

1. The meeting was resumed at 9:30 a.m. on 1.3.2017.
2. The following Members and the Secretary were present in the morning session of the resumed meeting:

Permanent Secretary for Development
(Planning and Lands)
Mr Michael W.L. Wong

Chairman

Professor S.C. Wong

Vice-Chairman

Mr Lincoln L.H. Huang

Mr Ivan C.S. Fu

Mr Dominic K.K. Lam

Mr Stephen H.B. Yau

Dr F.C. Chan

Mr Philip S.L. Kan

Mr K.K. Cheung

Mr Wilson Y.W. Fung

Mr Alex T.H. Lai

Dr Lawrence K.C. Li

Ms Sandy H.Y. Wong

Mr Franklin Yu

Deputy Director of Environmental Protection
Mr C.W. Tse

Assistant Director of Lands/Regional 3
Mr Edwin W.K. Chan

Agenda Item 1

[Open Meeting]

Consideration of Representations and Comments in respect of Draft Kennedy Town & Mount Davis Outline Zoning Plan No. S/H1/20

(TPB Paper No. 10244)

[The item was conducted in Cantonese and English.]

3. The Chairman said that it was the fifth and last day of the hearing of the representations and comments in respect of the draft Kennedy Town & Mount Davis Outline Zoning Plan (OZP) No. S/H1/20 (the draft OZP).

4. The Secretary said that Members' declaration of interests was recorded in the minutes of 7.2.201 and 15.2.2017. In addition, Dr Lawrence K.C. Li declared interest on the item as R4113 was submitted by the Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) and his relative was a DAB member. Since Dr Lawrence K.C. Li had no involvement in the representation, the meeting agreed that he could stay in the meeting. Members noted that Mr Raymond K.W. Lee, Mr Martin W.C. Kwan, Mr H.W. Cheung, Mr Patrick H.T. Lau, Ms Christina M. Lee, Mr Thomas O.S. Ho, Mr Stephen L.H. Liu, Ms Janice W.M. Lai, Mr H.F. Leung, Dr Lawrence W.C. Poon, Mr Sunny L.K. Ho, Dr C.H. Hau, Professor T.S. Liu, Mr David Y.T. Lui, Dr Wilton W.T. Fok and Professor K.C. Chau had tendered apologies for not attending the meeting.

5. The Chairman said that reasonable notice had been given to the representers and commenters inviting them to the hearing, but other than those who were present or had indicated that they would attend the hearing, the rest had either indicated not to attend or made no reply. As reasonable notice had been given to the representers and commenters, Members agreed to proceed with the hearing of the representations and comments in their absence.

Presentation and Question Sessions (Continued)

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

Government Representatives

Planning Department (PlanD)

Mr Louis K.H. Kau - District Planning Officer/Hong Kong (DPO/HK)

Mr Derek P.K. Tse - Senior Town Planner/Hong Kong 5 (STP/HK5)

Transport Department (TD)

Mr Gordon W.Y. Yip - Engineer/Central & Western 3 (E/CW3)

Environmental Protection Department (EPD)

Mr Richard W.Y. Wong - Senior Environmental Protection Officer (Metro Assessment) 3 (SEPO(MA)3)

Civil Engineering and Development Department (CEDD)

Ms Carrie K.Y. Leung - Senior Engineer

Mr Derek H.F. Kwok - Engineer

Representers and Commenters and their Representatives

R150 – Alliance for Protecting Cadogan Park (APCP)

C31 - 陳少紅

C63 - 莊稷豐

C66 - Cheung Kit Chun

C67 - Leung Chun Wai

C76 - Ng Yuen Sheung Ada

C84 - Tong Man Chi

C129 - Dorothy Cheng

C134 - Chan Cheuk Him

C136 - Mok Siu Ping Elisha

C142 - Lynne Wong Kin Nei

C153 - Yip Kam Yee Jennifer

C300 - Pang Sau Yee

C301 - Chan Wing Ho Joe

APCP (represented by) Representers' and commenters'
Mr Mok Kun Ki] representatives
Ms Ma Lai Ying]
Mr Lau Ka Sin]
Mr Wong Kin Ching]
Ms Tse Tsz Ying]
Mr Chan Wai Sun]
Mr Fu Chee On David)

R4098/C237 - Lee So Mui Lesley

Ms Lee So Mui Lesley - Representer and Commenter

R4121/C306 - Professor Chiu Siu Wai

Professor Chiu Siu Wai - Representer and Commenter

R3840- Betty Lee

Ms Betty Lee - Representer

R4096 - Mount Davis Concern Group (MDCG)

R4498 - Lo Po Hong

R4500 - Wong Yuen Ling

R4509 - Kong Ching Men Midro

R4510 - Cheung Siu Chuen Jeff

R4515 - Au Yeung Wing Yu Rita

R4517 - Dora Hung

R4811 - 劉淑嫻

R4836 - Lo Po Sze

R7075 - Cecil Lo

Ms Lo Po Sze - Representer and Representatives' representative

R4113 - DAB Central & Western Branch

R4451 - Lam Hau Pan Brian

R4430 - 梁國毅

Mr Chan Hok Fung] Representers' representatives
Ms Cheung Sau Man]

R4111 – Central & Western Concern Group (CWCG)

Ms Katty Law - Representer's representative

R4114 -富城物業管理有限公司

Mr Kin Kei Lo - Representer's representative

R4120/C305 - Mary Mulvihill

Ms Mary Mulvihill - Representer and commenter

R7614 -慈星閣仁愛服務中心

Ms Tso Lam - Representer's representative

7. The Chairman extended a welcome and explained the procedures of the hearing. He said that the representatives of PlanD would first brief Members on the background, and the representers/comments or their representatives would be invited to make oral submissions. He said that to ensure the efficient operation of the meeting, each representer/commenter or their representatives would be allotted 10 minutes for their oral submission. The representers/commenters had been informed about the arrangement before the meeting. There was a timer device to alert the representers/commenters or their representatives at two minutes before the allotted time was to expire and when the allotted time limit was up. After the oral submission, there would be a Question and Answer (Q&A) session in which Members could direct their questions to government representatives or representers/commenters or their representatives. After the Q&A session, the meeting on the day would be adjourned. The

Board would deliberate on the representations and comments on another day in closed meeting, and would inform the representers/commenters of the Board's decision accordingly.

8. The Chairman then invited the representative of PlanD to brief Members on the background to the representations and comments. With the aid of a PowerPoint presentation, Mr Louis K. H. Kau, DPO/HK, repeated the presentation that was made in the morning session of the meeting on 7.2.2017, which was recorded in paragraph 11 of the minutes of 7.2.2017.

[Mr Franklin Yu arrived to join this session of meeting during DPO/HK's presentation.]

9. The Chairman then invited the representers/commenters and their representatives to elaborate on the representations and comments on representations.

R4098 / C237 - Lee So Mui Lesley

10. Ms Lee So Mui Lesley, made the following main points:

- (a) she objected to the 7-year long decontamination works and the residential development at the Cadogan Street Temporary Garden (CSTG) site proposed by the Government. Her flat had direct view on CSTG and her health would be adversely affected by the decontamination works;
- (b) planning should be people-oriented, and a park that could benefit people of all ages should be retained. Hong Kong people had long working hours and small living space. Having a park nearby was a right of the local residents rather than a luxury to them;
- (c) the Task Force on Harbourfront Developments on Hong Kong Island at its meeting on 19.10.2015 indicated its support to the retention of CSTG. PlanD said at the meeting that it was not necessary to remove CSTG if there was no development at the site. She therefore doubted that the decontamination works were required if not for housing development on the site, it was not for the benefit of local residents.

The CSTG was a green lung in the area and could mitigate air pollution. The retention of CSTG was particularly important to the residents in view of the forthcoming large scale construction works in the area;

- (d) the 7-year decontamination works was a very long period and could be even longer with possible delay which was not uncommon amongst government projects. The health of the local residents and site workers should not be sacrificed for the sake of development;
- (e) four alternative sites for residential development of about 600 flats had been proposed by the representers but were brushed aside by the Government. For example, the Ka Wai Man Road Garden which was located on an elevated platform and not well used should be developed for residential use. It would have less visual and air ventilation impacts than the proposed development at the CSTG site;
- (f) the information on open space provision in the area was presented by the Government in such a way that it would favour the OZP amendments. It was not reasonable to ask Kennedy Town residents, especially the elderly, to travel and use other parks in the Central and Western District; and
- (g) Members were urged to reject the proposals on decontamination works and the demolition of CSTG for the sake of the residents.

