

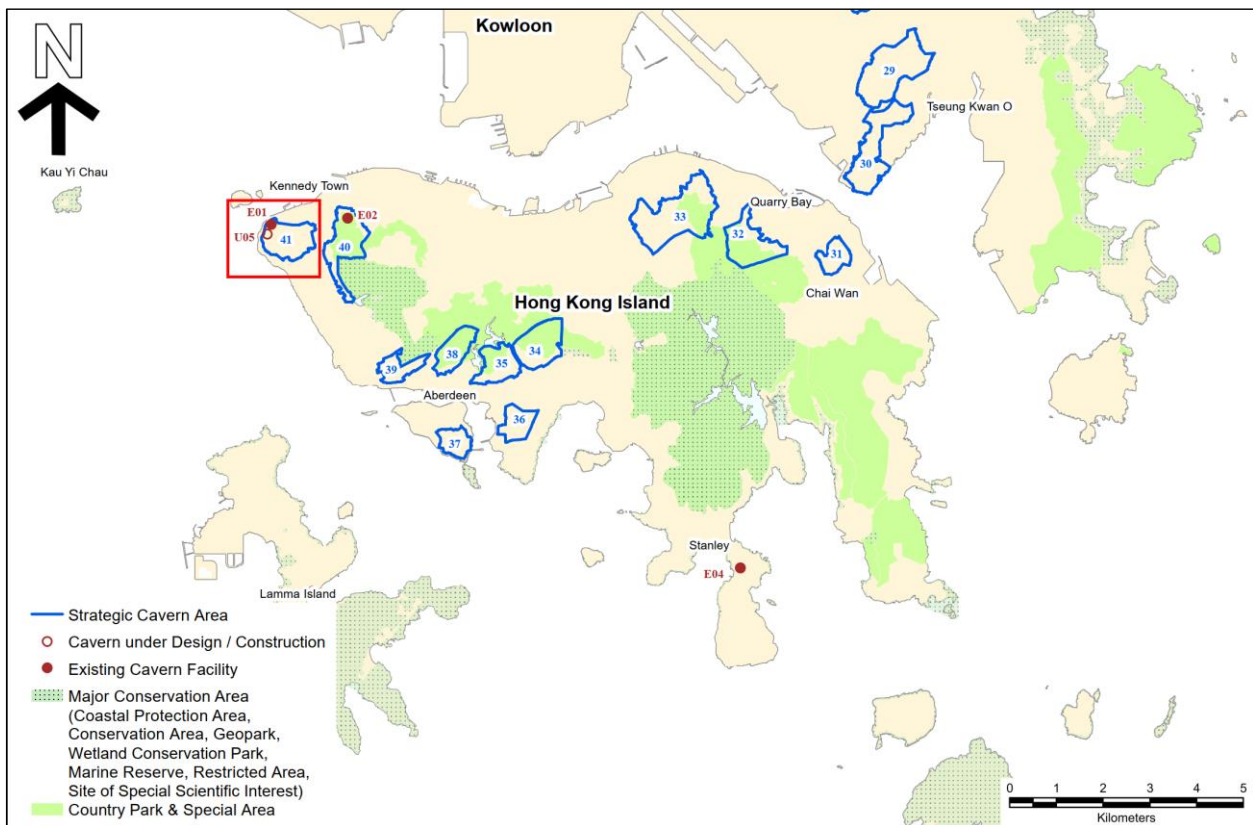
CAVERN MASTER PLAN – INFORMATION NOTE

STRATEGIC CAVERN AREA NO. 41 – MOUNT DAVIS

This Information Note describes the characteristics and development constraints of Strategic Cavern Area No. 41 - Mount Davis (the SCVA). It also denotes the extent of potential portal locations. The spatial context of the SCVA is illustrated in the Reference Drawing appended to this Information Note.

Reference should be made to the Explanatory Statement of the Cavern Master Plan for its background and purposes, as well as the definition and delineation criteria of SCVAs.

1. Location Plan



2. Strategic Cavern Area Details

Outline Zoning Plan (OZP) ¹ :	Kennedy Town & Mount Davis OZP
Area:	73.3 ha
Maximum elevation in the SCVA:	+270 mPD
Minimum elevation in the SCVA:	+23 mPD

3. District Context

Location

The SCVA is located in the northwestern part of Hong Kong Island. It occupies the area of Mount Davis in Pok Fu Lam. Kennedy Town is to the north of the SCVA, Sai Wan and Lung Fu Shan are to the northeast and east, and Pok Fu Lam is to the south.

