#### (Translation)

#### Minutes of the 17th Meeting of North District Council (2020-2023)

Date	:	13 June 2023
Time	:	9:30 a.m.
Venue	:	North District Office Conference Room,
		3/F, North District Government Offices,
		3 Pik Fung Road, Fanling

#### **Present**

Members<sup>.</sup>

Chairman: Mr LAW Ting-tak\*

Vice Chairman: Mr LEE Koon-hung, MH\*

Wichiocis.	
Mr LI Kwok-fung*	
Mr CHOW Kam-ho	(9:41 a.m. – 12:09 p.m.)
Mr HAU Chi-keung	(9:30 a.m. – 9:36 a.m.)
Mr HAU Fuk-tat, Simon*	
Hon CHAN Yuet-ming, MH	(9:30 a.m. – 11:12 a.m.)
Mr KO Wai-kei*	
Mr CHEUNG Chun-wai	(9:36 a.m. – 12:31 p.m.)

Remarks: \* Members who attended the whole meeting ( ) Time of attendance of Members

Secretary: Mr AU YANG Tsz-keung

Senior Executive Officer (District Council), North District Office

#### **In Attendance**

Mr CHONG Wing-wun, JP	District Officer (North), Home Affairs Department
Mr LAU King-lun	District Commander (Border), Hong Kong Police Force
Mr MA Wai-hing, Adrian	District Commander (Tai Po), Hong Kong Police Force

#### **Action**

Mr FUNG Mo-yeung, Patrick	Senior Town Planner/Fanling, Sheung Shui 1, Planning Department
Ms LEUNG Chi-yan, Jane	District Lands Officer/North, Lands Department
Ms FUNG Man-yu, May	District Social Welfare Officer (Tai Po/North), Social Welfare Department
Mr LU Pei-yu	Senior Engineer/1 (North), Civil Engineering and Development Department
Ms CHAN Wai-mei, May	Senior Housing Manager (Tai Po, North & Shatin 2), Housing Department
Miss SIN Kai-wai, Marie	Chief Transport Officer/Sai Kung & North, Transport Department
Mr WONG Lap-yan, Ivan	District Environmental Hygiene Superintendent (North), Food and Environmental Hygiene Department
Ms CHOY Cho-kwan, Blanche	District Leisure Manager (North), Leisure and Cultural Services Department
Ms PONG Kei	Senior District Engineer/North East, Highways Department
Items 2 and 3	
Miss WONG Shuk-han, Diane, JP	Under Secretary for Environment and Ecology, Environment and Ecology Bureau
Ms CHUNG Wai-ting, Tiffany	Assistant Secretary for Environment and Ecology (Food)3, Environment and Ecology Bureau
Ms HO Yuen-man, Jacqueline	Assistant Director (Grade Management and Development), Food and Environmental Hygiene Department
Mr CHAN Ka-yip	Senior Superintendent (Public Columbaria Project Team), Food and Environmental Hygiene Department
Ms CHUNG Chun-yiu, Shina	Senior Project Manager 320, Architectural Services Department
Mr CHOW Yun-tong	Senior Project Manager 321, Architectural Services Department

#### **Action**

Mr BOK Kwok-ming, Aaron	Project Team Leader/Health Projects Unit, Civil Engineering and Development Department
Mr Paul LAU	Traffic Engineer, WSP Hong Kong Limited
Mr LUK Wing-lun, William	Senior Architect/25, Architectural Services Department
Mr LAW Lok-fai, Edwin	Project Manager 345, Architectural Services Department
Mr MAN King-leung, Daniel	Senior Engineer/3, Civil Engineering and Development Department
Ms ZHU Yanni, Julie	Engineer/32, Civil Engineering and Development Department
Mr Gavin KWOK	Project Coordinator, WSP Hong Kong Limited
Ms PANG Yan-yan, Canjo	Chief Health Inspector (Public Columbaria Project Team), Food and Environmental Hygiene Department
Ms CHEUK Wai-ka	Senior Health Inspector (Public Columbaria Project Team), Food and Environmental Hygiene Department
Ms LAI Wai-ying	Senior Executive Officer (Planning) 6, Food and Environmental Hygiene Department
Mr SUEN Chun-sing	Architect/201, Architectural Services Department
Mr MA Wai-wang, Raymond	Project Manager 353, Architectural Services Department
Mr SHUM Ngai-hung, Steven	Deputy Project Team Leader/Health Projects Unit, Civil Engineering and Development Department
<u>Item 4</u>	
Mr SZE Kin-hang, Thomas	Chief Engineer/Railway Development 1- 2, Railway Development Office, Highways Department
Ms CHEUNG Ting-chi, Gigi	Senior Engineer/Shatin to Central Link (8), Railway Development Office, Highways Department

#### <u>Action</u>

Mr LAW Tik-ko, Dominic	Project Manager – Northern Link, MTR Corporation Limited Senior Liaison Manager, MTR Corporation Limited Assistant Senior Corporate Communications Manager, Capital Works, MTR Corporation Limited		
Ms CHOW Yim-fong, Amy			
Sean LEUNG Man-tik			
Items 5 and 6			
Mr FUNG Chi-ho	Judge and Registered Coach, Skateboarding Association		
Mr MAK Wing-lun	Judge and Registered Coach, Skateboarding Association		
Mr CHAN Chi-yan	Registered Coach, Skateboarding Association		
<u>Item 7</u>			
Mr LAI Lai-yu, Raymond	Senior Environmental Protection Officer (Regional North)3, Environmental Protection Department		

#### **Absent**

Mr WAN Wo-tat, Warwick, MH

#### **Opening Remarks**

<u>The Chairman</u> welcomed Members and departmental representatives to the 17th meeting of the North District Council ("NDC"). He particularly welcomed Mr LAU King-lun, District Commander (Border) of the Hong Kong Police Force ("HKPF") and Mr LU Pei-yu, Senior Engineer/1 (North) of the Civil Engineering and Development Department ("CEDD"), who attended the NDC meeting for the first time.

#### **Application for Absence**

2. <u>The Chairman</u> said that the Secretariat had received an application for absence from Mr Warwick WAN due to attendance at an association's training conference. Since the reason for absence provided by Mr WAN did not fall

within the circumstances set out in the Standing Orders, he asked the meeting to consider whether to approve his application or not.

3. <u>The meeting approved Mr WAN's application for absence.</u>

#### Item 1 - Confirmation of Minutes of the Last Meeting

4. <u>The meeting</u> confirmed the minutes of the 16th meeting held on 13 April 2023.

#### <u>Item 2</u> - <u>Provision of Crematorium at Wo Hop Shek Cemetery</u> (NDC Paper No. 11/2023)

#### <u>Item 3</u> - <u>Expansion of Columbarium at Wo Hop Shek Cemetery (Phase 3</u> <u>and Phase 4)</u> (NDC Paper No. 12/2023)

5. <u>The Chairman</u> said that since Items 2 and 3 were interrelated, the meeting would discuss the two items together. He welcomed eight representatives of government departments and organisations to the meeting as follows: Miss Diane WONG, JP, Under Secretary for Environment and Ecology and Ms Tiffany CHUNG, Assistant Secretary for Environment and Ecology (Food)3, of the Environment and Ecology Bureau ("EEB"), Ms Jacqueline HO, Assistant Director (Grade Management and Development) and Mr CHAN Ka-yip, Senior Superintendent (Public Columbaria Project Team), of the Food and Environmental Hygiene Department ("FEHD"); Ms Shina CHUNG, Senior Project Manager and Mr CHOW Yun-tong, Senior Project Manager of the Architectural Services Department ("ArchSD"); Mr Aaron BOK, Project Team Leader/Health Projects Unit of the CEDD and Mr Paul LAU, Traffic Engineer of WSP Hong Kong Limited.

6. <u>Ms Jacqueline HO</u> and <u>Ms Shina CHUNG</u> presented NDC Paper No. 11/2023 with the aid of PowerPoint slides at <u>Annex I</u>.

(During the presentation of PowerPoint slides by Ms Jacqueline HO, Mr HAU Chi-keung left the meeting and Mr CHEUNG Chun-wai joined the meeting; during the presentation of PowerPoint slides by Ms Shina CHUNG, Mr CHOW Kam-ho joined the meeting.) 7. <u>Ms Jacqueline HO</u>, <u>Mr Aaron BOK</u> and <u>Mr CHOW Yun-tong</u> presented NDC Paper No. 12/2023 respectively with the aid of PowerPoint slides at <u>Annex</u> <u>II</u>.

8. <u>Miss Diane WONG</u> said that with an aging population and growing public demand for burial services, it was necessary for the Government to provide burial facilities in response to the short, medium and long-term needs of the public. She hoped to hear the views of Members to facilitate the smooth implementation of the work, thereby meeting the keen demand for burial facilities. She also said that:

- (a) In 2012, the Government had briefed Members on the expansion of columbarium at Wo Hop Shek Cemetery ("WHSC expansion") for the provision of 104 000 niches under three phases, including the details of works in Phase 1. She thanked the NDC for its valuable comments and support for the project;
- (b) In 2015, the Government had provided details about Phase 2 and Phase 3 of the WHSC expansion to the NDC; and
- (c) After completion of the work related to traffic impact assessment ("TIA") this year, the EEB had submitted two papers to the NDC to brief Members on the following three proposals with major details of the ancillary facilities, including road improvement works and traffic mitigation measures:
  - Under Phase 3 and Phase 4 of the WHSC expansion, 20 000 additional niches would be provided on top of 60 000 niches provided under Phase 2 and Phase 3 as originally planned. Also, 200 000 niches would be provided under the new Phase 4;
  - (ii) Ten cremators would be provided in the proposed crematorium at the WHSC; and
  - (iii) Proposed construction of new roads, widening of existing roads and provision of ancillary transport facilities.