R4121/C306 - Professor Chiu Siu Wai

11. With the aid of a PowerPoint presentation, Professor Chiu Siu Wai made the following main points:

- (a) the proposed school site under Amendment Item D1 was surrounded by roads on three sides, and the future students would be susceptible to local traffic noise and emission nuisance. The pick-up/drop-off of students would also aggravate the traffic problem in the locality. The ex-temporary school site for the Hong Kong Academy (ex-school site)

in Amendment Item C1, located at the upper hillside area and not surrounded by roads, had a cleaner environment and was a better alternative for school development. The ex-school site could form a cluster with the existing school which was one of the considerations in planning for school sites laid down in the Hong Kong Planning Standards and Guidelines (HKPSG);

- (b) it might be argued that the ex-school site was undersized for developing a standard 30-classroom school, but the HKPSG had allowed flexibility for the design of school building, e.g. to adopt high-rise built form, and the school carpark could also be placed underground to minimize space requirement. With only some improvement works, the ex-school site could be readily available to address the existing deficit in the district while the Government's proposed school site could only be available for construction after completion of the 7-year decontamination works;
- (c) the ex-school site fell within the proposed public rental housing (PRH) site. To compensate for the loss of development area, the proposed community complex to be provided in the PRH site could be relocated to the existing bus terminus site at Sai Ning Street, which was proposed by the Government for private housing use (Amendment Item C3). The site could be redeveloped into a government complex for integrated uses including an underground public carpark, at-grade bus terminus and indoor sports facilities/community use on upper floors. The bus terminus site was at a central location and easily accessible to the residents of both public and private housing developments, and the provision of community facilities at that site could better serve a wider area than providing the facilities within the PRH site.
- (d) the outdoor football/basketball courts in the area were not well used due to the hot weather in Hong Kong. Providing sports facilities indoor, as revealed by many reports, could encourage people to do more exercises. The proposed provision of indoor sports facilities in the government complex for integrated uses was to serve that purpose. The Kennedy

Town Temporary Recreation Ground site, being located at the waterfront, could then be developed into low-rise residential or commercial uses. The Mass Transit Railway (MTR) entrance was far away from the proposed public housing development. The proposed commercial development, together with the tourism and GIC facilities, could then provide local job opportunity that could minimize travelling and achieve the low-carbon living style; and

- (e) Members were requested to consider her proposals which involved minimal change to the draft OZP but could enhance the living environment of the local community.

R4096 - MDCG

R4498 - Lo Po Hong

R4500 - Wong Yuen Ling

R4509 - Kong Ching Men Midro

R4510 - Cheung Siu Chuen Jeff

R4515 - Au Yeung Wing Yu Rita

R4517 - Dora Hung

R4811 - 劉淑嫻

R4836 - Lo Po Sze

R7075 - Cecil Lo

12. With the aid of a PowerPoint presentation, Ms Lo Po Sze made the following main points:

- (a) MDCG was not involved in any political parties. It represented mainly people living and working in the area west of Kennedy Town along Sai Ning Street. A total of 3,000 signatures/submissions on the views of the draft OZP were collected, and most of signatures were from elderly who lived in the area for years. In considering the draft OZP, MDCG promulgated the concept of ‘mutual acceptance’, ‘give and take’, ‘think big as a community’ and ‘for the now and future Hong Kong people’,

and the fact that the residents in Kennedy Town and Mount Davis (KTMD) area had already tolerated the existence of the Island West Refuse Transfer Station (IWRTS) and Victoria Public Mortuary;

Amendment Item C1

- (b) the neighbourhood welcomed and agreed to build a multi-function youth and elderly recreation centre in Amendment Item C1 site (Site C1), but suggested to reduce its proposed building height (BH) from 65mPD to 50mPD;
- (c) Site C1 was already regenerated into a piece of vegetated land with lots of birds and butterflies after years of abandonment. Lowering BH at Site C1 could reduce light pollution and enhance the continuous existence of wildlife in the area. According to an expert, 79 species of butterflies were recorded in Mount Davis area representing 35% of the Hong Kong butterfly population. According to 香港觀鳥地圖, a publication of the Hong Kong Bird Watching Society, Mount Davis was one of the five bird watching sites in Hong Kong Island and the only one not within Country Park. It had rich bird species and White-Bellied Sea Eagles were also observed in the area;
- (d) Site C1 was where the Hong Kong Plague occurred some 100 years ago and was possible 'Grade 1' historic site. The record of Lands Department (LandsD) in 1923 also indicated the presence of Kung Man Village, Tung Wah Hospital Cemetery and Plague Cemetery in the hillside area of Site C1. The author of the book '山林之樂', which mentioned the existence of Kung Man Village and the cemeteries in Site C1, suggested to collect the tombstones and put them in the hillside to form a memorial garden. Consideration could also be given to providing a heritage trail linking Kung Man Village, Sai Wan Swimming Shed and Plague Cemetery as points of interest under the theme of 'Old Hong Kong Journey to Prosperity'. The heritage trail

could enhance the attractiveness of the area and bring in more users to the Government's proposed community centre in Site C1;

- (e) if Site C1 was to be developed, 700 to 1000 trees within the site would be felled. MDCG proposed to retain a 5m strip of vegetation along Victoria Road to mitigate the air and odour pollution generated by the traffic associated with the Island West Refuse Transfer Station (IWRTS) and to maintain the streetscape. Retention of the 5m vegetation buffer which could offer an immediate improvement to the environment was more effective than providing compensatory planting which might take years to mature. Vertical greening should also be considered in the future development to enhance the visual amenity;

Widening the section of Victoria Road

- (f) MDCG objected to the widening of the section of Victoria Road between Cadogan Street and IWRTS to 4 traffic lanes. That road section had sloping gradient and a number of carparks in close proximity, and various accidents had occurred previously;
- (g) Victoria Road was a busy road. According to their estimate, there were over 9,000 vehicles using the road per day including 2,376 refuse transfer trucks. The proposed ingress/egress of the carpark at the PRH site would likely be located near 86 Victoria Road where a number of carparks were located within 50m. For safety sake, the proposed ingress/egress should be relocated further away either to the east near the petrol filling station or to the west beyond the IWRTS;
- (h) the two Old and Valuable Trees (OVTs) aged over 100 at Victoria Road should be preserved properly to avoid future development affecting the root system;

Amendment Item C2

- (i) if the decontamination works at Amendment Item C2 site (Site C2) was inevitable, the works should be carried out thoroughly with due care for

the benefits of the current and next generations. Residents could use Mount Davis to compensate for the loss of CSTG. There was an existing staircase built by the residents of the ex-Kung Man Village between Victoria Road and Jockey Club Mt. Davis Youth Hostel. MDCG proposed that the staircase could be refurbished and form part of the heritage trail. Mount Davis area was well used by elderly, athletes, students and tourists alike, and the staircase, upon refurbishment, could facilitate them to reach the uphill area around the youth hostel. To make best use of Mount Davis, it could be designated as a Country Park;

Amendment Items B and C3

- (j) the proposed residential development at Amendment Item C3 site (Site C3) and hotels at China Merchants Wharf at Amendment Item B (Site B) would affect the health and environment of the nearby residents. It was suggested that Site B should maintain its existing BH and used as a wine cellar. If the site was to be redeveloped into a hotel, its BH should not be too high and the impacts of traffic, light pollution and exhaust of the air conditioning system associated with the hotel development should be properly addressed;
- (k) the existing bus terminus at Site C3 should be retained as the location was convenient and safe for nearby users including students of St Claire's Girls School and the forthcoming Master of Business Administration (MBA) school, and the visitors/users of elderly homes. It was suggested to extend the area of the existing bus terminus at Site C3 to include the existing Victoria Public Mortuary site for accommodating the bus terminus at Shing Sai Road. After relocation, the bus terminus site at Shing Sai Road could be freed up for land sale;
- (l) the valuable historical and environmental relics along Victoria Road including those of the Tung Wah Smallpox Hospital and the OVTs should be well preserved. Even the relics of the Tung Wah Smallpox Hospital had previously been moved and were not currently placed at

their original location, they should be retained with provision of appropriate information or descriptions of its history to inform visitors;

- (m) the local residents had made substantial compromise to come up with the above proposals. The residents and MDCG agreed to 85% of the draft OZP and for those remaining proposals that were opposed to, solutions were suggested to the Board for consideration; and
- (n) MDCG also urged the Board not to allow tele-communication radio base station to be installed on the roof-top of residential buildings as it would affect the residents' health.

