

EIA report on “Lei Yue Mun Waterfront Enhancement Project”

**Relevant Extract of the draft minutes of
the Environmental Impact Assessment Subcommittee
meeting held on 17 September 2018**

Present:

Professor TAM Fung-yee, Nora, BBS, JP (Chairperson)

Dr HUNG Wing-tat, MH (Deputy Chairman)

Ir Cary CHAN, JP

Dr Billy HAU

Ms Julia LAU

Dr Michael LAU

Mr Andrew LEE

Professor Albert LEE

Ir Professor Irene LO, JP

Ir MA Lee-tak, SBS.

Professor John NG

Mr Simon WONG, JP

Ms Becky LAM (Secretary)

Absent with Apologies:

Professor Kenneth LEUNG, JP

Ir Michelle TANG

Dr Eric TSANG

Mr Luther WONG, JP

Professor WONG Sze-chun, BBS, JP

In Attendance:

Mr C F WONG	Assistant Director (Environmental Assessment), Environmental Protection Department (EPD)
Mr Simon CHAN	Assistant Director (Conservation), Agriculture, Fisheries and Conservation Department (AFCD)
Mr Tony CHEUNG	Principal Environmental Protection Officer (Metro Assessment), EPD
Miss Queenie NG	Senior Environmental Protection Officer (Metro Assessment) 2, EPD
Ms Jenny TSANG	Environmental Protection Officer (Metro Assessment) 25, EPD
Miss Dora CHU	Executive Officer (CBD) 1, EPD
Miss LEUNG Ka-man	Executive Officer (CBD) 2, EPD

In Attendance for Item 3:

Project Proponent Team

*Civil Engineering and
Development Department*

Mr Ricky WONG, Deputy Head of Civil Engineering
Office (Port & Land)
Mr Francis LEE, Project Team Leader, Pier
Improvement Unit
Mr NG Chi-wai, Senior Engineer / Projects 1, Pier
Improvement Unit
Ms LEUNG Shuk-fong, Engineer / Projects 1 B, Pier
Improvement Unit

Tourism Commission

Ms Kery KWOK, Senior Manager (Tourism) 31
Ms TSANG Wa-chung, Manager (Tourism) 33
Ms Katie LAM, Assistant Manager (Tourism) 33

*Architectural Services
Department*

Mr Ken CHEUNG, Acting Senior Project Manager 123
Ms SETO Kit-ye, Project Manager 167
Miss CHAN Suet-yi, Landscape Architect / 10

AECOM Asia Company Limited

Mr Marcus IP, Executive Director
Ms Joanne TSOI, Associate Director
Mr Terry CHAN, Associate Director
Mr Jeff TANG, Executive Director

Action

Item 3: Discussion on EIA report on “Lei Yue Mun Waterfront Enhancement Project”

(ACE-EIA Paper 2/2018)

Question-and-Answer Session (Open Session)

2. The Chairperson mentioned that three Members had submitted written comments to the project proponent before the meeting and written responses were provided by the project proponent to Members on 14 and 17 September 2018.

Landscape and visual impacts

3. Given that Lei Yue Mun (LYM) was a famous tourist destination, a Member considered that the project should not limit to eliminate any landscape and visual impacts, but to bring visual benefits to visitors and the local community. He said that the layout and configuration of the proposed promenade structure and viewing platforms should conform to the criteria set out in the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines (HKPSG), and

the structures should be designed to blend in with the surrounding natural landscape as far as possible. With reference to a photomontage showing the view from the sea, he opined that the vertical configuration of the proposed promenade with public landing facility was too rigid and the greening works was inadequate to harmonise the promenade with the adjacent environment.

4. Mr Ricky Wong explained that the proposed promenade with a straight configuration was required for the ease and safe berthing of vessels at the landing facility, and a breakwater was proposed to be constructed at the eastern side of the landing facility to create calmer conditions for the berthing of vessels. While the layout and configuration of the promenade was constrained by the need to provide a straight berth for vessels, Mr Marcus Ip said that the design would be subject to further review during the detailed design stage.

5. Mr Jeff Tang supplemented that the design of the waterfront was proposed to adopt the theme of “Ocean” with a view to blend in with the existing feature and appearance of the Lei Yue Mun Village. On top of ocean related patterns/features to be incorporated into the design of the proposed paving and railing at lookout points and streetscape works at the existing footpath, greening works would also be carried out to enhance the visual quality and harmonise with the existing surrounding natural landscape.