9. <u>Mr LI Kwok-fung</u> welcomed Under Secretary for Environment and Ecology, Assistant Director of the FEHD and other government officers to the meeting. He said that he had expressed opposing views towards the provision of crematorium and the expansion of columbarium at the WHSC in two other meetings earlier. Although Wo Hop Shek had been known for its burial services for Hong Kong people over the decades, villagers in Wo Hop Shek had been plagued by traffic congestion arising from the provision of burial services, especially during Ching Ming and Chung Yeung periods. As a member of rural committee and the NDC, he hoped that the Government could implement the proposals progressively by taking into consideration villagers' views, conducting assessment as appropriate and reporting the progress to the NDC regularly for him to explain the details to villagers. On the basis of peaceful discussion on the matter, he sought to achieve a win-win situation.

10. <u>Hon CHAN Yuet-ming</u> pointed out that the aging population would lead to an increasing demand for niches in columbarium, but according to the forecast shown in government papers, the future supply of niches would become tight. As a Member of the NDC and the Legislative Council ("LegCo"), she was happy to know that the Government was forward-looking, yet she opined that the Government must enhance communication and coordination with the local community including villagers and members of rural committees, with a view to implementing local development projects successfully. She made the following enquiries:

- (a) As stated in the paper for this item, funding approval would be sought from the Finance Committee of the LegCo in the first quarter of 2026 for Phase 2 and Phase 3 of the project, but no information on the funding required was provided. She enquired about the total project EEB cost. If no relevant information was available at the moment, the EEB could provide a written reply after the meeting; and
- (b) While she welcomed the proposed construction of new roads and widening of existing roads in the WHSC, as well as the consideration of introducing special bus routes, she was worried that the new feeder routes would be similar to route no. 73S and no. 76S currently in operation, mainly serving passengers to and from the WHSC and Fanling Station. She asked if the FEHD would consider providing new routes towards Tai Po and Sheung Shui Station, or introducing cross-boundary routes to divert the flow of grave sweepers. She also enquired about the traffic arrangements in the WHSC on peak grave sweeping days.

11. As the 1st Vice-chairman of Sheung Shui District Rural Committee ("SSDRC"), <u>Mr Simon HAU</u> opined that little information was obtained by the SSDRC regarding the two projects. He pointed out that:

- (a) He had asked the FEHD about the impact of the provision of crematorium on the villagers of Wo Hop Shek Village back in 2015, but he was still waiting for a reply;
- (b) The FEHD had promised to incorporate greening elements in the WHSC through planting trees and flowers. Yet, only some bamboo trees could be seen along the periphery of the site. He hoped that the FEHD would implement greening measures to relax the mind of villagers; and
- (c) As mentioned by the FEHD, joss paper burners had been replaced by smokeless ones. However, smoke was still seen emitting from the facility. He was concerned about the environmental impact brought by the odour generated from the burning of joss paper in the burners.

12. <u>Mr KO Wai-kei</u> said that apart from the possible air quality problem brought by the crematorium which would affect the residents near the project site, he was also concerned about the public housing development project at Area 48, Fanling ("development project at Area 48") on which the Government had conducted a consultation in January this year. The housing project was located close to the entrance of the WHSC and expected to provide residential units for a population of over 10 000 upon completion in 2029 to 2030. He asked the FEHD whether the development project had been included in the TIA and enquired about the impact on the local residents in daily travel especially during peak grave sweeping periods.

13. <u>Mr LEE Koon-hung</u> said that in consideration of the burial needs of the whole Hong Kong community, and the fact that burial services had been provided mainly in Wo Hop Shek for decades, the NDC and the villagers did not oppose the WHSC expansion in principle; nonetheless, further statistics and information were required to allay the concerns. He opined that the negative impression on Wo Hop Shek during peak grave sweeping periods, namely the burning of joss paper and vehicle-pedestrian conflicts, could be changed by taking the good opportunity offered by the expansion project in tandem with the implementation of traffic improvement measures. He consolidated the questions raised by villagers at the pre-meeting as follows:

- (a) The FEHD's assessment on the carrying capacity of the means of transport at Fanling Station and its surrounding areas during peak grave sweeping periods; and
- (b) The impact of joss paper burners on the surrounding environment.

14. <u>Mr CHOW Kam-ho</u> asked if the FEHD could encourage the public to walk to the WHSC for grave sweeping through planning measures in order to alleviate the traffic problems of the district during peak grave sweeping periods.

15. <u>Mr CHEUNG Chun-wai</u> said that it was rather difficult to persuade the residents to accept the proposals merely based on the information on the PowerPoint slides. He raised the following points of concern:

- (a) Despite an eco-friendly and air-purifying design of the crematorium, the residents were still worried about the deterioration in air quality in the district arising from the odour produced by the existing private waste collection site in Wo Hop Shek together with the odour generated from the burning of joss paper by grave sweepers in the new crematorium;
- (b) Given that widening of roads in the WHSC was included in the expansion project, he wondered if the provision of all future cremation facilities in Wo Hop Shek would be taken for granted and if Wo Hop Shek would be positioned as a designated area for burial facilities and services; if yes, whether the Government had considered the capacity of Wo Hop Shek, and whether the villagers of the district were pleased with those changes; and
- (c) He asked if the Government would give compensation to the villagers nearby, such as giving priority to residents of North District to use the new columbarium.
- 16. <u>The Chairman</u> consolidated the questions as follows:
  - (a) According to the meeting paper, Phase 2 and Phase 3 of the WHSC expansion were expected to provide 20 000 additional niches and Phase 4 expansion was expected to provide 200 000 niches. He asked for information on the expected number of niches to be allocated each year;
  - (b) Regarding the 200 000 additional niches, he asked how the flow of grave sweepers was calculated and what the regular traffic arrangements would be in non-peak periods. For example, he asked if the flow of grave sweepers on the birthdays and death dates of the deceased had been taken into account. If so, he enquired about the arrangements to divert the flow of grave sweepers. If not, the number of grave sweepers calculated based on an average of two to

four relatives per niche would not be a small figure. As it was claimed that there would not be any negative impact on nearby traffic, he enquired about the justification for that;

- (c) While the NDC and villagers understood that there was a keen public demand for niches, but every time these new obnoxious facilities were provided, the local landscape, "fung shui", property prices and residents' daily travel would be affected to some extent. During peak grave sweeping periods of two months, the villagers of Wo Hop Shek Village had to walk for about 25 minutes to return home due to road closures. Therefore, he suggested that regular traffic routes be provided for villages with an increasing number of elderly residents, such as Wo Hop Shek Village and Wo Hing Tsuen. He pointed out that the interchange stops near those villages were connected by footbridge, making it inconvenient for elderly residents. By taking advantage of the WHSC expansion, the Government could consider providing ancillary transport facilities and traffic routes to bring convenience to villagers;
- (d) Many other construction projects (including Sandy Ridge Cemetery) were being carried out simultaneously in North District. He cited the examples of the public housing projects and the expansion of North District Hospital previously discussed at the NDC meetings. Together with the existing congestion problem at Tai Tau Leng roundabout, the vehicle/capacity ratio provided by the Transport Department ("TD") earlier had reached 0.97 (note: any ratio below 1 was considered acceptable). In view of the flow of people and traffic generated by 200 000 niches in Phase 4 of the WHSC expansion, the traffic problem would no longer be limited to the road sections within the WHSC. He pointed out that the measures currently proposed were mainly limited to road construction inside the WHSC while no update on other measures such as provision of interchange stops at Fanling Highway was provided. Accordingly, he asked if traffic flow from all directions to Wo Hop Shek had been taken into account in the calculation of the traffic flow in the district (such as Kai Leng and Tai Tau Leng roundabout); and
- (e) Considering that the roundabout leading to Wah Ming in Fanling from Kai Leng and Tai Tau Leng roundabout was seriously congested, he suggested exploring the feasibility of driving from Fanling Highway to the WHSC via other entrances. For example:

- Provision of an access from Fanling Highway northbound towards Yuen Long. As some sections of Tai Wo Service Road West were on the same level as Fanling Highway, he asked if access could be provided at these road sections leading to Wo Hop Shek; and
- (ii) During peak grave sweeping periods, he suggested allowing vehicles from Yuen Long to make U-turn at Hong Lok Yuen towards Fanling Highway instead of driving to Wo Hop Shek via Kai Leng roundabout.

17. <u>Miss Diane WONG</u> thanked Members for their valuable comments and responded as follows:

- (a) The EEB/FEHD had communicated with Members and villagers and conducted a site inspection before the meeting. The Government EEB would continue to communicate with Members, rural committee FEHD members and villagers in the hope of actively collecting their views with the assistance of the District Officer (North) in future, and planned to report to the NDC again on the conceptual design and progress of Phase 2 and Phase 3 of the WHSC expansion in 2024 while listening to the views of the relevant parties as far as practicable before seeking funding approval from the LegCo in 2026;
- (b) Given that the "Design and Build" contract model would be considered for the expansion of the columbarium, the specific project cost could be provided only after the contractor had been selected and the Design and Build details finalised;
- (c) Prior to the peak grave sweeping periods, the EEB/FEHD would discuss with the relevant departments in advance the restriction on the entry of vehicles to Wo Hop Shek during the periods concerned and follow up closely on the relevant ancillary transport facilities. As regards how to enhance feeder public transport services between Wo Hop Shek and other places and to improve the overall ancillary facilities for North District, the relevant transport bureaux/departments would continue to communicate with the NDC in the light of the development of the Northern Metropolis;
- (d) In view of the provision of crematorium at the WHSC, the EEB would conduct an environmental impact assessment ("EIA") to ensure that the air quality met the requirements of the Environmental

Protection Department ("EPD"). The Electrical and Mechanical Services Department would provide the EPD with the gas emission data for real-time monitoring after the crematorium came into operation;