R4113 - DAB Central & Western Branch

R4451 - Lam Hau Pan Brian

R4430 - 梁國毅

13. With the aid of a PowerPoint presentation, Mr Chan Hok Fung made the following main points :

- (a) he was a member of the Central and Western District Council (CWDC), growing up and living in Kennedy Town, and well understood the problems and needs of the area. Since the opening of MTR Island West Line in end 2014, Kennedy Town had changed substantially with increase in residential population and visitors which had aggravated the problems of insufficient community facilities and transport infrastructures;

Increase in residential population and visitors

- (b) nearly 3,400 flats were newly added in the area recently. The OZP amendments would bring in about 10,000 persons in the KTMD area increasing the local population from 16,920 in 2015 to about 27,000 in the future. Such population forecast had not yet included the redevelopment of Sai Wan Estate, which was already over 50 years old. He doubted whether the forecast in the OZP had included the

forthcoming private residential redevelopment projects. The substantial increase in population would exert great pressure on provision of community facilities in the area;

- (c) the recent opening of a large number of restaurants in the area had brought along a large amount of patrons which caused some nuisance and inconvenience to the residential neighbourhood. Residents of Pokfulam and Aberdeen areas would also take mini-bus to Kennedy Town for transit to MTR, as well as for buying grocery and shopping;

Insufficient community facilities

- (d) the two existing day care centre and residential home for elderly could not meet the current demand, while there were no similar government-run facilities in the area. The Cherish kindergarten located on ground floor of Sai Wan Estate was substandard and in poor condition with water seepage and litter problems. For the two existing schools, SKH Lui Ming Choi Memorial Primary School had insufficient classrooms and a small playground while St. Charles School had a small site area without playground. The Kai Fong Association could only rent private premises to serve the neighbourhood. Only the Sai Ying Pun Community Complex, which was far away and inconvenient to local organizations, had a hall with a capacity of 300 audiences. As there was insufficient study rooms, the two activity rooms in Kennedy Town Community Complex were converted to study room during the public examination periods;

Traffic problem

- (e) illegal roadside parking and narrow roads often caused traffic congestion in the area. There were only 150 public car parking spaces in Kennedy Town Community Complex which were insufficient for the area resulting in serious illegal roadside parking problem. Due to site constraints, the capacity of Pokfield Road and Victoria Road could not be widened to cope with the traffic between the Southern District and

the Central. The traffic of Victoria Road was anticipated to further increase with the opening of the MBA school and the extension of the public mortuary, let alone the forthcoming new private residential developments in the area. The traffic on Belcher Street and Smithfield, which were the main roads in the area, were often congested when the trams turned around at its terminus. Such traffic problem had not been reflected in the TIA report;

- (f) Kai Wai Man Road was a two-lane two-way traffic road. If there were roadside pick-up/drop-off activities along Kai Wai Man Road, the vehicles would need to use opposite lane to climb over the spots which was not safe. He had reservation for using the ex-school site for school development as Kai Wai Man Road serving the site could not cope with the school traffic and previous complaints on the school traffic had been lodged to the Police;

Local views collected by DAB

- (g) DAB had conducted a number of consultation meetings with local residents and stakeholders. The local views collected were incorporated in DAB's submission which were summarized as follows:
- the consultation period was too short and the local residents could not comprehensively examine the planning proposals. The public consultation period should be extended;
 - the scale of development and the magnitude of population increase should be reduced;
 - the provision of community facilities and public open space should be enhanced in the current planning exercise;
 - the current planning exercise should include the redevelopment of the Sai Wan Estate, and the ex-Police Married Officers Quarters at Ka Wai Man Road should be used to resite the affected Sai Wan Estate residents;

- residents had doubts on the findings of the Traffic Impact Assessment (TIA) as the TIA report was not provided to the residents during the public consultation process. Locating public transport interchange at Cadogan Street would further worsen the traffic congestion in the area;
- the proposed community hall at ex-Kung Man Village site should not be more than 5 storeys (or 50mPD). The scale of the PRH at the ex-Police Married Officers Quarters should be reduced from 2,300 flats to 1,000 flats;
- the bus terminus at Sai Ning Street should be retained and improved, and the trees thereat should be preserved;
- the long construction period would affect the traffic and environment of the area;
- a waterfront promenade along the whole Kennedy Town should be provided to increase the open space provision for local residents;

DAB's proposals

- (h) *existing MTR works area, salt water pumping station, public mortuary and CSTG sites* - the proposed high-rise building at the site was not supported. DAB proposed to use the site for waterfront promenade, a community complex of 60mPD with cultural and recreational facilities as well as elderly and child care centres to address the insufficient community facilities and public open space in the area. The underground space could be used for public car park. DAB's proposal was considered better than the Government's proposal in terms of the stepped height design concept and air ventilation performance. The location of the proposed community complex was also more convenient to the local residents than that proposed in Site C1 which was located uphill. Food and beverage were not recommended in the site as the area already had enough such facilities. A footbridge could be

provided via the rooftop of DAB's proposed community complex to link up the inner area with the waterfront promenade;

- (i) *Bus Depot and Temporary Car Park site* - DAB agreed with the Government's proposal of using the site as a 8-storey primary school;
- (j) *China Merchants Wharf (CMW) site* - DAB agreed with the Government's proposal to require the CMW to release part of the site for the proposed waterfront promenade. Local residents should also be consulted on any conversion works and change of use at the CMW site;
- (k) *Kennedy Town Temporary Recreation Ground site* - the Government's proposals to retain the site as recreation ground and to locate the one-storey salt water pumping station at the eastern end of the site were supported;
- (l) *bus terminus site at Sai Ning Street* – DAB proposed to retain the site as bus terminus with its OVTs to be preserved, rather than developing it for private residential use;
- (m) *flatted factories building site* – the local residents should be consulted again on the proposed private residential development of 100mPD at the site;
- (n) *ex-Kung Man Village, ex-quarters and ex-school sites* – DAB proposed to reduce the number of flats at the site from 2,300 to about 1,000 due to the traffic capacity/design constraint of Kai Wai Man Road and its junction with Victoria Road. The PRH flats should be allocated with priority given to residents affected by the future Sai Wan Estate redevelopment. The proposed community complex at ex-Kung Man Village should not be higher than 50mPD;
- (o) *Sai Wan Estate* - Sai Wan Estate should be redeveloped for not more than 800 flats. A lift should be provided at Forbes Street to serve residents at Kai Wai Man Road and to alleviate the traffic impact brought about by the redevelopment of Sai Wan Estate in future. Kai

Wai Man Road should be converted to a single way road with traffic entering from Kai Wai Man Road and exiting onto Victoria Road; and

- (p) in sum, DAB proposed to lower the development scale, reserve sites for community and transport facilities to address existing problems and resolve the local traffic issue.

[The meeting was adjourned for a short break of 5 minutes.]

R3840 – Betty Lee

14. Ms Betty Lee made the following main points:

- (a) she was recovering from cancer. While living in Wan Chai, she came to CSTG frequently. Wan Chai did not have such a large and flat park as CSTG which also had a pleasant setting with a lot of trees to screen off air pollution. The proposed decontamination works would last for 7 years and there was no comparable alternative to CSTG in Kennedy Town to serve its local residents and residents like her living in Wan Chai. Moreover, during the decontamination works, the soil contaminants might be dispersed and affect a wider area; and
- (b) the proposed waterfront promenade could not replace CSTG as its design might not have so many trees to screen off air pollution. There were valuable tree species in CSTG which should not be felled. CSTG should be retained.

R4111- CWCG

15. Ms Katty Law made the following main points:

- (a) she lived in the Central and Western District. CWCG used to focus on issues in the Central and Western District. However, CWCG together with other concern groups formed the Save our Urban Parks Alliance in view of the increasing development threats to the urban parks such as Kowloon Park, Victoria Park and CSTG. It was unreasonable to demolish CSTG which was densely wooded, frequently used and

treasured by the local residents. A report released by the Civic Exchange found that comparing with other Asian major cities, Hong Kong was inadequate in the provision of public open space. It might be argued that such provision was sufficient in the Central and Western District as a whole according to HKPSG, but the parks such as Hong Kong Park were largely located in the Central and Admiralty areas. For Kennedy Town, CSTG was a park that could be really enjoyed by the local residents, elderly and young children;

- (b) the proposed waterfront promenade could not replace the CSTG which was densely vegetated and functioned as a gathering place for local residents. She did not agree to use Mount Davis as a substitute to the centrally located CSTG as it was located uphill and inconvenient;
- (c) people would feel happy and blessed by retaining CSTG rather than implementing a lot of infrastructure projects. Parks could provide a place for people to exercise physically and relax mentally in the hustle and bustle city. Its social benefit to the local residents should be more important than the monetary gain by the Government. The area would be subject to many construction works in the coming years and CSTG should be retained as a breathing space for the residents who should not be compelled to travel to other areas for the much-needed open space; and
- (d) whilst there were a number of considerations in the planning of Kennedy Town, she hoped that the Board would respect the local residents' views and recognize the importance of CSTG.

R4114 -富城物業管理有限公司

16. Mr Lo Kin Kei made the following main points:

- (a) a questionnaire survey on the opinions of The Merton residents on the draft OZP was conducted in 2016; and

- (b) the views gathered from the completed questionnaires were (i) 286 numbers opposed the draft OZP as they could not address the concerns on traffic and visual impacts and the provision of public open space; (ii) 248 numbers indicated that if the proposals were implemented, an MTR exit should be added at the western side of Kennedy Town; (iii) 220 numbers indicated that the draft OZP would result in substantial increase in population in the district which would overtax the community facilities and transport infrastructures; (iv) 218 numbers proposed to relocate the existing tram terminus next to The Merton to an area further west of Kennedy Town; (v) 263 numbers considered that the proposed private residential buildings at CSTG site might create wall effect and affect air ventilation and they should be relocated elsewhere; (vi) 234 numbers indicated that the recreational and community facilities were aging and the shopping centres and food markets in Kennedy Town could not cope with the increased population; (vii) 268 numbers proposed to retain the CSTG and avoid excessive felling of trees; and (viii) 185 numbers considered the proposed school site not appropriate and that the site should be used for community facilities.

