

1. The meeting was resumed at 9:15 a.m. on 19.6.2023.

2. The following Members and the Secretary were present in the resumed meeting:

Permanent Secretary for Development  
(Planning and Lands)  
Ms Doris P.L. Ho

Chairperson

Mr Lincoln L.H. Huang

Vice-Chairperson

Mr Wilson Y.W. Fung

Mr Stephen L.H. Liu

Dr C.H. Hau

Ms Sandy H.Y. Wong

Mr Daniel K.S. Lau

Mr Stanley Choi

Ms Lilian S.K. Law

Mr K.W. Leung

Mr Ricky W.Y. Yu

Dr Venus Y.H. Lun

Mr Vincent K.Y. Ho

Mr Ben S.S. Lui

Ms Bernadette W.S. Tsui

Assistant Director (Environmental Assessment)  
Environmental Protection Department  
Mr Terence S.W. Tsang

Chief Engineer/New Territories East  
Transport Department  
Mr K.L. Wong

Director of Planning  
Mr Ivan M.K. Chung

**Agenda Item 1 (continued)**

[Open meeting (Presentation and Question Sessions only)]

Consideration of Representations and Comments in respect of the Draft Fanling/Sheung Shui Extension Area Outline Zoning Plan No. S/FSSE/1  
(TPB Paper No. 10902)

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[The item was conducted in Cantonese.]

3. The Chairperson said that the meeting was to continue the hearing of representations and comments in respect of the draft Fanling/Sheung Shui Extension Area Outline Zoning Plan No. S/FSSE/1 (the draft OZP).

4. The meeting noted that the presentation to brief Members on the representations and comments including the background of the draft OZP, the grounds/views/proposals of the representers and commenters, planning assessments and Planning Department (PlanD)'s views on the representations and comments was made by the government representative in the morning session on 12.6.2023. The PowerPoint and the presentation given by PlanD's representative had been uploaded to the Town Planning Board (TPB/the Board/)'s website for viewing by the representers and commenters. Members' declaration of interests had been made in the same session of the meeting and was recorded in the minutes of the respective meeting accordingly.

**Presentation and Question Sessions**

5. The Secretary said that Members' declaration of interests had been made in the hearing sessions on 12.6.2023. Members noted that Messrs Andrew C.W. Lai, Paul Y.K. Au, Franklin Yu, Dr Conrad T.C. Wong and Professor John C.Y. Ng, who had declared direct interests on the item, had tendered apologies for not attending the meeting. For those Members who had no direct interests or involvement in the proposed public housing development and/or the submissions of the representations and comments, Members agreed that they could stay in the meeting.

6. The following government representatives and representers, commenters and their representatives were invited to the meeting at this point:

## **Government Representatives**

### ***Planning Department (PlanD)***

- |                      |  |
|----------------------|--|
| Mr Anthony K.O. Luk  | - District Planning Officer/ Fanling, Sheung Shui and Yuen Long East (DPO/FSYLE) |
| Mr Patrick M.Y. Fung | - Senior Town Planner/Fanling, Sheung Shui and Yuen Long East (STP/FSYLE)        |
| Ms Lily H. Lau       | - Town Planner/Fanling, Sheung Shui and Yuen Long East (TP/FSYLE)                |

### ***Civil Engineering and Development Department (CEDD)***

- |                    |                                |
|--------------------|--------------------------------|
| Mr Gavin C.P. Wong | - Chief Engineer/North (CE/N)  |
| Mr Daniel T.L. Lau | - Senior Engineer/North (SE/N) |

### ***Agriculture, Fisheries and Conservation Department (AFCD)***

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|--------------------|--|
| Mr Boris S.P. Kwan | - Senior Nature Conservation Officer (North) (SNCO(N)) |
| Ms Chole C.U. Ng   | - Nature Conversation Office/North (NCO(N))            |

### ***WSP (Asia) Limited***

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|---------------------|---------------|
| Mr Emeric W.K. Wan  | ] Consultants |
| Mr Ernest M.C. Tip  | ]             |
| Mr Dennis C.H. Chan | ]             |

### ***Ecosystems Limited***

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|--------------------------|---------------|
| Mr Klinsmann K.L. Cheung | ] Consultants |
|--------------------------|---------------|

## **Representers, Commenters and their Representatives**

### R242/C36 – Hong Kong Golf Club (HKGC)

[Representers and commenters who had authorised HKGC were recorded in the minutes of the meeting held on 12.6.2023]

– *HKGC*

Andy Kwok Wing Leung ( <b>R354</b> )	Captain
Bryant Lu Hing Yiu ( <b>R3486</b> )	Vice Captain
Jeffrey Cheung Shee Chee ( <b>R406</b> )	Legal & General Convenor
Ian Paul Gardner ( <b>R645</b> )	General Manager
Alexander Michael Collier Jenkins ( <b>R526</b> )	Director of Communication
Candy Lam Wai Yan	Director of Community Relation

– *KTA Planning Limited*

Veronica Luk Yin Sheung

– *Executive Counsel (Hong Kong) Limited*

Timothy John Peirson-Smith (**R3259**)

Hui Cheuk Nam

– *MVA Hong Kong Limited*

Alan Pun

– *Project Management Solutions (HK)*

Gillian Hancer Gastka

– *Hong Kong Golf Association (HKGA)*

Chiu Mei Chun	General Manager
Tang Tsz Hang	Head Coach
Kitty Yik Ching Tam ( <b>R3402</b> )	Golf athlete and squad team member

- Fred Neal Brown (R315)
- John David Berry
- Raymond Fung Wing Kee
- Fanny Wong Lai Kwan (R6595)

C47 – Li Ning (李寧)

- Commenter

Li Ning

7. The Chairperson extended a welcome and invited the Secretary to briefly explain the procedures of the hearing. The Secretary reported that the morning session was allotted to HKGC (R242/C36) to elaborate on their submissions. Mr Li Ning (C47) who authorized HKGC (R242/C36) to attend the meeting on his behalf, had obtained consent of HKGC (R242/C36) to make his oral submission first. To ensure efficient operation of the hearing, each representer, commenter and/or their representative would be allotted 10 minutes for making presentation. There was a timer device to alert the representers, commenters and/or their representatives two minutes before the allotted time was to expire, and when the allotted time limit was up. A question and answer (Q&A) session would be held in the a.m. session after the HKGC (R242/C36) and others had completed their oral submissions. Members could direct their questions to the government representatives or the representers, commenters and/or their representatives.

8. The Chairperson invited the representers, commenters and/or their representatives to elaborate on their representations/comments.

C47 – Li Ning (李寧)

9. Mr Li Ning made the following main points:

- (a) the Government stated in 2018 that land supply options were limited. Since then, however, more options were available, including (i) the Northern Metropolis (NM) in which 600 hectares (ha) of land would be available for development; (ii) the first batch of Light Public Housing (LPH) which would provide about 17,000 units before Q2 2027; (iii) eight brownfield clusters which

would provide more than 200,000 public housing units within a decade; and (iv) the quarantine camp at Penny Bay which could provide immediate solution for housing with more than 3,000 units. It was necessary to revisit the previous decision based on new options available;

- (b) developing brownfield sites would be faster and less expensive when compared with the proposed public housing development which required preservation and transplantation of the existing trees at Sub-Area 1;
- (c) although the Government was willing to provide assistance to HKGC in case temporary additional land was required for supporting major events, the location of the existing carpark being close to the main entrance of HKGC was the only feasible location. Using other parts of the planning scheme area (the Area) for carpark use would cause ecological damages;
- (d) the requirements of revising the layout for the proposed public housing development and the difficulties involved in relocating the clan grave of Qing dynasty also implied that the proposed public housing development could not commence and be completed on time;
- (e) HKGC supported golf sport development in Hong Kong and players had attained remarkable achievements in international tournaments. These results could only be achieved with the availability of training facilities and experiences gained in participating in international tournaments. The ancillary parking and entertainment facilities were also essential in hosting these tournaments; and
- (f) North District Hospital (NDH) was the major hospital in the district with accident and emergency services. The proposed public housing development together with the expansion of NDH would involve thousands of workers and vehicles which would worsen the traffic conditions of the area and delay the provision of emergency services.

R242/C36 – HKGC

10. With the aid of a PowerPoint presentation, Mr. Fred Neal Brown made the following main points:

- (a) he was the former Chairman and Chief Executive Officer (CEO) of MVA(Hong Kong) Limited;
- (b) the proposed public housing development in Sub-Area 1 could not be supported on traffic and transport grounds. From traffic impact point of view, the proposed public housing development would increase the risk of traffic congestion at Tai Tau Leng Roundabout, and hence on Route 9 which was a very important strategic road for the North District, the NM and cross-boundary traffic;
- (c) the use of 2016 Territorial Population and Employment Data Matrix (TPEDM) data in the Traffic and Transport Impact Assessment (TTIA) conducted under the Technical Study on Partial Development of Fanling Golf Course (FGC) – Feasibility Study (the Technical Study) had not taken into account the latest developments in the area such as Fanling North and Kwu Tung North New Development Areas (NDAs) and San Tin/Lok Ma Chau developments, as well as approved public and private housing developments;
- (d) the proposed public housing development was located far beyond walking catchment of the nearest MTR station with some 1.5 km distance from the central part of Sub-Area 1. People had to rely on road-based transport for commuting purpose;
- (e) the existing car park at FGC with 315 parking spaces providing convenient pedestrian access to the HKGC clubhouse had already reached its full capacity in normal weekdays. The 300 spaces in the re-provisioned public car park in the proposed public housing development in Sub-Area 1 would not be exclusively used by HKGC. It could not address the shortfall of parking



spaces, given that the parking demand from visitors could range from 500 to several thousand during major tournaments;

- (f) the traffic conditions of Po Kin Road would be worsened if the junction of Po Kin Road/Ping Kong Road was used as the access to the reprovisioned car park at Sub-Area 1. In addition, if the reprovisioned car park was far away from the HKGC clubhouse, more traffic between the clubhouse and the reprovisioned car park would be generated; and
- (g) FGC was a big attraction for enhancing people's life experiences and choices which should be preserved. Given that there were new projects such as Lantau Tomorrow, NM and various urban renewal projects, opportunities should be given to reconsider the need for the proposed public housing development.

11. With the aid of a PowerPoint presentation, Mr. Alan Pun made the following main points:

- (a) he was the director of traffic in MVA (Hong Kong) Limited;
- (b) the proposed public housing development with 12,000 units and about 40,000m<sup>2</sup> of non-domestic gross floor area (GFA) would be served only by Ping Kong Road, which was a single 2-lane carriageway of 10.3m wide and about 250m long. It would pose risk to traffic congestion and delay in the provision of emergency services;
- (c) upon completion of NDH expansion, there would be seven junctions or ingress/egress points at Fan Kam Road and Po Kin Road. The junctions or ingress/egress points located within a short distance would adversely affect the traffic of the local road network and access to NDH. However, such circumstances were not assessed in the TTIA;
- (d) the TTIA indicated that a long cycle time of 116 seconds was adopted at the junction of Po Kin Road/Ping Kong Road to achieve a reserve capacity of 17%. However, the long cycle time would cause longer queue length. Their analysis

found that the queue length would exceed 55m during the weekday morning peak and affect vehicular access and operation of NDH;

- (e) the trips generated from non-domestic GFA and the public transport interchange (PTI) at Sub-Area 1 were not taken into account in the TTIA. According to HKGC's analysis, should these assumptions be included, the junction of Po Kin Road/Ping Kong Road and Tai Tau Leng Roundabout would be overloaded. In addition, the queue length of Po Kin Road/Ping Kong Road would exceed 95m during the weekday morning peak; and
- (f) given the above, the TTIA might have underestimated the traffic impact of the proposed public housing development at Sub-Area 1 and hence, the proposed public housing development was not substantiated from traffic perspective

12. With the aid of a PowerPoint presentation, Mr. John David Berry made the following main points:

- (a) he was a chartered engineer and had been working in Hong Kong since 1980s;
- (b) the proposed public housing development involved extensive land excavation, which would generate significant cut volumes and adversely affect the hydrology of the Area;
- (c) it was estimated that for proposed public housing development, the pre-contract tasks procedures for the site formation works would take about 51 months to complete and the development could not commence before September 2027. Taking into account the delay arising from fulfilling the approval conditions of Environmental Impact Assessment (EIA) and the construction time required, he estimated that the proposed public housing development would not be completed before December 2034. The Secretary for Development had also stated that the development could not be completed by 2029; and

- (d) given that the first population intake of the NM was planned for early 2030, the Board should consider whether the proposed public housing development, which could not be completed by 2029, was still relevant and necessary.

13. With the aid of a PowerPoint presentation, Ms Gillian Hancer Gastka made the following main points:

- (a) she was a civil engineer with expertise in hydronic engineering and hydrology;
- (b) the 4-hour design storm adopted in the Drainage Impact Assessment (DIA) conducted under the Technical Study for assessing the required drainage provisions was inappropriate. Instead, based on her experience, a 30-minute storm with rainfall intensity approximately doubled compared with the 4-hour storm should be adopted for the assessment. The DIA had underestimated the stormwater drains in the vicinity; and
- (c) the North District Council's concern on flooding was valid. The proposed public housing development would increase the percentage of hard-paved area from 18% to 70%, which would increase the risk of flooding in Ping Kong Village and surrounding areas, resulting in increased adverse economic consequences and risk to life.