- (e) Regarding Members' enquiry on whether priority would be given to residents in North District in the allocation of niches after the WHSC expansion, given the different circumstances in the 18 districts and the divergent views of the local community, the EEB was openminded and would continue to listen to the views of various parties; and
- (f) She invited the representatives of the following departments to respond to the questions raised by Members and provide supplementary information:
  - (i) CEDD: Travel needs of residents in North District and ancillary transport facilities;
  - (ii) ArchSD: Air quality and odour problem; and
  - (iii) FEHD: Allocation of niches and greening measures.
- 18. <u>Mr Aaron BOK</u> responded as follows:
  - (a) In response to the question raised by Hon CHAN Yuet-ming, he said that the CEDD agreed that feeder bus routes should not be provided CEDD at one single railway station only. The CEDD was planning to introduce feeder bus routes at Tai Po Station to divert the flow of people;
  - (b) In response to the question raised by Mr KO Wai-kei, he said that the TIAs for construction projects conducted by the CEDD were usually based on the cumulative impact, meaning that all concurrent development projects and those nearby already known would be taken into consideration. The TIA concerned had already taken into account the traffic flow brought by the "development project at Area 48". However, since the project site was not close to the WHSC, the traffic impact was not expected to be significant;
  - (c) In response to the question raised by Mr LEE Koon-hung, he said that the CEDD planned to build a new road in Wo Hop Shek uphill inside

the WHSC with pavements and bus stops. At the same time, the CEDD would pay particular attention to the diversion of people flow from Fanling, Sheung Shui and Tai Po Stations to Wo Hop Shek during peak grave sweeping periods;

- (d) In response to the question raised by Mr CHOW Kam-ho, he said that during peak grave sweeping periods, grave sweepers had to get off at Kiu Tau Road or Ming Yin Road and walk uphill no matter they went there by bus or taxi, which caused inconvenience to most grave sweepers. In this connection, the CEDD hoped that upon completion of the new road, those special feeder bus routes could provide direct access uphill for the convenience of the public. Although members of the public could choose to walk uphill, he believed that a majority of them would like to get there in a relaxing manner;
- (e) In response to the question raised by the Chairman regarding the calculation of the flow of grave sweepers, he pointed out that according to the data of 2018 to 2019, the number of grave sweepers on the day of Ching Ming Festival was far more than the number on Chung Yeung Festival as well as the flow of people at peak hours from Mondays to Fridays. The TIA conducted by the CEDD was based on the data collected during the busiest hours (11:00 a.m. to 1:00 p.m.) on the busiest day of the year (i.e. Ching Ming Festival), and the flow was based on the number of grave sweepers travelling between Fanling Station and the WHSC. The said data did not overlap with the data for weekday peak hours (i.e. 7:30 a.m. to 9:30 a.m. from Mondays to Fridays); and
- (f) In response to the question raised by the Chairman regarding the provision of interchange stops at Fanling MTR Station, he said that the CEDD was studying the proposal with the TD and would report CEDD the findings to the NDC in due course after the study.

19. <u>The Chairman</u> asked if the CEDD would also report the findings of the feasibility study on the construction of an approach road at Fanling Highway for connecting to the WHSC, i.e. provision of an entrance at Fanling Bypass (the location leading to Liantang/Heung Yuen Wai Boundary Control Point and near Tai Wo Service Road West) under construction. Under this proposal, members of the public would not drive to Wo Hop Shek mainly via Wah Ming Road roundabout, which would alleviate the traffic flow at Kai Leng roundabout and minimise the traffic impact on the district.

20. <u>Mr Aaron BOK</u> said that the CEDD had looked into the feasibility of constructing an approach road at Fanling Bypass under construction at the advice of the FEHD. The study findings showed that no suitable location for constructing an approach road could be identified on the highways built/under construction. If an approach road was constructed at Fanling Highway to connect to Wo Hop Shek, the requirement on road gradient could not be met. According to the current guidelines, the maximum road gradient for bus was 8%. Even if the gradient was raised to 10% with the special permission of the CEDD, the gradient of the location concerned had far exceeded 10%. The CEDD was unable to construct an approach road at Fanling Highway leading to Wo Hop Shek in compliance with the relevant safety requirement for the time being.

21. <u>Ms Shina CHUNG</u> responded that crematorium projects were required to undergo an EIA, in which the air quality assessment results must comply with the latest requirements of the EPD. As the EPD's requirements on air quality had become increasingly stringent, the ArchSD would make use of cutting-edge facilities to enhance the filtration of particles and gases emitted during the combustion process. Moreover, the ArchSD would use the most advanced ecofriendly joss paper burning facilities such as water curtain scrubbers and electrostatic precipitators to minimise the emission of smoke during joss paper and incense burning. The ArchSD was confident in meeting the EPD's stringent requirements.

- 22. <u>Ms Jacqueline HO</u> responded as follows:
  - (a) Public niches were allocated on a territory-wide rather than district basis. Since 2020, the FEHD had started the allocation of 44 000 niches in Wo Hop Shek Columbarium Phase VI, of which about 20 000 remained available. The number to be allocated would be adjusted according to annual demand. In addition, Tsang Tsui Columbarium in Tuen Mun provided a total of 160 000 niches, of which more than 60 000 had already been allocated, and the allocation exercise would be held on a monthly basis. With an adequate supply of public niches at present, there was no need to wait in general;
  - (b) As regards the enquiry raised by the Chairman, the FEHD would allocate the niches completed under Phases I to IV in stages according to the public demand for niches at the time, and it was estimated that the allocation would last up to 20 years. Moreover, timely mitigation measures would be taken to address any traffic flow issues that might arise from the increase in the number of niches;

- (c) According to the FEHD's experience, the number of worshippers would gradually decrease after 20 years of allocation of niches. Under the allocation exercise, an application for extension of the interment period was required after the initial period of 20 years. If the descendant had not made an extension application in time, the FEHD would re-allocate the niche to optimise the use of public resources;
- (d) She hoped that the public would be less reliant on columbaria in future. The FEHD would actively promote green burial, including but not limited to scattering cremated ashes in Gardens of Remembrance and at sea. The number of green burial cases had increased from over 3 000 in 2013 to over 9 000 based on last year's figures. As incense burning was replaced by flowers, green burial was believed to be the common goal of the global community. When green burial became the mainstream, the demand for niches and the sites concerned would be reduced accordingly;
- (e) Apart from the site in Wo Hop Shek, the Government would continue to identify suitable sites for provision of columbaria. The first smoke-free columbarium in Hong Kong would be located in Shek Mun to provide 40 000 niches in 2025. If the project was successful, the FEHD could consider extending the policy to other projects, such as the Siu Ho Wan project under construction and the Kwai Yue Street project under planning;
- (f) With the progressive allocation of niches in Wo Hop Shek Columbarium, the FEHD would implement traffic mitigation measures as recommended in the TIA report at that time. For example, the FEHD implemented traffic arrangements and mitigation measures at Tsang Tsui Columbarium during Ching Ming Festival this year. Before the peak grave sweeping periods, the FEHD had already coordinated with the Police and the TD and appealed to the public to pay tribute to ancestors at a time other than peak periods. With the cooperation of the community, the traffic flow was smooth during the peak periods this year; and
- (g) Equipped with water curtain scrubbers and electrostatic precipitators, the cremators could effectively eliminate the emissions released during the combustion process. When the cremators were in operation, emission data would be transmitted to the EPD for real-time monitoring, so as to ensure that air quality in the vicinity met the EPD's requirements.

23. <u>Mr Simon HAU</u> said that it would be rather difficult to urge the public to avoid grave sweeping on Ching Ming and Chung Yeung Festivals which were public holidays. Instead, he suggested that the FEHD should proactively consider how to effectively divert the flow of grave sweepers on the days of Ching Ming Festival and Chung Yeung Festival especially at Fung Ying Seen Koon and the green minibus stops in Wo Hop Shek.

- 24. <u>The Chairman</u> concluded as follows:
  - (a) The Government unequivocally encouraged staggering grave sweeping activities in terms of policy position. However, given that Ching Ming and Chung Yeung Festivals were public holidays with their own significance, members of public might not reschedule their grave sweeping days in response to the Government's appeal, just as it was difficult for the Government to ask the public to celebrate New Year and Christmas earlier. Therefore, the Government could not consider the transport policy nor respond to the travel needs of residents solely on this basis;
  - (b) The NDC understood the public demand for columbaria and agreed that residents in North District had their part to play to cater to the needs of the whole Hong Kong community. Nevertheless, regarding the proposed provision of 200 000 niches under Phase 4 of the WHSC expansion, the FEHD had not mentioned in the proposal paper and during this meeting the widening and construction of roads in the district to address the impacts on the daily travel of local residents during peak grave sweeping periods every year;
  - (c) The population of Fanling would double in the next 10 years, but the ancillary transport facilities currently available were subject to criticism. He cited the case of Queen's Hill, where traffic problems had been reported in the newspapers several times after residents had moved into the public housing units. The residents would hardly be convinced by the same approach in which a few dual-way roads were constructed in the WHSC in an attempt to solve the traffic problems. He continued that if all obnoxious facilities such as columbaria and landfills were to be located in North District, the Government would have to "go the extra mile" in order to convince the residents; and
  - (d) In response to the remarks given by a member of the Fanling District Rural Committee ("FDRC") that there should be enhanced communication between the FEHD and the FDRC, he suggested that

the FEHD should come up with further proposals for improvement EEB based on the contents of the paper and the views gathered at this CEDD FEHD meeting, and explain to the FDRC in detail. He believed that the ArchSD FDRC chairman, Mr LI Kwok-fung, would be willing to act as a bridge which enabled the FEHD to explain to village representatives of Wo Hop Shek Village and other parties various issues such as consideration of fung shui of the village as appropriate.

25. Miss Diane WONG thanked the NDC for agreeing with the Government's proposal and the relevant parties for their understanding. She gave a consolidated response as follows:

- (a) In the future, the Government would, as in the past, step up publicity and education to encourage the public to stagger grave sweeping days during Ching Ming and Chung Yeung periods. She was happy to see that an increasing number of people had been actively responding to the Government's publicity campaigns in recent years;
- (b) The EEB/FEHD would provide detailed information, listen to the EEB views of villagers and give an account of the Government's work FEHD through maintaining communication with rural committees, the relevant village heads and villagers, as well as discuss with the FDRC chairman Mr LI Kwok-fung the preferred means of communication with the villagers;
- (c) The Government would continue to adopt a three-pronged strategy to:
  - (i) continue to actively promote green burials;
  - (ii) increase the supply of niches in public columbaria and EEB concurrently take forward columbarium projects in a number of areas such as Cape Collinson, Siu Ho Wan, Kwai Yue Street, etc.; the EEB/FEHD would maintain communication with the local community, villagers and the NDC in respect of the project in North District; and
  - (iii) actively follow up on the regulation of private columbaria.

