除一直關注特惠補償金額有否與時並進，予以提升外，我們對現時刊憲的分區計劃大綱草圖，未有充分考慮兩個新發展區的交通規劃，深表遺憾。

根據現時的規劃，兩個新發展區的建議人口將超過 180,000，按政府一直奉行「以鐵路為骨幹」的交通政策，新發展區亦必須有鐵路配套，方算合理。可是，現時刊憲的分區計劃大綱草圖，實在看不到此方面的規劃配套，故我們反對新古洞北分區計劃大綱草圖 S/KTN/1 及新粉嶺北分區計劃大綱草圖 S/FLN/1 刊憲。

新古洞北分區計劃大綱草圖 S/KTN/1

新古洞北分區計劃大綱草圖雖然有預留用地興建落馬洲支線古洞站，但政府對未來鐵路發展仍處於諮詢階段，對於是否落實興建各條建議的鐵路線，包括討論長達十多年北環線，其走線如何，興建時間表如何，至今仍然未有定案。如果沒有北環線，古洞站只與現時每日載客量已不勝負荷的東鐵線連接，情況實在難以想像。

眾所周知，東鐵線現時的載客量已飽和，跨境旅客持續上升，我們此等新界居民每日於上下班繁忙時間已需等待數班列車方能勉強擠上，據悉為配合沙中線 2020 年開通，車廂更會由 12 卡減至 9 卡，運載力大減而乘客量大增，此消彼長的狀態下，叫古洞將來的 100,000 居民如何出入？

故此，我們認為政府如要落實發展古洞北，必須同時落實興建北環線，方能解決問題。現時的古洞北分區計劃大綱草圖未有充分反映古洞北新發展區的交通配套規劃，必須予以正視。政府於未落實興建北環線先落實古洞北的各項規劃參數，更是本末倒置。

新粉嶺北分區計劃大綱草圖 S/FLN/1

根據現時的規劃，粉嶺北新發展區的建議人口將達 80,000，居民出入依靠環保巴士，連接粉嶺/上水鐵路站。現時，上水石湖墟一帶已經人頭湧湧，路面交通更是水涉不通，東鐵線的載客量亦已飽和。由於接近邊境，連接粉嶺/上水鐵路一直是水貨客每天必到之地，與粉嶺/上水居民發生衝突已是時有所聞。再者，粉嶺/上水鐵路站屬舊式設計，月台

空間有限，現時已非常經濟迫，如再加上古洞北及粉嶺北新發展區的 180,000 人口，月台擠擁的情況將更加嚴重，甚至危及候車乘客安全。

發展局局長於 2013 年 7 月公布「新界東北新發展區規劃及工程研究」結果的記者會上表示：「由於坪輦／打鼓嶺缺乏集體運輸系統和其他基建配套，原先只規劃作特殊工業和較低密度的住宅發展。因應 2013 年《施政報告》提出檢視新界北部地區的發展潛力，包括新鐵路基建所帶來的機遇，政府將重新規劃坪輦／打鼓嶺，並再諮詢公眾。」

雖然我們並不滿意政府推遲坪輦／打鼓嶺新發展區的計劃，但局長之言正正反映新發展區的規劃必須與配合集體運輸系統，方能盡用該區的發展潛力。政府於啓德新發展區及諮詢中的東涌新市鎮發展研究都有提出輕軌/鐵路配套建議，而為了放寬薄扶林南面華富邨一帶的限制，亦正積極考慮興建南港島線(西段)，即使古洞北新發展區亦有預留用地興建落馬洲支線古洞站，為何獨獨粉嶺北新發展區沒有新鐵路規劃的配合？

現屆特首一直強調房屋政策乃特區施政的「重中之重」，其於最新發表的施政報告有關土地供應的第 118 段開首即表示「房屋短缺的問題是嚴重的。」，並於第 122 段表明「...除了港島北部及九龍半島人口比較稠密外，全港其他各個「發展密度分區」現時准許的最高住宅用地地積比率，可整體地適度提高約兩成...」，及於第 145 段表示「鐵路物業發展繼續是房屋供應的重要來源。」，現屆政府何不考慮於粉嶺北新發展區增設鐵路站，並提升整個新發展區的地積比率，以更有效釋放其發展潛力？

新粉嶺北分區計劃大綱草圖沒有預留任何土地予鐵路發展，完全抹煞新鐵路基建，包括未來北環線於粉嶺北設站的可能性及隨之附帶之發展機遇，實為不智。故此，我們認為政府必須重新審視粉嶺北新發展區的規劃，不應倉促進行刊憲，平白浪費珍貴的土地資源。


基於以上申述理由，我們反對新古洞北分區計劃大綱草圖 S/KTN/1 及新粉嶺北分區計劃大綱草圖 S/FLN/1 刊憲。

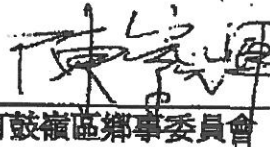


上水區鄉事委員會
主席
侯志強議員



粉嶺區鄉事委員會
主席
李國鳳議員


沙頭角區鄉事委員會
主席
李冠洪議員


打鼓嶺區鄉事委員會
主席
陳崇輝議員

2014 年 1 月 27 日

副本致：立法會議員易志明先生

MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

TPB/R/S/KTN/1-12

19 February 2014
Our Ref. MP/KTN/1

By Hand

The Secretary,
Town Planning Board
15/F, North Point Government Offices,
333 Java Road,
North Point.

Dear Sir,

**Representation under Section 6 of the Town Planning Ordinance
In relation to the
Draft Kwu Tung North Outline Zoning Plan Number S/KTN/1**

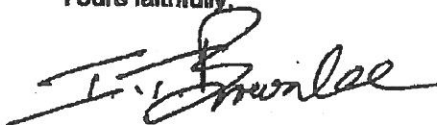
This representation is submitted in relation to Draft Kwu Tung North (KTN) Outline Zoning Plan (OZP). It objects to the lack of a new railway line to serve the planned population.

The planning of KTN New Development Area (NDA) has adopted a Transit-oriented Development mode. A majority of the new population will use East Rail to go to the urban area. The current congested situation of East Rail has already caused frequent complains and is anticipated to be worsening. Development of the NDA will further worsen the overcrowded situation of East Rail.

The planning of KTN with inadequate railway service fails to uphold the Government's strategic policy of "Using Railways as the Backbone for Development". Northern Link (NOL) should be implemented in a timely manner concurrent with the population in-take of the NDA and to divert the East Rail traffic to the western New Territories railway network. An indicative alignment of NOL should be included on the Draft OZP.

Enclosed with this letter are an authorisation letter from the Applicant and 90 copies of Planning Statement which provides more details of this representation.

Yours faithfully,



I. T. Brownlee,
For and on behalf of
Masterplan Limited

Cc Client

Transport Planning Alliance

13 February 2014

**Masterplan Limited,
3516B China Merchants Tower,
Shun Tak Centre,
200 Connaught Road Central,
Hong Kong**

Dear Sir,

**Letter of Authorisation
Representation in relation to
Draft Kwu Tung North Outline Zoning Plan No. S/KTN/1**

This serves to authorise Masterplan Limited to submit a representation in relation to Draft Kwu Tung North Outline Zoning Plan to the Town Planning Board under Section 6 of the Town Planning Ordinance, and to undertake any other matters related to planning.

Yours faithfully,



**Representation to Town Planning Board in Relation to the
Draft Kwu Tung North Outline Zoning Plan Number S/KTN/1**

Transport Planning Alliance

February 2014

Representation to Town Planning Board in Relation to the Draft Kwu Tung North Outline Zoning Plan Number S/KTN/1

Executive Summary

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Appendix 1: East Rail Platform and Train Compartment Congestion Survey

CONSULTANT

Masterplan Limited

Executive Summary

(Kwu Tung North)

- S.1** This representation is submitted in relation to Draft Kwu Tung North (KTN) Outline Zoning Plan (OZP). It objects to the lack of a new railway line to serve the planned population. This limits the mobility and affects the life quality of the future community of the New Development Area (NDA).
- S.2** The planning of KTN NDA has adopted a Transit-oriented Development mode with 80% of the new population living within 500m walking distance from the proposed Kwu Tung Railway Station. This station will be on Lok Ma Chau Spur Line which connects with East Rail Line.
- S.3** The current congested situation of East Rail has already caused frequent complains. The congestion is anticipated to be worsened due to increasing cross-boundary visitors and activities and the plan to reduce the number of compartments of East Rail trains when the Shatin Central Link is in service. Development of the KTN and Fanling North (FLN) NDAs will worsen overcrowding of East Rail which will have adverse knock-on effect on road traffic.
- S.4** The planning of KTN with inadequate railway service fails to uphold the Government's strategic policy of "Using Railways as the Backbone for Development". The KTN and FLN NDAs will merge with the existing Fanling/Sheung Shui New Town to form a big Fanling/Sheung Shui/Kwu Tung (FL/SS/KT) New Town of population 460,000. This big New Town will have inadequate railway service which will affect the East Rail service of the subsequent stations.
- S.5** It is considered that new railway infrastructure is needed for the FL/SS/KT New Town, Northern Link (NOL) should be implemented in a timely manner concurrent with the population in-take of the NDAs and to divert the East Rail traffic to the western New Territories railway network.
- S.6** To meet this representation, an indicative alignment of NOL needs to be shown on the Draft KTN OZP. In addition, the Explanatory Statement also needs to include the implementation timetable of NOL in the sections related to public transport and implementation of the NDA.

行政摘要
(古洞北)

- S.1 這申述是關於古洞北分區計劃大綱草圖（大綱草圖）。它反對古洞北的規劃缺乏新的鐵路線以服務將來的規劃人口。這會限制新發展區未來社區人口的移動性和影響他們的生活質素。
- S.2 古洞北新發展區的規劃採用交通導向的開發模式，約 80% 的新人口居住距離建議的古洞鐵路站 500 米的步行範圍內，該站將建在落馬洲支線與東鐵線連接。
- S.3 東鐵目前的擁擠情況已引起很多的抱怨。此外，由於越來越多的跨境旅客和活動，以及預期將來沙中線投入服務時，會減少東鐵列車的車廂數量，東鐵在未來將更擠擁。粉嶺北及古洞北新發展區的開發只會令東鐵的擁擠情況惡化，及影響道路的交通。
- S.4 古洞北鐵路服務的不足，反影它的規劃未能堅守政府的「以鐵路為發展骨幹」的策略性政策。古洞北及粉嶺北新發展區將與現有的粉嶺/上水新市鎮合併，形成人口 46 萬的大粉嶺/上水/古洞新市鎮。這個大新市鎮將沒有足夠的鐵路服務，將影響後續東鐵火車站的服務。
- S.5 大粉嶺/上水/古洞新市鎮是需要新的鐵路。北環線應及時落實，以配合新發展區的遷入人口。北環線應將分流東鐵的交通到新界西部的鐵路網絡。
- S.6 為了滿足這申述，須在古洞北大綱草圖標示北環線的路線。此外，相關的說明書需要在鐵路及規劃的實施部分包括北環線的落實時間表。

**Representation to Town Planning Board in Relation to the
Draft Kwu Tung North Outline Zoning Plan Number S/KTN/1**

1 INTRODUCTION

- 1.1 This representation is submitted in relation to Draft Kwu Tung North (KTN) Outline Zoning Plan (OZP). It objects to the lack of a new railway line to serve the planned population. This new population will need to rely on the existing Lok Ma Chau Spur Line which connects to the already very congested East Rail Line. This will not only limit the mobility of the people living in the KTN New Development Area (NDA), but also seriously affect the commuting experience and safety of the East Rail passengers.
- 1.2 The lack of commitment to implement Northern Link (NOL) in a time frame to match with the population in-take is unacceptable as transportation is one of the most essential infrastructure supports to guarantee convenient and quality livelihood of the future community.

2 BACKGROUND

- 2.1 The Draft KTN OZP was gazetted together with the Draft Fanling North (FLN) OZP on 20 December 2013 for public comments. It is understood that both Draft OZPs are formulated on the basis of the Recommended Outline Development Plan (RODP) of the Northeast New Territories New Development Areas (NENT NDAs). The combined planned population of 176,900 in the Draft FLN OZP and KTN OZP will share facilities and infrastructure with the existing population of Fanling /Sheung Shui (FSS) New Town.
- 2.2 The KTN and FLN NDAs are adjacent to and overlap with part of the existing FSS New Town to form a big Fanling/ Sheung Shui/ Kwu Tung (FL/SS/KT) New Town which will have a combined planned population of 460,000. This combined population is even higher than that of the densely populated Tseung Kwan O¹ (TKO) New Town.

3 REASONS FOR THE REPRESENTATION

3.1 East Rail Already Congested

- 3.1.1 There have been frequent grievances and complains about congestion of East Rail. Increased cross-boundary passengers who often carry large pieces of luggage and increased parallel trading in recent years have worsened the overcrowded problems. Elimination of this overcrowded situation is not possible through an increase in train frequency as the line signalling system which is also shared by the Guangdong-Kowloon Through Train has reached its limit.

¹ According to the Explanatory Statement of TKO OZP, TKO New Town has a planned population of 445,000.

3.1.2 Appendix 1 is a survey of East Rail stations between Lo Wu/Lok Ma Chau and Hung Hom Stations conducted in January and February 2014. The survey shows that, during weekday morning peak hours, south bound trains and platforms are extremely congested with passengers having to wait up to three trains at some stations before they are able to board. The survey shows conversely, that during weekend evening peak hours, north bound trains and platforms at stations between Hung Hom and Kowloon Tong are also very crowded with passengers having to wait for two trains before they can board. Sheung Shui Station north bound platform is also packed with passengers waiting to interchange for Lo Wu or Lok Ma Chau Stations as well as parallel traders creating conflicts and danger for passengers boarding and alighting trains.

3.2 East Rail Congestion Anticipated to be Worsened

3.2.1 Due to an increase in cross-boundary activities, congestion of East Rail has worsened in recent years. South bound trains are often filled up by passengers at Lo Wu and Lok Ma Chau Stations. A recent forecast by Government that Hong Kong will receive 100 million annual visitors by 2023² and that the Lo Wu and Lok Ma Chau Boundary Crossing Points will be operating at full capacity on any average day will add further misery to East Rail commuters.

3.2.2 With Shatin Central Link commencing operation in 2018, the number of cars on East Rail trains will be reduced from the current 12 cars to nine, meaning that the carrying capacity of East Rail will be reduced, and overcrowded situation will be worsened.

3.3 KTN NDA Will Worsen East Rail Congestion

3.3.1 The Draft KTN OZP has a planned population of 105,500. The urban design of the NDA adopts a Transit-oriented Development (TOD) principle and the NDA is positioned as a "Mixed Development Node" with 80% of the population planned within the 500m walking distance to the proposed Kwu Tung Station. As such, over 80,000 people are expected to use railway as the main mode of transportation. However, the Explanatory Statement (ES) of the Draft KTN OZP states that KTN will be served by East Rail but is non-committal on the implementation of the NOL.

3.3.2 Apart from a concentration of high density residential sites around the proposed Kwu Tung Station, the draft OZP also designates seven major sites for commercial, mixed use, as well as business and technology park uses. The concentration of these uses close to the Kwu Tung Station will draw workers from different parts of the territory to KTN. Even though there is no employment figure available in the ES of the OZP, the NENT NDA Study has estimated there will be about 37,700 new jobs created in the two NDAs. Judging from the planning proposals, it is anticipated that a majority of the new jobs will be located in the KTN NDA. Given the high number of population and workers around Kwu Tung Station, sole reliance of East Rail as the primary public transportation is unacceptable as the East Rail is already saturated.

² Assessment Report on Hong Kong's Capacity to Receive Tourists, Commerce, Industry and Tourism Branch, Commerce and Economic Development Bureau, December 2013

3.4 Development of Both KTN and FLN NDAs Will Worsen Overcrowding of East Rail

3.4.1 The high concentration of population planned around the Kwu Tung Station will encourage the population to use East Rail as the primary mode of public transportation, filling up East Rail trains by passengers boarding at Kwu Tung Station during weekday morning peak hours, leaving little room for passengers to board from subsequent southbound stations between Sheung Shui and Tai Wai. Conversely, during evening peak hours, passengers returning to Kwu Tung will have to suffer long cramped journeys from the main urban areas. This will obviously affect the quality of lives of the planned population.

3.5 East Rail Passenger Safety Compromised

3.5.1 Development of the KTN and FLN NDAs will create a big FL/SS/KT New Town with a total population of 460,000. The combined effect of this high level of population, increasing visitors from Mainland using the Lo Wu and Lok Ma Chau Boundary Crossing Points as well as reduced East Rail carrying capacity will worsen the overcrowded situation of East Rail. This will not only cause inconvenience and delays to commuters using East Rail, but passenger safety would be severely compromised with many of the East Rail station platforms already congested and unable to expand.

3.6 Adverse Knock-on Effect on Road Traffic

3.6.1 With passengers dissatisfied with travelling on East Rail, there would be an inevitable undesirable overflow of commuters switching to road based public transportation which would have a negative knock-on impact on road congestion particularly to the Tolo Highway.

3.7 Government's Strategic Policy of Using Railways as the Backbone for Development Not Upheld by the Draft KTN OZP

3.7.1 Since the promulgation of the transport strategy "Moving Hong Kong Ahead" in 1999, railways have repeatedly been affirmed by Government to form the backbone for the city's strategic development. Railway infrastructure is a key and essential component in major development plans. The 2014 Policy Address has again stipulated this development principle.

3.7.2 Railways are both environmental and people friendly. They are the best mode of public transportation for carrying large numbers of people as well as bringing significant social and economic benefits to new development areas. The planning and implementation of proper facilities are important for the well-being of the community. Regrettably, the introduction of Kwu Tung Railway Station without the NOL in the planning of the KTN NDA has failed to uphold this strategic Government policy and principle.

3.8 Implementation Programme for Northern Link Needed

3.8.1 Planning of a railway line will generally take more than 10 years. The concept of NOL was explored in the Railway Development Strategy 2000 (RDS-2000). Figure 1 shows the conceptual alignment of NOL proposed in RDS-2000. It has been proposed to connect the East Rail Line with the West Rail Line by providing connection to the Lok Ma Chau Spur Line and at Kam Sheung Road Station. The RDS-2000 concluded that the implementation of the NOL would be dependent on the development programme of the strategic growth areas in the NENT and Northwest New Territories (NWNT) as well as the growth of cross-boundary traffic.

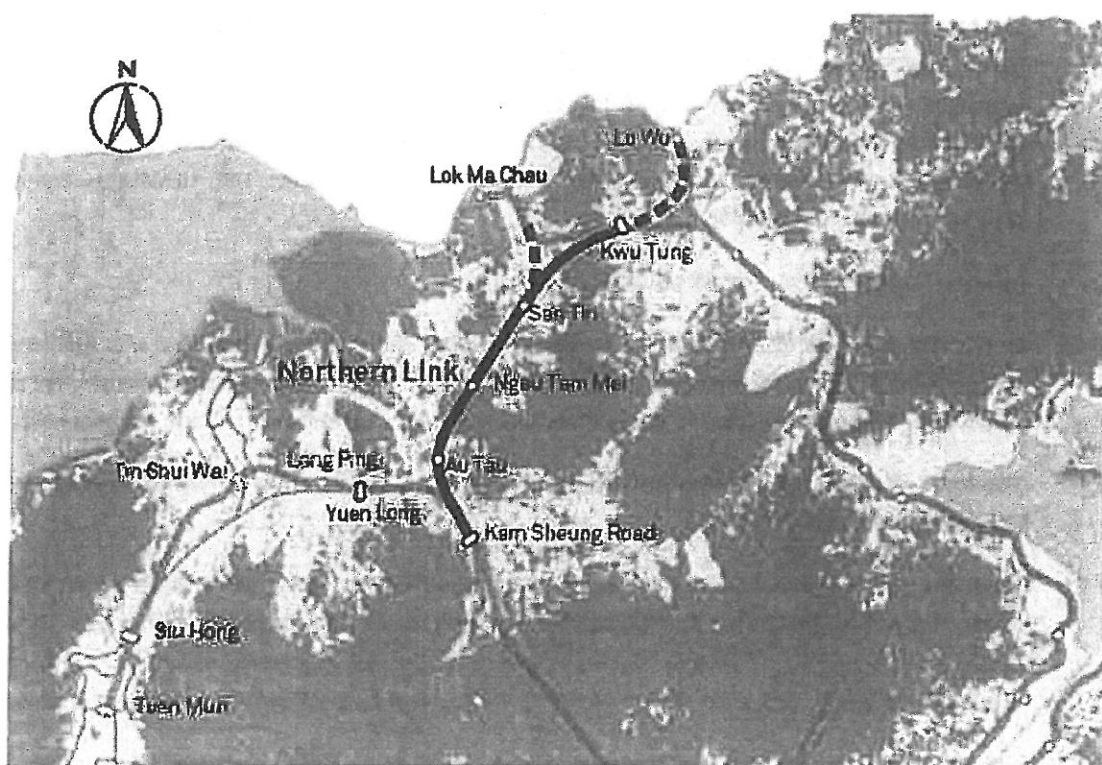


Figure 1: The NOL proposed in the RDS-2000

Source: Our Future Railway Review and Update of RDS-2000, Stage 1 Public Engagement - Consultation Document, July 2012

3.8.2 The gazettal of the Draft KTN and FLN OZPs has confirmed the strategic growth areas in the NENT, and there has been persistent growth of cross-boundary traffic. Implementation of the NOL would not only serve these NDAs but also unleash development potential of other areas which also meets with Government's current commitment of identifying land for housing development. Therefore, it is considered that the NOL should be implemented as soon as possible.

3.8.3 With the development of the KTN and FLN NDAs, the FL/SS/KT New Town will have a higher planned population than the TKO New Town. The latter is served by TKO Line which is connected to the urban area by two railway lines, namely, Island Line and Kwun Tong Line. However, the more populated FL/SS/KT New Town is only served by the East Rail Line which needs to be shared with the Guangdong-Kowloon Through Train. Therefore, a new railway line is needed for the NENT NDAs.

3.8.4 As stated above, East Rail is unable to cope with the transportation demands of the FL/SS/KT New Town as well as the cross border passengers, implementation of the NOL is well justified to serve the NENT NDAs and to divert the presently overcrowded East Rail traffic to the western New Territories railway network which has spare capacity. Figure 2 is the Preliminary Conceptual Scheme of the NOL which shows the railway serves both the KTN and FLN NDAs and extends to Ping Che/Ta Kwu Ling. The Government should provide an implementation timetable for NOL and its extension.

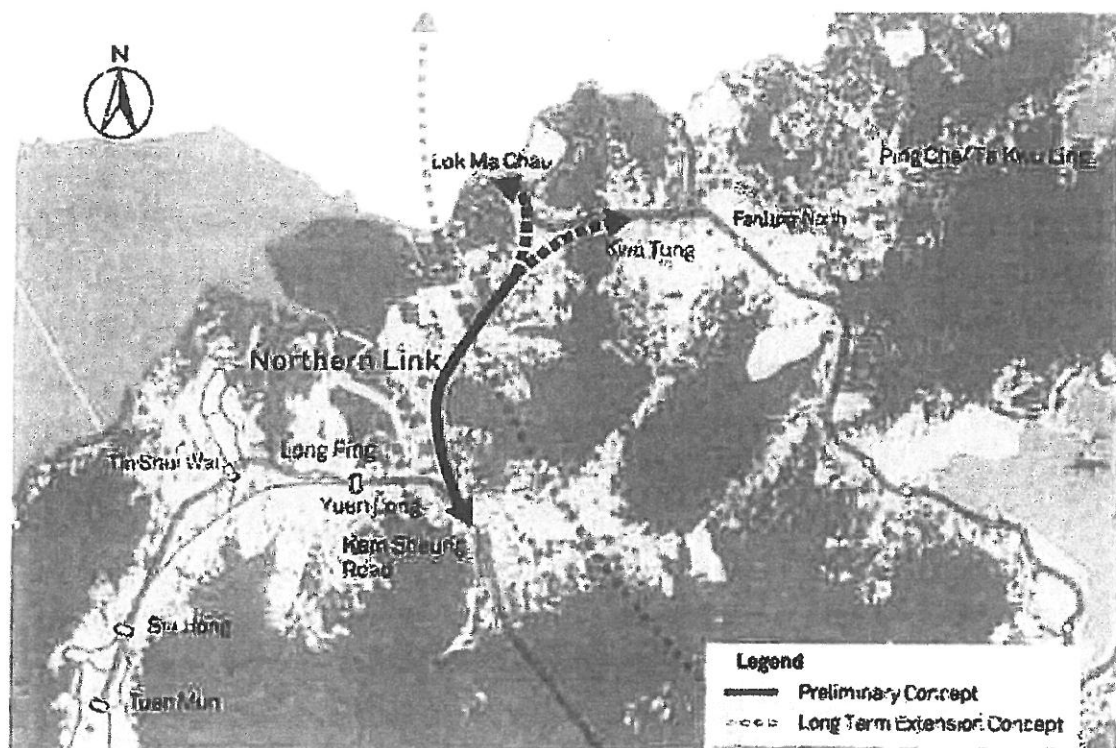


Figure 2: Preliminary Conceptual Scheme of the NOL which serves both the KTN and FLN NDAs and extends to Ping Che/Ta Kwu Ling

Source: Our Future Railway Review and Update of RDS-2000, Stage 1 Public Engagement - Consultation Document, July 2012

3.9 Alignment of Northern Link should be Included on OZP

- 3.9.1** The Draft KTN OZP has not included an alignment for the NOL. This has implications on the transport facilities in the NDA and creates uncertainties for the OZP. Without an alignment being shown on the OZP, future implementation of the railway infrastructure may be compromised.

4 PROPOSALS TO MEET THE REPRESENTATION

- 4.1** To meet this representation, an Implementation programme for the NOL should be included in the Explanatory Statement of the Draft OZP to ensure that the planned population is properly and adequately served by rail infrastructure in a timely manner concurrent with the population in-take. In addition, an Indicative alignment of the NOL should be marked on the Plan to provide a statutory status for the NOL (Figure 3 refers).

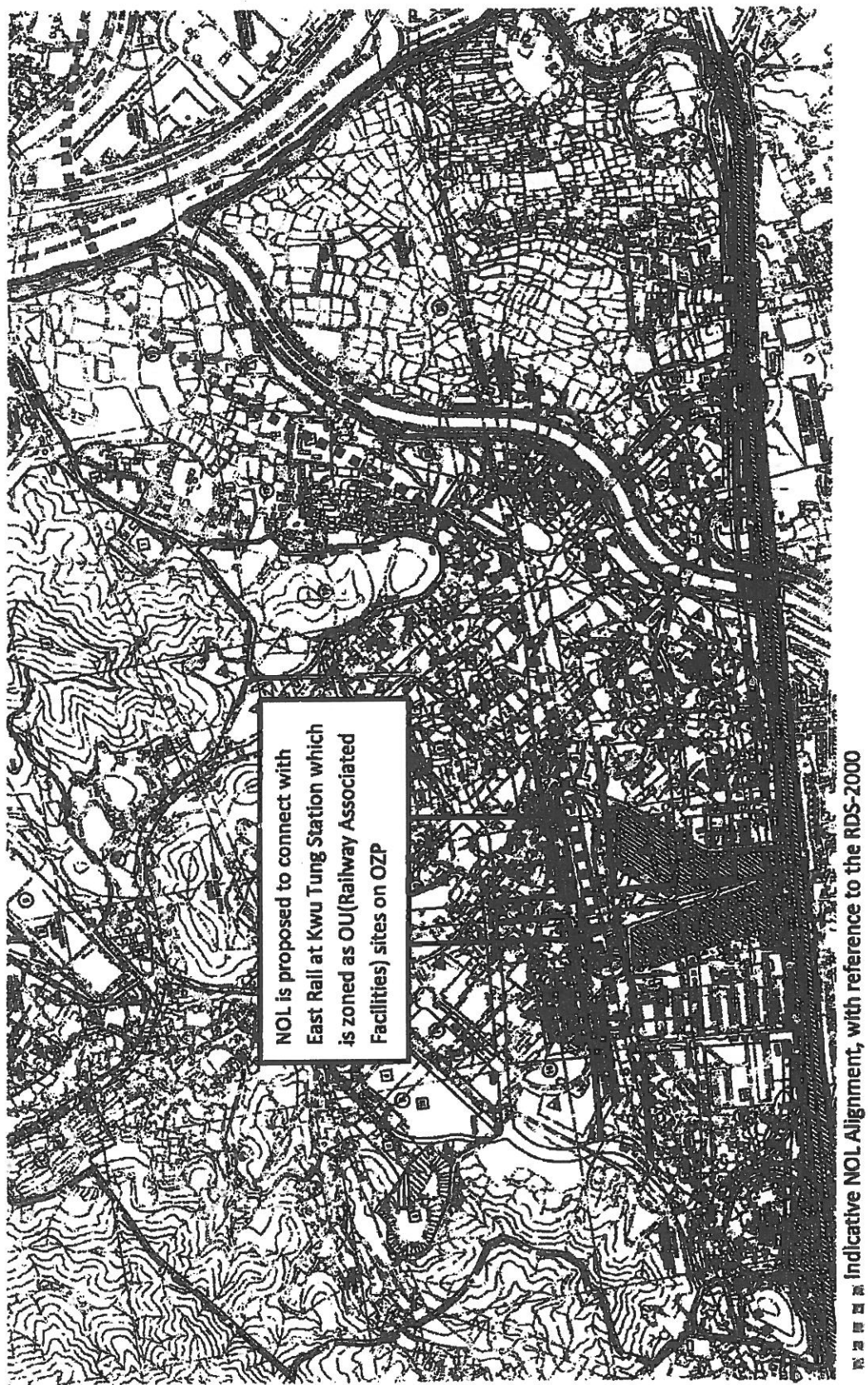


Figure 3: Proposal of Including an Indicative NOL Alignment on the Draft KTN OZP to meet the Representation

5 CONCLUSIONS

- 5.1** Implementation of proper and adequate transport infrastructure is an essential and integral part of any new development area to ensure that the planned community is properly served. If the Draft OZP is able to commit the implementation of site formation and utility infrastructure as well as the timely provision of various essential community and commercial facilities in tandem with population build-up, surely the same should also be applied to essential railway infrastructure.
- 5.2** The future population of KTN has to rely on the East Rail Line to commute to the urban area. Yet, the East Rail Line is already saturated and is unable to increase its train frequency to cater for the additional patronage. The planning of the KTN NDA without the commitment of implementing NOL in a timely manner to match with the population in-take falls to cater for the transportation needs of the future community.

Appendix 1: East Rail Platform and Train Compartment Congestion Survey

	Weekday						Weekend		
	Southbound (7:30 - 9:00)			Northbound (17:30 - 19:00)			Southbound (7:30 - 9:00)		
	No. of Trains #	Platform	Train compartment	No. of Trains #	Platform	Train compartment	No. of Trains #	Platform	Train compartment
Sheung Shui	2			1			1		
Fanling	0			0			1		
Taiwo	1			1			1		
Tai Po Market	1			0			0		
University	1			0			0		
Fo Tan	1			1			0		
Shatin	1			1			0		
Taiwal				1			N/A		
Kowloon Tong	N/A						N/A		
Mongkok East	N/A			2			N/A		
Hung Hom	N/A			1			N/A		

No. of trains waited on platform to board

Survey dates: 22/1/2014
23/1/2014
17/2/2014

21/1/2014
23/1/2014
14/2/2014

25/1/2014
15/2/2014

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

 **MTR** TPB/R/S/KTN/1-13

Our Ref. TPD 4.6.17/SCY/12003
Your Ref.

17 February 2014

Secretary, Town Planning Board,
c/o Planning Department
15/F, North Point Government Offices
333 Java Road
North Point, Hong Kong

Dear Sir,

Draft Kwu Tung North Outline Zoning Plan No. S/KTN/1
Section 6 of Town Planning Ordinance
Notice of Representation



We refer to the Draft Kwu Tung North Outline Zoning Plan No. S/KTN/1 (Kwu Tung North OZP) gazetted by the Town Planning Board on 20 December 2013 and would like to make the following comments.

Nature and Reasons for Representation

1. Provision for New Railway Infrastructure including Northern Link and Kwu Tung Station

As indicated in the Explanatory Statement, the proposed Northern Link (NOL) connecting West Rail Kam Sheung Road Station to the proposed Kwu Tung railway station is under study in the context of the RDS-2 Review. Sufficient design and planning flexibility and spatial provision should be allowed in the OZP to facilitate future implementation of NOL and associated new rail infrastructure. Specifically, if the NOL is to be built to connect Kam Sheung Road Station and the proposed Kwu Tung Station, it would be necessary to expand the station footprint at Kwu Tung to allow for convenient interchange between NOL and Lok Ma Chau Spur Line (East Rail). In the OZP, sufficient space should be allowed for the future NOL station at Kwu Tung, including working space for construction. It will be useful to have a dialogue between MTR and relevant government departments on the width of the station box required at Kwu Tung based on our preliminary review for reference.

2. Zoning boundaries relating to "OU" (Railway Associated Facilities)

Four sites along the existing Lok Ma Chau Spur Line are zoned "OU" annotated "Railway Associated Facilities". Such footprints are found to be not in line with the Vesting Plans gazetted under Kowloon-Canton Railway Corporation Ordinance (Cap 372). Some of the vested land, which is required for railway operation use, is zoned "O(1)", "GIC" and "OU" (Commercial/Residential development with Public Transport Interchange). In order that the operation of existing and future planned railway lines will not be compromised, close coordination between MTR and relevant government departments on the land issue is required.



Page 2
TPD 4.6.17/SCY/12003
17 February 2014

3. *Proposed park-and-ride facility near the proposed Kwu Tung railway station*

As mentioned in the Explanatory Statement, a PTI will be provided to the south of the proposed Kwu Tung railway station at the "OU" site in Planning Area 25 with bus, green minibus services as well as taxi pick-up / drop-off provisions. To encourage residents outside the railway station catchment area to use the railway to go to urban areas or cross the boundary, provision of park-and-ride facilities at this "OU" site adjacent to other transport services in the PTI is recommended. For reference, similar park-and-ride car park service is available at Sheung Shui currently managed by Transport Department. Such provision is shown to attract those living in the rural area outside the NDA to use the environmentally friendly railway.

4. *Railway vibration issue*

The existing LMC Spur Line runs underground in a generally rural area in Kwu Tung with no major urban development at present. When this rural area is rezoned for urban development, special attention shall be paid to vibrational issues, including ground-borne noise, in the planning and design of future developments.

Alterations Sought

To achieve good integration between land use and transport infrastructure, so that the railway will serve as the transport backbone contributing to sustainable development in Kwu Tung North, the Plan should be reviewed and, where appropriate, amended to address the points raised above.

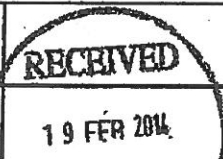
Thank you for your attention.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Steve Yiu'.

Steve Yiu
Head of Town Planning

c.c. Principle Government Engineer / Railway Development, Highways Department

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

- The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出。妥妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣甸道333號北角政府合署15樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tph/>.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城巽規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣甸道333號北角政府合署15樓 - 電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣甸道333號北角政府合署17樓及新界沙田上禾輋路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：<http://www.info.gov.hk/tph/>）。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視為不曾提出。

1. Person Making This Representation (known as "Representer" hereafter)
提出此宗申述的人士（下稱「申述人」）

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

Transport and Infrastructure Concern Group

2. Authorized Agent (if applicable) 獲授權代理人（如適用）

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

Winston Chu & Co. (Contact person: Mr. Dennis Li)

3. Details of the Representation
申述詳情

Draft plan to which the representation relates
與申述相關的草圖

Draft Kwu Tung North OZP No.S/KTN/1

* Delete as appropriate

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

3. Details of the Representation (Continued) (use separate sheet if necessary) 申述詳情 (續) (如有需要, 請另頁說明)		
Nature of and reasons for the representation 申述的性質及理由		
Subject matters 有關事項	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
Proposal (as explained in paragraph 8 of the Explanatory Statement) to increase the population in Kwu Tung North new development area to 105,500 without providing sufficient transport infrastructure	<input type="checkbox"/> support 支持 <input checked="" type="checkbox"/> oppose 反對	See the enclosed representation
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	
Any proposed amendments to the draft plan? If yes, please specify the details. 對草圖是否有任何擬議修訂? 如有的話, 請註明詳情。		
Commit to build Northern Link to provide sufficient transport infrastructure to residents in the Kwu Tung new development area		

② Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Amendments.
 請形容圖則內與申述相關的指定事項。如申述與圖則的修訂有關, 請註明在修訂項目附表內的修訂項目編號。

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
 「✓」 at the appropriate box 請在適當的方格內加上「✓」號

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the representation. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同申述一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則繪圖為彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

5. Signature 簽署

Signature
簽署

Mr. DENNIS LI

Name in Block Letters 姓名（以正楷填寫）

"Representer" / Authorized Agent*

「申述人」/ 獲授權代理人*

Partner of Messrs. Winston Chu & Co.

Position (if applicable) 職位（如適用）

Professional
Qualification(s) 專業資格

Member 會員 / Fellow 資深會員* of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 Solicitor

on behalf of
代表

Transport and Infrastructure Concern Group

Company/Organization Name and Chap (if applicable)

公司/機構名稱及章（如適用）

Date

日期 19th February 2014

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:

- the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and
- facilitating communication between the "representer" and the Secretary of the Board/Government departments in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規例指引的規定作以下用途：

- 處理這宗申述，包括公布這宗申述供公眾查閱，同時公布「申述人」的姓名供公眾查閱；以及
- 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

「申述人」就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "representer" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料（私隱）條例》（第 486 章）的規定，「申述人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣甸道 333 號北角政府合署 15 樓。

* Delete as appropriate

Please fill "NA" for inapplicable item

「✓」 at the appropriate box

* 請刪去不適用者

請在不適用的項目填寫「不適用」

請在適當的方格內加上「✓」號

**Representation in respect of the Draft Kwu Tung North Outline Zoning Plan gazetted
on 20th December 2013**

Introduction

1. The Draft Outline Zoning Plan (OZP) for Kwu Tung North (KTN) was gazetted on the 20 December 2013 for public comments.

(I) Summary of Representation

2. The Draft OZP is fundamentally flawed in that it has failed to address the traffic problems generated by the proposal and in not taking into account a very relevant and indeed essential consideration, namely, the transportation need of the existing and future population.

3. Given the fact that :-

- a. it is commonly known and accepted that the capacity of the existing East Rail has already been saturated;
- b. the number of tourists crossing from Lok Ma Chau and Lo Wu Boundary Crossing Points will consistently increase; and
- c. the current 12 car East Rail trains will be reduced to 9 cars in 2018 when the Shatin Central Link starts operation

the capacity of the existing rail system i.e. the East Rail is plainly unable to take up an additional population of over 170,000 (105,500 planned population stated in paragraph 8 of the Explanatory Notes of the Draft KTN OZP and 71,400 planned population in Fanling North (FLN) set out in paragraph 8 of the Explanatory Notes of the Draft FLN OZP).

(II) Existing traffic problem

4. Schedule 1 contain photographs taken at the platform and station of East Rail Stations showing how congested and jammed the current situation is during peak hours. According to the Representer's estimation, passengers are already required to wait up to three trains before they can board the train at several major stations. When East Rail trains are reduced from 12 to 9 cars trains in 2018, the capacity of trains would be reduced by 25% by simple calculation. It will further worsen the congestion problem. By that time, it is estimated that the passengers will be required to wait even longer before boarding.

Development of KTN New Development Area ("NDA") without the Northern Link ("NOL") would Further Worsen the already overcrowded East Rail

5. According to Draft KTN OZP, around 80% of the 105,500 planned population will live within walking distance to the proposed Kwu Tung North Station and it is prudent to forecast that most of this planned population will rely on East Rail as the primary and principal choice of transportation. This will lead to the filling up trains at Kwu Tung Station and leaving little room for passengers to board from subsequent stations between Sheung Shui and Tai Wai.

6. Apart from a concentration of high density residential sites around Kwu Tung Station, a number of sites generating employment are also proposed in close proximity to the planned Kwu Tung North Station encouraging workers to also use East Rail as their primary mode of transportation. This heavy reliance of East Rail as the primary public transportation is unacceptable especially when the capacity of East Rail has already been saturated.

Combined effect of over 170,000 planned population

7. While 105,500 population is planned under the Draft KTN OZP, 71,400 population is planned under the Draft FLN OZP, the aggregate total of planned population will be over 170,000. With only 37,700 new jobs within the NDAs, majority of the future population in FLN and KTN NDAs are expected to rely on public transportation for daily commuting to and from work. This planned population would create unacceptable burden on East Rail which is already overcrowded and has no residual capacity whatsoever for carrying the additional passengers.

9. Once the Draft OZPs are approved, development can take place right away and the population will move in within foreseeable future. Without the commitment to build the NOL, passengers (existing and future population) can only commute with the East Rail, which has already been saturated.

10. Congestion problem is further compounded by increasing cross-boundary activities with trains filled up by passengers at Lo Wu and Lok Ma Chau Stations. With Government forecasting that Hong Kong will have 100 million visitors annually by 2023 and that the Lo Wu and Lok Ma Chau Boundary Crossing Points will be operating at their full capacity on any average day, unbearable pressure will be added to East Rail. Currently, East Rail stations and platforms during weekday peak hours are crammed with passengers who have to wait up to three trains before they are able to board. Situation will be worse during weekends when there is a major influx of visitors from the Mainland.

11. With East Rail trains reduced from the current 12 cars trains when the Shatin Central Link commences operation in 2018, carrying capacity of East Rail will be further reduced. The combined effect will not only be inconvenience and delays caused to commuters using East Rail, but passenger safety hazard as many of the East Rail station platforms are already congested and are physically unable to be expanded.

Railways Must be Used as the Backbone for Development

12. Ever since the formulation of the transport strategy "Moving Hong Kong Ahead" in 1999 ("the Strategy"), railways are adopted by Government to form as the backbone for the City's development. The 2014 Policy Address has once again reaffirmed this strategy.

13. In the planning of new development areas, railway infrastructure is considered a prerequisite and a key component of development and this principle is upheld in the planning of all new development areas including Kai Tak, Tung Chung New Town Extension, Hung Shui Kiu and the recently announced Wah Fu Estate Redevelopment.

14. In 2013, Government also announced the postponement of the Ping Che/Ta Kwu Ling (PC/TKL) NDA to consider opportunities offered by the NOL extension. It further shows the importance of railways in the development of new areas. Railways are both environmental and people friendly. They are the best mode of public transportation for carrying significant number of people as well as bringing significant social and economic benefits to new development areas. The planning and implementation of proper facilities are essential for the well-being of the community. Regrettably, both the Draft FLN and KTN OZPs have failed to be abided by this strategic Government policy and principle.

15. In preparing the Draft KTN OZP, the Government has failed to assess the impact which the planned population would bring to the traffic and congestion problems. This approach is fundamentally flawed and is unacceptable in that it totally ignores the traffic need of the population who rely on the existing East Rail. Consequently, a planned population of 105,500 will be deprived of railway infrastructure which is in breach of the long established principle of "Using Railway as the Backbone for Development" set out by the Government.

16. Although the Draft KTN OZP has made allowance for the future development of the NOL at Kwu Tung Station, no commitment has been made to implement the Draft KTN OZP. Given that an overwhelming majority of the future population and workers are planned around Kwu Tung Station, the Draft KTN OZP must guarantee and ensure the timely implementation of the NOL much like all other infrastructure provision as well as the various essential community and commercial facilities to tie in with population intake. The failure to commit to an implementation programme for the NOL by the Draft KTN OZP is therefore unacceptable.

17. The existing owner of land in KTN NDA and existing residents within the KTN NDA have legitimate expectation that the Government would provide sufficient transport infrastructure and not to deprive them the right to travel by commuting railway services.

18. The 105,500 planned population in the KTN NDA has legitimate expectation that:-

- (a) The Government would abide by the Strategy and would not deviate from the Strategy by failing to provide that essential transport infrastructure, namely, the NOL; and
- (b) The Government would provide sufficient transport infrastructure and not to deprive them of essential railway services.

19. In the development of new towns and preparing the Draft KTN OZP, the Government undoubtedly has an obligation to ensure that sufficient infrastructure and community provision are put in place in time in phase with population intake. In the Draft KTN OZP, the lack of a concrete and committed time table to build and implement the NOL is totally unacceptable. The future population as well as the existing population who rely on the existing East Rail have legitimate expectation that their traffic demand is properly considered and well taken care of.

Objection to the Draft KTN OZP

20. For the Draft KTN OZP, the lack of implementation commitment to the NOL is unacceptable considering that transportation is one of the most essential infrastructure supports to guarantee convenient and comfortable livelihood of the future community.

21. Under Section 3(1) of the Town Planning Ordinance, the Board is charged with the statutory duty to prepare draft plan.

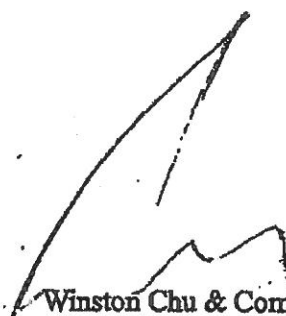
"with a view to the promotion of health, safety, convenience and general welfare of the community."

If the Board approve the Draft KTN OZP without providing the essential transport infrastructure, the Board will be in breach of its duty by failing to take into consideration the safety, convenience and general welfare of the community.

22. Further or in the alternative, it would be Wednesbury unreasonable and/or irrational for the Board to approve the Draft KTN OZP in its present form without ensuring provision of essential transport infrastructure by building the NOL.

23. In view of the fundamental flaws detailed in this representation, the Representer strongly urge the Government to commit to build NOL. The Town Planning Board should not approve the Draft KTN OZP in its present form.

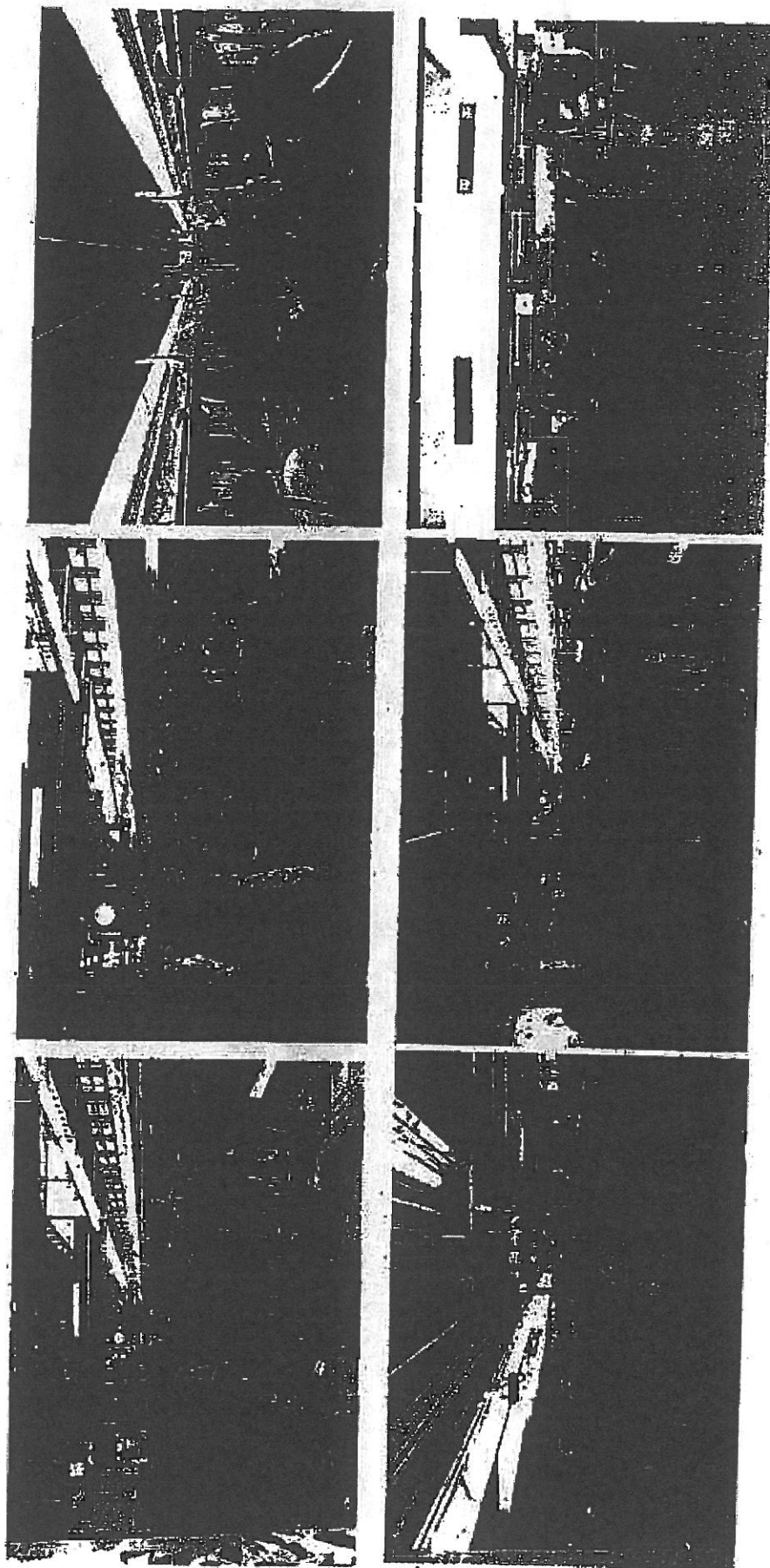
Dated this 19th day of February 2014.