6. Considering that the theme of Ocean was broad and vague, a Member suggested the project proponent send a clear message they wished to convey to the public and tourists during the detailed design stage, such as marine conservation and/or the promotion of sustainable seafood.

7. A Member suggested the Civil Engineering and Development Department (CEDD) make reference to the design of other public piers and consider providing passenger waiting areas with covers at the landing facility.

8. Mr Ricky Wong shared that under the Pier Improvement Programme, new covers provided at some piers were designed to blend in with the surrounding environment as far as possible. He would consult the Architectural Services Department (ArchSD) to explore whether a similar design could be adopted for this project.

9. The Chairperson commented that the proposed design for the breakwater was visually unappealing and suggested the project proponent consider adopting a more natural design with curvature or articulations.

10. Mr Ricky Wong explained that a breakwater supported by pile foundation was proposed to minimize the footprint of the structure and avoid encroaching into the adjacent Tathong Channel. If the breakwater was to be constructed of rock/concrete armour units, the base of the breakwater would encroach into the Tathong Channel which would impose safety risks to the navigation of vessels.

Nevertheless, the layout and design of the breakwater would be reviewed during the detailed design stage.

11. Addressing a Member's suggestion to construct a jetty instead for the berthing of vessels, Mr Ricky Wong explained that due to limited site area, a jetty structure would likely protrude into the Tathong Channel, which would impose safety risk to the vessels navigating along the channel and the vessels manoeuvring and berthing at the jetty.

12. A Member suggested the project proponent invite designs of the proposed lookout points through holding a local design competition, so as to increase the topicality and tourist appeal. The design criteria should incorporate the ideas of urban design and smart city concepts such as the recycling of grey water and rainwater, placing of planters, deployment of renewable energy such as solar power and use of electric-powered ferries and water-taxis etc. With reference to the origami boats at Sai Kung Waterfront Park, she opined that some iconic features or focal points could also be introduced to the design of the LYM waterfront. She considered that the current condition of LYM was very poor and suggested the Government take the opportunity to revamp its image as a famous seafood tourist destination.

13. With regard to the incorporation of urban design elements in the project, a Member added that the design should reflect the local culture and heritage as well as unique features related to LYM, enhance the walkability and provide sufficient shaded areas. With reference to the artist impressions, he considered that the current railing design should be modified with a view to promoting a water-friendly culture.

14. Mr Ken Cheung explained that the current design concept was to create a relaxing environment for local residents and visitors through greening and the provision of pavilions and benches. A review on the current design proposal including reviewing on the aspects of environmental friendliness and other prevailing government initiatives would be undertaken by consultants during the detailed design stage.

15. A Member opined that many works departments might overlook the importance of the landscape and visual impacts of the project which was one of the major concerns in the EIA, and invited EPD to remind project proponents as appropriate.

16. The Chairperson sought views and information from the project proponent on the visual design of the proposed promenade and how the design of the promenade could blend in with the existing surrounding environment. Mr Ricky Wong explained that CEDD would undertake the construction of the promenade structure, while ArchSD would be responsible for the design and construction of beautification works of the promenade, such as landscape and

visual design. He advised that a consultant would also be engaged by ArchSD for the design of beautification works of the promenade which was not available at the moment.

Need of the landing facility

17. A Member was concerned that vessels waiting to berth at the landing facility might lead to congestion at the narrow Tathong Channel and suggested the project proponent consult the Marine Department (MD). Given that there were no public ferry routes serving LYM at present, he expressed doubt towards the usefulness of a landing facility at the expense of the natural shoreline.

18. Mr Terry Chan explained that the landing facility could accommodate two to three vessels, depending on the size of the vessels, waiting to pick up and/or drop off their passengers at the landing steps, and if necessary, vessels could also wait next to the LYM Lighthouse. It was estimated that four marine vessels per hour (or eight vessels trips per hour) would berth at the landing facility during peak hours, and the berthing capacity of the landing facility was estimated to be about 15 marine vessels per hour (or 30 vessels trips per hour). He advised that the proposed arrangement was agreed with MD.

19. Ms Kery Kwok supplemented that the proposal to construct a landing facility was made in response to the request of the LYM community, with a view to facilitating access to the seafood restaurants and other attractions by sea for visitors. Having gauged the views of the relevant trades, it was considered that there was still potential for further developing tourism in LYM. The early implementation of the project was greatly supported by the local community including the Kwun Tong District Council.