26. The Chairman concluded that the NDC supported the motion in principle EEB but expected the departments to follow up on the relevant transport and other ancillary facilities and finalise the communication arrangements with the FDRC. He believed that the motion had been fully discussed and thanked the representatives of various departments for attending the meeting.

(Hon CHAN Yuet-ming left the meeting at this juncture.)

#### <u>Item 4</u> - <u>Introduction of the Northern Link Main Line</u> (NDC Paper No. 13/2023)

27. <u>The Chairman</u> welcomed Mr Thomas SZE, Chief Engineer and Ms Gigi CHEUNG, Senior Engineer of the Railway Development Office of the Highways Department ("HyD"), Mr Dominic LAW, Project Manager – Northern Link, Ms CHOW Yim-fong, Senior Coordinating Manager and Mr LEUNG Man-tik, Assistant Senior Corporate Communications Manager, of the MTR Corporation Limited ("MTRCL"), to the meeting.

28. <u>Mr Thomas SZE</u>, <u>Mr Dominic LAW</u>, <u>Mr LEUNG Man-tik</u> and <u>Ms</u> <u>CHOW Yim-fong</u> presented NDC Paper No. 13/2023 respectively with the aid of PowerPoint slides at <u>Annex III</u>.

29. <u>Mr CHEUNG Chun-wai</u> appreciated the efforts made by the MTRCL to visit the ward offices of Members to maintain communication with them on the Northern Link ("NOL") Main Line. He reiterated his views raised at the meeting earlier:

- (a) He suggested making reference to the four-platform design of Sha Tin Station in the platform design of the NOL. Given that there were only two platforms in Fanling Station at present, the railway service at the station could only be suspended when an accident occurred. He believed that better diversion effect would be achieved if reference was made to the four-platform design of Sha Tin Station in the platform design of the NOL; and
- (b) The construction of Kwu Tung Station of the NOL would be completed earlier than the railway section from Kwu Tung Station to Kam Sheung Road Station. He pointed out that after the completion of Kwu Tung Station, residents could only rely on the service of the East Rail Line ("ERL") for travelling between Kwu Tung and Kowloon. Upon completion of the intake of residents in Kwu Tung, there would be a population increase of at least 100 000. Together with the residents of Sheung Shui and Fanling, cross-boundary passengers from Lo Wu Control Point and Lok Ma Chau Control Point, as well as the passenger flow after full resumption of normalcy in society, the passenger loading of the already busy ERL would even be higher. Before the operation of the railway service between Kwu

Tung Station and Kam Sheung Road Station, he asked if the MTRCL and the relevant departments had considered other measures to maintain the service quality apart from increasing train frequency, in order not to cause greater difficulty to the residents of Sheung Shui and Fanling in boarding the train.

30. <u>Mr Simon HAU</u> praised the HyD and the MTRCL representatives for maintaining close communication with the SSDRC on the NOL Main Line. He said that the SSDRC provided full support for the NOL Main Line; nonetheless, he still had some questions on the railway section from Kwu Tung Station to Kam Sheung Road Station. He enquired about the overall journey time from Kwu Tung Station to Kam Sheung Road Station. He also opined that the distance between Kwu Tung Station and San Tin Station seemed to be too short, and hence doubted the necessity of increasing the number of station entrances/exits. addition, he complimented the MTRCL on the construction of Lok Ma Chau Spur Line of the ERL to connect to Sheung Shui Station. The project was completed without complaints from villagers nor conflicts. He hoped that the MTRCL could maintain high service quality during the construction of the NOL Main Line.

#### 31. <u>The Chairman</u> raised the following points of concern:

(a) According to the project timeline provided by the MTRCL, the notice for the NOL Main Line was expected to be published in the Gazette in 2023, with commencement of construction works in 2025 and scheduled completion in 2034. Meanwhile, the projects at the Kwu Tung North ("KTN") New Development Area ("NDA") were underway and would be completed from 2027 onwards. In addition, population intake for the development projects in Fanling North would commence from 2025 onwards. North District would have an additional population of at least 200 000 simply from the two North East New Territories development projects mentioned above. Coupled with the completion of the housing projects at Fan Garden and Tai Tau Leng roundabout in 2030 and the public housing development at Queen's Hill Phase 2, it was estimated that the population of North District would increase by more than one-fold. The existing population of 300 000 in North District was served by the ERL but the train compartments had become extremely crowded since the replacement of old trains by 9-car trains. As mentioned by Mr CHEUNG Chun-wai, residents living near Kwu Tung Station who used the railway service could only travel from Kwu Tung Station to Sheung Shui Station and then interchange to the ERL to reach the urban area in the period between 2027 and 2034. He reiterated that

apart from the provision of Kwu Tung Station raised at the pre-meeting last time, the concern about the "vacuum period of the NOL" was also raised at an NDC meeting last year. He once again asked the representatives of the MTRCL, the CEDD and the TD present at the meeting how they would deal with the seven-year-long "vacuum period" of the NOL Main Line. He doubted the need to build the NOL Main Line and its cost-effectiveness if the travel needs of the additional population could be met by strengthening the existing bus services. However, if bus services could not meet the travel needs of the additional population, he asked whether the MTRCL and the departments concerned would make an effort to shorten the seven-year "vacuum period" of the NOL.

- (b) At present, the interchange between Tai Wai Station of the ERL and Diamond Hill Station of the Tuen Ma Line was relatively far away while the locations of the NOL stations shown on the map in the PowerPoint slides were rather sketchy, he therefore wished to know the operation of the interchange between the ERL and the NOL at Kwu Tung Station; and
- (c) He pointed out that many residents in North District were concerned about the construction of the NOL Eastward Extension under the Northern Metropolis Development Strategy ("NMDS"). He asked if the departments concerned could provide more information on the NOL Eastward Extension proposal, e.g. whether the proposal would truly be implemented. He was also worried that the station design and alignment of the NOL and its Eastward Extension might not be compatible and might even affect the existing alignment scheme of the NOL Main Line.

32. <u>Mr Thomas SZE</u> gave a response in respect of the progress of the KTN NDA and the NOL Eastward Extension:

(a) According to the latest planning for the development of the KTN NDA, Phase 1 construction works were scheduled for completion between 2025 and 2026, in which a new public transport interchange ("PTI") would be provided in KTN Area 25. The PTI, with ancillary facilities including bus bays, minibus stop, taxi stand and general loading and unloading bay, was scheduled for completion by end 2025 to cope with the needs of the new population for public transport services. Before the completion of the NOL Main Line, passengers from Kwu Tung could take the ERL at Kwu Tung Station, other means of transport at the new PTI constructed in KTN Area 25, as

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well as the existing PTI in Sheung Shui. TD, As estimated by the CEDD, relevant departments, the above land-based public transport services HyD would be sufficient to meet the travel needs of residents at that time. and HD Upon the completion of Kwu Tung Station of the ERL in 2027, the journey time between Kwu Tung Station and Sheung Shui Station would be shortened to about three minutes, further enhancing transport services for the local residents. The TD, the CEDD, the HyD, the Housing Department ("HD") and other departments would continue to pay close attention to the development of the KTN NDA and the changing needs of passengers, in order to timely provide suitable public transport services and facilities;

- (b) The HyD had urged the MTRCL to speed up the construction of the MTRCL NOL Main Line as far as possible; and
- (c) The HyD understood that the NOL Eastward Extension was one of the new railway projects proposed in the NMDS to extend the NOL Main Line eastwards from Kwu Tung Station to connect with the areas in Lo Wu and Man Kam To, and various development nodes in the New Territories North New Town. The HyD had requested the MTRCL to carry out enabling works for the NOL Eastward Extension MTRCL in the NOL Main Line to facilitate future connection of the Eastward Extension to the NOL Main Line. In addition, the Government was conducting the "Strategic Studies on Railways and Major Roads beyond 2030" to consider the latest planning of the new development areas and the progress of all the major transport infrastructure being constructed and planned as well as holistically review the delivery programme of the proposed projects, with a view to implementing various projects in a progressive manner for the sustainable development of the local railway network.

33. <u>Mr LEUNG Man-tik</u> thanked the Chairman and Members for their concerns with the project and gave a consolidated response as follows:

- (a) With regard to Mr CHEUNG Chun-wai's suggestion about the platform design, he pointed out that in the railway network of the MTRCL, the platform design of every station had to tie in with the topography and operational needs. Regardless of the station design, the MTRCL had developed a comprehensive contingency plan in case of emergency;
- (b) With the commissioning of the ERL cross-harbour extension in mid-May last year, residents in North District could travel to Hong Kong

Island on the ERL without interchanging. Train services were provided at a headway of about two to seven minutes during morning peak hours at present which were in smooth operation. The MTRCL was well aware of the morning travel needs of the public for work or school and had spent considerable efforts on crowd control in the ERL For example, additional platform assistants were deployed stations. to provide assistance to passengers during morning peak hours, and display panels were installed on the platform to show real-time train car loading information to encourage passengers waiting for the next train to move to the front or back train cars with fewer passengers. He understood Members' concerns about the loading of train cars after the completion of Kwu Tung Station of the NOL, and said that the MTRCL had fully upgraded the system to tie in with the ERL crossharbour extension, including the commissioning of new trains and signalling system. The MTRCL was able to enhance service and train frequency when necessary with the new signalling system. The MTRCL would also consider the loading of train cars in the design of the NOL Main Line and take follow-up action as appropriate;

- (c) He thanked Mr Simon HAU for his recognition of the MTRCL's communication work with residents. With regard to the journey time from Kwu Tung Station to Kam Sheung Road Station, he said that the journey time of road-based transport between Kwu Tung and Kam Sheung Road during morning peak hours was about 60 to 80 minutes at present; by contrast, the journey time from Kam Sheung Road Station to Kwu Tung Station would only be about 12 minutes after the commissioning of the NOL Main Line. He thanked Mr Simon HAU again for his support to the NOL Main Line; and
- (d) As for the Chairman's enquiry about the interchange arrangement, he supplemented that the NOL Main Line was at the detailed design stage at present while the interchange arrangement at Kwu Tung Station was still under planning. The MTRCL had always aimed at bringing interchange convenience, the same went for the interchange arrangement at Kwu Tung Station. Clear signs and facilities such as escalators and lifts would be provided in the station to facilitate interchanging. He said that there were many interchange stations in the existing railway network. For example, Admiralty Station, the interchange station of clear signs and well-developed station facilities.