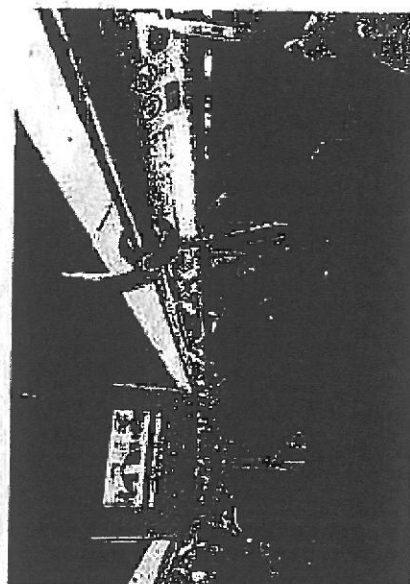
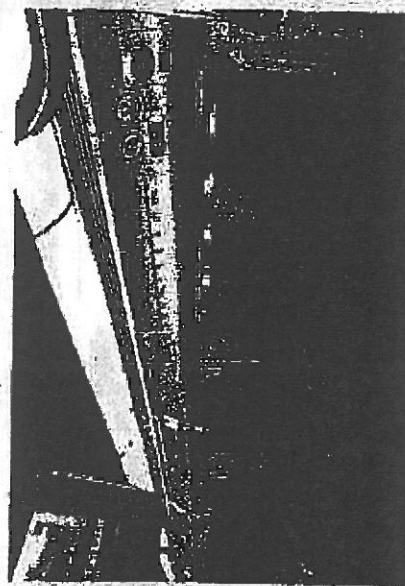
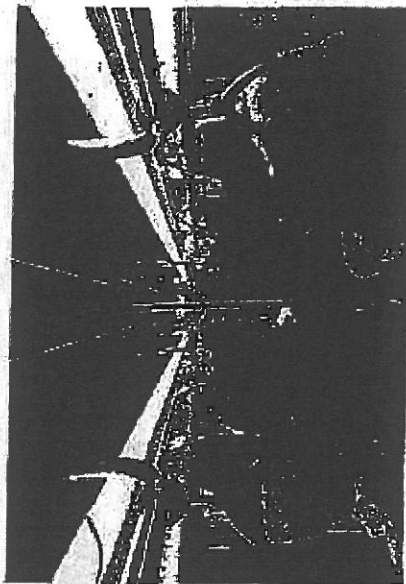
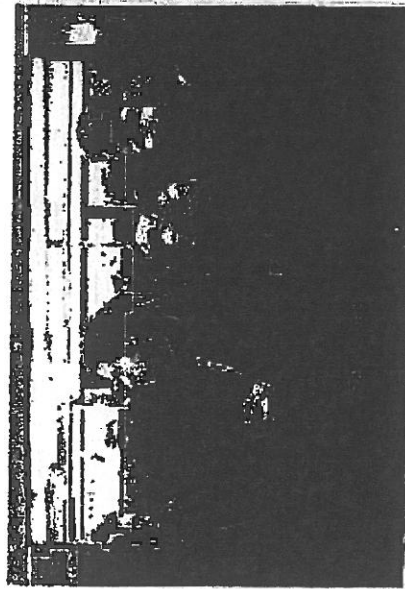
Winston Chu & Company
Solicitors for the Representer

Sheung Shui Southbound Morning Peak Hours (7:30 –
9:00am) 13th Feb 2014

SCHEDULE 1

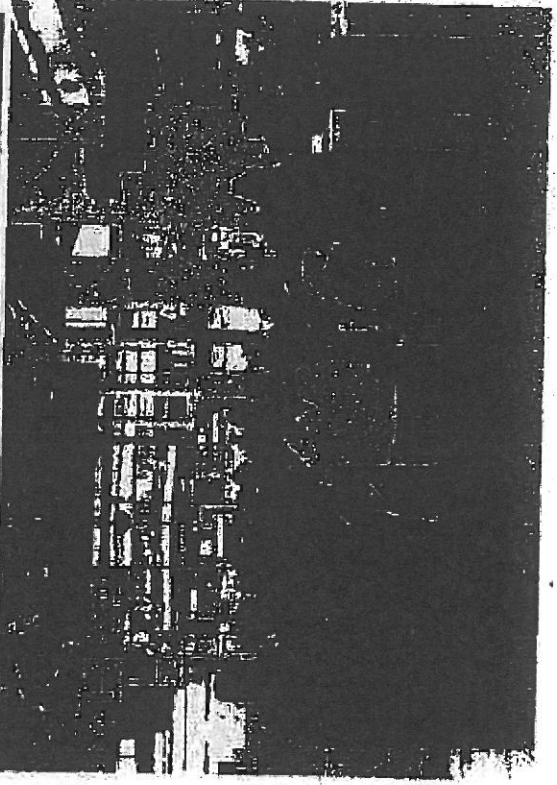
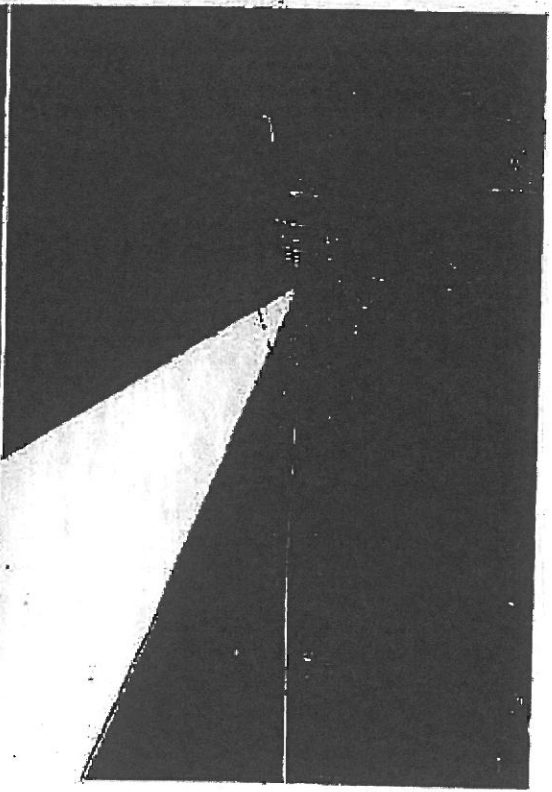
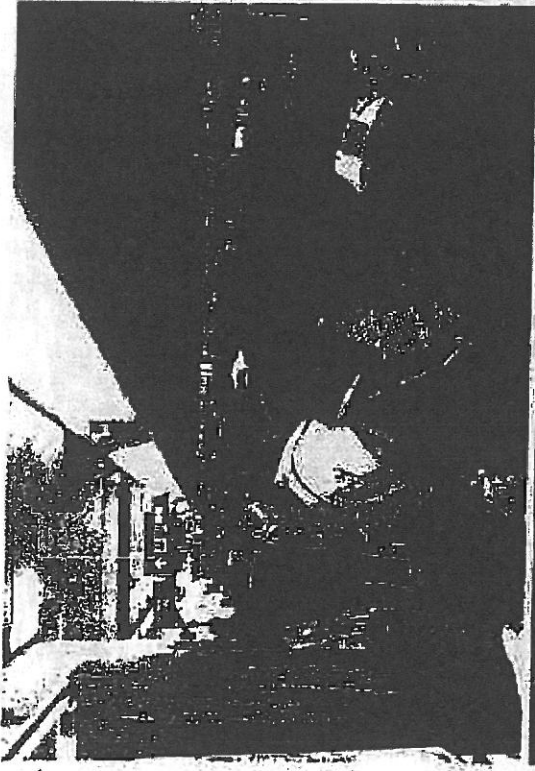
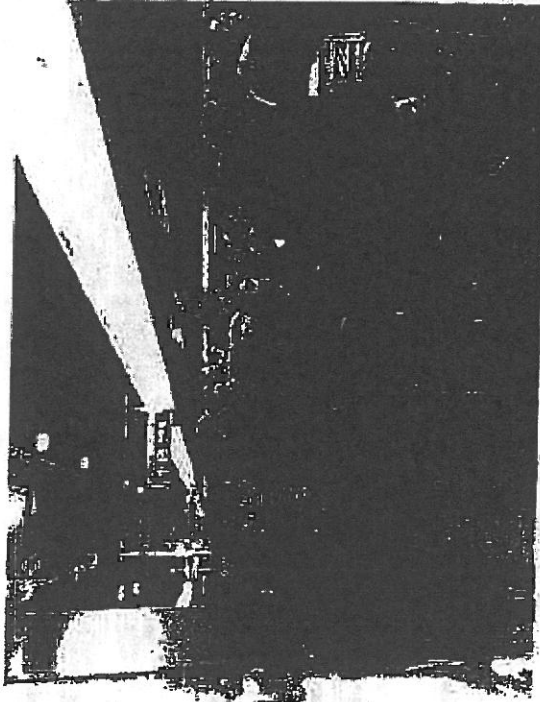


Fanling & Tai Wo Southbound Morning Peak Hours (7:30 –
9:00am) 13th Feb 2014

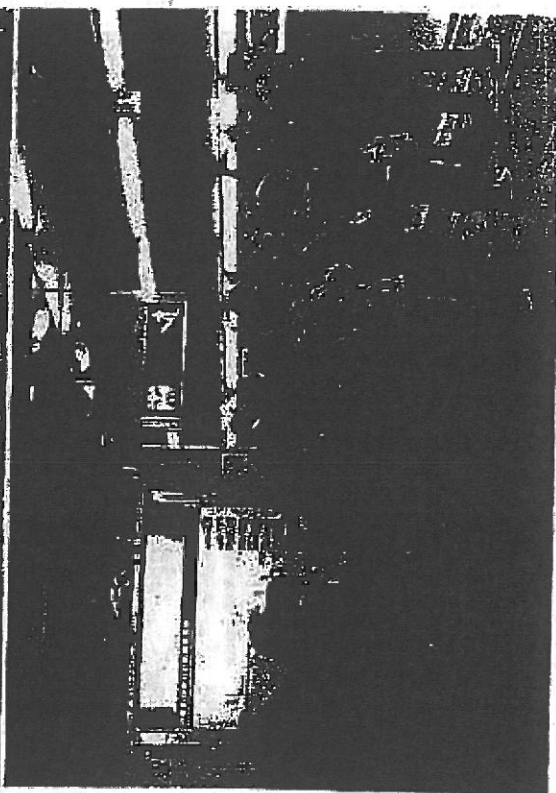
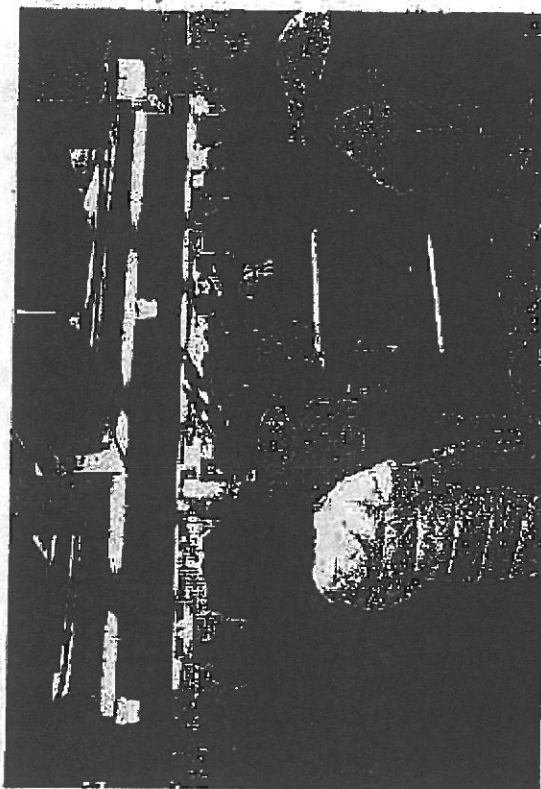
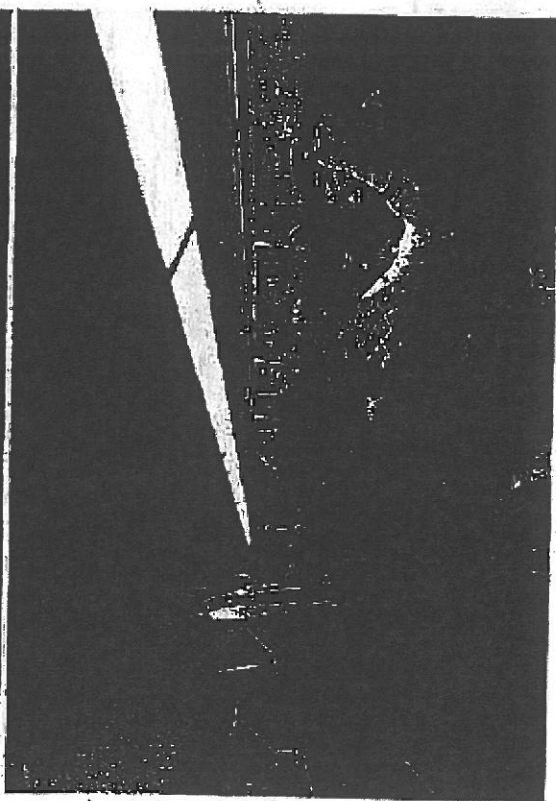
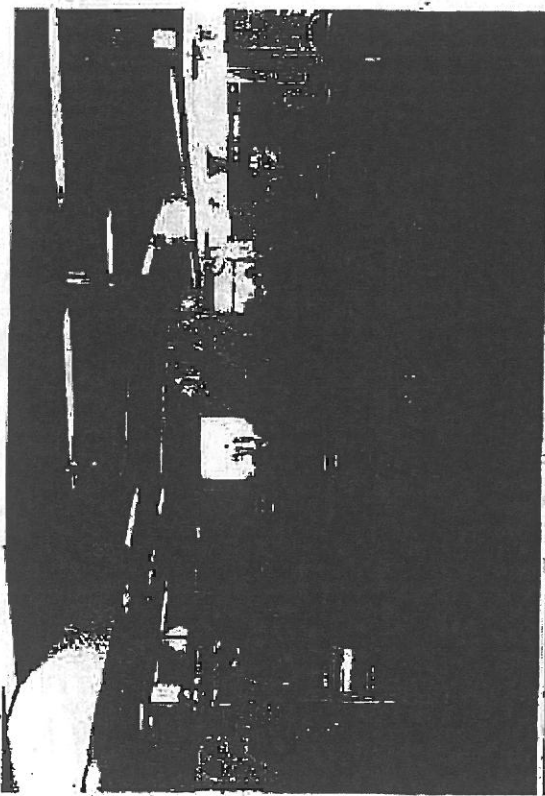


Hung Hom Northbound Evening Peak Hours (5:30 – 7:00pm)

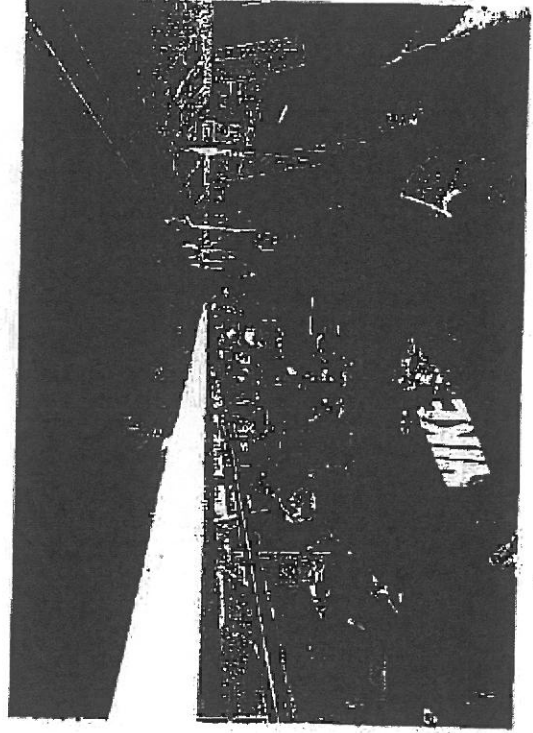
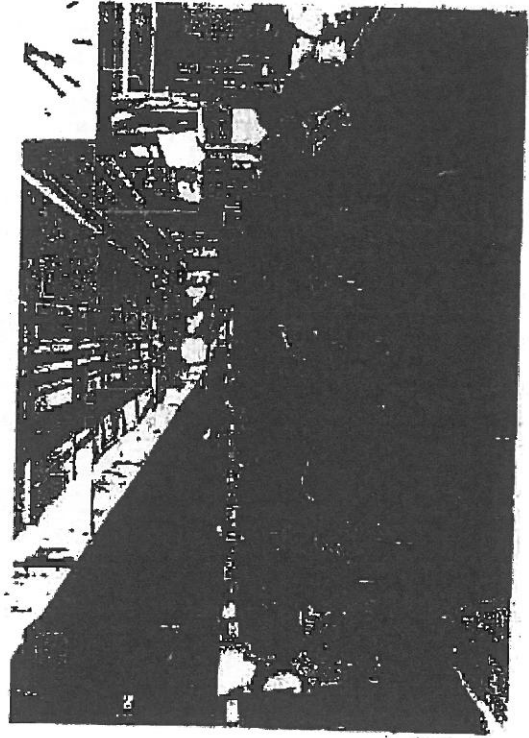
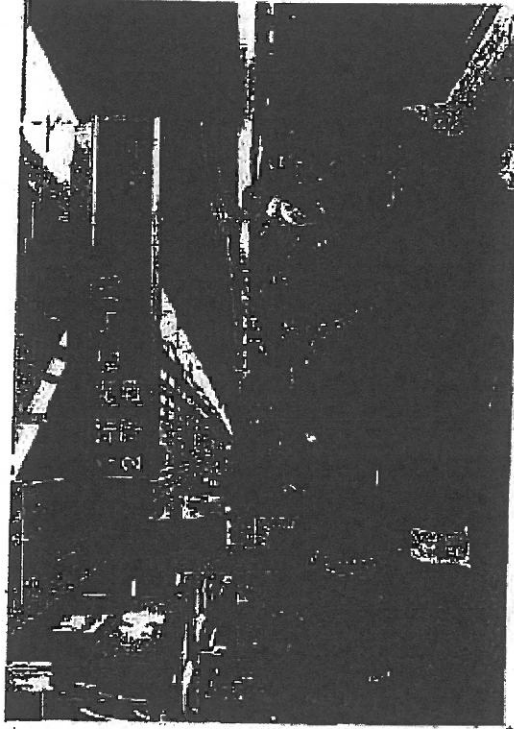
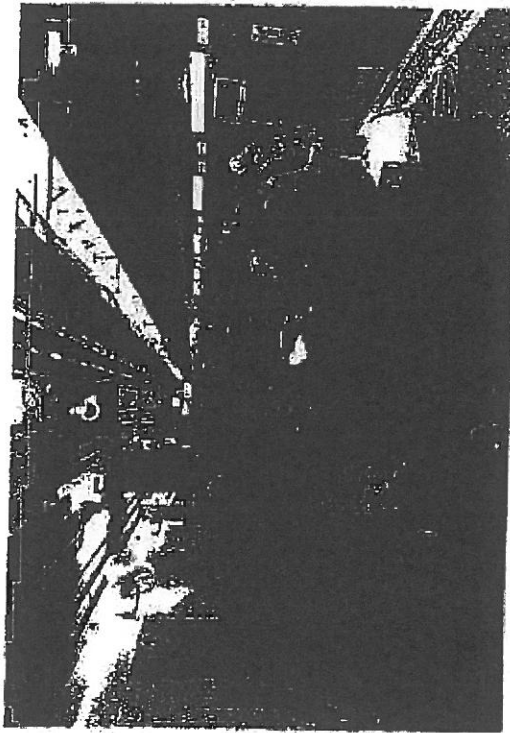
13th Feb 2014



Mong Kok East Northbound Evening Peak Hours (5:30 –
7:00pm) 13th Feb 2014



Kowloon Tong Northbound Evening Peak Hours (5:30 –
7:00pm) 13th Feb 2014



Winston Chu & Company
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Facsimile : (852) 28455964

DOCUMENT EXCHANGE NO. DX-180015 QUEENSWAY

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徐嘉慎律師事務所

Consultants

Winston K.S. Chu LL.B. (London) 徐嘉慎 律師 Henry S.S. Liang (Notary Public) 梁詩山 律師

Our Ref. JT/DL/78/2014

Your Ref.

Date: 19th February 2014

The Secretary
Town Planning Board
15th Floor, North Point Government Offices
333 Java Road,
Hong Kong

BY HAND

Dear Sirs,

Re : Representation made in accordance with S.6(1) of the Town Planning Ordinance (Cap.131) in respect of the Draft Fanling North Outline Zoning Plan No.S/FLN/1 ("OZP")

We act for the Transport and Infrastructure Concern Group.

We are instructed to make representation in respect of the Draft Fanling North Outline Zoning Plan No.S/FLN/1 ("the OZP") which was gazetted on 20th December 2013.

We therefore send to the Board herewith one set of the original and 90 sets of copies of the:-

- (1) duly completed Form No.S6 dated 19.2.14; and
- (2) duly signed Representation dated 19.2.14 together with the photographs attached to the Representation as its Schedule 1 and Schedule 2.

Kindly acknowledge receipt of the above documents by affixing your chop onto the enclosed copy of this letter.

Yours faithfully,

Winston Chu & Co.
Solicitors for the
Transport and Infrastructure Concern Group

Encl.
c.c. Client
DL/jm
H:\DENNIS\LIT\2014\78\LT to TPB_FLN (19.2.14).doc

**REPRESENTATION RELATING TO
DRAFT PLAN UNDER SECTION 6(1) OF
THE TOWN PLANNING ORDINANCE (CAP. 131)**

根據《城市規劃條例》（第131章）
第6(1)條就草圖作出申述

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

- The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：<http://www.info.gov.hk/tpb/>）。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視為不會提出論。

1. Person Making This Representation (known as "Representer" hereafter) 提出此宗申述的人士（下稱「申述人」）
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) Transport and Infrastructure Concern Group

2. Authorized Agent (if applicable) 獲授權代理人（如適用）
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) Winston Chu & Co. (Contact person: Mr. Dennis Li)

3. Details of the Representation 申述詳情
Draft plan to which the representation relates 與申述相關的草圖
Draft Fanling North OZP No.S/FLN/1

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

3. Details of the Representation (Continued) (use separate sheet if necessary)
申述詳情(續)(如有需要,請另頁說明)
Nature of and reasons for the representation 申述的性質及理由

Subject matters 有關事項	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
Proposal (as explained in paragraph 8 of the Explanatory Statement) to increase the population in Fanling North new development area to 71,400 without providing sufficient transport infrastructure	<input type="checkbox"/> support 支持 <input checked="" type="checkbox"/> oppose 反對	See the enclosed representation
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	

Any proposed amendments to the draft plan? If yes, please specify the details.
 對草圖是否有任何擬議修訂? 如有的話, 請註明詳情。

Commit to build Northern Link to reach the Fanling new development area and to add sufficient train stations in the Fanling new development area

② Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Amendments.
 請形容圖則內與申述相關的指定事項。如申述與圖則的修訂有關, 請註明在修訂項目附表內的修訂項目編號。

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
 「✓」 at the appropriate box 請在適當的方格內加上「✓」號

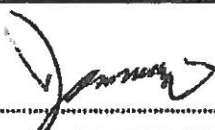
4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the representation. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同申述一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖為彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

5. Signature 簽署

Signature
簽署



Mr. DENNIS LI

Name in Block Letters 姓名（以正楷填寫）

"Representer" / Authorized Agent*

「申述人」/ 獲授權代理人*

Partner of Messrs. Winston Chu & Co.

Position (if applicable) 職位（如適用）

Professional

Qualification(s) 專業資格

Member 會員 / Fellow 資深會員* of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 Solicitor

on behalf of
代表

Transport and Infrastructure Concern Group

Company/Organization Name and Chop (if applicable)

公司/機構名稱及蓋章（如適用）

Date

日期 19th February 2014

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:

- (a) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and
- (b) facilitating communication between the "representer" and the Secretary of the Board/Government departments in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) 處理這宗申述，包括公布這宗申述供公眾查閱，同時公布「申述人」的姓名供公眾查閱；以及
- (b) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

「申述人」就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "representer" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料（私隱）條例》（第 486 章）的規定，「申述人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

* Delete as appropriate

Please fill "NA" for inapplicable item

「✓」 at the appropriate box

* 請刪去不適用者

請在不適用的項目填寫「不適用」

請在適當的方格內加上「✓」號

**Representation in respect of the Draft Fanling North Outline Zoning Plan gazetted on
20th December 2013**

Introduction

1. The Draft Outline Zoning Plan (OZP) for Fanling North (FLN) was gazetted on the 20 December 2013 for public comments.

(I) Summary of Representation

2. The Draft OZP is fundamentally flawed in that it has failed to address the traffic problems generated by the proposal and in not taking into account a very relevant and indeed essential consideration, namely, the transportation need of the existing and future population.

3. Given the fact that :-

- a. it is commonly known and accepted that the capacity of the existing East Rail has already been saturated;
- b. the number of tourists crossing from Lok Ma Chau and Lo Wu Boundary Crossing Points will consistently increase; and
- c. the current 12 car East Rail trains will be reduced to 9 cars in 2018 when the Shatin Central Link starts operation.

the capacity of the existing rail system i.e. the East Rail is plainly unable to take up an additional population of over 170,000 (71,400 planned population stated in paragraph 8 of the Explanatory Notes of the Draft FLN North OZP and 105,500 planned population in Kwu Tung North (KTN) set out in paragraph 8 of the Explanatory Notes of the Draft KTN OZP.

(II) Existing traffic problem

4. Photographs taken at the platform and station of East Rail Stations showing how congested and jammed the current situation is during peak hours – See photographs in Schedule 1. According to the Representer's estimation, passengers are already required to wait up to three trains before they can board the train at several major stations Fanling/Sheung Shui. When East Rail trains are reduced from 12 to 9 cars trains in 2018, the capacity of trains would be reduced by 25% by simple calculation. It will further worsen the congestion problem. By that time, it is estimated that the passengers will be required to wait even longer before boarding.

Development of FLN New Development Area ("NDA") without the Northern Link ("NOL") would Further Worsen the already overcrowded East Rail

6. For the Draft FLN OZP, Government's suggestion that the future population will be ferried between the NDA to Sheung Shui and Fanling Stations will undoubtedly put tremendous pressure to existing road networks at Sheung Shui and Fanling as well as to both stations and platforms. Schedule 2 contain photographs taken near Fanling Station show how bad the current situation is during the peak hours. This suggestion is plainly unworkable. Without the NOL, the existing road system and rail simply cannot take up the huge number of additional passengers.

Combined effect of over 170,000 planned population

7. While 71,400 population is planned under the Draft FLN OZP, 105,500 population is planned under the draft KTN OZP, the aggregate total of planned population will be over 170,000. With only 37,700 new jobs within the NDAs, majority of the future population in FLN and KTN NDAs are expected to rely on public transportation for daily commuting to and from work. This planned population would create unacceptable burden on East Rail which is already overcrowded and has no residual capacity whatsoever for carrying the additional passengers.

8. Once the Draft OZPs are approved, development can take place right away and the population will move in within foreseeable future. Without the commitment to build the NOL, the passengers (existing and future population) can only commute with the East Rail, which has already been saturated.

9. Congestion problem is further compounded by increasing cross-boundary activities with trains filled up by passengers at Lo Wu and Lok Ma Chau Stations. With Government forecasting that Hong Kong will have 100 million visitors annually by 2023 and that the Lo Wu and Lok Ma Chau Boundary Crossing Points will be operating at their full capacity on any average day, unbearable pressure will be added to East Rail. Currently, East Rail stations and platforms during weekday peak hours are crammed with passengers who have to wait up to three trains before they are able to board. Situation will be worse during weekends when there is a major influx of visitors from the Mainland.

10. With East Rail trains reduced from the current 12 cars trains when the Shatin Central Link commences operation in 2018, carrying capacity of East Rail will be further reduced. The combined effect will not only be inconvenience and delays caused to commuters using East Rail, but passenger safety hazard as many of the East Rail station platforms have already been congested and are physically unable to be expanded.

Railways Must be Used as the Backbone for Development

11. Ever since the formulation of the transport strategy "Moving Hong Kong Ahead" in 1999 ("the Strategy"), railways are adopted by Government to form as the backbone for the City's development. The 2014 Policy Address has once again reaffirmed this strategy.

12. In the planning of new development areas, railway infrastructure is considered a prerequisite and a key component of development and this principle is upheld in the planning of all new development areas including Kai Tak, Tung Chung New Town Extension, Hung Shui Kiu and the recently announced Wah Fu Estate Redevelopment.

13. In 2013, Government also announced the postponement of the Ping Che/Ta Kwu Ling (PC/TKL) NDA to consider opportunities offered by the NOL extension. It further shows the importance of railways in the development of new areas. Railways are both environmental and people friendly. They are the best mode of public transportation for carrying significant number of people as well as bringing significant social and economic benefits to new development areas. The planning and implementation of proper facilities are essential for the well-being of the community. Regrettably, both the Draft FLN and KTN OZPs have failed to be abided by this strategic Government policy and principle.

14. In preparing the FLN OZP, the Government has failed to assess the impact which the planned population would bring to the traffic and congestion problems. This approach is fundamentally flawed and is unacceptable in that it totally ignores the traffic need of the population who rely on the existing East Rail. Consequently, a planned population of 71,400 will be deprived of railway infrastructure which is in breach of the long established principle of "Using Railway as the Backbone for Development" set out by the Government.

15. The existing owner of land in FLN NDA and existing residents within the FLN NDA have legitimate expectation that the Government would provide sufficient transport infrastructure and not to deprive them the right to travel by commuting railway services.

16. The 71,400 planned population in the FLN NDA has legitimate expectation that:-

- (a) The Government would abide by the Strategy and would not deviate from the Strategy by failing to provide that essential transport infrastructure, namely, the NOL; and
- (b) The Government would provide sufficient transport infrastructure and not to deprive them of essential railway services.

17. In the development of new towns and preparing the Draft FLN OZP, the Government undoubtedly has an obligation to ensure that sufficient infrastructure and community provision are put in place in time in phase with population intake. In the Draft FLN OZP, the lack of a concrete and committed plan to build and implement the NOL to serve the FLN NDA and the lack of a committed plan to add sufficient train stations there are totally unacceptable. The future population as well as the existing population who rely on the existing East Rail have legitimate expectation that their traffic demand is properly considered and well taken care of.

Objection to the Draft FLN OZP

18. The failure of the Draft FLN OZP in incorporating railway infrastructure makes a mockery of Government's long establish policy of adopting railways as the backbone for the City's development and pre-empt the incorporation of railway in the future.

19. Under Section 3(1) of the Town Planning Ordinance, the Board is charged with the statutory duty to prepare draft plan.

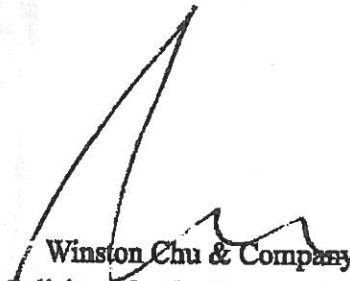
"with a view to the promotion of health, safety, convenience and general welfare of the community."

If the Board approve the Draft FLN OZP without providing the essential transport infrastructure, the Board will be in breach of its duty by failing to take into consideration the safety, convenience and general welfare of the community.

20. Further or in the alternative, it would be Wednesbury unreasonable and/or irrational for the Board to approve the Draft FLN OZP in its present form without ensuring provision of essential transport infrastructure by building the NOL.

21. In view of the fundamental flaws detailed in this representation, the Representer strongly urge the Government to commit to build NOL to reach the FLN NDA, and to add sufficient train stations there. The Town Planning Board should not approve the Draft FLN OZP in its present form.

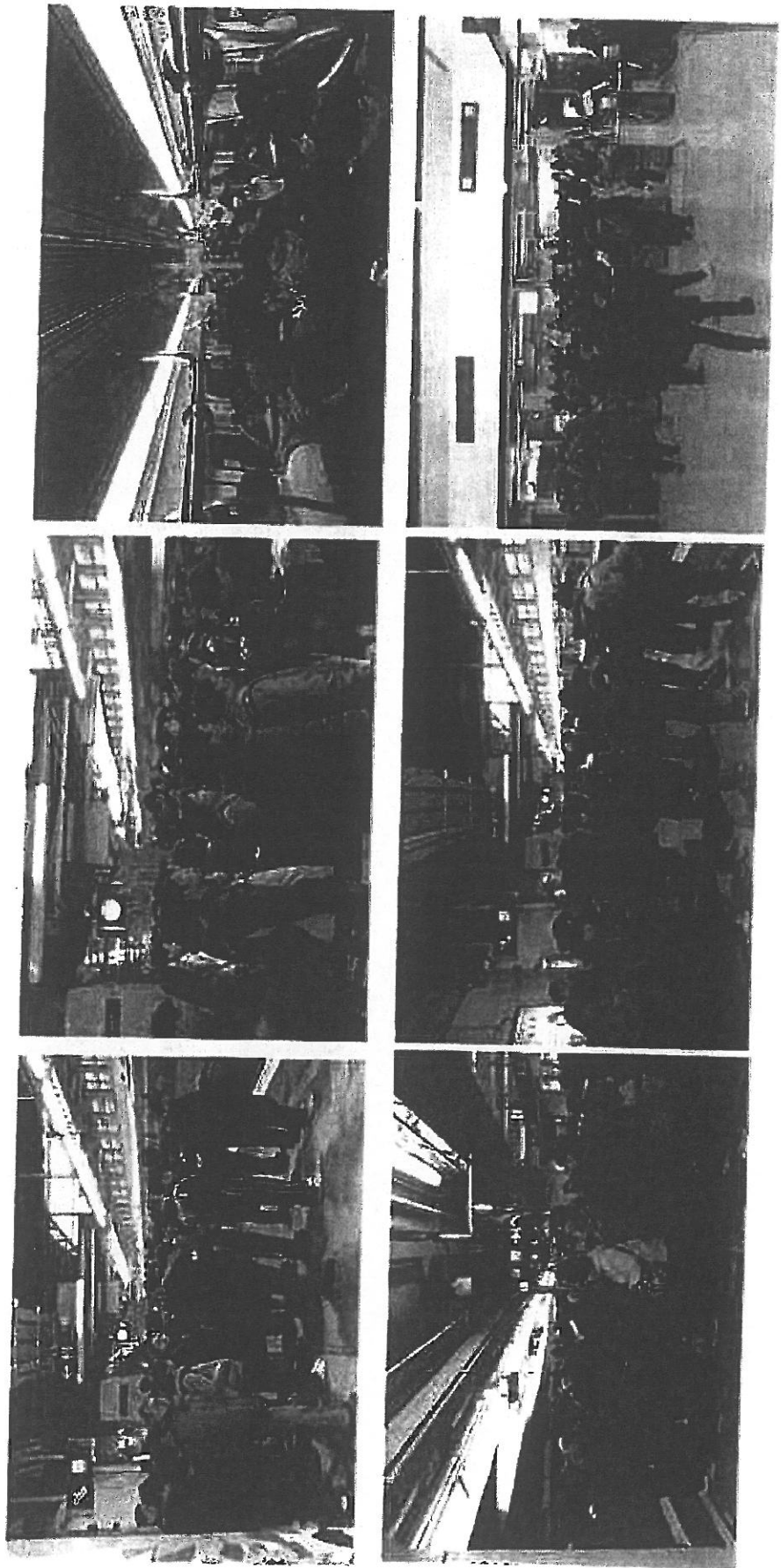
Dated this 19th day of February 2014.



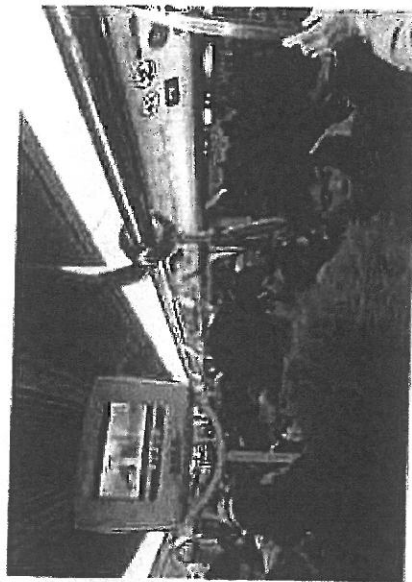
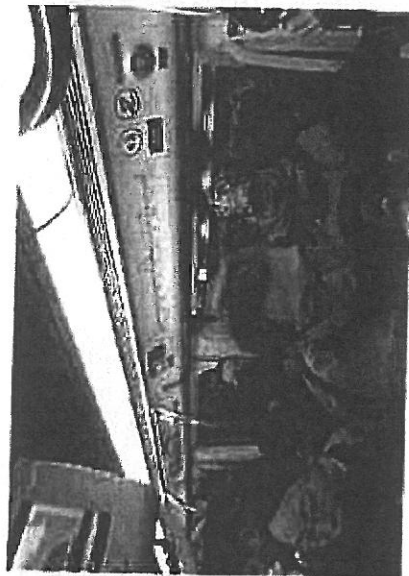
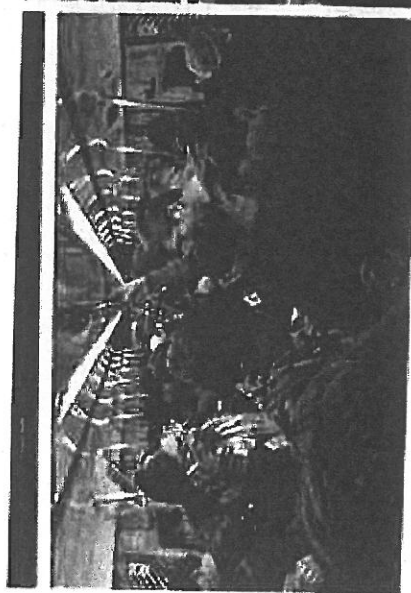
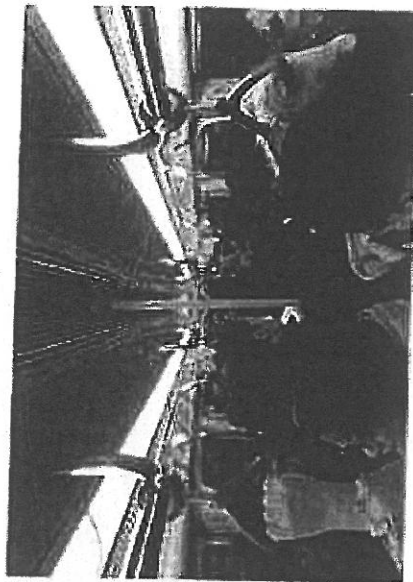
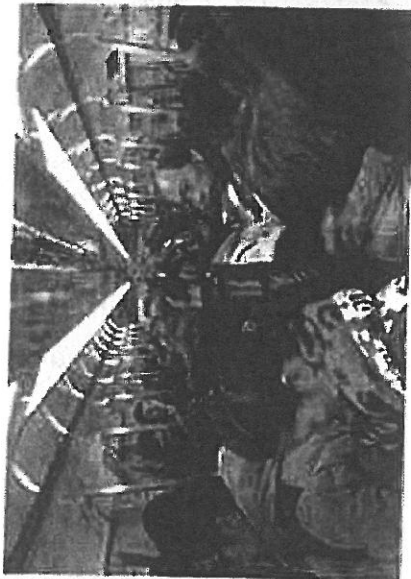
Winston Chu & Company
Solicitors for the Representer

Sheung Shui Southbound Morning Peak Hours (7:30 –
9:00am) 13th Feb 2014

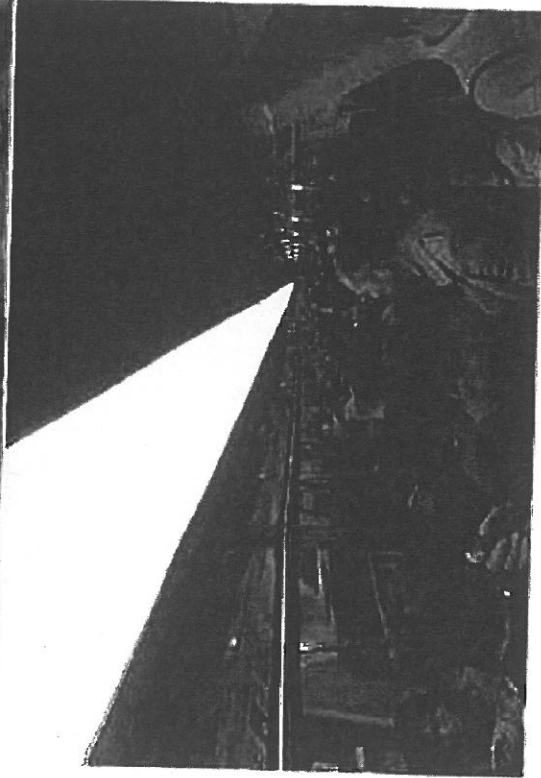
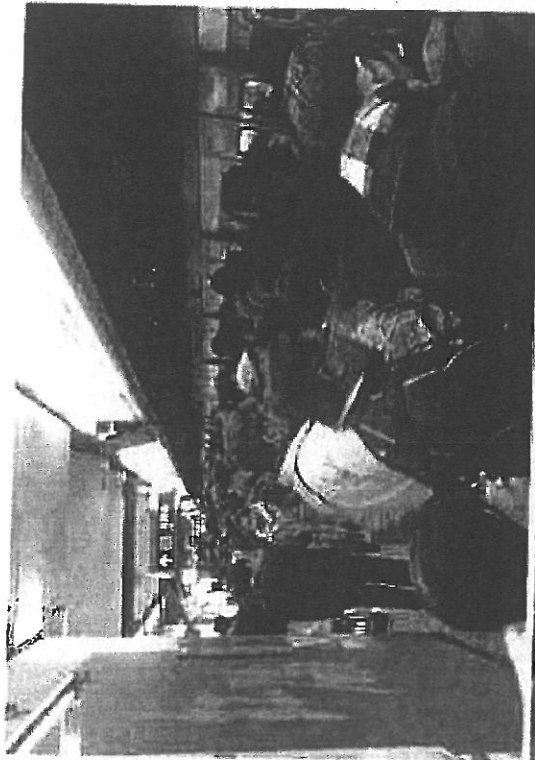
SCHEDULE 1



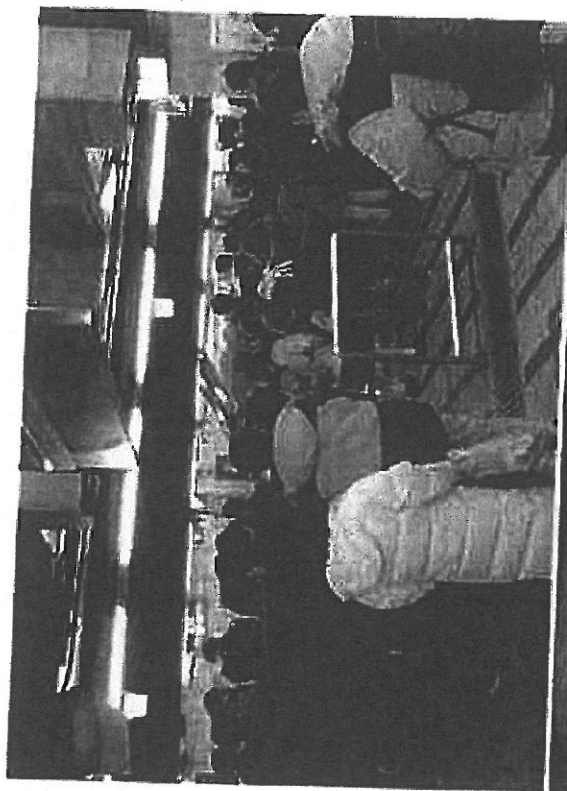
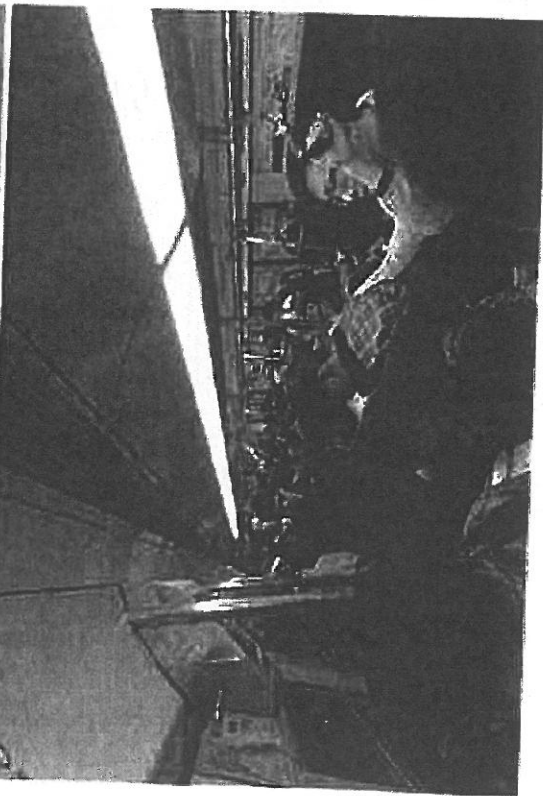
Fanling & Tai Wo Southbound Morning Peak Hours (7:30 – 9:00am) 13th Feb 2014



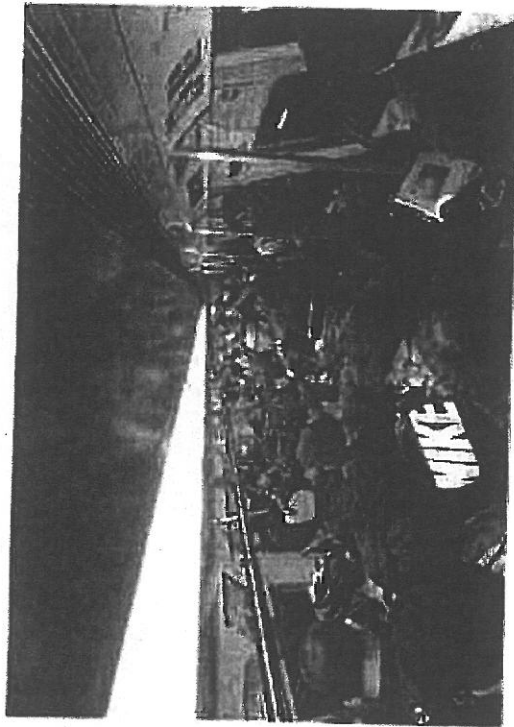
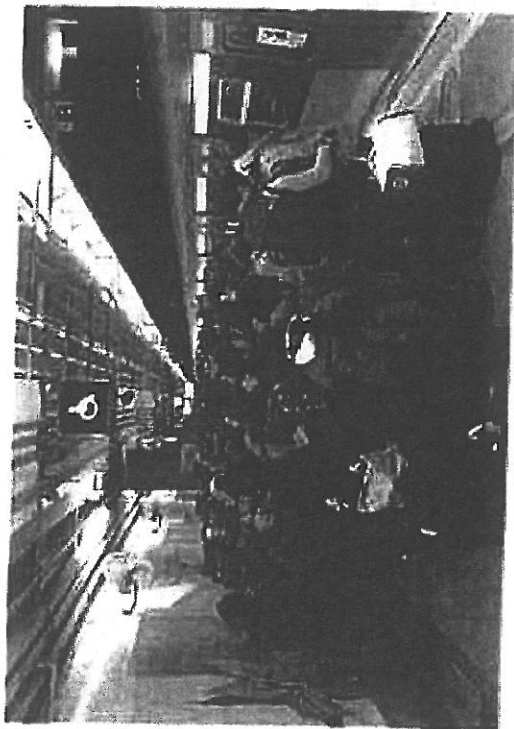
Hung Hom Northbound Evening Peak Hours (5:30 – 7:00pm)
13th Feb 2014



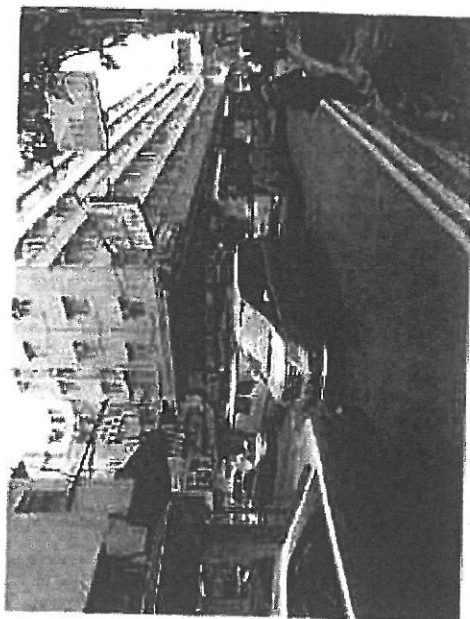
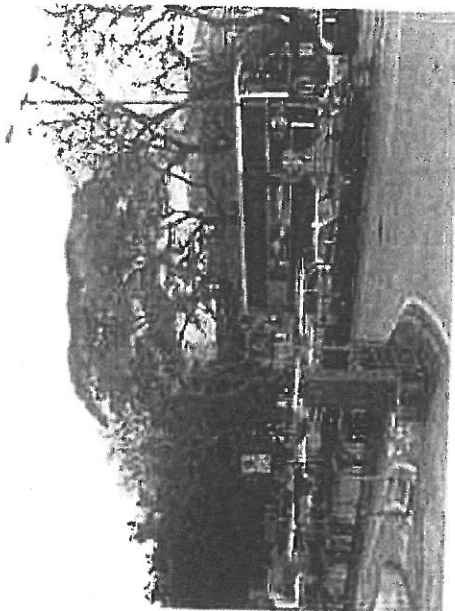
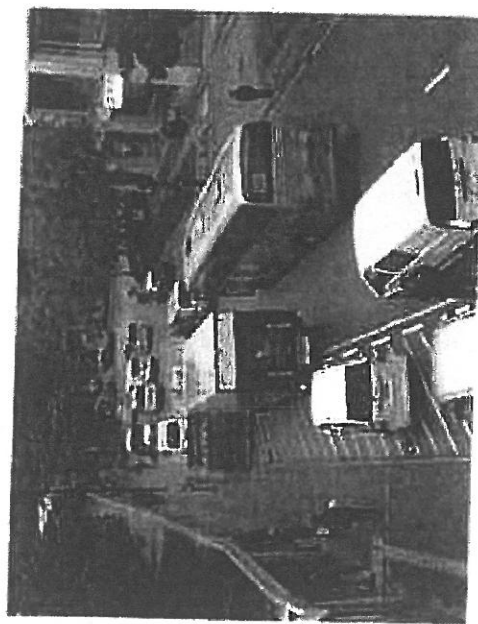
Mong Kok East Northbound Evening Peak Hours (5:30 –
7:00pm) 13th Feb 2014



Kowloon Tong Northbound Evening Peak Hours (5:30 –
7:00pm) 13th Feb 2014



Fanling Traffic Conditions taken in the morning of
12th Feb 2014



SCHEDULE 2

新界上水區馬草壟村公所用箋

敬啟者：

有關：新界東北新發展區規劃
馬草壟村擬建的鄉郊道路

根據 貴署上述事項的建議藍圖，擬建的鄉郊道路將會影響多戶在該處居住已超過五十年的村民。就本人實地視察，貴署只需將擬建的道路輕微向東面遷移（見附圖），便可以完全避免相關問題的發生，遷移的部份將處於荒廢的農地上，較為適合。期盼 貴署理解及體恤，荷蒙協助，深表謝意，是荷。

此致
規劃署 台照

馬草壟村村代表

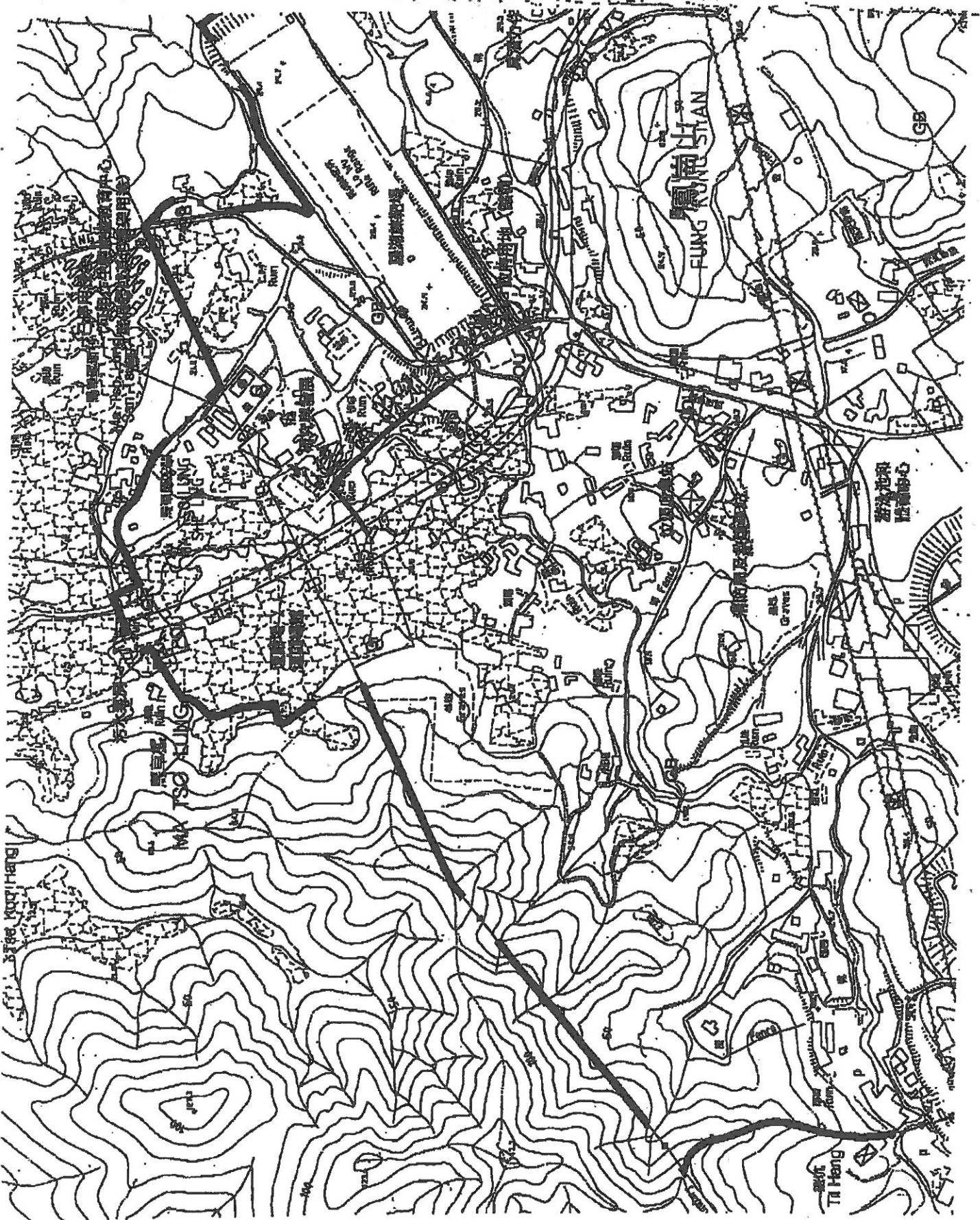
日期：2014 年 1 月 10 日



黃煥全 謹啟

副本呈：
上水區鄉事委員會

水田小區



黃煥全 181

就草圖作出申述

Representation Relating to Draft Plan

TPB/R/S/KTN/1-27

參考編號

Reference Number:

140217-002703-12333

提交限期

Deadline for submission:

20/02/2014

提交日期及時間

Date and time of submission:

17/02/2014 00:27:03

提出此宗申述的人士

Person Making This Representation:

女士 Ms. WONG LAI YIN

申述詳情

Details of the Representation:

與申述相關的草圖

Draft plan to which the representation relates:

S/KTN/1

申述的性質及理由

Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
MRDJ The road section passes through G/B to G/I/C	反對 Oppose	It's a WRONG planning to build a road on an area with very limited development. Land use conflict occurs as the road is too closed to fields, villagers' houses and their backyard. Traffic causes noise, air and water pollution to nearby, and villager's health is threatened. Natural habitat is destroyed ever since. Apart from kingfishers and egrets are recorded, owl and pangolin are found in the area. The road should be relocated.
GB The GB in between OU and G/I/C, with MRDJ passes through	反對 Oppose	Assigned GB area CANNOT cover the river plain, water quality is deteriorated due to the construction nearby

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

MRDJ
The section (from the shooting range to G/I/C, the sports centre) should be RELOCATED instead of destroying the precious nature, and interrupting the living hood of villagers. It is necessary to avoid disturbing those who have lived there more than 4 decades.