20. In response to a Member's question regarding the feasibility for using the breakwater as a pier / landing facility, Mr Terry Chan explained that the manoeuvring and berthing of vessels at the breakwater would easily intrude into the Tathong Channel. Furthermore, the proposed landing facility of 80 metres (m) could better accommodate vessels of 30 m in length with a turning radius of around 60 m.

21. A Member enquired and Mr Ricky Wong replied that the breakwater was proposed to protect vessels berthing at the landing facility from waves generated by southeast winds.

22. A Member expressed concern that the proposed width of the wave-absorbing breakwater was inadequate for it to serve its function, and asked whether there was any modelling conducted to assess the effectiveness. He further suggested reviewing the need for the landing facility to accommodate vessels up to 30 m and thereby determine whether the length of the landing facility could be reduced.

23. Mr Terry Chan explained that it was the project requirement to construct a landing facility to accommodate vessels of length up to 30 m. Mr Ricky Wong said that they would further confirm with the client department on the length of vessels to be accommodated by the landing facility.

Waste management

24. While noting that the project would only generate a small quantity of construction and demolition (C&D) materials, a Member considered that CEDD as one of the works departments should take the lead in minimising the disposal of C&D materials at public fill reception facilities and landfills. This could be done through comprehensive separation of the C&D materials generated from the projects, and identifying opportunities for recycling of materials such as yard waste or re-using materials such as earth and concrete in-situ or in concurrent projects. She further considered that the dredged sediment should be re-used in-situ as far as possible.

25. Given the dredged sediment could not be re-used in-situ as the current project did not involve reclamation, Mr Marcus Ip said that the project team would keep in view of the latest policies and guidelines for the reuse of the dredged sediment and include requirements for comprehensive waste separation when drawing up the relevant contractual document.

Effect of sea level rise

26. Addressing a Member's concern on the effect of future sea level rise due to climate change in the design of the proposed promenade, Mr Ricky Wong advised that a detailed study was conducted based on the Fifth Assessment Report issued by the United Nations (UN) Intergovernmental Panel on Climate Change (IPCC) and updates had been made to the Port Works Design Manual in early 2018 to take account of the findings of the study. He advised that the design life for permanent marine structures was 50 years and the proposed project design had already accounted for the projections in sea level rise, i.e. about 23 centimetres (cm) by the middle and about 50 cm by the end of this century.

Sewage treatment

27. A Member expressed doubt regarding the concluding remarks made in the EIA report that “the hygiene condition of the existing toilet was considered satisfactory” and considered that this project might provide a good opportunity to improve the existing sewage conditions in LYM. He remarked that there were health risks associated with the consumption of seafood and therefore it was particularly important to enhance the hygiene conditions and public health in LYM. The project proponent should take into account for the need for expansion of the sewage treatment capacity with regard to the projected increase in tourist

numbers, population size and seafood restaurant business.

28. Mr Marcus Ip advised that the Drainage Services Department (DSD) was aiming to commence the construction works for providing sewerage to the unsewered areas at LYM by the end of 2018. Mr Ricky Wong added that DSD had already taken into account the projected increase in visitors and the population of various developments in the Kwun Tong district in the upgrading of the sewage treatment capacity of the Kwun Tong Preliminary Treatment Works (KTPTW). The project proponent would liaise with relevant departments to improve the hygiene conditions at LYM.

Noise impacts

29. In response to a Member's enquiry regarding the schedule for installing the piles for the construction of the landing facility and breakwater, Mr Ricky Wong advised that the installation of the pipe piles and the pre-bored socketed H-piles would not be conducted simultaneously and would respectively take four and six months to complete. Drilling rigs might be deployed to install the piles.

30. Addressing a Member's concern on the vibration generated by rock excavation and associated ground-borne noise impacts on nearby residential squatters, Mr Francis Lee explained that rock excavation was essential to provide adequate water depth for vessels to gain access to the landing facility. The drill and break technique might be adopted as the practicability of deploying chemical agents in an underwater environment was in doubt. Mr Ricky Wong supplemented that the area that required rock excavation underwater was about 1500 m² and the associated works would take about four months to complete.

31. A Member suggested and Mr Ricky Wong agreed to consider setting up monitoring points to ensure compliance with the noise criterion.