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- 34. <u>The Chairman</u> supplemented as follows:
  - (a) Regarding railway interchange, he said that at the time Admiralty Station was built, its development in the distant future had not been anticipated. Consequently, substantial expansion works were required in Admiralty Station during construction of the Shatin to Central Link. As it was foreseeable at present that Kwu Tung Station would serve an important role in the future upon development of the Northern Metropolis, he hoped that more space could be reserved for provision of interchange facilities;
  - (b) Regarding the seven-year vacuum period between the completion of Kwu Tung Station and the NOL Main Line, the relevant department and the MTRCL had not come up with any concrete improvement measures. He gave the following suggestions:
    - With reference to agenda items 2 and 3 regarding the provision (i) and expansion of columbarium, the relevant department urged the public not to go grave sweeping all on the same day in order to divert the flow of grave sweepers. He asked whether adoption of this principle in the ERL could be considered. As the ERL was currently the most crowded railway line owing to the growth of local population and the increase in the number of cross-boundary passengers in Lok Ma Chau Station and Lo Wu Station, he asked whether the relevant department and the MTRCL would consider providing direct public transport services at Lo Wu Station and Lok Ma Chau Station in order to divert the railway passenger flow by, for example, introducing bus routes leading to various tourist spots at the entrance of Lo Wu Station for the convenience of cross-boundary visitors;
    - (ii) Expediting the completion of the NOL Main Line and upgrading the signalling system were fundamental to diversion of passengers. The relevant department and the MTRCL should thoroughly consider the diversion arrangement in the stations along the ERL. As an illustration, he pointed out that an additional exit could be provided in Fanling Station for passengers to leave the station more easily. He believed that this approach would also be beneficial to railway interchange and facilitate boarding and alighting of passengers. However, he reiterated that NDC Members had repeatedly discussed the said proposal of providing an additional exit at Fanling Station

(e.g. provision of an additional exit near Fanling Centre), yet the MTRCL had not implemented the proposal.

- (iii) As majority of the public went to work during the same peak hours, coupled with the flow of cross-boundary visitors, he believed that the said "vacuum period" and the flow of passengers were practical transport and traffic issues. He therefore suggested the relevant department and the MTRCL conduct site visits at various stations together with him during peak hours at around 7:15 a.m. to see the number of trains passengers had to wait for until they could get on board.
- (c) He hoped that the relevant department and the MTRCL would not respond by saying something like "upgrading of signalling system" and "enough capacity to cope with the passenger flow after calculation" whenever issues regarding the vacuum period of projects and passenger flow were brought up. Given the one-fold increase in local population, he queried that even after upgrading the signalling system, the number of trains could at most be increased from two to three as the overall increase in train frequency was limited. He asked whether the MTRCL could take one step further externally (e.g. on the design of the train station) to show that they were concerned about the issue, even if they found the above suggestions infeasible.

35. <u>Mr LEUNG Man-tik</u> thanked the Chairman for his views and responded that the MTRCL had been keeping a close watch on the travel patterns of the ERL passengers and whether the ERL stations were in smooth operation. As for the Chairman's suggestions on station design and facilities, he said that many factors and circumstances had to be taken into consideration, such as the flow of passengers, the passengers' needs and the station structure. He continued to cite the case at Sheung Shui Station where an additional station exit was provided because of high patronage. He reiterated that the MTRCL would consider the provision of hardware based on the actual needs of stations and indicated that the MTRCL had noted the above views.

36. <u>The Chairman</u> understood that ancillary facilities of the station were mostly provided based on the demand at that time, but there would be a continuous growth in the population of the district brought by, for example, the project at Fanling North to be completed in 2025, the extension works at Queen's Hill to be completed progressively between 2028 and 2029, together with the new public housing estate in Wo Hop Shek which could accommodate a population of about 10 000. He believed that government departments such as the CEDD and the TD had the data in hand, such as the growth in the patronage of Fanling Station. Even if they started planning for the railway extension works right away, it would take at least three to four years before works completion. It would be too late for the Government to realise the need for extending the ERL due to overloading only after the completion of Kwu Tung Station in 2027. Hence, the planning for extension works and the construction of ancillary facilities could not wait until the completion of the development projects or the intake of residents, and he hoped that the Government could go the extra mile and prepare for future improvement projects. He said that the motion had been fully discussed.

37. <u>Mr LEUNG Man-tik</u> thanked the Chairman, the Vice Chairman and Members once again for their support and valuable comments on the NOL Main Line. He remarked that the comments provided above were of great importance to the successful implementation of the project in future. He concluded that the MTRCL would maintain close communication with different stakeholders, MTRCL including the NDC and the rural committees, with a view to facilitating the integration of the railway projects into the local community.

38. <u>The Chairman</u> thanked the MTRCL and departmental representatives for attending the meeting.

- Item 5-Proposal: Review Skateboarding Venues and PromoteSkateboarding Culture in North District<br/>(NDC Paper No. 14/2023)
- Item 6
   Proposal: Propose a Skateboarding-themed Park in Tong Hang

   Village
   Village

(NDC Paper No. 15/2023)

39. <u>The Chairman</u> said that agenda items 5 and 6 were correlated, so the two proposals would be discussed together. He then presented NDC Paper No. 14/2023, and he said that three representatives from the Skateboarding Association of Hong Kong Federation of Roller Sports ("Skateboarding Association") were invited to attend the meeting, namely Mr FUNG Chi-ho, judge and registered coach, Mr MAK Wing-lun, judge and registered coach and Mr CHAN Chi-yan, registered coach.

40. <u>The Chairman</u> added that the written response of the Leisure and Cultural Services Department ("LCSD") stated that a number of national sports associations, including the Cycling Association of Hong Kong, China, Hong Kong Federation of Roller Sports and Hong Kong Federation of Extreme Sports, had been consulted regarding the design and the opening of the venues concerned. He asked whether the said consultations had been conducted only during the construction period of the facilities concerned, or consultations on the daily operation of the facilities with stakeholders like the national sports associations were still conducted on a regular basis. He said that the views of different stakeholders varied on the design of On Fuk Street Playground and Pak Wo Road Playground and he would later invite relevant representatives to express their In addition, the LCSD pointed out that On Fuk Street Playground was views. currently equipped with a ramp that could only be lent out to relevant organisations provided that a qualified instructor would be present on-site to provide supervision. In other words, organisations had to book the facility in He enquired whether the LCSD could provide data on the occupancy advance. rate of the ramp facility in On Fuk Street Playground. Besides, the LCSD said that repair and maintenance works had been conducted 19 times at On Fuk Street Playground but some facilities were still in dilapidated condition. He enquired about the date and details of the most recent repair and maintenance. He then invited representatives of the Skateboarding Association to express their views.

41. <u>Mr MAK Wing-lun</u> pointed out that the venue was managed by Hong Kong Cycling Association (later renamed the Cycling Association of Hong Kong, China). He said that there were defects in the original design of the venue. Association Rack Corporation, the construction company of the skateboard ground, had emailed them stating the problems with the design, e.g. the heights of the facilities in the venue were increased and some obstacles in the venue were removed. In addition, he pointed out that the venue was dilapidated with many uneven spots on the ground. He showed photos of the venue as evidence and put forward the following questions:

- (a) The vertical section of the U-shaped skateboarding ramp at On Fuk Street Playground was three feet taller than the original design, which increased the risk of accidents as it was more difficult for the skaters or cyclists to glide to the curved section. The LCSD was aware of the design defect, but it advised that no amendment could be made as the other side of the skateboarding ramp was connected to the plant room. Due to the potential danger in the venue design, organisations were reluctant to use the venue for training purposes and thus the venue had been left idle for the past ten years. At present, since On Lok Mun Street Playground needed to be demolished and redeveloped, the organisations were left with no choice but to use On Fuk Street Playground;
- (b) The entrance of On Fuk Street Playground was always locked by a metal chain, therefore it was difficult to attract skateboarding lovers to use the venue;

- (c) Skateboarders could drop in on the two ramps in the venue, but there were blind spots that could easily cause collisions;
- (d) According to the Olympic standard for the venue design of skateboarding, handrails should be at around waist level. However, the height of the handrails in the venue was designed for bicycle motocross ("BMX"), while the length of the handrails was inadequate for BMX; and
- (e) Due to the abovementioned design defects, twenty million dollars of construction fee was wasted. Furthermore, there were many uneven spots on the concrete surface of the venue, while bicycles could still move on such surfaces as their tyres were pumped up with gas, skateboards could be trapped and players might fall off their skateboards.

42. In response, Ms Blanche CHOY reiterated that On Fuk Street Playground was originally designed for BMX. It was the general practice of the LCSD to consult relevant associations upon completion of the preliminary design of the venue. It was after the opening of the venue for the use of BMX riders in 2012 that the department was aware that other extreme sports (such as skateboarding) had been gaining popularity among the public. In this connection, in 2013, the department had consulted three national sports associations, namely the Cycling Association of Hong Kong, China, Hong Kong Federation of Roller Sports and Hong Kong Federation of Extreme Sports, to study the feasibility of opening the venue for the use of other extreme sports players. Back then, all three associations had agreed on the decision while they had also expressed concern about the design of the three-metre tall U-shaped ramp. Finally, they had come to an agreement that for the sake of users' safety, the use of the U-shaped ramp should be prohibited without an authorised person's presence on site. According to the records, no organisation had made booking for the abovementioned facility. The department had earlier contacted the ArchSD regarding the feasibility study on the enhancement of the facility, such as reducing the height of the U-shaped ramp. The ArchSD replied that the Ushaped ramp had been constructed by means of moulding, therefore it could not be trimmed to a less steep or shorter slope and the only solution was to remove In the light of the above situation, the department was the whole ramp. considering consulting the three national sports associations before discussing the improvement measures with the ArchSD and following up on the issue. Besides. the department would also study other facility enhancement works. As for the issue of the metal chain hanging at the pillar of the playground entrance, the chain was attached to the entrance by the department to prevent users from entering and leaving the venue on their skateboards. That was because the department noticed that some users rode their skateboards to enter and leave the rest station of the venue which could pose a danger to other users. When conducting enhancement works in the future, the department would also consider improving the design of the fences at the entrance. She thanked the Chairman for his views and reiterated that the department would consult the national sports associations and relay their views for the ArchSD to follow up.