14. With the aid of a PowerPoint presentation, Mr Timothy John Peirson-Smith made the following main points:

- (a) an area of 5.1 ha of compensatory tree planting in Sub-Areas 2 and 3 was proposed in the EIA, while only about 2 ha woodland compensation in Sub-Area 3 was taken into account in the hydrological impact analysis. The hydrological survey and modelling concluded that the proposed public housing development and the compensatory tree planting in Sub-Areas 2 and 3 would lower the water table by 0.84m and cause significant negative impact on the survival of the Chinese Swamp Cypress (CSC) in Sub-Area 4; and

- (b) at the meeting held on 14.6.2023, DPO/FSYLE of PlanD stated that a strip of 10m-wide area along the north edge of Sub-Area 1 (the reserved area) was reserved for widening of Fan Kam Road, and the Highways Department (HyD) had no implementation timetable for the said works. However, it was noted that on 25.5.2023, HyD invited consultants to bid for the project of “Improvement to Fan Kam Road Phase 2”, in which the reserved area was included. The proposed widening works would lead to loss of more trees and cause risks to CSC.

15. Mr Raymond Fung made the following main points:

- (a) he was an architect with extensive experience in the design of parks and public spaces in Hong Kong and he was speaking in his own capacity;
- (b) there was no shortage of land resources in Hong Kong. Only about 20% of land of Hong Kong was developed because there were public assets such as country parks that were worth conserving. If the 32 ha of the Area became a public space, people would be willing to conserve it;
- (c) although the proposed public housing development would use only 6% of the 172 ha of land in FGC, the massive development with 12 blocks of 34 storeys would cause significant adverse impact on the public space;
- (d) FGC was the last piece of beautiful land in Hong Kong with significant cultural and historical values and magnificent scenery. While he fully acknowledged the need for public housing, particularly for those in sub-divided units, it was inappropriate to destroy such a beautiful environment for accommodating only some ten thousands of population. The flat production might even be reduced to a few thousands should the Government decide in future to decrease the development intensity upon findings of the review; and
- (e) other initiatives from the Government such as light public housing, subsidised sale flats or development of brownfield sites were better alternatives to the

proposed public housing development on the 9 ha of land in resolving the housing problem.

16. Ms Chiu Mei Chun made the following main points:

- (a) all her job duties, including hosting local and international golf competitions for different ages, training of elite golf athletes and promotion of golf sports, required appropriate venue to support. FGC was a very important venue to HKGA and the golf athletes as most of the some 40 local and international tournaments/competitions hosted by HKGA per year were held at FGC;
- (b) some of HKGA's tournaments/competitions could attract participants from over 20 countries because the Old Course with over 100 years of history was a rare asset of Hong Kong;
- (c) FGC was the major training venue of HKGA's elite golf athletes, such as Mr Taichi Kho and Ms Arianna Lau who were trained in FGC and had attained remarkable achievements in international tournaments;
- (d) the promotion of golf sport in local secondary schools was a great success and FGC was their major training venue. In addition, inter-school competitions and tournaments with China and the Greater Bay Area were all hosted in FGC; and
- (e) HKGA urged the Government to preserve the integrity of FGC.

17. Mr Tang Tsz Hang considered that the public housing proposal would affect golf sport development in Hong Kong, as FGC played an important role in golf sports development. Most of the HKGA's trainings were based and many local golfers were trained in FGC. The tournaments/competitions hosted at FGC also allowed local golfers to develop and gain valuable experiences. In addition, HKGC had assisted golf athletes to become professional golf coaches.

18. Ms Kitty Yik Ching Tam said that FGC provided the training venue for her and

other youngsters to learn playing golf. She hoped the venue could be preserved so that the next generation should continue to enjoy learning golf.

[The meeting was adjourned for a 15-minute break.]

19. As the presentations of the representers, commenters and their representatives had been completed, the Chairperson invited the representatives of HKGC and government departments to provide supplementary information in response to the questions raised by the Members in the previous hearing meetings held on 12.6.2023 and 14.6.2023.

20. With the aid of a PowerPoint presentation, Mr. Ian Paul Gardner made the following main points:

*Public Usage of Golf Courses in FGC*

- (a) excluding the days when playing golf would not be allowed (e.g. days of rainstorm, thunderstorm or typhoon), it was estimated that the full capacity of FGC was about 50,000 golf rounds per year; and
- (b) the percentage of rounds played by non-members in FGC grew steady in the range of 38.5% to 46.3% from 2013 to 2022. Amongst the three courses, the Old Course was the busiest one as it accommodated villagers' free golf plays and was the only course remained open for public when preparing for and during golf tournaments in the remaining two golf courses. The Old Course was specifically designed for playing golf all year round, especially in summer time with its special turfgrass type and drainage design. If the Old Course was lost, it would lose up to 40% of golf rounds.

21. With the aid of a PowerPoint presentation, Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, made the following main points:

EIA Process

- (a) in response to Members' enquiry at the hearing meeting on 14.6.2023 on whether the technical issues raised by HKGC had been discussed in the EIA process, he first elaborated the process of EIA under the Environmental Impact Assessment Ordinance (EIAO). According to the EIAO, EIA was required for a Designated Project (DP). Since the proposed partial development of FGC (the proposed public housing development) involved an engineering feasibility study of development project with a study area of more than 20 ha, it was a DP under Item 1 in Schedule 3 of EIAO;
- (b) for a DP, the project proponent was required to submit a Project Profile to the Director of Environmental Protection (DEP) to provide project details and its potential impacts on the environment when applying for a Study Brief to commence the EIA study. In the Project Profile for the proposed public housing development, 12 items of possible impacts were identified. The Project Profile was later made available for public comment for 14 days;
- (c) upon consideration of the public comments received, DEP issued the Study Brief for commencement of the EIA in July 2019. The Study Brief comprised 17 items of purposes and objectives, as well as 14 items of scopes on environmental issues and various necessary procedural and reporting requirements;
- (d) once the EIA report was received from the project proponent, DEP would review the EIA report in accordance with the requirements set out in the Technical Memorandum on Environmental Impact Assessment Process (TM) under EIAO and sought advice from relevant government authorities on relevant matters. After DEP had determined that the EIA report met all TM requirements, the EIA report would be made available for public comment for 30 days. Concurrently, the Advisory Council on the Environment (ACE) was given 60 days to review and comment on the EIA report. DEP might request the applicant to provide further information he might require for his decision;

- (e) in the subject EIA Report, 10 environmental aspects were assessed, to which HKGC's comments focused on three aspects such as value of woodland, CSC, findings and methodology of tree surveys and cultural landscape;
- (f) DEP approved the subject EIA report on 11.5.2023 with conditions, which indicated the overall acceptability of any adverse environmental consequences that were likely to arise from the proposed public housing development. Approval conditions were imposed, including requiring CEDD as the project proponent to review and revise the Layout Plan (LP) by adjusting the housing footprint, disposition and density with an aim to minimising the number of trees to be felled and preserving the 0.39 ha of woodland, and to submit a detailed Landscape and Visual Plan (LVP) with a view to reducing the footprint while at the same time minimising the visual impact on the surrounding rural environment. With the conditions to be satisfactorily fulfilled in future, DEP considered the residual impacts would be acceptable;

#### Tree Survey

- (g) HKGC mentioned that 460 trees were missing in the Tree Survey under the EIA report. In fact, the issue had been raised by HKGC during the abovementioned EIA process. Broad brush tree survey as required under EIA Study Brief was widely adopted in feasibility study in that only tree groups were surveyed to identify Trees of Particular Interest (TPI) or plants of conservation importance. Nevertheless, in view of public attention toward tree preservation for this project, CEDD had surveyed individual trees in this particular tree survey which was over and above the requirement of the Study Brief. As the tree survey was conducted by CEDD in 2019 whereas the one commissioned by HKGC was conducted in 2021, temporal changes were anticipated in that 156 trees with less than 95mm diameter in breast height (DBH) which was not recorded in CEDD's survey in 2019 were subsequently included in HKGC's survey. As for the remaining 304 trees missing from CEDD's survey, the majority of them were dead trees, common species or undesirable species such as *Leucaena leucocephala* (銀合歡) or species categorized as shrub or treelet such as



*Caryota mitis* (短穗魚尾葵) and *Polyscias guifoylei* (銀邊南洋). Given that the purpose of tree survey was to identify TPI within the assessment area, the differences in terms of number of trees identified (other than TPI) would not affect the assessment result of the Landscape and Value Impact Assessment under the EIA;

- (h) HKGC mentioned that the tree dimensions were under-measured in the EIA Tree Survey. The issue was also raised by HKGC in the EIA process. The differences were mainly due to the methodology adopted in the two assessments. For the EIA, CEDD conducted on-site survey and measured the DBH of the trees. The tree height and canopy spread were largely based on empirical estimation, which was an acceptable method for feasibility study projects that required broad-brush tree survey. On the other hand, the HKGC tree survey adopted an auditing approach with measurement conducted with aid of apparatus. It should be noted that focus should be put on the TPI, particularly the mature trees proposed for felling or transplanting;
- (i) a total of 70 and 75 TPIs were identified under CEDD's survey and HKGC's survey respectively. Such differences stemmed from the different approaches and methods adopted in recording tree dimensions. In HKGC's survey, trees with DBH of or exceeding 1m, or with tree height/crown of or exceeding 25m would be classified as a TPI, whilst CEDD's survey only identified trees with DBH of or exceeding 1m as TPI. 12 trees identified as TPIs in HKGC's survey were not so qualified in CEDD's survey. On the other hand, there were seven trees classified as TPIs in CEDD's survey but not in HKGC's survey. As a result, the differences in number of TPIs identified between the two surveys were only 5. It should also be noted that most of the TPIs in the Area had been identified by adopting the criteria of DBH exceeding 1m in CEDD's survey;

*Old and Valuable Trees (OVT)*

- (j) while HKGC claimed that there were 27 potential OVTs in the Area, such claim did not seem to have backed up by a robust assessment as to whether the 27 trees had really met the high thresholds set by Government for OVT registration;

- (k) the Government established a Register of OVT in 2004. Since then, only about 500 trees in Hong Kong were registered. Trees qualified to be OVTs had to be distinguished in respect of five criteria, including (i) tree of large size; (ii) tree of precious or rare species; (iii) tree of particularly old age; (iv) tree of cultural, historical or memorable significance; and (v) tree of outstanding form. HKGC's suggestion of these 27 potential OVT was based on a single criterion in that they were large TPIs. These TPIs might not be able to meet other criteria, such as criterion (iii) on tree of particularly old age, which referred to trees known to be 100 years old or more. In this regard, it was noted that the majority of trees in FGC were felled during World War II and this was supported by the aerial photos taken in 1945 which showed that there was only sparse presence of trees within FGC. Hence, it was reasonable to deduce that most trees within FGC were planted after 1945 and hence, not fulfilling criterion (iii) on tree age. In addition, the general conditions of trees, including health and physical conditions, life expectancy, location and representative of its kind should also be assessed before registration. It was considered too simple to conclude that large TPIs were potential OVTs;
- (l) of the 27 TPIs likely to be registered as OVTs as claimed by HKGC, 16 of which were either not surveyed in CEDD's survey or proposed to be felled in the EIA. It should be noted that these trees were either mass planted exotic species, had a DBH of less than 1m, grown on slope or with structural issues that they were not feasible for transplanting. For the said reasons they were recommended to be felled in the EIA;

#### Tree Amenity Value

- (m) HKGC claimed that the amenity value of trees was underestimated in the EIA. Only 1 tree was rated "High" in amenity value in the EIA, whilst 143 trees were so rated in HKGC's survey. The issue had been raised in the EIA process and HKGC's representative admitted in the previous hearing meeting that the assessment was subjective in nature;

- (n) according to Technical Circular (Works) No. 4/2020 on tree preservation, the amenity value of a tree should be assessed based on its functional values for shade, seasonal interest, screening, reduction of pollution and noise and also its fung shui significance. Although only 1 tree was rated “High” in amenity value, 774 trees (61.67%) were rated “Medium” under CEDD’s survey. On the other hand, HKGC’s survey might over-rate those 143 trees of “High” amenity value, since some of these trees with no significant shading/screening importance were also rated with “High” amenity value. In addition, the amenity value of a tree was not the only factor to determine the treatment proposal. Trees rated “Medium” in amenity value could also be considered for retention;

*Tree Transplantation and Retention*

- (o) at the meeting held on 14.6.2023, a Member requested figure on survival rate of transplanted trees for projects conducted by the Government. While such figure was not readily available, there would be a monitoring period of 3 years after the trees were retained or transplanted and after the monitoring period, relevant site management department, such as Housing Department, would continue to maintain the trees after the said period;
- (p) HKGC said that transplanting two large TPis (T60 and T71) up and down hill for a distance of more than 700m was impracticable. It should be noted that the transplanting proposal and locations of receiving sites proposed in the EIA were preliminary. The suitability of the receiving sites would be further studied in due course;
- (q) HKGC claimed that there was no supporting evidence to explain the practicality of the tree retention proposal. While the methods of tree retention varied from case to case, CEDD had rich experience in tree retention and the works would be implemented in accordance with relevant guidelines under EIAO;

Ecological Impacts

- (r) HKGC queried the assessment on ecological impacts in the EIA, particularly on the adverse ecological impacts on bats and moths. While HKGC had raised such queries in the EIA process, further information on the ecological impacts on bats and moths had been submitted by CEDD and accepted by ACE and DEP;