GB
The greenbelt is SHOULD BE EXTENDED so that more living creatures can be protected. Natural habitat can be preserved. Should be a more holistic view rather than cutting the GB into fragments



b頁 1 - 2(B)

tpbpd@pland.gov.hk

TPB/R/S/KTN/1-31

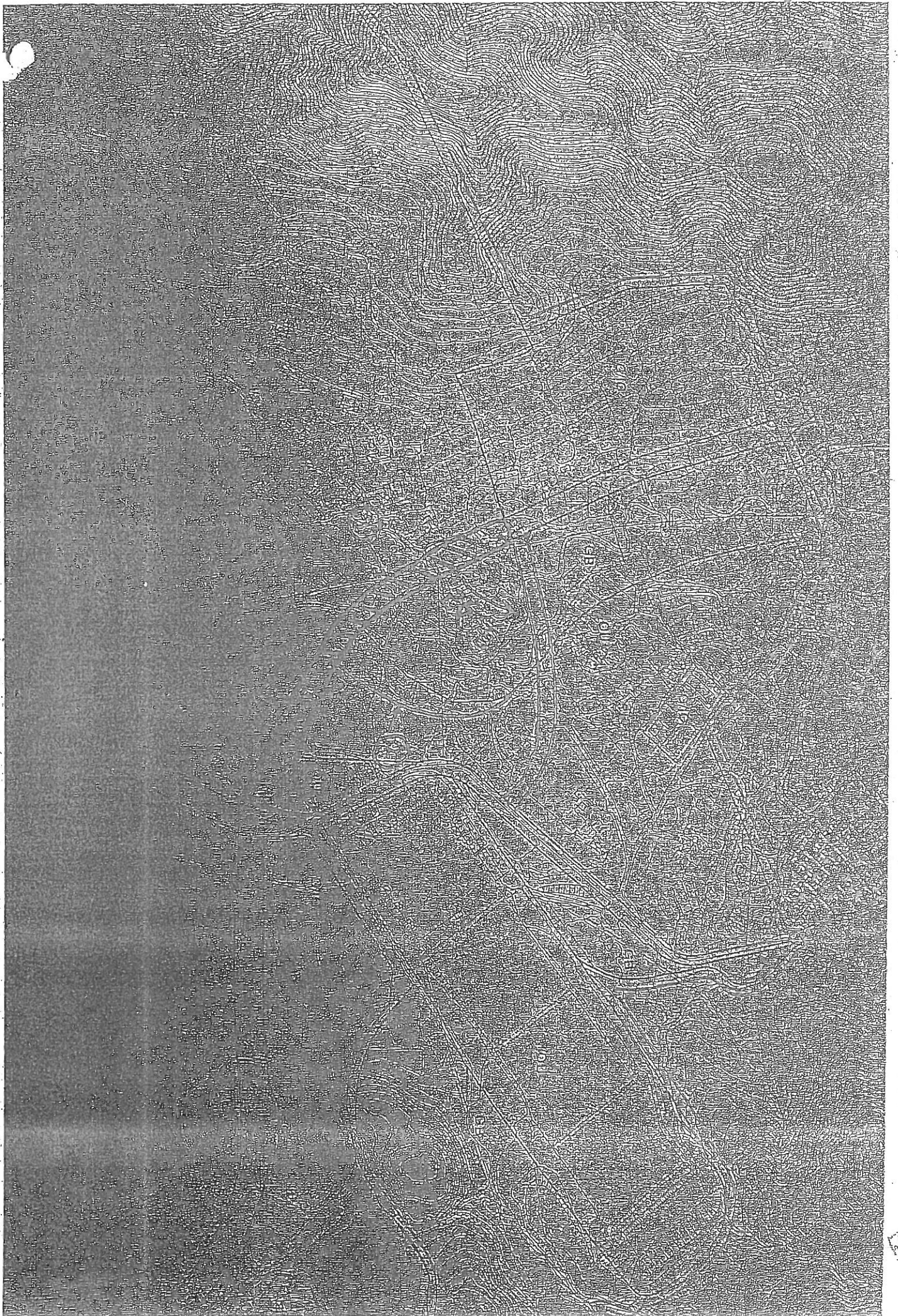
寄件者: Minna Tabor
收件者: tpbpd@pland.gov.hk
傳送日期: 17/02/2014 上午 12:41
附加檔案: SKTN_140217-002703-12333.JPG
主旨: Supplementary information for making representation

To whom you may concern,

I am Wong Lai Yin, enclosed please find the supplementary information for the amendment of plan no. S/KTN/1 for your necessary action. Regarding to my petition submitted, my reference number is 140217-002703-12333.

Best regards,
Lai Yin Wong

1452



tpbpd@pland.gov.hk

TPB/R/S/KTN/1-32

寄件者: "Pa Pa"
收件者: <tpbpd@pland.gov.hk>
傳送日期: 16/02/2014 下午 07:10
附加檔案: SKTN1申述Feb2014.JPG
主旨: 就 S/KTN/1 草圖作出申述

「申述人」姓名: Yung Mo Yin 電郵地址:
: tpv1017i@yahoo.com.hk or Sheung Shui Post Office P.O. Box no. 1215
聯絡人: 1. Lee Yuk Mei, Alice

2. Tsang Yat Yau
3. Lee Tin Yeung
4. Yung Yat Hei
5. Lee Wai Tat
6. Peng Chuhong
7. Lee Hiu Ching
8. Lee Yat Long

申述性質及理由

有關事項	性質
1 (道路)	反對
康. 可提供覆診記錄(如有需要)	
2 (GB)	反對

理由

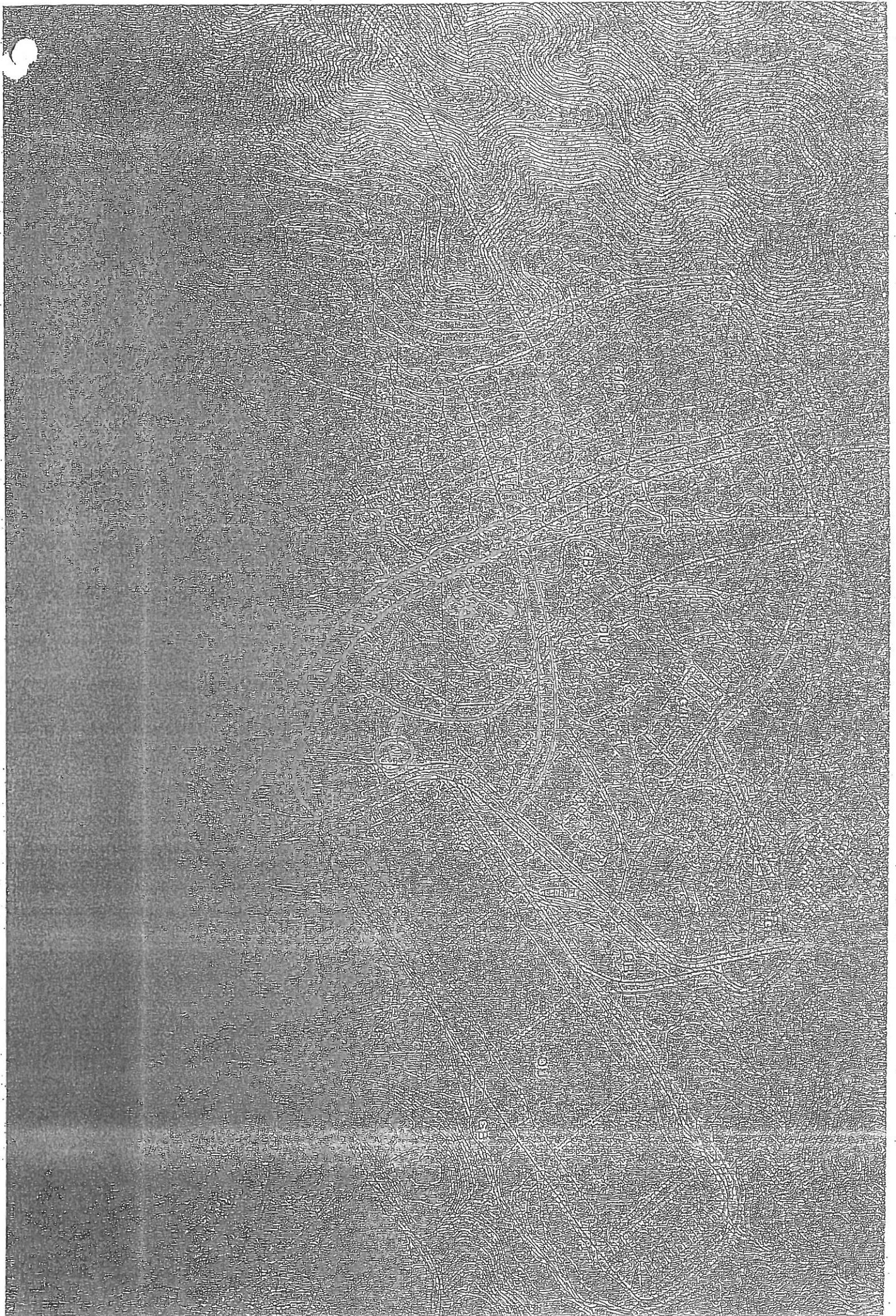
汽車在道路行走貼近民居, 做成空氣污染, 影響健康.
此草圖之前的規劃是被納入綠化地帶內(GB).

對圖則的建議修訂:

詳見附件: SKTN1申述Feb2014.jpg



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就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 140220-162252-98038

提交限期
Deadline for submission: 20/02/2014

提交日期及時間
Date and time of submission: 20/02/2014 16:22:52

提出此宗申述的人士
Person Making This Representation: 先生 Mr. Chow Tsun Yin

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/KTN/1

申述的性質及理由
Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
	反對 Oppose	<p>問題</p> <p>1) 古洞北第25區、第29區及第30區之間的南北走向公園用地大窄，若日後新界北發展，而深圳地鐵南延(如1號線、4號線、7號線等等)，此位置未能作邊境設施和讓鐵路列車經過，令古洞市中心區商業價值減少，減少北區居民原區就業機會。</p> <p>2) 古洞巴士總站設於L1路盡頭，但此設計會令巴士調動班次出現困難</p> <p>3) L1路和L2路斷開，會使現有九巴261、276、276A、276B、279X、373A、A43及44小巴會因路線迂迴而未能駛入古洞，不能服務新增乘客。</p> <p>4) 坊間傳言「廣深港高鐵」有第二期計劃，由石崗連接到深圳羅湖，中間會經過古洞北，請問未來又是否要收回地層？</p> <p>建議：</p> <p>1) L1路和L2路連接，方便九巴261、276、276A、276B、279X、373A、A43</p>

	及44小巴駛入古洞，及方便古洞巴士總站的巴士調動
--	--------------------------

	2) 第25區的大廈應全面用作商業用途，以增加原有粉嶺上水新市鎮居民的原區就業機會
--	---

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

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For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	17.2.2014

- The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tph/>.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規程指引。這份指引可向委員會秘書處（香港北角渣華道333號北角政府合署15樓-電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道333號北角政府合署17樓及新界沙田上禾輋路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：<http://www.info.gov.hk/tph/>）。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文發便。倘若未能提供所需資料，則委員會可把有關申述視為不曾提出論。

1. Person Making This Representation (known as "Representer" hereafter) 提出此宗申述的人士（下稱「申述人」）
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) 上水區鄉事委員會主席侯志強議員 粉嶺區鄉事委員會主席李國鳳議員 沙頭角區鄉事委員會主席李冠洪議員 打鼓嶺區鄉事委員會主席陳崇輝議員

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

3. Details of the Representation 申述詳情	
Draft plan to which the representation relates 與申述相關的草圖	新粉嶺北分區計劃大綱草圖 S/FLN/1

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Parts 1, 2 and 3 第1、第2及第3部分

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3. Details of the Representation (Continued) (use separate sheet if necessary) 申述詳情(續)(如有需要,請另頁說明)		
Nature of and reasons for the representation 申述的性質及理由		
Subject matters 有關事項	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
交通規劃	<input type="checkbox"/> support 支持 <input checked="" type="checkbox"/> oppose 反對	見附件
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	
Any proposed amendments to the draft plan? If yes, please specify the details. 對草圖是否有任何擬議修訂? 如有的話,請註明詳情		

@. Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Amendments.
請形容該則內與申述相關的指定事項。如申述與圖則的修訂有關,請註明在修訂項目附表內的修訂項目編號。

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
「✓」 at the appropriate box 請在適當的方格內加上「✓」號

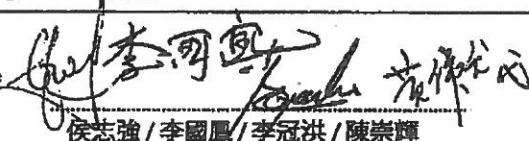
4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the representation. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同申述一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖為彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

5. Signature 簽署

Signature
簽署



"Representer" / Authorized Agent
「申述人」/ 獲授權代理人

侯志強 / 李國鳳 / 李冠洪 / 陳崇輝

Name in Block Letters 姓名（以正楷填寫）

Professional

Qualification(s) 專業資格

Member 會員 / Fellow 資深會員

☐ HKIA

☐ HKIS

☐ HKILA



on behalf
代表



沙頭角區鄉事委員會 / 打鼓嶺區鄉事委員會

Company/Organization Name and Chop (if applicable)

公司/機構名稱及蓋章（如適用）

Date 2014年2月7日
日期

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:

- (a) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and
- (b) facilitating communication between the "representer" and the Secretary of the Board/Government departments in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規例指引的規定作以下用途：

- (a) 處理這宗申述，包括公布這宗申述供公眾查閱，同時公布「申述人」的姓名供公眾查閱；以及
- (b) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

「申述人」就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。

3. A "representer" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料（私隱）條例》（第486章）的規定，「申述人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道333號北角政府合署15樓。

* Delete as appropriate

* 請刪去不適用者

Please fill "NA" for inapplicable item

請在不適用的項目填寫「不適用」

「✓」 at the appropriate box

請在適當的方格內加上「✓」號

香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書處

有關：新粉嶺北分區計劃大綱草圖 S/FLN/1

本申述取代 2014 年 1 月 27 日寄予貴會之申述。

政府進一步落實粉嶺北新發展區的長遠規劃，以增加房屋供應，解決香港市民的住房問題。我們除一直關注特惠補償金額有否與時並進，予以提升外，我們對現時刊憲的分區計劃大綱草圖，未有充分考慮新發展區的交通規劃，深表遺憾。

接政府一直奉行「以鐵路為骨幹」的交通政策，新發展區亦必須有鐵路配套，方算合理。可是，現時刊憲的分區計劃大綱草圖，實在看不到此方面的規劃配套，故我們反對新粉嶺北分區計劃大綱草圖 S/FLN/1 刊憲。

根據現時的規劃，粉嶺北新發展區的建議人口將達 80,000，居民出入依靠環保巴士，連接粉嶺/上水鐵路站。現時，上水石湖墟、上水圍及天平村人口約 50,000 人；粉嶺聯和墟人口約 20,000 人，一帶已經人頭湧湧，路面交通更是水洩不通，東鐵線的載客量亦已飽和。由於接近邊境，連接粉嶺/上水鐵路一直是水貨客每天必到之地，與粉嶺/上水居民發生衝突已是時有所聞。再者，粉嶺/上水鐵路站屬舊式設計，月台空間有限，現時已非常經濟迫，如再加上古洞北及粉嶺北新發展區的 180,000 人口，月台擠擁的情況將更加嚴重，甚至危及候車乘客安全。

發展局局長於 2013 年 7 月公布「新界東北新發展區規劃及工程研究」結果的記者會上表示：「由於坪輦／打鼓嶺缺乏集體運輸系統和其他基建配套，原先只規劃作特殊工業和較低密度的住宅發展。因應 2013 年《施政報告》提出檢視新界北部地區的發展潛力，包括新鐵路基建所帶來的機遇，政府將重新規劃坪輦／打鼓嶺，並再諮詢公眾。」

雖然我們並不滿意政府推遲坪輦／打鼓嶺新發展區的計劃，但局長之言正正反映新發展區的規劃必須與配合集體運輸系統，方能盡用該區的發展潛力。政府於啓德新發展區及諮詢中的東涌新市鎮發展研究都有提出輕軌/鐵路配套建議，而為了放寬薄扶林南面華富邨一帶的限制，亦正積極考慮興建南港島綫(西段)，即便古洞北新發展區亦有預留用地興建落馬洲支線古洞站，為何獨粉嶺北新發展區沒有新鐵路規劃的配合？

現屆特首一直強調房屋政策乃特區施政的「重中之重」，其於最新發表的施政報告有關土地供應的第 118 段開首即表示「房屋短缺的問題是嚴重的。」，並於第 122 段表明「…除了港島北部及九龍半島人口比較稠密外，全港其他各個「發展密度分區」現時准許的最高住宅用地地積比率，可整體地適度提高約兩成…」，及於第 145 段表示「鐵路物業發展繼續是房屋供應的重要來源。」，現屆政府何不考慮於粉嶺北新發展區增設鐵路站，並提升整個新發展區的地積比率，以更有效釋放其發展潛力？

新粉嶺北分區計劃大綱草圖沒有預留任何土地予鐵路發展，完全抹煞新鐵路基建，包括未來北環線於粉嶺北設站的可能性及隨之附帶之發展機遇，實為不智。故此，我們認為政府必須重新審視粉嶺北新發展區的規劃，不應倉促進行刊憲，平白浪費珍貴的土地資源。

基於以上申述理由，我們反對新粉嶺北分區計劃大綱草圖 S/FLN/1 刊憲。



新界
區水上
鄉事委員會
主席
侯志強議員



粉嶺區鄉事委員會
主席
李國鳳議員



沙頭角區鄉事委員會
主席
李冠洪議員



新界
打鼓嶺區
鄉事委員會
主席
陳崇輝議員

2014年2月7日

副本致：立法會議員易志明先生

MASTERPLAN LIMITED

Planning and Development Advisors

TPB/R/S/FLN/1-11

領賢規劃顧問有限公司

19 February 2014
Our Ref. MP/FLN/1

The Secretary,
Town Planning Board
15/F, North Point Government Offices,
333 Java Road,
North Point.

By Hand

Dear Sir,

**Representation under Section 6 of the Town Planning Ordinance
In relation to the
Draft Fanling North Outline Zoning Plan Number S/FLN/1**

This representation is submitted in relation to Draft Fanling North (FLN) Outline Zoning Plan. It objects to the lack of railway infrastructure to serve the planned population of the New Development Area (NDA).

People living in the NDA will need to rely on Environmental Friendly Transport Mode (EFTM) feeder services to go to Sheung Shui and Fanling Stations for interchange with East Rail. The feeder services mean that a majority of the new population of the NDA will use East Rail to go to the urban area. However, the road traffic in the vicinity of the two stations is congested. In addition, the current congested situation of East Rail has already caused frequent complains and is anticipated to be worsening. Development of the NDA will further worsen the overcrowded situation of East Rail.

The planning of FLN NDA fails to uphold the Government's strategic policy of *"Using Railways as the Backbone for Development"*. Moreover, the lack of railway infrastructure to serve the NDA fails to optimise the development potential of the valuable land resources.

Northern Link (NOL) should be implemented within a timely manner concurrent with the population in-take of the Northeast New Territories NDAs and to divert the East Rail traffic to the western New Territories railway network. In addition, the NOL should be extended to serve FLN NDA with two associated stations. An indicative alignment of NOL and approximate locations of the stations should be included on the Draft OZP.

Enclosed with this letter are an authorisation letter from the Applicant and 90 copies of Planning Statement which provides more details of this representation.

Yours faithfully,



I. T. Brownlee,
For and on behalf of
Masterplan Limited

Cc Client

545

Transport Planning Alliance

13 February 2014

**Masterplan Limited,
3516B China Merchants Tower,
Shun Tak Centre,
200 Connaught Road Central,
Hong Kong**

Dear Sir,

**Letter of Authorisation
Representation in relation to
Draft Fanling North Outline Zoning Plan No. S/FLN/1**

This serves to authorise Masterplan Limited to submit a representation in relation to Draft Fanling North Outline Zoning Plan to the Town Planning Board under Section 6 of the Town Planning Ordinance, and to undertake any other matters related to planning.

Yours faithfully,



MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

19 February 2014
Our Ref. MP/FLN/1

The Secretary,
Town Planning Board
15/F, North Point Government Offices,
333 Java Road,
North Point.

By Hand

Dear Sir,

**Representation under Section 6 of the Town Planning Ordinance
in relation to the
Draft Fanling North Outline Zoning Plan Number S/FLN/1**

This representation is submitted in relation to Draft Fanling North (FLN) Outline Zoning Plan. It objects to the lack of railway infrastructure to serve the planned population of the New Development Area (NDA).

People living in the NDA will need to rely on Environmental Friendly Transport Mode (EFTM) feeder services to go to Sheung Shui and Fanling Stations for interchange with East Rail. The feeder services mean that a majority of the new population of the NDA will use East Rail to go to the urban area. However, the road traffic in the vicinity of the two stations is congested. In addition, the current congested situation of East Rail has already caused frequent complains and is anticipated to be worsening. Development of the NDA will further worsen the overcrowded situation of East Rail.

The planning of FLN NDA fails to uphold the Government's strategic policy of "Using Railways as the Backbone for Development". Moreover, the lack of railway infrastructure to serve the NDA fails to optimise the development potential of the valuable land resources.

Northern Link (NOL) should be implemented within a timely manner concurrent with the population in-take of the Northeast New Territories NDAs and to divert the East Rail traffic to the western New Territories railway network. In addition, the NOL should be extended to serve FLN NDA with two associated stations. An indicative alignment of NOL and approximate locations of the stations should be included on the Draft OZP.

Enclosed with this letter are an authorisation letter from the Applicant and 90 copies of Planning Statement which provides more details of this representation.

Yours faithfully,



I. T. Brownlee,
For and on behalf of
Masterplan Limited

Cc Client

545

Transport Planning Alliance

13 February 2014

**Masterplan Limited,
3516B China Merchants Tower,
Shun Tak Centre,
200 Connaught Road Central,
Hong Kong**

Dear Sir,

**Letter of Authorisation
Representation in relation to
Draft Fanling North Outline Zoning Plan No. S/FLN/1**

This serves to authorise Masterplan Limited to submit a representation in relation to Draft Fanling North Outline Zoning Plan to the Town Planning Board under Section 6 of the Town Planning Ordinance, and to undertake any other matters related to planning.

Yours faithfully,



**Representation to Town Planning Board in Relation to the
Draft Fanning North Outline Zoning Plan Number S/FLN/1**

Transport Planning Alliance

February 2014

Representation to Town Planning Board in Relation to the Draft Fanling North Outline Zoning Plan Number S/FLN/1

Executive Summary

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APPENDICES

Appendix 1: East Rail Platform and Train Compartment Congestion Survey

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CONSULTANT

Masterplan Limited

Executive Summary

(Fanling North)

- S.1 This representation is submitted in relation to Draft Fanling North (FLN) Outline Zoning Plan (OZP). It objects to the lack of railway infrastructure to serve the planned population. This limits the mobility and affects the life quality of the future community.
- S.2 The new population in FLN New Development Area (NDA) will need to rely on Environmental Friendly Transport Mode (EFTM) feeder services to go to Sheung Shui and Fanling Stations and interchange with the very congested East Rail Line.
- S.3 Current congested situation of East Rail has already caused frequent complains. The congestion is anticipated to be worsened due to Increasing cross-boundary visitors and activities and the plan to reduce the number of compartments of East Rail trains when Shatin Central Link is in service. Development of the FLN and Kwu Tung North (KTN) NDAs will worsen overcrowding of East Rail which will have adverse knock-on effect on road traffic.
- S.4 Besides congestion of the East Rail, the traffic conditions around the Fanling and Sheung Shui Stations where the EFTM will shuttle passengers to are also very congested. As such, feasibility of EFTM feeder services is doubtful.
- S.5 The congested East Rail conditions mean that Northern Link (NOL) will be needed for the FLN and KTN NDAs to divert passengers to West Rail. NOL should be implemented in a timely manner to match with the population in-take of the two NDAs. It should be extended to serve FLN NDA with two associated stations.
- S.6 The planning of FLN NDA fails to uphold the Government's strategic policy of "Using Railways as the Backbone for Development". Moreover, the lack of railway infrastructure in the NDA fails to optimise the development potential of the scarce land resources.
- S.7 The present Draft OZP has reserved no land for railway provision. To meet this representation, an indicative alignment of NOL and the approximate locations of railway stations need to be shown on the OZP. In addition, the Explanatory Statement also needs to include the implementation table of NOL in the sections related to public transport and implementation of the NDA.

行政摘要
(粉嶺北)

- S.1 這申述是關於粉嶺北分區計劃大綱草圖（大綱草圖）。它反對粉嶺北的規劃缺乏鐵路基礎設施以服務將來的人口。這會限制未來社區人口的移動性和影響他們的生活質素。
- S.2 粉嶺北新發展區的人口將需要依靠環保運輸方式接駁至上水及粉嶺火車站的服務，然後轉乘非常擁擠的東鐵線。
- S.3 東鐵目前的擁擠情況已引起很多的抱怨。此外，由於越來越多的跨境旅客和活動，以及預期將來沙中線投入服務時，會減少東鐵列車的車廂數量，東鐵在未來將更擁擠。粉嶺北及古洞北新發展區的開發只會令東鐵的擁擠情況惡化，及影響道路的交通。
- S.4 除了擁擠的東鐵服務，以環保運輸方式為乘客提供接駁服務至東鐵的粉嶺及上水站附近的交通狀況也很擁擠。因此，該接駁服務的可行性是值得懷疑的。
- S.5 鑑於東鐵的擁擠情況，粉嶺北及古洞北新發展區將需要以北環線轉移乘客到西鐵。北環線應及時予以實施，以配合在兩個新發展區的遷入人口。它應延申至粉嶺北並在該區設置兩個火車站。
- S.6 粉嶺北新發展區的規劃未能堅守政府的「以鐵路為發展骨幹」的策略性政策。此外，粉嶺北新發展區缺乏鐵路基礎設施，不能優化稀缺土地資源的開發潛力。
- S.7 現在的大綱草圖並無為鐵路預留土地。為了滿足這申述，須在大綱圖標示北環線的路線和兩個火車站的大致位置。此外，相關的說明書需要在公共交通及規劃的實施部分包括北環線的落實時間表。

**Representation to Town Planning Board in Relation to the
Draft Fanling North Outline Zoning Plan Number S/FLN/1**

1 INTRODUCTION

- 1.1 This representation is submitted in relation to the Draft Fanling North (FLN) Outline Zoning Plan (OZP). It objects to the lack of railway infrastructure to serve the planned population. The new population will need to rely on feeder service to connect to the already very congested East Rail Line. This will not only limit the mobility of people living in the FLN New Development Area (NDA), but also seriously affect the commuting experience and safety of the East Rail passengers.
- 1.2 The lack of railway service in the NDA is unacceptable as transportation is one of the most essential infrastructure supports to guarantee convenient and quality livelihood of the future community.

2 BACKGROUND

- 2.1 The Draft FLN OZP was gazetted together with the Draft Kwu Tung North (KTN) OZP on 20 December 2013 for public comments. Both Draft OZPs are formulated on the basis of the Recommended Outline Development Plan (RODP) of the Northeast New Territories New Development Areas (NENT NDAs). The combined planned population of 176,900 in the Draft FLN OZP and KTN OZP will share facilities and infrastructure with the existing population of Fanling /Sheung Shui (FSS) New Town.
- 2.2 Development of the two NDAs will create a big Fanling /Sheung Shui /Kwu Tung (FL/SS/KT) New Town with a planned combined population of 460,000. This combined population is even higher than that of the densely populated Tseung Kwan O¹ (TKO) New Town.
- 2.3 The FLN NDA is proposed to be a "Riverside Community". The NDA is ribbon-like and is to be developed along the Ng Tung River. Two district nodes will be created within the NDA, one in the western portion of the NDA (i.e. to the north of Tin Ping Estate) and the other in the eastern portion (i.e. to the north of Luen Wo Hui). These district nodes will have a mix of residential, retail, social, community facilities, public transport interchanges (PTIs) and open spaces.
- 2.4 Most of the high-density residential developments, work place, leisure and entertainment and public service facilities are planned within 500m of the PTIs in the two district nodes. Such arrangement is to encourage people to use public transport.
- 2.5 However, with a planned population of over 70,000, the NDA is regrettably not planned with railway service. Instead, the Draft OZP proposes Environmental Friendly Transport Mode (EFTM) in the form of road-based feeder services connecting the NDA with the Sheung Shui

¹ According to the TKO OZP, TKO New Town has a planned population of 445,000.

and Fanling railway stations. This means that the population will also rely heavily on East Rail as the main transportation means to the urban area.

3 REASONS FOR THE REPRESENTATION

3.1 East Rail Already Congested

3.1.1 There have been frequent grievances and complains about congestion of East Rail. Increased cross-boundary passengers who often carry large pieces of luggage and increased parallel trading in recent years have worsened the overcrowded problems. Elimination of this overcrowding situation is not possible through an increase in train frequency as the line signalling system which is also shared by the Guangdong-Kowloon Through Train has reached its limit.

3.1.2 Appendix 1 is a survey of East Rail stations between Lo Wu/Lok Ma Chau and Hung Hom Stations conducted in January and February 2014. The survey shows that, during weekday morning peak hours, south bound trains and platforms are extremely congested with passengers having to wait up to three trains at some of stations before they are able to board. The survey shows conversely, that during weekend evening peak hours, north bound trains and platforms at stations between Hung Hom and Kowloon Tong are also very crowded with passengers having to wait for two trains before they can board. Sheung Shui Station north bound platform is also packed with passengers waiting to interchange for Lo Wu or Lok Ma Chau Stations as well as parallel traders creating conflicts and danger for passengers boarding and alighting trains.

3.2 East Rail Congestion Anticipated to be Worsened

3.2.1 Due to an increase in cross-boundary activities, congestion of East Rail has worsened in recent years. South bound trains are often filled up by passengers at Lo Wu and Lok Ma Chau Stations. A recent forecast by Government that Hong Kong will receive 100 million annual visitors by 2023² and that the Lo Wu and Lok Ma Chau Boundary Crossing Points will be operating at full capacity on any average day will add further misery to East Rail commuters.

3.2.2 With the Shatin Central Link commencing operation in 2018, the number of cars on East Rail trains will be reduced from the current 12 cars to nine, meaning that the carrying capacity of East Rail will be reduced, and overcrowded situation will be worsened.

3.3 Feasibility of Environmental Friendly Transport Mode Feeder Service Doubtful

3.3.1 Without railway services, the Draft OZP proposes to provide road-based EFTM Feeder Services connecting the NDA with the Sheung Shui and Fanling railway stations. The Draft OZP's assertion that flexibility has been allowed for such service is not substantiated and the

² Assessment Report on Hong Kong's Capacity to Receive Tourists, Commerce, Industry and Tourism Branch, Commerce and Economic Development Bureau, December 2013

assertion is made on the assumption that whichever form of EFTM adopted, it would be compatible with the road conditions of the FSS New Town and perhaps beyond.

3.3.2 Hitherto, neither any feasibility study nor technical assessment has been conducted on any form of EFTM in relation to the existing road network of the FSS New Town. The additional road traffic shuttling passengers to and from the NDA would induce significant pressure to the existing congested road network particularly in area around the stations where congestion is a common phenomenon during peak hours. Existing road conditions around the Sheung Shui and Fanling Stations are very congested. The areas are packed with mini-buses, buses, taxis, coaches and cars. Passengers alighting from these vehicles to interchange with East Rail often compete with other vehicles for the congested road space. Appendix 2 shows the traffic conditions of roads in the vicinity of the two stations.

3.3.3 By proposing the EFTM feeder service to connect the NDA with the Sheung Shui and Fanling Stations, the Draft OZP makes a bold assumption that East Rail as well as the two stations can cope with additional passengers and traffic from the FLN NDA. However, given that East Rail is already saturated with little possibility of increasing train frequency and road networks in the vicinity of the two stations are already congested the feasibility of this EFTM is extremely doubtful.

3.4 Development of Both FLN and KTN NDAs Will Worsen Overcrowding of East Rail

3.4.1 The proposed EFTM feeder service connecting the FLN NDA with Sheung Shui and Fanling stations will encourage the FLN population to use East Rail, adding further burden to this congested railway.

3.4.2 Apart from the planned population at FLN NDA, population of the proposed KTN NDA will also add burden to the East Rail. The high concentration of population planned around the Kwu Tung Station will encourage population to use Lok Ma Chau Spur Line and East Rail as the primary mode of public transportation. These passengers will fill up East Rail trains at Kwu Tung Station during weekday morning peak hours, leaving little room for passengers to board from subsequent southbound stations between Sheung Shui and Tai Wai. Conversely, during evening peak hours, passengers returning to Fanling and Kwu Tung would have to suffer long cramped journeys from the main urban areas.

3.5 East Rail Passenger Safety Compromised

3.5.3 Development of the FLN and KTN NDAs will create a big FL/SS/KT New Town with a total population of 460,000. The combined effect of this high level of population, increasing visitors from Mainland using the Lo Wu and Lok Ma Chau Boundary Crossing Points as well as reduced East Rail carrying capacity will worsen the overcrowded situation of East Rail. This will not only cause inconvenience and delays to commuters using East Rail, but passenger safety would be severely compromised with many of the East Rail station platforms already congested and unable to expand.

3.6 Adverse Knock-on Effect on Road Traffic

- 3.6.1 With passengers dissatisfied with travelling on East Rail, there would be an inevitable undesirable overflow of commuters switching to road based public transportation which would have a negative knock-on impact on road congestion particularly to the Tolo Highway.

3.7 The Draft FLN OZP Fails to Optimise Development Potential of Scarce Land Resources

- 3.7.1 It is a proven and well established planning practice that development above or adjacent to railway stations can sustain higher plot ratios compared with development which relies on road based transportation. The FLN NDA is not planned with railway service and the development potential of the housing sites in the NDA is therefore not optimised. Had the NDA been properly planned and integrated with railway facilities, many sites could have been zoned with higher plot ratio which would allow for a more efficient use of the scarce land resources, producing more housing units to help address the present housing shortage crisis.

3.8 Government's Strategic Policy of Using Railways as the Backbone for Development Not Upheld by the Draft FLN OZP

- 3.8.1 Since the promulgation of the transport strategy "Moving Hong Kong Ahead" in 1999, railways have repeatedly been affirmed by Government to form the backbone for the city's strategic development. Railway infrastructure is a key and essential component in major development plans. This important development principle has once again been re-affirmed in the Land, Housing and Transportation Section of the 2014 Policy Address.
- 3.8.2 In the planning of new development areas, railway infrastructure is considered a prerequisite and a key component of development. All existing new towns are served by railway infrastructure and the principle of "Using Railway as Backbone of Development" is upheld in the planning of all other new development areas currently underway except for the FLN NDA. These include Kai Tak with Kai Tak Station with Shatin Central Link and the proposed monorail; Tung Chung New Town Extension Areas with stations proposed at Tung Chung east and west; Hung Shui Kiu NDA with the proposed Hung Shui Kiu Station on West Rail Line; and Kam Sheung Road area served by the Kam Sheung Road Station. The most recent case is the proposed redevelopment of Wah Fu Estate, where the latest Policy Address has committed the western extension of the South Island Line to serve the future community. Figure 1 shows the future additional planned population/housing units to be served by existing and planned railways.
- 3.8.3 Railways are both environmental and people friendly. They are the best mode of public transportation for carrying large numbers of people as well as bringing significant social and economic benefits to new development areas. The planning and implementation of proper facilities are important for the well-being of the community. Regrettably, the Draft FLN OZP has failed to uphold this strategic Government policy and principle.

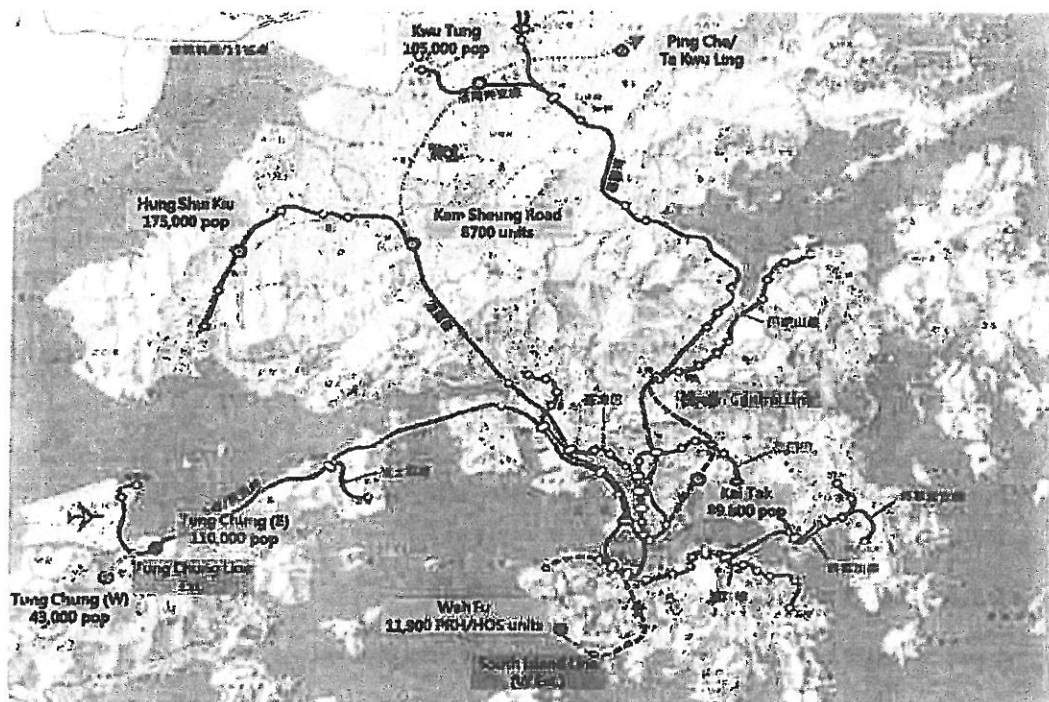


Figure 1: Additional Planned Population/Housing Units to be served by Existing and Planned Railways

Sources:

Our Future Railway - Review and Update of the Railway Development Strategy 2000

2012-2013 Land Sale Programme, Development Bureau, 2/2/2012

Tung Chung New Town Extension Study – Stage 2 Public Engagement, June 2013

Hung Shui Kiu New Development Area Planning and Engineering Study: Stage 2 Community Engagement Digest July 2013

Approved Kai Tak OZP No. S/K22/4

Draft Kwu Tung North OZP No. S/KTN/1

Hong Kong Policy Address 2014

3.9 Northern Link Needed for the NENT NDAs and to Divert Passengers to West Rail

3.9.1 All existing new towns are served by railway and all new development areas will have railway service, except for the FLN NDA. Even a small settlement such as Tung Chung West with a planned population of only 43,000 is proposed to have a railway station. It is not justified that the FLN NDA having a planned population of over 71,000 is not provided with railway service.

3.9.2 On a new town scale, TKO New Town is conveniently served by the TKO Line which connects to the urban area by two railway lines, namely, Island Line and Kwun Tong Line. However, the more populated FL/SS/KT New Town is only served by the East Rail Line which needs to be shared with the Guangdong-Kowloon Through Train. Therefore, a new railway line must be provided for the NENT NDAs.

3.9.3 Planning of a railway line will generally take more than 10 years. The concept of NOL was explored in the Railway Development Strategy 2000 (RDS-2000). It has been proposed to connect East Rail Line with West Rail Line by providing connection to Lok Ma

Chau Spur Line and at Kam Sheung Road Station. The RDS-2000 concluded that implementation of the NOL would be dependent on the development programme of the strategic growth areas in the NENT and Northwest New Territories (NWNT) as well as the growth of cross-boundary traffic.

3.9.4 The gazettal of the Draft KTN and FLN OZPs has confirmed development of the strategic growth areas in the NENT, and there has been persistent growth of cross-boundary traffic. Implementation of the NOL would not only serve these NDAs but also unleash development potential of other areas which also meets with Government's current commitment of identifying land for housing development. Therefore, it is considered that the NOL should be implemented as soon as possible.

3.9.5 As stated above, East Rail is unable to cope with the transportation demands of the FL/SS/KT New Town as well as cross border passengers and implementation of the NOL is therefore justified to serve the NENT NDAs as well as to divert traffic to West Rail.

3.10 Northern Link Should be Extended to Serve FLN NDA

3.10.1 In view of the overcrowded conditions of East Rail and congestion in the vicinity of Sheung Shui and Fanling stations, the NOL should be extended to serve the FLN NDA.

3.10.2 It is understood that there is a preliminary conceptual scheme of the NOL which goes through FLN and extends to Ping Che/Ta Kwu Ling (PC/TKL) (Figure 2 refers) and Government has decided to postpone the development of the PC/TKL NDA to explore opportunities offered by the NOL extension. Should the FLN NDA be planned with the NOL Extension and two associated stations, excellent opportunities could be offered in creating proper transit-oriented developments and the benefits brought to the FLN community would be enormous.

3.10.3 Unfortunately, the Draft FLN OZP's Explanatory Statement has merely remarked that design flexibility should be allowed for possible new rail infrastructure currently being reviewed and the Draft OZP has allowed no reserve of any kind for railway provision. This creates uncertainties for the OZP and its land uses. Without a reservation being included on the OZP, future implementation may be compromised.

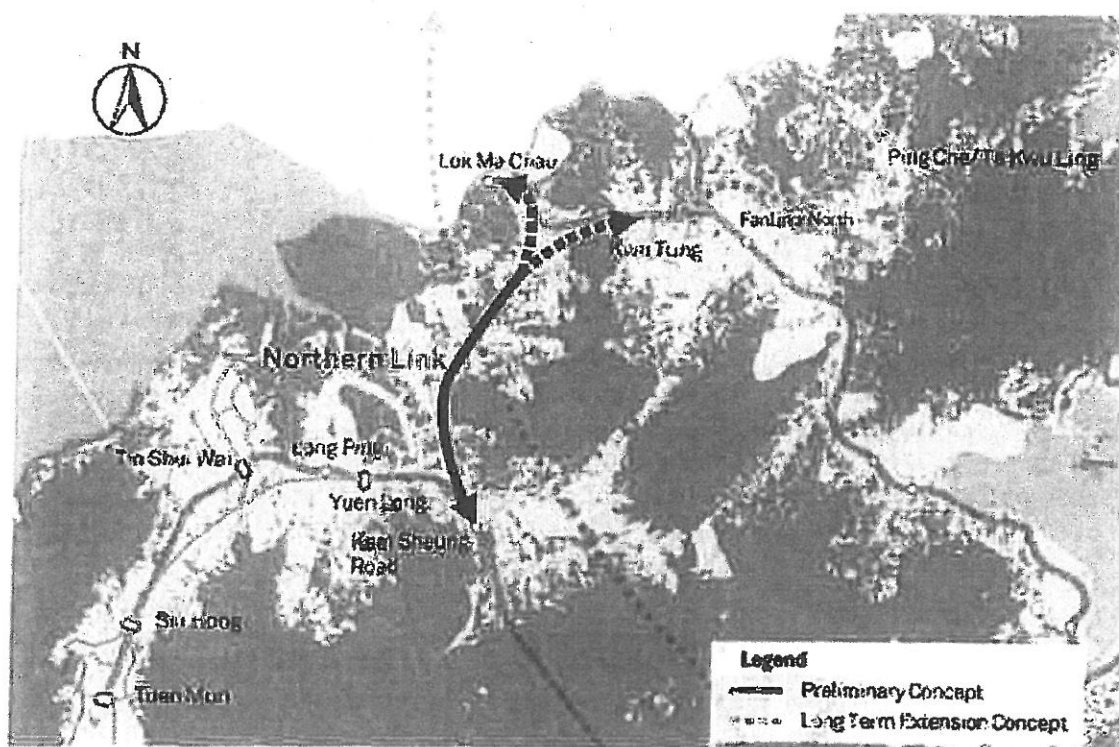
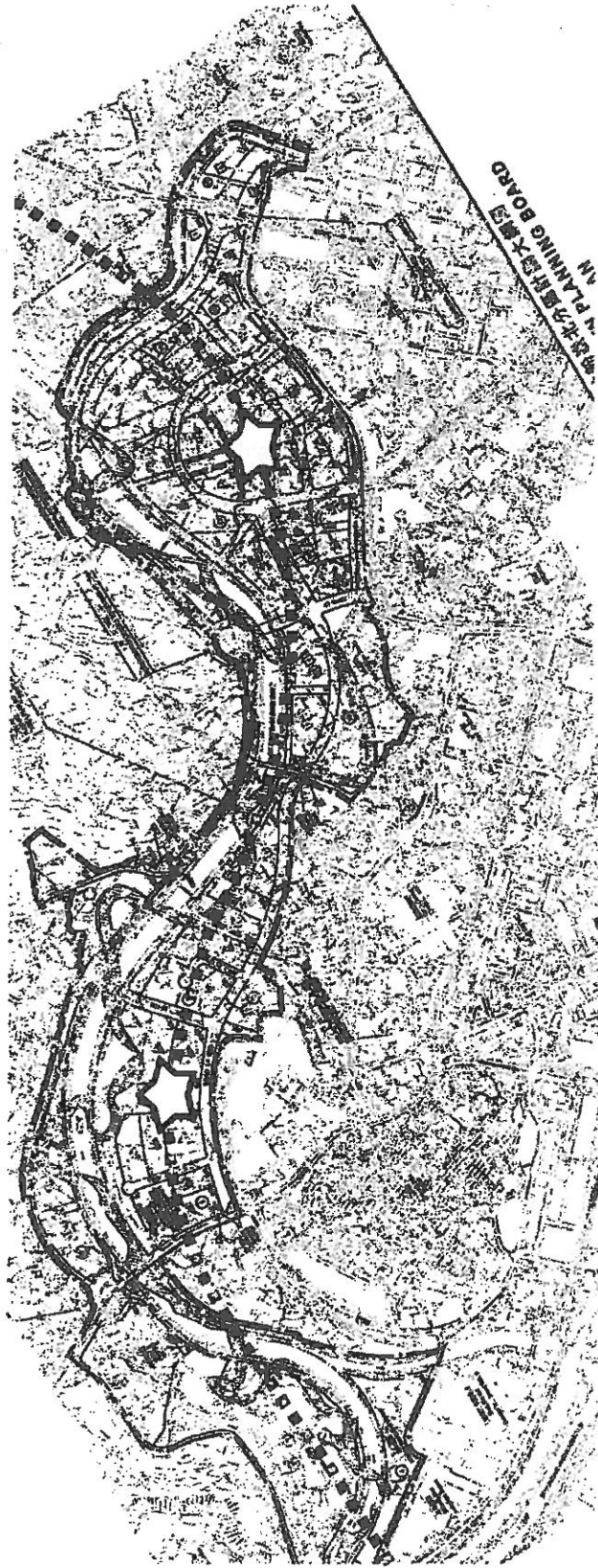


Figure 2: Preliminary Conceptual Scheme of the NOL which serves both the KTN and FLN NDAs and extends to Ping Che/Ta Kwu Ling

Source: Our Future Railway Review and Update of RDS-2000, Stage 1 Public Engagement - Consultation Document, July 2012

4 PROPOSALS TO MEET THE REPRESENTATION

- 4.1** To meet this representation, an implementation programme for the NOL should be included in the Explanatory Statement in Sub-section 13.2 Public Transport and Section 17 Implementation. This is to ensure that the planned population in the NENT NDAs is properly and adequately served by railway infrastructure in a timely manner, concurrent with the planned population intake. The NOL should be extended to include two stations to serve the FLN population. An indicative alignment of NOL extension and approximate locations of the proposed stations should be shown on the Draft OZP (Figure 3 refers)



- ☆ Approximate Location of Railway Stations in FLN NDA
- Indicative NOL Alignment

Figure 3: Proposal of including an Indicative NOL Alignment and Approximate Locations of Railway Stations on the Draft FLN OZP to meet the Representation





















































5 CONCLUSIONS

- 5.1** Implementation of proper and adequate transport infrastructure is an essential and integral part of any new development area to ensure that the planned and existing communities are properly served. If the Draft FLN OZP is able to commit the implementation of site formation and utility infrastructure as well as the timely provision of various essential community and commercial facilities in tandem with population build-up, surely the same should also be applied to essential railway infrastructure.
- 5.2** The failure of the Draft FLN OZP in incorporating railway infrastructure makes a mockery of Government's long establish policy of adopting railways as the backbone for the City's strategic development. The lack of reserves for railway facilities at FLN NDA pre-empts the incorporation of railway in the future. Not only would this affect the quality of life of the future FLN community, but also adversely affect the existing communities of the FSS New Town, as well as those along the East Rail corridor.
- 5.3** Most importantly, the failure to provide railway infrastructure at FLN NDA has meant that development potentials of sites have not been fully optimised. This deviates significantly from the Government's concerned effort in searching suitable land for housing sites.