(Post-meeting notes: The LCSD had invited the three associations to provide comments on On Fuk Street Playground by email on 23 June, and it would discuss feasible improvement plans with the ArchSD after collecting their views.)

43. The Chairman added that during the transition period of which On Lok Mun Street Playground had to be reprovisioned due to the Fanling Bypass project, he had received many requests for help from the venue users saying that On Lok Mun Street Playground was a skateboarding venue with extremely high utilisation In response to the abovementioned requests, the CEDD decided to build a rate. new skateboard ground before demolishing the old one. However, there were delays in the subsequent works which resulted in a "gap year" and eventually the CEDD decided to build a temporary skateboard ground in Fanling North. said that there were two other skateboard grounds in North District at that time, i.e. On Fuk Street Playground and Pak Wo Road Playground, but it was not appropriate to put them to use due to design defects. As a result, the department had to build a temporary skateboard ground to meet the demand during the lacuna caused by the Fanling Bypass project, which was a waste of public money. He had conducted a site inspection with skateboarders in respect of the above situation and realised certain problems with the design of On Fuk Street Playground. He expected that the department would examine the situation after the meeting and suggested that minor works such as resurfacing the venue by sanding the ground could be carried out first to attract users to use the two skateboard grounds mentioned above. Since North District was spacious and located in remote area, there were three skateboarding venues which outran other districts in Hong Kong, thereby successfully attracting many skateboarding As mentioned in the proposal, "skateboarding" was a popular sport enthusiasts. He hoped that the department could capitalise on the which could gather people. "Olympic Spirit" to balance the number of recreational facilities in the Northern Metropolis and review the existing design of the facilities in the skateboarding venues as appropriate.

(Mr CHOW Kam-ho left the meeting at this juncture.)

(Post-meeting notes: There were two skateparks in North District, namely On Fuk Street Playground and On Lok Mun Street Playground, while there was a cycling ground in Pak Wo Road Playground.)

44. <u>Mr MAK Wing-lun</u> added that he had represented Hong Kong Federation of Extreme Sports to attend the meetings on the venue design since 2009, therefore he knew the issue inside out since the construction stage of the skateboard ground. There were design defects from the very beginning. He said that the problem could not be improved even if the facilities underwent renovation and the venue had to be reconstructed.

45. The Chairman said that he would invite the representative of the LCSD to conduct site inspections in respect of the facilities in On Fuk Street Playground and Pak Wo Road Playground. He then presented NDC Paper No. 15/2023 and added that the Fanling Bypass works team, the CEDD and he had discussed the works and provision of a sitting-out area with village representatives and villagers. At that time, the CEDD had agreed on making good use of the space beneath the bridge and mentioned that another department had to follow up on issues related to repair and maintenance in the future as the CEDD was only responsible for the engineering works. As mentioned by the LCSD, the ratio and number of parks in North District had all along been determined according to the Hong Kong Planning Standards and Guidelines ("HKPSG") and were reviewed in a regular basis so as to build new parks (e.g. the new park at Yat Ming Road, Fanling) as necessary. He opined that there was a piece of land used for the construction of bridge foundation and piers at the proposed location, so a skateboarding-themed park could also be constructed there. He clarified his proposal was not to build a new skating park but to put forward the concept of a park featuring "skateboarding" to connect the three existing skateboarding venues. He cited the Hong Kong Velodrome in Tseung Kwan O of which the sitting-out area outside was cycling-themed and cycling accessories were available in the shops nearby. As Tong Hang Village was located at the centre of the three skateboarding venues in Fanling, the Government could utilise the area by holding bazaars and events, such as competitions featuring skateboarding which were very popular in the Mainland. The skateboarding venue should be supported by peripheral facilities and services, for instance, providing an area for the public to experience skateboarding and rental service of skateboards such that skateboarding beginners could rent equipment at an affordable price to learn the He was not proposing to build large-scale skateboarding facilities such as sport. ramps, but he would like to make good use of the open spaces in Tong Hang Village to provide a skateboarding-themed area for skateboarding beginners. The written responses of the CEDD and the LCSD showed that they kept an open mind to the said proposal and he hoped that the proposal could be implemented in the future.

46. Mr MAK Wing-lun said that he was the team manager of the Hong Kong skateboarding team as well as an international skateboarding referee. In the past, Hong Kong team had participated in competitions around the world to accumulate experiences. He also pointed out that there were quite a number of skateboarding-related venues and facilities in the Mainland. It was not a must to provide venues of international or Olympic standard in order to promote skateboarding, but to set up venues which could integrate into the community, such as parks which allow skateboarding. He said that the LCSD should have a lot of data about parks, planters and kerbs being scratched by skateboards, which actually showed that those spots were popular among skateboarders. At the time when there had been no skateboard ground in Hong Kong, skateboarders usually played skateboards at parks. In addition, skateboarding was originated from the street and Hong Kong lacked venues similar to parks for skateboarding, therefore many skateboarders would play skateboards at the parks under the LCSD's purview after the office hours of security staff. He said that many skateboarders would prefer skateboarding at parks even if there were many professional skateboard grounds available in Hong Kong. For example, there had been only a flat ground without other facilities at the skateboard ground in Tin Shui Wai Park for decades, but it attracted many skateboarders from all over Hong Kong He hoped that similar facilities could be provided at after a kerb was added. Tong Hang Village as he believed that its attractiveness would be greater than On Lok Mun Street Playground and the cost-effectiveness would be very high.

47. <u>Mr Simon HAU</u> said that occasionally, there were electric scooters causing nuisance on the public on the streets in Tin Shui Wai. Besides studying skateboarding facilities, he hoped that relevant departments could also supervise the use of electric scooters.

48. <u>Ms Blanche CHOY</u> expressed gratitude for all the opinions and said that the LCSD kept an open mind to the provision of skateboarding facilities in Tong Hang Village. However, the use of land and peripheral environment had to be examined after the completion of Fanling Bypass by the CEDD to study the feasibility of the proposal. The department would also consider taking skateboarding as the park's theme. It would consult relevant national sports associations if the proposal was found feasible.

49. <u>The Chairman</u> said that there had been ample discussions on the matter and thanked the three representatives of the associations for attending the meeting and sharing their views.

#### <u>Item 7</u> - <u>Proposal: Request Retrofitting Noise Barriers on Lung Chun</u> <u>Road</u> (NDC Paper No. 16/2023)

50. <u>Mr LI Kwok-fung</u> presented NDC Paper No. 16/2023.

51. <u>The Chairman</u> welcomed Mr Raymond LAI, Senior Environmental Protection Officer (Regional North)3 of the Environmental Protection Department ("EPD") to the meeting. He said that the Secretariat had submitted the proposal to the TD, the HyD, the HD and the EPD for response. The TD and the HyD said they had nothing to supplement regarding the proposal as Lung Chun Road was managed and maintained by the HD, while the HD and the EPD had provided written responses to the proposal.

52. <u>Ms May CHAN</u> thanked Mr LI Kwok-fung for his comments and said that Lung Chun Road was a restricted road managed by the HD. The department would pay close attention to the traffic condition of Lung Chun Road and strengthen road control actions, which included issuing fixed penalty tickets and impounding vehicles that were illegally parked on Lung Chun Road, in accordance with the Housing Ordinance.

53. <u>Mr Raymond LAI</u> pointed out that the EPD had submitted a written response and a summary of it was given as follows:

- (a) Regarding the problem of construction noise and dust, the construction works for the public housing development at Queen's Hill Phase 1 should have been completed while the works for Queen's Hill Estate Phase 2 was about to begin, the site concerned was about 400 metres away from Ma Liu Shui San Tsuen, and the EPD would strengthen inspection and remind contractors to pay attention to the requirement under relevant environmental ordinances and adopt suitable environmental-friendly measures;
- (b) Regarding the problem of vehicle noise, the department had completed a traffic noise impact assessment during the planning for Lung Chun Road. The result was in compliance with the guidelines in the HKPSG and there was no need to retrofit additional noise barriers on Lung Chun Road because of traffic noise. In view of public concerns, the department had conducted field measurements of traffic noise level in Ma Liu Shui San Tsuen at different time sessions between approximately 6:30 a.m. and 8:00 a.m. in October last year and May

this year. It was confirmed that the traffic noise in Ma Liu Shui San Tsuen complied with relevant standards. Furthermore, Lung Chun Road, which was a restricted road managed by the HD, was a 24 hours prohibited zone. It was believed that the problem of vehicle noise could be mitigated if illegal parking could be solved;

- (c) Regarding the planters, as the road session in question was managed by the HD, the department believed that the relevant department would give a reply; and
- (d) Regarding school noise, upon receiving Mr LI Kwok-fung's comments, the department had deployed staff to the school for a site visit and violation of the Noise Control Ordinance had not been found so far. Nevertheless, the department had suggested that the school should adopt some measures to reduce noise so as to prevent causing nuisances to nearby residents.

54. <u>The Chairman</u> supplemented that Ma Liu Shui San Tsuen was a rural village where villagers were accustomed to a quiet environment. They were naturally rather sensitive to the sudden emergence of a dense population and urban traffic near their residences. However, he expressed understanding of the fact that since the construction works for the public housing development at Queen's Hill Phase 1 had been completed, it was difficult to provide new facilities. Nevertheless, it was after the intake of Queen's Hill Estate that villagers of Ma Liu Shui San Tsuen felt its impact on their lives. Therefore, he asked the HD to note the aforementioned comments and address the need of the community by providing noise barriers for the construction works for the public housing development at Queen's Hill Phase 2.

55. <u>Ms May CHAN</u> thanked the Chairman for his comments and said that the comments relating to the ancillary facilities for the construction works for the public housing development at Queen's Hill Phase 2 would be relayed to the development and construction division of the department.