Heritage

- (s) HKGC mentioned at the meeting on 14.6.2023 that the history of the Old Course of FGC could be dated from 1890s to 1930s and the proposed public housing development would degrade the unique integrity and authenticity of the Old Course. In addition, the heritage value of FGC in terms of cultural landscape had not been considered and protected;
- (t) in Hong Kong, six criteria, including (i) historical interest, (ii) architectural merit, (iii) group value, (iv) social value and local interest, (v) authenticity, and (vi) rarity were adopted for grading historical buildings. In the EIA, Built Heritage Impact Assessment (BHIA) and Archaeological Impact Assessment (AIA) were conducted, whilst assessment on cultural landscape was not required;
- (u) according to the aerial photos taken in 1964, 1972, 1975, 2001, 2010 and 2022, it was revealed that HKGC had made changes in the fairway and carpark area in FGC since 1960s. Moreover, about 0.3 ha of woodland which was adjoining the 0.39 ha of woodland now proposed for preservation was cleared by HKGC for nursery of turfgrass in 2010. These actions demonstrated the changes in landscape of FGC throughout the years, which was actually not in its pristine state at the present moment;

Management and Opening Arrangement

- (v) in the hearing meetings on 12.6.2023 and 14.6.2023, some Members enquired the management and opening arrangement after 1.9.2023. Leisure and Cultural Services Department (LCSD) advised that it would liaise with HKGC

regarding the handing-over of the Area and a site visit would be arranged during the week. Professional support would also be engaged in maintenance of turfgrass in the Area;

- (w) as for future non-golf activities such as woodball and tree climbing, LCSD would liaise with HKGC and relevant parties with a view to making suitable arrangements for continuing these activities. Should HKGC require additional land for hosting of major golf events in future, LCSD would provide appropriate assistance. For instance, should land be required for provision of parking spaces and other supporting facilities for the golf events to be held in October and November 2023, the 9 ha of land in Sub-Area 1 could be deployed for such purpose; and
- (x) without affecting its ecological resources, the Area would be opened to the public for passive recreational use as far as possible. As for Sub-Area 4 with higher ecological value, restrictions such as limiting the number of visitors, opening hours and activities would be imposed to better conserve the area. Only uses that complied with the requirement of OZP such as ‘park and garden’ etc. would be provided.

22. The Chairperson requested CEDD to elaborate on the TTIA for the public housing development and the proposed traffic improvement works in the district. In response, with the aid of a PowerPoint presentation, Mr Gavin C.P. Wong, CE/N, CEDD made the following main points:

Road Improvement Works

- (a) to cater for future traffic demand, the Government had completed or was constructing or planning the following traffic improvement works:
  - (i) Tai Tau Leng (Po Shek Wu) Roundabout: the completed widening of Po Shek Wu Road southbound session approach to the Tai Tau Leng Roundabout to 3 traffic lanes; widening of the westbound approach arm of Fanling Highway by 2023; adding an exclusive left turn lane at the

northbound approach arm of Fan Kam Road to be completed by 2028; and completion of Po Shek Wu Road Flyover by 2031;

- (ii) Castle Peak Road – Kwu Tung / Fan Kam Road: provision of additional lane (1 each for southbound and northbound arms) on Fan Kam Road at the junction of Fan Kam Road / Castle Peak Road – Kwu Tung by 2028;
- (iii) Fan Kam Road / Po Kin Road: upgrading of the existing priority junction into roundabout by 2028;
- (iv) Po Kin Road / Ping Kong Road: upgrading of the existing priority junction into a signal-controlled junction and widening of both the northbound and southbound arms of Ping Kong Road by 2029;

- (b) with the implementation of the above road improvement schemes, it was anticipated that the proposed public housing development would not result in significant adverse traffic impact on the local road network and was considered acceptable from the traffic engineering perspective;

TPEDM Data

- (c) in response to HKGC's queries on the use of 2016 TPEDM data in TTIA, it should be noted that when the TTIA was conducted in 2019, the 2019-based TPEDM had not been completed and the 2016-based TPEDM was the best available information. In addition, the 2016-based data was adjusted to incorporate the expansion of NDH and latest approved and planned developments including those mentioned by HKGC. The data and assessments would be further updated reflecting the latest situation at the detailed design stage of the public housing development;

Trip generated from non-domestic GFA and the PTI

- (d) for the concerns that the trip generated from the non-domestic GFA and the PTI had not been assessed, a sensitivity test had subsequently been conducted with

trip rates of the two elements incorporated. The result indicated that the performance of the relevant junctions remained acceptable from the traffic engineering perspective. On the other hand, it was assumed in the TTIA that non-domestic GFA (including retail and government, institution and community (GIC) facilities) would mainly serve the local needs. Unlike large-scale shopping mall where visitors from other districts would be attracted and hence traffic generated, the local would access these facilities mainly on foot and as such, no major traffic flow was anticipated. In case there were changes in the nature of provision of non-domestic GFA in future, the TTIA would be suitably updated at the detailed design stage;

*Traffic Impact on North District Hospital*

- (e) for the concerns on the potential long queue length at the junction of Po Kin Road/Ping Kong Road and that the ingress/egress of NDH was not taken into account in the TTIA, the increased traffic flow arising from the expansion of NDH had been considered in the TTIA. Given that the junction of Po Kin Road/Ping Kong Road had a reserved capacity of 17%, the queue length was not anticipated to be very long and assessment of the queue length was not required;
- (f) based on available information, the ambulance access to NDH would be via Fan Kam Road and hence, the performance of the junction of Po Kin Road/Ping Kong Road would not affect the said access. In case there were severe traffic congestions in future, traffic improvement measures such as providing no-stop 'yellow box' road marking outside the vehicular accesses could be considered to ensure the emergency access to NDH would not be affected;

*Increased Traffic during Special Events*

- (g) as for HKGC's comments that the TTIA had not catered for the additional parking demand and traffic during major events, it should be noted that the TTIA was conducted based on the peak hours on weekdays. Given that special

events would not be hosted frequently, the associated parking demand and traffic which was temporary in nature would not be assessed under the TTIA;

Walking Distance

- (h) as for HKGC's claim that the walking distance between Sub-Area 1 and Sheung Shui Station was some 1.5 km which was not considered a reasonable walking distance for residents using rail services, it should be noted that there would be 3 pedestrian routes leading to the public housing site with the distance of the shortest one of about 1 km for the future residents to walk to Sheung Shui Station. Besides, the TTIA had proposed feeder bus services from Sub-Area 1 to Sheung Shui Station, Kam Sheung Road Station and/or future Kwu Tung Station; and

Construction Vehicles

- (i) as for the adverse traffic impacts during the construction stage mentioned by HKGC, the future works contractor would be required to submit a traffic impact assessment to the Transport Department and propose suitable traffic management measures, such as imposing restriction on the use of construction vehicles in peak hours, to mitigate the potential traffic impact.

23. As the presentations on supplementary information had been completed, the meeting proceeded to the Q&A session. The Chairperson explained that Members would raise questions and the Chairperson would invite the representers, commenters, their representatives and/or the government representatives to answer. The Q&A session should not be taken as an occasion for the attendees to direct questions to the Board or for cross-examination between parties. The Chairperson then invited questions from Members.

Overall Housing Supply

24. Noting from the latest annual progress report of Long Term Housing Strategy (LTHS) that the supply of housing units would exceed the target demand in 10 years' time, a Member asked whether it was necessary to pursue the proposed public housing development



with 12,000 units in Sub-Area 1. In response, Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, made the following main points:

- (a) although the annual progress report of LTHS 2022 indicated a forecast surplus of 59,000 units, the proposed public housing development in Sub-Area 1 was still considered necessary;
- (b) the delivery of public housing projects was subject to many uncertainties and variables that might render housing yield falling short of what was originally planned and projects not completed according to original target times. There was a need for buffer to ensure the planned housing supply target could still be met. Hence the Government could not give up any individual projects lightly;
- (c) most of the housing supply, including that from NDA such as Kwu Tung North and Fanling North, fell within the second five-year period (i.e. 2028-29 to 2032-33) of the forecast on 10-year housing supply. As the Area was a piece of government land where land resumption was not required, the implementation programme of the proposed public housing development was more certain if compared with other housing projects in the NDAs where land resumptions, rehousing of affected households and relocation of business operators would be required;
- (d) if the domestic households and business operators to be affected by land resumption objected to respective housing projects on the same ground, i.e. projected surplus in housing supply, it would undoubtedly pose difficulties for the Government to take forward housing developments; and
- (e) the Government had adopted a multi-pronged approach to increase land supply, including resumption of brownfield sites as suggested by HKGC and others. Taking example of the Kwu Tung North and Fanling North NDAs, about 70 ha of brownfield sites were resumed. Given that there was no single option that could solve the housing shortage problem and the Government should seize every opportunity to boost the housing supply to meet the acute demand, the proposed public housing development in Sub-Area 1 was indispensable.

Integrity of Golf Course

25. A Member asked if Sub-Area 1 was to be developed for public housing, whether the remaining 23 ha of the Area would be suitable for golf activities. In response, Mr. Andy Kwok Wing Leung (**R354**) and Mr Timothy John Peirson-Smith (**R3259**) said that HKGC considered the use of the land as per the existing condition was the best. Since the Old Course was built in 1911 and was the oldest golf course in Asia, taking out any small piece of land from it for other uses would affect the integrity of the Old Course and hence the FGC, and the Old Course would no longer be suitable for hosting golf tournaments/competitions in future as the resulted setup of which could not meet the international standard. The brand of the “oldest championship course in Asia” would be gone forever. In addition, the EIA proposed to provide 5.1 ha of compensatory tree planting in Sub-Areas 2 and 3. It was estimated that most of the fairway and golf holes in the remaining 23 ha of the Area would be occupied or affected and could not be used for playing golf.

26. Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, pointed out that the proposed compensatory tree planting in Sub-Areas 2 and 3 proposed in the EIA was preliminary. Consideration could be given to other options like off-site compensation in order to make Sub-Areas 2 and 3 available for more beneficial alternative uses.

27. The Chairperson supplemented that the Area would be reverted to the Government on 1.9.2023 and LCSD would be responsible for the management and maintenance of the Area. Whilst 9 ha of land were planned for public housing development, the remaining 23 ha of land would be planned for conservation cum recreation use. LCSD was considering the future suitable uses of the 23 ha of land, including whether it should be used for golf activities, and it was intended to open those less ecologically sensitive areas in such a way for as much public enjoyment as possible. Even if the Area would be used for golf activities, it would open for public use. As for those non-golf activities such as woodball and tree climbing, LCSD would also liaise with the relevant parties to see whether and if yes how such activities could continue in future.

28. A Member asked whether the brand of the “oldest championship course in Asia” would still be lost if the land was continued to be used for golf activities though it was reverted

to the Government. In response, Mr. Andy Kwok Wing Leung (**R354**) said that the brand of the “oldest championship course in Asia” was important for Hong Kong in promoting the city as a world class city. Given that a standard golf course comprised 18 holes, if any of the golf holes in FGC was taken away, the brand of the “oldest championship course in Asia” for Hong Kong would be lost permanently.

29. Noting that there might be delay in the implementation programme for the proposed public housing development in Sub-Area 1, a Member asked whether it would be feasible for HKGC to occupy the Area on a temporary basis after 31.8.2023. In response, Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, said that the Area would be reverted to the Government on 1.9.2023. Whilst the Government had no plan to extend the current Short Term Tenancy (STT) for HKGC after 31.8.2023, LCSD would provide appropriate assistance in case HKGC required temporary additional land for major events in future.

*Landscape, Ecological and Hydrological Aspects*

30. Members raised the following questions:

- (a) noting that HKGC considered the baseline information in EIA incorrect, whether this would render ACE and DEP unable to make an informed and correct decision, for example, whether the difference in the number of trees surveyed would affect the total number of trees to be preserved;
- (b) whether the understanding of HKGC that the trees within the Area could not be registered as OVTs because of the land status of the Area being a leased land was correct;
- (c) whether the lowered underground water level due to the proposed public housing development would have adverse impact on vegetation in the Area; and
- (d) why compensatory tree planting in Sub-Areas 2 and 3 would lower the underground water level and affect the CSC.

31. In response, with the aid of a PowerPoint presentation, Mr Anthony K.O. Luk,

DPO/FSYLE, PlanD, made the following main points:

- (a) DEP had fully considered the findings from the EIA report and the public comments received during the public inspection period, including those from HKGC in approving the EIA report. Taking landscape impact as an example, the EIA had not understated the potential landscape impact on FGC. For example, there were a total of 35 visual sensitive receivers, the visual impact to the FGC was assessed to be “substantial adverse” in the Landscape and Visual Impact Assessment of the EIA. In approving the EIA report, DEP had imposed conditions requiring CEDD as the project proponent to, amongst others, submit a revised LP with adjustment to the housing footprint, disposition and density with a view to minimising the number of trees to be felled and preserving the 0.39 ha of woodland in Sub-Area 1 as far as practicable, a detailed LVP which covered a review of BHs and adoption of a stepped height profile with a view to reducing the footprint and minimizing the visual impact on the surrounding areas, as well as a tree management plan covering the compensatory planting of trees in Sub-Areas 2 and 3. This reflected that DEP did consider the potential environmental impacts on different aspects and the public comments including the concerns raised by HKGC before making a decision on the EIA report; and
- (b) the OVT register only covered old and valuable trees on unleased government land. As such, there was no OVT in FGC as the land was granted to HKGC under private recreation lease.