The SCVA is generally hilly with a maximum elevation of about +270 mPD. A number of features are located within the SCVA, including the Jockey Club Mt. Davis Youth Hostel near the hilltop of Mount Davis, Kennedy Town Fresh Water Service Reservoir in the northeastern portion and Mount Davis Fresh Water Service Reservoir in the southern portion.

To the north and northeast of the SCVA, the areas of Kennedy Town and Sai Wan are predominantly residential communities with high-density developments. These include Kwun Lung Lau (at the northeastern boundary of the SCVA), Sai Wan Estate (about 100 m to the north of the SCVA) and The Sail at Victoria (at the northern boundary of the SCVA). To the south of the SCVA, Pok Fu Lam is also a residential area with low- to medium-rise developments, including Villas Sorrento, Bayview Court and Mount Davis Village (all at the southern boundary of the SCVA).

These areas are supported by a number of key Government, Institution or Community (GIC) facilities and other facilities located in the vicinity which also serve the territory, including the University of Hong Kong (about 750 m to the northeast of the SCVA), Chinese Christian Cemetery (about 250 m to the southeast of the SCVA), Queen Mary Hospital (about 550 m to the southeast of the SCVA), Victoria Public Mortuary (about 300 m to the north of the SCVA), Kennedy Town Community Complex (about 200 m to the northeast of the SCVA) and Sandy Bay Sewage Screening Plant (about 250 m to the south of the SCVA).

¹ For details of the latest land use zonings on the OZPs, please refer to the Town Planning Board Statutory Planning Portal 3 (<https://www.ozp.tpb.gov.hk/>).

Access

The SCVA is accessible from its western, southern and northeastern edges via Victoria Road, Mount Davis Road, an access road to Mount Davis Fresh Water Primary Service Reservoir, and an access road to Kennedy Town Fresh Water Service Reservoir. Regional connections could be routed through Pok Fu Lam Road, Connaught Road West and Western Harbour Crossing.

The MTR Island Line serves the locality of Sai Wan and Kennedy Town. The nearest stations include HKU Station (about 800 m to the northeast of the SCVA) and Kennedy Town Station (about 100 m to the northeast of the SCVA). The proposed South Island Line (West) will serve the western and southern parts of the Hong Kong Island. This proposed railway line together with the South Island Line and the Island Line will form a railway loop covering the central and western parts of Hong Kong Island. The South Island Line (West) will comprise HKU Station and a proposed station at the Queen Mary Hospital (exact location to be determined) serving the locality of the SCVA.

Existing / Planned Facility in SCVA

The Island West Transfer Station and the former MTRC Explosives Magazine (which is currently proposed for Reprovisioning of Victoria Public Mortuary) are located in caverns in the northwestern portion of the SCVA.

4. Summary of Characteristics of Strategic Cavern Area

4.1. Boundary

The northern boundary of the SCVA is defined by the MTR Island Line tunnel. The eastern boundary of the SCVA is defined by private lots and Chiu Yuen Cemetery. The western boundary of the SCVA is defined by Victoria Road. The southern boundary of the SCVA is defined by Mount Davis Road and private lots. A private lot within the Mount Davis Battery (a Graded Historic Building) located near the central portion of the SCVA has been excised from the SCVA. Reference should be made to the Explanatory Statement of the Cavern Master Plan for the delineation criteria of SCVAs.

4.2. Geology

The solid geology of the SCVA is primarily coarse ash crystal tuff, which belongs to Mount Davis Formation. The SCVA is with a rock type that is suitable for the uses of rock caverns. A number of geological features, such as photolineaments, are identified within and in areas surrounding the SCVA. The excavated rocks can be used as road base materials and for asphalt production, etc.

Further geological information of the SCVA can be found on the 1:20,000-scale Geological Map Sheet 11 (Hong Kong & Kowloon) published by the Geotechnical Engineering Office, Civil Engineering and Development Department.

4.3. Planning

The SCVA is adjacent to various residential areas in Kennedy Town, Sai Wan and Pok Fu Lam. The SCVA is also well connected to the rest of the territory by roads and railway.