56. <u>The Chairman</u> supplemented that he had been on site to learn about the parking condition of heavy vehicles on Lung Chun Road and agreed that the situation was disturbing. Many of the drivers were probably from the recycling sites nearby and they were not residents of Queen's Hill Estate. On the other hand, considering there were other schools in the vicinity of Lung Chun Road, the heavy vehicles driving in and out would pose a danger to the students. Thus, he asked the Police to pay more attention to the road conditions. Furthermore, since

there were construction works at nighttime, heavy vehicles often parked temporarily in the area with their engines continuously running for a long time. He knew that the HD did make every effort to issue fixed penalty tickets and impound vehicles that were illegally parked, but the actions were not very effective as some of the heavy vehicle drivers showed a rather unfriendly manner and it was hard to take enforcement actions in the small hours. He hoped that the department could pay more attention to the abovementioned situation.

## Item 8 - District Lands Office/North: Returns on Small House Applications and Redevelopment of New Territories Exempted House Applications in North District

(NDC Paper No. 17/2023)

57. <u>The meeting noted NDC Paper No. 17/2023.</u>

#### Item 9 - Any Other Business

58. There was no other business for this meeting.

#### Item 10 - Date of Next Meeting

59. <u>The Chairman</u> announced that the next meeting would be held at 9:30 a.m. on 25 July 2023 (Tuesday) in the North District Office Conference Room on the 3rd floor of North District Government Offices.

60. The meeting was adjourned at 12:31 p.m.

North District Council Secretariat July 2023

Annex I

1

# 在和合石墳場興建火葬場









## 背景

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### 未來香港死亡人數、火葬宗數及火化時段供應的預期

	每年大約 死亡人數	每年大約 火葬宗數	每年大約 火化時段供應	供應情況
2023年	53 500	51 000	56 000	充足
2031年	61 100	60 000	43 000 (火化時段減少因重 置10個火化爐工程)	短缺 <b>17 000</b> 節
2041年	77 700	76 000	48 000	短缺 28 000節

### 在和合石擬興建火葬場 - 位置圖

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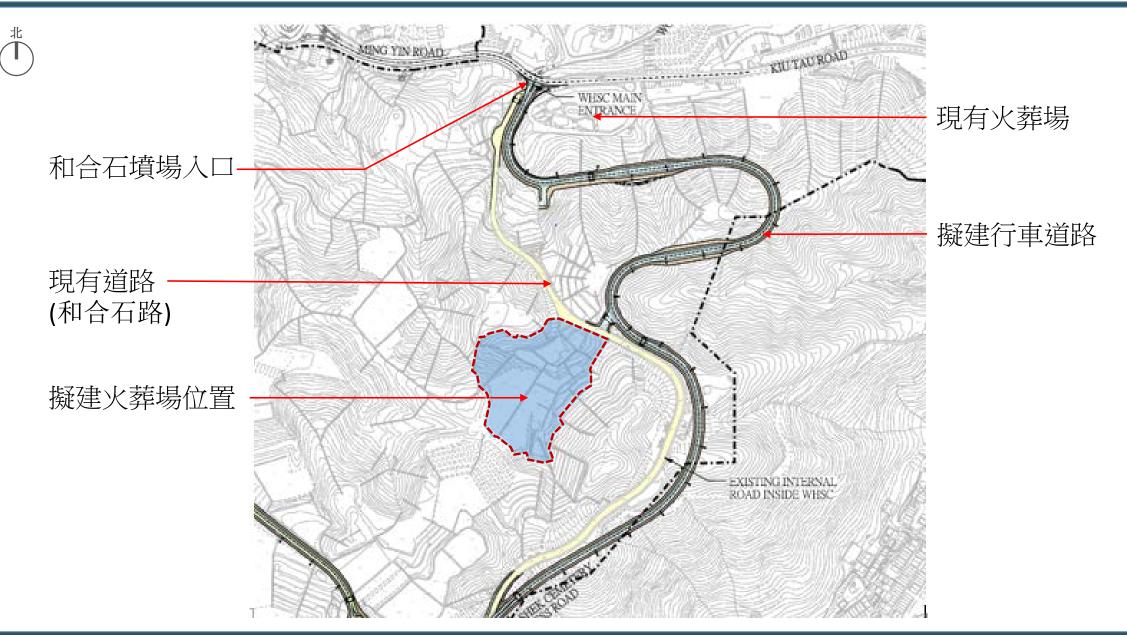


### 擬建火葬場與現有火葬場位置



#### $\bigcirc$

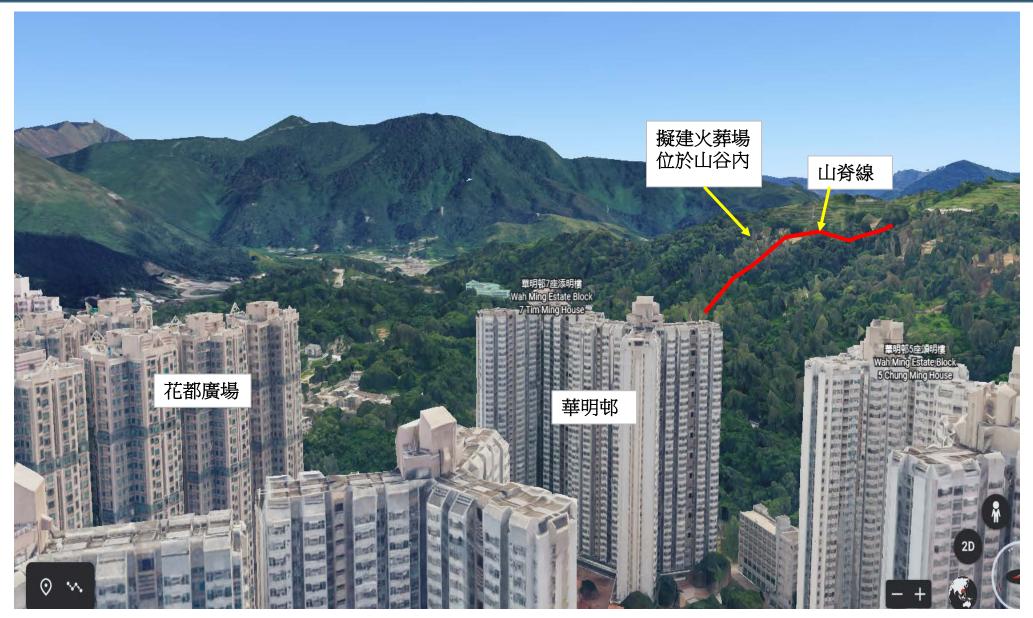
### 擬建火葬場與擬建道路位置



## 選址的地形



## 鄰近屋苑景觀

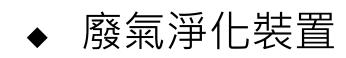


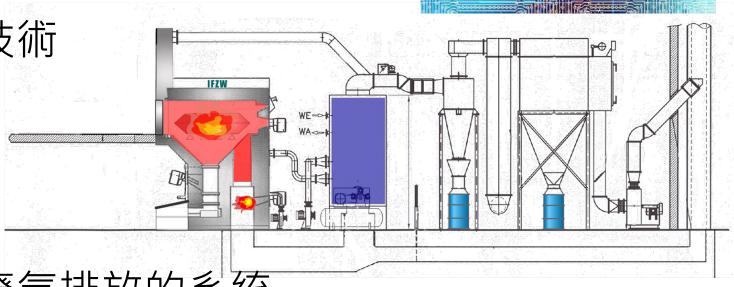




# 火葬場設計概念

- 提供10個火化爐,6間禮堂及其他附屬設施
  - 火化爐備有
    - ◆ 人工智能影像分析技術





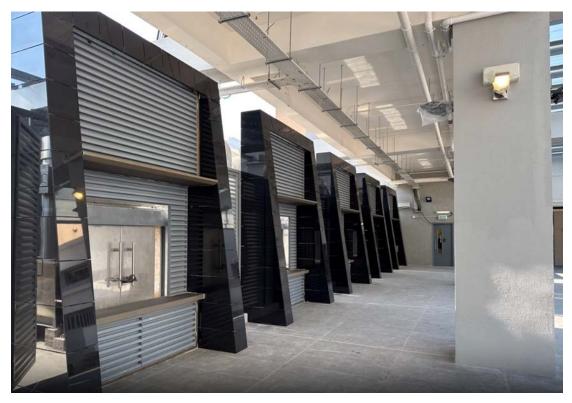
◆ 監控火化爐運作及廢氣排放的系統





- ◆配以空氣淨化裝置
- ◆設計上採用恰當的抽風比率

經水簾機及靜電除煙裝置



◆減低因燃燒冥鏹而產生的環境衞生問題

# 其他環保設計

- •充分利用選址的天然地形
- •以植物及樹木配置作屏障,與周遭環

境及景物融合

•提供天台、垂直綠化和其他園景設施

### 具香味及觀賞性的開花植物

(綠化植物例子)



桂花

### 現時和合石火葬場的設計(參考例子)

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## 火葬場對交通的安排

- 車流主要來自靈車及載客前往參加葬禮的 車輛
- •車流分散於不同日子及時段
- 不會集中於祭祀高峰期間(例如清明節及重 陽節前後)







- •展開環境影響評估
- •完成項目相關研究及進行詳細設計
- •2024年向北區區議會匯報概念設計 及進度
- •以建造工程合約進行招標
- •2026年第一季向立法會財務委員會 申請撥款



## 靈車來往火葬場的主要路線

 $\mathcal{D}$ 



Annex II

# 和合石墳場擴建骨灰安置所 第三期及第四期工程計劃









## 背景

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未來香港死亡人數,火葬宗數和龕位供應的預期							
	每年大約 死亡人數	每年大約 火葬宗數	公眾龕位供應				
2023年	53 500	51 000	足夠				
2031年	61 100	60 000	足夠				
2041年	77 700	76 000	2041年前 已出現短缺				