32. With the aid of some PowerPoint slides and visualizer, Mr Gavin C.P. Wong, CE/N, CEDD, made the following main points:

- (a) CEDD had rich experiences in conducting EIA. The EIA study methodology set out in the Study Brief was discussed and agreed by the Environmental Protection Department. There was no basis to support HKGC’s claims that the baseline information and assumptions adopted in the EIA report were not correct;

- (b) drainage systems would be provided to cater for additional surface runoff arising from the proposed public housing development at Sub-Area 1 which could also collect and properly discharge the surface runoff on Fan Kam Road and Ping Kong Road; and
- (c) regarding the potential impact on CSC and the underground water level, a hydrological impact analysis was conducted to ascertain whether the proposed public housing development would affect the surface water sources and the underground water sources of the swampy woodland in Sub-Area 4, the potential loss of surface water infiltrating into the ground due to the proposed public housing development, as well as the potential additional water demand for the proposed compensatory tree planting in Sub-Areas 2 and 3. The results revealed that the proposed public housing development at Sub-Area 1 would not cause unacceptable adverse impact on the surface water and underground water level at Sub-Area 4.

33. Mr Timothy John Peirson-Smith (**R3259**) made the following main points:

- (a) CSC was classified as critically endangered species and grown in areas with swampy woodland conditions. Researches showed that changes in the underground water table would affect the survival of the CSC. To address the requirement of the EIA Study Brief, HKGC conducted field works and recorded the infiltration rates, and reviewed the government's records on hydrology and water table. A ground water model was developed with the input of compensation planting of 4.1 ha, 5.1 ha and 6.15 ha to test the changes. The assessment results showed that the underground water level would drop to 0.67m, 0.84m and 1.05m respectively, and this indicated that the area of compensatory tree planting in Sub-Areas 2 and 3 would affect the water table and hence the survival of the CSC. The drop in water table with compensatory tree planting was mainly due to the effect of evapotranspiration of the 1,000 to 1,600 trees which would draw much underground water; and
- (b) the EIA Study Brief required CEDD to assess the ecological consequences of the changes in hydrology. However, CEDD did not mention the drop of water

table and assess the associated hydrological impacts on the CSC in the EIA report. CEDD also adopted the wrong assumptions of 2 ha of compensation tree planting in the assessment.

*Heritage Conservation Aspect*

34. Two Members asked if the assessment criteria adopted by the World Heritage Centre of the United Nations Educational, Scientific and Cultural Organization (UNESCO), under which cultural heritage or cultural landscape (e.g. St. Andrews Links in Scotland) would be covered, could be adopted by the Board in considering the cultural/heritage value of the Old Course.

35. In response, Mr Timothy John Peirson-Smith (**R3259**) reiterated that the Old Course should be assessed as a whole which would be like the 'Mona Lisa' of Hong Kong's cultural heritage landscape. Its integrity and authenticity should be preserved. The loss of the 8 holes in the Area would mean that the historic Old Course could no longer function as an 18-hole golf course, just like part of the 'Mona Lisa' being taken away.

36. Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, explained that the heritage conservation policy in Hong Kong focused on historical buildings/structures. There was currently no policy to conserve cultural landscape in Hong Kong. Whether conserving cultural landscape could be considered was an issue of territory-wide implications necessitating careful consideration which might be out of the scope of the Board.

*Assumptions of TTIA*

37. Some Members raised the following questions:

- (a) the meaning of volume to capacity (v/c) ratio in TTIA;
- (b) the differences in traffic conditions between TTIA and HKGC's assessment;  
and

- (c) whether the trips generated due to the visitors' behaviours, such as dropping off their gears in the clubhouse and then picking them up after parking their cars, was considered in the TTIA.

38. With the aid of some PowerPoint slides and visualizer, Mr Gavin C.P. Wong, CE/N, CEDD, made the following main points:

- (a) v/c ratio was commonly adopted in TTIA to reflect the traffic condition during peak hours. A v/c ratio equal to or less than 1 meant that the road had sufficient capacity to cope with the anticipated traffic volume. A v/c ratio above 1.0 indicated the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicated a manageable degree of congestion;
- (b) although the 2016-based TPEDM was used in the TTIA, the data was refined to incorporate the known latest planned developments such as the expansion of NDH. The different assumptions adopted by HKGC had led to different assessment results. For example, HKGC assumed a higher level of traffic to be generated from the non-domestic GFA (including GIC facilities) planned in Sub-Area 1, whilst it was assumed in CEDD's TTIA that the non-domestic GFA (including GIC facilities) would mainly serve the local residents that only minimal additional traffic was anticipated. Upon confirmation of the type of non-domestic facilities to be provided in Sub-Area 1 in future, the TTIA would be further updated to take into account the latest circumstances; and
- (c) the TTIA had assessed the trips generated from the proposed 300 parking spaces in a general pattern of usage and specific visitors' behaviour had not been taken into account.

39. Mr K.L. Wong, Chief Engineer/New Territories East, Transport Department supplemented that the existing v/c ratio of Tai Tau Leng Roundabout in the morning peak hours was 0.75, which was similar to the anticipated traffic conditions in afternoon peak hours in 2032. Given the close distance between Tai Tau Leng Roundabout and Kai Leng Roundabout, the traffic between the two roundabouts would be affected by each other. Upon the completion of junction improvement works, the traffic conditions of the two roundabouts would

be improved.

40. In response, Mr. Fred Neal Brown (**R315**) made the following main points:

- (a) in conducting its own traffic impact assessment, HKGC adopted the same assumptions, and included the completed and proposed junction improvement schemes and the background traffic flow as set out by CEDD. HKGC had doubts on some of the assumptions, such as the low number of trip rates assumed and exclusion of trips generated by visitors driving to the carpark and related movement in the TTIA; and
- (b) while CEDD's TTIA only assessed the trips generated by the domestic units, HKGC's assessment rectified this by adding the anticipated trips from the planned PTI and non-domestic GFA of 40,000m<sup>2</sup> in Sub-Area 1. The results revealed that the traffic of the junction of Po Kin Road/Ping Kong Road and Tai Tau Leng Roundabout would be overloaded. There would be queues along the road that would affect the access of NDH. Even with the trips from the PTI included, as CEDD had just presented, yet the traffic generated from the 40,000m<sup>2</sup> of non-domestic GFA was not included in the assessment and this could be problematic.

#### Road and Traffic Improvements

41. Some Members raised the following questions:

- (a) details of the proposed widening of Fan Kam Road along the western portion of the Area;
- (b) the scope of further improvements on junctions and roads in the district to secure the smooth operation of NDH; and
- (c) noting that Tai Tau Leng Roundabout had almost reached v/c ratio of 1, whether the future traffic condition would be acceptable and whether there was scope to



further improve the traffic conditions through better design of Tai Tau Leng Roundabout and Kai Leng Roundabout.

42. In response, with the aid of some PowerPoint slides and visualizer, Mr Gavin C.P. Wong, CE/N, CEDD, made the following main points:

- (a) HyD was going to commission a consultancy study on investigation, design and construction of improvement works to Fan Kam Road. While CEDD would construct a new drainage system along Fan Kam Road to improve the drainage in the Area, a strip of area of 400m long and 10m wide along Fan Kam Road at the western portion of Sub-Area 1 was reserved to facilitate future improvement of Fan Kam Road by HyD. Consideration would be given to constructing temporary footpath and providing suitable greening in this reserved area;
- (b) while the increased traffic flow from the NDH expansion had been taken into account in the TTIA, fine details such as the location of the ingress/egress for hospital emergency services were not available when the TTIA was conducted. Based on the latest information from NDH that the ingress/egress for emergency services would be on Fan Kam Road (rather than Po Kin Road), the proposed public housing development would not affect the operation of the ingress/egress for emergency services. This notwithstanding, CEDD would study the feasibility of further improving the road junctions in the area at the detailed design stage with a view to ensuring smooth operation of NDH; and
- (c) as previously explained, the proposed public housing development was targeted to be completed in 2029 and the v/c ratio of Tai Tau Leng Roundabout would be less than 1, which meant that the road had sufficient capacity to cope with the anticipated traffic volume and such finding was accepted by TD. There would be various junction improvement works at Tai Tau Leng Roundabout to increase its traffic capacity. An overall traffic impact assessment would be conducted for the NM and the traffic conditions at Tai Tau Leng Roundabout and Kai Leng Roundabout could be further assessed.

Car Parking Spaces

43. Some Members raised the following questions:

- (a) noting HKGC's claim that the existing carpark at FGC had reached its full capacity, whether such full occupancy occurred for the whole day or at certain period of the day;
- (b) how the estimated demand for several thousands of car parking spaces during the major events as mentioned by HKGC was derived and whether there would be sufficient drivers for such estimated demand;
- (c) measures to mitigate the traffic impact arising from the additional traffic and parking demand during the major events; and
- (d) given the proposed reprovisioned car park of 300 spaces would not be exclusively used by HKGC and there would be additional parking demand when Sub-Areas 2 to 4 were opened for public in future, whether there was scope to increase the number of parking spaces.

44. In response, Mr Fred Neal Brown (**R315**) and Mr Ian Paul Gardner (**R645**) made the following main points:

- (a) the existing car parking spaces reached their full capacity during lunch hours from 1200 to around 1400 when the periods of stay of the visitors during the morning and afternoon sessions overlapped. The provision of 300 car parking spaces was insufficient to meet the day-to-day use of HKGC;
- (b) the car parking demand during major events was estimated based on HKGC's past experiences. During major events such as Hong Kong Open (HKO), the Old Course would be used for provision of more than 800 car parking spaces. As FGC was shortlisted to host LIV Golf League Tournament (LIV Golf) which would involve not only golf tournaments, but also entertainment and music concerts, a large number of visitors would be attracted locally as well as from

the Greater Bay Area and over the world. While the maximum requirement could be as large as 8,000 car parking spaces based on previous LIV Golf, it was estimated that the actual requirement would be around 2,000 to 2,500 for LIV Golf in Hong Kong; and

- (c) the scale of the tournaments hosted usually grew year from year. If FGC was selected to host the first LIV Golf event in 2024, it was expected that the event would recur with a growing scale in the years after. The demand for car parking spaces would thus further increase.

45. In response, Mr Gavin C.P. Wong, CE/N and Mr Daniel T.L. Lau, SE/N, CEDD, made the following main points:

- (a) the factors of cost effectiveness and prudent use of public money should be taken into account in considering the provision of additional standing infrastructures/facilities to cater for one-off, special events, in that the additional infrastructures/facilities would be underutilized for most of the time. Instead, temporary traffic management measures could be arranged to cater for the additional traffic and parking demand in hosting special events at FGC; and
- (b) the proposed public housing development would provide 1,500 ancillary parking spaces to cater for the need of the residents there. The proposed 300 car parking spaces were for the public, including visitors to FGC.

46. With the aid of visualiser, Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, supplemented that the Explanatory Statement of the draft OZP specified that for the “Residential (Group A)” (“R(A)”) zone, the planning of public vehicle parks should, as far as practicable, take into account the demand for public parking spaces generated by the holding of local and international sports events in the FGC nearby.

#### *Pedestrian and Cycle Track Connections*

47. Some Members raised the following questions:

- (a) whether there would be any plans to improve pedestrian facilities/environment, such as construction of covered walkway or widening of existing footpaths, so as to encourage future residents and visitors of FGC to commute between the Area and Sheung Shui Station by walking; and
- (b) whether there would be cycle track connection between the proposed public housing development and Sheung Shui Station.

48. In response, with the aid of some PowerPoint slides, Mr Gavin C.P. Wong, CE/N, CEDD, made the following main points:

- (a) Members' concerns on pedestrian connection were noted. CEDD would follow up with the relevant departments to explore the feasibility of improving the pedestrian environment between the Area and Sheung Shui Station; and
- (b) cycle track would be provided along Ping Kong Road which would be connected to the existing cycle tracks at Po Kin Road and Fan Kam Road to facilitate the connection between the proposed public housing development and Sheung Shui Station for the future residents.

49. With the aid of a PowerPoint slide, Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, pointed out that the distance between the Area and Sheung Shui station was less than 1 km, which was a distance shorter than that between major residential clusters in Fanling North NDA and their nearest railway stations. Hence, HKGC's claim that Sub-Area 1 was far beyond the walking catchment of Sheung Shui Station hence unsuitable for development was not justified.

#### Public Usage of Golf Courses

50. Concerning the statistics on public usage of golf courses provided by HKGC, the Vice-chairperson and some Members raised the following questions:

- (a) the rationale for assuming that golf rounds were played from 7 am to 2 pm in estimating the capacity of the golf courses;

- (b) whether the number of rounds played by non-members included those played by members' guests; and
- (c) whether there were any detailed breakdowns on public usage by the three golf courses and by types of non-members, i.e. general public or HKGC members' guests.

51. In response, Mr Ian Paul Gardner (**R645**) made the following main points:

- (a) 7 am to 2 pm was used in estimating the capacity of golf course because if players started the game after 2 pm, the full round of 18 holes could not be completed and hence such rounds were not included in the estimation;
- (b) the number of non-member rounds included those played by members' guests and the general public, or in charity events etc.; and
- (c) the requested detailed breakdowns could be provided after the meeting.