The areas of Kennedy Town, Sai Wan and Pok Fu Lam are major residential communities consisted of existing low- to high-rise developments (e.g. Kwun Lung Lau, Sai Wan Estate and Mount Davis Village) and potential housing developments supported by various GIC facilities (e.g. hospital, school, sewage treatment plant and service reservoir, etc.).

The SCVA is situated in a strategic location being close to the University of Hong Kong, Queen Mary Hospital and the associated facilities in Sai Wan and Pok Fu Lam.

According to the Recommended Land Use Proposal under the Land Use Review on the Western Part of Kennedy Town², the existing Victoria Public Mortuary is proposed to be relocated to the portal area of the former MTRC Explosives Magazine on Victoria Road. Meanwhile, it is proposed to provide fallback body storage spaces inside the cavern area of the former MTRC Explosives Magazine as part of the Reprovisioning of Victoria Public Mortuary. The SCVA is located in the urban fringe supported by good road network, in which road traffic conditions have been improved after the implementation of the MTR West Island Line (now being part of the MTR Island Line).

4.4. Environmental

Environmental sensitive receivers to the potential caverns in the SCVA are the nearby existing residential developments (e.g. Kwun Lung Lau, Villas Sorrento, Bayview Court and Mount Davis Village), social service centres (e.g. Chee Sing Kok Social Centre of the Humanity Love) and schools (e.g. St. Clare's Girls' School and The University of Chicago Campus in Hong Kong at the former Victoria Road Detention Centre). The SCVA comprises natural greenery and lowland forest. There are natural or modified surface water courses within the SCVA. Mount Davis Battery (Grade 2 historic building) and Block D of Victoria Road Detention Centre (Grade 3 historic building) are located within the SCVA, while S. K. H. St. Luke's Settlement Neighborhood Elderly Center (Grade 3 historic building) and Tung Wah Coffin Home (declared

² For more information, please refer to the Metro Planning Committee (MPC) Paper No. 1/16, titled Proposed Amendments to the Draft Kennedy Town & Mount Davis OZP No. S/H1/19, for consideration by the MPC on 5 Feb 2016 via: http://www.info.gov.hk/tpb/en/papers/MPC/551-mpc_1-16.pdf

monument) are located in the vicinity of the SCVA. In addition, Ho Chong, Chiu Yuen Cemetery (New Item Pending for Grading Assessment, N8) and Jubilee Battery near Victoria Road (New Item Pending for Grading Assessment, N383) are situated in close proximity to the SCVA. Five government historic sites identified by the Antiquities and Monuments Office (AMO) are also in the proximity of the SCVA, including City of Victoria Boundary Stone (Victoria Road), City of Victoria Boundary Stone (Pok Fu Lam Road), City of Victoria Boundary Stone (Mount Davis), Tung Wah Smallpox Hospital Arch and Foundation Stone of Tung Wah Smallpox Hospital.

All potential environmental constraints, which may impose restrictions on the potential caverns, should be identified and taken into account under the Environmental Impact Assessment Ordinance (EIAO) and other relevant ordinances, such as the Country Parks Ordinance. Project proponents are required to take into account the potential environmental constraints when planning each project and undertaking the environmental impact assessment under the EIAO to determine its environmental acceptability, potential environmental impacts and environmental mitigation measures required.

4.5. Traffic

The SCVA can be accessed from its western edge via Victoria Road; its southern edge via Mount Davis Road; and its northeastern corner via an access road to Kennedy Town Fresh Water Service Reservoir.

The level of traffic along Victoria Road is close to its capacity so a high traffic-generating activity may not be suitable for this location unless upgrades to the surrounding road network are considered.

It is noted that the SCVA falls within the Pok Fu Lam area which is currently restricted by the Pok Fu Lam Moratorium, project proponents are required to take special attention to the traffic impact to the surrounding area when considering cavern options.

Project proponents are also required to consider the potential traffic impact of the proposed transport infrastructure connecting the proposed Kau Yi Chau Artificial Islands and Hong Kong Island and the proposed Route 4 Extension between Kennedy Town and Aberdeen which are being studied, as they may pass through the SCVA. The project proponent would be required to assess the traffic impacts to the road networks and junctions in the vicinity and carry out traffic improvement measures so as to ensure that the traffic infrastructure could cope with the additional traffic flow brought by the project when considering cavern options in the SCVA. Further advice on the scope of the Traffic Impact Assessment shall be sought by the project proponents.