Appendix 1

East Rail Platform and Train Compartment Congestion Survey

Appendix 1: East Rail Platform and Train Compartment Congestion Survey

	Weekday						Weekend		
	Southbound (7:30 - 9:00)			Northbound (17:30 - 19:00)			Southbound (7:30 - 9:00)		
	No. of Trains #	Platform	Train compartment	No. of Trains #	Platform	Train compartment	No. of Trains #	Platform	Train compartment
Sheung Shui	2			2			1		
Fauling	2			0			1		
Taiwo	1			1			1		
Tai Po Market	1			0			0		
University	1			0			0		
Fo Tan	1			1			0		
Shatin	1			1			0		
Taiwai				1			N/A		
Kowloon Tong	N/A						N/A		
Mongkok East	N/A						N/A		
Hung Hom	N/A			1			N/A		

No. of trains waited on platform to board

Survey dates: 22/1/2014
23/1/2014
17/2/2014

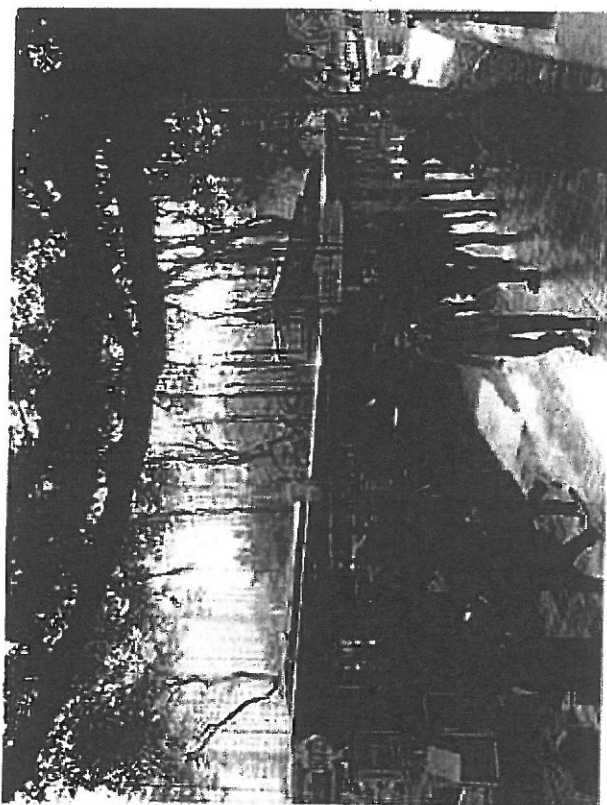
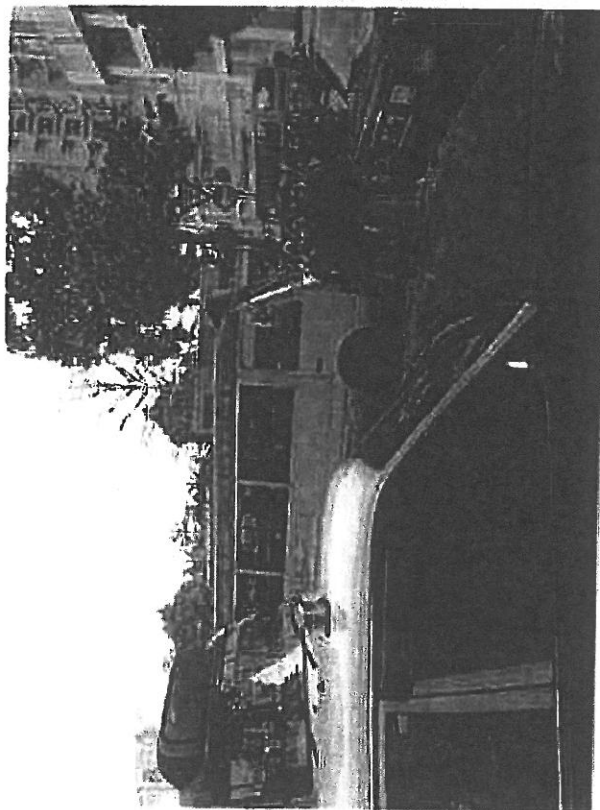
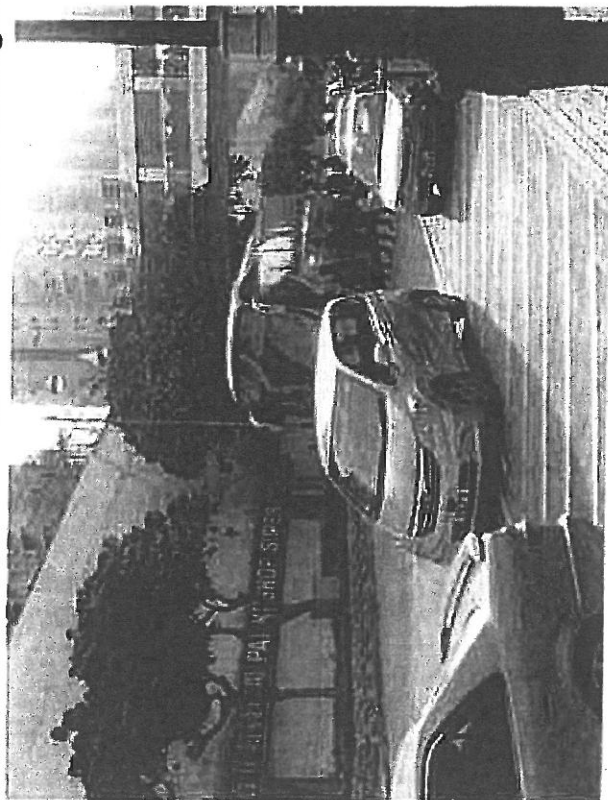
21/1/2014
23/1/2014
14/2/2014

25/1/2014
15/2/2014

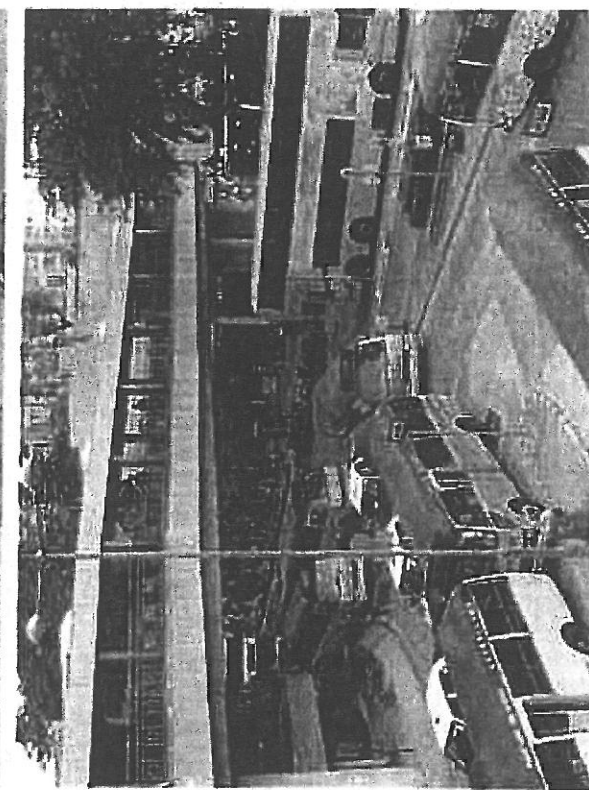
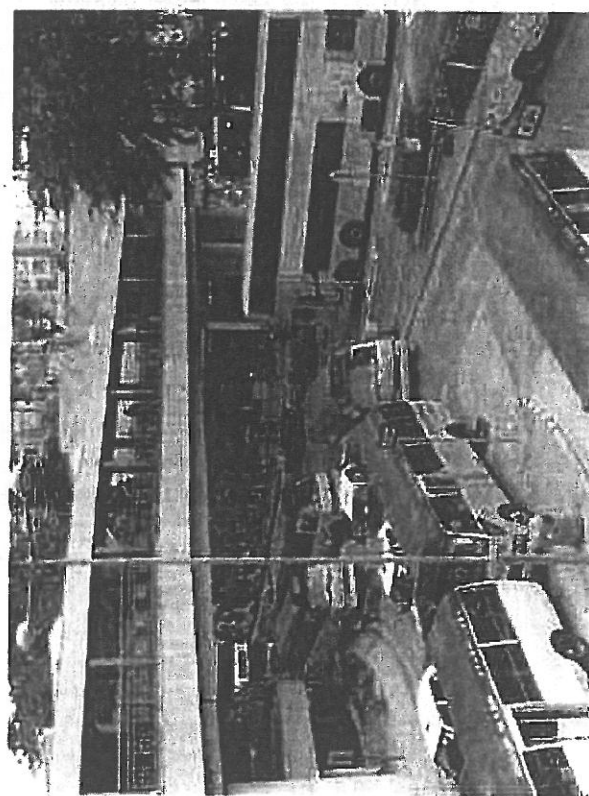
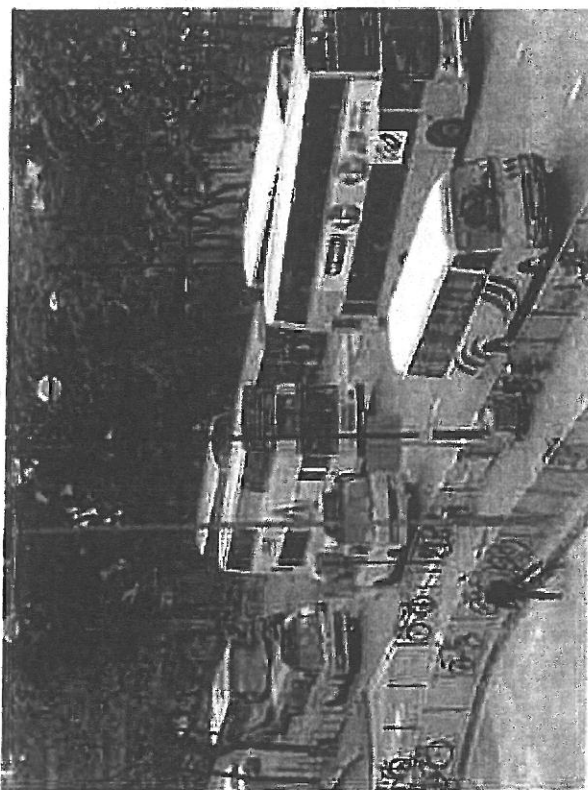
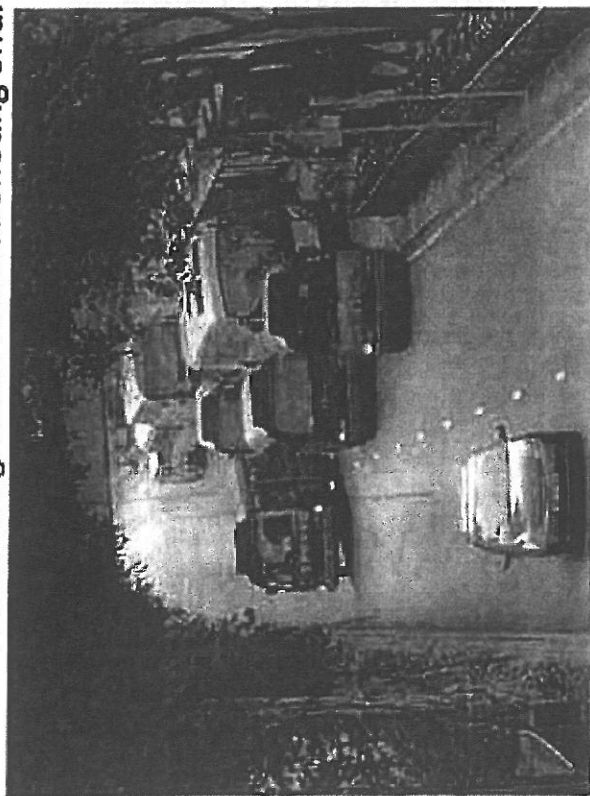
Appendix 2

Traffic Congestion in the Vicinity of Sheung Shui and Fanling Railway Stations

Traffic Congestion Outside Fanling Station Weekday Morning Peak Hours



Traffic Congestion Outside Sheung Shui Station Weekday Morning Peak Hours



Winston Chu & Company
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Dennis K.W. Li LL.M. (HKU) 李傑偉 律師

Consultants

Winston K.S. Chu LL.B. (London) 徐嘉慎 律師

Henry S.S. Liang (Notary Public) 梁壽山 律師

Our Ref. JT/DL/78/2014

Your Ref.

Date: 19th February 2014

The Secretary
Town Planning Board
15th Floor, North Point Government Offices
333 Java Road,
Hong Kong

BY HAND

Dear Sirs,

Re : Representation made in accordance with S.6(1) of the Town Planning Ordinance (Cap.131) in respect of the Draft Fanling North Outline Zoning Plan No.S/FLN/1 ("OZP")

We act for the Transport and Infrastructure Concern Group.

We are instructed to make representation in respect of the Draft Fanling North Outline Zoning Plan No.S/FLN/1 ("the OZP") which was gazetted on 20th December 2013.

We therefore send to the Board herewith one set of the original and 90 sets of copies of the:-

- (1) duly completed Form No.S6 dated 19.2.14; and
- (2) duly signed Representation dated 19.2.14 together with the photographs attached to the Representation as its Schedule 1 and Schedule 2.

Kindly acknowledge receipt of the above documents by affixing your chop onto the enclosed copy of this letter.

Yours faithfully,

Winston Chu & Co.
Solicitors for the
Transport and Infrastructure Concern Group

Encl.
c.c. Client
DL/jm
H:\DENNIS\LITR\2014\78\LT to TPB_FLN (19.2.14).doc

徐嘉慎律師事務所

**REPRESENTATION RELATING TO
DRAFT PLAN UNDER SECTION 6(1) OF
THE TOWN PLANNING ORDINANCE (CAP. 131)**

根據《城市規劃條例》（第131章）
第6(1)條就草圖作出申述

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

1. The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，妥妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.

填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規例指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：<http://www.info.gov.hk/tpb/>）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.

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1. Person Making This Representation (known as "Representer" hereafter) 提出此宗申述的人士（下稱「申述人」）
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) Transport and Infrastructure Concern Group

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) Winston Chu & Co. (Contact person: Mr. Dennis Li)

3. Details of the Representation 申述詳情	
Draft plan to which the representation relates 與申述相關的草圖	Draft Fanling North OZP No.S/FLN/1

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

3. Details of the Representation (Continued) (use separate sheet if necessary)
申述詳情 (續) (如有需要, 請另頁說明)

Nature of and reasons for the representation 申述的性質及理由

Subject matters ^② 有關事項 ^②	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
Proposal (as explained in paragraph 8 of the Explanatory Statement) to increase the population in Fanling North new development area to 71,400 without providing sufficient transport infrastructure	<input type="checkbox"/> support 支持 <input checked="" type="checkbox"/> oppose 反對	See the enclosed representation
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	

Any proposed amendments to the draft plan? If yes, please specify the details.
 對草圖是否有任何擬議修訂? 如有的話, 請註明詳情。

Commit to build Northern Link to reach the Fanling new development area and to add sufficient train stations in the Fanling new development area

^② Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Amendments.
 請形容圖則內與申述相關的指定事項。如申述與圖則的修訂有關, 請註明在修訂項目附表內的修訂項目編號。

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
 「✓」 at the appropriate box 請在適當的方格內加上「✓」號

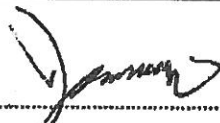
4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the representation. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同申述一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖為彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

5. Signature 簽署

Signature
簽署



Mr. DENNIS LI

Name in Block Letters 姓名（以正楷填寫）

"Representer" / Authorized Agent*

「申述人」/ 獲授權代理人*

Partner of Messrs. Winston Chu & Co.

Position (if applicable) 職位（如適用）

Professional

Qualification(s) 專業資格

Member 會員 / Fellow 資深會員* of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 Solicitor

on behalf of
代表

Transport and Infrastructure Concern Group

Company/Organization Name and Group (if applicable)

公司/機構名稱及董事（如適用）

Date

日期 19th February 2014

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:

- (a) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection, and
- (b) facilitating communication between the "representer" and the Secretary of the Board/Government departments in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) 處理這宗申述，包括公布這宗申述供公眾查閱，同時公布「申述人」的姓名供公眾查閱；以及
- (b) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

「申述人」就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。

3. A "representer" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/E, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料（私隱）條例》（第486章）的規定，「申述人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣打道333號北角政府合署15樓。

* Delete as appropriate

Please fill "NA" for inapplicable item

「✓」 at the appropriate box

* 刪去不適用者

請在不適用的項目填寫「不適用」

請在適當的方格內加上「✓」號

**Representation in respect of the Draft Fanling North Outline Zoning Plan gazetted on
20th December 2013**

Introduction

1. The Draft Outline Zoning Plan (OZP) for Fanling North (FLN) was gazetted on the 20 December 2013 for public comments.

(I) Summary of Representation

2. The Draft OZP is fundamentally flawed in that it has failed to address the traffic problems generated by the proposal and in not taking into account a very relevant and indeed essential consideration, namely, the transportation need of the existing and future population.

3. Given the fact that :-

- a. it is commonly known and accepted that the capacity of the existing East Rail has already been saturated;
- b. the number of tourists crossing from Lok Ma Chau and Lo Wu Boundary Crossing Points will consistently increase; and
- c. the current 12 car East Rail trains will be reduced to 9 cars in 2018 when the Shatin Central Link starts operation.

the capacity of the existing rail system i.e. the East Rail is plainly unable to take up an additional population of over 170,000 (71,400 planned population stated in paragraph 8 of the Explanatory Notes of the Draft FLN North OZP and 105,500 planned population in Kwu Tung North (KTN) set out in paragraph 8 of the Explanatory Notes of the Draft KTN OZP.

(II) Existing traffic problem

4. Photographs taken at the platform and station of East Rail Stations showing how congested and jammed the current situation is during peak hours – See photographs in Schedule 1. According to the Representer's estimation, passengers are already required to wait up to three trains before they can board the train at several major stations Fanling/Sheung Shui. When East Rail trains are reduced from 12 to 9 cars trains in 2018, the capacity of trains would be reduced by 25% by simple calculation. It will further worsen the congestion problem. By that time, it is estimated that the passengers will be required to wait even longer before boarding.

Development of FLN New Development Area ("NDA") without the Northern Link ("NOL") would Further Worsen the already overcrowded East Rail

6. For the Draft FLN OZP, Government's suggestion that the future population will be ferried between the NDA to Sheung Shui and Fanling Stations will undoubtedly put tremendous pressure to existing road networks at Sheung Shui and Fanling as well as to both stations and platforms. Schedule 2 contain photographs taken near Fanling Station show how bad the current situation is during the peak hours. This suggestion is plainly unworkable. Without the NOL, the existing road system and rail simply cannot take up the huge number of additional passengers.

Combined effect of over 170,000 planned population

7. While 71,400 population is planned under the Draft FLN OZP, 105,500 population is planned under the draft KTN OZP, the aggregate total of planned population will be over 170,000. With only 37,700 new jobs within the NDAs, majority of the future population in FLN and KTN NDAs are expected to rely on public transportation for daily commuting to and from work. This planned population would create unacceptable burden on East Rail which is already overcrowded and has no residual capacity whatsoever for carrying the additional passengers.

8. Once the Draft OZPs are approved, development can take place right away and the population will move in within foreseeable future. Without the commitment to build the NOL, the passengers (existing and future population) can only commute with the East Rail, which has already been saturated.

9. Congestion problem is further compounded by increasing cross-boundary activities with trains filled up by passengers at Lo Wu and Lok Ma Chau Stations. With Government forecasting that Hong Kong will have 100 million visitors annually by 2023 and that the Lo Wu and Lok Ma Chau Boundary Crossing Points will be operating at their full capacity on any average day, unbearable pressure will be added to East Rail. Currently, East Rail stations and platforms during weekday peak hours are crammed with passengers who have to wait up to three trains before they are able to board. Situation will be worse during weekends when there is a major influx of visitors from the Mainland.

10. With East Rail trains reduced from the current 12 cars trains when the Shatin Central Link commences operation in 2018, carrying capacity of East Rail will be further reduced. The combined effect will not only be inconvenience and delays caused to commuters using East Rail, but passenger safety hazard as many of the East Rail station platforms have already been congested and are physically unable to be expanded.

Railways Must be Used as the Backbone for Development

11. Ever since the formulation of the transport strategy "Moving Hong Kong Ahead" in 1999 ("the Strategy"), railways are adopted by Government to form as the backbone for the City's development. The 2014 Policy Address has once again reaffirmed this strategy.

12. In the planning of new development areas, railway infrastructure is considered a prerequisite and a key component of development and this principle is upheld in the planning of all new development areas including Kai Tak, Tung Chung New Town Extension, Hung Shui Kiu and the recently announced Wah Fu Estate Redevelopment.

13. In 2013, Government also announced the postponement of the Ping Che/Ta Kwu Ling (PC/TKL) NDA to consider opportunities offered by the NOL extension. It further shows the importance of railways in the development of new areas. Railways are both environmental and people friendly. They are the best mode of public transportation for carrying significant number of people as well as bringing significant social and economic benefits to new development areas. The planning and implementation of proper facilities are essential for the well-being of the community. Regrettably, both the Draft FLN and KTN OZPs have failed to be abided by this strategic Government policy and principle.

14. In preparing the FLN OZP, the Government has failed to assess the impact which the planned population would bring to the traffic and congestion problems. This approach is fundamentally flawed and is unacceptable in that it totally ignores the traffic need of the population who rely on the existing East Rail. Consequently, a planned population of 71,400 will be deprived of railway infrastructure which is in breach of the long established principle of "Using Railway as the Backbone for Development" set out by the Government.

15. The existing owner of land in FLN NDA and existing residents within the FLN NDA have legitimate expectation that the Government would provide sufficient transport infrastructure and not to deprive them the right to travel by commuting railway services.

16. The 71,400 planned population in the FLN NDA has legitimate expectation that:-

- (a) The Government would abide by the Strategy and would not deviate from the Strategy by failing to provide that essential transport infrastructure, namely, the NOL; and
- (b) The Government would provide sufficient transport infrastructure and not to deprive them of essential railway services.

17. In the development of new towns and preparing the Draft FLN OZP, the Government undoubtedly has an obligation to ensure that sufficient infrastructure and community provision are put in place in time in phase with population intake. In the Draft FLN OZP, the lack of a concrete and committed plan to build and implement the NOL to serve the FLN NDA and the lack of a committed plan to add sufficient train stations there are totally unacceptable. The future population as well as the existing population who rely on the existing East Rail have legitimate expectation that their traffic demand is properly considered and well taken care of.

Objection to the Draft FLN OZP

18. The failure of the Draft FLN OZP in incorporating railway infrastructure makes a mockery of Government's long establish policy of adopting railways as the backbone for the City's development and pre-empts the incorporation of railway in the future.

19. Under Section 3(1) of the Town Planning Ordinance, the Board is charged with the statutory duty to prepare draft plan.


"with a view to the promotion of health, safety, convenience and general welfare of the community."

If the Board approve the Draft FLN OZP without providing the essential transport infrastructure, the Board will be in breach of its duty by failing to take into consideration the safety, convenience and general welfare of the community.

20. Further or in the alternative, it would be Wednesbury unreasonable and/or irrational for the Board to approve the Draft FLN OZP in its present form without ensuring provision of essential transport infrastructure by building the NOL.

21. In view of the fundamental flaws detailed in this representation, the Representer strongly urge the Government to commit to build NOL to reach the FLN NDA, and to add sufficient train stations there. The Town Planning Board should not approve the Draft FLN OZP in its present form.

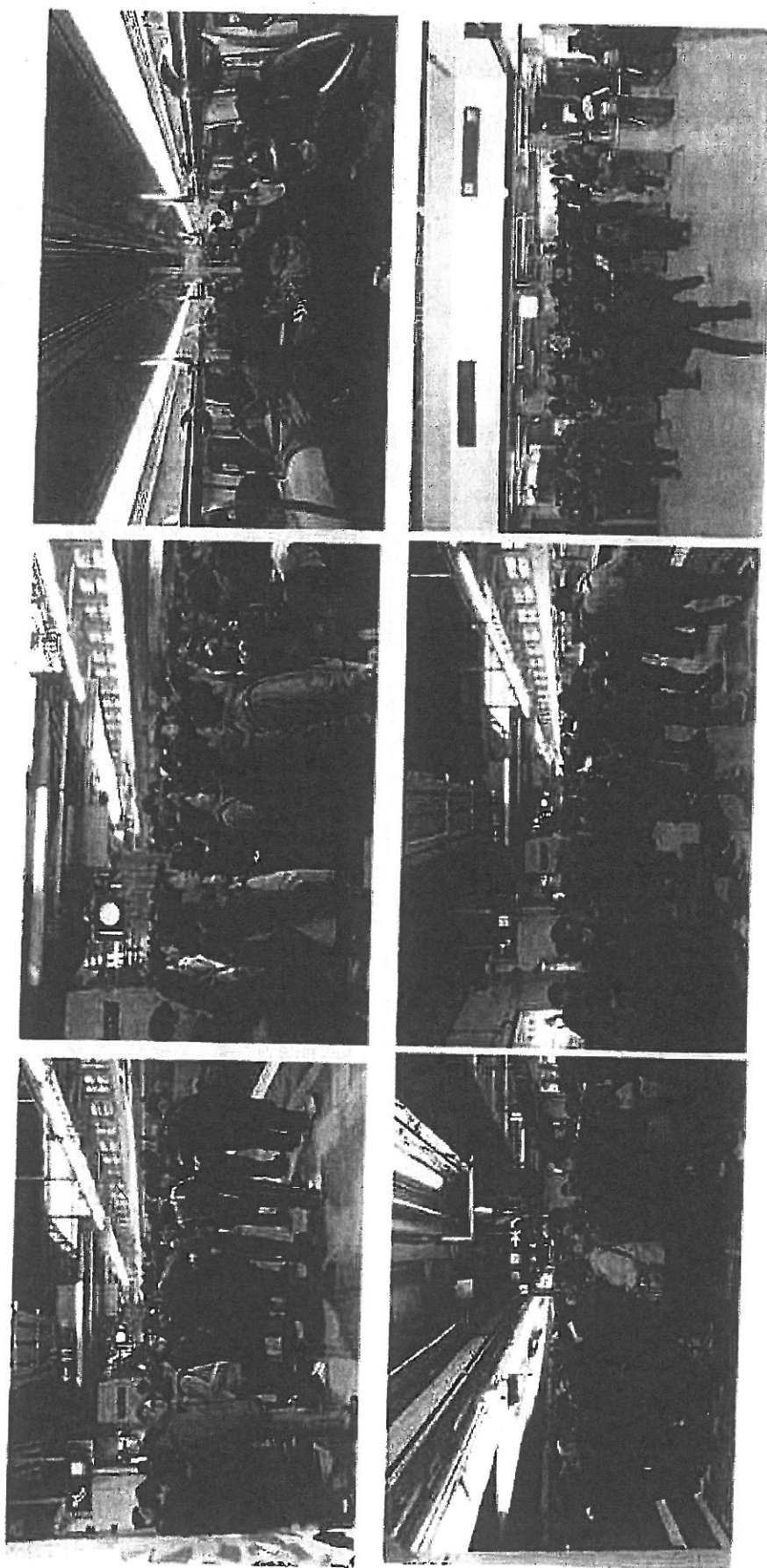
Dated this 19th day of February 2014.



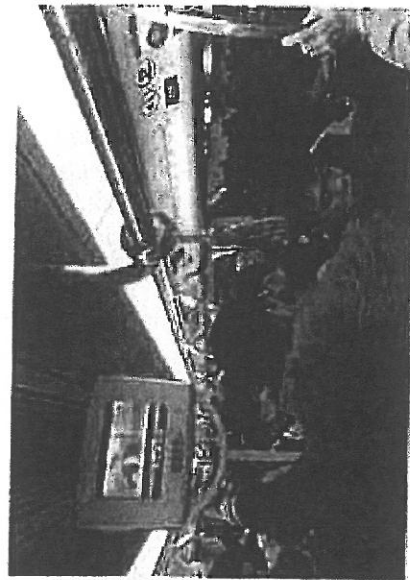
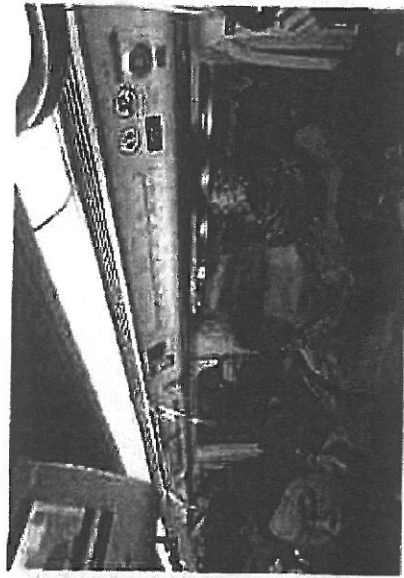
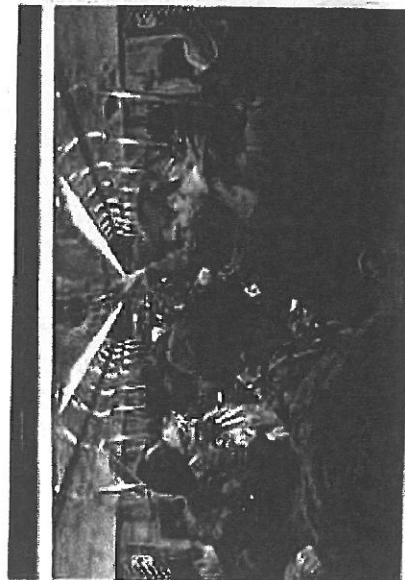
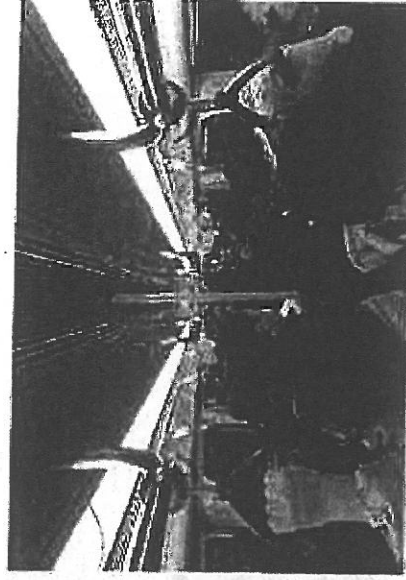
Winston Chu & Company
Solicitors for the Representer

Sheung Shui Southbound Morning Peak Hours (7:30 –
9:00am) 13th Feb 2014

SCHEDULE 1

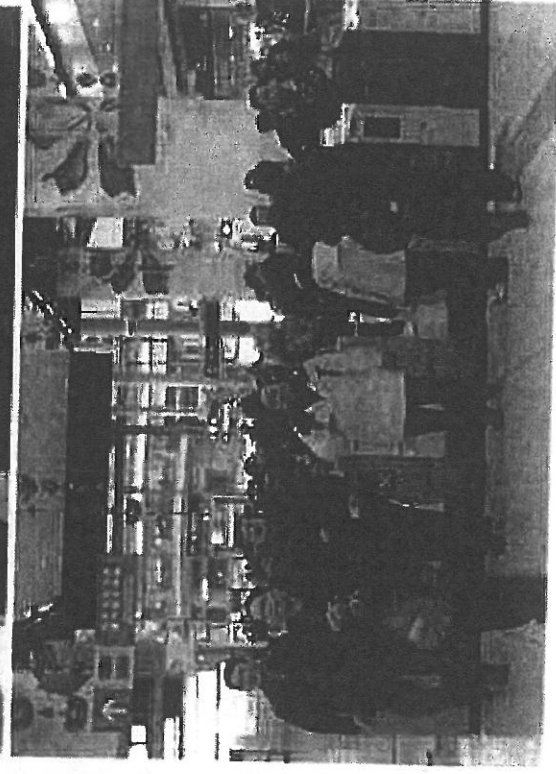
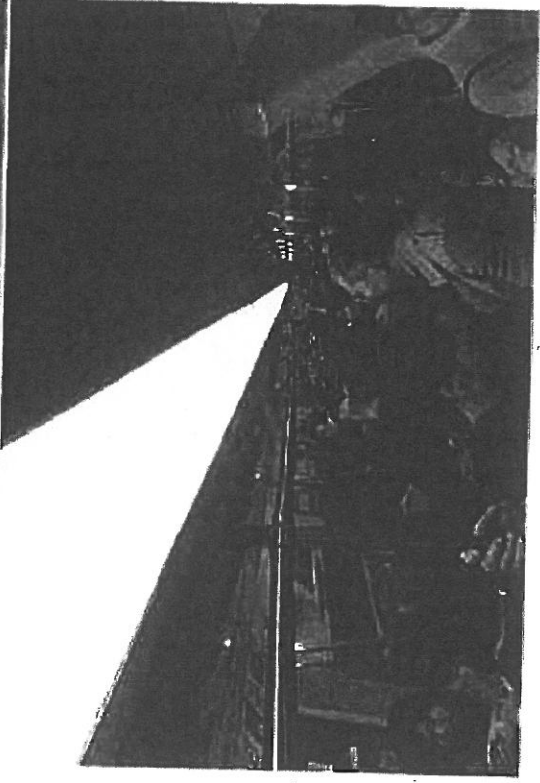
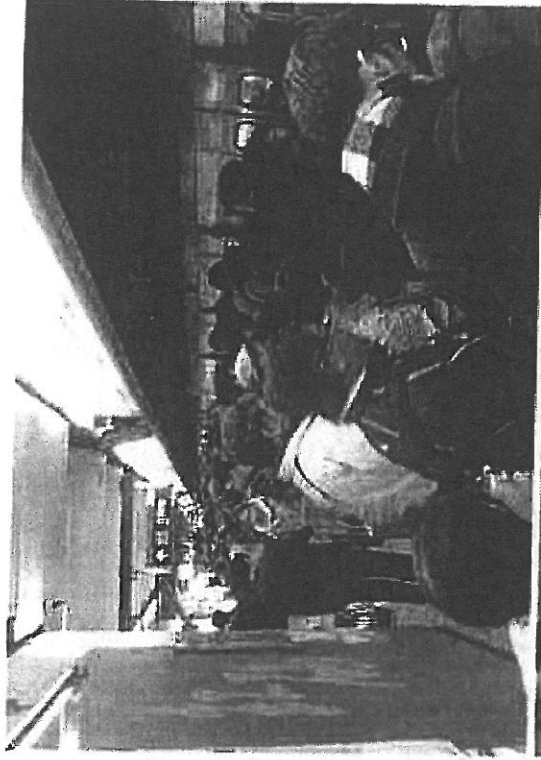


Fanling & Tai Wo Southbound Morning Peak Hours (7:30 –
9:00am) 13th Feb 2014

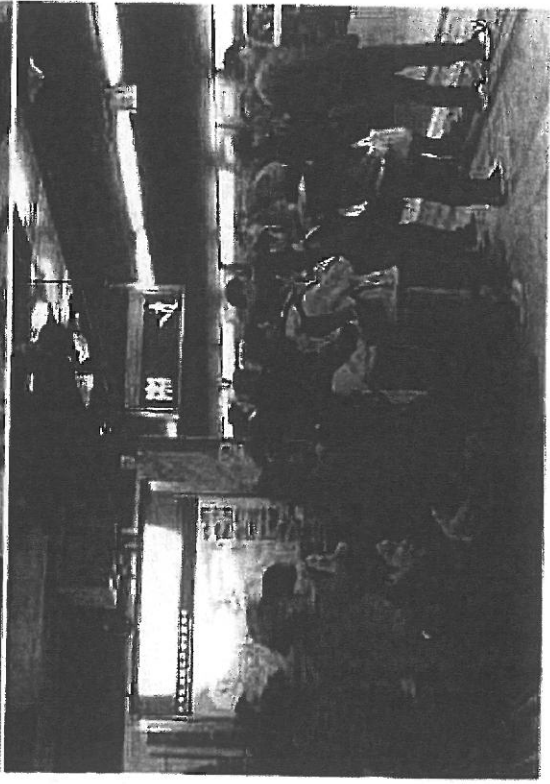
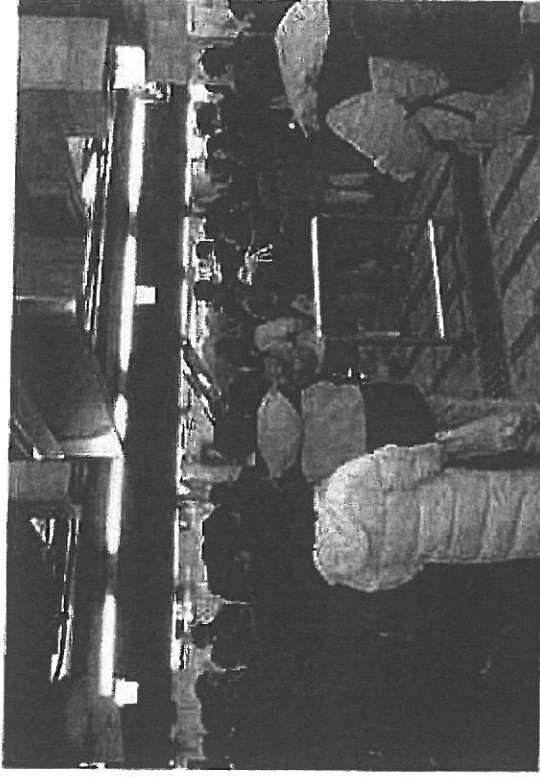
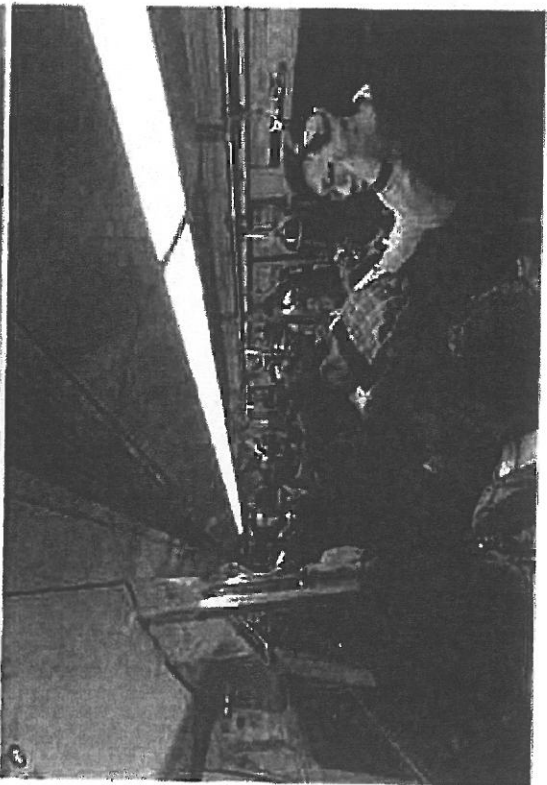
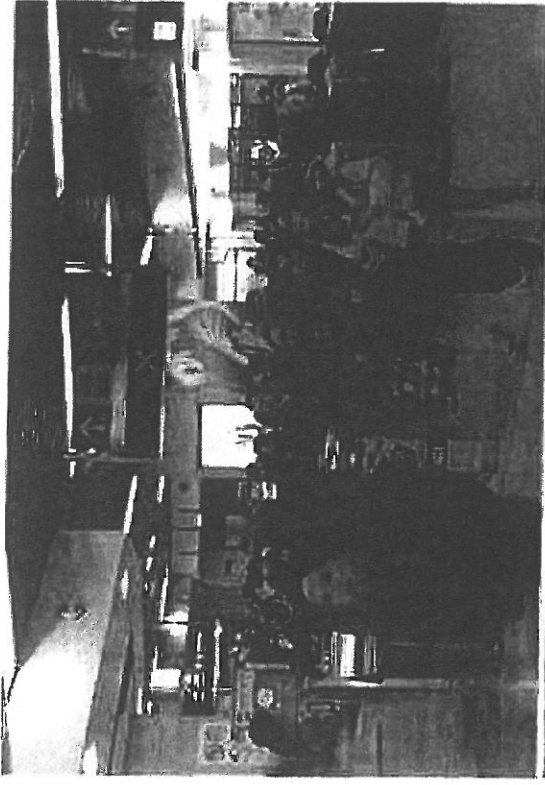


Hung Hom Northbound Evening Peak Hours (5:30 – 7:00pm)

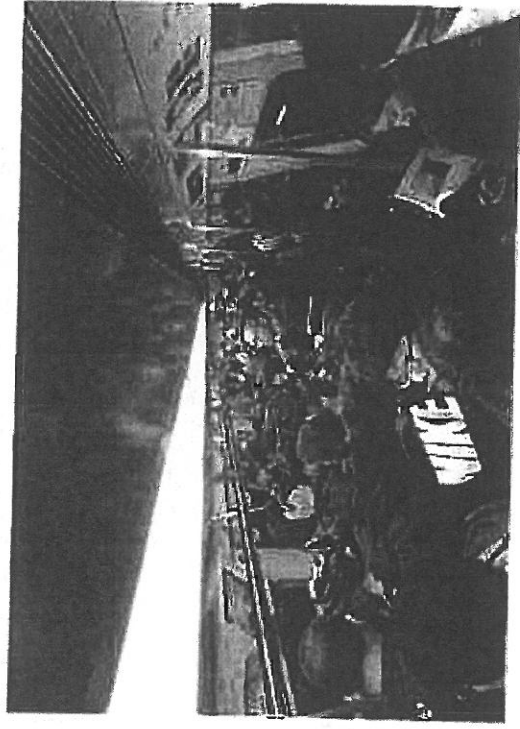
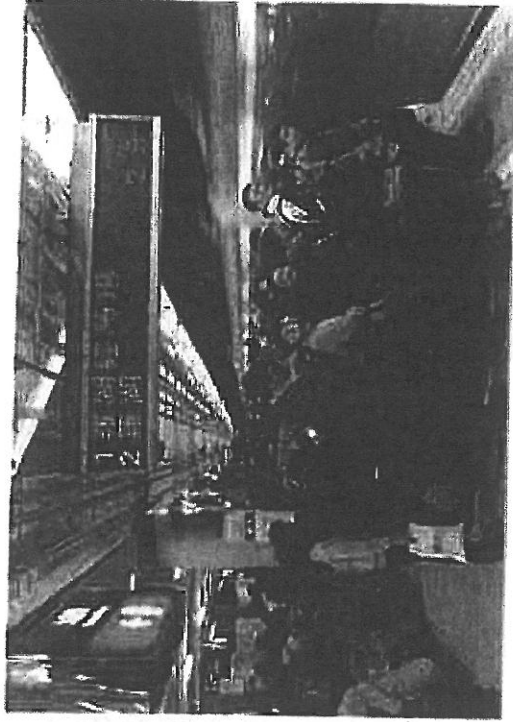
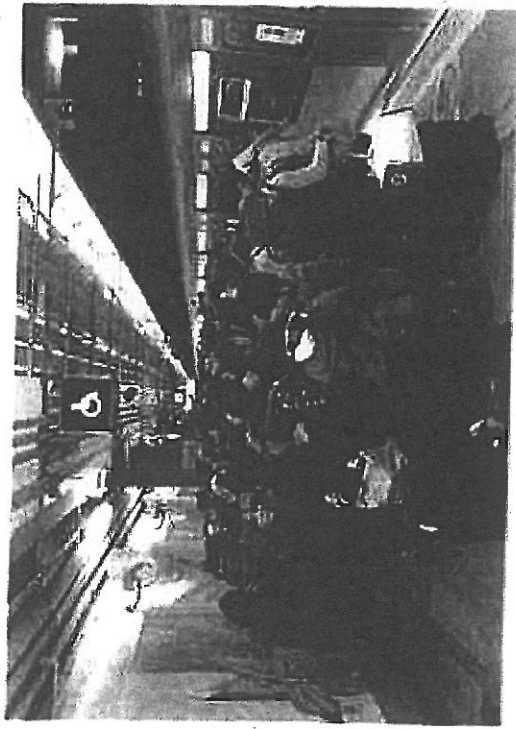
13th Feb 2014



**Mong Kok East Northbound Evening Peak Hours (5:30 –
7:00pm) 13th Feb 2014**

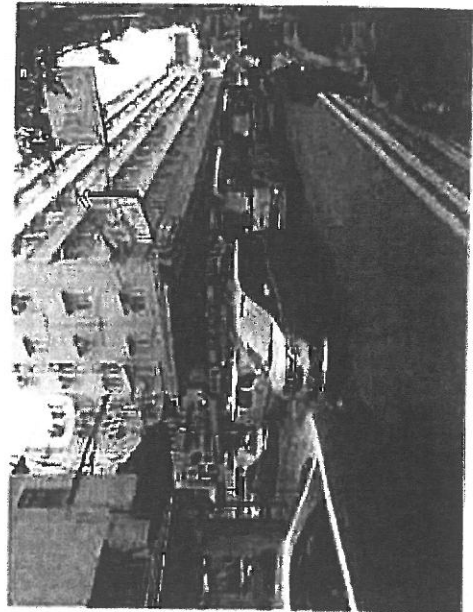
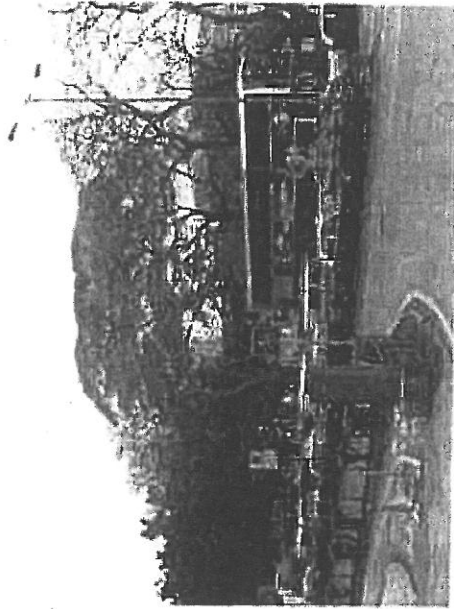
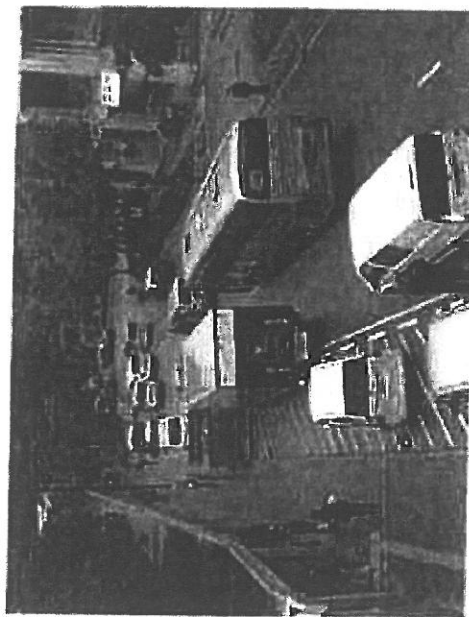


Kowloon Tong Northbound Evening Peak Hours (5:30 –
7:00pm) 13th Feb 2014



Fanling Traffic Conditions taken in the morning of
12th Feb 2014

SCHEDULE 2



For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

- The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，須妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories); or downloaded from the Board's website at <http://www.info.gov.hk/tph/>.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道333號北角政府合署15樓-電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道333號北角政府合署17樓及新界沙田上禾輦路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：<http://www.info.gov.hk/tph/>）。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
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1. Person Making This Representation (known as "Representer" hereafter) 提出此宗申述的人士（下稱「申述人」）	
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) LAU MAN KWAN JULIA	

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)	
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) N/A	

3. Details of the Representation 申述詳情	
Draft plan to which the representation relates 與申述相關的草圖	S/FLN/1

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

3. Details of the Representation (Continued) (use separate sheet if necessary)
申述詳情 (續) (如有需要, 請另頁說明)

Nature of and reasons for the representation 申述的性質及理由

Subject matters ^② 有關事項 ^②	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
LACK OF INFRASTRUCTURE PROVISION / RESERVE	<input type="checkbox"/> support 支持 <input checked="" type="checkbox"/> oppose 反對	SEE APPENDIX A
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	

 Any proposed amendments to the draft plan? If yes, please specify the details.
 對草圖是否有任何擬議修訂? 如有的話, 請註明詳情。

General Comments - Add railway station facilities to maintain railway as the backbone of HK public transport.

② Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Amendments.
 - 請形容圖則內與申述相關的指定事項。如申述與圖則的修訂有關, 請註明在修訂項目附表內的修訂項目編號。

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
 「✓」 at the appropriate box 請在適當的方格內加上「✓」號

Part 3 (Continued) 第3部分 (續)

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the representation. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同申述一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖為彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

APPENDIX A (3 PAGES)

5. Signature 簽署

Signature
簽署



LAU MAN KWAN, JULIA

Name in Block Letters 姓名（以正楷填寫）

"Representer" / Authorized Agent*

「申述人」/ 獲授權代理人*

Position (if applicable) 職位（如適用）

Professional
Qualification(s) 專業資格

Member 會員 / Fellow 資深會員* of

☐ HKIP ☒ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他

on behalf of
代表

Company/Organization Name and Chop (if applicable)

公司/機構名稱及蓋章（如適用）

Date
日期

20 FEB 2014

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:

(a) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and

(b) ~~facilitating communication between the "representer" and the Secretary of the Board/Government departments~~

in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

(a) 處理這宗申述，包括公布這宗申述供公眾查閱，同時公布「申述人」的姓名供公眾查閱；以及

(b) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

「申述人」就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。

3. A "representer" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料（私隱）條例》（第486章）的規定，「申述人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣打道333號北角政府合署15樓。

* Delete as appropriate

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

「✓」 at the appropriate box

* 刪去不適用者

請在不適用的項目填寫「不適用」

請在適當的方格內加上「✓」號

Draft Fanling North Outline Zoning Plan – Representation

Introduction

The Draft Fanling North Outline Zoning Plan (FLN OZP) was gazetted on the 20 December 2013.