52. The Chairperson said that HKGC could provide the requested information to the Secretariat of the Board via email. As Members had no further question to raise, the Chairperson said that this session of the meeting was completed. She thanked the representers, commenters and their representatives, and the government representatives for attending the meeting. The Board would deliberate on the representations/comments in closed meeting after all the hearing sessions were completed and would inform the representers/commenters of the Board's decision in due course. The representers/commenters, their representatives and the government representatives left the meeting at this point.

53. The meeting was adjourned for lunch break at 2:10 p.m.

54. The meeting was resumed at 2:35 p.m.

55. The following Members and the Secretary were present at the resumed meeting:

Permanent Secretary for Development  
(Planning and Lands)

Ms Doris P. L. Ho

Chairperson

Mr Lincoln L.H. Huang

Vice-chairperson

Mr Wilson Y.W. Fung

Mr Stephen L.H. Liu

Dr C.H. Hau

Ms Sandy H.Y. Wong

Mr Daniel K.S. Lau

Ms Lilian S.K. Law

Mr K.W. Leung

Mr Ricky W.Y. Yu

Mr Vincent K.Y. Ho

Mr Ben S.S. Lui

Ms Bernadette W.S. Tsui

Chief Engineer/New Territories East

Transport Department

Mr K.L. Wong

Assistant Director (Environmental Assessment)

Environmental Protection Department

Mr Terence S.W. Tsang

Director of Planning

Mr Ivan M.K. Chung

56. The following government representatives, representers, commenter and their representatives were invited to the meeting at this point:

### **Government Representatives**

#### ***PlanD***

Mr Anthony K.O. Luk	- DPO/FSYLE
Mr Patrick M.Y. Fung	- STP/FSYLE
Ms Lily H. Lau	- TP/FSYLE

#### ***CEDD***

Mr Gavin C.P. Wong	- CE/N
Mr Daniel T.L Lau	- SE/N

#### ***AFCD***

Mr Boris S.P. Kwan	- SNCO(N)
Ms Chole C.U. Ng	- NCO(N)

#### ***WSP (Asia) Limited***

Mr Emeric W.K. Wan	] Consultants
Mr Ernest M.C. Tip	]
Mr Dennis C.H. Chan	]

#### ***Ecosystems Limited***

Mr Klinsmann K.L. Cheung	] Consultant
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### **Representers, Commenter and their Representatives**

#### **R10 – Federation of Public Housing Estates**

##### **(公屋聯會)**

Mr Chiu Kwok Wai	- Representer's Representative
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#### **R14 – Timothy Chui**

Mr Chui Ting Bong	- Representer
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R26 – 梁海明

Mr Raymond Leung Hai Ming - Representer

R27 – Fung Alfred Kwok Chor

R308 – 屠承志

R6645 – Lam Kwok Kwong Paul

Mr Lam Kwok Kwong Paul - Representer and Representatives' Representative

R34 – Li Mow Ming Sonny

Dr Li Mow Ming Sonny - Representer

R102/C41 – Yu Wai Wing Alberich

Mr Yu Wai Wing Alberich - Representer and Commenter

R136 – Wong Tsz Fung

Mr Wong Tsz Fung - Representer

R137 – 譚慕貞

Mr Wong Kit Bon - Representer's Representative

R246 – John Blackwood

Mr John Blackwood - Representer

R247 –Kenneth Ho

Mr Kenneth Ho - Representer

R273 – Yip Chun Wah

R313 – Wong Chi Kwong

R334 – Yeung Kam Hin Nelson

R1352 – Wong Hon Keung

R1363 – Cheng Kwok Wing

R1374 – Chu Stanley Kam Wing



R1387 - Lam Ting Pong

R1389 – Tse Yuk Wah Rebecca

R2269 – Poon Wing Mei Susan

R2315 – Thomson Warren Andrew

R3294 - Lui Michael Wing Yip

R3296 – Kwok Pui Sum

R3332 – Chong Chun Kit Albert

R3365 – Farcis Emmanuel Regis

R3440 – Pang Alan Kwan Kwok

R6590 – Ma Ka Chun Mason

R2271 – Wong Tai Lun Kenneth

Mr Wong Tai Lun Kenneth

- Representer and Representers’  
Representative

R282 – Da Silva Antonio Marcus

R2328 – Mounger Victor Frederick Clayton

R1957 – Mounger Chan May Ling Celia

Ms Mounger Chan May Ling Celia

- Representer and Representers’  
Representative

R293 – So Norman Chung Ping

R1278 – Lo Yick Kwan

R1309 – 陳譚令兒

R1310 – Cheng Kim In

R1311 – Lau Pak Keung James

R1312 – Pong Loong Fung Ling Florence

R1317 – Chau Chin Hung

R2331 – Ling Fong Alexander

R3978 – Lui Kim Hung Joseph

R1313 – Kwok So Chi Peggy

Ms Kwok So Chi Peggy

- Representer and Representers’  
Representative

R297 – Wan Man Yee

R543 – Chan Tim Yiu Raymond

R553 – Gardner Karen Jane

R1911 – Au-yang Cheong Yan Peter

R3508 – Fung Shui Kei Leonard

R3884 – Tang Suk Fong Jennifer

Mr Wan Man Yee

- Representer and Representers’  
Representative

R300 – Linton Timothy Robert

R3503 – Sun Leland Li Hsun

R1360 – Wong Yee Man Gloria

Ms Wong Yee Man Gloria

- Representer and Representers’  
Representatives

Mr Hau Kam Lam

57. The Secretary reported that the Secretariat of the Board had received a letter from the Hon Dr Tik Chi Yuen and Mr Chui Ting Bong (the vice-chairman of Third Side (新思維)) before the meeting indicating their support to the public housing development proposal. Members noted that Mr Chui Ting Bong, who had submitted a representation (**R14**), would make an oral submission at the day’s meeting.

58. The Chairperson extended a welcome and invited the representers, commenter and their representatives to elaborate on their representations/comment.

R10 – Federation of Public Housing Estates (公屋聯會)

59. Mr Chiu Kwok Wai made the following main points:

- (a) the Task Force on Land Supply (TFLS) was formed in 2017 to help address the land shortage problem in Hong Kong. In mid 2018, TFLS proposed 18 land supply options for the public to make choices, and an extensive and cross-sectoral five-month public engagement exercise was carried out. In

end 2018, TFLS recommended the Government to accord priority to eight short to medium term land supply options, including considering taking back 32 ha of land of FGC which were held under a private recreational lease (PRL). In early 2019, the Government endorsed the recommendations of TFLS including the Area for public housing. The recommendations of TFLS were supported by public opinions;

- (b) about 9 ha of land (Sub-Area 1) were proposed for public housing development to provide about 12,000 units, while the remaining land was recommended for conservation and recreational uses. A balance had been struck between development and conservation;
- (c) the remaining 140 ha of land of FGC could continue to support the development of golf sports in Hong Kong;
- (d) land shortage problem and lengthy rezoning procedures had impeded timely supply of public housing to meet the imminent housing need of the grassroots over the years. Since the first announcement of the LTHS in 2014, which presented a rolling ten-year housing supply target annually, the problem of having less housing supply in the first few years and more housing supply in the second five years within the ten-year timeframe had persisted. According to the 2020 Policy Address, 330 ha of land were identified to build 316,000 public housing units to satisfy the demand for public housing under the ten-year housing supply target, and partial development of FGC was one of the short to medium land supply options. The development scale and implementation programme of the proposed public housing, i.e. 12,000 units targeted for completion by 2029, was crucial to meet the ten-year housing supply target and ease the shortage of public housing in the short to medium term;
- (e) as announced by the Hong Kong Housing Authority (HKHA), as of March 2023, the average waiting time for public housing was 5.3 years and that for singleton elderly also stood at a high point of 3.9 years. There were about 230,000 applications on the waiting list for public housing. The

Government's goal of shortening the average waiting time for public housing to three years had not been met, and many low-income households were living in inadequate housing such as sub-divided units, cubicle apartments and rooftop structures. Speeding up and increasing public housing supply was pressing and indispensable;

- (f) it was understood that the public housing scheme had to be reviewed in terms of layout design and development intensity to meet the EIA approval conditions. Nevertheless, the Director of Environmental Protection had no in-principle objection to the proposed public housing in Sub-Area 1;
- (g) the Secretary for Development (SDEV) had re-affirmed the Government's intention to develop public housing in Sub-Area 1 notwithstanding the need to review the layout and development parameters and the Government's recommendation to rezone Sub-Area 1 from "R(A)" to "Undetermined" ("U"); and
- (h) the public housing development proposal was supported.

R14 – Timothy Chui

60. Mr Chui Ting Bong made the following main points:

- (a) he represented Third Side and the Hon Dr Tik Chi Yuen to make the presentation;
- (b) taking back Sub-Area 1 for public housing development was supported;
- (c) addressing housing needs of the grassroots and the poor should be accorded top priority. Sub-Area 1 was a piece of readily available land which could be used for developing public housing in the short to medium term. The remaining 140 ha of land of FGC could continue to be a place for the HKGC members/citizens to play golf;

- (d) on pedestrian connectivity aspect and as a means to reduce traffic impact, it was proposed to construct a 900m-long traveller connecting the proposed public housing site and its adjacent Cheung Lung Wai Estate and the NDH with MTR Sheung Shui Station. That would encourage residents to walk to/from MTR station in about 10 minutes and minimise residents' reliance on local transport such as bus feeder services. In fact, residents of public housing would not generate too many traffic trips;
- (e) to meet the need for development of golf sports in Hong Kong, the Government could consider building golf course/driving range on other recreational sites such as Penny's Bay Phase II (i.e. land reserve adjacent to the Hong Kong Disneyland Resort (HKDR)); and
- (f) SDEV's re-affirmation of the Government's intention to develop public housing in Sub-Area 1 was welcomed.

R26 – 梁海明

61. Mr Raymond Leung Hai Ming made the following main points:

- (a) FGC had a history of more than 100 years, and was one of the oldest golf courses in Asia. The three built heritages within FGC and its surrounding environment had created an ambience that made the whole FGC historically valuable. The proposed public housing development would result in permanent loss of the historic FGC;
- (b) the proposed public housing development would affect the ancient graves of indigenous clans, some of which were built in the Ming/Qing Dynasty. Resting place of the ancestors should be respected;
- (c) on ecological aspect, there were a number of century-old trees, such as *Picea wilsonii* Mast (細葉松), *Aquilaria sinensis* (土沉香) and the critically endangered CSC within FGC. The proposed public housing development

would definitely affect the old and valuable trees as well as the insects and wildlife. A balance between development and conservation should be struck;

- (d) partial development of FGC for public housing would destroy the scenic environment of the area and the historical value of the whole FGC and hence, diminishing the value of this precious heritage;
- (e) taking back part of FGC would hinder the development of golf sports in Hong Kong. Hong Kong golf athletes had attained remarkable results in international competitions such as Olympic Games, and taking back part of FGC would affect the training of the elite golf athletes and the youngsters. Besides, the attractiveness of Hong Kong of being an international city to expatriate and investors would be reduced as many of them would choose to work in a city with quality golf facilities that they could enjoy during their leisure time. Furthermore, FGC was the only golf course that was opened for public use in the North New Territories with a population of about three millions. There were inadequate golf facilities in Hong Kong, and taking back part of FGC would further exacerbate the current inadequacy. In addition, golf sports should be promoted in Hong Kong and it was a sport suitable for the general public, particularly for the elderly. Taking back part of FGC would also lead to the loss of jobs for those currently working in FGC;
- (f) traffic congestion was serious at major roads nearby and the carrying capacity of MTR services had reached saturation level in peak hours. Additional population arising from the proposed public housing development would put extra burden on the existing transport infrastructure and public transport services. Without comprehensive planning and provision of transport infrastructure and facilities, GIC facilities such as school and library, other ancillary facilities such as park and employment opportunities, Sub-Area 1 could not be considered to be suitable for public housing development;

- (g) there were other land supply options for developing public housing, such as the proposed 80 ha-agricultural park in Kwu Tong South of which the long-term use of 68 ha of land had yet to be determined, brownfield sites and NM; and
- (h) the public housing development proposal was opposed and the whole FGC should be preserved.

R34 – Li Mow Ming Sonny

62. Dr Li Mow Ming Sonny made the following main points:

- (a) he was the Director of Lok Sin Tong Benevolent Society Kowloon and a member of HKGC;
- (b) it was recognised that the waiting time for public housing was long, and the Government and non-governmental organisations had been working hard to provide light public housing/transitional housing to help reduce the waiting time for public housing and to address the housing need of the grassroots, particularly for those living in sub-divided units;
- (c) he opposed taking back part of FGC for public housing development;
- (d) golf was purely a sport activity and the matter should not be politicised. Playing golf should not be perceived as a class struggle between the rich and the poor. Playing golf was not the privilege of the rich. FGC was opened for public use in certain periods and the general public could play golf at FGC;
- (e) some people had compared the golf courses in Hong Kong and Singapore. Singapore had less population but had more golf courses than Hong Kong. FGC was the only golf course in Hong Kong that met the international standards for hosting international golf tournaments. Besides, there were views that the Kranji Racecourse (a horse racing course) in Singapore would be handed back to the Singaporean Government for public housing

development, and doubted why taking back only part of FGC for public housing development could not be pursued. It was not comparable as the situation of Kranji Racecourse was totally different from that of FGC. Kranji Racecourse had a low utilisation rate and it was not financially viable to operate the racing course, and hence it was handed back to the Singaporean Government for alternative uses;

- (f) FGC was the home of old and valuable trees, wildlife, built heritage and ancient graves. FGC was a beautiful garden of Hong Kong. The proposed public housing development would definitely affect the historical and ecological values of FGC;
- (g) there were other land supply options for developing public housing, such as NM and Kwu Tong North NDA, in which strategic rail links were planned to support the large-scale developments;
- (h) on transport and traffic aspects, the existing roads in the area were narrow with constant traffic congestion. Expansion of NDH underway would also put extra burden on the existing road capacity. Besides, the carrying capacity of MTR Sheung Shui Station was already saturated. He had done a survey and local residents objected to building public housing in FGC. An additional population of about 33,000 from the proposed public housing development would exacerbate the traffic congestion problem and put extra burden on MTR Sheung Shui Station and its services; and
- (i) it was questionable whether it was cost-effective to develop public housing in Sub-Area 1 and why the Government needed to take back the Area so urgently. It usually took a long time, say ten years, to investigate, design and construct public housing. Without comprehensive planning and investigation on geotechnical, traffic, environmental, sewerage, drainage, water supplies and other relevant perspectives, it was premature to conclude that Sub-Area 1 was suitable for public housing development.