R4120 - Mary Mulvihill

17. With the aid of the visualizer, Ms Mary Mulvihill made the following main points:

Public Open Space

- (a) public open space was an essential amenity in a civilized society. A report on open space provision in Hong Kong issued by the Civic Exchange in the preceding week provided an analysis on the nature and distribution of population and open space provision in various districts. The analysis was unfortunately based on the 2011 Census and could not be updated with the 2016 By-Census data which were only released a few days ago. Certainly, such key figures as density and number of elderly in Hong Kong would be increased. Moreover, new population

had been added to Kennedy Town with new residential units built in recent years and many new towers under construction;

- (b) the report stated that both the Hong Kong Housing Authority and private developers did a good job of providing local open space to residents. However, the needs of those living in other private housing in the heavily built-up urban districts had been neglected. Many of the wealthiest areas enjoyed a generous provision of open space, even those in the inner city like Kowloon Tong. The people who suffered from a deficit of open space provision were the lower income group and the sandwich class who lived in older private buildings with no provision of recreational facilities. Moreover, the average number of elderly was highest in those districts with the lowest provision of local open space;
- (c) open space was important for the social and physical wellbeing of the elderly who were among the biggest beneficiaries of neighbourhood green open space, which promoted longevity, physical fitness and social interaction. Local open space located within easy walking distance was especially important to them;
- (d) the report recommended that the Government should put a moratorium on plans to rezone “Open Space” to meet housing demand, and avoid inserting more housing sites into the already congested neighbourhoods. While meeting housing demand was important, it should not be done at the expense of improving quality of life;
- (e) the report found that Central and Western District already had the lowest provision of local open space of 0.6m² per person, and KTMD district ranked the fifth lowest in terms of countable open space. The current provision standard of 2m² per person could not be met, let alone the proposed enhancement to 2.5m² per person under the vision of Hong Kong 2030+. The countable open space in the Central and Western District was located on the new waterfront and far away from the KTMD area. It was unreasonable to suggest the elderly and children to

walk up to the hill of Mount Davis for enjoying open space as proposed by some of the representers;

- (f) Kennedy Town had 11% to 13% residents under the age of 15, with similar proportion of elderly. According to the 2016 By-census, the elderly population of Hong Kong as a whole increased to 12 to 16%. Median household income for Kennedy Town was around \$27,000 per month while only 8% of the population lived in public housing which indicated that many low-income households lived in buildings that had no club house or recreational facilities;
- (g) Members were requested to study the Civic Exchange's report and the data of the 2016 By-census before a making decision on the draft OZP;

New Access Road

- (h) some representers proposed to delete the new access road under Amendment Item F. TD responded that the new access road was essential for the traffic at the critical junction of Cadogan Street and Victoria Road, and the impact of its deletion had not been assessed. The government departments should be held responsible to assess all alternatives and provide the findings to the Board for consideration, not the representers;

Decontamination Works at CSTG site

- (i) the decontamination works would have the risk of releasing contaminants into the air causing public health hazard, and the residents would also be deprived of public open space during the 7-year period for carrying out decontamination works. The CSTG should be left undisturbed until better technology was available to remove the soil contaminants;

Tree Planting

- (j) it was obvious that the design of the waterfront promenade would be largely hard paved with only some shrubs. The statement that tree

planting would be provided at the waterfront promenade as far as possible was used to justify the lack of trees in the future promenade. If CSTG was removed, there would be no lawn area and the children would be deprived of the chance to have contact with nature and trees; and

- (k) in view of ever shrinking size of residential units on the market, there would be an increase in social problems, domestic violence and health issues due to lack of space, etc. It was the responsibility of the Board to make its decision having regard to the preamble of the Town Planning Ordinance. In the current case, the focus should be on 'health', 'general welfare' and 'desirable place to live', and the most obvious benefit to the community would be to integrate CSTG with the waterfront promenade to provide a mini Tamar Park to serve the Kennedy Town area.

R7614 - 慈星閣仁愛服務中心

- 18. Ms Tso Lam made the following main points:
 - (a) Chee Sing Kok Social Centre of The Humanity Love admitted low income elderly who was single or their family members could not take care of them. It was located uphill and in dilapidated conditions, and did not have lift, air conditioning facilities and a proper sanitary fitment. It was badly in need of refurbishment and upgrading; and
 - (b) she hoped that the Board could assist Chee Sing Kok by retaining the site for the current use and help seek funding to improve its facilities.
- 19. The meeting was adjourned for a lunch break at 12:30 p.m.

20. The meeting was resumed at 2:05 p.m. on 1.3.2017.
21. The following Members and the Secretary were present at the resumed meeting:

Permanent Secretary for Development (Planning and Lands) Mr Michael W.L. Wong	Chairman
Professor S.C. Wong	Vice-Chairman
Mr Lincoln L.H. Huang	
Mr Dominic K.K. Lam	
Dr F.C. Chan	
Dr Frankie W.C. Yeung	
Mr Peter K.T. Yuen	
Mr K.K. Cheung	
Mr Alex T.H. Lai	
Dr Lawrence K.C. Li	
Mr Franklin Yu	
Deputy Director of Environmental Protection (1) Mr C.W. Tse	
Assistant Director/Regional 1, Lands Department Mr Simon S.W. Wang	

[Dr Frankie W.C. Yeung, Mr Peter K.T. Yuen and Mr Simon S.W. Wang arrived to join this session of the meeting at this point.]

Presentation and Question Sessions (cont'd)

[Open Meeting]

22. The following government representatives and consultants as well as representers, commenters and their representatives were invited to the meeting at this point:

Government representatives

Planning Department (PlanD)

Mr Louis K.H. Kau - District Planning Officer/Hong Kong (DPO/HK)

Mr Derek P.K. Tse - Senior Town Planner/Hong Kong 5 (STP/HK5)

Transport Department (TD)

Mr Gordon W.Y. Yip - Engineer/Central & Western 3 (E/C&W3)

Environmental Protection Department (EPD)

Mr Richard W.Y. Wong - Senior Environmental Protection Officer (Metro Assessment) 3 (SEPO(MA)3)

Civil Engineering and Development Department (CEDD)

Ms Carrie K.Y. Leung - Senior Engineer/7 (SE/7)

Mr Derek H.F. Kwok - Engineer/5 (E/5)

Mott MacDonald Hong Kong Limited (MMHK) (the consultants)

Mr Eric Ching - Director (Environment)

Mr P.K. Chan - Senior Environmental Consultant

Representers, Commenters and their representatives

R156 – Charlton Cheung

R4121/C306 – Professor Chiu Siu Wai

C31 – 陳少紅

C63 – 莊稷豐

C66 – Cheung Kit Chun

C67 – Leung Chun Wai

C76 – Ng Yuen Sheung Ada

C84 – Tong Man Chi

C129 – Dorothy Cheng

C134 – Chan Cheuk Him

C136 – Mok Siu Ping Elisha

C142 – Lynne Wong Kin Nei

C153 – Yip Kam Yee Jennifer

C300 – Pang Sau Yee

C301 – Chan Wing Ho Joe

Alliance for Protecting Cadogan Park (APCP)

(represented by

Mr Mok Kun Ki,]	Representers, Commenters and Representers'
Ms Ma Lai Ying,]	and Commenters' representatives
Ms Lau Ka Sin,]	
Ms Wong Kin Ching,]	
Ms Tse Tsz Ying,]	
Mr Chan Wai Sun, Samson,]	
Mr Fu Chee On David,]	
Dr Charlton Cheung, and]	
Professor Chiu Siu Wai)]	

R4096 – Mount Davis Concern Group

R4498 – Lo Po Hong

R4500 – Wong Yuen Ling

R4509 – Kong Ching Men Midro

R4510 – Cheung Siu Chuen Jeff

R4515 – Au Yeung Wing Yu Rita

R4517 – Dora Hung

R4811 – 劉淑嫻

R4836 – Lo Po Sze

R7075 – Cecil Lo

Ms Lo Po Sze - Representer and Representers' representative

R4098/C237 – Lee So Mui Lesley

Ms Lee So Mui Lesley - Representer and Commenter

R4111 – Central & Western Concern Group

Ms Katty Law - Representer's representative

R4120/C305 – Mary Mulvihill

Ms Mary Mulvihill - Representer and Commenter

23. The Chairman extended a welcome and invited the representers, commenters and their representatives to elaborate on their representations/comments.