The purpose of this representation sets out the following two main points why the Draft OZP must provide railway and station reserves for the FLN New-Development Area (NDA):

1. To maximise the development potential of the FLN NDA via the Transit Oriented Development (TOD) model which has been successfully adopted in Hong Kong for the past 4 decades; and
2. To guarantee the physical mobility and well-being of the planned FLN community and to minimise negative impacts to the existing Sheung Shui and Fanling community.

Elaborations of these two main points are provided in the following sections.

Railway Infrastructure Can Optimise Development Potential of FLN NDA

The Draft FLN OZP is an outcome of the North East New Territories New Development Areas Planning and Engineering Study whereby the FLN is planned as an integral 3-in-1 NDA including also Kwu Tung North (KTN) and Ping Che/Ta Kwu Ling (PC/TKL). For the 3-in-1 NDA, only KTN enjoys the presence of railway and the reservation of a rail station. Neither FLN nor PC/TKL had been planned with railway infrastructure.

The Draft OZP for KTN is being gazetted concurrently with the FLN for public comments. Maximising the benefit provided by railway infrastructure, KTN is planned with 80% of the 105,500 population around the proposed KTN Station. For development immediately adjacent to the proposed Station, a maximum plot ratio of 6 is permitted allowing sites to optimise their potential offered by the railway and station. Apart from residential development, employment sites for the NDA are also planned within easy walking distance to the KTN Station, exemplifying the successful TOD approach adopted for planning of new towns in Hong Kong.

For PC/TKL, without the benefit of railway facilities and relying solely on road based transportation, the NDA had to be planned originally with low density residential and employment uses. However, Government has made the commendable decision to postpone the NDA development in response to the 2013 Policy Address which put forward an initiative to review the development potential of New Territories North, including new opportunities brought about by new railway infrastructure. The incorporation of railway and stations would enable PC/TKL to be planned with the TOD effect and enjoy similar benefits and optimisation as KTN.

Regrettably, for FLN, Government is pushing ahead with the gazetting of the Draft OZP more than likely for the reason of providing much needed land to address the current housing crisis. However, the lack of railway and stations at FLN is a major factor resulting in

the NDA's sites not being planned to the same optimum potential as with KTN. Residential sites in the western portion of the NDA north of Tin Ping Shan Tsuen are only assigned with a maximum plot ratio 5 ratio instead of 6 as with sites in KTN. An OU site in the eastern part of the NDA designated for Commercial/Residential Development with Public Interchange (1) is only zoned with a maximum plot ratio of also 5 while another OU site in the western part of the NDA designated for Commercial/Residential Development with Public Interchange (2) is assigned with an even lower plot ratio of 3.05. Development of these two OU sites could have been optimised had railway and stations been provided. While some of the R(A)1 residential sites in the eastern portion of the of the NDA north of Luen Wo Hui are planned with a maximum plot ratio of 6 similar to KTN NDA, opportunity to plan better and more comprehensively integrated TOD had been missed. With railway and stations, the optimisation of development sites would make major contribution in helping to relieve some of the housing pressure faced by Government.

From an economic and employment prospective, railway is a major factor determining commercial investment with many of Hong Kong's successful commercial nodes located above or adjacent to railway stations. In particular, railway stations are known to generate important footfall for retail businesses. While the presence railway and station at the KTN NDA has enabled Government to plan employment uses for the NDA guaranteeing a self-sustainable community, the absence of railway at FLN has resulted in the lack of employment uses and hence forcing the future community to commute to other areas for employment. This further accentuates the reason why railway infrastructure must be provided at FLN.

Provision of Railway at FLN Would Significantly Improve the Well-Being for the Planned Community and Minimise Negative Impacts to the Existing Sheung Shui/Fanling Community

The absence of railway infrastructure for this rather remotely located NDA would result in the planned community suffering from physical isolation as experienced by the Tin Shui Wai (TSW) and Tseung Kwan O (TKO) communities before the opening of West Rail and the TKO Line. In some respect, the population at FLN will fair much worse than the population first settled in TSW and TKO for at least earlier settlers of these two new towns were provided with comprehensive and direct bus routes to the main urban areas as well as having the prospect that railway services would eventually be provided. For the FLN NDA, a complete lack of railway and station reserves would pre-empt any railway to be introduced at a later date.

The lack of employment opportunities and a heavy reliance on the use of the road based Environmentally Friendly Transport System (EFTS) to provide shuttle services to and from the Fanling and Sheung Shui Stations as advocated by the Draft OZP would result in the planned population of 71,400 having to endure the interchanging of transportation modes on a daily basis between the EFTS and East Rail, thus significantly prolonging their commuting time and hence causing major inconvenience to their live.

Importantly, with a present population of some 255,000 expected to grow to 326,000 at Sheung Shui and Fanling, the need to accommodate additional commuters from FLN would significantly induce crowd and traffic congestion for Sheung Shui and Fanling Stations and

the adjoining road network. Given that both of the stations and their surrounding areas are already extremely congested, this additional traffic and associated environmental nuisance would be extremely unwelcomed. Such hardships for both the planned and existing communities can easily be avoided if railway infrastructure is provided for FLN.

Conclusion

Hong Kong is world renowned for its efficient and comprehensive railway network and the City pioneers the principle of adopting railways as the backbone for the City's development. Successful new towns and communities have been built upon railways for the past four decades based on the TOD approach.

The lack of railway and station reserves on the Draft FLN OZP has resulted in the NDA not being planned to its optimum and creates enormous commuting and congestion hardship for both the planned and existing communities.

Given that the incorporation of railway and stations in the FLN NDA would resolve these major shortfalls, the Town Planning Board is earnestly requested to review the Draft FLN OZP collectively with the PC/TKL NDA to explore opportunities brought about by new railway infrastructure. This would ensure that the 3-in-1 NDA are truly planned to the best of Hong Kong's new town practice and tradition.

17 February 2014

Secretary, Town Planning Board,
c/o Planning Department
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Dear Sir,

Draft Fanling North Outline Zoning Plan No. S/FLN/1
Section 6 of Town Planning Ordinance
Notice of Representation



We refer to the Draft Fanling North Outline Zoning Plan No. S/FLN/1 (Fanling North OZP) gazetted by the Town Planning Board on 20 December 2013 and would like to make the following comments.

Nature and Reasons for Representation

In the RDS-2U Stage 1 Public Consultation document (para. 5.16), it was mentioned that the proposed Northern Link (NOL) could be further extended to serve other areas in the northern New Territories if the development density of Fanling North and Ping Che/Ta Kwu Ling NDAs is increased. In the draft Fanling North OZP document, no explicit mention of the NOL is noted.

We consider that the reflection of the intention of extending NOL to serve Fanling North under RDS-2U in the OZP document such as in the Draft Kwu Tung North Outline Zoning Plan No. S/KTN/1, which was gazetted on the same date, is important so that any spatial provision or rail reserve for the alignment and station(s) can be incorporated in the OZP.

Alterations Sought

To achieve good integration between land use and transport infrastructure, so that the railway will serve as the transport backbone contributing to sustainable development in Fanling North, the Plan should be reviewed and, where appropriate, amended to address the points raised above.

Thank you for your attention.

Yours faithfully,


Steve C. Yiu
Head of Town Planning

c.c. Principle Government Engineer / Railway Development, Highways Department

就草圖作出申述

圖則編號: S/FLN/1

TPB/R/S/FLN/1-30

傳真: 2

「申述人」姓名/名稱: 黃新雄

先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人):

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「申述人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

申述性質及理由(必須填寫)

有關事項(如圖則屬修訂圖則,請註明申述所關乎的修訂項目附表的修訂項目編號(例如「第X項」。))	性質	理由(每項不多於 1000 中文字或 8000 英文字母)
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	

對圖則的建議修訂(如有的話)

1. 更改迴旋處的位置移至沙邊近空地
2. 改粉嶺繞道,移至橋頭沙邊
3. 將整條繞道用高架行走
4. 最好將繞道是在沙上行走
減少影响原居民。

(總數不多於 1000 中文字或 8000 英文字母)

網上提出申述 http://www.info.gov.hk/tpb/tc/plan_making/draft_plan.html#IR

FLN

167

就草圖作出申述

TPB/R/S/FLN/1-33

規則編號: S/FLN/1

傳真: 28

「申述人」姓名/名稱:

鄭國志

先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「申述人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

申述性質及理由(必須填寫)

有關事項(如圖則屬修訂圖則,請註明申述所關乎的修訂項目附表的修訂項目編號(例如「第X項」。))	性質	理由(每項不多於1000中文字或8000英文字母)
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	

對圖則的建議修訂(如有的話)

1. Relocation of the turn-around to the nearby open farm land area
2. The turn-around shall be built at high level and as close as the river area.
3. The big way road shall be constructed by rather high bridge method all the way out.
4. If possible the road shall be built as close as the river side.

(總數不多於1000中文字或8000英文字母)

網上提出申述 http://www.info.gov.hk/tb/tc/plan_making/draft_plan.html#18

FLN

(170)

就草圖作出申述

Representation Relating to Draft Plan

TPB/R/S/FLN/1-41

參考編號

Reference Number:

140212-182804-21119

提交限期

Deadline for submission:

20/02/2014

提交日期及時間

Date and time of submission:

12/02/2014 18:28:04

提出此宗申述的人士

Person Making This Representation:

香港中旅(集團)有限公司

申述詳情

Details of the Representation:

與申述相關的草圖

Draft plan to which the representation relates:

S/FLN/1

申述的性質及理由

Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
關注：規劃中的粉嶺繞道，其全段走線應盡量離開目前中心區邊緣，以便有效釋放已與市區邊沿相接並可於中短期改用途的土地作房屋發展，亦利於繞道能有效發揮作用。	反對 Oppose	<p>理由：特區政府常言目前房屋供應問題嚴重，特別是中短期的供應失衡，並聲言就算見縫插針也要盡快找出更多可發展土地，特別是那些可以在較短時間推出的土地。就目前社會狀況而言，最容易被社會接受改動規劃的土地是緊貼已發展市區的地段。</p> <p>現規劃的整條粉嶺繞道，部份走線緊貼市區邊沿，但臨近接駁粉嶺公路的一部份(“特別關注路段”)，就正好將那些可以於短期改用途並容易被社會接受的農地/倉儲地佔用或分割開。而且，此規劃繞道受制於鄰近的村落及已發展的建築物，走道彎曲，車速及流量有限，不利日後再擴容。儘管此“特別關注路段”並非落入本次粉嶺北分區計劃大綱草圖範圍，但繞道設計需承上接下，因此，本大綱圖的草擬亦應就本申述作出考慮，盡量避免影響有潛力用地。</p> <p>東北發展的目標是增加可用作發展的土地，需要十分冗長的規劃及基建建設時間，規劃部門實應慎重考慮目前規劃中的粉嶺繞道走線與沿途土地發展潛力之間的平衡。若當局為著認為時間緊迫，不容再考慮繞道的大方向走線，仍請當局細心考慮繞道的具體線路。</p> <p>規劃當局可能傾向將走線置放於少數業主之土地上，以避開潛在的大規模收回土地，特別是村落土地。但本公司懇請當局亦要關注當中較完整的大地塊是否能盡量減少被切割及破壞完整性，讓地塊能地盡其用。本公司於擬議粉嶺繞道靠近粉嶺公路連接處擁有現規劃作康樂用途的土地 (Lot No. 2836RP, 2837, 2838, 2840, 2846 & 2847 in DD5</p>

(38)

	1)，連同毗鄰的二大地塊（即Lot No. 2835RP, 2848RP, 2859RP, 2858, 2855RP & 2857RP in DD51 及 2860RP, 2903, 2904RP, 2902, 2862RP in DD51 等等）為原整並已緊鄰市區的土地，面積超過20,000平方米。在目前缺乏發展用地的大環境下，實有著可於短期改變用途為社會提供房屋供應之用。繞道若不能外移，勢將切割有關地段；若切割路線不能貼邊，有關土地便盡浪費，對業主及社會都是重大損失。
--	--

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

規劃當局可能傾向將走線置放於少數業主之土地上，以避開潛在的大規模收回土地，特別是村落土地。但本公司懇請當局亦要關注當中較完整的大地塊是否能盡量減少被切割及破壞完整性，讓地塊能地盡其用。本公司於擬議粉嶺繞道靠近粉嶺公路連接處擁有現規劃作康樂用途的土地（Lot No. 2836RP, 2837, 2838, 2840, 2846 & 2847 in DD51），連同毗鄰的二大地塊（即Lot No. 2835RP, 2848RP, 2859RP, 2858, 2855RP & 2857RP in DD51 及 2860RP, 2903, 2904RP, 2902, 2862RP in DD51 等等）為完整並已緊鄰市區的土地，面積超過20,000平方米。在目前缺乏發展用地的大環境下，實有著可於短期改變用途為社會提供房屋供應之用。繞道若不能外移，勢將切割有關地段；若切割路線不能貼邊，有關土地便盡浪費，對業主及社會都是重大損失。

就草圖作出申述

川編號: S/FLN/1

傳真: 2 TPB/R/S/FLN/1-44

「申述人」姓名/名稱: May CHEUNG 先生/夫人/小姐/女士 (必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「申述人」必須至少提供通訊地址、傳真號碼或電郵其中一項資料。

申述性質及理由(必須填寫)

有關事項(如圖則屬修訂圖則,請註明申述所關乎的修訂項目附表的修訂項目編號(例如「第X項」。))	性質	理由(每項不多於 1000 中文字或 8000 英文字母)
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	

對圖則的建議修訂(如有的話)

內有附件(1及2)

(總數不多於 1000 中文字或 8000 英文字母)

網上提出申述 http://www.info.gov.hk/tsp/tc/plan_making/draft_plan.html

(附件) (1) May Cheung

本人於去年得知新界東北發展，有關粉嶺繞道之方案，影響深遠。
對於我們居住已有大半世紀的一群河北段街坊，簡直是晴天霹靂，讓
我們極之困擾。

從前每年都要受洪水威脅，我哋一群老村民也不願搬離，原因我們
有的是一份守望相助鄰里鄉情，童年成長點滴的回憶。須然時代進步，
大時代變遷卻令我們受到傷害。奈何！奈何！

我們建議：(一) 將迴旋處遷列到附近空地。(附件)

(二) 將粉嶺繞道移近梧桐河。

(三) 整條粉嶺繞道以高架形式。

另外，我們亦希望新發展區的所有工程，必須顧及將繼續在村內居住
的人。我們期望在粉嶺繞道施工期間，以至粉嶺繞道將來的設計，必
須制定充足的預防措施，確保附近的村民不受噪音、空氣的滋擾，以
及頻繁的大型車輛對附近路段的負荷，讓我們能以繼續安穩地居於此
地。懇請 貴署協助河北段居民向有關部門反映訴求，敬請政府接納

並實行以上建議，本村村民將感激不盡！

建議

- 將迴旋處遷到附近空地上
- 將粉嶺繞道移近梧桐河
- 整條粉嶺繞道以高架形式興建

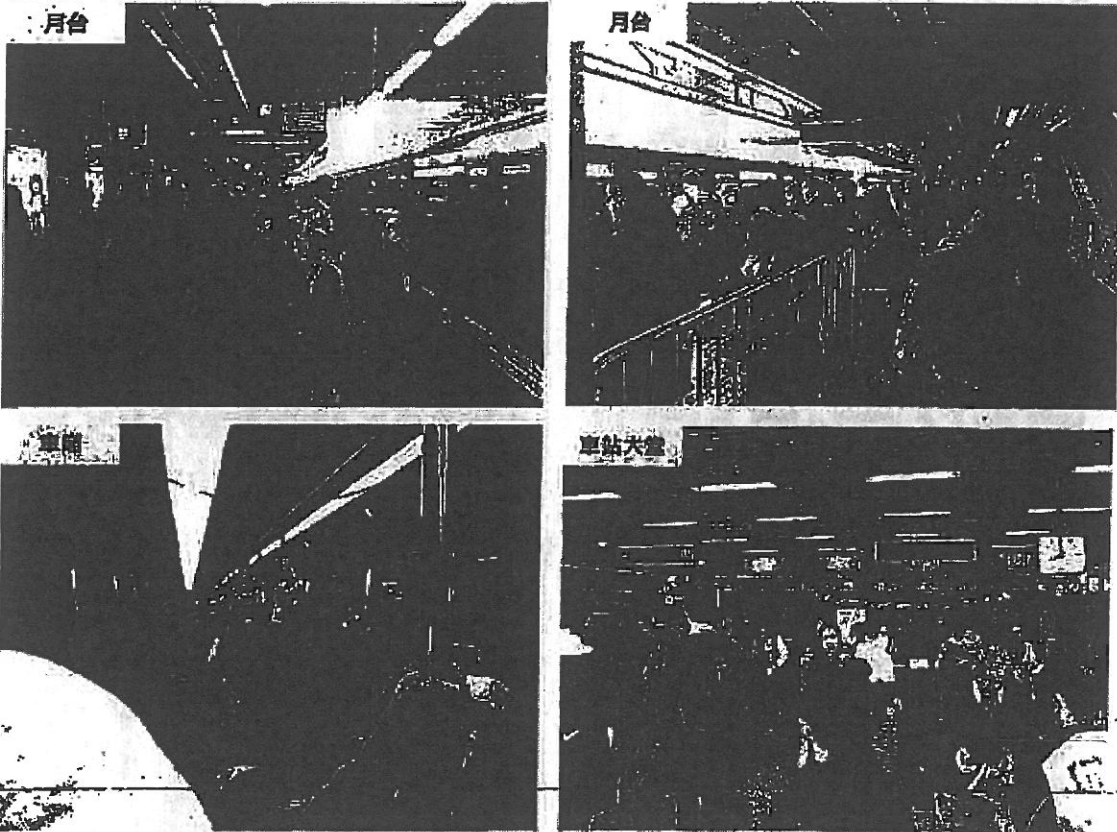


附件：反對粉嶺北分區大綱草圖 S/FLN/1 刊憲 - 理據陳述

新發展區加劇東鐵擠塞

東鐵客運量為各鐵路線之冠，每日平均載客量近一百萬，容量已經飽和。在繁忙時間，列車班次雖已相當頻繁(1 分鐘 1 班)，乘客往往亦需要等候數班車才能登車，情況令人難以接受。《鐵路發展策略 2000》曾指出，隨著東鐵沿線人口不斷增加，交通需求量上升，東鐵線將無法負荷。粉嶺北及古洞北發展區規劃人口 176,400，東鐵不可能再承擔新增人口，擠塞問題只會加劇。擠塞不但為乘客帶來不便，大量乘客擠在月台亦會構成安全問題，實在不容忽視。

現時東鐵繁忙時間情況



除了應負本地載客需求外，東鐵作為唯一港深跨境鐵路，在跨境方面也有著重要的功能。近年，跨境旅客人數持續上升，對東鐵而言的確百上加斤，擠塞情況越見嚴重。今年 1 月，政府發表「香港承受及接待旅客能力評估報告」，推測本港至 2017 年全年的訪港旅客高達 7000 萬人次，2023 年更會突破 1 億人次，只靠東鐵，怎能承受？列車在羅湖/落馬洲站已擠滿乘客，東鐵沿途各站的居民怎麼辦？

交通需求量增加，乘客人數不斷上升，然而未來東鐵的載客量卻反而減少。興建中的沙中線於 2020 年通車，屆時東鐵列車車廂將由 12 卡減至 9 卡，載客量減少 25%，東鐵擠塞情況只會更差。

粉嶺北大綱草圖欠缺鐵路配套

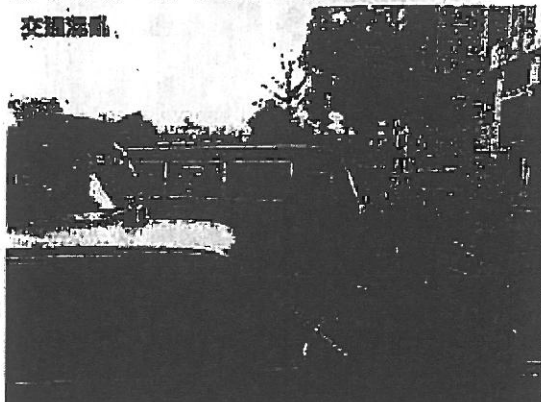
粉嶺北規劃人口超過 70,000，大綱草圖 S/FLN/1 中卻沒有預留任何用地興建鐵路設施，未來粉嶺北居民將依靠路面交通接駁到粉嶺及上水站，相當轉折不便。

現時粉嶺聯和墟約 20,000 居民主要使用路面交通前往粉嶺站，鐵路站附近的交通已經十分繁忙。若未來粉嶺北新增的 70,000 人口皆依靠路面交通，道路網絡將難以應付，造成嚴重擠塞及混亂，交通意外頻生。車輛過多更會影響區內空氣質素，破壞粉嶺區的寧靜及綠化的環境，對居民健康構成不良影響。

再者，粉嶺站設計出入口、月台及通道皆比較狹窄，經常塞滿乘客。規劃並沒有考慮鐵路站設計能否應付新增人流，罔顧乘客安全，實在不能接受。

現時粉嶺站附近的路面情況

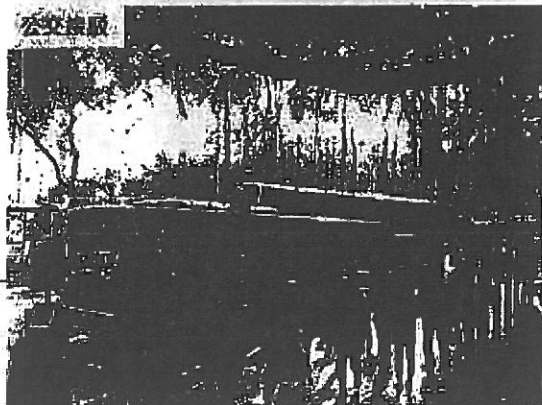
交通混亂



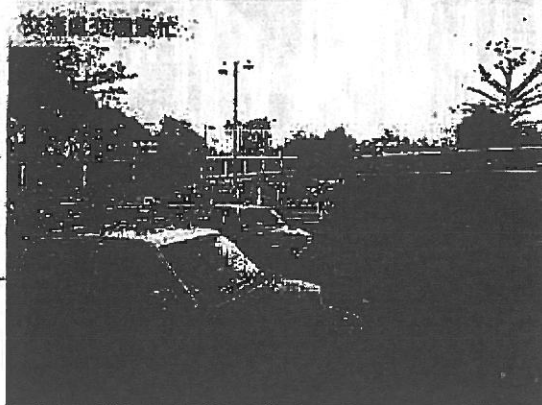
交通擠塞



公共交通



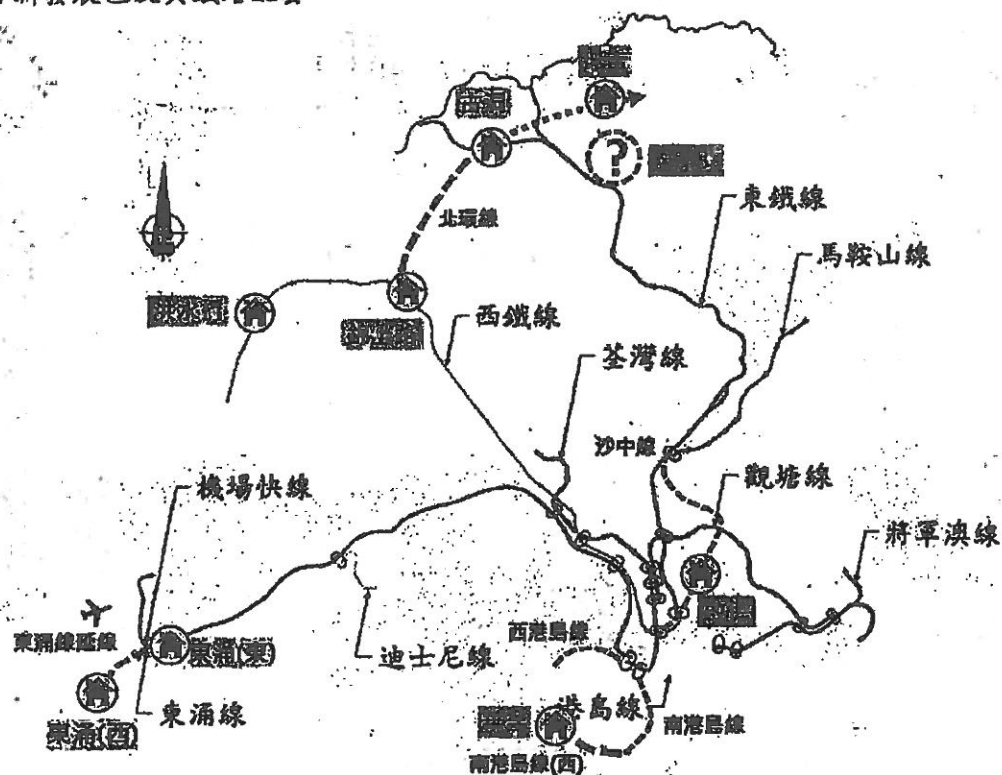
交通擠塞及繁忙



粉嶺北大綱草圖必須合乎政府交通規劃發展原則

政府自 1999 年來實行「鐵路為客運系統骨幹」的交通規劃方針，現時新發展區的規劃皆以此為原則。今年 1 月發表的施政報告中，行政長官亦再次強調繼續實行「鐵路為客運系統骨幹」的發展大方向。事實上，現正進行中的多個新發展區規劃都有鐵路配合，例如：東涌、啟德、洪水橋及華富邨重建等。唯獨粉嶺北新發展區沒有鐵路設施，原因為何？

各新發展區及其鐵路配套



粉嶺北新發展區沒有鐵路是規劃上的重大疏忽，完全與政府一貫政策背道而馳。因此，本人強烈反對粉嶺北規劃大綱草圖 S/FLN/1 刊憲，並促請政府重新審視該區規劃。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/FLN/1-53

參考編號

Reference Number:

140218-153659-84715

提交限期

Deadline for submission:

20/02/2014

提交日期及時間

Date and time of submission:

18/02/2014 15:36:59

提出此宗申述的人士

Person Making This Representation:

先生 Mr. LIU

申述詳情

Details of the Representation :

與申述相關的草圖

Draft plan to which the representation relates:

S/FLN/1

申述的性質及理由

Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
S/FLN/1粉嶺繞道工程	反對 Oppose	有關粉嶺繞道工程，是否有必需的嗎？ 以發展馬鞍山繞道為例，當年馬鞍山新市鎮發展近15年（1986至2003）都沒有打算計劃興建馬鞍山繞道，但2000年後馬鞍山區人口太多內交通包和，由西貢經馬鞍山出市區經常塞車，政府才計劃興建馬鞍山繞道，而粉嶺繞道工程作用是由邊境車輪不需要經上水、粉嶺，直接出市區……但現時新界東北新市鎮仍在計劃中，人口都是未知數？交通流量真係包和嗎？現時馬適路至掃管埔路，以及馬適路至沙頭角公路與馬會道，都可以用以上的道路出到市區或返內地？ 粉嶺繞道工程延遲發展甚至擱至……

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

有關粉嶺繞道工程，是否有必需的嗎？

以發展馬鞍山繞道為例，當年馬鞍山新市鎮發展近15年（1986至2003）都沒有打算計劃興建馬鞍山繞道，但2000年後馬鞍山區人口太多內交通包和，由西貢經馬鞍山出市區經常塞車，政府才計劃興建馬鞍山繞道，而粉嶺繞道工程作用是由邊境車輪不需要經上水、粉嶺，直接出市區……但現時新界東北新市鎮仍在計劃中，人口都是未知數？交通流量真係包和嗎？現時馬適路至掃管埔路，以及馬適路至沙頭角公路與馬會道，都可以用以上的道路出到市區或返內地？

粉嶺繞道工程延遲發展甚至擱至……

8821

就草圖作出申述

TPB/R/S/FLN/1-57

Representation Relating to Draft Plan

參考編號

Reference Number:

140219-112654-81805

提交限期

Deadline for submission:

20/02/2014

提交日期及時間

Date and time of submission:

19/02/2014 11:26:54

提出此宗申述的人士

Person Making This Representation:

小姐 Miss Yu, wai Man

申述詳情

Details of the Representation :

與申述相關的草圖

Draft plan to which the representation relates:

S/FLN/1

申述的性質及理由

Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
粉嶺繞道的選址	反對 Oppose	不是交通要道
粉嶺繞道的選址	反對 Oppose	干擾居民生活模式
粉嶺繞道的選址	反對 Oppose	影響居民的健康

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

1. 撤回粉嶺繞道的建設
2. 撤回粉嶺繞道的選址
3. 另找粉嶺繞道的選址例如皇府山附近
4. 粉嶺繞道的選址應該遠離民居

就草圖作出申述

TPB/R/S/FLN/1-78

圖則編號：S/FLN/1

傳真：

「申述人」姓名／名稱：

葉彩蓮

先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

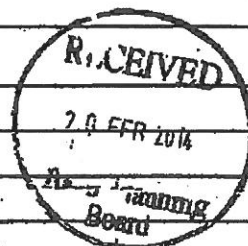
通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡，「申述人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。



申述性質及理由(必須填寫)

有關事項(如圖則屬修訂圖則，請註明申述所關乎的修訂項目附表的修訂項目編號(例如「第X項」。))	性質	理由(每項不多於 1000 中文字或 8000 英文字母)
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	

對圖則的建議修訂(如有的話)

建議中的馬路可以用高架橋形式連做
這樣可以對地面環境作出最少改動

(總數不多於 1000 中文字或 8000 英文字母)

網上提出申述 http://www.info.gov.hk/tob/tc/plan_making/draft_plan.html#IR

就草圖作出申述

TPB/R/S/FLN/1-80

圖則編號：S/FLN/1

傳真：

「申述人」姓名／名稱：葉國良

(先生)夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

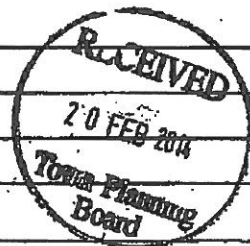
通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡，「申述人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。



申述性質及理由(必須填寫)

有關事項(如圖則屬修訂圖則，請註明申述所關乎的修訂項目附表的修訂項目編號(例如「第X項」。))	性質	理由(每項不多於 1000 中文字或 8000 英文字母)
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	
	<input type="checkbox"/> 支持	
	<input type="checkbox"/> 反對	

對圖則的建議修訂(如有的話)

建議中的馬路是否必要四線，如果以二線及以高架橋方式建做一定對環境帶來最小影响

(總數不多於 1000 中文字或 8000 英文字母)

1293

網上提出申述 http://www.info.gov.hk/tpb/tc/plan_making/draft_plan.html#IR

就草圖作出申述

TPB/R/S/FLN/1-88

Representation Relating to Draft Plan

參考編號

Reference Number:

140220-163120-87404

提交限期

Deadline for submission:

20/02/2014

提交日期及時間

Date and time of submission:

20/02/2014 16:31:20

提出此宗申述的人士

Person Making This Representation:

先生 Mr. Chow Tsun Yin

申述詳情

Details of the Representation :

與申述相關的草圖

Draft plan to which the representation relates:

S/FLN/1

申述的性質及理由

Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
	反對 Oppose	粉嶺北新發展區要容納多六萬人口，現有粉嶺及上水火車站已不勝負荷，加上未來東鐵九卡化，情況日益惡劣，政府至今未有交代北環線建設方向，無從分流乘客。希望政府先交代北環線鐵路建設的方案，並於新發展區預留地方興建鐵路。

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

Winston Chu & Company

Solicitors & Notaries

TPB/R/S/KTN/1-C5550

608 One Pacific Place
88 Queensway Hong Kong

Telephone: (852) 28458138

Facsimile: (852) 28455964

DOCUMENT EXCHANGE NO. DX-009219 CENTRAL

香港金鐘道八十八號
太古廣場一座六〇八室

電話: 二八四五八一三八

圖文傳真: 二八四五五九六四

E-mail: wcc@winstonchu.com

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Uriah C.T. Tse LL.B. (Hon) 謝澤棠 律師

Chris Chi-Luen Ng 吳子聯 律師

Chan Lap Chung 陳立忠 律師

Jeff T.K. Tse LL.M. (London)

Toby C.Y. Lo LL.B. (London)

Dennis K.W. Li LL.M. (HKU)

謝澤權 律師

盧廣宇 律師

李傑偉 律師

Consultants

Winston K.S. Chu LL.B. (London) 徐嘉慎 律師

Henry S.S. Liang (Notary Public) 梁壽山 律師

Our Ref. JT/DL/78/2014 (KTN)

Your Ref.

Date: 5th May 2014

The Secretary
Town Planning Board
15th Floor, North Point Government Offices
333 Java Road,
Hong Kong

BY HAND

Dear Sirs,

Re : Comment made in accordance with S.6A(1) of the Town
Planning Ordinance (Cap.131) in respect of the Draft Kwu
Tung North Outline Zoning Plan No.S/KTN/1 ("OZP")

We act for the Transport and Infrastructure Concern Group, the Representer in
TPB/S/KTN/1-14.

We are instructed to make comment in respect of the Representations to the Draft
Kwu Tung North Outline Zoning Plan No.S/KTN/1 ("the OZP") which was gazetted on 20th
December 2013.

We therefore send to the Board herewith one set of the original and 90 sets of copies
of the duly completed Form No.S6A dated 5th May 2014 with the Report of Transport and
Housing Bureau (CB(1)980/13-14(03)) attached.

Kindly acknowledge receipt of the above documents by affixing your chop onto the
enclosed copy of this letter.

Yours faithfully,

Winston Chu & Co.
Solicitors for the
Transport and Infrastructure Concern Group

Encl.
c.c. Client

**COMMENT ON REPRESENTATION RELATING TO
DRAFT PLAN UNDER SECTION 6A(1) OF
THE TOWN PLANNING ORDINANCE (CAP. 131)**

根據《城市規劃條例》(第131章)
第6A(1)條對草圖的申述提出意見

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

- The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見的期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tph/>.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述，對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：<http://www.info.gov.hk/tph/>）。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關意見視為不會提出論。

1. Person Making This Comment (known as "Commenter" hereafter) 提出此份意見的人士（下稱「提意見人」）
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) Transport and Infrastructure Concern Group

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) Winston Chu & Co. (Contact person: Mr. Dennis Li)

3. Details of the Comment 意見詳情	
Draft plan to which the comment relates 與意見相關的草圖	Draft Kwu Tung North OZP No.S/KTN/1
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	TPB/R/S/KTN/1-11 TPB/R/S/KTN/1-13 TPB/R/S/KTN/1-91

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item. 請在不適用的項目填寫「不適用」。

3. Details of the Comment (Continued) (use separate sheet if necessary)
意見詳情 (續) (如有需要, 請另頁說明)

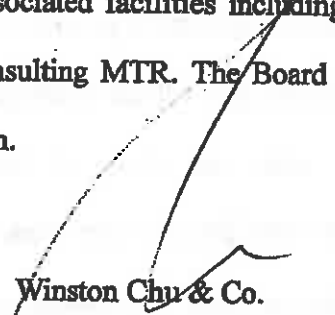
Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

Please see the attached Comment.

Comment – S/KTN/1

1. Since the gazetting of the Draft KTN and FLN OZPs, the Government has publicly acknowledged the fact that East Rail is operating at 100% current loading (see the Schedule entitled “2013 Statistics (per hour per direction during morning peak for critical links)” attached to the enclosed paper submitted by the Transport and Housing Bureau to Legco Panel on Transport in February 2014 (CB(1)980/13-14(03))). At present, there is in fact no residual capacity for East Rail to accommodate any additional passengers who purport to travel by East Rail, not to mention 105,500 additional population under the KTN OZP.
2. We support the view of the Representer in TPB/R/S/KTN/1-11 that, without a properly planned NOL, overwhelming majority of the additional population planned at KTN NDA will be forced to use the already saturated East Rail. The effect of planning 105,500 additional population in KTN NDA without a firm commitment to provide sufficient additional transport infrastructure in a timely manner will be catastrophic, both to the existing and future population.
3. We echo the view of the Representatives in TPB/R/S/KTN/1-11 and TPB/R/S/KTN/1-91 that when the current 12 cars East Rail train is reduced to 9 cars in 2020, the loading capacity of East Rail will be reduced, and the current situation of East Rail loading capacity saturation will become even more acute.
4. In the circumstance and especially when there is no firm proposal to alleviate the existing crowd congestion travelling on East Rail, the Draft OZP for KTN should be halted and comprehensively reviewed in order to avoid imposing any additional burden to East Rail, which is already fully saturated.

5. Given railway and station developments are pivotal key to the successful and sustainable planning of new towns and developments in Hong Kong, it is a fundamental flaw not to involve MTR in the planning of the Draft KTN OZP resulting in the NOL and its associated facilities (including stations and platform) not being properly planned and reserved. We support the view of the Representer in TPB/R/S/KTN/1-13 that the Government should seriously consider MTR's proposal to properly plan the railway associated facilities including station box, platform and interchange, and to make all the necessary revisions to the KTN OZP before applying for approval from the Board.
6. We also agree with the view of the Representer in TPB/R/S/KTN/1-11 that the lack of railway infrastructure and station reserve in the Draft KTN OZP would result in valuable land not being developed to their optimum.
7. In view of the above comment, and our Representation made on 19th February 2014, we urge the Government to commit to build NOL to reach the KTN NDA, and to add sufficient railway associated facilities including platforms and stations in the KTN OZP after consulting MTR. The Board should not approve the KTN OZP in its present form.


Winston Chu & Co.
Solicitors for the Commenter
(Representer in TPB/S/KTN/1-14)

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the comment. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同意見一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖為彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

Report of Transport and Housing Bureau (CB(1)980/13-14(03)).

5. Signature 簽署

Signature
簽署

Mr. DENNIS LI

Name in Block Letters 姓名（以正楷填寫）

"Commenter"/Authorized Agent*

「提意見人」/獲授權代理人*

Partner of Messrs. Winston Chu & Co.

Position (if applicable) 職位（如適用）

Professional
Qualification(s) 專業資格

Member 會員 / Fellow 資深會員 *.of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他Solicitor.....

on behalf of
代表

Transport and Infrastructure Concern Group

Company/Organization Name and Chop (if applicable)

公司/機構名稱及蓋章（如適用）

Date

日期 5th May 2014

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this comment will be used by the Secretary of the Board and Government departments for the following purposes:

- (a) the processing of this comment which includes making available the name of the "commenter" for public inspection when making available this comment for public inspection; and
- (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments

in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

委員會就這份意見所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) 處理這份意見，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
- (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。

3. A "commenter" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料（私隱）條例》（第486章）的規定，「提意見人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道333號北角政府合署15樓。

* Delete as appropriate

* 請刪去不適用者

Please fill "NA" for inapplicable item

請在不適用的項目填寫「不適用」

「✓」 at the appropriate box

請在適當的方格內加上「✓」號

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways**

Capacity and Loading of MTR Trains

Purpose

This paper aims to brief Subcommittee Members on the capacity of MTR trains and the initiatives taken and planned for to manage loading in train compartments to enhance comfort and the travelling experience for passengers and to, where possible, increase the carrying capacity.

Background

2. Opened in 1979, the MTR system now consists of 10 heavy rail lines and a Light Rail network in the northwest New Territories. On a normal weekday, an average of 5.2 million passenger trips are made in the 218-kilometre MTR system.

3. A railway line is constructed to meet the transport needs of the population within its catchment area for a projected period of time as well as to ensure passenger safety. Thus, the formulation of the Design Capacity of a railway should meet the demand, while ensuring safety. A railway's carrying capacity is pre-determined by the size of the train compartments and the number of compartments a train comprises. It may be adjusted by the maximum frequency of train services the signalling system permits.

Design Capacity

4. All train compartments of the existing MTR railway lines are designed based on the industry standard design adopted at the time of the construction of railway lines and the maximum carrying capacity of train compartments is calculated based on accommodating up to 6 persons (standing) per square metre ("ppsm") on average. The number of train compartments a train comprises and train frequency are determined at the design stage to meet projected passenger demand. Platform length is designed and constructed accordingly to ensure compatible use of the trains. As to the frequency of train services, it is regulated by the signalling system which governs the distance between operating trains to ensure safety, while maximising efficiency. Increased frequency is made possible through provision of additional trains.

But train frequency reaches its maximum level when the signalling system permits no more additional train trips. The carrying capacity permitted by this maximum train frequency level is the Design Capacity of a railway line.

5. Specifically, Design Capacity of a railway line refers to the maximum number of passengers that can be carried per hour per direction when all the space within the train compartments are taken up by passengers based on a 6 ppsm passenger density level (and all seats are taken up) and train frequencies are maintained at the maximum level its signalling system permits. Accordingly, a train is considered full to Design Capacity when each square metre of standing space of all train compartments of a train carries 6 passengers (and all seats are taken up) and train frequencies are operated at the maximum level. All components of the existing MTR network are designed to be able to underpin this Design Capacity, while remaining safe. This covers, for example, the design of railway station structures, platform size, passageways, and escalator throughput. In other words, the rail services are operating safely even when run at 6 ppsm passenger density¹. If passenger demand exceeds the Design Capacity, longer queues on platform are expected and more passengers may then need to wait for more than one train before they can board a train. Crowd management measures will be taken to maintain order at the platform and concourse.

Carrying capacity in current operating environment

6. In today's actual railway operation, several key factors impose limitation on the Design Capacity, making the actual carrying capacity less than Design Capacity.

7. First, the retrofitting of platform screen doors ("PSDs") and automatic platform gates on pre-existing rail lines (covering Tsuen Wan Line, Kwun Tong Line and Island Line) has increased the dwell time of trains at each platform by about 10 seconds. As such, it is no longer technically feasible to run the maximum train frequencies these railway lines were designed for.

8. Second, it is not uncommon that train doors may need to be reopened and reclosed due to passengers requiring assistance or objects being caught between doors. Each reopening and reclosing of doors extends the train's dwell time at platform by about 10 seconds. During peak periods on busy lines like

¹ We note that the Design Capacity of railway systems around the world varies, mostly ranging from 4 to 6 ppsm. Yet, very often, these benchmarks cannot be met in practice. For example, metros in Japan have a desirable standard of 3.3 ppsm but currently are achieving an average of 5 ppsm.

Tsuen Wan Line, where train frequency is 2 minutes, every 12 reopening and reclosing of doors within a one-hour period may in effect result in the reduction of one train trip, or reduce carrying capacity by some 2,500 passengers.

9. Third, it has been observed that over the years, passenger riding habits have changed. Nowadays, they are less willing to board a train that looks crowded even when there is still room available. They prefer waiting for the next train. Besides, there is an increasing number of passengers reading newspapers or using mobile devices such as tablet computers or smart phones during their trips that require more personal space on trains. This in effect reduces the carrying capacity of the train and the rail line as a whole. In actual operation, trains running during the busiest hours on the busiest corridors achieve a passenger density of only around 4 ppsm, but 6 ppsm in the 1980s and 1990s.

Initiatives taken to manage loading

Increase in train frequencies

10. The MTR Corporation Limited ("MTRCL") has launched Listening • Responding Programme ("the Programme") starting from 2012. One of the purposes of the Programme is to ease the loading on trains and reduce passenger waiting time. Under the Programme, MTRCL has added more than 1,300 train trips per week (i.e. over 67,000 train trips per year). During the same time, however, the total passenger throughput has increased by almost 3%.

11. The overall loading of the existing railway network during non-peak hours is less than 40% and there is spare carrying capacity to carry more passengers. MTRCL will continue to seek to enhance the frequency of train services in peak and non-peak hours where possible. However, train frequencies on Island Line, Kwun Tong Line, Tsuen Wan Line, Disneyland Resort Line and Airport Express in the morning peak cannot be further enhanced as the current signalling systems are already operating at maximum level. The carrying capacity of these railway lines during peak hours can only be further enhanced by replacing with a more advanced signalling system.

12. MTRCL has begun to upgrade the signalling system for Tsuen Wan Line, Island Line, Kwun Tong Line and Tseung Kwan O Line with a view to boosting carrying capacity and this exercise is expected to be completed from 2018 to 2022. Subsequently, the signalling system for Tung Chung Line,

Disneyland Resort Line and Airport Express will also be upgraded. With the completion of the upgrading of signalling systems, carrying capacity will be increased by around 10%.

13. MTRCL will also arrange short-haul trips running between a few busy stations to increase carrying capacity if a gap between trains under the scheduled train services has opened up to allow safe running of trains. However, these train trips are not always possible and can only reduce passenger waiting time at some stations.

14. Details of carrying capacity and loading of MTR railway lines during morning peak hours on the busiest sections in 2013 are set out at Annex. It is noted that the passenger throughput during morning peak for critical links has taken up 25% to 72% of the current carrying capacity (i.e. loading), based on a 6 ppsm passenger density and current train frequency. If the passenger density ratio is lowered to 4 ppsm, the loading during morning peak for critical links will increase to 35% to 100.6%.

Improvement measures implemented

15. It is observed that under normal circumstances, passengers will not uniformly occupy the space on trains. In a single train, compartments closest to escalator landings generally attract more passengers, while those located at the far ends of a platform have relatively fewer passengers.

16. In view of this, MTRCL has implemented the following measures to enhance platform management to even out passenger distribution on platforms and in trains to achieve smoother passenger flow and optimise the efficiency of train operations during peak hours:

- (a) barriers are erected at the platforms of key stations to better divert passenger flow to less crowded train compartments;
- (b) Platform Assistants are deployed to encourage passengers to move inside trains instead of staying near train doors;
- (c) Platform Assistants are deployed to manage the boarding and alighting process to minimise the number of times that train doors have to be reopened and reclosed;
- (d) a new queuing arrangement was tried at the Yau Ma Tei-bound platform of Kowloon Tong Station on the Kwun Tong Line in

October 2013. Boarding passengers were guided to line up on the right-hand side of the PSDs while those alighting from trains would exit on the left-hand side. This has facilitated passengers to get on and off trains more quickly and in a more orderly manner. This platform management arrangement is found effective and will continue to be implemented. MTRCL will look into whether such arrangement, with or without modification, can apply to other stations; and

- (e) as part of its ongoing efforts to ensure a safe, efficient and high-quality rail service, MTRCL invests some \$5 billion every year to maintain its existing railway assets and station facilities at top conditions and upgrade for enhanced service.

Other possible improvement measures

17. Pending the construction and completion of new railway lines (see paragraphs 18 to 21 below), the Government has invited MTRCL to study the feasibility of other measures to enhance carrying capacity. These measures include, for example, an early-bird scheme whereby passengers would be incentivised to use MTR outside peak hours and the removal of some seats in some train compartments, to increase carrying capacity. MTRCL has also commissioned overseas universities to study any other possible measures to relieve the high loading situation during peak hours.

New railway lines to increase network carrying capacity

18. Over the next few years, with the opening of new domestic railway lines now under construction, including the West Island Line by the end of this year to be followed by the South Island Line (East) and Kwun Tong Line Extension in 2015 and Shatin to Central Link ("SCL") in phases in 2018 and 2020, there will be additional carrying capacity and a redistribution of existing passenger flow in the MTR system. SCL, in particular, will increase the carrying capacity of the railway section from Shatin to Kowloon and that of existing lines across the Harbour, thus alleviating the rather high loading situation in urban Kowloon during peak hours. With the commissioning of the section between Tai Wai and Hung Hom stations of SCL in 2018, which forms the East West Corridor², the number of train compartments of West Rail Line and Ma On Shan Line will also be increased to 8.

² The East West Corridor is a new railway line comprising Ma On Shan Line, West Rail Line and the section between Tai Wai and Hung Hom of SCL.

19. It should be noted that the service level of these four new railway lines is pitched at 4 ppsm service benchmark.

Way forward

20. The Government expects our railway service to be safe, reliable and efficient and MTRCL is committed to providing such quality service. Further efforts will be made to enhance train frequencies where possible through implementation of various measures to smoothening passenger flow and train operations at the busiest stations during peak hours, with a view to providing a most efficient railway service, while ensuring safety.

21. New railway lines now under construction will help increase the overall carrying capacity of the railway network and redistribute passenger flow across the network. In the longer term, consideration will be given to building additional lines or parallel lines to divert passenger flow and to relieve the loading of the existing ones. To this end, the Government is finalising the Review and Update of the "Railway Development Strategy 2000", and will announce the way forward for the new railway projects soon. All new railway lines to be recommended in the new railway development blueprint will use 4 ppsm as the target service benchmark where resources and other relevant factors permit.

22. Whilst railway is the backbone of Hong Kong's public transport network, other public transport modes such as franchised buses, public light buses and taxis will continue to play key roles in our daily public transportation. The various modes together provide comprehensive services and a variety of choices to our community. In tandem with the further development of our railway system, the Government will continue to optimise and rationalise road-based transport services to ensure that the overall public transport network would continue to serve the community efficiently with good quality.

**Transport and Housing Bureau
February 2014**

Remarks: The Light Rail is an open system. MTRCL is thus unable to obtain the passenger throughput of each route. MTRCL therefore conducts site surveys to calculate the passenger throughput of Light Rail. The overall loading of Light Rail in 2013 is 98% under 6 p.m. As the speed and gap between vehicles of Light Rail are manually controlled by train captains and constrained by road traffic and road traffic signals, its service frequency cannot be adjusted by the signalling system, as in the case for heavy rails. Hence, whether additional train trips can be provided does not solely depend on the signalling system of Light Rail. Nevertheless, MTRCL has procured 22 new Light Rail vehicles ("LRVs") in 2009 and they have all been put into service in 2011. MTRCL is also refurbishing a total of 69 Phase I LRVs to enhance their carrying capacity and improve compartment facilities. As at today, most of these LRVs have been refurbished and they have been put into service after completion of technical and safety tests. MTRCL will continue to refurbish the remaining 50 LRVs (i.e. Phase II and III LRVs). The refurbishment will increase the overall average carrying capacity of the Light Rail fleet by 8% MTRCL will also continue to flexibly deploy LRVs in response to passenger demand to relieve loading in busy sections and study the feasibility of procuring new LRVs. The Government will complete the Railway Development Strategy for 2020 onwards later this year and will prepare for a study on long-term development and distribution of overall public transportation LRVs. This Government will complete and implementation progress of major transportation infrastructure. This will cover reviews on various public transportation modes including Light Rail with a view to drawing up future public transportation strategy.

Reasons accounting for the difference include: (a) platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about 10 seconds; (b) shared tracks on East Rail Line between local train services and cross-boundary services; and (c) train turnaround times for East Rail Line and West Rail Line have lengthened after extension of West Rail Line to Hung Hom Station in 2009.

This is because the service frequency has not yet been increased to the maximum level the signalling system permits.

For a typical heavy rail train operating in the urban area, there are 340 seats and 2,160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2,500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1,440, adding up to a total carrying capacity of about 1,780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm (the respective percentages for Airport Express is 83%).

The purpose of providing additional train trips is to maximise the carrying capacity to the maximum carrying capacity when train frequency is maximised and permitted by the existing signalling system (i.e. providing the carrying capacity under item (5) in the table above) in order to achieve the maximum carrying capacity when train frequency is maximised and permitted by the existing signalling system (i.e. providing the carrying capacity under item (2) refers).