R102/C41 – Yu Wai Wing Alberich

63. With the aid of a PowerPoint presentation, Mr Yu Wai Wing Alberich made the following main points:

- (a) he objected to the “R(A)” zone for public housing development, yet supported the “OU(CR)” zone for conservation and recreational uses;
- (b) whilst noting that a number of photomontages from various viewing points had been prepared and incorporated in Plans H-9a to H-9f of TPB Paper No. 10902 (the Paper), it was suggested that a photomontage from an additional viewing point from the drainage channel in Chung Chai Yuen, which was a popular tourist spot for hikers and cyclists, should be provided to demonstrate the visual impacts brought about by the proposed public housing development. Village houses in Chung Chai Yuen and Ng Uk Tsuen were at the height of about 30mPD;
- (c) as shown on the photos, Pei Tau Ling Kok, which was located to the immediate south of Sub-Area 1 of the Old Course of FGC, was a small knoll and a number of village houses were built thereat. When viewing from Pei Tau Ling Kok, the Old Course was green and picturesque;
- (d) a 1.3km-long Old Course Walking Trail was opened between 5pm and 9pm daily for the general public to enjoy night stroll. The trail was dog-friendly. Apart from the open space in Ching Ho Estate, the Old Course served as an open space for the nearby residents to enjoy;
- (e) no scale was provided on the notional layout of the proposed public housing on Plan H-8 of the Paper. It was roughly estimated that the nearest distance between the proposed residential block and village houses in Pei Tau Ling Kok was about 50m. The village houses in Pei Tau Ling Kok were about 30mPD in height and the BH of the nearest proposed residential block was 135mPD. It would create wall effect and adverse visual impact on the village houses in Pei Tau Ling Kok. Besides, there might be safety problem,

such as falling objects, during construction period and even after population intake;

- (f) the existing vehicular access of the Old Course was at Fan Kam Road, but the proposed vehicular access of the public housing was at Ping Kong Road. Cheung Lung Wai Estate, where a number of schools were located, also had its vehicular access at Ping Kong Road. Ping Kong Road was currently already a busy road with vehicles/school buses queuing up. The traffic congestion problem would be exacerbated by additional traffic flow from the proposed public housing development. There was currently no traffic problem on Ping Kong Road during the period of hosting international golf tournaments since the vehicular ingress/egress of the Old Course was at Fan Kam Road. Traffic congestion in the area would block access to/from Ping Kong Tsuen and cause a delay in emergency ambulance services to NDH;
- (g) there were a number of planned developments in the area, such as expansion of NDH, expansion of Ching Ho Estate, proposed residential developments at Tai Tau Leng and Ching Hiu Road. Coupled with the proposed public housing development of about 12,000 units and about 33,000 population, the area would become overcrowded;
- (h) Sub-Area 1 was located in a low-lying area. Surface runoff would flow from Pei Tau Ling Kok to the proposed roundabout at Ping Kong Road, causing flooding problem;
- (i) proposed junction improvement/road widening works would lead to a loss of greenery area and give rise to illegal parking. For example, those residents living in the nearby public housing estates, who were drivers of container vehicles, usually parked their vehicles on Ping Kong Road, causing serious illegal parking problem;
- (j) Sheung Shui was the hottest district in Hong Kong. With the increase in the number of high-rise buildings and population in the area, it would definitely cause a further rise in temperature; and

- (k) the Government should take into account the above considerations when reviewing the layout design and conducting relevant technical assessments.

R136 – Wong Tsz Fung

64. Mr Wong Tsz Fung made the following main points:

- (a) he was a resident of Sheung Shui;
- (b) while he supported the Government's multi-pronged approach to identify land for housing development and to address the acute housing needs of the low-income families, he had reservation on the proposed public housing development in Sub-Area 1;
- (c) traffic congestion was serious at Fan Kam Road, Tai Tau Leng Roundabout and Kai Leng Roundabout in peak hours. Additional traffic flow induced by the proposed public housing development would overstrain the capacity of the nearby road networks. It was queried whether the proposed road improvement works would be in place to tie in with the population intake of the public housing development. Besides, the effectiveness of upgrading the existing priority junction at Fan Kam Road/Po Kin Road into a roundabout was questionable. For example, long queues at Kwun Tong Road Roundabout were often observed in peak hours;
- (d) GIC facilities were insufficient to meet the needs of the additional population. There were two public housing estates nearby, i.e. Ching Ho Estate and Cheung Lung Wai Estate, with a total population of about 22,000. However, there was only one sports centre in the area, with no public market nor civic centre. Without the provision of adequate GIC facilities in the area, future residents had to commute to use GIC facilities in Sheung Shui Town Centre. Noting that expansion of NDH would be completed by 2028 and the number of hospital beds would increase from 600 to 2,100, it was queried whether the provision of 2,100 hospital beds had taken into account the needs of the

additional 33,000 population of the proposed public housing development;  
and

- (e) it was questionable whether the provision of 1,500 ancillary parking spaces and 300 public parking spaces in the proposed public housing site was adequate to meet the needs of future residents and the public, in particular during the period of hosting international golf tournaments. Other public housing estates with similar population sizes like Fu Cheong Estate and Po Tat Estate provided more public parking spaces. Insufficient parking spaces would lead to illegal parking and hence, creating negative impression to golf players and those visitors attending international tournaments.

R137 – 譚慕貞

65. Mr Wong Kit Bon made the following main points:

- (a) the Government's policy of developing public housing was supported but he had reservation on the proposed public housing development in Sub-Area 1;
- (b) there was concern on whether the provision of GIC facilities, in particular healthcare services, was adequate to meet the needs of additional population and Sheung Shui residents. Even there was an increase of 1,500 hospital beds in NDH, whether there were enough healthcare professionals like doctors and nurses to provide medical services in the hospital was queried;
- (c) Sheung Shui Town Centre served as a major transportation node for all Sheung Shui residents. With the intake of about 13,000 population of Queen's Hill Estate and the frequent activities of parallel traders, Sheung Shui Town Centre was overcrowded. An additional population of about 33,000 would further worsen the situation;
- (d) future residents would mainly rely on MTR services. However, the carrying capacity of the railway in Sheung Shui was saturated and could not accommodate additional population;

- (e) development intensity of the public housing site should be reduced by developing fewer residential blocks, say six blocks, instead of the originally proposed 12 residential blocks; and
- (f) FGC was an important historical and cultural asset which should be preserved. If fewer residential blocks were proposed, FGC could be preserved as much as possible.

R246 – John Blackwood

66. Mr John Blackwood made the following main points:

- (a) he was a civil engineer working in Hong Kong for over 40 years;
- (b) Sub-Area 1 was a wrong location for large-scale public housing development. High-density residential development should be located within 500m-walking distance of the railway station to reduce residents' reliance on road-based vehicular travel. However, Sub-Area 1 was located about 1.5km away from the nearest railway station. Therefore, a huge amount of road traffic would be generated by the additional 33,000 population, causing serious traffic congestion at the already overloaded roads such as Fan Kam Road;
- (c) notwithstanding a number of local road improvement works proposed to support the proposed public housing development, it was questionable whether the traffic demand arising from the proposed public housing development and other planned developments in the area such as expansion of NDH was properly estimated and assessed, and whether the proposed local road improvement measures such as the proposed Fan Kam Road/Po Kin Road Roundabout were adequate and effective to resolve the traffic problem. Traffic congestion would affect access for emergency vehicles to/from NDH. More importantly, the traffic problem in the area could not be simply

addressed by implementing local road improvement works, and a strategic plan for railway and highway infrastructure was necessary;

- (d) Hong Kong had long been lacking in an integrated strategic planning on land uses and transport infrastructure. Without a comprehensive plan on strategic transport infrastructure, it was premature to conclude that Sub-Area 1 was suitable for such large-scale and high-density housing development;
- (e) he disagreed with the Government's response that Sub-Area 1 was mainly occupied by carpark and staff quarters which had low ecological value. He questioned why a world-class golf course was devalued;
- (f) the historical value of the 110-year-old FGC should be respected; and
- (g) all Hong Kong people could play golf at FGC, not only the elites/privileged as claimed by some.

R247 – Kenneth Ho

67. Mr Kenneth Ho made the following main points:

- (a) he objected to the proposed public housing development;
- (b) the heritage value of the 110-year-old FGC should not be destroyed. Once it was destroyed, it was irreversible;
- (c) Hong Kong, being an international city, should provide adequate and quality sports facilities to support sports development. FGC was not only a place for playing golf, it also offered venues for other sports activities, such as futsal, cricket, tree climbing and long-distance running;
- (d) golf was a popular sport activity in Hong Kong. Over three million people had played golf at the Jockey Club Kau Sai Chau Public Golf Course since 1995. The golf facilities in Hong Kong had long been insufficient.

According to a research conducted by a Scotland-based organisation operating golf courses, there was a golf course per every 530,000 population in Hong Kong. In comparison, there was a golf course per every 30,000/40,000 population in Asian countries like South Korea and Japan, and a golf course per every 60,000/70,000 population in American and European countries. Even in Macau and Singapore, they had a golf course per every 340,000 and 200,000 population respectively. The number of golf courses in Hong Kong was far behind that of our economic competitor Singapore;

- (e) investors/foreigners loved Hong Kong because there were all kinds of sports facilities for them to enjoy and play, and they generally had positive feedbacks on sports events, like Rugby Seven and international golf tournaments, held in Hong Kong. It showed that FGC had helped Hong Kong develop a good international image; and
- (f) instead of taking back part of FGC for public housing development, the Government should explore other possible options, such as Heung Yee Kuk (HYK)'s proposal of developing a piece of land in Ping Kong Tsuen, NM and resuming brownfield sites in the New Territories for public housing development.

R282 – Da Silva Antonio Marcus

R2328 – Mounger Victor Frederick Clayton

R1957 – Mounger Chan May Ling Celia

68. Ms Mounger Chan May Ling Celia made the following main points:

- (a) she agreed with the Government's policy to find more land for public housing development to meet the housing needs of the low-income families, yet opposed taking back part of FGC for public housing development;
- (b) according to the research conducted by Greenpeace, there were about 443 ha of brownfield sites in the New Territories. The Government should develop

brownfield sites for public housing development rather than take back the land from FGC which had a long history and good international reputation;

- (c) although Hong Kong might still have the capacity to hold international golf tournaments even after the Government took back part of FGC, the loss of part of FGC would mean a total and permanent loss of its heritage value; and
- (d) Hong Kong had lost many businesses and economic opportunities in the past three years during the COVID-19 pandemic. The entire FGC should be preserved so that FGC could continue to perform its role in attracting visitors, investors and talents, and rebuilding/reinforcing Hong Kong's image as an international metropolis.

R293 – So Norman Chung Ping

R1278 – Lo Yick Kwan

R1309 – 陳譚令兒

R1310 – Cheng Kim In

R1311 – Lau Pak Keung James

R1312 – Pong Loong Fung Ling Florence

R1317 – Chau Chin Hung

R2331 – Ling Fong Alexander

R3978 – Lui Kim Hung Joseph

R1313 – Kwok So Chi Peggy

69. Ms Kwok So Chi Peggy made the following main points:

- (a) she was a golfer and had participated in golf tournaments back in 1984 but there were limited resources for golfers at that time. She also represented nine other representers who were not golfers;
- (b) on Hong Kong's international image, HKGC had a long history and was one of the leading golf clubs worldwide. HKGC was a reciprocal club affiliated with some world-class golf clubs around the world and many inter-club tournaments held by HKGC were well-received on the international stage.



HKGC had successfully attracted many visitors to play golf and attend international tournaments at FGC. HKGC, with a high international recognition, should act as Hong Kong's tourism ambassador to promote Hong Kong as an international metropolis. Taking back part of FGC would definitely affect Hong Kong's reputation on the international stage. In addition, HKGC had long been bearing its social responsibility in hosting charity events such as the Cup of Kindness;

- (c) on environmental and ecological aspects, extensive tree felling and carbon emission during construction would affect the natural environment. For example, some red parrots seen flying in FGC before had disappeared after the nearby public housing estates were built. The proposed public housing development in Sub-Area 1 would have adverse ecological impact and it was queried what remedial measures would be undertaken;
- (d) as regards the development of golf sports, Hong Kong's young golf athletes like Mr Taichi Kho and Miss Tiffany Chan had attained remarkable and encouraging results in international competitions. Taking back part of FGC would reduce the number of golf holes in the Old Course and inevitably affect the training of the elite golf athletes and the young players. Golf had become a popular sport activity, yet the golf facilities in Hong Kong were inadequate to meet the demand. Taking back part of FGC would further exacerbate the deficiency; and
- (e) there was concern on the adverse traffic impact brought about by the proposed public housing development.