R156 – Charlton Cheung

R4121/C306 – Professor Chiu Siu Wai

C31 – 陳少紅

C63 – 莊稷豐

C66 – Cheung Kit Chun

C67 – Leung Chun Wai

C76 – Ng Yuen Sheung Ada

C84 – Tong Man Chi

C129 – Dorothy Cheng

C134 – Chan Cheuk Him

C136 – Mok Siu Ping Elisha

C142 – Lynne Wong Kin Nei

C153 – Yip Kam Yee Jennifer

C300 – Pang Sau Yee

C301 – Chan Wing Ho Joe

24. With the aid of a PowerPoint presentation, Mr Fu Chee On David made the following main points:

- (a) the development proposals related to the amendment items of the OZP were concentrated along Victoria Road. However, the only major traffic improvement measure proposed to cope with the traffic of the development proposals was the widening of a small section of Victoria Road. It should be noted that Belcher's Street was the only westbound road leading to Victoria Road but it was impossible to widen Belcher's Street;
- (b) taking into account the traffic generated by the new development/redevelopment projects in the area and the proposal to relocate the two existing bus termini at Sai Ning Street and Shing Sai Road to the proposed "Residential (Group A)6" ("R(A)6") site (i.e. Amendment Item C2) which would serve 12 bus routes, together with the provision of 50 public goods vehicle parking spaces, 70 public car parking spaces and ancillary parking spaces of the future development at the "R(A)6" site, the traffic capacity at the junction of Victoria Road and Cadogan Street would definitely be overloaded, and hence the road network of the whole Kennedy Town. The plan to concentrate developments around the junction of Victoria Road and Cadogan Street was a mistake;
- (c) as only a small section of the westbound Victoria Road could be widened, the westbound vehicles at Victoria Road had to resume to travelling on a single lane near Kung Man Village, and a bottleneck would be created. The bottlenecking effect would be more obvious if more of the incoming lanes were widened, allowing more incoming vehicles. The case was similar to the traffic conditions at the Cross Harbour Tunnel portal;

- (d) at present, vehicles turning from Sands Street to westbound Belcher's Street would encounter three bottlenecks at the junctions with North Street, Smithfield and Davis Street respectively, which could lead to a very long vehicle queue to as far as Shun Tak Centre in Sheung Wan. Due to the existence of the three bottlenecks, the traffic volume at Cadogan Street was limited. That gave an illusion that there was still spare traffic capacity at Cadogan Street;
- (e) the proposed traffic improvement measures for the westbound traffic involved the creation of more vehicle lay-bys and the marking of double yellow lines to restrict vehicles from stopping on the roads. However, such measures were useless in most of the time when no enforcement actions were taken by the Police;
- (f) as regards the eastbound traffic, there were currently only two eastbound lanes at New Praya, Kennedy Town and two eastbound lanes at Catchick Street, one of which had to be shared by tramway. Both New Praya, Kennedy Town and Catchick Street could hardly be widened to cope with the increased traffic flow. Although it was proposed to build a new road to the west and north of the "R(A)6" site to divert the eastbound traffic of Victoria Road and to set up more traffic lights at the road junctions along Victoria Road and Cadogan Street, those measures would only create more bottlenecks for vehicles to reinforce the illusion that Cadogan Street still had spare traffic capacity. It should be noted that the proposed residential developments in the OZP amendments would bring in at least 3,340 households or a population of over 10,000 to Kennedy Town altogether, and the proposed traffic improvement measures would not be able to address the traffic demand of the large population;
- (g) the Government was also planning to reclaim the waters near Kau Yi Chau for accommodating a population of 700,000 under the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (HK2030+) study. He wondered how many of the future population of Kau Yi Chau

reclamation would travel to the Central District through Kennedy Town and whether the road network of Kennedy Town could support the huge traffic demand;

- (h) many of the new residential developments in Kennedy Town, including The Hudson, Imperial Kennedy I and Imperial Kennedy II, were not provided with their own resident parking spaces. The developers were allowed to pass the burden on the provision of the ancillary parking spaces to the Government. If such a situation was not rectified, the residents' demand for public car parking spaces could never be satisfied; and
- (i) although Mr Chan Hok Fung, a Central and Western District Council (C&WDC) Member, said that he had thoroughly consulted the local residents on the current planning proposals, the residents of Sai Wan New Apartments which was the nearest residential development to Cadogan Street Temporary Garden (CSTG), including himself, had never been consulted. The residents of Sai Wan New Apartments were very concerned about the environmental impacts of the proposed decontamination works at the CSTG site which would last for a long period and affect their health.

25. Ms Lau Ka Sin made the following main points:

- (a) she was a member of the Community Ambassador Team (社區大使隊) and a resident of Sai Wan;
- (b) the Community Ambassador Team represented the residents of the Central and Western (C&W) District to present to the Government their aspirations for a decent waterfront development, including the provision of a continuous and accessible waterfront promenade with a width of not less than 20m which would be opened for public enjoyment 24 hours a day. The waterfront promenade should be linked with CSTG to form an integrated green space;

- (c) instead of zoning the bus terminus at Sai Ning Street for residential development, the bus terminus could be retained on the site with government, institution and community (GIC) facilities, such as elderly centre and nursery, provided above and car parking spaces provided underground. Island Resort at Siu Sai Wan was a successful example of incorporating a spacious public transport terminus and car park in a large residential development with a sizable podium garden. The “Government, Institution or Community” (“G/IC”) site at Victoria Road was not suitable for primary school development but could be used for other GIC facilities; and
- (d) for sustainable development of the district and for compensating the local residents for lack of open space over the years, CSTG should be retained and the development of the waterfront promenade should be expedited.

26. Mr Chan Wai Sun, Samson made the following main points:

- (a) he used to live in Sai Wan some years ago;
- (b) he had stayed at CSTG for two whole days with his friend recently. He found that the park was a very popular leisure ground among the local residents. Many residents went there for jogging at night. However, the roads surrounding CSTG were very congested. It could be expected that traffic congestion would exacerbate if the park and the surrounding areas were developed for residential use;
- (c) there was a high demand for medical services in the district, probably due to the increasing population. He wondered if the provision of medical facilities, community facilities, schools and transport infrastructure could cope with further development in the district. The Government should consider sites in other districts which were provided with adequate

facilities and infrastructure for residential development, instead of demolishing CSTG; and

- (d) as the decontamination works at the CSTG site and the subsequent construction period of the proposed residential development would last for over 10 years, the health of the local residents would suffer greatly.

27. With the aid of a PowerPoint presentation, Dr Charlton Cheung made the following main points:

Decontamination Works

- (a) three site investigations to examine the extent of contaminants in the underground soil were conducted by the Government at ex-Kennedy Town Incineration Plant (ex-KTIP), ex-Kennedy Town Abattoir (ex-KTA) and their surroundings in 1999, 2003 and 2013 respectively. Only the first site investigation had examined the presence of dioxins and polychlorinated biphenyls (PCBs) while the second and third investigations had not. Besides, in the first investigation, the number of sampling points taken was much less than that in the second, and the sampling points were focused around ex-KTIP and ex-KTA with only one sample taken at the CSTG site. The estimations of the total volume of contaminants in the first two site investigations also differed a lot, with 6,055m³ estimated in the first and 112,666m³ in the second. Since some areas of the decontamination site had not been investigated in the first site investigation, the Government would not be certain whether dioxins and PCBs existed in those areas. As such, the approved environmental impact assessment (EIA) report might have some deficiencies and was not accurately reflecting the extent of contamination. A more detailed site investigation on ground contamination should be conducted by the Government to safeguard the health of the local residents;

- (b) the site investigation results of the EIA report revealed that there was a very high concentration of benzo(a)pyrene of 110mg/kg at the north-eastern corner of the decontamination site, which was very close to the residential development of The Merton on the other side of Cadogan Street. The area with high benzo(a)pyrene concentration, including the site of The Merton, had been used as kerosene godowns and wharf for about 50 years from 1900s to 1950s, and the benzo(a)pyrene, which was the strongest carcinogenic substance, was probably accumulated in the ground during that period. Another spot to the northwest of the CSTG site also recorded a very high concentration of benzo(a)pyrene of 78mg/kg since the original wharf for transportation of kerosene had been moved to that spot later. Comparing with the international safety standard of 1.14mg/kg of benzo(a)pyrene for rural residential use, the concentrations of benzo(a)pyrene at certain points of the decontamination site had far exceeded the safety standard by almost 100 times. If the soil in those points were excavated for decontamination, the nearby residents, particularly those living around CSTG and Cadogan Street, would be prone to severe health risk;
- (c) nevertheless, the extent of the contamination problem might be undermined by the Government as the decontamination works would be carried out on a zonal basis and only the average concentration of pollutants within that particular zone, which covered a larger area, would be adopted in the formulation of the proposed environmental mitigation measures for the decontamination works. The highest point of benzo(a)pyrene concentration of 110mg/kg fell within Zone 1C for implementation of the decontamination works, and the average benzo(a)pyrene concentration in Zone 1B and Zone 1C was only 2.75mg/kg, as indicated in the EIA report. Indeed, if different extents of soil volume were taken into account, different concentrations of pollutants would result. For instance, it would be an average concentration of 4.2mg/kg of benzo(a)pyrene if only the 1.5m depth of soil in Zone 1B and Zone 1C was taken into account, and the concentration would become

7.97mg/kg if only the 1.5m depth of soil in Zone 1C was considered. The Government, however, would only base on the average concentration of 2.75mg/kg of benzo(a)pyrene but not the worst scenario of 110mg/kg in proposing the environmental mitigation measures;