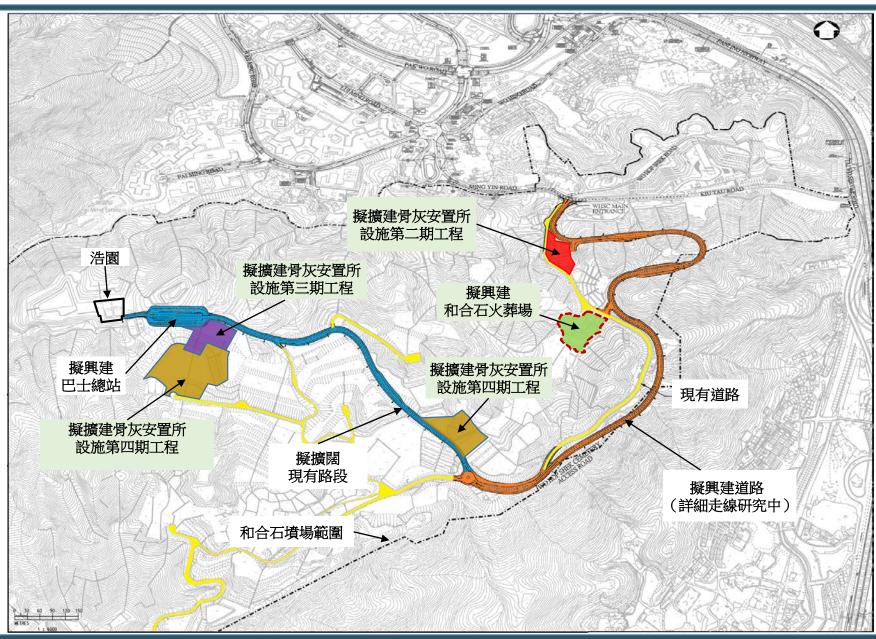
註:目前處理先人遺體的主流安排是將遺體火化後把骨灰放在骨灰安置所; 短缺已計算和合石墳場第二及第三期骨灰安置所的供應在內。

骨灰安置所提供的龕位數目



在和合石墳場擬擴建骨灰安置所 - 位置圖

 $\mathcal{D}$ 





## •政府已就第二期及第三期擴建工程進行可



## •完成兩期擴建計劃的交通影響評估

•共提供約80 000個龕位的中期供應



- •政府已就第四期進行概略的初步可行性研究
- •研究在交通、排污/排水、公用設施、土力、 環境等方面的可行性
- 其後我們會就第四期擴建工程再進行詳細的 技術性評估
- •滿足公眾對龕位的長遠需求

# 交通緩解措施(第二及第三期)

- •新建及擴闊和合石墳場內現有道路
- •延長現有特別巴士路線至山上新巴士總站,市民無需步行上山
- •特別巴士路線包括第61S(屯門市中心)、70S(紅磡站)、74S(平
  - 田)、73S(粉嶺站)、76S(粉嶺站)及279S(青衣)號線
- •考慮新增特別巴士路線
- 在和合石墳場內設置更多上落客區
- •分階段編配骨灰龕位以分散交通及行人流量

# 交通緩解措施(第四期)

已進行概略的初步可行性研究,確
 認沒有無法克服的困難

•稍後會再委託顧問公司進行詳細交 通及運輸影響評估

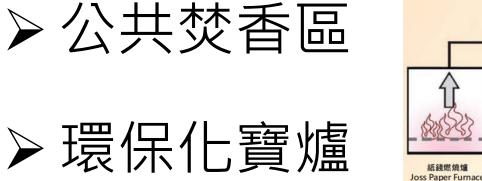
## •優化各項交通緩解措施方案

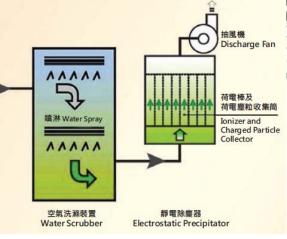
# 骨灰安置所設計概念

# ▶ 第二期、第三期及第四期分別提供約

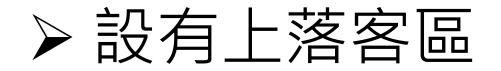
## 35,000、45,000及200,000個龕位

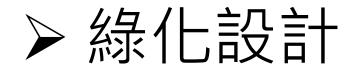
## ▶設有無煙龕位樓層





# 骨灰安置所設計概念





# ▶ 引入環保特色設計





### 曾咀靈灰安置所及紀念花園

(參考例子)



### 和合石靈灰安置所第五期

(參考例子)



### 和合石靈灰安置所第六期

(參考例子)



### 具香味及觀賞性的開花植物

(綠化植物例子)





### 第二及第三期

- •完成項目相關研究及進行詳細設計
- •2024年向北區區議會匯報骨灰安置所第二及第三期工程的概念設計及進度

## •進行招標

•2026年向立法會申請撥款

## 第四期

•進行具體規劃、相關研究和評估及概念設計



Annex III





- 北環綫發展及效益
- 項目時間表
- 車站及出入口
- 鐵路附屬設施
- 可持續發展
- 持份者參與









在規劃及設計鐵路走綫時,我們會考慮不同因素,包括:

- 1. 土地發展規劃
- 2. 釋放土地發展潛力
- 3. 交通需求
- 4. 環境及建造技術
- 5. 鐵路營運及發展

北環綫主綫擬採用地底走綫(隧道)設計
✓ 為沿綫地面空間發展預留更多彈性
✓ 對周邊自然生態的影響亦相對較少







- / 縮短車程時間,並為居民提供更多出行路綫 選擇,減輕路面交通負荷
- ✓ 方便新界西居民前往羅湖及落馬洲口岸
- ✓ 可持續發展車站設計
- ✓ 善用創新科技,例如建築資訊模型技術(Building Information Modelling)、可供裝配式設計 (Design for Manufacturing and Assembly)及 組裝合成建築法(Modular Integrated Construction),提升工程效率和質素
- ✓ 推動北部都會區發展
- ✓ 有助釋放沿綫土地的發展潛力,並帶動地區發展



				下一步工作		
	2020年 12月	2021年 第四季	2022年 第二季		2025年	2034年
北環綫主綫	展開詳細 規劃及設 計	展開 環境影響評估 研究	展開 諮詢工作	<b>籌備刊憲</b>	預計展開 建造工程	預計完成 建造工程



#### 車站選址考量

擬定車站選址時,我們會考慮:



- 當區整體發展人口分佈和增長
- 現在以至未來的土地規劃和房屋發展





#### 周邊環境及可持續發展

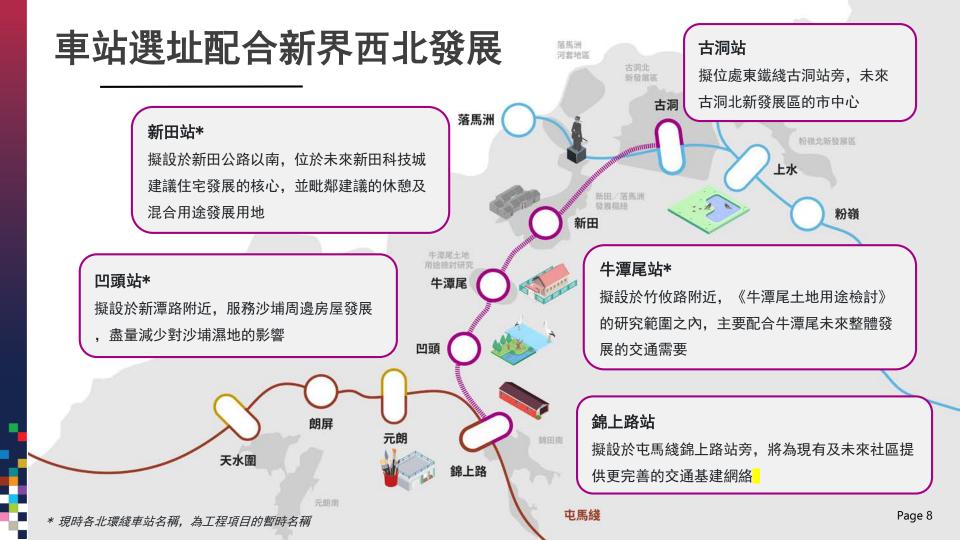
- 地理狀況
- 車站建設對環境和生態的潛在影響



#### 技術可行性

• 法定要求







我們根據多項因素擬定各車站出入口的數量及位置,期望方便居民便捷地往返車站及鄰近地方:









除建造鐵路主要設施如車站、隧道和列車路軌,我們需按:

(1)法定要求,如《新鐵路基礎建設安全消防規定指引》(2)營運需要,如列車停泊、繁忙時間列車調動(3)鐵路發展計劃及地區的長遠發展

在沿綫規劃、設計及建造新鐵路附屬設施及相 關緊急救援設施、擴建現有鐵路設施及進行相 關的備置工程



附屬設施例子: 緊急出口、隧道緊急救援入口、車廠、通風設施、配電站等



#### 技術可行性及法定要求

- 根據指引,港鐵公司須興建相關設施緊急出口、緊急救援入口或通風 樓等必須的隧道基本設置
- 指引就緊急救援設施之間的距離、
   面積、救援車輛緊急通道等均有特
   定標準

#### 鐵路附屬設施選址考量





EXIT





擬設於牛潭尾,因需設於沿北環綫走綫,並需有足夠空間停泊及調動列車、設立維修 車庫及軌道、進行例行檢查、清潔,以及能放置與營運相關的設施

#### 可持續發展車站設計例子



#### 建築資訊模型技術於車站設計全面應用



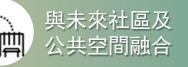




自然通風 出入口採用開放式設計,配合挑高天篷, 乘車及社區環境

配合挑高天篷,加強空氣流通,打造舒適的

自然採光
・ 儘量善用日光,有助節約能源
・ 加強空間感,車站環境更舒適
・ 利用自然光標示出入口方向, 方便辨識路綫







Page 13

(圖像只作概念展示用途。由於規劃和設計工作仍在進行中,展示內容僅供參考,亦可能會有所變化。)







 ✓ 提供一站式互動項目諮詢網站,內容包括宣傳影片、鐵路 探索隧道、網上意見表、時間表、最新資訊、聯絡方式等
 ✓ 向社區派發小冊子和在現有車站貼上大型海報
 ✓ 在社交平台上傳貼文介紹項目

#### 與北環綫相關持份者交流項目資訊和意見