R297 – Wan Man Yee

R543 – Chan Tim Yiu Raymond

R553 – Gardner Karen Jane

R1911 – Au-yang Cheong Yan Peter

R3508 – Fung Shui Kei Leonard

R3884 – Tang Suk Fong Jennifer

70. Mr Wan Man Yee conveyed the main views of the following representers, who all opposed the OZP:

- (a) R543 reminded that FGC was a golf course of more than 100 years and of high heritage value and should be preserved. As a round of golf was for 9 or 18 holes, demolishing 8 holes in the Old Course in effect meant that 9 holes of the Old Course were gone and it could no longer function as a 18-hole course;
- (b) R553 was of the view that the FGC was a precious nature reserve with abundance of trees and vegetation with conservation value, including the CSC, Yellow Cow Woodland, Burmese Rosewood, a Banyan of over 190 years old, etc. Such cultural heritage should be preserved. Should the Leisure and Cultural Services Department (LCSD) take up its management, they should undertake not to affect the trees and vegetation, especially those with conservation value;
- (c) R1911 was of the view that as an international city, Hong Kong needed golf facilities. Hong Kong had far less golf course per person as compared with Singapore. It did not make sense and was wasteful to destroy the FGC, which was one of the oldest golf courses in Asia, for housing. To satisfy the need for housing, NM and brownfield sites should be used;
- (d) R3508 considered that the proposed public housing would create traffic and flooding problems in the area. FGC had high heritage value and should be preserved. It was not worth destroying the Old Course for 9 odd ha of land for public housing; and
- (e) R3884 urged that the historical and beautiful FGC should not be destroyed. It was proposed that the FGC could be opened up more for public use, especially for training of the top players.

71. With the aid of a PowerPoint presentation, Mr Wan Man Yee made the following main points:

- (a) he was a surveyor with 30 years of public service, including being a committee member of HKHA for 14 years;
- (b) he supported the Government's policy of developing more public housing and had in the past provided advice to HKHA to help enhance flat production of various projects. However, proposed public housing developments should be in a right location and of appropriate scale;
- (c) given the unique heritage value, he objected to taking back part of the Old Course. He would have less concern if the Government were to take back part of the Eden Course or New Course;
- (d) with regard to the report of TFLS, according to the terms of reference, TFLS was tasked to undertake an overall review of the land supply options and it was not empowered to identify any particular piece of land for development. Besides, FGC was only cited as an example under one of the recommended land supply options i.e. alternative uses of sites under PRLs. It was out of the scope of TFLS to recommend the Government to take back part of FGC for public housing development. It was also questionable why TFLS's recommendation of using 32 ha of land of FGC for building 4,600 units would turn into the current proposal of using 9 ha of land of FGC for building 12,000 units;
- (e) instead of taking back part of FGC for public housing development, priorities should be accorded to other land supply options:
  - (i) developing brownfield sites – according to various sources in the public domain, about 1,600 ha of land in the New Territories were occupied by brownfield operations, which should be resumed by the Government for alternative uses;

- (ii) Land Sharing Pilot Scheme – it was launched for receiving applications from interested project proponents to share their private land for public housing development, which was subject to a cap of 150 ha on the total area of private land to be approved. The Government should consider raising the quantum of 150 ha to facilitate more land supply for public housing;
- (iii) NM – by mainly deducting areas covered by OZPs and Country Parks from the planned area of the NM, it was roughly estimated that there were about 3,800 ha of land with new planning opportunity for housing development in the NM, i.e. about 9.5 times of the area of Tin Shui Wai; and
- (iv) developing abandoned agricultural land – in the territory, about 3.9% of the land was for residential use which was less than about 4.4% of the land for agricultural use. It was roughly estimated that about 14% of land within NM was currently zoned “Agriculture”. It was suggested that idle and degraded agricultural land could be used for housing development. HYK had lately put forward a proposal for developing abandoned agricultural land in Ping Kong Tsuen, which was adjacent to FGC, for public housing development, and the Government should further study that proposal;
- (f) the Old Course possessed rich natural and cultural heritages. On natural heritage, it was the home of old and valuable trees and wildlife. On cultural heritage, the Old Course was built in 1910s and it was one of the oldest golf courses in the world. At that time, it was built in a method that respected the natural terrain. The Old Course had been in use uninterrupted since 1910s except during World War II, and it had been well-maintained. The cultural heritage value of the Old Course was rich and should not be destroyed. The Antiquities Advisory Board (AAB)’s heritage grading of FGC was still in process and the decision of the Board would pre-empt AAB’s grading process. It was suggested that AAB should evaluate the cultural heritage value of FGC from two perspectives i.e. the whole FGC as

one site and the Old Course itself. The FGC, especially the Old Course, should be preserved as a cultural heritage;

- (g) on the issue of reprovisioning, the Government had in the past offered reprovisioning to private recreational clubs when they were affected by other projects. For examples, Hong Kong Cricket Club was relocated from Central District to Wong Nai Chung Gap because the Government needed to take back the concerned land for open space use, and the Hong Kong Football Club was relocated to Sports Road in Happy Valley because of the need for re-alignment of the horse racing track. If the Government had to take away part of the Old Course, they should at least offer reprovisioning to HKGC that was consistent with past practices;
- (h) on air ventilation aspect, easterly summer prevailing wind would be blocked by the residential blocks in Cheung Lung Wai Estate and Ching Ho Estate, causing adverse air ventilation impact to Sub-Area 1 and the FGC to the west of Fan Kam Road. That would render Sub-Area 1 not suitable for housing;
- (i) on sewerage aspect, paragraph 13.2.2 of the Explanatory Statement of the draft OZP stated that the existing sewers along Fan Kam Road and San Wan Road might not have sufficient capacity and new sewers might be needed. It was queried how a large-scale residential development of 33,000 population could be proposed if the sewerage problems and/or solutions were still uncertain. The Government did not provide any response to whether a new sewer was required. In view of the busy traffic on Fan Kam Road, it could not be closed for laying a new sewer;
- (j) the proposed public housing development would result in adverse traffic impact in the area and affect emergency ambulance services to NDH;
- (k) it was questionable whether taking back part of FGC for public housing development could contribute to housing land supply in short to medium term as targeted. Sub-Area 1 was now proposed to be rezoned from “R(A)” to “U” in the Paper, and extra time would be needed to rezone Sub-Area 1 back

from “U” to an appropriate residential zoning if Sub-Area 1 was to be retained for residential use after the review. Besides, if HYK submitted rezoning application for turning agricultural land in Ping Kong Tsuen for residential development, the whole planning process would become more complicated; and

- (l) currently, 43% of golfers playing in FGC were non-HKGC members and the public could access and use the open space in the Old Course. The HKGC, which had good experience in managing the golf course to high standard, should be allowed to continue to manage the Area instead of handing it over to LCSD.

[The meeting was adjourned for a 10-minute break. Messrs Stephen L.H. Liu and Ricky W.Y. Yu left this session of the meeting during the break.]

R300 – Linton Timothy Robert

R3503 – Sun Leland Li Hsun

R1360 – Wong Yee Man Gloria

72. Mr Hau Kam Lam made the following main points:

- (a) he was a former North District councillor and currently being the chairman/member of various committees of NDH;
- (b) he supported the Government’s policy of developing more public housing, yet taking back part of FGC for public housing development was not supported;
- (c) instead of taking back part of FGC for public housing development, it was queried why the Government would not consider developing the large tract of abandoned agricultural land in Ping Kong Tsuen, which was adjacent to FGC;

- (d) there was concern on whether the planning and provision of transport infrastructure, GIC facilities and open spaces in the area were adequate to cater for the needs of 33,000 population of the proposed public housing development. The said housing development, together with other planned developments in the area, would result in adverse traffic impact. Existing traffic congestion problems at the Tai Tau Leng Roundabout, Fan Kam Road and Castle Peak Road would be further exacerbated, and emergency ambulance services to NDH would be affected;
- (e) FGC had a rich history and had played an important role in the development of golf sports in Hong Kong. Many international golf tournaments held at FGC were well-received on the international stage. In 2008, FGC was chosen to hold the equestrian cross country event of the Beijing Summer Olympic Games. FGC also provided job opportunities to the nearby villagers, such as caddies, and had established very good relationship with the villagers; and
- (f) the Chief Executive pledged to tell the world the good stories of Hong Kong. FGC, with a high international significance and recognition, should be preserved to help promote Hong Kong as an international metropolis.

73. Ms Wong Yee Man Gloria made the following main points:

- (a) she was a member of HKGC and the former chairperson/member of the Hospital Governing Committee of NDH;
- (b) NDH was an acute general hospital providing 24-hour accident and emergency services, specialist outpatient services and day care services, etc. The current population in North District was about 350,000 and it was projected to increase by about 20% to about 426,000 within seven years. The elderly population in North District was also projected to increase by about 46% from about 67,000 in 2020 to about 98,000 in 2029. Hence, expansion of NDH was put forward to meet the healthcare needs in North District. Expansion of NDH was targeted for completion in 2029 to provide

additional 1,500 hospital beds i.e. a total of 2,100 beds. It was queried whether the provision of 2,100 hospital beds had taken into account the needs of the additional 33,000 population of the proposed public housing development;

- (c) NDH recorded an average number of 300 attendances to the accident and emergency department per day, 100 of which were admitted to the hospital by ambulances while the remaining 200 visited the hospital by themselves. Among the 300 attendances, half of them were triaged as critical cases, emergency cases or urgent cases. In the past five years, the average number of attendances to the accident and emergency department was 88,000 per year;
- (d) the existing traffic condition in the area was undesirable with frequent traffic congestion at Tai Tau Leng Roundabout, Kai Leng Roundabout and Fan Kam Road. Additional population from the proposed public housing development would bring about adverse traffic impact and further exacerbate traffic congestion, causing a delay in emergency ambulance services. Some patients might die or become permanently disabled because they could not receive timely medical treatment;
- (e) she supported the Government's policy of developing more public housing but queried whether Sub-Area 1 was suitable for public housing development and whether it was the only possible land supply option; and
- (f) although the Government had announced to take back the 32 ha of land of FGC when its STT expired on 31.8.2023, the Board should not make a hasty decision, and the heritage value and economic benefits of retaining FGC as a whole and other land supply options should first be explored.

R27 – Fung Alfred Kwok Chor

R308 – 屠承志

R6645 – Lam Kwok Kwong Paul



74. With the aid of a PowerPoint presentation, Mr Lam Kwok Kwong Paul made the following main points:

- (a) he had worked in the field of land development and community building in Hong Kong and Mainland for over 40 years;
- (b) he shared the views of other representers about the adverse impact on access for emergency vehicles to NDH;
- (c) the TTIA of the Technical Study underestimated the future traffic flow in the area based on false assumptions of junction performance. According to the TTIA, the design flow to capacity (DFC) ratio of Po Shek Wu Road Interchange (Tai Tau Leng Roundabout) was 0.76 and 0.71 in AM and PM peak hours respectively in 2019. However, according to the 'Traffic Impact Assessment Report for Development Sites 1 and 2 in Sheung Shui Areas 4 and 30', the DFC ratio of the Interchange had already reached 0.96 and 0.99 in AM and PM peak hours respectively as in 2017. A DFC ratio of 1 indicated continual queuing and could not be considered acceptable while a DFC ratio of 0.85 indicated that queuing would theoretically be avoided in 85% of cases and could be considered reasonable. It was queried why there was a great difference in the junction performance findings at the Interchange in 2017 and 2019 in the two assessments. Besides, it was considered that the 2017 baseline figures should be adopted for traffic flow projection, if so, the DFC ratio of the Interchange should have exceeded 1 by 2032. Hence, the traffic capacity in the area had already been overloaded and the traffic flow induced by the proposed public housing development would further exacerbate the existing traffic congestion, causing a delay in emergency ambulance services to NDH;
- (d) the proposed road improvement works at Tai Tau Leng Roundabout, including the Po Shek Wu Road Flyover, would only be completed much later. All projects near the NDH should not be approved until completion of that flyover; and

- (e) HKO and other golf tournaments were held at the Old Course. The Old Course was built and maintained following the natural terrain, it had good drainage capacities and was suitable for holding golf events during the rainy seasons in summer. The Old Course was important for operation of FGC and the development of golf sports in Hong Kong.