- (d) in the actual implementation of the decontamination works, the soil of individual grids (of about 21m x 21m each) would be excavated one by one for decontamination. Benzo(a)pyrene was a highly risky contaminant as its particles could adhere to the surface of substances and cause cancer. If benzo(a)pyrene was adhered to people's skin, it could cause skin cancer. If it was stuck to food, it would be eaten by people. If it fell on the surface of vehicles, it could be dispersed to other areas. As such, when the grid with the highest concentration of benzo(a)pyrene was excavated, which was expected to last for about two months, the potential health risk posed to the nearby residents and road users could be much more severe than envisaged. The nearby residents had already experienced the penetration of blowing dust to their homes which was heavily polluted when ex-KTIP was demolished about 10 years ago. He urged the Board to retain CSTG so as to allow the extent of decontamination works be reduced as the park would function as a buffer for the nearby residents against the air-borne pollutants of the decontamination site;

Traffic Impact from the East Lantau Metropolis

- (e) the traffic review conducted for the Land Use Review on the Western Part of Kennedy Town (the Land Use Review) by TD had examined the traffic capacity of Kennedy Town in the short to medium term up to 2027 in accommodating the additional population of about 10,000 arising from the OZP amendments. It was noted that the Government was also planning to reclaim the waters near Kau Yi Chau for accommodating a population of 700,000 under the HK2030+ study, which was nearly doubled the latest planned population for Tung Chung New Town. From the Government's

conceptual plan, Kau Yi Chau reclamation or East Lantau Metropolis (ELM) would have road connections with Hong Kong Island and Kowloon, and that connection with Hong Kong Island would be at Kennedy Town. However, it seemed that the traffic review conducted by TD had not taken into account the associated traffic impacts. It was impossible for the existing road network of Kennedy Town to support any additional traffic from ELM as Kennedy Town had only two narrow eastbound roads, namely New Praya, Kennedy Town and Catchick Street, which connected to Sheung Wan and Central District;

- (f) the Government had already made a submission to the Legislative Council in February 2017 to seek funding for carrying out a technical study on transport infrastructure at Kennedy Town for connecting to ELM, but no similar submission for studying the road connection between the ELM and Kowloon had been made. It was obvious that the Government's priority was to have a road connection to Kennedy Town for the ELM. He wondered why the traffic impacts of the ELM development was not reflected in the extant OZP; and
- (g) given the existing road constraints, it could be expected that the Government would propose to construct a new elevated road along the waterfront of Kennedy Town to connect ELM with Central District, which was similar to the Island Eastern Corridor. If such a proposal was to proceed, the proposed waterfront park would become a park under an elevated road and the residents could not enjoy an open vista. As such, CSTG should be retained in order to provide a quality open space to the residents and to allow it to serve as a buffer between the future elevated road and the nearby residential developments.

28. With the aid of a PowerPoint presentation, Professor Chiu Siu Wai made the following main points:

- (a) the C&W District had a higher proportion of young population than the average of Hong Kong, with 13.4% of its population at the 0-14 age group comparing with the overall figure of 11.2% for Hong Kong. The 25-44 age group (i.e. the younger youth) comprised the major portion of the population of the C&W District, whilst for Hong Kong as a whole, the major population portion was the 45-64 age group (i.e. the elder youth). Most users of CSTG were the young mothers with toddlers, small children, students and the elderly;
- (b) CSTG had a large piece of grassland in the middle surrounded by mature trees and was provided with some exercising facilities for the elderly and a pet corner. There was no similar park within a walkable distance in the vicinity, except Belcher Bay Park which was more than 600m away from CSTG. It was uncertain whether the proposed waterfront park would reprovision the existing facilities of CSTG. Community facilities were also not increased correspondingly to cope with the increase in population in the district;
- (c) in a paper presented to the C&WDC by PlanD in 2008, CSTG was proposed to be retained and to be connected with the planned waterfront promenade to form a large integrated open space. Based on the then existing and planned population, it was estimated that the district still lacked 8.3ha and 8.2ha of local open space respectively. If the provision of local open space in the district was in deficit, CSTG should not be demolished for development;
- (d) apart from serving as a leisure ground for the local people, CSTG was a urban forest bringing benefit to the local community in many aspects, such as reducing the emission of greenhouse gas, lowering the temperature at pedestrian level, filtering dust and particulate pollutants, improving air quality, helping the reduction of energy consumption and providing a habitat for wildlife. The reduction of air pollution could lower the cost of the community on health care significantly;

- (e) there were about 195 trees within CSTG, many of which were *Ficus microcarpa* and *Livistona chinensis*. Apart from the trees, there were ferns, shrubs, grasses, mushrooms, lichen, insects and birds within the park. However, the Government had decided to fell all the trees within the park for the decontamination works on the ground that the trees were also contaminated. The existing habitat for flora and fauna would be lost;
- (f) plants could help decontaminate the soil by phytoremediation. The roots of some trees could grow deep in the soil to absorb the contaminants and the microbes around the roots in the soil could help decompose the contaminants. Although phytoremediation was a slow process, it had been proven to work successfully in many overseas decontamination projects. In Hong Kong, a research had revealed that a *Ficus microcarpa* grew by the bank of Kai Tak Nullah had absorbed heavy metals from nullah and accumulated the heavy metals in itself. The heavy metals would be removed from the tree when its leaves and fruits fell;
- (g) the contaminated soil within CSTG was covered by a layer of unpolluted top soil or concrete paving. There was a raised area of about 1.5m high within CSTG and three *Aquilaria sinensis*, which was a threatened species in China, were growing healthily there. As that area was filled up by new soil, the three *Aquilaria sinensis* growing there should not have been polluted by the contaminated soil underneath. Besides, the roots of palms, such as *Livistona chinensis*, would only grow to a shallow zone of not more than 1m deep. As such, the palms would not be polluted by the contaminated soil either. She wondered why the *Aquilaria sinensis* and the palms could not be transplanted if they had not been contaminated;
- (h) the air ventilation assessment conducted for the Land Use Review concluded that the general air ventilation performance of the district was satisfactory currently, mainly attributable to the existence of open areas, in particular the open spaces, for serving as breezeway, allowing wind

distribution and reducing urban heat island effect. Sea breeze could now enter Kennedy Town through Cadogan Street and CSTG. If CSTG was used for development of high-rise buildings, the penetration of wind to Kennedy Town would be affected;

- (i) comparing with a waterfront promenade, such as the one at Tseung Kwan O, which was not planted with many trees, a park with abundant trees, such as CSTG, should be a more popular leisure ground for the public as the trees could provide shading during sunny weather;
- (j) while parts of the carriageway and pavement of Cadogan Street and Victoria Road were contaminated, they were not required to be decontaminated probably because they had been concrete-paved. She wondered whether the decontamination works would be required for CSTG if the park would be retained;
- (k) she suggested to use the disused/vacant school premises at Ka Wai Man Road for the proposed primary school and shift the proposed residential development at the CSTG site westwards to the “G/IC” site earmarked for school development so that CSTG could be retained for public enjoyment and improving air ventilation without reducing the overall provision of residential flats in the district; and
- (l) the retention of CSTG would help realise the ‘Biophilic City’ concept as promoted by the United Nations, which aimed at reducing global pressures on humanitarian and environmental limits. The world’s most competitive cities, such as New York, London and Tokyo, were provided with extensive open spaces in the urban area which could help enhance their citizens’ health and hence their competitiveness.

29. Mr Mok Kun Ki made the following main points:

- (a) APCP was representing over 5,000 residents of Kennedy Town in the hearing to urge the Board to retain CSTG. They had been striving for the retention of CSTG since 2015, and had organised various activities and gatherings and held numerous meetings with the government officials, Legislative Council Members and District Council Members to seek their agreement and support for retaining CSTG. They were upset by the oral submission made by the incumbent C&WDC Member in the morning session of the hearing which had not reflected clearly to the Board the residents' strong opposition to the demolition of CSTG;
- (b) the Board should note that the provision of open space at Kennedy Town was far below the standard of 2m² per person and was even inferior to the situation of Wan Chai which was well known for lacking open space. The current planning under the OZP did not improve the living conditions of the local residents, and was particularly unfair to the elderly and the youth who should be provided with adequate open space in their daily lives;
- (c) the three outstanding technical issues on traffic, air ventilation and visual impacts underlying the current planning for Kennedy Town had still not yet been resolved by the Government. The large open areas originally serving air ventilation functions were turned to development sites, leaving only narrow building gaps of 15m wide for air ventilation purpose. The major vantage points of the area, such as the junctions of Victoria Road/Cadogan Street and Victoria Road/Ka Wai Man Road, were not chosen for preparing the photomontages to illustrate the actual visual impact of the proposed developments;
- (d) instead of using the CSTG site for development, there were alternative development options. For instance, as Professor Chiu Siu Wai (R4121/C306) had suggested, the disused/vacant school premises at Ka Wai Man Road could be used for the development of the proposed primary school and the reserved "G/IC" site for school development at the

junction of Victoria Road and Sai Ning Street could be used for residential development. Although such a proposal would block the view of his flat at Mount Davis 33, he was willing to sacrifice his own interest in exchange for the retention of CSTG;