As Tung Chung Line and Airport Express share tracks at some sections, and that the remaining capacity to maximise the carrying capacity to the maximum carrying capacity when train frequency is maximised and permitted by the existing signalling system of these railway lines would be allocated to Tung Chung Line, hence it is not feasible to provide additional train trips for Airport Express under the existing signalling system.

MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

TPB/R/S/KTN/1-C5597

2 May 2014
Our Ref. MP/KTN/1

By Post and By Email

The Secretary,
Town Planning Board
15/F, North Point Government Offices,
333 Java Road,
North Point.

Dear Sir,

Section 6 of the Town Planning Ordinance

Comment on Representations in relation to the Draft Kwu Tung North Outline Zoning Plan Number S/KTN/1

This submission is lodged on behalf of the Transport Planning Alliance (TPA). The attached statement provides comment on representations in relation to Draft Kwu Tung North Outline Zoning Plan Number S/KTN/1.

The TPA Supports the development of Northeast New Territories (NENT) New Development Areas (NDAs), but considers that the Northern Link (NOL) should be implemented in a timely manner concurrent with the population in-take of the NDAs and to divert the East Rail traffic to the western New Territories railway network.

Yours faithfully,



I. T. Brownlee,
For and on behalf of
Masterplan Limited



Cc Client

**Comment on Representations in relation to
Draft Kwu Tung North Outline Zoning Plan No. S/KTN/1**

Submitted by
Transport Planning Alliance

1. The purpose of this paper is to provide comments on representations in relation to Draft Kwu Tung North Outline Zoning Plan No. S/KTN/1 (the Draft OZP), in particular, Representation No. TPB/R/S/KTN/1-91.
2. Transport Planning Alliance (TPA) has already submitted a representation in relation to the Draft OZP and the views therein are still valid. This statement provides comments on some representations submitted to the Town Planning Board (TPB) and adds information which is considered relevant, but is available after the gazettal of the Draft OZP or after the period for submitting representations was closed.
3. It is noted that many representations object to the development of the Northeast New Territories (NENT) New Development Areas (NDAs). TPA considers that development of new town is an efficient and effective way to improve the living quality of the community by providing essential housing and associated facilities in an orderly manner. The main concern of TPA is the need to provide adequate transport infrastructure in a timely manner to ensure that the mobility of the future and existing communities is also properly catered for.
4. Representation no. TPB/R/S/KTN/1-91 states that the planned population at KTN would inevitably bring unbearable pressure to the carrying capacity of the East Rail and that transportation services for the whole of the NENT will be paralysed if East Rail experiences signal failures. TPA supports Government's Transit-oriented development (TOD) mode with high density planned around railway station and considers that the concern raised by the representor can be addressed if the Northern Link (NOL) is implemented concurrently with the new town development so that an alternative railway route to connect the NDAs to the urban area through West Rail is available. In fact, the frequency of breakdown of East Rail service has increased significantly in recent months. This demonstrates the need for an alternative mass transit route linking the North District to the main urban area.

5. After the gazettal of the Draft KTN OZP, Government has admitted that East Rail is operating at 100% capacity during the morning peak hours as reported by the Transport and Housing Bureau to Legislative Council in February 2014 (Paper No.: CB(1)980/13-14(03)). Under this circumstance and without any alternative proposal to alleviate overcrowded situation on East Rail, the Draft OZP should be reviewed to provide adequate land reserve for the NOL as well as to commit the completion of the railway in time for population build-up.
6. After the closing of representations, the North District Council has issued a traffic report¹. It is found that some road junctions and roundabouts in Fanling and Sheung Shui area are already operated at or exceeding capacity during weekday peak hours. The report has proposed some improvement measures to tackle the problem. However, TPA is concerned that the additional population from the NENT NDAs will add further pressure to the traffic of the road network of the North District to an extent that no minor improvement measures would be able to cope with. TPA considers that implementation of NOL concurrently with population intake is the only logical and ultimate solution to resolve the transportation problem of the North District.

Prepared by
Masterplan Limited
May 2014

¹ The report is written in Chinese and was issued in March 2014. Its name is 北區交通幹道及樞紐汽車流量調查.

劃編號: S/FLN/1

就草圖的申述提出意見

傳 TPB/R/S/FLN/1-C5564

1426

「提意見人」姓名/名稱:

陳麗榮

先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

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電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

意見詳情(必須填寫)

申述編號	意見詳情(每項不多於 8000 中文字或英文字母(包括空格)) (請說明你支持、反對或對有關申述的意見。)
建議	①. 將粉嶺繞道的迴旋處遷到附近空地及用高架形色連繫。
	②. 將粉嶺繞道移到梧桐河上, 跟河走用高架橋興建。
	③. 將迴旋處及繞道連於 High Way 的維修通道上, 用高架形色連繫。

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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電郵: tpbpd@pland.gov.hk

造。

圖則編號: S/FLN/1

就草圖的申述提出意見

TPB/R/S/FLN/1-C5565

8426

「提意見人」姓名/名稱:

鄭國基

先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

意見詳情(必須填寫)

申述編號	意見詳情(每項不多於 8000 中文字或英文字母(包括空格)) (請說明你支持、反對或對有關申述的意見。)
	建議: ① 將迴旋處遷到附近空地上, 不影響民居。
	② 將粉嶺繞道移近梧桐河上, 更不影響民居。
	③ 將迴旋處建設為高架橋上, 及繞道用高架形式興建。

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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電郵: tpbpd@pland.gov.hk

30/4/2014

就草圖的申述提出意見

則編號: S/FLN/1

傳真: 2877 0245 / 2522 8426

「提意見人」姓名/名稱:

鄭國基

先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

意見詳情(必須填寫)

申述編號	意見詳情(每項不多於 8000 中文字或英文字(包括空格)) (請說明你支持、反對或對有關申述的意見。)
TPB/R/S/FLN/1-PP 至 TPB/R/S/FLN/1-PP	建議: ① 將迴旋處遷到附近空地上, 不影響居民。
	② 將粉嶺繞道移近梧桐河上, 更不影響居民。
	③ 將迴旋處建設為架天橋上, 及繞道用高架彩色興建。

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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電郵: tpbpd@pland.gov.hk

30/4/2014 418

Winston Chu & Company
Solicitors & Notaries

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Henry S.S. Liang (Notary Public) 梁壽山 律師

Our Ref. JT/DL/78/2014 (FLN)

Your Ref.

Date: 5th May 2014

The Secretary
Town Planning Board
15th Floor, North Point Government Offices
333 Java Road,
Hong Kong

BY HAND

TOWN PLANNING BOARD

2014 MAY -5 1 P 3:33

RECEIVED

Dear Sirs,

Re : Comment made in accordance with S.6A(1) of the Town Planning Ordinance (Cap.131) in respect of the Draft Fanling North Outline Zoning Plan No.S/FLN/1 ("OZP")

We act for the Transport and Infrastructure Concern Group, the Representer in TPB/S/FLN/1-12.

We are instructed to make comment in respect of the Representations to the Draft Fanling North Outline Zoning Plan No.S/FLN/1 ("the OZP") which was gazetted on 20th December 2013.

We therefore send to the Board herewith one set of the original and 90 sets of copies of the duly completed Form No.S6A dated 5th May 2014 with the Report of Transport and Housing Bureau (CB(1)980/13-14(03)) attached.

Kindly acknowledge receipt of the above documents by affixing your chop onto the enclosed copy of this letter.

Yours faithfully,

Winston Chu & Co.
Solicitors for the
Transport and Infrastructure Concern Group

Encl.
c.c. Client

DL/jm
H:\DENNIS\JIT\2014\78\LT to TPB_FLN (5.5.14).doc

Gx

**COMMENT ON REPRESENTATION RELATING TO
DRAFT PLAN UNDER SECTION 6A(1) OF
THE TOWN PLANNING ORDINANCE (CAP. 131)**

根據《城市規劃條例》(第 131 章)
第 6A(1) 條對草圖的申述提出意見

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	TPB/R/S/FLN/1-C56202
	Date Received 收到日期	

- The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見的期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.info.gov.hk/tpb/>.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道333號北角政府合署15樓-電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道333號北角政府合署17樓及新界沙田上禾輦路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：<http://www.info.gov.hk/tpb/>）。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關意見視為不曾提出論。

1. Person Making This Comment (known as "Commenter" hereafter) 提出此份意見的人士（下稱「提意見人」）
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) Transport and Infrastructure Concern Group

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)
Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*) Winston Chu & Co. (Contact person: Mr. Dennis Li)

3. Details of the Comment 意見詳情	
Draft plan to which the comment relates 與意見相關的草圖	Draft Fanling North OZP No.S/FLN/1
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	TPB/R/S/FLN/1-539 TPB/R/S/FLN/1-14 TPB/R/S/FLN/1-13 TPB/R/S/FLN/1-10

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

3. Details of the Comment (Continued) (use separate sheet if necessary)
意見詳情 (續) (如有需要, 請另頁說明)

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

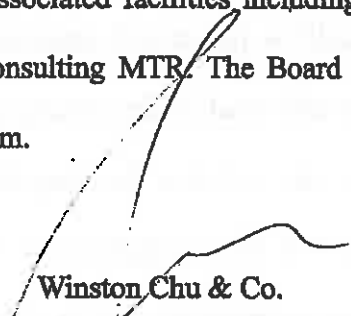
Please see the attached Comment.

Comment – S/FLN/1

1. Since the gazetting of the Draft KTN and FLN OZPs, the Government has publicly acknowledged the fact that East Rail is operating at 100% current loading (see the Schedule entitled “2013 Statistics (per hour per direction during morning peak for critical links)” attached to the enclosed paper submitted by the Transport and Housing Bureau to Legco Panel on Transport in February 2014 (CB(1)980/13-14(03))). At present, there is in fact no residual capacity for East Rail to accommodate any additional passengers who purport to travel by East Rail, not to mention 71,400 additional population under the FLN OZP. The effect of planning 71,400 additional population in FLN NDA without providing sufficient additional transport infrastructure will be catastrophic, both to the existing and future population.
2. We echo the view of the Representatives in TPB/R/S/FLN/1-10 and TPB/R/S/FLN/1-539 that when the current 12 cars East Rail train is reduced to 9 cars in 2020, the loading capacity of East Rail will be reduced, and the current situation of East Rail loading capacity saturation will become even more acute.
3. In the circumstance and especially when there is no proposal to alleviate the existing crowd congestion travelling on East Rail, the Draft OZP for FLN should be halted and comprehensively reviewed in order to avoid imposing any additional burden to East Rail, which is already fully saturated.
4. We also note that the Hong Kong Island North Island Line and its stations, which is only a proposed line under the RDS Review similar to the NOL, have been incorporated into the Wan Chai North Outline Zoning Plan (S/H25/4). We query why the NOL has not been given similar treatment in the FLN OZP.

It appears that the Government has applied double standards in the preparation of OZPs. It also raises the question as to whether the Government is discriminating against the community in the New Territories. The existing and planned additional population in FLN NDA legitimately expect the same treatment by the Government.

5. Given railway and station developments are pivotal key to the successful and sustainable planning of new towns and developments in Hong Kong, it is a fundamental flaw not to involve MTR in the planning of the Draft FLN OZP resulting in the NOL and its associated facilities (including stations and platform) not being properly planned and reserved. We support the view of the Representatives in TPB/R/S/FLN/1-13 and TPB/R/S/FLN/1-14 that the FLN OZP should be reviewed in order that railway will serve as the transport backbone contributing to sustainable development in FLN.
6. We agree with the view of the Representatives in TPB/R/S/FLN/1-10 and TPB/R/S/FLN/1-13 that the lack of railway infrastructure and station reserve in the Draft FLN OZP would result in valuable land not being developed to their optimum.
7. In view of the above comment, and our Representation made on 19th February 2014, we urge the Government to commit to build NOL to reach the FLN NDA, and to add sufficient railway associated facilities including platforms and stations in the FLN OZP after consulting MTR. The Board should not approve the FLN OZP in its present form.


Winston Chu & Co.
Solicitors for the Commenter
(Representer in TPB/S/FLN/1-12)

Plans, Drawings and Documents 圖則、繪圖及文件

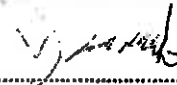
Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the comment. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同意見一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖為彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

Report of Transport and Housing Bureau (CB(1)980/13-14(03)).

5. Signature 簽署

Signature
簽署



Mr. DENNIS LI

Name in Block Letters 姓名（以正楷填寫）

"Commenter"/Authorized Agent*

「提意見人」/獲授權代理人*

Partner of Messrs. Winston Chu & Co.

Position (if applicable) 職位（如適用）

Professional

Qualification(s) 專業資格

Member 會員 / Fellow 資深會員* of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他Solicitor.....

on behalf of
代表

Transport and Infrastructure Concern Group

Company/Organization Name and Chop (if applicable)

公司/機構名稱及蓋章（如適用）

Date

日期5th May 2014.....

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this comment will be used by the Secretary of the Board and Government departments for the following purposes:

- (a) the processing of this comment which includes making available the name of the "commenter" for public inspection when making available this comment for public inspection; and
- (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments

in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

委員會就這份意見所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) 處理這份意見，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
- (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。

3. A "commenter" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料（私隱）條例》（第486章）的規定，「提意見人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道333號北角政府合署15樓。

* Delete as appropriate

Please fill "NA" for inapplicable item

「✓」 at the appropriate box

* 請刪去不適用者

請在不適用的項目填寫「不適用」

請在適當的方格內加上「✓」號

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways**

Capacity and Loading of MTR Trains

Purpose

This paper aims to brief Subcommittee Members on the capacity of MTR trains and the initiatives taken and planned for to manage loading in train compartments to enhance comfort and the travelling experience for passengers and to, where possible, increase the carrying capacity.

Background

2. Opened in 1979, the MTR system now consists of 10 heavy rail lines and a Light Rail network in the northwest New Territories. On a normal weekday, an average of 5.2 million passenger trips are made in the 218-kilometre MTR system.

3. A railway line is constructed to meet the transport needs of the population within its catchment area for a projected period of time as well as to ensure passenger safety. Thus, the formulation of the Design Capacity of a railway should meet the demand, while ensuring safety. A railway's carrying capacity is pre-determined by the size of the train compartments and the number of compartments a train comprises. It may be adjusted by the maximum frequency of train services the signalling system permits.

Design Capacity

4. All train compartments of the existing MTR railway lines are designed based on the industry standard design adopted at the time of the construction of railway lines and the maximum carrying capacity of train compartments is calculated based on accommodating up to 6 persons (standing) per square metre ("ppsm") on average. The number of train compartments a train comprises and train frequency are determined at the design stage to meet projected passenger demand. Platform length is designed and constructed accordingly to ensure compatible use of the trains. As to the frequency of train services, it is regulated by the signalling system which governs the distance between operating trains to ensure safety, while maximising efficiency. Increased frequency is made possible through provision of additional trains.

But train frequency reaches its maximum level when the signalling system permits no more additional train trips. The carrying capacity permitted by this maximum train frequency level is the Design Capacity of a railway line.

5. Specifically, Design Capacity of a railway line refers to the maximum number of passengers that can be carried per hour per direction when all the space within the train compartments are taken up by passengers based on a 6 ppsm passenger density level (and all seats are taken up) and train frequencies are maintained at the maximum level its signalling system permits. Accordingly, a train is considered full to Design Capacity when each square metre of standing space of all train compartments of a train carries 6 passengers (and all seats are taken up) and train frequencies are operated at the maximum level. All components of the existing MTR network are designed to be able to underpin this Design Capacity, while remaining safe. This covers, for example, the design of railway station structures, platform size, passageways, and escalator throughput. In other words, the rail services are operating safely even when run at 6 ppsm passenger density¹. If passenger demand exceeds the Design Capacity, longer queues on platform are expected and more passengers may then need to wait for more than one train before they can board a train. Crowd management measures will be taken to maintain order at the platform and concourse.

Carrying capacity in current operating environment

6. In today's actual railway operation, several key factors impose limitation on the Design Capacity, making the actual carrying capacity less than Design Capacity.

7. First, the retrofitting of platform screen doors ("PSDs") and automatic platform gates on pre-existing rail lines (covering Tsuen Wan Line, Kwun Tong Line and Island Line) has increased the dwell time of trains at each platform by about 10 seconds. As such, it is no longer technically feasible to run the maximum train frequencies these railway lines were designed for.

8. Second, it is not uncommon that train doors may need to be reopened and reclosed due to passengers requiring assistance or objects being caught between doors. Each reopening and reclosing of doors extends the train's dwell time at platform by about 10 seconds. During peak periods on busy lines like

¹ We note that the Design Capacity of railway systems around the world varies, mostly ranging from 4 to 6 ppsm. Yet, very often, these benchmarks cannot be met in practice. For example, metros in Japan have a desirable standard of 3.3 ppsm but currently are achieving an average of 5 ppsm.

Tsuen Wan Line, where train frequency is 2 minutes, every 12 reopening and reclosing of doors within a one-hour period may in effect result in the reduction of one train trip, or reduce carrying capacity by some 2,500 passengers.

9. Third, it has been observed that over the years, passenger riding habits have changed. Nowadays, they are less willing to board a train that looks crowded even when there is still room available. They prefer waiting for the next train. Besides, there is an increasing number of passengers reading newspapers or using mobile devices such as tablet computers or smart phones during their trips that require more personal space on trains. This in effect reduces the carrying capacity of the train and the rail line as a whole. In actual operation, trains running during the busiest hours on the busiest corridors achieve a passenger density of only around 4 ppsm, but 6 ppsm in the 1980s and 1990s.

Initiatives taken to manage loading

Increase in train frequencies

10. The MTR Corporation Limited ("MTRCL") has launched Listening • Responding Programme ("the Programme") starting from 2012. One of the purposes of the Programme is to ease the loading on trains and reduce passenger waiting time. Under the Programme, MTRCL has added more than 1,300 train trips per week (i.e. over 67,000 train trips per year). During the same time, however, the total passenger throughput has increased by almost 3%.

11. The overall loading of the existing railway network during non-peak hours is less than 40% and there is spare carrying capacity to carry more passengers. MTRCL will continue to seek to enhance the frequency of train services in peak and non-peak hours where possible. However, train frequencies on Island Line, Kwun Tong Line, Tsuen Wan Line, Disneyland Resort Line and Airport Express in the morning peak cannot be further enhanced as the current signalling systems are already operating at maximum level. The carrying capacity of these railway lines during peak hours can only be further enhanced by replacing with a more advanced signalling system.

12. MTRCL has begun to upgrade the signalling system for Tsuen Wan Line, Island Line, Kwun Tong Line and Tseung Kwan O Line with a view to boosting carrying capacity and this exercise is expected to be completed from 2018 to 2022. Subsequently, the signalling system for Tung Chung Line,

Disneyland Resort Line and Airport Express will also be upgraded. With the completion of the upgrading of signalling systems, carrying capacity will be increased by around 10%.

13. MTRCL will also arrange short-haul trips running between a few busy stations to increase carrying capacity if a gap between trains under the scheduled train services has opened up to allow safe running of trains. However, these train trips are not always possible and can only reduce passenger waiting time at some stations.

14. Details of carrying capacity and loading of MTR railway lines during morning peak hours on the busiest sections in 2013 are set out at Annex. It is noted that the passenger throughput during morning peak for critical links has taken up 25% to 72% of the current carrying capacity (i.e. loading), based on a 6 ppsm passenger density and current train frequency. If the passenger density ratio is lowered to 4 ppsm, the loading during morning peak for critical links will increase to 35% to 100.6%.

Improvement measures implemented

15. It is observed that under normal circumstances, passengers will not uniformly occupy the space on trains. In a single train, compartments closest to escalator landings generally attract more passengers, while those located at the far ends of a platform have relatively fewer passengers.

16. In view of this, MTRCL has implemented the following measures to enhance platform management to even out passenger distribution on platforms and in trains to achieve smoother passenger flow and optimise the efficiency of train operations during peak hours:

- (a) barriers are erected at the platforms of key stations to better divert passenger flow to less crowded train compartments;
- (b) Platform Assistants are deployed to encourage passengers to move inside trains instead of staying near train doors;
- (c) Platform Assistants are deployed to manage the boarding and alighting process to minimise the number of times that train doors have to be reopened and reclosed;
- (d) a new queuing arrangement was tried at the Yau Ma Tei-bound platform of Kowloon Tong Station on the Kwun Tong Line in

October 2013. Boarding passengers were guided to line up on the right-hand side of the PSDs while those alighting from trains would exit on the left-hand side. This has facilitated passengers to get on and off trains more quickly and in a more orderly manner. This platform management arrangement is found effective and will continue to be implemented. MTRCL will look into whether such arrangement, with or without modification, can apply to other stations; and

- (e) as part of its ongoing efforts to ensure a safe, efficient and high-quality rail service, MTRCL invests some \$5 billion every year to maintain its existing railway assets and station facilities at top conditions and upgrade for enhanced service.

Other possible improvement measures

17. Pending the construction and completion of new railway lines (see paragraphs 18 to 21 below), the Government has invited MTRCL to study the feasibility of other measures to enhance carrying capacity. These measures include, for example, an early-bird scheme whereby passengers would be incentivised to use MTR outside peak hours and the removal of some seats in some train compartments, to increase carrying capacity. MTRCL has also commissioned overseas universities to study any other possible measures to relieve the high loading situation during peak hours.

New railway lines to increase network carrying capacity

18. Over the next few years, with the opening of new domestic railway lines now under construction, including the West Island Line by the end of this year to be followed by the South Island Line (East) and Kwun Tong Line Extension in 2015 and Shatin to Central Link ("SCL") in phases in 2018 and 2020, there will be additional carrying capacity and a redistribution of existing passenger flow in the MTR system. SCL, in particular, will increase the carrying capacity of the railway section from Shatin to Kowloon and that of existing lines across the Harbour, thus alleviating the rather high loading situation in urban Kowloon during peak hours. With the commissioning of the section between Tai Wai and Hung Hom stations of SCL in 2018, which forms the East West Corridor², the number of train compartments of West Rail Line and Ma On Shan Line will also be increased to 8.

² The East West Corridor is a new railway line comprising Ma On Shan Line, West Rail Line and the section between Tai Wai and Hung Hom of SCL.

19. It should be noted that the service level of these four new railway lines is pitched at 4 ppsm service benchmark.

Way forward

20. The Government expects our railway service to be safe, reliable and efficient and MTRCL is committed to providing such quality service. Further efforts will be made to enhance train frequencies where possible through implementation of various measures to smoothening passenger flow and train operations at the busiest stations during peak hours, with a view to providing a most efficient railway service, while ensuring safety.

21. New railway lines now under construction will help increase the overall carrying capacity of the railway network and redistribute passenger flow across the network. In the longer term, consideration will be given to building additional lines or parallel lines to divert passenger flow and to relieve the loading of the existing ones. To this end, the Government is finalising the Review and Update of the "Railway Development Strategy 2000", and will announce the way forward for the new railway projects soon. All new railway lines to be recommended in the new railway development blueprint will use 4 ppsm as the target service benchmark where resources and other relevant factors permit.

22. Whilst railway is the backbone of Hong Kong's public transport network, other public transport modes such as franchised buses, public light buses and taxis will continue to play key roles in our daily public transportation. The various modes together provide comprehensive services and a variety of choices to our community. In tandem with the further development of our railway system, the Government will continue to optimise and rationalise road-based transport services to ensure that the overall public transport network would continue to serve the community efficiently with good quality.

**Transport and Housing Bureau
February 2014**

		East Rail Line	West Rail Line	Ma On Shan Line	Tung Chung Line	Island Line	Kwun Tong Line	Tuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
										Tung Chung Line	Airport Express
1.	Design Capacity (6 ppm) (a)	101,000	64,000	32,000	85,000	85,000	85,000	85,000	10,800	45,000	6,400
2.	Maximum carrying capacity when frequency is maximised (6 ppm) (b)	90,000	51,500	30,500	67,500	80,000	71,400	75,000	9,600	45,000	4,800
3.	Existing carrying capacity (6 ppm) (c)	82,500	49,200	26,800	62,500	80,000	71,400	75,000	9,600	37,500	4,800
4.	Difference between (a) and (b) (Note ¹)	11,000	12,500	1,500	17,500	5,000	13,600	10,000	1,200	0	1,600
5.	Difference between (b) and (c) (Note ²)	7,500	2,300	3,700	5,000	0	0	0	0	7,500	0
6.	Current passenger throughput (d)	58,700	34,600	15,200	44,800	52,900	47,600	52,300	2,400	22,400	2,200
7.	Current loading (1) (6 ppm) [(d)/(c)] { } critical link	71%	70%	57%	72%	66%	67%	70%	25%	60%	46%
		{Tai Wai to Kowloon Tong}	{Kam Sheung Road to Tuen Wan West}	{Che Kung Temple to Tai Wai}	{Yau Tong to Quarry Bay}	{Tin Hau to Causeway Bay}	{Shek Kip Mei to Prince Edward}	{Tuen Shan Taito Admiralty}	{Sunny Bay to Disneyland}	{Olympic to Kowloon}	{Airport to Tung Yi}
8.	Current loading (2) (4 ppm) [(d)/(c)+71.2%(Note ³)] (For the critical links mentioned in item (7))	100%	99%	80%	100.6%	93%	94%	98%	35%	84%	54%
9.	Current loading (3) (6 ppm) [(d)/(a)] (For the critical links mentioned in item (7))	58%	54%	48%	53%	62%	56%	62%	22%	50%	34%
10.	Can additional train trips be provided (with the existing signalling system)? (Note ⁴)	Yes	Yes	Yes	Yes	No	No	No	No	Yes (Note ⁵)	No (Note ⁵)
11.	Any plans to upgrade the signalling system? If yes, when will the upgrading exercises be completed?	Yes (to be completed by 2020 when the North South Corridor of Shatin to Central Link ("SCL") opens)	Yes (to be completed by 2018 when the East West Corridor of SCL opens)	Yes (to be completed by 2018 when the East West Corridor of SCL opens)	Yes (to be completed from 2018 to 2022)	Yes (to be completed from 2018 to 2022)	Yes (to be completed from 2018 to 2022)	Yes (to be completed from 2018 to 2022)	Yes (under planning)	Yes (under planning)	Yes (under planning)

Remarks: The Light Rail is an open system. MTRCL is thus unable to obtain the passenger throughput of each route. MTRCL therefore conducts site surveys to calculate the passenger throughput of Light Rail. The overall loading of Light Rail in 2013 is 88% under 6 ppm. As the speed and gap between vehicles of Light Rail are manually controlled by train captains and constrained by road traffic and road traffic signals, its service frequency cannot be adjusted by the signalling system, as in the case for heavy rails. Hence, whether additional train trips can be provided does not solely depend on the signalling system of Light Rail. Nevertheless, MTRCL has procured 22 new Light Rail vehicles ("LRVs") in 2009 and they have all been put into service in 2011. MTRCL is also refurbishing a total of 69 Phase I LRVs to enhance their carrying capacity and improve compartment facilities. As at today, most of these LRVs have been refurbished and they have been put into service after completion of technical and safety tests. MTRCL will continue to refurbish the remaining 50 LRVs (i.e. Phase II and III LRVs). The refurbishment will increase the overall average carrying capacity of the Light Rail fleet by 8%. MTRCL will also continue to flexibly deploy LRVs in response to passenger demand to relieve loading in busy sections and study the feasibility of procuring new LRVs. The Government will complete the Railway Development Strategy for 2020 onwards later this year and will prepare for a study on long-term development and distribution of overall public transportation, having regard to the planning and implementation progress of major transportation infrastructure. This will cover reviews on various public transportation modes including Light Rail with a view to drawing up future public transportation strategy.

Note¹

Reasons accounting for the difference include: (a) platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about 10 seconds; (b) shared tracks on East Rail Line between local train services and cross-boundary services; and (c) train turnaround times for East Rail Line and West Rail Line have lengthened after extension of West Rail Line to Hung Hom Station in 2009.

Note²

This is because the service frequency has not yet been increased to the maximum level the signalling system permits.

Note³

For a typical heavy rail train operating in the urban area, there are 340 seats and 2,160 standees under a passenger density level of 4 ppm. The 340 number of seats will remain unchanged while the number of standees will be reduced to 1,440, adding up to a total carrying capacity of about 2,500 per train. Under a passenger density level of 4 ppm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1,440, adding up to a total carrying capacity of about 2,500 per train. Hence, the carrying capacity under a passenger density level of 4 ppm is 71.2% of that of 6 ppm (the respective percentage for Airport Express is 85%).

Note⁴

The purpose of providing additional train trips is to maximise the carrying capacity to the maximum carrying capacity item (2) refers.

Note⁵

As Tung Chung Line and Airport Express share tracks at some sections, and that the remaining capacity to maximise the carrying capacity to the maximum carrying capacity when train frequency is maximised and permitted by the existing signalling system of these railway lines would be allocated to Tung Chung Line, hence it is not feasible to provide additional train trips for Airport Express under the existing signalling system.

「提意見人」姓名/名稱:

陳麗英

先生/夫人/小姐/女士(必須填寫)

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聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

意見詳情(必須填寫)

申述編號	意見詳情(每項不多於8000中文字或英文字母(包括空格)) (請說明你支持、反對或對有關申述的意見。)
建議 TPB/R/S/FLN/1-4 至 TPB/R/S/FLN/1-99	①. 將粉嶺繞道的迴旋處遷到附近空地及用高架形色連。
	②. 將粉嶺繞道移到梧桐河上, 跟河走用高架橋興建。
	③. 將迴旋處及繞道遷往Hijay的維修道道上用高架形色連。

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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電郵: tpbpd@pland.gov.hk

造。

圖則編號: S/FLN/1

就草圖的申述提出意見

傳真: TPB/R/S/FLN/1-C5976

「提意見人」姓名/名稱: 李四

先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

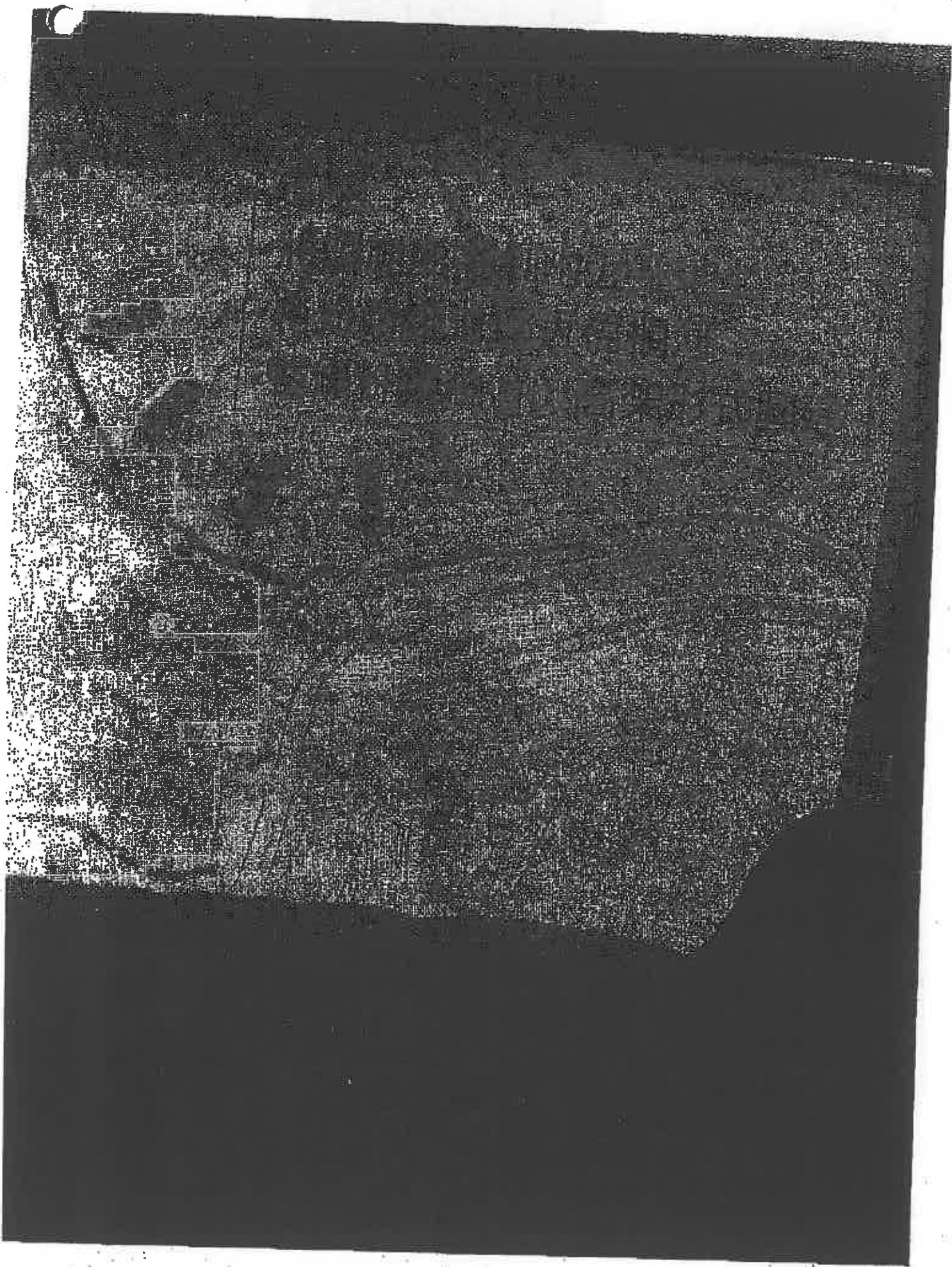
意見詳情(必須填寫)

申述編號	意見詳情(每項不多於 8000 中文字或英文字母(包括空格)) (請說明你支持、反對或對有關申述的意見。)
TPB/R/S/FLN/1-4 至 TPB/R/S/FLN/1-99	建議: 遷移迴旋處 到附近的空 地及用高架 橋彩色興建, 避免影響附近 居民。

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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就草圖的申述提出意見

TPB/R/S/FLN/1-C5977

圖則編號：S/FLN/1

傳真：2011 2676 1-6

「提意見人」姓名／名稱：文伴興 先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡，「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

意見詳情(必須填寫)

申述編號	意見詳情(每項不多於 8000 中文字或英文字(包括空格)) (請說明你支持、反對或對有關申述的意見。)
TPS/R/S/FLN/1-4 至 TPB/R/S/FLN/ 1-99.	支持在荳蔻北新發展區(或附近) 規劃不少於一成土地讓村民重置 村務。地點：天平山村來被納入 片期規劃地方。

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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就草圖的申述提出意見

圖則編號: S/FLN/1

傳真 TPB/R/S/FLN/1-C5978

5

「提意見人」姓名/名稱: 張惠心

先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

意見詳情(必須填寫)

申述編號	意見詳情(每項不多於8000中文字或英文字母(包括空格)) (請說明你支持、反對或對有關申述的意見。)
IPB/R/S/FLN/1-4 至 TPB/R/S/FLN/1-9	支持在粉嶺北新發展區內(或附近)規劃不少於一成土地,讓村民可重置村落。地點可考慮將天平山村未被規劃的地方,政府能重新規劃,納入發展,讓各村村民能重置家園。
	支持橫越整個粉嶺北的馬路,應與附近發展同期進行,並需照顧鄰近受影响的寮屋,謹防因工程進行而受到破壞。

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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就草圖的申述提出意見

圖則編號: S/FLN/1

TPB/R/S/FLN/1-C5979
傳真

6

「提意見人」姓名/名稱: 吳育佳 先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

意見詳情(必須填寫)

申述編號	意見詳情(每項不多於8000中文字或英文字母(包括空格)) (請說明你支持、反對或對有關申述的意見。)
TPS/R/S/FLN/1-4 至 TPB/R/S/FLN/1-99	支持橫越新豐北馬路,應與附近發展同期進行,並要保障附近寮屋因工程進行而受到損害。

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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423

寄件者: Bee Fung Chi Mak (D01) [REDACTED]
寄件日期: 07日05月2014年星期三 15:04
收件者: tpbpd@pland.gov.hk
副本: [REDACTED]

主旨: (D01); Wing Shan Ng (D01)
附件: 就粉嶺北分區計劃大綱草圖的申述提出意見
石湖新村(河北段)街坊組_就粉嶺北分區計劃大綱草圖的申述提出之意見書_2014.5.5.doc

Dear Sir/Madam,

Enclosed please find our comments on Representation Relating to the draft FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/1.

Should you have any question, please feel free to contact me at 2676 2613.

Thanks & regards,

Mr. Mak
Community Worker
Shek Wu Lutheran Community Development Project

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敬啟者：

「石湖新村（河北段）街坊組」就粉嶺北分區計劃大綱草圖
（編號 S / F LN/ 1）的申述提出之意見書

我們是一群居住在新界北區石湖新村河北段的寮屋村民，我們的村落已有數十年歷史，人口約有數百人，部份村民現仍以務農為生。

在過去數十年間，村民將大半生的積蓄用作建立一個家園。以前我們的村落只是一片荒蕪之地，電力、水力不足、衛生環境惡劣，現在經居民同心合力爭取下，設施已獲改善，如重鋪小路、建設街燈、垃圾站等，可說是一個安樂窩。

本村十分關注新界東北新發展區內涉及粉嶺繞道之方案，為此，我們一眾村民於 4 月 29 日的街坊組會議上，就粉嶺北分區計劃大綱草圖之申述再次作出深入討論，以下為本街坊組就申述編號 TPB/R/S/FLN/1-4 至 TPB/R/S/FLN/1-99 作出進一步申述及意見：

1. 將迴旋處遷到附近空地上(詳見附圖一)；
2. 將粉嶺繞道移近梧桐河(詳見附圖一)；
3. 整條粉嶺繞道以高架形式興建(詳見附圖一)；
4. 延後橫跨石湖新村道路之前期工程至最後階段進行(詳見附圖二)；
5. 由於附近已設有北區公園，請重申考慮中央公園之設置安排，使該區剔出發展範圍，保留村民家園(詳見附圖三)。
6. 涉及之粉嶺繞道工程需包括環境之保護；
7. 必須制定充足的預防措施，確保附近的村民不受噪音及空氣污染的滋擾；

懇請 貴會接納及實行本街坊組上述申述及意見。

本村村民將感激不盡！

如 閣下對村內情況及我們的訴求等，有興趣作進一步了解，可致電下列聯絡人：

鄭國基先生		通訊電郵：	
張佩薇女士		通訊電郵：	

此致
城市規劃委員會

附圖一

建議

- 將迴旋處遷到附近空地上
- 將粉嶺繞道移近梧桐河
- 整條粉嶺繞道以高架形式興建



附圖二

延後橫跨石湖
新村道路之前
期工程至最後
階段進行



附圖三

請重申考慮中
央公園之設置
安排，使該區剔
出發展範



就草圖的申述提出意見

圖則編號: S/FLN/1

TPB/R/S/FLN/1-C5981

傳真

「提意見人」姓名/名稱: YIP KWOK LEUNG

先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

意見詳情(必須填寫)

申述編號	意見詳情(每項不多於 8000 中文字或英文字母(包括空格)) (請說明你支持、反對或對有關申述的意見。)
	位於石湖新村河北段之粉嶺繞道迴旋處應向右下遷移並將粉嶺繞道架空建在梧桐河以北之渠務署維修車輛通道上;最好是把整段靠近梧桐河之粉嶺繞道以架空建在梧桐河之上,這樣工程對環境及居民影響最小。

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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就草圖的申述提出意見

圖則編號: S/FLN/1

傳真: TPB/R/S/FLN/1-C5982

「提意見人」姓名/名稱: YIP CHOI LIN

先生/夫人/小姐/女士(必須填寫)

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

意見詳情(必須填寫)

申述編號	意見詳情(每項不多於 8000 中文字或英文字母(包括空格) (請說明你支持、反對或對有關申述的意見。)
	我認為較理想的粉嶺繞道走線是以高架方法建在梧桐河上,可減低對環境及居民的影響。

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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就草圖的申述提出意見

圖則編號: S/FLN/1

傳真: TPB/R/S/FLN/1-C5983

「提意見人」姓名/名稱: YIP CHOI YUK

先生/夫人(小姐/女士(必須填寫))

這部份不會公開予公眾查閱。

聯絡人(只適用於非個人的申述人)

通訊地址*

電話號碼(非必須資料)

傳真號碼*

電郵地址*

*為方便聯絡,「提意見人」必須最少提供通訊地址、傳真號碼或電郵其中一項資料。

意見詳情(必須填寫)

申述編號	意見詳情(每項不多於 8000 中文字或英文字母(包括空格). (請說明你支持、反對或對有關申述的意見。)
	位於石湖新村河北段之粉嶺繞道迴旋處應移近河邊,甚至將整條靠近梧桐河的粉嶺繞道以高架建在河上,減小對居民及環境的影響

網上提出申述 <https://pub31.tpb.gov.hk/pems/CommentRepresentation.html>

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電郵: tpbpd@pland.gov.hk

寄件者: bibe.ma [REDACTED]
寄件日期: 06日05月2014年星期二 18:11
收件者: tpbpd4@pland.gov.hk
主旨: 就草圖的申述提出意見

圖則編號:S/F/LN/1

申述編號: TPB/R/S/FLN/1-99

- (1) 將迴旋處遷到附近空地。
- (2) 將粉嶺繞道移近梧桐河。
- (3) 整條粉嶺繞道以高架形式。
- (4) 較理想的粉嶺繞道走線是建
在梧桐河上以減低居民的影響。

懇請 貴署協助我們向有關部門反影

訴求。謝謝！

提意見人: May Cheung

電話: [REDACTED]

就草圖的申述提出意見

TPB/R/S/FLN/1-C5985

Comment on Representation Relating to Draft Plan

參考編號

Reference Number:

140505-110338-54606

提交限期

Deadline for submission:

07/05/2014

提交日期及時間

Date and time of submission:

05/05/2014 11:03:38

提出此份意見的人士(下稱「提意見人」)

Person Making This Comment

先生 Mr. LIU

(known as "Commenter") hereafter:

與意見相關的草圖

Draft plan to which the comment relates:

S/FLN/1

意見詳情

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
TPB/R/S/FLN/1-R5 3	<p>重申撤回/推遲粉嶺繞道的工程意見</p> <p>正如2013年11月...交通及運輸評估行政摘要合約編號 CE61/2007(CE) 所述 發展好處</p> <ol style="list-style-type: none"> 1. 為粉嶺北新發展區提供通道，直接連接策略性道路網絡 2. 避免粉嶺公路上水段及掃管埔交匯處和寶石湖交匯處出現超出負荷的情況 3. 讓粉嶺北及龍躍頭以東北的沙頭角路的交通得以繞過粉嶺市中心 <p>按發展規劃而言，粉嶺北新發展區第一期準備建設公路設施以便大型機器進入。粉嶺繞道只需發展由九龍坑至聯和墟安居街一段粉嶺繞道，令工程車輛由市區經粉嶺繞道及馬適路，駛進發展區，而且可以解決沙頭角公路塞車問題，不需經粉嶺市區直出公路。正如顧問報告所述的三點好處。</p> <p>當第一期新市鎮陸續入伙後，經過預測後，才決定交通流通量才發展第二期粉嶺繞道甚至可以割置，即由文錦渡至聯和墟安居街一段。</p>

From: LAU Man Kwan Julia

E: [REDACTED]

To: Town Planning Board
15/F, North Point Government Offices
333 Java Road,
North Point

Date: 7 May 2014

Dear Sir,

Re: Representation No. TPB/R/S/FLN/1-13
Comment on representations in relation to
Draft Fanling North OZP (OZP No.: S/FLN/1)

Further to my submission dated 20 February, I submit herewith comments on representation for the captioned Draft OZP.

Should you have any queries, please contact the undersigned at [REDACTED] or [REDACTED]

Yours Sincerely,



Lau Man Kwan Julia

Encl. 1 Comment on representations (2 sheets each) (90 sets)

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TOWN PLANNING BOARD

7 May 2014

**Comment on representations in relation to
Draft Fanling North Outline Zoning Plan No. S/FLN/1**

Submitted by
Ms. LAU Man Kwan, Julia (Representation No. TPB/R/S/FLN/1-13)

Introduction

With regards to the representation submitted by myself on the Draft Fanling North Outline Zoning Plan (FLN OZP) S/FLN/1, this paper serves to provide further comments on the representations submitted by others including TPB/R/S/FLN/1-10, TPB/R/S/FLN/1-11, TPB/R/S/FLN/1-14, TPB/R/S/FLN/1-45, and TPB/R/S/FLN/1-539.

1. Concerns on FLN NDA's Sole Reliance on the Already Saturated East Rail

Concerns relating to the lack of railway provision for the FLN New Development Area (NDA), sole reliance on the already saturated East Rail, overcrowding of Sheung Shui and Fanling Stations compromising passenger safety as well as traffic congestion and its associated environmental impacts caused to Sheung Shui/Fanling township have been raised by a number of representations. Since the gazettal of the Draft FLN OZP, the problem of East Rail operating at full capacity has also been admitted by Government in the submission to the Legislative Council. (LegCo paper CB(1)980/13-14(03)) refers). The stretching of East Rail beyond its operating capacity is undoubtedly one of the major factors leading to recent and increasing frequency of breakdowns which adds further misery to commuters.

These are all pertinent and urgent concerns which must be properly addressed by the Draft FLN OZP to ensure that the existing and future community's fundamental rights to physical mobility and a quality living environment are not compromised.

2. Recently Completed Traffic Report Shows Sheung Shui/Fanling Road Network Cannot Cope with Additional Traffic

The North District Council has recently completed an independent traffic impact assessment - 北區交通幹道及樞紐汽車流量調查 - on the road network of the Sheung Shui/Fanling area. The report has concluded that major junctions and roads around the Sheung Shui and Fanling stations are already saturated. The proposal by the Draft FLN OZP to shuttle additional planned population to and from these two stations would inevitably induce unbearable additional traffic impact as well as associated environmental impact to the Sheung Shui/Fanling making life miserable for the existing community. To avoid such inevitable impacts, the only practical solution is to provide alternative rail infrastructure for the FLN NDA, thus minimising potential conflicts between the existing community at Sheung Shui/Fanling with the future FLN community.

3. Northern Link (NOL) Must be Incorporated into the Draft FLN OZP

I particularly concur with the representation by the MTR (TPB/R/SFLN/1-14) that extension of the NOL into FLN New Development Area (NDA) is essential and that adequate spatial provision for implementing the railway facilitates, including alignment and stations must be incorporated in the Draft FLN OZP.

7 May 2014

Successful new development areas in Hong Kong, be they in the main urban area or in the New Territories, are planned with railway as an essential transportation backbone. Railway provision guarantees not only physical mobility for the community but also optimises development potential of NDAs.

The NOL shares the same status as the Hong Kong North Island Line (NIL) in that they are both potential railway infrastructure investments proposed under current the Railway Development Study review. Reserve for the NIL is incorporated into both the Central District - Extension (CD-E) OZP (No. S/H24/8) and the Wan Chai North (WCN) OZP (No. S/H25/4). To echo MTR's view, the Draft FLN OZP must allow for the reservation of the NOL in order for the future NDA to be properly supported by railway infrastructure as well as to ensure that the railway is fully integrated with other land uses to serve as the transportation backbone.

Conclusion

In conclusion, I wish express my support to the views and comments made by the representations above. Importantly, as the railway development blueprint based on the outcome on the Review and Update of the Railway Development Study 2000 - Our Future Railway is to be shortly announced, Government must ensure that the NOL is adopted into the blueprint and that the NOL is extended into the FLN NDA. As such, I sincerely urge Government to review the Draft FLN OZP to properly integrate the NOL into the planning of the NDA. This would guarantee that the future community at the FLN would enjoy the benefits brought along by the presence of railway infrastructure and that the livelihood of the existing Sheung Shui/Fanling community would not be affected.

MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

TPB/R/S/FLN/1-C6010

2 May 2014
Our Ref. MP/FLN/1

By Post and Email

The Secretary,
Town Planning Board
15/F, North Point Government Offices,
333 Java Road,
North Point.

Dear Sir,

Section 6 of the Town Planning Ordinance

Comment on Representations in relation to the Draft Fanling North Outline Zoning Plan Number S/FLN/1

This submission is lodged on behalf of the Transport Planning Alliance (TPA). The attached statement provides comment on representations in relation to Draft Fanling North Outline Zoning Plan Number S/FLN/1.

The TPA Supports the development of Northeast New Territories (NENT) New Development Areas (NDAs), but considers that the Northern Link (NOL) should be implemented to divert the East Rail traffic to the western New Territories railway network.

Therefore, the Draft FLN OZP should be reviewed to include an indicative alignment of NOL and its associated stations in Fanling North Planning Area. An implementation time-table of the NOL to match with the population intake should be included into the Explanatory Statement of the Draft OZP.

Yours faithfully,


I. T. Brownlee,
For and on behalf of
Masterplan Limited

Cc Client

**Comment on Representations in relation to
Draft Fanling North Outline Zoning Plan No. S/FLN/1**

Submitted by
Transport Planning Alliance

Introduction

1. The purpose of this paper is to provide comments on representations in relation to Draft Fanling North Outline Zoning Plan No. S/FLN/1 (the Draft OZP), in particular, Representation Nos. TPB/R/S/FLN/1-14, TPB/R/S/FLN/1-45 and TPB/R/S/FLN/1-539.
2. Transport Planning Alliance (TPA) has submitted a representation in relation to the Draft OZP and the views therein are still valid. This statement provides comments on some representations submitted to the Town Planning Board (TPB) and adds information which is considered relevant, but is available after the gazettal of the Draft OZP or after the period for submitting representations was closed.

Support New Town Development provided Adequate Transport Infrastructure is provided

3. It is noted that many representations object to the development of the Northeast New Territories (NENT) New Development Areas (NDAs). TPA considers that development of new town is an efficient and effective way to improve the living quality of the community by providing essential housing and associated facilities in an orderly manner. The main concern of TPA is the need to provide adequate transport infrastructure in a timely manner to ensure that the mobility of the future and existing communities is also properly catered for.

Railway Facilities Optimise Development of Valuable Land

4. TPA concurs with many other representers' view that a lack of railway and station reserve on the Draft FLN OZP has resulted in a land use plan that has failed to optimise the development potential of scarce and valuable land resources.

Northern Link (NOL) Should be Extended to Serve the FLN NDA

5. Government's strategic policy on using railways as the backbone for development has long been regarded as a successful planning principle for development of new

areas in Hong Kong. MTR in their representation (TPB/R/S/FLN/1-14) has rightly pointed out that the NOL should also be extended into the FLN NDA in order that good integration of land use and transportation infrastructure can be achieved contributing to sustainable development for the NDA.

Inadequate Station Design Capacity to handle Additional Commuters

6. Representation no. TPB/R/S/FLN/1-45 states that the capacity of East Rail is already saturated and unable to handle additional commuters arising from the NENT NDAs. The representer also points out the overcrowded situation of the existing Fanling Station, including entrances/exits, platforms and passageways. The representer opines that the inadequate design capacity of the existing station will compromise the safety and comfort of passengers. TPA supports the views of the representer and considers that new railway facilities should be provided in the FLN NDA to cater for the needs of both the future and the existing population.