4.6. Other Key Issues / Constraints on Cavern Development

A Drainage Services Department's tunnel, namely the Harbour Area Treatment Scheme Stage 2A tunnel, passes through the SCVA from the south to north. An unnamed Water Supplies Department's tunnel is about 100 m to the east of the SCVA. Two Drainage Services Department's tunnels, i.e. the Hong Kong West Drainage Tunnel and one of its branches, are about 100 m and 500 m to the east of the SCVA. The railway tunnel of the Island Line is about 50 m to the north of the SCVA. The proposed railway tunnel of the South Island Line (West) will be about 400 m to the east of the SCVA. Two abandoned tunnels are located approximately 30 m to the west (near the Victoria Road Detention Centre) and 100 m to the northeast (beside Kwun Lung Lau) of the SCVA respectively. Owing to difference in elevations and/or horizontal separations with respect to the extent of potential portal locations, these tunnels would not pose any insurmountable constraint on the potential uses of rock caverns within the SCVA.

The Island West Transfer Station and the former MTRC Explosives Magazine (which is currently proposed for Reprovisioning of Victoria Public Mortuary) are located in caverns in the northwestern portion of the SCVA. There may be interfacing issues should there be any cavern projects in the SCVA in the vicinity of these cavern facilities.

Project proponents are also required to consider the potential interface of the proposed transport infrastructure connecting the proposed Kau Yi Chau Artificial Islands and Hong Kong Island and the proposed Route 4 Extension between Kennedy Town and Aberdeen which are being studied, as they may pass through the SCVA.

5. Extent of Potential Portal Locations

The extent of the potential portal locations is shown on the Reference Drawing.

The SCVA is accessed from Victoria Road to the west; Mount Davis Road and slopes adjacent to Mount Davis Fresh Water Primary Service Reservoir to the south; and slopes adjacent to Kennedy Town Fresh Water Service Reservoir to the northeast of the SCVA.

The extent of potential portal locations on Victoria Road is located on slopes adjacent to the road and portal access could be formed via provision of suitable run-in/out or priority controlled junction, depending on the proposed use. Accessing the extent of potential portal locations on Mount Davis Road; on slopes adjacent to Mount Davis Fresh Water Primary Service Reservoir; on slopes adjacent to Kennedy Town Fresh Water Service Reservoir are restricted by the narrow carriageway of Mount Davis Road, Mount Davis Path and the access road to the service reservoirs. The current access arrangement to these potential portal locations would be suitable for low traffic-generating activities. Major upgrading works to the roads would be required in order for them to support moderate to high traffic-generating activities. Further traffic impact

assessment and detailed engineering design should be carried out with respect to the proposed scale and type of use of the cavern project.

