

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/SK-HC/306

- Applicant:** Drainage Services Department (DSD), the Government of the HKSAR
- Site:** Government Land in D.D. 214 and D.D. 244, Ho Chung, Sai Kung, New Territories
- Site Area:** About 1,080m² (Site 1)
About 647m² (Site 2)
- Land Status:** Government Land (both Sites 1 and 2)
- Plan:** Approved Ho Chung Outline Zoning Plan (OZP) No. S/SK-HC/11
- Zonings:** ‘Road’ (Site 1)
“Green Belt” (“GB”) (about 99%) and ‘Road’ (about 1%) (Site 2)
- Application:** Proposed Public Utility Installation (Sewage Treatment Plant and Underground Sewers) with Reprovisioning of Public Vehicle Park (excluding Container Vehicle)

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed public utility installation (sewage treatment plant (STP) and underground sewers) at Site 1 with the proposed reprovisioning of public vehicle park (excluding container vehicle) at Site 2. Site 1 falls within an area shown as ‘Road’, while Site 2 falls within an area mainly zoned “GB” and partly shown as ‘Road’ on the approved Ho Chung OZP No. S/SK-HC/11 (**Plans A-1 and A-2**). The proposed STP with treatment capacity of approximately 2,050m³/day average dry weather flow provided by the Government is regarded as ‘Public Utility Installation’. According to the Notes of the OZP, all uses within area shown as ‘Road’ and ‘Public Vehicle Park (excluding Container Vehicle)’ within the “GB” zone require planning permission from the Town Planning Board (the Board).

Proposed Sewage Treatment Plant (Site 1)

- 1.2 Site 1 for the proposed STP is located at the south of Nam Pin Wai Road roundabout (**Plans A-1 and A-2**). The proposed STP comprises two 3-storey (including 2

basement floors) buildings (**Drawings A-2 and A-3**). The 1-storey above ground structures are mainly to accommodate the transformer room, sludge transport room, pre-treatment room, central control room, electrical room and control rooms (**Drawing A-4**). Roof gardens are proposed at the roof level of both structures (**Drawing A-5**). The 2-storeys below ground structures accommodate chemical dosing room, blower room, activated carbon filter, pumping area and tanks, etc. (**Drawings A-6 and A-7**). There is a 300mm diameter underground inlet sewer (about 6m below existing ground level) from the south of the proposed STP. A 6m wide access road is provided with ingress/egress proposed along Hiram's Highway (**Plan A-2 and Drawing A-2**). A summary of the major development parameters of the proposed STP is as follows:

Site Area:	1,080m ²
Total Floor Area:	1,780m ²
Plot Ratio:	1.65
Site Coverage:	45%
No. of Structures	2
Building Height:	8.7m (above ground) / 1 storey above ground and 2 storeys below ground

- 1.3 According to the applicant, three potential sites, including Site 1, were identified for the proposed STP. The other potential sites were at the vacant government land near Wo Mei Village, at the junction of Wo Mei Hung Min Road and Hiram's Highway (the location of Site 2 under current application), and the site of ex-Sai Kung Central Primary School. Since the ex-Sai Kung Primary School has been earmarked for conversion to a social welfare services complex, and the villagers of Wo Mei village requested the proposed STP to be located away from their village, Site 1 is the only location that could accommodate the proposed STP and to minimize public nuisance.
- 1.4 A Preliminary Environmental Review Report (PER) has been conducted by the applicant (completed in September 2016) and it concludes that with mitigation measures such as de-odouring system and the noisy equipment would be fully enclosed underground or enclosed by concrete structure, there is no insurmountable environmental impacts identified from the construction and operation of the proposed STP.
- 1.5 According to the applicant, there is no existing tree within Site 1. Green roof and landscape planting will be provided to mitigate the visual impact of the proposed STP to the surroundings. The landscape plans and the photomontages are shown at **Drawings A-8 to A-11**.

Proposed Re-provisioning Permanent Public Vehicle Park (Site 2)

- 1.6 The construction of the proposed STP would result in the closure of an existing public vehicle park (with 22 metered/non-metered parking spaces) at Site 1. The applicant proposes to re-provide a permanent public vehicle park at Site 2 (**Plans A-1 and A-2**). The proposed public vehicle park will provide 22 metered parking spaces. An

ingress/egress will be provided at the northwest along Wo Mei Hung Min Road. A plan showing the layout of the proposed vehicle park is at **Drawing A-13**.