- (e) the proposed public housing development on the “R(A)5” site provided an opportunity for rehousing the current residents of Sai Wan Estate so as to allow the old housing estate to be redeveloped. There were about 600 flats at Sai Wan Estate currently. If the estate could be redeveloped based on the plot ratio of the “R(A)5” site, about 1,433 flats could be provided, which was 833 flats more than the current provision. As the development of the CSTG site would only provide about some 600 flats, he wondered why Sai Wan Estate would not be redeveloped in the meantime so that the additional number of flats from Sai Wan Estate redevelopment could offset loss of flats due to the retention of CSTG;
- (f) if decontamination works were not carried out at the CSTG site, the local residents would not be subject to the potential environmental impacts and health risks. Based on the assumptions of a Canadian research, it was estimated that the demolition of CSTG could lead to a loss in public health equivalent to a monetary value of HK\$5.2 billion in 10 years’ time; and
- (g) the amendment items incorporated in the draft OZP were based on the results of the EIA report in relation to the decommissioning of the ex-KTIP and ex-KTA and the associated decontamination works. That was admitted by DPO/HK at a meeting of the Harbourfront Commission held in October 2016. Members of the Harbourfront Commission unanimously supported the retention of CSTG and considered that the proposed decontamination works for the CSTG site were not necessary. As the CSTG site had already been used as a local open space for 19 years, he wondered whether there was an imminent need for carrying out decontamination works for CSTG, which could induce environmental

pollution and health risk. A resident of the Western District had recently lodged a judicial review to the Court to challenge the injustice of the interrelated planning and EIA processes. For the benefit of the local community, the Board was urged to retain CSTG.

R4120/C305 – Mary Mulvihill

30. Ms Mary Mulvihill made the following main points:

- (a) from the traffic viewpoint, the local roads could not cope with the increasing number of residents and visitors generated by land use proposals, including the proposed commercial facilities at the China Merchants Wharf and the harbourfront;
- (b) the Government failed to convince the public on the adequacy of the proposed decontamination arrangements;
- (c) CSTG should be retained and extended to the waterfront to create an integrated green space with the proposed waterfront park. The biodiversity of CSTG could not be replicated in the proposed waterfront park;
- (d) more outdoor recreational spaces should be provided within the district for the elderly and the local residents who were generally of low income and facing poor living conditions;
- (e) even the Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) considered that the general development density of the OZP was too high. DAB's proposals of reducing the building height restrictions and their alternative land use proposals in certain sites should be considered;

- (f) the ex-temporary school site for the Hong Kong Academy was suitable for the proposed primary school as it could provide a better environment for children and was further away from road traffic. The Education Bureau should relax its guidelines on school site dimensions and refurbish the existing building within the site for the primary school use;
- (g) the “G/IC” site currently earmarked for primary school development at Victoria Road could be used for other low-rise GIC facilities as suggested by DAB; and
- (h) the Board should not only rely on the biased and outdated data to consider the land use proposals of the OZP but should study the traffic and pollution data compiled by the representers carefully, taking into account the results of the latest 2016 Population By-census. The OZP should be reverted to PlanD for revision.

[The meeting was adjourned for a short break of 5 minutes.]

31. As the presentations from DPO/HK and the representers, commenters and their representatives on the day had been completed, the meeting proceeded to the question and answer (Q&A) session. The Chairman briefed attendees that the Q&A session was for Members to raise questions on matters of concerns. Members would raise questions and the Chairman 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.

Decontamination Works

32. A Member raised the following questions:

- (a) whether the potential delays due to severe weather conditions, such as typhoon and rainstorm, had been taken into account in the estimation of the 7-year period for carrying out decontamination works for the area; and

- (b) what measures would be undertaken to minimise the impacts of severe weather conditions during the period for decontamination works.

33. Professor Chiu Siu Wai (R4121/C306 and representative of APCP) responded that the impact of typhoon was not taken into account in the approved EIA report for the decontamination works in the area. In a decontamination project for the Government she was previously involved, the canvas used for covering up the biopiles had been blown off by strong wind during typhoon and the period for decontamination works had been prolonged. She considered that the impact of typhoon on a decontamination project was inevitable, and urged the Government to reduce the extent and shorten the period for decontamination works in order to reduce the potential health risk to the area.

34. Mr Derek H.F. Kwok, E/5, CEDD, responded that CEDD had successfully completed the decontamination works for the ex-Kwai Chung Incineration Plant a few years ago. The decontamination works in Kwai Chung were similar in nature as that in Kennedy Town as both sites were near the waterfront and similar decontamination methods were adopted. When sign of typhoon or rainstorm was detected by the Hong Kong Observatory, CEDD would request the contractor to tightly cover the biopiles and the excavation areas with appropriate sheetings to ensure that the biopiles and the excavated contaminated soil would not be blown off to the surrounding areas by strong wind. As required by the Environmental Permit, cut-off channels should be constructed at the site to properly collect the surface runoff of the site for treatment before discharging to the public drains. Such peripheral channels would be certified by a qualified civil engineer and approved by EPD to ensure that the capacity would be adequate to collect the surface runoff of the site at the time of heavy rain.

35. The Vice-chairman and some Members raised the following questions:

- (a) noting that Dr Charlton Cheung (R156 and representative of APCP) had raised concern on the particularly high concentrations of contaminants at certain points of the area, whether the current means of soil sampling for

identifying the type, extent and concentration of contaminants in the underground soil was appropriate;

- (b) noting that Dr Charlton Cheung had pointed out that the removal of contaminants, such as dioxins and PCBs, was not covered in the scope of the proposed decontamination works for the area, whether such contaminants would be treated by the contractor of CEDD if they were discovered during the decontamination process;
- (c) whether the submission of the proposed decontamination methods from the contractor of CEDD to EPD for approval would provide an updated assessment of the contamination conditions of the area for reference so that EPD could determine if the proposed decontamination methods were practicable; and
- (d) if CTSG would be retained for open space use, whether the proposed decontamination works at CTSG would still be necessary.

36. Ms Carrie K.Y. Leung, SE/7, CEDD, Mr Eric Ching, MMHK, Mr Richard W.Y. Wong, SEPO(MA)3, EPD, and Mr Louis K.H. Kau, DPO/HK, made the following responses:

- (a) in the EIA report approved by DEP in 2002, 44 soil samples had been examined and none was found to contain dioxin. The dioxin previously found in the surface rubbles around the ex-KTIP and ex-KTA sites had been treated and disposed off site. If there was any suspected existence of dioxin during the period of decontamination works, CEDD would follow the established practice to handle the dioxin, if any, found in the area;
- (b) a total of 193 boreholes had been carried out in the area by CEDD in the three site investigations conducted in 2000, 2003 and 2013 respectively to examine the type, extent and concentration of the contaminants in the underground soil. The results of the site investigations provided a

complete and comprehensive picture of the extent of contamination within the site, based on which the proposed decontamination methods would be adopted. If during the course of the decontamination works, the actual contamination was found to be substantially more extensive than expected, additional soil samplings and testing would be carried out to ensure that all the contaminants would be treated and removed from the site;

- (c) to cater for possible variation in the concentrations of contaminants identified during site investigations and in actual decontamination works, confirmatory sampling of the surrounding underground soil at the concerned soil layers of each borehole would be conducted. If contaminants were still identified in the soil, the contractor would further treat the contaminated soil until it was demonstrated that there was no more exceedance in concentration of contaminants;
- (d) although certain local areas might have relatively high concentration of contaminants as pointed out by some representers, the average concentration of contaminants in the area was not considered high. Based on local and overseas experiences, biopiling had been proven to be an effective and appropriate decontamination method for hydrocarbons even if the concentration of hydrocarbons was high. The biopiling method could also be refined, e.g. through the addition of specific microbes and nutrients, to improve the performance where necessary;
- (e) before carrying out the decontamination works, the contractor of CEDD had to follow the requirement of the Environmental Permit to submit a Contamination Confirmatory Investigation to EPD, which would contain a series of method statements on the decontamination works for different areas with different contaminants as identified in the site investigations of the EIA report. As it was recommended in the approved EIA report that biopiling and cement solidification were the most appropriate decontamination methods for treatment of heavy metals and hydrocarbons in the area, the method statements on the decontamination works would be

formulated based on the proven technologies under the two recommended decontamination methods. If the contractor subsequently considered that there were more effective decontamination technologies available, they could submit the revised method statements to EPD for consideration; and

- (f) although there was no imminent health risk at the CTSG site if the existing open space use was to be retained, it was preferable for the decontamination works of the whole area to be carried out in one-go. If the decontamination works at CTSG were postponed to a later time when the surrounding areas were fully developed, there would be more environmental constraints to tackle.