32. Mr Marcus Ip advised that an assessment on the potential noise impacts arising from the construction of the project had been conducted and noise exceedance was predicted in limited durations of time. In order to reduce the noise impacts to the nearby noise sensitive receivers, various mitigation measures had been proposed, which included the use of quiet powered mechanical equipment and temporary noise barriers, and the scheduling of noisy activities outside the time for holding noise sensitive activities such as examinations and workshops at the Jockey Club Lei Yue Mun Plus (LYMP). Taking into account the noise impacts of the LYM Sewerage project undertaken by DSD, cumulative construction noise impacts had also been assessed. The project proponent would closely liaise with DSD and their contractors in planning the interfacing works with a view to minimising concurrent construction works.

33. Considering that odour might arise from the sediments during dredging activities, a Member pointed out that there were possible variations in the

composition of sediment in different locations. He considered that the levels of acid volatile sulphide (AVS) would not be representative of the odour impacts as there was no evidence to show that hydrogen sulphide (H_2S) was the major component in the dredged sediment.

34. Ms Joanne Tsoi explained that apart from measuring the AVS levels, odour surveys involving odour patrol and the measurement of on-site H_2S was conducted to identify any potential odour sources within the project area. The maximum odour intensity at all spot-check points ranged from zero to one (under the scale of 0 to 4, where “0” represented no odour perceived and “4” represented severe odour), and the level of H_2S was below three parts per billion (ppb). It indicated the compliance of the guideline of five odour units based on an average time of five seconds.

35. A Member pointed out that the odour surveys could only measure the ambient air quality in the project area without accounting for possible odour emissions from the sediment during dredging activities. He considered that there was a need to conduct sampling to confirm that H_2S was the major component in the sediment in order to justify that odour panel tests could be replaced by measurements of the levels of AVS. He further suggested the project proponent take into account the wind direction and location of air sensitive receivers when scheduling the grab dredging operations.

36. Ms Joanne Tsoi explained that AVS was an indicator of odorous sulphides present in sediment and high AVS concentrations in sediment suggested greater likelihood for emissions of odorous H_2S gas from the sediment. She added that the AVS concentrations in the sampled sediments were very low (below the reporting limit of 1.00 mg/kg) and the volume of dredged sediments generated from the project was small and therefore the odour emission from the sediment was expected to be negligible. She mentioned that precautionary measures such as proper covering of dredged sediments at the barge would be undertaken to minimise the odour impacts.

37. With reference to the TM, Mr Tony Cheung advised that AVS had been adopted in other approved EIA studies to address the odour issue from dredged sediment. Given that the scale of dredging of the project was comparatively smaller than similar projects like the “Dredging Works for Proposed Cruise Terminal at Kai Tak”, EPD had accepted the proposal for adopting AVS to address the odour issue.

38. A Member said that AVS was a common parameter to test odour level given that odour panel tests were very time consuming and expensive.

Ecological impacts

39. Addressing a Member's concerns regarding the translocation of the 45 coral colonies identified to be directly affected by the proposed dredging works, Mr Ricky Wong said that they would work closely with AFCD to ensure a successful translocation.

40. A Member enquired whether the associated organisms of coral could be preserved after the translocation. He stressed with the support of the Chairperson that it was important to consider the associated organisms when implementing the coral translocation.

41. Mr Marcus Ip explained that a detailed survey would be conducted to examine the coral colonies to be translocated and the recipient site before the commencement of the project with a view to ensure the successful re-establishment of the translocated coral colonies.

42. As regards a Member's question on any previous successful coral translocation exercises, Mr Marcus Ip said that previous coral translocation exercises had been successfully conducted at the potential recipient site at the southwestern coast of Junk Bay near LYM under other projects, including the Tseung Kwan O – Lam Tin Tunnel. The mortality rate was very low except for the loss of tagged corals due to storm surge induced by Typhoon Hato.

Water-friendly culture

43. A Member emphasised that a water-friendly culture did not necessarily refer to the actual access to water, but allow people to get closer to and appreciate the water body. He suggested with the support of another Member that the project proponent could consider improving the project design with the aim to promoting a water-friendly culture.

44. Mr Ricky Wong responded that ArchSD would review the design regarding the provision of benches and shading areas at the proposed lookout points. With safety considerations, CEDD would also liaise with ArchSD and TC to explore the feasibility of enhancing the accessibility to the LYM Lighthouse.

45. A Member considered that the proposed railing design of pavilion and viewing platform might obstruct people from appreciating the harbour view and therefore suggested that some viewing points should be provided.