- 1.7 According to the applicant, there are 8 existing trees within Site 2. The trees will be transplanted to another location by Major Works Project Management Office of Highways Department (HyD) under Hiram's Highway Improvement Stage 1 project before the site being handed back to the Lands Department in 2022.
- 1.8 According to the applicant, the construction works of the proposed STP at Site 1 are tentatively scheduled to commence in December 2019 for completion in December 2024. The construction works of the public vehicle park at Site 2 are tentatively scheduled to commence in September 2022, after the removal of the HyD's site office currently at Site 2, for completion in September 2023. The applicant proposes to provide 5 temporary metered parking spaces near Site 2 during the time between the closure of the existing public vehicle park at Site 1 and the commission of the reprovisioning public vehicle park at Site 2. The proposed locations of the temporary metered parking spaces are shown at **Drawing A-14**.
- 1.9 The location plans, layout plans, section plan, landscape layout plans and photomontages submitted by the applicant are at **Drawings A-1 to A-14**.
- 1.10 In support of the application, the applicant has submitted the following documents:
 - (a) Application form received on 1.4.2019, and letter/email dated 3.4.2019 and 4.4.2019 providing replacement pages on the Planning Study Report (**Appendix I**)
 - (b) Planning Study Report (**Appendix Ia**)
 - (c) Further Information (FI) dated 3.5.2019 providing responses to departmental comments (*exempted from publication and recounting requirements*) (**Appendix Ib**)
 - (d) FI dated 16.5.2019 providing responses to public comments (*exempted from publication and recounting requirements*) (**Appendix Ic**)

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in Chapter 7 of the Planning Study Report at **Appendix Ia**. They can be summarized as follows:

- (a) At present, domestic sewage generated from Wo Mei is directly discharged into watercourses in Wo Mei and Ho Chung area after treatment by septic tanks and soakaway systems in village houses. The facilities are often ineffective in removing pollutants due to their close proximity to watercourse and inadequate maintenance. The proposed STP will form part of the proposed sewerage system for sewage generated from Wo Mei. It will bring a significant improvement to the overall water quality of Wo Mei areas and benefit the general health and welfare of the community.
- (b) Both the proposed STP and public vehicle park are located on vacant government land in order to avoid public nuisance due to land resumption. The location of the public

vehicle park is large enough to accommodate sufficient metered parking spaces as the existing one.

- (c) There is no insurmountable geotechnical issue expected from the proposed development. The proposed STP and public vehicle park are small in scale, they are therefore considered not incompatible with the surrounding rural character.
- (d) Possible environmental concerns for the proposed STP would mainly involve noise and odour generated from its operation. With implementation of de-odouring system and most of the noisy equipment in the proposed STP are fully enclosed underground or enclosed by concrete structure, no unacceptable odour impact or operational noise impact are anticipated. Considering the small scale of works and limited construction works area for the proposed vehicle park, with proper implementation of mitigation measures, no unacceptable impacts arising from the construction and operation of the public vehicle park are anticipated.
- (e) Traffic Impact Assessment (TIA) was carried out for both the proposed STP and the vehicle park. No adverse traffic impact is anticipated from the proposed development. To minimize the traffic impact arising during construction and operation of the proposed STP, mitigation measures in the TIA will be implemented.
- (f) The increase in runoff is considered insignificant for the proposed STP and the vehicle park. Proper drainage system would be provided and no adverse drainage impact is anticipated. The water demand for the proposed STP is minimal and there is no water demand for the proposed vehicle park. The water supply impact of the proposed development is therefore insignificant.
- (g) The overall residual landscape and visual impacts of the proposed STP are acceptable with the implementation of mitigation measures during the construction and operation phases. The landscape and visual impact induced by the metered poles for the proposed vehicle park is considered insignificant.
- (h) Major ecological impact from the proposed STP will be construction dust, noise and water quality impacts while from the proposed public vehicle park will be construction dust and noise. Mitigation measures are proposed to minimize the generation and emission of these pollution sources. Given the small scale and beneficial impact of the proposed development, the overall ecological impact is considered acceptable.
- (i) The Sai Kung District Council (SKDC) and Village Representatives have been consulted for the proposed STP and vehicle park. Sai Kung Rural Committee (SKRC) has also been consulted for the proposed STP. They all revealed that the proposed development is supported by the local community.

3. Compliance with the Owner's "Consent/Notification" Requirement

The Sites involve government land only, the "owner's consent/notification" requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31) are not applicable to the application.

4. **Town Planning Board Guideline**

The Town Planning Board Guidelines No. 10 (TPB-PG No. 10) for ‘Application for Development within “Green Belt” zone under section 16 of the Town Planning Ordinance’ is relevant to this application (Site 2). The relevant assessment criteria are at **Appendix II**.

5. **Previous Applications**

5.1 There is no previous application in respect of Site 1. Part of Site 2 is the subject of two previous planning applications (No. A/SK-HC/244 and 269) submitted by HyD for temporary site office for a period of 5 years, which were approved with conditions by the Committee on 3.7.2015 and 17.2.2017 respectively. The applications were approved mainly on the consideration that the applications would not jeopardize the long-term planning intention of the “GB” zone and the area designated as ‘Road’; the application site is the only suitable site for the proposed use; the proposed site office is compatible with surrounding areas; and the applications are in line with TPB-PG No. 10. All approval conditions related to landscape proposal and fire service installations imposed on application No. A/SK-HC/269 have been complied with. The planning permission is valid until 17.2.2022.

5.2 Details of these applications are summarized at **Appendix III** and their locations are shown on **Plans A-1 and A-2**.

6. **Similar Application**

There is no similar application within the “GB” zone and area shown as ‘Road’ on the OZP.

