

## LegCo Panel on Development - Special Meeting on "Planning for Land Supply in Hong Kong"

As all or part of Fanling Golf Course is potentially directly impacted from Taskforce development options, FGC has engaged technical consultants to look at the development feasibility, and whether Fanling's surrounding infrastructure could cope with such mass public housing demand. Such work focused on this aspect in a more detailed technical analysis than the Taskforce's 'broad technical assessment' to determine feasibility, and identification of any major development constraints, timing and cost implications.

In terms of traffic and transportation, Fanling Golf Course is far beyond railway walk-in catchment distance, which renders the whole site as road dependent, and unsuitable in planning and transport terms for mass public housing.

Further, the existing and planned road network has only been sized to meet underlying traffic growth plus the demands generated by the committed Kwu Tung North and Fanling North New Development Areas, with no capacity to accommodate either additional Taskforce development of FGC.

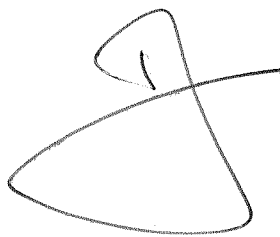
Partial development will increase local road traffic levels by 38-66% which would seriously overload the key junctions and Fan Kam Road and disrupt traffic circulation in the vicinity of the North District Hospital. This partial development is considered unsuitable for high-density new town type developments as the current and committed traffic and transport network is not able to accommodate forecast traffic growth.

Locally, the Taskforce's Full development would further significantly congest roads and jeopardise reliable emergency delivery of patients to the North District Hospital, as it would generate major traffic flows equivalent to two full traffic lanes or more, far exceeding available capacity on Fanling Highway, which has no spare capacity to accommodate Taskforce's population, and will require new strategic railway and highway

corridors to the metro area that would comprise a major development constraint, and will take many decades to plan, design, environmentally permit and construct.

In terms of essential sewerage, sewage treatment, stormwater drainage and freshwater supply recent detailed analysis concludes that Fanling's surrounding infrastructure cannot cope with demand from either of the Taskforce's Partial or Full loss of Fanling, building merely the essential minimal infrastructure will require billions of tax payers' dollars and many decades to realise that make neither Taskforce option a short to medium "quick win" options that can solve Hong Kong's immediate and pressing public housing problems.

TIMOTHY J. PERSON - SMITH

A handwritten signature in black ink, appearing to be 'T. Person-Smith', written in a stylized, cursive-like font.

19/9/18