NOL connects to West Rail providing an alternative Link to Urban Area

7. Representation no. TPB/R/S/FLN/1-539 states that the high concentration of planned population at FLN would inevitably bring unbearable pressure to the carrying capacity of the East Rail and that transportation services for the whole of the NENT will be paralysed if East Rail experiences signal failures. TPA supports Government's Transit-oriented development (TOD) mode with high density planned around railway station and considers that the concern raised by the representer can be addressed if the NOL is implemented concurrently with the new town development so that an alternative railway route to connect the NDAs to the urban area through West Rail is available. In fact, the frequency of breakdown of East Rail service has increased significantly in recent months. This demonstrates the need for an alternative mass transit route linking the North District to the main urban area.

Consistent Approach in preparation of OZPs should be Adopted

8. It is noted that a reserve has been incorporated onto the Draft Central District (Extension) Outline Zoning Plan No. S/H24/8 for the possible eastward extension of the railway to complete North Island Line (NIL) which has a similar status to the NOL. However, an alignment for the NOL and possible stations are not shown on the Draft FLN OZP. TPA therefore considers that Planning Department is applying inconsistent standards in the formulation of OZPs.

Draft OZP should be reviewed to take account of the latest traffic information

9. After the gazettal of the Draft OZP, Government has admitted that East Rail is operating at 100% capacity during the morning peak hours as reported by the Transport and Housing Bureau to Legislative Council in February 2014 (Paper No.: CB(1)980/13-14(03)). It is evident that the preparation of the Draft OZP had not taken this capacity issue into account. Under this circumstance and without any alternative proposal to alleviate overcrowded situation on East Rail, the Draft OZP should be reviewed to provide adequate land reserve for the NOL alignment and station as well as to commit the completion of the railway in time for population build-up.

Existing Road Network already Overloaded for the Present Population Level

10. After the closing of representations, the North District Council has issued a traffic report¹. It is found that some road junctions and roundabouts in Fanling and Sheung Shui area are already operated at or exceeding capacity during weekday peak hours. The report has proposed some improvement measures to tackle the problem. However, TPA is concerned that the additional population from the NENT NDAs will add further pressure to the traffic of the road network of the North District to an extent that no minor improvement measures would be able to cope with. TPA considers that implementation of NOL concurrently with population intake is the only logical and ultimate solution to resolve the transportation problem of the North District.

Conclusions

11. The Draft FLN OZP should be reviewed to include an indicative alignment of NOL and its associated stations in Fanling North Planning Area. An implementation time-table of the NOL to match with the population intake should be included into the Explanatory Statement of the Draft OZP.

Prepared by
Masterplan Limited
April 2014

¹ The report is written in Chinese and was issued in March 2014. Its name is 北區交通幹道及樞紐汽車流量調查.

Summary of Representations in Group 1 and PlanD's Responses

The representations (**R11 to R14, R24, R27, R31, R32 and R73 of KTN OZP and R10 to R14, R30 to R33, R41, R44, R45, R53, R57, R78, R80 and R88 of FLN OZP**) in **Group 1** are submitted by 上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝, Transport Planning Alliance, MTR Corporation Limited, Transport and Infrastructure Concern Group, 馬草壟村村代表黃煥全, 香港中旅(集團)有限公司, a group of 8 individuals and 12 individuals. Their major grounds of representations and proposals as well as PlanD's responses are summarized below:

Representation Points		PlanD's Responses	
Major Grounds of Representations			
Representations relating to both the KTN OZP and FLN OZPs			
Representations relating to the East Rail			
G1	Carrying capacity of the already overloaded East Rail		
	<p>The carrying capacity of the existing East Rail has already saturated. Its current overloaded condition will be worsen due to: (1) the increase of cross-boundary activities at Lok Ma Chau and Lo Wu boundary crossing points; and (2) the reduction of train cars from 12 to 9 nos. upon the operation of the Shatin to Central Link in 2018. The overcrowding situation could not be addressed through increase in train frequency as the line signalization system has reached its limit. The East Rail is unable to take up the additional population of over 170,000 in the NDAs.</p> <p>The proposed NDA development will aggravate the overloaded problem as: (1) the NDAs will only provide 37,700 new jobs and hence majority of the future population are expected to rely on public transport for daily commuting to and from work; (2) majority of the planned new jobs will be located around the proposed Kwu Tung Station. It will attract people from other parts of the territory to the NDAs via the Lok Ma Chau Spur Line and East Rail as the primary mode of public transport; and (3) FLN NDA will be connected with the MTR Sheung Shui and Fanling Stations, which will encourage the FLN population using the East Rail.</p>	(1) <	

Representation Points		PlanD's Responses	
Major Grounds of Representations			
	<p>The overload of the East Rail carrying capacity will affect its passengers' safety as many of the East Rail station platforms are already congested and unable to expand.</p> <p>(R11, R12 and R14 of KTN OZP & R10, R11, R12 and R45 of FLN OZP)</p>	<p>(4)</p> <p>schemes including the proposed NOL to connect the existing West Rail Line and Lok Ma Chau Spur Line. According to RDO, HyD, the proposed NOL, which connects the existing West Rail Line and Lok Ma Chau Spur Line, will enhance east-west connectivity, serve the KTN NDA, improve network robustness and facilitate cross-boundary movements. It is expected that NOL could help to re-distribute the railway passenger flows in the northern New Territories.</p> <p>(5)</p> <p>According to the Study on Hong Kong 2030: Planning Vision and Strategy (HK2030 Study), the proposal of KTN NDA as a rail-base town was recommended to address the medium- to long-term housing demand and provide more job opportunities. In order to facilitate a comprehensive development of the KTN NDA, implementation of the proposed NOL Kwu Tung Station would tie in with the population intake of the KTN NDA.</p> <p>As regards the crowd control, safety of station platform and management / operation of railway stations, they are under the management purview of the MTRCL, which would adopt appropriate measures to cope with the passenger flow.</p>	
<i>Representations relating to the proposed Northern Link (NOL)</i>			
G2	The proposed NOL alignment and implementation programme		
	<p>Railway infrastructure is a key and essential component in major development plans. The 2014 Policy Address has again stipulated this development principle. The KTN and FLN NDAs without the proposed NOL has failed to uphold this strategic policy and principle.</p> <p>The concept of NOL was explored in the Railway Development Strategy</p>	<p>(1)</p> <p>In the RDS 2014, it is proposed that the NOL, together with the Kwu Tung Station, be implemented from 2018 to 2023 to tie in with the first population intake of the KTN NDA. The implementation of the NOL (and the Kwu Tung station) will be subject to the outcome of detailed engineering, environmental and financial studies relating to the project, as well as updated</p>	

Representation Points		PlanD's Responses	
Major Grounds of Representations			
	<p>2000 (RDS-2). It was proposed to connect the East Rail Line with the West Rail Line by providing connection to the Lok Ma Chau Spur Line at Kam Shueng Road Station. The RDS-2 concluded that the implementation of the proposed NOL would be dependent on the development programme of the strategic growth in the NENT as well as the growth of cross-boundary traffic.</p> <p>The gazettal of the draft KTN and FLN OZPs has confirmed the strategic growth in the NENT. Implementation of the proposed NOL would serve the KTN and FLN NDAs and unleash development potential of the areas. Apart from serving the NDAs, the NOL will help divert the overcrowded East Rail traffic. Therefore, the proposed NOL is necessary and the Government should provide an implementation timetable.</p> <p>The proposed NOL alignment and its stations (as shown in Drawings KTN-1 and FLN-1) should be included in the draft KTN and FLN OZPs. The planned population of 71,400 in FLN NDA has legitimate expectation for essential railway services.</p> <p>(R11 and R12 of KTN OZP & R10, R11, R12, R13, R14, R45 and R88 of FLN OZP)</p>	<p>(2)</p> <p>assessment of passenger transport demand and availability of resources at the time.</p> <p>According to the TIA under the NENT NDAs Study, it is not financially viable to provide rail-based connection to connect the FLN NDA with the existing East Rail Sheung Shui / Fanling Stations. Instead, road-based environmentally friendly transport mode is found to be more cost-effective. In this regard, two PTIs have been planned at both the eastern and western parts of the FLN NDA. Long haul public transport services would provide direct connection of FLN NDA with the urban area as well as shuttle services to the existing East Rail Fanling and Sheung Shui Stations to serve the future population. Nevertheless, in the FLN NDA, design flexibility is allowed for possible new rail infrastructure.</p> <p>(3)</p> <p>Close liaison and coordination among government bureaux/departments and MTRCL will be maintained to ensure the railway development and NDAs are being planned and implementation in a coordinated manner. In taking forward any railway project associated with NDAs, the development programme of the adjoining residential and commercial developments will be taken into consideration.</p>	
G3	Optimisation of development potential of the FLN NDA		
	<p>Without rail service, the development potential of the housing sites in the FLN NDA has not been optimised. If railway facility is provided, many sites thereat could be zoned with higher plot ratio for a more efficient use of the scarce land resources.</p> <p>(R10, R11 and R13 of FLN OZP).</p>	<p>(1)</p> <p>Under the NENT NDA Study, the NDA development has made the best use of scarce land resources to serve the housing and economic needs of Hong Kong. In response to the public requests received at the public engagement for optimizing the development potential of NDAs, opportunities have been taken to review the development intensity of the housing sites. After balancing different considerations including efficient use of land resources, provision of sufficient G/IC facilities, capacity of the planned infrastructure</p>	

Representation Points		PlanD's Responses	
Major Grounds of Representations			
		(2)	and good urban design framework, the development intensity of various housing sites has been increased. High density residential developments around the District Centre in FLN NDA are generally subject to a total plot ratio of 6. Such development intensity is commensurate with those of the KTN NDA and other New Towns. In the event that NOL Extension or rail service is provided to serve the FLN NDA, it might have some implications on the traffic modal choices, but not necessarily on increasing the development intensity in FLN NDA due to other environmental and infrastructure constraints.
G4	Space reserved for the proposed NOL at KTN NDA		
	Sufficient design and planning flexibility and spatial provision should be allowed to facilitate future implementation of NOL station at Kwu Tung, including working space for construction. Dialogue with the MTRCL and relevant government departments on the width of the station box required at Kwu Tung is useful. (R13 of KTN OZP)	(1)	As mentioned in the responses under Item G2 above, according to the RDS 2014, the proposed NOL, which connects Lok Ma Chau Spur Line via Kwu Tung Station to West Rail Line, will be implemented from 2018 to 2023 to tie in with the first population intake of the Kwu Tung North NDA. Subject to the findings of the detailed technical studies of the RDS 2014, sufficient spatial provision will be allowed in the detailed design of the NOL station at Kwu Tung.
<i>Representations relating to the road traffic</i>			
G5	Potential adverse traffic impact on the surrounding areas		
	As the capacity of the East Rail is saturated, there would be an undesirable overflow of commuters of NDA development to road-based transportation which would have a negative knock-on impact on road network, particularly on Tolo-Highway. For the FLN NDA, the proposed road-based Environmental-Friendly	(1)	In planning the NDAs, TIA has been conducted to assess the future transport demand to be generated by the proposed developments and the traffic impact on the road network. With the proposed road upgrading/improving works including Fanling Highway/Tolo Highway widening and Po Shek Wu interchange Improvement Works, the traffic demand of the NDAs would be accommodated

Representation Points		PlanD's Responses	
Major Grounds of Representations			
	<p>Transport System (EFTS) services would connect the FLN NDA with the MTR Sheung Shui and Fanling Stations. This will induce significant pressure to the existing congested road network, particularly the areas around the concerned MTR stations. Given that the East Rail is already saturated and road network in the vicinity of the two concerned MTR stations are already congested, the feasibility of the proposed EFTS is doubtful.</p> <p>(R12 of KTN OZP & R11, R13 and R45 of FLN OZP)</p>		<p>and would not have adverse traffic impacts on the surrounding areas. Besides, flexibility for environmentally friendly transport facilities has been allowed in the NDAs. Proposals for the public transportation, cycling and pedestrian networks have also been put forward. The NDAs development is technically feasible from traffic and transportation point of view.</p> <p><i>Traffic impact on the North District / the areas near MTR Sheung Shui and Fanling Stations</i></p> <p>(2) In planning the NDAs development, a number of road enhancement and upgrading works have been identified to accommodate the traffic demand. The Fanling Highway / Tolo Highway widening (including the section of Fanling Highway from Pak Shek Au to Po Shek Wu to be widened from dual 3-lane to dual 4-lane carriageways) will be completed by 2019 - 2023, which will help relieve the congestion problem in the North District. Also, the existing Po Shek Wu Interchange will be improved by constructing a right-turning bypass slip road which can help resolving the interchange capacity problem. The proposed Fanling Bypass (linking Man Kam To Road and Sha Tau Kok Road) will not only provide the external traffic link for the FLN NDA but will also help relieve traffic congestion of the existing Fanling/Sheung Shui New Town.</p> <p>(3) The TIA has concluded that a road-based environmentally friendly transport mode should be implemented in the FLN NDA. The Government and bus operators are undertaking trial tests of operating electric vehicles in Hong Kong. Subject to the findings of the trial tests, the provision of such transport modes would be considered at the detailed design stage. A site in Planning Area 5 of FLN NDA has been reserved to cater for the provision of electric</p>

Representation Points		PlanD's Responses	
Major Grounds of Representations			
		(4)	<p>vehicles services if required and space will be reserved on road for flexible installation of electric vehicle parking space and electric vehicle charging stations.</p> <p>The exact bus routing will be subject to further study at detailed design stage. The provision of electric bus corridor / bus-bus interchange if considered preferable would be further examined at the detailed design and implementation stages.</p>
Representations relating to the KTN OZP			
<i>Representations relating to the railway operation</i>			
G-K1	Zoning boundaries of the “Other Specified Uses” (“OU”) annotated “Railway Associated Facilities” zone		
	<p>Four sites along the existing Lok Ma Chau Spur Line are zoned “OU” annotated “Railway Associated Facilities”. Their zoning boundaries are not in line with the Vesting Plans gazetted under Kowloon-Canton Railway Corporation Ordinance (Cap 372). Some of the vested land, which is required for railway operation use, falls outside the concerned “OU” zone. Close coordination between MTRCL and relevant government departments on the land issue is required in order not to compromise the operation of existing and future planned railway lines.</p> <p>(R13 of KTN OZP)</p>	(1)	<p>Four “OU” annotated “Railway Associated Facilities” sites were designated in KTN Planning Areas 25, 27 and 35 to accommodate the existing railway associated facilities such as the emergency access point of the Lok Ma Chau Spur Line and plant rooms of the proposed Kwu Tung railway station. The boundaries of the “OU” sites were drawn up having regard to existing use of the railway facilities as well as the operational feasibility instead of the Vesting Plans. This is to ensure an efficient layout in the adjacent areas. However, the zonings on the KTN OZP has not precluded the provision of railway facilities, including Mass Transit Railway station entrance and Mass Transit Railway structure below ground level which are always permitted in most of the development zones. In view that there is potential development for Kwu Tung Station, the existing railway offices located in KTN Planning Area 25 could be considered as an interim facility and would likely be integrated with the railway facilities of the future Kwu Tung Station development. Liaison with MTRCL will be maintained for the design of the future Kwu Tung Station and its associated facilities</p>

Representation Points		PlanD's Responses	
Major Grounds of Representations			
			at the detailed design stage.
G-K2	Provision of park-and-ride facilities		
	<p>A Public Transport Interchange will be provided in the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” at KTN Planning Area 25 to the south of the proposed Kwu Tung Station. To encourage residents outside the railway station catchment area to use the railway, provision of park-and-ride facilities at this “OU” site is recommended.</p> <p>Similar park-and-ride facilities are provided at Sheung Shui which attract those living in the rural area to use the railway in Fanling/Sheung Shui.</p> <p>(R13 of KTN OZP)</p>	<p>(1)</p> <p>About 80% of the proposed population in the KTN NDA is within the 500m walking distance from the proposed Kwu Tung Station. For areas further away from the Kwu Tung Station, bus/shuttle services will be provided to connect to the Kwu Tung Station. A PTI would be provided within the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” site in KTN Planning Area 25 adjacent to the proposed Kwu Tung Station. Since the majority of the residents in the NDAs will live within the service catchment area of the proposed Kwu Tung Station, park-and-ride is considered not a necessary transport facility. Nonetheless, the need of the park-and-ride facilities to serve the more remote residents in the rural areas will be further examined at the detailed design stage.</p> <p>(2)</p> <p>Comprehensive pedestrian walkway and cycle tracks network linking the Town Centre and the proposed railway station/PTI to the proposed residential areas and major activity nodes within the NDA will be provided. The Town Centre will be pedestrianised to provide a motor vehicle-free walking environment and cycle parking areas are proposed close to the railway station/PTI and major activity centres to encourage the use of public transport.</p>	
G-K3	Vibration issue of the Lok Ma Chau Spur Line to the future development		
	The existing LMC Spur Line currently runs underground in a generally rural area in Kwu Tung. According to the KTN OZP, the concerned rural area has been rezoned for urban development. In this regard,	(1)	In preparing detailed layout for respective development sites, the alignment of the Spur Line and any possible vibration issue would be taken into consideration. Measures to address the vibration

Representation Points		PlanD's Responses	
Major Grounds of Representations			
	special attention shall be paid to vibration issues, including ground-borne noise, in the future planning and design of the development. (R13 of KTN OZP)		issue would then be examined in details.
Representations relating to the proposed Rural Road R1			
G-K4	Rural Road R1		
	<p>The proposed Rural Road R1 will affect the existing villages. Since the proposed Rural Road R1 is too close to the existing village houses in Ma Tso Lung Tsuen area, which have been settled for more than 50 years, villagers' health is threatened by traffic noise, air and water pollutions. Natural habitat will also be destroyed (R24 of KTN OZP). The "GB" zoning at KTN Planning Area 2 does not cover the river plain, and water quality is deteriorated due to the construction nearby.</p> <p>(R27, R31 and R32 of KTN OZP)</p>	<p>(1)</p> <p>(2)</p> <p>(3)</p>	<p>The proposed Rural Road R1 will provide access to the Lok Ma Chau Loop Area and proposed sports ground/sports complex, research and development use and sewage pumping station at the north-western tip of the KTN NDA. The road can also improve the connectivity of the existing rural settlement in Ma Tso Lung area with the town centre of the KTN NDA.</p> <p>The proposed alternative road alignment does not fulfil the highway standard on the minimum desirable turning radius. Moreover, it connects to the existing Ma Tso Lung Road, which passes through the existing facilities of Lo Wu Firing Range. There is insufficient space to accommodate the Road R1. In sum, the proposed alternative alignment does not fulfil the highway standard for providing effective and safe access for the future development at the north-western tip of the KTN NDA.</p> <p>In formulating the alignment of the proposed Rural Road R1, a series of factors have been taken into consideration, including the highway standards, road safety, environmental and ecological impacts. In the course of the NENT NDA Study, the concerns of the local villagers on the impacts of the proposed road were noted. The proposed alignment has been revised to minimize its ecological impacts and to the existing villages.</p>

Representation Points		PlanD's Responses	
Major Grounds of Representations			
G-K5	Possibility to accommodate future Shenzhen metro line		
	<p>The width of the open space running in north-south direction in KTN Planning Areas 25, 29 and 30 is too narrow. There may not be sufficient space to accommodate the future extension of Shenzhen metro line which may result in the cross boundary facilities not being provided in this area. It will reduce the commercial value of KTN town centre and employment opportunities in the North District.</p> <p>(R73 of KTN OZP)</p>	(1)	According to RDO, HyD, there is no plan for extension of Shenzhen metro line or Guangzhou-Shenzhen-Hong Kong Express Rail Link to KTN NDA.
G-K6	Location of the PTI		
	<p>PTI (zoned "OU" annotated "Commercial/Residential Development with Public Transport Interchange) located at the dead end of the Road L1 will lower the efficiency of bus services.</p> <p>(R73 of KTN OZP)</p>	(1)	The proposed Kwu Tung PTI will route through Pak Shek Au interchange to Kwu Tung South. The PTI is planned to provide public transport services for the NDA. Detailed transport services would be worked out at detailed implementation stage.
		(2)	The design of Roads L1 and L2 aims to divert east-west through traffic effectively away from the town centre of KTN NDA so as to improve the air quality in the town centre and also allow a continuous green connector from Town Plaza to the southern gateway of the NDA. Cul-de-sac will be provided in the local distributor road south of KTN station to allow east-west through traffic to be effectively diverted away from the town centre.
		(3)	The Town Plaza and the major north-south running open space spine in Area 25 is planned to serve as the major pedestrian connector for residential sites within the Town Centre and linking up the major activity nodes in the NDA to the proposed railway station and PTI.

Representation Points		PlanD's Responses	
Major Grounds of Representations			
		(4)	The KTN and FLN NDAs would provide a total of about 37,700 jobs for the existing and future population of the area. The "OU (Business and Technology Park)" and "OU(Research and Development)" in KTN NDA is planned to provide land to meet the strategic economic needs of Hong Kong and provide a variety of commercial and industries related job opportunities. Other economic and social facilities such as retail, service industry and community facilities, which support the residential development, will be available to provide different types of jobs including some with lower skill level requirements. These economic activities will help promote the local economy and provide different types of job opportunities.
G-K7	Functions of Roads L1 and L2		
	Mini-bus service will not cover the KTN NDA as the route will be ineffective due to the discontinuity between the Roads L1 and L2. (R73 of KTN OZP)	(1)	Responses as stated in paragraphs (1) to (4) under Item G-K6 are relevant.
G-K8	Phase 2 of Guangzhou-Shenzhen Railway		
	The representer concerns whether the phase 2 of Guangzhou-Shenzhen Railway will pass through KTN NDA. (R73 of KTN OZP)	(1)	Responses as stated in paragraph (1) under Item G-K5 are relevant.
Representations relating to the FLN OZP			
<i>Representation relating to the well-being of the planned community in the FLN NDA</i>			
G-F1	Provision of railway facility in the FLN NDA to benefit the planned community		
	A complete lack of railway and station reserve in the FLN NDA would	(1)	As mentioned in paragraph (1) under Item G2 above, RDS 2014

Representation Points		PlanD's Responses	
Major Grounds of Representations			
	<p>pre-empt any railway to be introduced at a later date.</p> <p>Due to the lack of employment opportunities and reliance of the proposed road-based EFTS to provide shuttle services to and from the MTR Sheung Shui and Fanling Stations, the future residents in the FLN NDA would have to interchange between the proposed EFTS and East Rail on a daily basis. This would significantly prolong the commuting time and cause inconvenience to the future residents.</p> <p>The population growth in Sheung Shui and Fanling and additional commuters from the FLN NDA will aggravate crowd and traffic congestion for concerned MTR stations and adjoining road network, which are already extremely congested at present. Provision of railway infrastructure for the FLN NDA would greatly benefit both the residents of Fanling/Sheung New Town and the FLN NDA.</p> <p>Should the FLN NDA be planned with the NOL extension with two associated stations (at the District Centre in FLN Planning Area 16 and at the Residential Area South of the River in FLN Planning Area 6 respectively), there is an opportunity for proper transit-oriented developments, which would benefit the FLN NDA community.</p> <p>(R11 and R13 of FLN OZP)</p>	(2)	<p>will update the long-term railway development blueprint for Hong Kong. However, in the FLN NDA, flexibility is allowed for possible new rail infrastructure.</p> <p>Although, at present, no railway station is planned within the FLN NDA, two PTIs are planned in Planning Areas 10 and 15 to serve the future population. The external road connection of the FLN NDA will also be strengthened, including widening of Fanling Highway and construction of Fanling Bypass linking Man Kam To Road and Sha Tau Kok Road. The proposed Fanling Bypass has been proposed not only to cope with the additional traffic generated from the new developments but also help relieve the traffic congestion in the existing Fanling/Sheung Shui New Town. The provision of the above-mentioned transport facilities / measures can enhance the mobility of the future residents in the FLN NDA and allow better connection between the FLN NDA with the main urban areas.</p>
<i>Representations relating to the proposed Fanling Bypass and the roundabout</i>			
G-F2	The proposed Fanling Bypass and/or the roundabout should be relocated, realigned and redesigned and/or deleted/postponed to minimize impacts to the residents and environment of the area		
	The proposed Fanling Bypass roundabout to the north of Shek Wu San Tsuen should be relocated to the vacant land near the riverside to the south to minimize impacts on the local residents.	(1)	<p><i>Need of Fanling Bypass Project</i></p> <p>Fanling Bypass is proposed as a regional highway linking FLN</p>

Representation Points		PlanD's Responses	
Major Grounds of Representations			
	<p>The alignment of the proposed Fanling Bypass should be relocated close to/along Ng Tung River or near Queen's Hill or far away from the residential areas to minimize impacts on the local residents.</p> <p>The proposed Fanling Bypass should be designed and constructed in the form of viaduct and/or converted from the proposed 4-lane to 2-lane to minimize impacts on the environment at ground level. Adequate measures should be adopted to minimize the noise, air and traffic impacts of the proposed development during construction period.</p> <p>There are also views that the proposed Fanling Bypass project should be deleted / postponed. The major grounds are that: (1) the NENT NDAs are still at planning stage and their future population and the traffic impact are yet to be confirmed; and (2) the existing Ma Sik Road to So Kwun Po Road and Ma Sik Road to Sha Tau Kok Road / Jockey Club Road can also be used to connect the NDA to the urban area or Mainland.</p> <p>(R30 to R33, R44, R53, R57, R78 and R80 of FLN OZP)</p>		<p>NDA and Fanling Highway. It has been proposed not only to cope with the additional traffic generated from the new developments but also help relieve the traffic congestion of the existing Fanling/Sheung Shui New Town. Besides, the road interchanges to be formed along Fanling Bypass/Sha Tau Kok Road, Ma Sik Road and Jockey Club Road will provide better road linkage among the major roads in the town centre areas.</p> <p>(2) The TIA under the NENT NDAs Study has confirmed the need for Fanling Bypass. The bypass will bring benefits to the highway network by: (1) giving direct access to the FLN NDA from the strategic road network; (2) preventing overload of Fanling Highway Sheung Shui Section and its interchanges (So Kwun Po Interchange and Po Shek Wu Interchange); and (3) allowing traffic from FLN NDA and Sha Tau Kok Road northeast of Lung Yeuk Tau to bypass Fanling town centre.</p> <p><i>Proposed Alignment</i></p> <p>(3) The design and alignment of Fanling Bypass is a subject of concern during the public engagement exercises of the NENT NDAs Study. The currently proposed design and alignment is a balance between road safety, transport functioning, existing uses, visual and noise impacts, and interfaces with the connected roads and other infrastructure, etc. In the course of the NENT NDAs Study, the concerns of Shek Wu San Tsuen residents on the impact of Fanling Bypass are noted. Having considered the relevant comments, the proposed alignment of Fanling Bypass has been shifted slightly southward to reduce its impact on the existing residents.</p> <p>(4) The EIA of the NENT NDAs Study has addressed the</p>

Representation Points		PlanD's Responses	
Major Grounds of Representations			
			<p>environmental impacts arising from the proposed Fanling Bypass and two environmental permits have been issued for the relevant works. It is a statutory requirement under the EIAO for the permit holder to observe the conditions stipulated in these environmental permits during construction and operation of the project. Based on the results of the EIA, appropriate environmental mitigation measures will be provided. With the implementation of appropriate environmental mitigation measures, there would not be any adverse environmental impact arising from the proposed Fanling Bypass.</p>
		(5)	<p>Regarding the concerns on dust impact during the construction stage, the EIA has concluded that adverse construction dust impact is not anticipated with the implementation of practical mitigation measures (such as regular watering under good site practice to be adopted, and the dust levels would be monitored and managed under an EM&A Manual programme). The air impact after the operation of the road is also found acceptable in the EIA. In addition, the procedures and requirements under the Air Pollution Control (Construction Dust) Regulation will be followed.</p> <p><i>The representers' proposal to delete / postpone the Fanling Bypass Project</i></p>
		(6)	<p>As mentioned in the paragraph (1) under Item G-F2 above, the proposed Fanling Bypass is proposed not only to cope with the additional traffic to be generated from the new developments but also to help relieve the traffic congestion of the existing Fanling/Sheung Shui New Town. The TIA under the NENT NDAs Study has confirmed the need for Fanling Bypass. In view of these, it is considered that the proposed Fanling Bypass project should not be deleted.</p>

Representation Points		PlanD's Responses	
Major Grounds of Representations			
		(7)	<p>The implementation programme of the proposed highway infrastructure recommended in the TIA under the NENT NDAs Study will take into consideration a number of factors, including the programme of population intake and the capacity of the existing road networks. According to the proposed implementation programme, the proposed infrastructure will need to be provided by 2029 to tie in with the overall development programme. It is considered that the proposed Fanling Bypass project should not be postponed.</p> <p><i>The representers' proposals to relocate, realign and/or redesign the alignment / location of the proposed Fanling Bypass and/or its roundabout</i></p>
		(8)	<p>With regard to the representers' proposals to relocate, realign and/or redesign the alignment / location of the proposed Fanling Bypass and/or its roundabout, an alignment option for the proposed Fanling Bypass (Eastern Section) to be constructed along Ng Tung River has been investigated in the NENT NDAs Study and was presented in the EIA Report. According to the assessments on such alignment option, although environmental impacts on the northern bank of Ng Tung River can be avoided, piers and the superstructure of the proposed Fanling Bypass (Eastern Section) along Ng Tung River would induce significant drainage and environmental impacts on Ng Tung River, including ecological impact on a flight-line used by large waterbirds. Besides, the visual, noise and air impact to the proposed housing developments are also significant. Hence, such alignment option is considered not acceptable.</p>
		(9)	<p>As advised by the Drainage Services Department (DSD), the</p>

Representation Points		PlanD's Responses	
Major Grounds of Representations			
		(10)	<p>representers' proposal to relocate Fanling Bypass above Ng Tung River could hinder the existing maintenance access road and therefore affect the daily maintenance of Ng Tung River. With regard to the representers' proposed elevated design for the Fanling Bypass roundabout, the supporting structures such as columns of elevated roundabout, will obstruct the flow of Ng Tung River. Also, EPD has advised that in the absence of proper assessment, the environmental acceptability of the representers' proposal could not be confirmed.</p> <p>The detailed design and alignment of the proposed Fanling Bypass will be further considered / explored at detailed design and implementation stage.</p>
G-F3	The section of the proposed Fanling Bypass connecting to Fanling Highway		
	The concerned section of the proposed Fanling Bypass will occupy / sub-divide the land currently used for farming and storage purposes (including Lot No. 2836RP, 2837, 2838, 2840, 2846 and 2847 in D.D. 51; Lot No. 2835RP, 2848RP, 2859RP, 2858, 2855RP and 2857RP in D.D. 51; and Lot No. 2860RP, 2903, 2904RP, 2902, 2862RP in D.D. 51, etc. (the concerned lots)). Such land has potential to be converted into residential developments within short period of time. Besides, the	(1)	The representation site of R41 (including Lot No. 2836RP, 2837, 2838, 2840, 2846 & 2847 in D.D. 51; Lot No. 2835RP, 2848RP, 2859RP, 2858, 2855RP & 2857RP in D.D. 51; and Lot No. 2860RP, 2903, 2904RP, 2902, 2862RP in D.D. 51, etc. (the concerned lots)) fall outside the coverage of the FLN OZP. The concerned lots fall within an area zoned "Recreation" on the draft Lung Yeuk Tau and Kwan Tei South OZP No. S/NE-LYT/14.

Representation Points		PlanD's Responses	
Major Grounds of Representations			
	<p>design of the concerned section of the proposed Fanling Bypass is constrained by the nearby villages and completed developments. In view of this, the proposed Fanling Bypass should be realigned / relocated to land with fewer landowners and should avoid sub-division of large pieces of land which may affect the development potential of the land.</p> <p>(<u>Note</u>: The concerned lots fall within an area zoned as “Recreation” on the draft Lung Yeuk Tau and Kwan Tei South OZP No. S/NE-LYT/14.)</p> <p>(R41 of FLN OZP)</p>	(2)	<p>In determining the alignment of the proposed highway, it should be planned in accordance with the key principles of road safety and transport functioning. Other factors such as impacts on environment and landscape are also crucial in the consideration. Land ownership pattern, i.e. whether private or Government land, is one of the consideration and has been duly considered to minimise as far as practicable, the extent of required land resumption. Detailed alignment of the proposed Fanling Bypass will be further examined at detailed design stage.</p>
Proposals			
Representation relating to the KTN OZP			
Representation relating to the proposed Rural Road R1			
P-K1	<p>The proposed alignment of Rural Road R1 should be moved eastward in order to mitigate the potential impact to the existing village (Ma Tso Lung San Tsuen Area) (R24 of KTN OZP).</p>	(1)	<p>Responses as stated in paragraphs (1) to (3) under Item G-K4 are relevant. The proposed alternative road alignment does not fulfil the highway standard on the minimum desirable turning radius. Moreover, it connects to the existing Ma Tso Lung Road, which passes through the existing facilities of Lo Wu Firing Range. There is insufficient space to accommodate the Rural Road R1. In sum, the proposed alternative alignment does not fulfil the highway standard for providing effective and safe access for the</p>

Representation Points		PlanD's Responses	
Major Grounds of Representations			
			future development at the north-western tip of the KTN NDA.
P-K2	<p>The section of Rural Road 1 should be relocated to avoid disturbing the precious nature and livelihood of villagers and the “GB” zone in KTN Planning Area 2 should be extended so that the natural habitat and more living creatures can be protected.</p> <p>(R27, R31 and R32 of KTN OZP)</p>	(1)	Responses as stated in paragraph (3) under Item G-K4 are relevant.
P-K3	<p>Connecting Road L1 and Road L2 for the existing bus and mini-bus routes.</p> <p>(R73 of KTN OZP)</p>	(1)	Responses as stated in paragraphs (1) to (3) under Item G-K6 are relevant.
P-K4	<p>Rezoning buildings of KTN Planning Area 25 (Annex VI(a)) for commercial use to increase the employment opportunities for Fanling/Sheung Shui residents.</p> <p>(R73 of KTN OZP)</p>	<p>(1)</p> <p>(2)</p>	<p>In addition, the Town Plaza and the major north-south running open space spine in Area 25 which zoned “O” on the KTN OZP is planned to serve as the major pedestrian connector for residential sites within the Town Centre and linking up the major activity nodes in the NDA to the proposed railway station and public transport interchange.</p> <p>As for job opportunities, in the KTN NDA, the “OU” annotated “Business and Technology Park” (about 11.7ha) and “Research and Development” (about 5.8ha) sites will provide land with a view to providing variety of jobs related commercial and industrial uses for the residents of the NDAs and the surrounding. The economic and social facilities such as retail, service industry and community facilities, which support residential developments, will also be available to provide different types of job and a large amount of employment opportunities, including some with lower skill level requirements. These economic activities will help</p>

Representation Points		PlanD's Responses	
Major Grounds of Representations			
			<p>promote the local economy and provide a certain amount of job opportunities for the existing and new population in the area. The NENT NDAs Study estimated that the KTN and FLN NDAs will provide 37,700 jobs, which is sufficient to create a self-contained new town.</p>

**Major Points of Representations in respect of
the Draft Kwu Tung North Outline Zoning Plan (OZP) No. S/KTN/1 and the Draft Fanling North OZP No. S/FLN/1
(Group 1)**

Representation No. (TPB/R/S/KTN/1 and TPB/R/S/FLN/1)	Representation Points [Representation Proposals] And Responses (Refer to Annex III-1)
Representations relating to both the KTN OZP and FLN OZP	
R11 of KTN OZP	G1, G2 [P-C1]
R12 of KTN OZP	G1, G2, G5 [P-C1]
R13 of KTN OZP	G4
R14 of KTN OZP	G1
R10 of FLN OZP	G1, G2, G3 [P-C1]
R11 of FLN OZP	G1, G2, G3, G5 [P-C1]
R12 of FLN OZP	G1, G2 [P-C1]
R13 of FLN OZP	G2, G3, G4, G5 [P-C1]
R14 of FLN OZP	G2 [P-C1]
R45 of FLN OZP	G1, G2, G5 [P-C1]
R88 of FLN OZP	G2 [P-C1]

Representation No. (TPB/R/S/KTN/1 and TPB/R/S/FLN/1)	Representation Points [Representation Proposals] And Responses (Refer to Annex III-1)
Representations relating to the KTN OZP	
R13 of KTN OZP	G-K1, G-K2, G-K3
R24 of KTN OZP	G-K4 [P-K1]
R27 and R31 of KTN OZP (submitted by the same person)	G-K4 [P-K2]
R32 of KTN OZP	G-K4 [P-K2]
R73 of KTN OZP	G-K5, G-K6, G-K7, G-K8 [P-K3, P-K4]
Representations relating to the FLN OZP	
R11 of FLN OZP	G-F1
R13 of FLN OZP	G-F1
R30 to R33, R44, R78, R80 of FLN OZP	G-F2 [P-F1]
R41 of FLN OZP	G-F3
R53 of FLN OZP	G-F2 [P-F2]
R57 of FLN OZP	G-F2 [P-F2]

Summary of Comments in Group 1 and PlanD's Responses

The comments (**C5550** and **C5597** of KTN OZP & **C5564, C5565, C5622, C5975 to C5985, C6009 to C6010** of FLN OZP) in **Group 1** are submitted by Transport and Infrastructure Concern Group (for both KTN and FLN OZPs), Transport Planning Alliance (for both KTN and FLN OZPs), an individual under Shek Wu Lutheran Community Development Project and 13 individuals. The major grounds of comments and proposals as well as PlanD's responses are summarized as follows:

Major Comments		PlanD's Responses
Comments relating to both the KTN OZP and FLN OZP		
<i>Comments relating to the East Rail</i>		
C-G1	<i>Timely provision of transport infrastructure</i>	
	There is a need to provide adequate transport infrastructure in a timely manner to ensure that the existing and future communities are properly catered for. The planned population at the KTN and FLN NDAs would inevitably bring pressure to the carrying capacity of the East Rail and that transportation services for the whole area will be paralyzed if the East Rail experiences signal failures.	<p>In the RDS 2014, it is proposed that the NOL, together with the Kwu Tung Station, be implemented from 2018 to 2023 to tie in with the first population intake of the KTN NDA. The implementation of the NOL (and the Kwu Tung station) will be subject to the outcome of detailed engineering, environmental and financial studies relating to the project, as well as updated assessment of passenger transport demand and availability of resources at the time.</p> <p>According to the TIA under the NENT NDAs Study, it is not financially viable to provide rail-based connection to connect the FLN NDA with the existing East Rail Sheung Shui / Fanling Stations. Instead, road-based environmentally friendly transport mode is found to be more cost-effective. In this regard, two PTIs have been planned at both the eastern and western parts of the FLN NDA. Long haul public transport services would provide direct connection of FLN NDA with the urban area as well as shuttle services to the existing East Rail Fanling and Sheung Shui Stations to serve the future</p>

Major Comments		PlanD's Responses
		<p>population. Nevertheless, in the FLN NDA, design flexibility is allowed for possible new rail infrastructure.</p> <p>Close liaison and coordination among government bureaux/departments and MTRCL will be maintained to ensure the railway development and NDAs are being planned and implementation in a coordinated manner. In taking forward any railway project associated with NDAs, the development programme of the adjoining residential and commercial developments will be taken into consideration.</p>
C-G2	<i>Carrying capacity of the already overloaded East Rail</i>	
	<p>The Government has admitted that the East Rail is operating at 100% capacity. There is no residual capacity for the East Rail to accommodate additional passengers. When the current 12 cars East Rail train is reduced to 9 cars in 2020, the loading capacity of the East Rail will be reduced, and the already overloaded problem will become more acute.</p>	<p>A traffic and transport impact assessment study (the TIA) under the NENT NDAs Study has been conducted to assess the future transport demand to be generated by the proposed NDAs development and the traffic impact on the strategic, regional and local road networks. The TIA under the NENT NDAs Study has concluded that the NDA developments are technically feasible from the traffic and transportation point of view.</p> <p>Some representers were concerned that the capacity of the East Rail would be overloaded by the increasing cross-boundary passengers. Although the number of cross boundary passengers is expected to increase in future, it is anticipated that the Guangzhou-Shenzhen-Hong Kong Express Rail Link and Hung Hom Through Train will help relieve the loading of the cross-boundary service and the Tai Wai to Kowloon Section of the East Rail Line respectively.</p> <p>To meet the future need, the Government has commissioned the RDS 2014 to explore the conceptual proposals of new railway schemes including the proposed NOL to connect the existing West Rail Line and Lok Ma Chau Spur Line. According to RDO, HyD, the proposed NOL, which connects the existing West Rail Line and Lok Ma Chau Spur Line, will enhance east-west</p>

Major Comments		PlanD's Responses
		<p>connectivity, serve the KTN NDA, improve network robustness and facilitate cross-boundary movements. It is expected that NOL could help to re-distribute the railway passenger flows in the northern New Territories.</p> <p>According to the Study on Hong Kong 2030: Planning Vision and Strategy (HK2030 Study), the proposal of KTN NDA as a rail-base town was recommended to address the medium- to long-term housing demand and provide more job opportunities. In order to facilitate a comprehensive development of the KTN NDA, implementation of the proposed NOL Kwu Tung Station would tie in with the population intake of the KTN NDA.</p> <p>As regards the crowd control, safety of station platform and management / operation of railway stations, they are under the management purview of the MTRCL, which would adopt appropriate measures to cope with the passenger flow.</p>
<i>Comments relating to the proposed Northern Link (NOL)</i>		
C-G3	<i>The proposed NOL alignment and implementation programme</i>	
	<p>It is flaw not to involve the MTRCL in the planning of the KTN and FLN NDAs resulting in the proposed NOL and its associated facilities not being properly planned and reserved. The Government should properly plan the railway associated facilities and to make all the necessary revisions to the OZPs. Lack of railway infrastructure and station reserve in the draft KTN and FLN OZPs would result in valuable land not being developed into their optimum. The Government is urged to commit to build the proposed NOL to reach the KTN and FLN NDAs, and to add sufficient railway associated facilities including platforms and stations in the OZPs after consulting the MTRCL.</p> <p>The Government's transit-oriented development mode with high density</p>	<p>For the need of the proposed NOL and its alignment and implementation programme in KTN and FLN OZPs, the responses to Item C-G1 above are relevant.</p>

Major Comments		PlanD's Responses
	<p>development planned around railway station is supported. The pressure of the proposed NDAs development on the carrying capacity of the East Rail can be addressed if the proposed NOL is implemented concurrently with the new town development.</p> <p>Implementation of the proposed NOL concurrently with population intake can resolve the transportation problem of the North District. The draft OZPs should be reviewed to provide adequate land reserve for the NOL as well as to commit the completion of the railway in-time with the population build-up.</p>	
C-G4	<i>Extension of the proposed NOL to serve the FLN NDA</i>	
	<p>The NOL should be extended into the FLN NDA so that good integration of land uses and transportation infrastructure can be achieved contributing to sustainable development for the NDA. The lack of railway provision for the FLN NDA, sole reliance on the already saturated East Rail, and overcrowding of the MTR Sheung Shui and Fanling Stations will compromise passenger's safety as well as traffic congestion and its associated environmental impacts on Sheung Shui / Fanling New Town.</p> <p>Hong Kong Island North Island Line (NIL) and its stations, which are only a proposed line similar to the status of NOL, have been incorporated into the Wan Chai North OZP and the Central District (Extension) OZP. However, an alignment for the NOL and possible stations are not shown in the draft FLN OZP. Inconsistent approaches have been applied in preparing the OZPs.</p>	<p>RDS 2014 will update the long-term railway development blueprint for Hong Kong. However, in the FLN NDA, flexibility is allowed for possible new rail infrastructure.</p> <p>Although, at present, no railway station is planned within the FLN NDA, two PTIs are planned in Planning Areas 10 and 15 to serve the future population. The external road connection of the FLN NDA will also be strengthened, including widening of Fanling Highway and construction of Fanling Bypass linking Man Kam To Road and Sha Tau Kok Road. The proposed Fanling Bypass has been proposed not only to cope with the additional traffic generated from the new developments but also help relieve the traffic congestion in the existing Fanling/Sheung Shui New Town. The provision of the above-mentioned transport facilities / measures can enhance the mobility of the future residents in the FLN NDA and allow better connection between the FLN NDA with the main urban areas.</p>

Major Comments	PlanD's Responses
	<p>For the concern that the overloaded East Rail carrying capacity will affect its passengers' safety at station platforms, it should be noted that crowd control, safety of station platform and management / operation of railway stations, they are under the management purview of the MTRCL, which would adopt appropriate measures to cope with the passenger flow.</p> <p>As the extension of the proposed NOL to the FLN is still subject to further study, there is no indicative proposal on any possible alignment and stations on the OZP at this stage. Notwithstanding that, design flexibility is allowed in the FLN NDA for possible provision of new rail infrastructure.</p>
C-G5 <i>Optimization of development potential of the FLN NDA</i>	
<p>The lack of railway and station reserve on the FLN OZP has failed to optimize the development potential of the scares and valuable land resources.</p>	<p>Under the NENT NDA Study, the NDA development has made the best use of scarce land resources to serve the housing and economic needs of Hong Kong. In response to the public requests received at the public engagement for optimizing the development potential of NDAs, opportunities have been taken to review the development intensity of the housing sites. After balancing different considerations including efficient use of land resources, provision of sufficient G/IC facilities, capacity of the planned infrastructure and good urban design framework, the development intensity of various housing sites has been increased. High density residential developments around the District Centre in FLN NDA are generally subject to a total plot ratio of 6. Such development intensity is commensurate with those of the KTN NDA and other New Towns.</p> <p>In the event that NOL Extension or rail service is provided to serve the FLN NDA, it might have some implications on the traffic modal choices, but not necessarily on increasing the development intensity in FLN NDA due to other environmental and infrastructure constraints.</p>

Major Comments		PlanD's Responses
<i>Comments relating to the road traffic</i>		
C-G6	<i>Potential adverse impact on the surrounding areas</i>	
	<p>The North District Council has issued a traffic report which has concluded that some road junctions and roundabouts in Fanling and Sheung Shui area are already operated at or exceeding capacity during weekday peak hours. Additional population from the NENT NDAs will add further pressure to the road network of the North District to an extent that minor improvement measures would not be able to help address the problem.</p> <p>The proposal under the FLN OZP to shuttle additional planned population to and from the MTR Sheung Shui and Fanling Stations would induce additional traffic pressure as well as associated environmental impact to the existing community of the Sheung Shui / Fanling New Town. The only practical solution is to provide alternative rail infrastructure for the FLN NDA, thus minimizing potential conflicts between the existing community at Sheung Shui / Fanling and that of the future FLN NDA.</p>	<p>(a) In planning the NDAs, TIA has been conducted to assess the future transport demand to be generated by the proposed developments and the traffic impact on the road network. With the proposed road upgrading/improving works including Fanling Highway/Tolo Highway widening and Po Shek Wu interchange Improvement Works, the traffic demand of the NDAs would be accommodated and would not have adverse traffic impacts on the surrounding areas. Besides, flexibility for environmentally friendly transport facilities has been allowed in the NDAs. Proposals for the public transportation, cycling and pedestrian networks have also been put forward. The NDAs development is technically feasible from traffic and transportation point of view.</p> <p><i>Traffic impact on the North District / the areas near MTR Sheung Shui and Fanling Stations</i></p> <p>(b) In planning the NDAs development, a number of road enhancement and upgrading works have been identified to accommodate the traffic demand. The Fanling Highway / Tolo Highway widening (including the section of Fanling Highway from Pak Shek Au to Po Shek Wu to be widened from dual 3-lane to dual 4-lane carriageways) will be completed by 2019 - 2023, which will help relieve the congestion problem in the North District. Also, the existing Po Shek Wu Interchange will be improved by constructing a right-turning bypass slip road which can help resolving the interchange capacity problem. The proposed Fanling Bypass (linking Man Kam To Road and Sha Tau Kok Road) will not only provide the external traffic link for the FLN NDA but will also help relieve traffic congestion of the existing</p>

Major Comments		PlanD's Responses
		<p>Fanling/Sheung Shui New Town.</p> <p>(c) The TIA has concluded that a road-based environmentally friendly transport mode should be implemented in the FLN NDA. The Government and bus operators are undertaking trial tests of operating electric vehicles in Hong Kong. Subject to the findings of the trial tests, the provision of such transport modes would be considered at the detailed design stage. A site in Planning Area 5 of FLN NDA has been reserved to cater for the provision of electric vehicles services if required and space will be reserved on road for flexible installation of electric vehicle parking space and electric vehicle charging stations.</p> <p>(d) The exact bus routing will be subject to further study at detailed design stage. The provision of electric bus corridor / bus-bus interchange if considered preferable would be further examined at the detailed design and implementation stages.</p>
Comments relating to the FLN OZP		
<i>Comments relating to the proposed Fanling Bypass and the roundabout</i>		
C-F1	<i>The proposed Fanling Bypass and/or the roundabout should be relocated, realigned and/or redesigned</i>	
	<p>(a) The proposed Fanling Bypass roundabout to the north of Shek Wu San Tsuen should be relocated to the vacant land near the riverside to the south.</p> <p>(b) The proposed Fanling Bypass should be relocated close to / along Ng Tung River.</p>	<p>With regard to the proposals and comments to relocate, realign and/or redesign the alignment / location of the proposed Fanling Bypass and/or its roundabout, an alignment option for the proposed Fanling Bypass (Eastern Section) to be constructed along Ng Tung River has been investigated in the NENT NDAs Study and was presented in the EIA Report. According to the assessments on such alignment option, although environmental impacts</p>

Major Comments		PlanD's Responses
	<p>(c) The whole proposed Fanling Bypass should be constructed in the form of viaduct.</p> <p>(d) The road works related to the section of the proposed road across Shek Wu San Tsuen Road should be postponed from early stage to the latest stage of the NDA development.</p> <p>(e) The proposed Fanling Bypass project should include measures protecting the environment.</p> <p>(f) Adequate mitigation measures should be adopted to ensure that the villagers will not be subject to adverse noise and air impacts.</p>	<p>on the northern bank of Ng Tung River can be avoided, piers and the superstructure of the proposed Fanling Bypass (Eastern Section) along Ng Tung River would induce significant drainage and environmental impacts on Ng Tung River, including ecological impact on a flight-line used by large waterbirds. Besides, the visual, noise and air impact to the proposed housing developments are also significant. Hence, such alignment option is considered not acceptable.</p> <p>As advised by the Drainage Services Department (DSD), the representers' proposal to relocate Fanling Bypass above Ng Tung River could hinder the existing maintenance access road and therefore affect the daily maintenance of Ng Tung River. With regard to the representers' proposed elevated design for the Fanling Bypass roundabout, the supporting structures such as columns of elevated roundabout, will obstruct the flow of Ng Tung River. Also, EPD has advised that in the absence of proper assessment, the environmental acceptability of the representers' proposal could not be confirmed.</p> <p>The detailed design and alignment of the proposed Fanling Bypass will be further considered / explored at detailed design and implementation stage.</p>
C-F2	<i>The proposed Fanling Bypass Project should be deleted / postponed</i>	