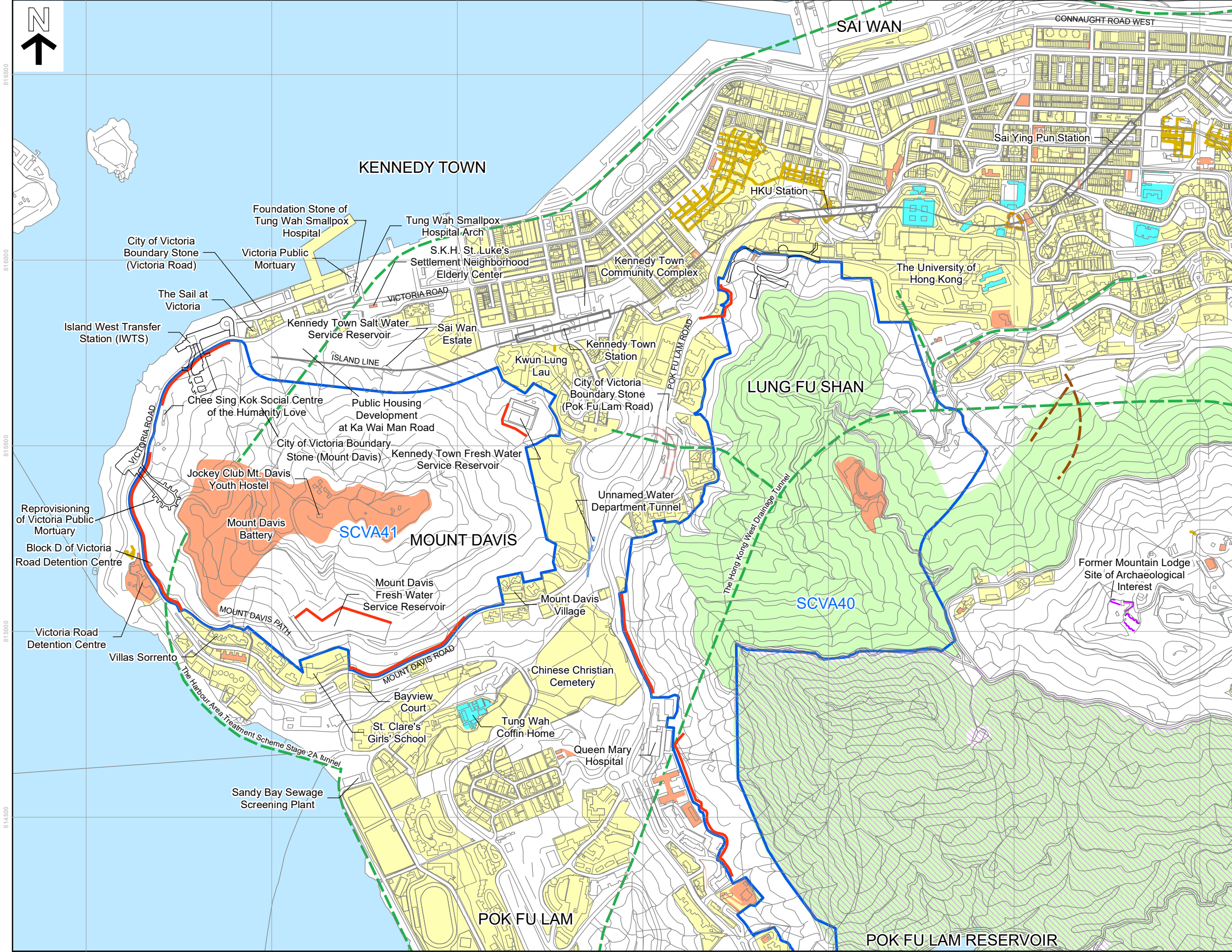
Project proponent should take the proposed public housing developments at Ka Wai Man Road into consideration when considering cavern options in its vicinity and consult relevant Government departments, including but not limited to Planning Department and Housing Department, where appropriate.

All the extent of potential portal locations of the SCVA are located at cut slopes with natural terrain above. There may be potential natural terrain hazards in the vicinity which will require further study by the project proponents.

Project proponents should carry out further studies on identifying specific locations of portals for projects considering cavern options.

6. Remarks to Information Note

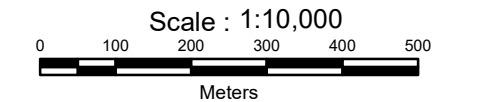
The Cavern Master Plan and all supporting documents do not exempt project proponents for cavern projects from following the relevant statutory procedures. Information including the extent of potential portal locations indicated in this Information Note should serve as reference materials only. In formulation of development proposals, project proponents should conduct the necessary studies and assessments relevant to each project stage. Reference should be made to the “Implementation” section of the Explanatory Statement of the Cavern Master Plan for further details.



Legend

- Strategic Cavern Area
- Extent of Potential Portal Locations
- Existing Railway Line / Light Rail / Tram
- Vehicle Tunnel
- Drainage Services Department Tunnel
- Water Supplies Department Tunnel
- Lands Department Tunnel
- Reservoir / Sea
- Site of Archaeological Interest
- Graded Historic Building
- Declared Monument (Historic Building)
- Government Historic Site Identified by AMO
- Private Lot
- Country Park
- Abandoned Tunnel
- Site of Special Scientific Interest
- Military Installation Closed Area

Note: All private lots located inside the boundary of the Strategic Cavern Area have been excised. Project proponents shall check the latest land status with the Lands Department. Reference should be made to the Explanatory Statement of the Cavern Master Plan for the delineation criteria of Strategic Cavern Area.



REFERENCE DRAWING OF STRATEGIC CAVERN AREA NO. 41 - MOUNT DAVIS