37. A Member asked Dr Charlton Cheung for his views on the effectiveness of decontamination by vegetation if the depth of contaminants at the CSTG site was confined to a depth of not more than 1.5m below ground. In response, Dr Charlton Cheung said that the eastern side of CSTG was one of the key areas within the whole area which required focused decontamination as that area was previously a government wharf and there was a cluster of borelogs showing concentration of contaminants exceeding the relevant standards at the depths of about 0.5m to 6m. Professor Chiu Siu Wai supplemented that the microbes around the roots of trees in the soil were good media for decontamination. The roots could penetrate deep into the soil when the trees grew. Some contaminants, such as lead, might also decay in the soil by themselves over time as a natural process. It was anticipated that the level of contaminants at the CSTG site might have already been reduced over the years and the carrying out of an updated site investigation was necessary to ascertain the current situation.

38. A Member asked Professor Chiu Siu Wai what the depth of the roots of *Ficus microcarpa* in Hong Kong was on average and whether she had actual experience in carrying out phytoremediation in Hong Kong. In response, Professor Chiu Siu Wai said that the roots of *Ficus microcarpa*, commonly known as 石牆樹, was normally 1.5m under soil but it could grow to more than 10m above ground horizontally as well as vertically, whilst for other species such as palm, their roots might only grow to less than 1m in depth. Although she did not have first-hand experience in carrying out phytoremediation, it did not mean that there

was no such experience overseas which had proven to be successful. It should be noted that the micro-organisms in the soil were highly responsive to the existence of contaminants. Noting that the trees within CSTG had grown for about 18 years, there was no doubt to their decontamination capability. In her previous experiences in carrying out decontamination works for Kai Tak Nullah and the ex-shipyard site in Tsing Yi North, there were evidences that some fruit trees growing in those areas had absorbed contaminants from the soil. The Government should take the opportunity to carry out an updated investigation for the CSTG site which might be able to demonstrate that the trees in CSTG had already effectively decontaminated the underground soil over the years.

Traffic/Transport

39. The Vice-chairman and some Members raised the following questions:

- (a) whether Dr Charlton Cheung was correct in saying that the traffic review conducted for the Land Use Review had not taken into account the proposed traffic impacts of the proposed ELM under the HK2030+ study;
- (b) if the proposed ELM were implemented in future, whether there was any mechanism to require the project proponent to ensure that the development proposal would not generate adverse traffic and environmental impacts on the neighbouring districts including Kennedy Town;
- (c) whether a representer's worry about the worsening in traffic safety of Victoria Road if the road was widened from 2 lanes to 4 lanes was valid;
- (d) noting that Ka Wai Man Road was a cul-de-sac and very congested at the moment, whether there was any plan to extend Ka Wai Man Road to pass through the public housing site to the west so as to alleviate the congested traffic conditions; and

- (e) whether there was any plan to provide basement car parks at the residential and open space sites, such as underneath the proposed waterfront park.

40. Mr Louis K.H. Kau, DPO/HK, and Mr Gordon W.Y. Yip, E/C&W3, TD, made the following responses:

- (a) the traffic review conducted by TD was based on the Recommended Land Use Proposal (RLUP) of the Land Use Review. As the proposed ELM was only a preliminary concept at the moment, the possible future connection between ELM and Hong Kong Island West and the associated traffic impacts had not been taken into account in the traffic review. If the proposed ELM under the HK2030+ study were to be pursued in future, a separate TIA would be conducted to assess the traffic impacts of the proposal on Hong Kong Island and other districts;
- (b) according to the established practice, a planning and engineering feasibility study would normally be conducted by the Government if the ELM proposal were to be taken forward. The stakeholders, including the relevant District Councils, would be consulted during the various stages of the study. When specific land use proposals were formulated and reflected on the statutory town plan, the general public would also be consulted through the statutory plan-making process;
- (c) the section of Victoria Road to the south of the proposed primary school site (i.e. the section between Sai Ning Road and the proposed new access road) would be widened from 2 lanes (one lane for each way) to 4 lanes (two lanes for each way). The provision of two more lanes at that road section was necessary as it would facilitate the turning of vehicles from Victoria Road to the proposed new access road to the west and north of the “R(A)6” site;

- (d) the “R(A)5” site proposed for public housing development comprised the ex-Mount Davis Cottage Area where there were formed platforms at different levels. The proposed provision of a through road within the “R(A)5” site to connect Ka Wai Man Road and Victoria Road might not be feasible due to different ground levels and its feasibility needed to be further examined; and
- (e) it was planned to provide at least 70 public car parking spaces and 50 public goods vehicle parking spaces at the “R(A)6” site. The public car parking spaces would mostly likely be provided in basement, subject to further study. The proposal for development of a car park underneath the proposed waterfront park could be explored.

Public Housing Site, GIC Facilities and Open Space

41. The Vice-chairman and some Members raised the following questions:

- (a) noting that a representer proposed to have a 5m-wide tree planting area in the public housing site and that a number of existing trees within the site would be felled for the proposed public housing development, what compensatory tree planting and greening proposals would be incorporated in the future development on the site;
- (b) whether the proposed GIC facilities to be accommodated within the public housing site could be relocated to the “G/IC” site earmarked for primary school development at Victoria Road which was more easily accessible by the general public, and whether the proposed primary school could be accommodated in the existing disused/vacant school premises within the public housing site;
- (c) whether the proposed primary school could be accommodated in the western portion of the public housing site;

- (d) whether a pedestrian access would be provided at the western portion of the public housing site to allow people to go up to Mount Davis from Victoria Road; and
- (e) what facilities were provided at Ka Wai Man Road Garden currently, how the garden could be accessed, and what the utilisation rate of the garden was.

42. Mr Louis K.H. Kau, DPO/HK, made the following responses:

- (a) the proposed reservation of a 5m-wide area within the public housing site for retaining the trees along Victoria Road was related to the detailed design of the public housing project and could be relayed to the Housing Department (HD) for consideration. In any case, HD's public housing project needed to follow the prevailing government policy on tree preservation, including compensatory planting of the felled trees;
- (b) the proposed public housing development was to be developed on the "R(A)5" site in two phases. The eastern portion of the "R(A)5" site which was subject to a building height restriction of 140mPD would accommodate most of the public housing flats, while the western portion of the site with a building height restriction of 65mPD would accommodate mainly the ancillary car parking spaces, public light goods vehicle parking spaces and GIC facilities. If the proposed primary school was located in the existing disused/vacant school premises at the eastern portion of the "R(A)5" site, some of the public housing flats would be affected. The technical feasibility of the proposal would need to be further explored;
- (c) visual permeability and air ventilation were important considerations in the formulation of the RLUP. In that regard, requirements on building gaps and non-building areas had been stipulated on the OZP for specific sites. The "G/IC" site at Victoria Road proposed for primary school

development was part of the low-rise cluster serving as a spatial relief for the surrounding developments;

- (d) as there were specific requirements on the area and minimum width of a primary school site, which were 6,200m² and 65m respectively for a 30-classroom primary school, under the Hong Kong Planning Standards and Guidelines (HKPSG), the western portion of the “R(A)5” site was not wide enough to accommodate the proposed primary school unless the vegetated slope to the south was cut and formed which would involve extensive tree felling and slope stabilisation works;
- (e) HD would further study in the detailed design of the public housing project if a pedestrian access could be provided within the public housing site to facilitate people to go up to Mount Davis; and
- (f) Ka Wai Man Road Garden was located at an upper platform abutting Ka Wai Man Road. People from Victoria Road via Ka Wai Man Road could gain access to the garden through a flight of staircases or a disabled access. The garden was mainly for passive recreational use with provision of seats, chess tables and exercising facilities for the elderly. From an observation in a weekday afternoon, there were about ten elderly people in the garden.

43. Mr Mok Kun Ki (representative of APCP) responded that according to the earlier land use proposals, the public housing blocks were mainly proposed at the western portion of the current “R(A)5” site while the eastern portion of the site was used for accommodation of GIC facilities. As such, it was possible for locating the proposed primary school at the eastern portion of the site at that time. However, the Government changed the location of the public housing blocks and GIC facilities within the “R(A)5” site in the latest proposal. As regards the area requirements of primary school, HKPSG had stated that the Secretary for Education could exercise flexibility in considering primary school sites which were found suitable for primary school use but with sizes not meeting the reference site requirements.

Population Forecast

44. The Vice-chairman asked whether, as pointed out by Mr Chan Hok Fung (representative of R4113), PlanD's latest population forecast for the district had not taken into account the increase in population arising from a number of recent redevelopment projects in the area. In response, Mr Louis K.H. Kau, DPO/HK, said that the population arising from all known development or redevelopment projects, including those that had obtained planning approval from the Board and building plans approval from the Building Authority, had been taken into account in the latest population forecast for the district. However, the forecast had not reflected those sites intending to apply for compulsory sale for redevelopment.

[Mr Alex T.H. Lai left this session of the meeting during the Q&A session.]

45. As Members did not have any further question to raise, the Chairman said that the five-day hearing on the OZP was completed. He thanked the government representatives and consultants as well as the representers, commenters and their representatives for attending the meeting and said that the Board would deliberate the representations and comments in their absence on another day and would inform the representers and commenters of the Board's decision in due course. The government representatives and consultants as well as the representers, commenters and their representatives left the meeting at this point.

46. This session of the meeting was adjourned at 4:55 p.m.