Major Comments	PlanD's Responses
<p>The proposed Fanling Bypass project should be deleted / postponed. The commenter opine that Stage One of the proposed FLN NDA development mainly involves construction of highways for transporting heavy machinery to the development area. To this end, it would only require to construct one section of the proposed Fanling Bypass, i.e. from Cloudy Hill to Luen Wo Hui at On Kui Street, so that construction vehicles can enter the development area from urban area via Fanling Bypass and Ma Sik Road. Such arrangement can also resolve the traffic congestion problem at Sha Tau Kok Road. Upon Stage One population intake and subject to traffic impact assessment, the Government can decide whether to construct the section of the proposed Fanling Bypass from Man Kam To Road to Luen Wo Hui at On Kui Street as second phase.</p>	<p>The proposed Fanling Fanling Bypass is not proposed for transportation of heavy machinery for the NDA developments but to serve NDA development as well as the residents of the Fanling/Sheung New Town.</p> <p>The proposed Fanling Bypass is proposed not only to cope with the additional traffic to be generated from the new developments but also to help relieve the traffic congestion of the existing Fanling/Sheung Shui New Town. The TIA under the NENT NDAs Study has confirmed the need for Fanling Bypass. In view of these, it is considered that the proposed Fanling Bypass project should not be deleted.</p> <p>The implementation programme of the proposed highway infrastructure recommended in the TIA under the NENT NDAs Study will take into consideration a number of factors, including the programme of population intake and the capacity of the existing road networks. According to the proposed implementation programme, the proposed infrastructure will need to be provided by 2029 to tie in with the overall development programme. It is considered that the proposed Fanling Bypass project should not be postponed.</p>
<p>C-F3 <i>Comments relating to other aspects</i></p>	
<p>(a) As open space is already provided at the North District Park nearby, the proposed park at Shek Wu San Tsuen in FLN Planning Area 12 should be excised from the development area so that Shek Wu San Tsuen can be retained.</p> <p>(b) It is considered that timely implementation of roads should tie in with the nearby developments. Besides, it should ensure that the residents living in temporary structures in the area will not be adversely affected by the proposed development.</p>	<p>(a) For the comments that the proposed park at Shek Wu San Tsuen in FLN Planning Area 12 should be excised from the development area so that the Shek Wu San Tsuen can be retained, the responses are as follow:</p> <p>(i) The current Shek Wu San Tsuen area (in FLN Planning Area 12), which is centrally located in the FLN NDA is proposed to be developed into a Central Park with recreational facilities. It is easily accessible by most of the future population in FLN NDA and located in the vicinity of social welfare and other public facilities (in the adjoining FLN Planning Area 11 to the north), forming a civic and recreational core of FLN for the enjoyment of</p>

Major Comments	PlanD's Responses
<p>(c) It is considered that land within or near the FLN NDA should be reserved for relocation of the affected villagers. Consideration can be given to include the area at Tin Ping Shan Tsuen which is currently fall outside the FLN NDA.</p>	<p>new and existing communities. Besides, the Central Park will provide visual and spatial relief in the FLN NDA. The Central Park and the north-south running open space spines together also serve as major view corridors to protect the long-range views towards the green backdrop in the north. Having considered the central location and functions of the proposed Central Park in the Shek Wu San Tsuen area (FLN Planning Area 12, the provision of this open space is considered necessary and appropriate.</p> <p>(ii) The North District Park serves the existing population in the Fanling/Sheung Shui New Town. Most of the population of the existing new town is within walking distance to the North District Park. However, the said park is located farther away from the future residential clusters of the FLN NDA. Besides, the facilities provided in the North District Park are predominately passive in nature which are different from that in the proposed Central Park with various active recreational facilities (such as ball courts and playing fields)). While both North District Park and the proposed Central Park in FLN NDA can enhance the open space network of the Fanling/Sheung Shui and FLN areas, these two parks will complement each other in having different functions and serving different catchment of populations.</p> <p>(b) For the concerns on implementation programme and impacts on the residents in the area, the responses are as follow:</p> <p>(i) To ensure timely provision of a comprehensive range of commercial, retail, open space and GIC facilities in tandem with the population build-up, an implementation programme with proper phasing and packaging of works for the NDAs development has been formulated.</p>

Major Comments	PlanD's Responses
	<p>(ii) According to the approved EIA Report for the NENT NDAs Study, to minimize the potential environmental nuisance during construction phase, suitable phasing of construction programme has been proposed. In addition, good site practices for air quality, noise and water quality would be adopted. In operational phase, provision of vertical noise barriers, vertical barriers with cantilevered arm, low noise surfacing, semi-enclosures / full enclosures and controlled to acceptable noise levels are proposed so as to minimize the nuisance.</p> <p>(c) Regarding the concerns on the affected villages, it is necessary to proceed with the NDAs development to supply land for accommodating various land uses to meet Hong Kong's medium- to long-term housing, economic and social needs. While the planning of the NDAs has minimized the impacts on the existing residents as far as possible, it is unavoidable to clear/resume the land for the provision of road infrastructure, public housing, public facilities as well as residential and commercial developments. To help maintain the social fabric of the existing communities, a site in KTN Planning Area 24 and a site in FLN Planning Area 15 have been reserved for local rehousing for eligible clearerees affected by the NDAs development.</p> <p>(d) The Government has been following up on the demands of various affected groups including the local villagers and will continue to communicate with the stakeholders to further exploring feasible solutions to cater for their needs under a fair and reasonable manner, balancing public interest and proper use of public resources.</p>

Major Points of Comments in respect of the
Draft Kwu Tung North Outline Zoning Plan (OZP) No. S/KTN/1 and the Draft Fanling North OZP No. S/FLN/1
(Group 1)

Comment No. (TPB/R/S/KTN/1 and TPB/R/S/FLN/1)	Major Comments and Responses (Refer to Annex IV-1)
Comments relating to both the KTN OZP and FLN OZP	
C5550 of KTN OZP and C5622 of FLN OZP	C-G2, C-G3, C-G4, C-G5
C5597 of KTN OZP and C6010 of FLN OZP	C-G1, C-G2, C-G3, C-G4, C-G5, C-G6
C6009 of FLN OZP	C-G2, C-G4, C-G6
Comments relating to specific areas / sites within the FLN OZP	
C5564, C5565, C5975, C5976, C5980, C5981 to C5984 of FLN OZP	C-F1
C5985 of FLN OZP	C-F2
C5980, C5977, C5978 and C5979 of FLN OZP	C-F3

北區區議會(2012-2015)

第 13 次會議記錄

(摘錄)

20. ~~王葉燕薇女士回應如下：~~

- (a) 根據現時政府的政策，所有政府部門提供的收費服務均須收回成本。郵政署作為政府部門，必須依循這規定；而作為營運基金，郵政署須自負盈虧；
- (b) 與私營屋苑合作提供投寄服務，須視乎個別管業處能否提供該服務。以暫存大型郵件服務為例，現時北區只有 28 個屋苑參加該計劃，有關服務計劃仍處於推行的起步點。署方了解到管業處在提供郵政服務時須考慮實際情況，例如管業處有沒有足夠和安全的地方存放郵件和如何收取代寄信件的郵費等。署方會繼續考慮能否以較創新和可行的方法為市民提供郵件投寄或派遞服務。

21. 主席表示議員所提供的意見，旨在供郵政署參考，以改善所提供的郵政服務。他在此多謝郵政署署長詳盡的回應，並表示歡迎署長日後再到訪北區區議會。

第 3 項——新界東北新發展區計劃

22. 主席歡迎下列政策局和部門代表列席會議介紹文件：

發展局首席助理秘書長(規劃及地政)5	陳俊鋒先生
土木工程拓展署總工程師／工程 2	羅文添先生
(新界西及北)	
土木工程拓展署高級工程師／	梁超強先生
房屋用地分區監察組／北	
規劃署沙田、大埔及北區規劃專員	蘇震國先生
規劃署高級城市規劃師／北區 1	錢敏儀女士
地政總署署理總產業測量師(土地徵用組)	吳雪兒女士

- (a) 新擬備的《古洞北分區計劃大綱草圖》及《粉嶺北分區計劃大綱草圖》
(北區區議會文件第 73/2013 號)

23. 陳俊鋒先生表示，局方了解各位議員關注古洞北和粉嶺北的發展，亦明白各位議員對上述發展將如何影響居民有所擔憂。發

展局局長特別委託他作為代表，向各位議員介紹新界東北新發展區計劃的最新情況。2013年12月8日，兩位古洞村村代表聯同數名議員和約200名古洞村村民前往政府總部，向局方表達對古洞村需要遷拆而感到擔憂，他們亦就補償和安置安排向局方提出具體的建議。他表示，發展局局長清楚知悉他們的訴求和建議，局方正積極考慮，並與相關政策局商討，在合情合理、符合公眾利益和公帑運用得宜的大前提下，尋求切實可行的方案，適當地照顧受影響村民的需要。局方亦會採用相同原則，適當地照顧其他因新界東北發展而受遷拆影響的居民的需。他希望各位明白新界東北發展將是香港房屋和土地發展計劃的重要部分，局方會在發展過程中積極聆聽各位議員的意見，以減少對新界東北發展計劃的憂慮。

24. 蘇震國先生以投影片方式介紹北區區議會文件第73/2013號。

25. 侯志強議員感謝政府官員聆聽北區區議會和北區居民就新界東北發展計劃表達的訴求。他表示上水區鄉事委員會支持新界東北發展計劃，並就計劃提出下列意見和建議：

- (a) 受新界東北發展計劃影響的村民最關心的是政府當局如何安置他們和如何作出賠償等問題。他認為新界居民為發展新界東北地區付出土地，政府應對他們作出合理賠償，他建議政府檢討和適當擴大20條位於上水、受發展計劃影響的村落的村界範圍和鄉村式發展土地面積；
- (b) 由於新界東北發展計劃將影響部分「露天貯物」地帶，使部分廠家須搬遷，政府應另覓一些合適土地，以用作「露天貯物」地帶；
- (c) 現時古洞村為最受新界東北發展計劃影響的村落，該村落已有近百年歷史，現有數千名村民居住，亦有不少廠戶和商戶在該處營商，政府應慎重考慮他們的搬遷安置和賠償問題。政府亦應妥善安置現時在古洞石仔嶺安老院居住的長者；
- (d) 按照現時的物價水平計算，舊有的賠償金額並不足夠，他建議政府將賠償金額調高至200萬元。他指出這些村民並非自

願申請入住公屋，而是因為受發展影響而須搬遷，他們在不情願的情況下須離開家園，因此他認為上述賠償金額很合理。如村民不選擇接受金錢賠償，他們應可選擇入住公屋。他建議政府考慮在新發展區外的周邊地方(如羅湖懲教所、塱原或馬草壟周邊的地方)劃出一塊土地，給居民重建家園，並為居民接駁水、電、煤和平整道路，讓持有牌照的村民興建不超過兩層高和面積不多於500平方呎的房屋，以及讓商戶在該處營商，使村民可原村安置，他相信此舉將有效減少村民的反對聲音。他希望政府聆聽古洞村村民的訴求：

- (c) 現時港鐵粉嶺站和其附近行人路均沒有清晰的方向指示牌，指示乘客往返聯和墟與港鐵站，他建議當局考慮設置上述指示牌，以方便日後居住在粉嶺北新發展區的居民往返聯和墟與港鐵站；
- (f) 當局多年前曾表示會發展粉嶺靈山鄉村擴展區，並會協助村民進行收地、接駁水、電、煤和平整道路，讓村民可興建丁屋。但經過25年，政府仍未落實該計劃，他認為政府不能無了期凍結這些土地，建議政府考慮釋放該些土地，用作建屋用途。

26. 侯金林議員提出下列意見和建議：

- (a) 他對《古洞北分區計劃大綱草圖》並沒有於古洞北新發展區內重置古洞村感到可惜。該發展區將來可容納10萬人口，但他看不到政府將如何安置古洞村數千人口；
- (b) 有關陳俊鋒先生剛才表示，發展局局長知悉古洞村村民的訴求和會積極考慮他們的建議，他對此表示認同；
- (c) 「拆村賠村」是古洞村村民最基本的要求，他相信政府如未能回應他們的訴求，將來推展古洞北新發展區項目時會有一定難度，他希望相關政策局和部門積極研究古洞村村民的訴求，並盡快作出具體回覆，他會積極跟進有關部門的回覆，亦會從其他渠道再表達他對補償方案的意見；
- (d) 他希望當局了解受發展影響的古洞石仔嶺安老院提出的訴

求，該處現有一千多名長者居住，他認為政府應重視他們的訴求，並作出適當安排；

- (c) 他建議盡量降低發展區內住宅(丙類)的發展密度，特別是山脊線附近的樓宇，他希望當局適當調整該處的發展密度。

27. 廖國華議員提出下列意見和建議：

- (a) 他強烈反對規劃署於上水鄉旁擴建污水處理廠。上水圍有過萬名村民，旁邊已建有一座污水處理廠和一所屠房，他不明白署方為何持續把一些影響環境衛生和損害居民健康的設施設置於上水圍旁邊，他認為署方的做法不合理和不尊重民意；
- (b) 他曾建議該署改在沙嶺旁邊擴建污水處理廠；
- (c) 該處有過百萬呎荒廢農地和官地，既遠離民居，亦有足夠空間確保污水處理廠能夠持續發展，很適合發展污水處理廠。他懇請規劃署另覓選址擴建污水處理廠，使上水圍的村民能安居樂業，但如該署堅持於上水圍旁邊擴建污水處理廠，他相信上水圍上萬名村民會抗爭到底。

28. 葉國丞議員提出下列問題、意見和建議：

- (a) 政府在推展新界東北發展計劃的過程中，在補償方案和遷拆安排等問題上掙扎了很久，政府應參考菜園村的賠償安排，補償受是次發展計劃影響的村民。雖然當局曾指菜園村的賠償安排只是「特事特辦」，但他認為此個案已成先例，市民亦視菜園村的賠償安排為賠償準則。他指出政府在推行新界東北發展計劃時遇上阻力，原因之一是新界村民感到原有權益受到剝削，他不明白政府在制定政策和向公眾介紹該政策時，既有菜園村的先例可援，何不以菜園村的原村重置安排作為賠償的基本原則。他指出菜園村雖非原居民村落，但仍獲得原村重置，他相信即使政府現階段不參照上述賠償安排，最後亦會因為各方壓力而須作出類似的重置和賠償安排；

- (b) 馬料水新村亦曾因配合政府興建香港中文大學的工程而須遷拆，當年政府在粉嶺劃出土地，興建平房給受影響的村民居住，政府亦曾採用類似模式發展元洲仔，這說明原村重置是有先例可援；
- (c) 就古洞石仔嶺安老院而言，他詢問當局既然能於望原保留大片土地供瀕危雀鳥棲息，為何不能讓在該處居住的一千多名長者繼續在該處頤養天年，他認為政府應站在人道立場考慮，保留古洞石仔嶺安老院，讓在該處居住的長者能安享晚年；
- (d) 很多古洞村村民根本不願意搬離古洞村，即使有部分村民願意搬離該村，他們亦不知道該搬往哪裡，而且村民之間多年來已培養出感情，因此他認為古洞村村民要求原村重置是合理的訴求，並認為當局應妥善安置他們，令他們有信心和安全感，使他們不用因前景而感到徬徨，他相信此舉能幫助政府推行上述發展計劃。

(李國鳳議員於此時離席。)

29. 彭振聲議員提出下列問題：

- (a) 作為北區醫院管治委員會成員，他頗關注古洞北和粉嶺北新發展區內的醫療規劃，他指出現時上水石湖墟賽馬會診所已有近50年歷史，該建築物已相當殘舊，診所的設施和服務亦不足以滿足居民的需求，就此，他詢問發展局和規劃署會否在古洞北和粉嶺北新發展區內增設額外醫療設施，如健康中心和診所等，以應付未來8至10年增加的15萬名居民的需要，以及該等設施的所在地點和屬於哪些類型；
- (b) 政府在1999年開始檢討新界小型屋宇政策時，把粉嶺靈山鄉村擴展區包括在內，事隔14年，粉嶺靈山鄉村擴展區的土地仍被凍結。由於粉嶺圍被道路和北區公園包圍，村民已沒有空地申請興建丁屋，他詢問發展局有否計劃「解凍」上述鄉村擴展區的土地，以及會否考慮新界鄉議局提出的建議，在上述鄉村擴展區發展丁屋，使粉嶺圍的村民有安樂的居所。

30. 溫和有議員提出下列意見和建議：

- (a) 作為民選區議員和新界原居民，他整體上支持古洞北和粉嶺北的規劃發展方向，但他認為當局在安排上有欠妥善；
- (b) 他早前曾和立法會議員陳婉嫻女士參觀古洞石仔嶺安老院和悅和醬園，並聽取他們的訴求。他了解到很多在石仔嶺安老院居住的長者從鄉村搬到該安老院，或是透過工聯會名義從廣州和深圳安排入住該安老院，當中有一位長者由於沒有人照顧，因而由公屋搬遷到該安老院，這些長者在該安老院生活得很好，他認為社區應共融發展，並可容納該批長者，讓他們於上述安老院安享晚年，他認為安老院和發展並沒有衝突，而且如要另覓遷址重置安老院，並不合乎成本效益，他建議當局採用混合模式，即在配合發展需要的同時，保留該安老院。他指出，英國的伯明翰亦有發展長者村，他認為北區現有30多萬人口，區內部分村落正面臨人口老化的問題，對安老服務的需求日益增加，他認為當局應以現有石仔嶺安老院作為基礎，發展符合北區人口結構需要的「長者村」；
- (c) 他認為政府在河套區發展新的科研園計劃猶如發展一個「玫瑰園」，並不能配合北區現有的工業發展，他以北區的醬油廠為例，這些醬油廠工人既有專業技術，同時也能為香港提供令人安心食用的本土醬油製品，他不理解為何當局不選擇發展這些本土工業，而要發展一個猶如「玫瑰園」的科研園，他認為規劃中的科研園未能配合北區的發展需要，亦未能發揮北區的工業優勢，他建議當局在科研園用地劃出土地，讓受發展影響的工廠遷入繼續發展，他認為當局未有就科研園的規劃諮詢北區區議會和北區的廠商，做法有欠妥善。他促請當局尊重原居民的既有發展模式，並在現有的本土工業基礎上，積極發展照顧北區需要的本土工業，以推動本土經濟發展。

31. 羅世恩議員提出下列問題、意見和建議：

- (a) 就古洞石仔嶺安老院而言，他指出按照現時《古洞北分區計劃大綱草圖》，該安老院所在位置將被公共運輸交匯處所取

代，他認為公共運輸交匯處應設在鐵路站的上蓋或其附近，有關規劃並不適合；

- (b) 古洞石仔嶺安老院的長者今天也有到達會場表達「不遷不拆」的訴求，他對此表示理解，他也曾多次到訪該安老院，那裏景色怡人，服務也比許多其他安老院優勝。本港現時的安老服務已供不應求，他認為當局有必要保留該安老院，他詢問當局如因發展需要而關閉該安老院，會如何安置現時在該安老院居住的長者；
- (c) 古洞北新發展區將來亦需要安老院設施，他詢問當局為何不保留該安老院，提供安老服務；
- (d) 部分古洞村村民要求原區安置，亦有部分村民要求「不遷不拆」，他詢問當局曾否估算這些村民的數量，如人數不多，為何不順應民意，他指出當局須回應古洞村村民「不遷不拆」的訴求，否則後果將不堪想像；
- (e) 新發展區強調「城鄉共融」的理念，因此他認為當局應將現有的鄉村文化、鄉村特色和鄉村建築融入新發展區內，使新發展區成為具特色和人性化設計的新市鎮，他相信公眾都希望看見一個真正做到「城鄉共融」的新市鎮；
- (f) 有關原區安置的問題，當局在新發展區預留了土地，他詢問該些土地將由政府或由私人發展商發展，他表示該些土地較適合由政府發展，以便為受發展影響的居民安排原區安置，他擔心如由私人發展商發展該些土地，或會提高樓價；
- (g) 當局早前曾表示會預留部分公共租住房屋和居者有其屋(下稱「公屋」和「居屋」)供合資格的村民選擇入住，他不清楚上述兩張分區計劃大綱草圖有否涵蓋這個安排；
- (h) 關於保留農業用地方面，他強調要盡量保留現有的綠化和農業用地，他從上述兩幅分區計劃大綱草圖了解到當局將在燕崗和虎地坳附近預留土地作農業用途。發展局局長早前曾表示會考慮在古洞南發展農業，但他並未在上述兩幅分區計劃大綱草圖看到相關規劃意向，他詢問當局該計劃是否已胎死

腹中，還是當局有其他規劃構思，或是當局認為兩個新發展區內已有足夠綠化地帶，故不考慮其他方案；

- (i) 由於古洞北新發展區將設有鐵路和公共交通運輸處，因此他相信該區將成為一個交通便利的新市鎮，相比之下，他擔心粉嶺北的交通網絡未及完善，他相信不論規劃署是否考慮在粉嶺北興建單軌鐵路，又或使用環保巴士，部分粉嶺北的居民仍會選擇乘搭港鐵東鐵線前往市區工作。他指出現時港鐵粉嶺站和上水站已出現飽和的情況，他舉例指現時在港鐵粉嶺站和上水站已很難找到一個巴士停泊位，因此他認為當局未來不應將粉嶺北的居民引流至港鐵粉嶺站。發展局局長早前曾表示考慮將港鐵北環線延伸至粉嶺北，他認為這是好的發展方向，但上述兩張分區計劃大綱草圖並沒有涵蓋此點，他希望當局再考慮其可行性，使未來於粉嶺北新發展區居住的居民能得到更便捷的鐵路服務。

32. 曾勁聰議員提出以下建議和意見：

- (a) 雖然他支持新界東北新發展區計劃，但當局必須為新發展區內的原有居民、本土經濟行業，以及社福機構作出妥善處理。作為北區的民選區議員，他關心新界東北新發展區計劃會否加重北區交通配套和社區設施的負擔，他以港鐵服務為例，現時東鐵線列車已經非常擠逼，加上將來新發展區內十多萬居民的交通需求，他擔心現時 30 萬北區居民的交通服務會被剝削；
- (b) 現時政府利用北區的社區設施和資源為內地港人提供服務，令北區出現學位不足和醫療服務不足的問題。他希望政府以新界東北新發展區計劃為契機，增加北區的社區設施，從而解決北區社區服務不足的問題，改善居民的生活；
- (c) 現時往返粉嶺聯和墟與上水的交通接駁服務有待改善，他建議當局為新界東北新發展區提供環保交通設施時，一併解決上述問題。此外，隨著落馬洲管制站全日 24 小時通關和大欖隧道通車，粉嶺公路松柏塢段的交通流量大增，令附近居民受噪音滋擾，他希望當局提供新發展區的配套設施時，於該處加建隔音屏障等設施；

- (d) 他希望新界東北新發展區內的商業區可與住宅區同步落成，為區內居民提供足夠的就業機會，讓他們可以原區就業。

33. 王潤強議員支持新界東北新發展區計劃，認為香港需要興建更多新市鎮才得以繼續發展，為市民提供居所。然而，他認為當局必須妥善處理新發展區內原有居民的訴求，如石仔嶺安老院舍和古洞村居民等。此外，他以水管為比喻，指現時東鐵線服務已接近飽和，實無法單靠東鐵線應付新發展區的交通需求，當局應盡快興建北環線，打通接駁元朗的鐵路系統，將部分乘客分流。

34. 藍偉良議員表示，他自 2008 年以來一直留意新界東北新發展區計劃的發展方向，近日發展局和規劃署着力回應香港市民的住屋需求，包括提高新發展區的地積比率。雖然他理解香港社會對房屋和新市鎮發展的需求，但他更明白現時居住在擬發展土地上的居民的心情。他要求當局重視原有居民的訴求，並於是次會議上提出回應相關訴求的大方向，他才能審慎考慮議程第 3(c)項的撥款申請，否則他對相關撥款申請有保留。

35. 劉國勳議員提出下列問題、意見和建議：

- (a) 發展局與規劃署已於不同場合向區議會介紹古洞北和粉嶺北的發展計劃，當局雖然就新界東北新發展區的規劃事宜吸納了區議會部分意見，但至今仍未清楚交代受影響居民的安置方案。區議會曾多次提出安置受影響居民和保留古洞村的建議，而上述問題正是新界東北新發展區計劃的核心。即使發展局表示須與不同部門商討安置或賠償方案，但當局應體恤居民徬徨不安的心情，盡快交代具體方案，並必須保留古洞村；
- (b) 特首曾表示未來古洞北和粉嶺北新發展區將成為現時粉嶺／上水新市鎮的擴展部分，整合為一個全新的新市鎮。然而，當局只着重古洞北和粉嶺北新發展區的規劃，卻未有提及新發展區如何與原粉嶺／上水新市鎮整合。雖然新發展區的道路網絡設計優良，但粉嶺和上水的現有道路網絡卻未如理想，聯和墟和石湖墟的問題尤為嚴重。他以新舊水管難以銜接為比喻，指新舊道路網絡的容載力不同，擔心粉嶺和上水的道路網絡無法承受新發展區道路網絡所帶來的交通壓

力，造成交通擠塞。他詢問當局會否重新規劃石湖墟與聯和墟的道路網絡和完善單車徑的接駁安排；

- (c) 他希望當局全面交代新市鎮的整體交通規劃，如北環線會否進一步連接粉嶺北和蓮塘／香園圍口岸與沙頭角公路一帶的地區，以及新發展區如何連接吐露港公路等。當局應就此向區議會提供一個完整的藍圖，而非分別就不同發展項目進行介紹和諮詢；

- (d) 如政府無法妥善安置受影響居民，新界東北新發展區計劃將無法實施，故當局應先提出安置方案，然後才考慮如何規劃未來新市鎮的發展。

36. 陳俊鋒先生感謝議員的意見，並回應議員的提問、意見和建議如下：

- (a) 不少議員關心新界東北新發展區內原有居民的補償和搬遷問題，他重申發展局局長明白居民的需求；由於部分補償或安置方案涉及不同政策局的範疇，發展局將與相關政策局商討，尋求切實可行的方案，適當地照顧受影響居民和商戶的需要，而有關新發展區的土地用途規劃只是整個計劃的第一步，當局會積極考慮區議會的意見；
- (b) 發展局現正檢討新界小型屋宇(丁屋)政策，而鄉村擴展區因應上述政策而暫時被凍結，待檢討有結果將作出適當安排；
- (c) 政府當局明白石仔嶺安老院舍和古洞村居民非常關心補償和搬遷安排，局方正與勞工及福利局就石仔嶺安老院舍一事進行磋商，並以盡量不影響居民為大前提，作出妥善安排；
- (d) 當局明白新界東北新發展區計劃將影響務農人士，故除建議保留古洞北墾原附近的農業地帶外，亦提出在其他地區如古洞南安排土地供他們復耕。他強調農業復耕計劃仍在研究當中，由於有關政策涉及食物及衛生局的範疇，故須待適當時候再作公布，而是次會議只集中介紹古洞北及粉嶺北新發展區計劃。

37. **蘇震國先生**回應議員的提問、意見和建議如下：

- (a) 有關彭振聲議員就古洞北和粉嶺北新發展區內的醫療設施的查詢，根據古洞北分區計劃大綱草圖，一古洞北市中心以南、粉嶺公路以北的土地已規劃作社區設施區域，而醫院和診所將設於該區，位置鄰近市中心，可方便居民就診；粉嶺北的診所則設於兩個住宅區中間，亦可方便居民使用；
- (b) 他同意劉國勳議員的意見，當局進行規劃時不會只着眼於兩個新發展區的發展，而是粉嶺／上水／古洞新市鎮作整體規劃，現時粉嶺／上水新市鎮的發展已屬規劃署的工作範疇，署方會協調新舊兩區的發展，亦會考慮新舊兩區的基礎建設和交通配套設施，以及道路和單車徑的連繫；
- (c) 新界東北新發展區的設施，除滿足當區的居民的需要外，當局亦會以新界東北新發展區計劃為契機，通過提供新舊區域之間的連接，讓新發展區的設施同時服務舊區居民；
- (d) 新界東北新發展區的交通規劃，以不增加舊區現有交通網絡的負擔為大前提，當局亦不希望新發展區的交通網絡須繞過舊道路網絡，方能連接鐵路站或其他地方；
- (e) 他明白東鐵線服務已接近飽和，政府現正進行《鐵路發展策略 2000》的檢討和修訂，對鐵路系統發展已有新建議，當局亦會利用新啟用的邊境管制站，按乘客的流量和類型進行分流。現時不少旅客乘搭東鐵線往返內地，當局將為旅客提供不同交通選擇，讓他們無須過度集中於個別邊境管制站，令鐵路或道路設施負荷過重。由於是次當局主要介紹古洞北和粉嶺北新發展區的分區計劃大綱圖，故未有提供有關香港與內地加強配合的相關資料；
- (f) 落馬洲河套地區的發展定位為專上教育和科技研究區，香港與內地將就上述範疇加強交流和緊密合作，從而提升香港的產業和經濟結構。由於本土經濟是香港居民就業的重要一環，政府不會因發展高新科技而忽略本土經濟。雖然古洞北和粉嶺北的發展將影響部分現有的鄉郊工業，但新界仍有合適地方可供相關鄉郊工業持續發展。他強調政府會主動與受

影響行業溝通和提供協助，希望在推動新市鎮發展的同時，亦讓居民可維持其生活；

- (g) 保護山脊線是新界東北新發展區計劃其中一項重要的設計概念，當局決定發展密度時會考慮上述因素，不會容許建築物過高遮擋山脊線，避免對景觀造成破壞。

38. 羅文添先生回應議員的提問、意見和建議如下：

- (a) 當局清楚了解廖國華議員的意見。在新界東北新發展區第二階段和第三階段的公眾參與活動中，擴建上水污水處理廠屬具關注的項目。政府在第二階段公眾參與活動提出「初步發展大綱圖」，建議在上水鄉以北與梧桐河之間的空地擴建污水處理廠，由於有關位置比較鄰近上水鄉，引起居民強烈反對，故已因應有關意見修訂第三階段公眾參與活動的「建議發展大綱圖」，將選址改至原污水處理廠旁一幅面積較小的土地，通過採用較新的三級污水處理技術，將擴建後的污水處理廠的佔地面積縮小，而現有上水污水處理廠的設施將會改建及提升，產生臭味的設施亦會加建上蓋和加強除臭功能。當局已就此進行詳細的環境影響評估研究，結果顯示完成相關工程後，污水處理廠所產生的氣味將不會為上水鄉和附近地區帶來不良影響；
- (b) 顧問公司曾研究將污水處理廠搬遷至沙嶺的建議。雖然沙嶺人煙較少，但由於興建污水處理廠對生態環境的影響較原址擴建為大，在平衡各方面的因素後，當局建議維持於上水污水處理廠旁進行擴建工程。上水污水處理廠的第一期擴建工程由渠務署負責，以應付粉嶺和上水新增人口帶來的污水處理需要，土木工程拓展署正與渠務署緊密聯繫，檢視並研究如何優化污水處理廠的設計，如加強綠化設施，以及將部分污水處理設施以半沉降方式興建，盡量減低對附近居民的影響；
- (c) 新界東北新發展區的新增居住人口約 17 萬，將對北區現有的鐵路和道路網絡造成影響。路政署現正就《鐵路發展策略 2000》進行檢討，並提出不同方案以改善東鐵線的容載量。他強調當局進行交通影響評估時，不會只着眼於新發展區，

而會同時評估新發展區對周邊地區的交通影響。根據評估結果，如當局於新發展區和上水／粉嶺新市鎮進行道路建設和改善設施，包括興建直接連接文錦渡路和粉嶺公路的粉嶺繞道，待所有設施完成，粉嶺／上水／古洞新市鎮的道路網絡將可應付交通需要。

39. 廖國華議員不接受羅文添先生的回應，重申希望新的污水處理廠可遠離民居。他表示既然政府已有計劃將沙田污水處理廠搬遷至遠離民居的地方，他不明白為何當局堅持將新的污水處理廠設於上水鄉旁。

40. 主席希望當局慎重考慮議員的意見，並將意見納入相關的分區計劃大綱圖內。此外，當局必須加緊跟進和處理受新界東北新發展區計劃影響居民的補償和安置問題，讓他們盡早得悉相關安排以作籌謀，才能確保計劃得以順利進行。他表示議員不反對新界東北新發展區的分區計劃大綱草圖，但他強調，即使議程第 3(c) 項有關新發展區的前期和第一期工程詳細設計及工地勘測的撥款申請獲區議會通過，如當局無法妥善回應居民和議員提出的要求，將來區議會亦可能會反對新界東北新發展區計劃和相關撥款申請。

41. 大會通過北區區議會文件第 73/2013 號。

~~(b) 《粉嶺/上水分區計劃大綱核准圖編號 S/FSS/18》、《虎地坳及沙嶺分區計劃大綱核准圖編號 S/NE-FTA/12》、《鰲魚坑分區計劃大綱核准圖編號 S/NE-HLH/7》及《馬草輦及樓鰲園分區計劃大綱草圖編號 S/NE-MTL/1》的修訂項目~~
(北區區議會文件第 74/2013 號)

42. 蘇震國先生以投影片方式介紹北區區議會文件第 74/2013 號。他表示，由於新發展區的分區計劃大綱草圖與部分地區的分區計劃大綱圖有所重疊，故需要作出修訂，而其他修訂亦只反映現有土地用途。

~~43. 大會通過北區區議會文件第 74/2013 號。~~

**Summary Translation of
Minutes of the 13th Meeting of the North District Council (2012-2015)**

III. North East New Territories New Development Areas Project

(a) Two New Draft Outline Zoning Plans (OZP) for Kwu Tung North and Fanling North Development Areas

7. The representative of the Development Bureau (DEVB) stated that he was appointed by the Secretary for Development to introduce the latest development of the North East New Territories New Development Areas (NENT NDAs) Project (the Project) to Members. The Secretary understood the concern and wishes of the affected villagers and was currently discussing with policy bureaux concerned on realistic and practical options to take care of the needs of the affected villagers and residents on the premise of proper use of public money and in the public interest. The representative of the Planning Department (PlanD) presented the paper.

8. Major issues raised by Members were as follows:

- (a) Members pointed out that the affected residents and villagers were most concerned about the rehousing and compensation arrangements and the Government should announce concrete proposals as soon as possible. Kwu Tung Village, which had a history of nearly 100 years, was affected by the Project the most. The villagers, who had built up a strong relationship, requested for re-siting the village. Members considered their request reasonable and should be entertained as far as possible. The villagers had considered the re-siting of the whole village for Choi Yuen Tsuen a precedent and hoped that the Government would refer to the arrangements for Choi Yuen Tsuen when considering the rehousing proposals. Besides, it was suggested that the village environs and Village Type Development sites of 20 affected villages in Sheng Shui should be reviewed and properly expanded. Other sites for "Open Storage" should also be identified for affected factory owners. A member also pointed out that the development of Village Expansion Area at Ling Shan, Fanling had been frozen for many years, and suggested that the area should be released for construction of small

houses for residents of Fanling Wai. Another Member suggested that the amount of compensation should be increased to \$2 million, and if affected villagers refused to accept the compensation, they should be rehoused to public housing. He also suggested that a piece of land around NDAs should be assigned for re-siting the affected villages in situ;

- (b) Members were very concerned about the Home for the Elderly at Shek Tsai Leng, Kwu Tung (STL Home) and urged the Government to retain the STL Home so that the elderly living there could continue to enjoy their twilight years comfortably. Members pointed out that home for the elderly service in Hong Kong was inadequate at present. Certain areas of North District were facing the problem of aging population and there would be a great demand for such a service, which was also required in Kwu Tung North (KWN) in future. The Government, therefore, should retain the STL Home and even consider making use of the STL Home to develop a village for the elderly by referring to overseas practices;
- (c) Members pointed out that since KTN and Fanling North (FLN) would be combined with Sheung Shui and Fanling to form a new town, the Government should not focus on the planning of transport services for NDAs only. The existing road network in Sheung Shui and Fanling was inadequate. It was afraid that the old road network could not interface with the new one if they had different capacities, and traffic congestion would be resulted. The Government was urged to consider re-planning the road network of Shek Wu Hui and Luen Wo Hui and improving the connection of cycle tracks. Besides, it was pointed out that the transport network of FLN was not as good as that of KTN as there would be an MTR station and a public transport interchange in KTN. However, the capacity of the existing east rail line was approaching its limits and would be unable to meet the transport demand of NDAs. It was suggested that the Northern Link should be constructed as soon as possible; and
- (d) a Member strongly opposed to the expansion of the sewage treatment works beside Sheung Shui Heung and considered it unreasonable to provide facilities that were hazardous to environmental hygiene and residents' health there. It was suggested that the sewage treatment works should be provided at the fallow agricultural and government land in Sha Ling which was further away from residential areas and had sufficient spaces for the sustainable development of the sewage

treatment works. Another Member pointed out that at present the Government served Hong Kong people living in the Mainland with community facilities and resources of North District, and the Government, therefore, should take this opportunity to increase the provision of community facilities for North District. In respect of medical services, a Member pointed out that the existing medical facilities in the district were old and inadequate, and asked whether extra medical facilities would be provided in NDAs. A Member pointed out that the development of Lok Ma Chan Loop into a science and research centre did not match the existing industrial development of North District and other areas should be identified for relocation of affected factories so that they could continue to develop. The Project should take care of the needs of local industries and promote the development of local economy. Besides, it was suggested that green and agricultural lands should be reserved in NDAs as far as possible. It was also suggested that the development density for the Residential (Group C) area should be lowered in order not to affect the views to ridgelines.

9. The representatives of DEVD, PlanD and Civil Engineering and Development Department (CEDD) responded as follows:

- (a) Since the rehousing and compensation arrangements involved different policy bureaux, discussions were undergoing in order to find out a practical proposal and the needs of affected residents and business owners would be taken care of. DEVB was discussing with the Labour and Welfare Bureau about the STL Home and proper arrangements would be made on the premise that residents would not be affected. The Government was reviewing the small house policy and therefore the Village Expansion Areas were frozen. Proper arrangements would be made when results of the review were available. Regarding farmers affected by the Project, apart from retaining the agricultural lands at Long Valley, Kwu Tung, it was suggested that lands at Kwu Tung South be provided for farmers to continue farming and the suggestion was under study;
- (b) the Government would not focus on planning for NDAs only. PlanD would coordinate the development of both the old and new areas including the infrastructure and transport facilities and the connection of roads and cycle tracks. It was hoped that through improving the connection between the old and new areas, facilities provided in NDAs could also serve residents of the old areas. The transport facilities for NDAs were planned on the premise that no extra burden would be

brought to the existing transport network. The results of the traffic impact assessment revealed that if the Government improved the road facilities of NDAs and Sheung Shui Town Centre, the road network of the Fanling/Sheung Shui/Kwu Tung new town would be able to meet the transport demand. The Government was undergoing the Railway Development Strategy 2000 and different proposals were put forward to enhance the capacity of the east rail line. The Government would make use of the new boundary control point and provide different means of transport to divert visitors in order not to over-burden the railway or road facilities; and

- (c) after listening to the public's views, the location of the proposed new sewage treatment works had been moved to a smaller piece of land beside the existing works. New technology would be adopted to reduce the area required for the works. The facilities of the existing works would be upgraded by providing a cover and enhancing the deodorising function. The assessment revealed that the smell would not affect residents in the vicinity upon completion of the works. The proposal of providing the works at Sha Ling had been studied. Since the proposal had greater effects on the ecological environment, the original proposal was retained. CEDD would work closely with the Drainage Services Department to improve the design of the works in order to minimise the effects on the residents. Medical facilities would be provided in both KTN and FLN and their locations were convenient and easy to access by the public. Local economy was very important for employment of Hong Kong people. The Government would not ignore the local economy in high-tech development. There were still many lands in the New Territories which were suitable for development of rural industries. The Government would take the initiative to communicate with and offer assistance to business owners. Besides, protection of the ridgelines was one of the important concepts in the design of the Project. The development density was decided on the condition that building free zone was ensured to preserve views to ridgelines.

10. The Chairman hoped that the Government would consider Members' views carefully and incorporate them into the relevant OZPs. The Government should follow up the rehousing and compensation arrangements closely so that residents affected by the Project could make preparations as early as possible and the Project could proceed smoothly. The paper was approved.



圖例 LEGEND

- 邊界
- 規劃區界線
- 規劃區界線
- 18 規劃區編號

古洞北分區計劃大綱圖 KWU TUNG NORTH OUTLINE ZONING PLAN

規劃區
PLANNING AREAS

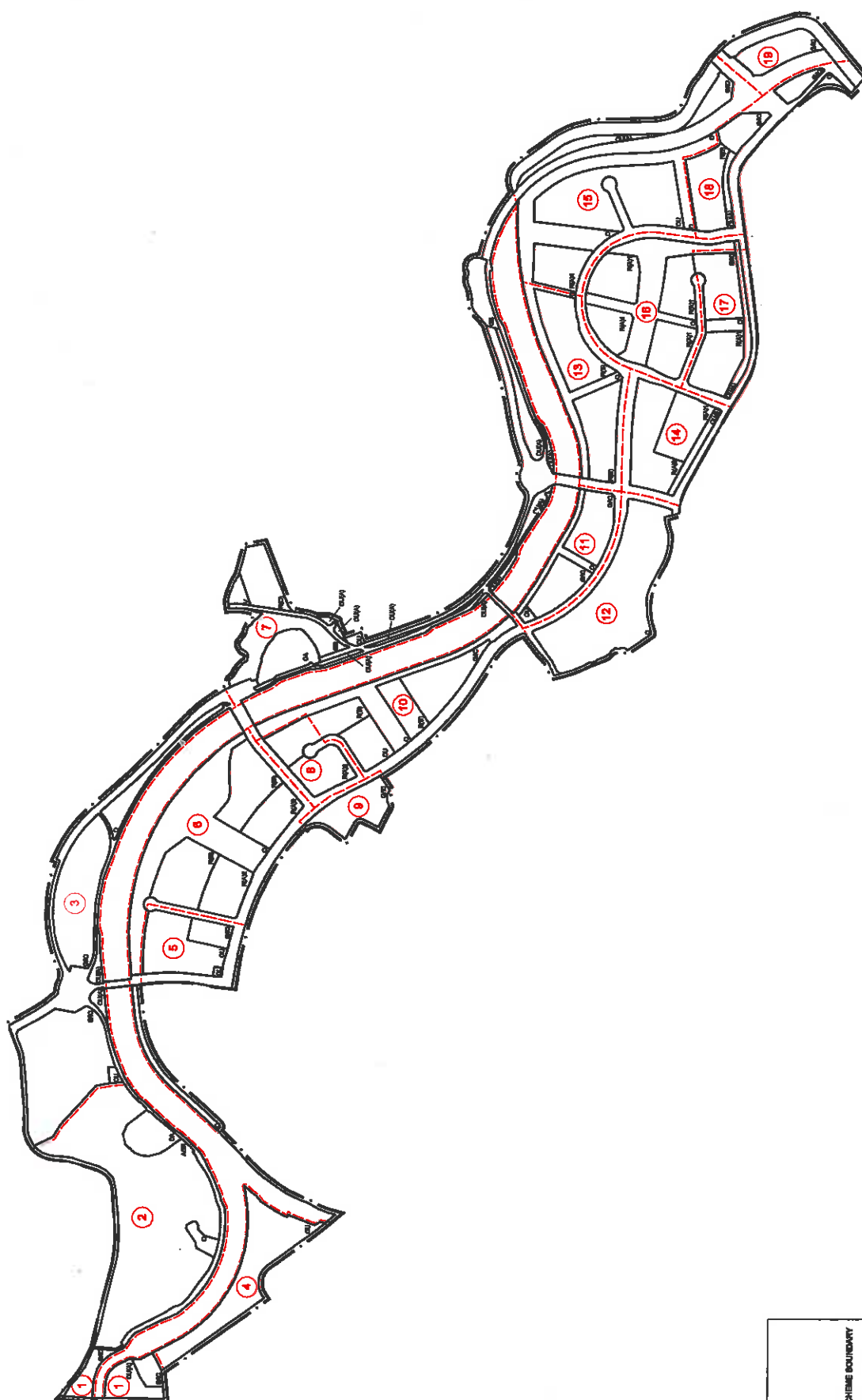
本圖是於2013年11月27日製發
EXTRACT PLAN PREPARED ON 27.11.2013

規劃署
PLANNING DEPARTMENT

參考圖號
REFERENCE No.
M/NE/13/209

圖解
FIGURE
3

SCALE 1 : 10 000 1:10,000
METRES 0 100 200 300 400 500 600 700 800 900 1 000 METRES



圖例 LEGEND

- 
 地區
ZONES
 海濱園畔區
 PLANNING SCHEME BOUNDARY
 低密度區界線
 PLANNING AREA BOUNDARY
 規劃區圖例
 PLANNING AREA NUMBER
 18

本計算圖於2013年11月22日獲准
EXTRACT PLAN PREPARED ON 22.11.2013

粉嶺北分區計劃大綱圖 FANLING NORTH OUTLINE ZONING PLAN

規劃區
PLANNING AREAS

SCALE 1:10,000 12 METRE

1200 1100 1000 900 800 700 600 500 400 300 200 100 0

METRES

1200 1100 1000 900 800 700 600 500 400 300 200 100 0

FATHOMS

 規劃署
PLANNING DEPARTMENT

參考圖號 REFERENCE No.	圖解 FIGURE
M/NE/13/208	3



圖例 LEGEND

- 地帶 ZONES
- 規劃範圍界線 PLANNING SCHEME BOUNDARY
- 規劃區界線 PLANNING AREA BOUNDARY
- 規劃區編號 PLANNING AREA NUMBER

古洞北分區計劃大綱圖的規劃區
PLANNING AREAS OF THE KWU TUNG NORTH OUTLINE ZONING PLAN

就古洞北分區計劃大綱草圖編號S/KTN/1
提出的申述個案編號11至14, 24, 27, 31, 32及73作出考慮
CONSIDERATION OF REPRESENTATIONS No. 11 to 14, 24, 27, 31, 32 AND 73
TO THE DRAFT KWU TUNG NORTH OUTLINE ZONING PLAN No. S/KTN/1

SCALE 1 : 14 000 比例尺
METRES 100 0 100 200 300 400 500 600 700 800 900 1 000 METRES

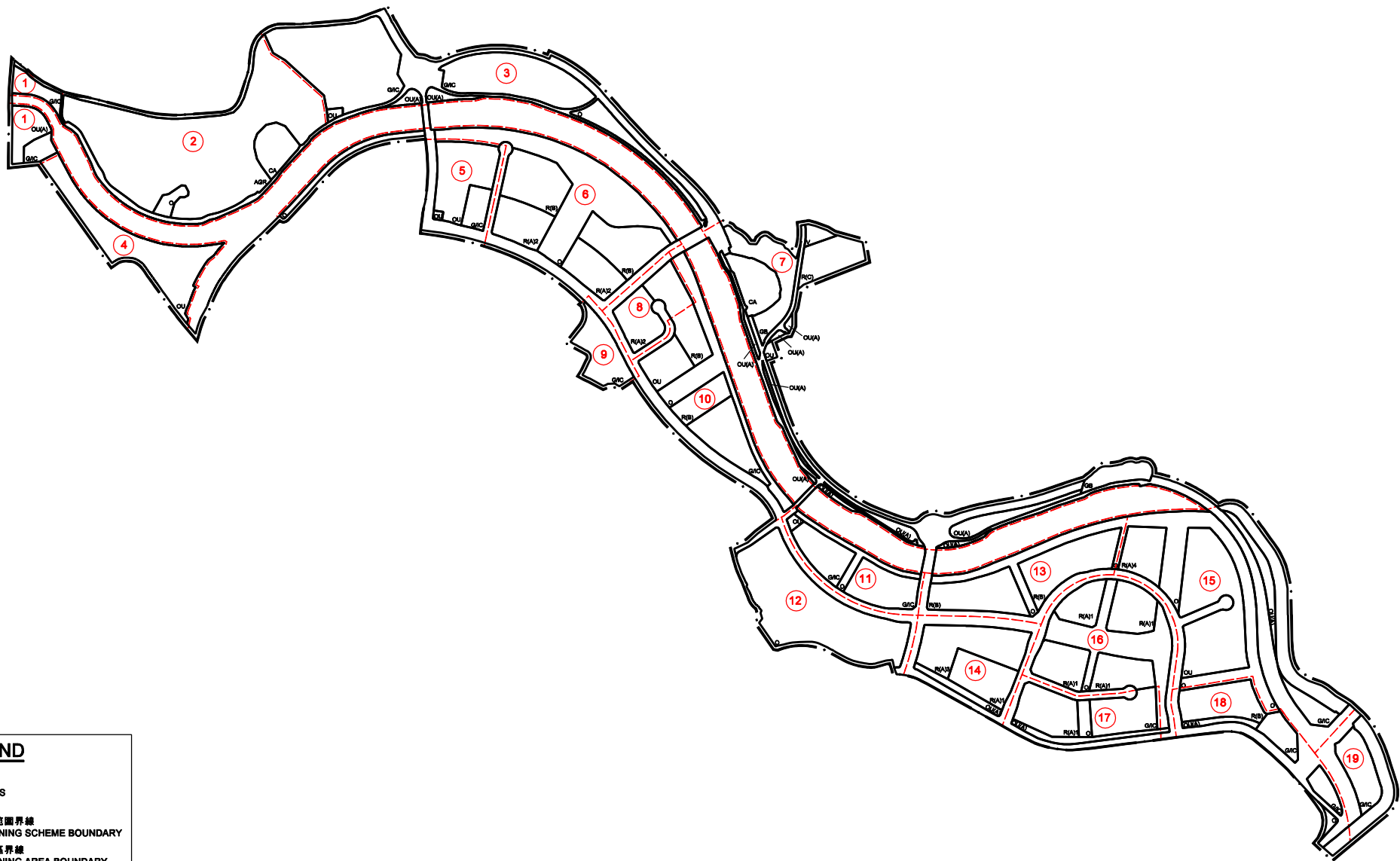
本摘要圖於2014年9月23日擬備
EXTRACT PLAN PREPARED ON 23.9.2014

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
R/S/KTN/1-11 to 14, 24, 27,
31, 32 and 73

附件 ANNEX
VI(a)

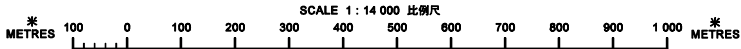


圖例 LEGEND

- 地帶 ZONES
- 規劃範圍界線 PLANNING SCHEME BOUNDARY
- 規劃區界線 PLANNING AREA BOUNDARY
- 規劃區編號 PLANNING AREA NUMBER

粉嶺北分區計劃大綱圖的規劃區
PLANNING AREAS OF THE FANLING NORTH OUTLINE ZONING PLAN

就粉嶺北分區計劃大綱草圖編號S/FLN/1
提出的申述個案編號10至14, 30至33, 41, 44, 45, 53, 57, 78, 80及88作出考慮
CONSIDERATION OF REPRESENTATIONS No. 10 TO 14, 30 TO 33, 41, 44, 45, 53, 57, 78, 80 AND 88
TO THE DRAFT FANLING NORTH OUTLINE ZONING PLAN No. S/FLN/1



本摘要圖於2014年9月17日擬備
EXTRACT PLAN PREPARED ON 17.9.2014

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
R/S/FLN/1-10 to 14, 30 to 33,
41, 44, 45, 53, 57, 78, 80 and 88

附件 ANNEX
VI(b)