46. Mr Ricky Wong agreed to further liaise with ArchSD to explore the feasibility of reducing the extent of the railings to enhance people's connectivity to water. In view of the safety concerns, a Member's suggestion on the accessibility of the breakwater would be subject to further assessment in collaboration with relevant departments.

Eco-shoreline

47. With regard to the creation of an eco-shoreline, Mr Ricky Wong explained that the installation of vertical eco-panels on the breakwater and non-berthing areas of the vertical seawalls would be considered. Due to technical reasons, the idea of installing an eco-concrete surface on the piles might not be applicable.

Climate change

48. A Member suggested the project proponent consider whether it would be suitable to plant new trees within the project site in view of the damages caused by typhoon Mangkhut recently.

49. Given that the influence from storm surge was a prevailing problem faced by the LYM community, a Member asked whether the project would help the LYM community to solve the problem. Mr Ricky Wong advised that subsequent to the storm surge induced by Hato last year, CEDD had already constructed a total of about 350 m rock armour seawalls up to about 4.3 mPD along the LYM waterfront to enhance protection to the squatters and footpath in LYM.

50. To address the issues of climate change, Mr Ricky Wong pointed out that two approaches, i.e. adaptation and resilience, would be adopted. Adaptation referred to the upgrade of the standard of infrastructure to a level that could withstand the impacts of climate change. In close collaboration with relevant departments, evacuation and recovery plans would be developed under the resilience approach.

Promote Tourism

51. Ms Kery Kwok pointed out that the TC had completed several initial minor improvements in 2003 to improve the streetscape and sightseeing facilities so as to enhance the tourism merits of LYM, including the renovation of sitting-out area, construction of a “Pai Lau”, as well as provision of a taxi stand and coach lay-bys. A Member considered that it was more important to promote the businesses unique of the area through building consensus and facilitating cooperation among the local community to enhance LYM’s tourist appeal.

Conclusion

52. Mr Ricky Wong thanked Members for their suggestions and comments on the project. There being no further questions from Members, the Chairperson thanked the project proponent team for their presentation and detailed clarification on the project.

[The project proponent team left the meeting at this juncture.]

Internal Discussion Session (Closed-door session)

53. The Chairperson advised that the EIA Subcommittee could make recommendations to ACE on the EIA report with the following consideration:

- (i) endorse the EIA report without condition; or
- (ii) endorse the EIA report with conditions and / or recommendations; or
- (iii) defer the decision to the full Council for further consideration, where issues or reasons for not reaching a consensus or issues to be further considered by the full Council would need to be highlighted; or
- (iv) reject the EIA report and inform the project proponent of the right to go to the full Council.

54. The Chairperson proposed and Members agreed to endorse the EIA report with conditions and recommendations which were detailed below.

Odour impacts

55. In reply to a Member's enquiry on the assessment of odour impact, Mr C F Wong said that with reference to the TM and various approved EIA reports, a standard odour assessment was not mandatory if the AVS levels were far below the reporting limit. Besides, AVS was commonly found in sediment and H₂S was usually the dominant gas being released from AVS. As the dredging period of this project was short and the level of AVS was lower than the reporting limit, EPD would accept AVS in sediment as a parameter to assess odour impact. Furthermore, precautionary measures had been proposed in the EIA report to minimise the potential odour nuisance.

56. A Member considered that the project proponent should conduct tests on at least two to three sediment samples to confirm the correlation between AVS and the odour impact. He suggested the project proponent to conduct a study on the composition of H₂S in odour and devise a mitigation plan to minimise odour nuisance.

57. With reference to the past EIA reports and a Member's advice on the correlation between AVS and H₂S, the Chairperson proposed and Members agreed to recommend the project proponent to conduct laboratory test on two to three sediment samples to re-confirm the correlation between AVS and the odour level of the dredged sediment. The project proponent was also recommended to devise a precautionary plan, including but not limited to scheduling of the grab dredging operations after taking into account the wind direction and location of air sensitive receivers, and ensuring that the best practicable measures would be adopted for the grab dredging operations with a view to minimising the potential odour nuisance.

Landscape and visual impacts

58. A Member enquired and Mr Tony Cheung replied in the affirmative that the Planning Department (PlanD) had been consulted and confirmed that the visual and landscape impact assessment met the TM and EIA Study Brief requirements.