R273 – Yip Chun Wah

R313 – Wong Chi Kwong

R334 – Yeung Kam Hin Nelson

R1352 – Wong Hon Keung

R1363 – Cheng Kwok Wing

R1374 – Chu Stanley Kam Wing

R1387 – Lam Ting Pong

R1389 – Tse Yuk Wah Rebecca

R2269 – Poon Wing Mei Susan

R2315 – Thomson Warren Andrew

R3294 – Lui Michael Wing Yip

R3296 – Kwok Pui Sum

R3332 – Chong Chun Kit Albert

R3365 – Farcis Emmanuel Regis

R3440 – Pang Alan Kwan Kwok

R6590 – Ma Ka Chun Mason

R2271 – Wong Tai Lun Kenneth

75. With the aid of a PowerPoint presentation, Mr Wong Tai Lun Kenneth made the following main points:

- (a) he had been a lawyer for over 30 years;
- (b) the proposal of taking back part of FGC for housing development was in violation of procedural justice;
- (c) the previous administration misled the public and the recommendations of TFLS were not supported by public opinions. Taking back part of FGC for

housing development was not an option for the public to make choices, and FGC was only cited as an example under one of the recommended land supply options i.e. alternative uses of sites under PRLs;

- (d) the previous administration presumed FGC to be guilty and had put the cart before the horse. TFLS' recommendation was to accord priority to studying the feasibility of housing development on 32 ha of land in FGC. However, the Government's response was that the Government would develop the 32 ha of land of FGC for housing development. It was queried how the previous administration could come up with the conclusion of taking back and developing FGC before conducting a detailed technical study;
- (e) the Government had to further review the layout to comply with conditions of the EIA approval, which meant that the development area would be even smaller than 9 ha. If so, there were many alternative sites under PRLs of similar size that could be taken back for public housing development;
- (f) there was conflict of roles of the chairman of TFLS who was also the chairman of ACE at the same time. The decision of ACE needed to be reviewed; and
- (g) considering impacts on the environment, nature conservation, youth sports development, heritage value and high reputation of FGC, FGC should be preserved as a whole and not be used for housing development.

76. As the presentations of the representers, commenter and their representatives had been completed, the meeting proceeded to the Q&A session. The Chairperson explained that Members would raise questions and the Chairperson would invite the representers, commenter, their representatives and/or the government representatives to answer. The Q&A session should not be taken as an occasion for the attendees to direct questions to the Board or for cross-examination between parties. The Chairperson then invited questions from Members.

*Traffic Aspect*

77. Some Members raised the following questions:

- (a) with regard to the assumptions in the TTIA, why there were differences between the 2017 and 2019 baseline figures quoted by R6645;
- (b) noting that some of the representers had grave concern on the traffic impact on the area, details of the proposed road improvement measures; whether the proposed road improvement measures would be in place to tie in with the population intake in 2029; and whether the proposed road improvement measures would still be carried out if there was no public housing development in Sub-Area 1; and
- (c) the potential traffic impact on the operation of NDH, and whether the TTIA had taken into account the location of the proposed emergency vehicular ingress/egress of the NDH expansion site as well as the traffic flow generated by expansion of NDH and the proposed public housing development.

78. In response, with the aid of some PowerPoint slides, Mr Gavin C.P. Wong, CE/N, CEDD, made the following main points:

- (a) the differences in the 2017 and 2019 baseline figures were mainly due to different travel patterns surveyed in different periods of time and the completion of widening of the southbound arm of Po Shek Wu Road (linking up with Tai Tau Leng Roundabout) into three lanes in 2019. Therefore, the junction performance of Tai Tau Leng Roundabout in 2019 was improved when comparing to that in 2017;
- (b) a number of road improvement measures were planned/being implemented in the district, including (i) partial widening of the westbound arm of Fanling Highway (linking up with Tai Tau Leng Roundabout) planned for completion in end 2023; (ii) a new exclusive left turn lane at the northbound arm of Fan Kam Road (linking up with Tai Tau Leng Roundabout) planned for

completion in 2028; (iii) traffic signal improvement works with additional lanes at the junction of Castle Peak Road – Kwu Tung / Fan Kam Road targeted for completion in 2028; (iv) upgrading of the existing priority junction at Fan Kam Road and Po Kin Road into a roundabout targeted for completion in 2028; (v) upgrading of the existing priority junction at Po Kin Road and Ping Kong Road into a signal-controlled junction targeted for completion in 2029; and (vi) Po Shek Wu Road Flyover connecting the southbound arm of Po Shek Wu Road with the westbound arm of Fanling Highway targeted for completion in 2031. Majority of the road improvement works would be in place to tie with the population intake in 2029. Even if there was no public housing development in Sub-Area 1, the above-mentioned road improvement works, except item (v) at the junction of Po Kin Road/Ping Kong Road, would still be carried out to address the future traffic need in the district; and

- (c) at the time of preparation of the TTIA, the location of the ambulance ingress/egress of the NDH expansion site had yet to be determined. Nevertheless, the traffic flow generated by the expansion of NDH, the proposed public housing development in Sub-Area 1 and other existing/planned developments in the area had been taken into account in the TTIA. With the implementation of various road improvement measures as mentioned above, it was anticipated that the proposed public housing development in Sub-Area 1 would not result in significant adverse traffic impact on the local road network and on the operation of NDH, and Commissioner for Transport (C for T) had accepted the TTIA. According to the latest information provided by the Hospital Authority (HA), a new general vehicular ingress/egress of the NDH expansion site was proposed at Po Kin Road and the ambulance ingress/egress was at Fan Kam Road. Measures such as providing no stopping ‘yellow box’ road marking outside the proposed vehicular ingresses/egresses to minimise blockage might be considered. Moreover, the TTIA would be reviewed and updated at the upcoming investigation and design stage to take into account the latest information on the locations of the vehicular ingresses/egresses of the NDH

expansion site, and C for T would further consider the updated TTIA and the necessary road improvement works.

*Provision of Hospital Beds and GIC Facilities*

79. Some Members asked whether the provision of GIC facilities, particularly the planned provision of about 2,100 hospital beds in NDH, had taken into account the needs of the additional 33,000 population, and whether the provision of GIC facilities in the district was adequate to meet the demand of the population in Fanling/Sheung Shui (FSS).

80. In response, with the aid of a PowerPoint slide, Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, made the following main points:

- (a) the 33,000 population of the proposed public housing development and the population of other committed/planned residential developments had been included in the planned population of the FSS New Town and had been taken into account in assessing the provision and demand for GIC facilities including hospital beds;
- (b) according to the GIC table in Annex VI of the Paper, for hospital beds, the existing provision was 658 and the planned provision (including existing provision) was 2,158. While there would be a slight surplus of hospital beds for the planned population in Fanling/Sheung Shui New Town according to the standards in the Hong Kong Planning Standards and Guidelines, the provision of hospital beds would be monitored and assessed by HA on a regional basis. Besides, a hospital site was reserved in Kwu Tong North NDA to meet the demand of the planned population in the whole North District; and
- (c) the planned provision of other GIC facilities such as schools was generally adequate to meet the needs of the planned population. Although there were shortfalls in the provision of social welfare facilities such as child care centre and residential care home for the elderly, the provision of those facilities was a long-term goal and the actual provision would be subject to the

consideration of Social Welfare Department in the planning and development process as appropriate. In addition, about 5% of the total domestic GFA would be set aside in future public housing development projects for provision of social welfare facilities.

*Visual, Air Ventilation, Heritage and Ecological Aspects*

81. Some Members raised the following questions:

- (a) the distance between Sub-Area 1 and Pei Tau Ling Kok, and the potential visual impact on views from Pei Tau Ling Kok;
- (b) details of breezeways in the area and potential air ventilation impact of surrounding developments on Sub-Area 1;
- (c) noting that FGC was on the list of new items pending grading assessment by AAB, what the latest progress of the grading assessment was; and
- (d) whether red parrots (as mentioned by **R1313**) were observed in FGC and whether the Ecological Impact Assessment (EcoIA) had taken it into account.

82. With the aid of some PowerPoint slides and the visualizer, Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, made the following main points:

- (a) Pei Tau Ling Kok was located several metres from the boundary of the Area, but there was a strip of woodland area (zoned "OU(CR)") between the southeastern boundary of Sub-Area 1 and Pei Tau Ling Kok. According to the Town Planning Board Planning Guidelines No. 41 "Guidelines on Submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board", visual impact should take into account views from key strategic and popular local vantage points. In the high development density context of Hong Kong, it was not practical to protect private views without stifling development opportunity and balancing other relevant considerations;

- (b) according to the findings of the Air Ventilation Assessment (Expert Evaluation) (AVA(EE)), summer prevailing wind came from the east and southeast. A major east-west breezeway along Ching Hiu Road and low-rise schools, and two other major breezeways along Po Kin Road to the east and the low-rise village houses to the southeast would facilitate easterly and south-easterly wind to penetrate into Sub-Area 1 and the FGC to the west of Fan Kam Road. No major wind corridor was identified in Ching Ho Estate in the AVA(EE). Significant adverse air ventilation impact caused by surrounding developments on Sub-Area 1 was not anticipated; and
- (c) according to the advice of the Antiquities and Monument Office, AAB agreed in 2018 to evaluate the cultural heritage value of FGC as proposed by HKGC, and FGC was incorporated in the list of new items pending grading assessment. However, AAB still needed to consider how the existing criteria on grading of historic buildings could be applied to FGC as there was generally no structure on the golf course and there was no programme for completion of the grading of FGC.

83. In response to a Member's enquiry about the impact on red parrots, Mr Klinsmann K.L. Cheung, the Consultant, said that parrots were not native to Hong Kong and they were regarded as exotic species. According to the 12-month ecological survey conducted, no parrot was observed. If any exotic species, such as parrots, were observed in the ecological survey, their habitat would have been assessed in the EcoIA.

#### *Sewerage Aspect*

84. Two Members raised the following questions:

- (a) details of the existing and proposed sewerage arrangements; and
- (b) if new public sewers were required, whether they could be placed within/along the periphery of the NDH expansion site/the proposed public housing site in Sub-Area 1 to avoid the need for excavation on Fan Kam Road,



thereby minimising the impact on road traffic and the surrounding environment.

85. In response, with the aid of a PowerPoint slide, Mr Gavin C.P. Wong, CE/N, CEDD, said that the existing sewers in the area did not have sufficient capacity to cope with the needs of the 33,000 population. A new sewer underneath Fan Kam Road would be constructed to connect with the existing sewerage system at San Wan Road that would be conveyed to the Shek Wu Hui Sewage Treatment Works. Under the established practice, public sewers under the management and maintenance of the Drainage Services Department would be laid on government land. As such, there were difficulties to lay public sewers within/along the periphery of the NDH expansion site/the proposed public housing site in Sub-Area 1 as they involved land not in Government's hands. Nevertheless, trenchless excavation method could be considered to reduce the impact of sewerage construction works on road traffic and the surrounding environment.

#### *Reprovisioning Issue*

86. Noting that the Government had announced to take back the 32 ha east of Fan Kam Road of FGC on 1.9.2023, a Member enquired whether a reprovisioning site would be offered to HKGC. In response, Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, said that as advised by the Lands Department, the Government had no responsibility to offer a reprovisioning site to FGC. The 32 ha was located on government land which was governed by a STT to HKGC for developing sports and recreational venues at nominal rent until 31.8.2023. Similar to uses operated under short term tenancies on government land, reprovisioning arrangement would not be offered.

#### *Other Land Supply Options*

87. Having noted that a number of land supply options were mentioned by some representers, a Member asked about the Government's position on those land supply options. The Chairperson said that the Government had been adopting a multi-pronged approach to find more land to meet housing and other development needs. To meet the acute housing demand, various land supply options had been vigorously pursued by the Government concurrently in a comprehensive manner. For example, for brownfield sites, there were about 1,600 ha of

brownfield sites in the New Territories, and nearly half of them had already been included in various development projects/studies, such as Kwu Tung North/Fanling North and Hung Shui Kiu/Ha Tsuen NDAs. In the past few years, 30 ha of brownfield sites had been resumed, and it was estimated that about 200 ha of brownfield sites would be resumed in the period from 2023 to 2026. Regarding R14's suggestion for developing the 60 ha of land adjacent to the HKDR, although the land concerned was no longer reserved for expansion of the HKDR, its future development still had to comply with the land use and development requirements under the Deed of Restrictive Covenant (DRC) signed between the Government and the Hongkong International Theme Parks Limited. According to the DRC, the development on the land concerned could not be used for residential purpose.

*Others*

88. Two Members raised the following questions:

- (a) whether the Government had any plan to take back Eden Course/New Course for alternative uses; and if affirmative, what follow-up action would be required;
- (b) how the potential safety problem on residents at Pei Tau Ling Kok would be dealt with during the construction period; and
- (c) whether R14's proposal to provide a traveller connecting Sub-Area 1 with MTR Sheung Shui Station had been considered by the Government.

89. Mr Anthony K.O. Luk, DPO/FSYLE, PlanD, and Mr Gavin C.P. Wong, CE/N, CEDD, made the following responses:

- (a) the TFLS's recommendation was for the Government to study and take back 32 ha of land of FGC (to the east of Fan Kam Road). There was no recommendation/suggestion in the TFLS's report to take back the Eden Course/New Course and the Government had no plan to do so;

- (b) with regard to the potential safety problem of falling objects from Sub-Area 1 as raised by R102/C41, there were laws and regulations governing safety of construction works and fines against falling objects; and
- (c) R14's traveller proposal had not been considered in the Technical Study, and the proposal would be conveyed to the Transport and Logistics Bureau for consideration, as appropriate, from the policy perspective of enhancing pedestrian walkability.

[The Vice-chairperson and Dr C.H. Hau left this session of the meeting during the Q&A session.]

90. As Members had no further questions to raise, the Chairperson said that the hearing session on the day was completed. She thanked the representers/commenter, their representatives and the government representatives for attending the meeting. The Board would deliberate on the representations/comments in closed meeting after all hearing sessions were completed and inform the representers/commenters of the Board's decision in due course. The representers/commenter, their representatives and the government representatives left the meeting at this point.

91. This session of the meeting was adjourned at 6:50 p.m.