59. A Member clarified that he was asking the project proponent to provide the design layout, structural form and configuration of the project site, rather than a detailed design with considerations of the colour and pattern for the structures. He proposed and Members agreed to ask the project proponent submit a conceptual landscape layout plan and visual impressions showing the layout and configuration of the proposed structures within the project site, with a view to demonstrating the visual and landscape benefits of the project and how the proposed structures could blend in with the existing surrounding natural environment. He stressed that it was important to enhance the landscape and visual quality of the LYM area with a view to enhancing tourist appeal.

60. With reference to the suggestions of a Member, Members agreed to recommend the project proponent to review the length and configuration of the pier and the layout of the breakwater with a view to minimising the negative visual and landscape impacts.

61. A Member further suggested with the agreement of another Member that the project proponent should be strongly recommended to devise a schematic layout plan of the external works design with indicative sections to ensure that the final design could enhance visual permeability and landscape quality of the whole project including the pier and the breakwater, strengthen the connectivity between the lookout points, key view points, and other key features, create an eco-shoreline environment and develop the water-friendly culture in the LYM waterfront area

62. A Member suggested recommending the project proponent to reflect the local culture and heritage as well as unique features related to LYM in the design of the project, and consider the introduction of iconic features, with a view to increasing the attractiveness of the waterfront area to the local community and tourists.

63. Mr C F Wong said that EPD would further liaise with the project proponent on the proposed structures with a view to maximising the landscape and visual benefits. As the current design was preliminary in nature, the project proponent would engage an architectural consultant to review the project design at later stage. He suggested that Members could consider including recommendations on possible improvements of the landscape and visual elements.

Noise impacts

64. A Member considered that the nearby residents would be directly affected by the construction noise generated from the associated works and suggested the

project proponent submit a piling plan with schedule with a view to minimising the construction noise and a rock excavation plan with schedule with a view to minimising vibration and ground-borne noise.

65. Members agreed that the project proponent should submit a noise management plan, which included the schedule of the piling and rock excavation works as well as details of the associated mitigation measures and monitoring programme, with a view to further minimising the construction noise arising from the piling and rock excavation works. The plan should be subject to EPD's approval.

Ecological impacts

66. A Member proposed and the Chairperson agreed to ask the project proponent to conduct a baseline survey on the existing coral colonies and associated organisms before preparation of the coral translocation plan. The coral translocation plan should include details of the coral translocation methodology, location and suitability of the coral recipient site(s), and the post-translocation monitoring programme. In addition, another Member opined that the potential loss of translocated corals due to typhoons should be considered.

Waste management

67. A Member suggested with the support of Members that the project proponent develop a waste management plan for the segregation of C&D materials and dredged sediment to be generated from the project, with a view to re-using C&D materials and dredged sediment in-situ for the project as far as practicable.

Sewage treatment

68. The Chairperson echoed the views of a Member that the project proponent should be strongly recommended to review the programme in sewerage improvement, and the need for further improvement of the sewerage system, with regard to the projected increase in tourist numbers, population size and seafood restaurant business with a view to improving the sewage handling and hygienic conditions in the project area.

69. Mr C F Wong informed Members that the LYM Village sewerage project undertaken by the DSD was under tender evaluation stage and targeted to commence later this year.

Environmental sustainability

70. A Member suggested with the support of two other Members that the project proponent should set targets for achieving environmental sustainability and low-carbon design of the project, such as to achieve a high rating under the BEAM

Plus Neighbourhood and devise a food waste management plan.

71. With reference to the comments raised by Members, the Chairperson suggested that a smart city concept be recommended, including using renewable energy such as by installing solar panels, exploring the reuse of rain water and grey water in-situ and considering the use of electric boat and/or ferry.

Enhancement measures

72. A Member suggested recommending the project proponent to consider the provision of comfortable passenger waiting areas with covers.

73. Mr C F Wong reminded Members that the recommendations should be environmentally-related and considered that comfortability might not be regarded as an environmental consideration. .

74. The Chairperson suggested and Members agreed recommending the project proponent to enhance walkability and quality of the built environment at the pier, and consider the provision of comfortable passenger waiting areas with covers, while ensuring an aesthetic design and no associated negative visual impacts.

75. Addressing Members' concern on whether the recommendations would be considered and carried out by the project proponent, Mr C F Wong said that EPD would liaise with the project proponent to ensure that Members' recommendations would be followed up by the project proponent.

76. The meeting agreed that the project proponent team would not be required to attend the full Council meeting scheduled on 8 October 2018 for the report.

[Post meeting note: The list of proposed conditions and recommendations was circulated to Members for comments on 24 September 2018.]