7. **The Sites and their Surrounding Areas (Plans A-1 and A-2, Aerial Photo on Plan A-3 and Site Photos on Plans A-4a and A-4b)**

7.1 Site 1:

- (a) is currently occupied by a public vehicle park with 22 metered/non-metered car parking spaces;
- (b) part of it falls within the project boundary of “Dualling of Hiram’s Highway between Clear Water Bay Road and Marina Cove and Improvement to Local Access to Ho Chung” (**Plan A-2**), which is currently under construction; and
- (c) is accessible from Hiram’s Highway.

7.2 The surrounding areas of Site 1 have the following characteristics:

- (a) to its north is the Nam Pin Wai Road roundabout;
- (b) to its northeast and east, across the Hiram’s Highway, is an area zoned “Government, Institution or Community” (“G/IC”) on the approved Hebe Haven OZP No. S/SK-HH/6. The “G/IC” site is mainly occupied by the ex-Sai Kung

Central Primary School, which has been allocated to Social Welfare Department for conversion to a social welfare services complex. The southern portion of the “G/IC” site which is partly vacant and partly occupied by a paint storage is proposed to be rezoned to “Residential (Group C)4” (“R(C)4”) for private housing development. The proposed amendment to the Hebe Haven OZP is to be discussed in this meeting; and

- (c) to its immediately west and southwest is a vegetated slope, and to its further south and west is the New Hiram’s Highway.

7.3 Site 2 is:

- (a) currently mainly occupied by the site office of HyD and partly covered an access road leading to Wo Mei Village, and some vacant land which is being used as car park;
- (b) located at the junction of Hiram’s Highway and Wo Mei Hung Min Road; and
- (c) accessible from Wo Mei Hung Min Road.

7.4 The surrounding areas of Site 2 have the following characteristics:

- (a) to its northwest is Wo Mei Hung Min Road, and there are some vegetated slopes to the northeast and northwest within the “GB” zone;
- (b) to its east and northeast is Hiram’s Highway, and to its further northeast is the New Hiram’s Highway; and
- (c) to its south is the “Village Type Development” (“V”) zone of Wo Mei occupied by village house cluster.

8. Planning Intention

- 8.1 Site 1 falls within an area shown as ‘Road’ on the OZP, forming part of the existing Hiram’s Highway.
- 8.2 Site 2 falls within an area mainly zoned “GB” and partly shown as ‘Road’ on the OZP. The planning intention of “GB” zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within “GB” zone.

9. Comments from Relevant Government Bureaux / Departments

- 9.1 The following government departments have been consulted and their views on the application and public comments received are summarised as follows:

Land Administration

9.1.1 Comments of the District Lands Officer/Sai Kung, Lands Department (DLO/SK, LandsD):

- (a) he has no comment on the application;
- (b) Site 1 is located on unallocated government land and at the Government Land Allocation GLA-TSK 3423 granted to HyD while Site 2 is located on unallocated Government land and at Government Land Allocations GLA-TSK 3158 granted to HyD and GLA-TSK 3875 granted to Civil Engineering and Development Department (CEDD) respectively;
- (c) both Sites are also within clearance limits of the project “Part of PWP Item No. 4272DS – Port Shelter Sewerage, Stage 2, Sewerage at Wo Mei and Heung Chung”; and
- (d) if planning permission is given, DSD should apply to Sai Kung District Lands Office for a Government Land Allocation for the proposed STP.

Traffic

9.1.2 Comments of the Commissioner for Transport (C for T):

- (a) the application is tolerable subject to imposition of the following approval conditions:
 - (i) the design and provision of the public vehicle park to the satisfaction of the Commissioner for Transport or of the Board;
 - (ii) the provision of temporary metered car park spaces to the satisfaction of Commissioner for Transport or of the Board; and
- (b) two temporary parking spaces are proposed at the existing lay-by at Sai Kung Bound of Hiram’s Highway. According to his understanding, the lay-by is currently used by refuse collection vehicle(s) near the refuse collection point. As such, the proposed two parking spaces at this location should be reviewed.

9.1.3 Comments of the Project Manager/Major Works, HyD (PM/Major Works, HyD):

- (a) he has no comment on the application;
- (b) for Site 1, based on the current works programme of Contract No. HY/2014/16 (i.e. Hiram’s Highway Improvement Stage 1 – between Clear Water Bay Road and Marina Cove), the intended handover date for the construction works (i.e. the overlapped part of Site 1) is 1.4.2021 on condition that access is allowed to the contractor of his office for carrying out the outstanding works on the slope around the car park, if any. Before the said handover date, access can be allowed for

the applicant's contractor to the overlapped part of Site 1 subject to the coordination between the applicant's contractor and the contractor of his office; and

- (c) for Site 2, since the proposed commencement date (i.e. September 2023) is beyond the handover date of the site office area of Contract No. HY/2014/16 at Wo Mei, he has no comment on the proposed timeframe.

Environment

9.1.4 Comments of the Director of Environmental Protection (DEP):

- (a) he has no objection to the application;
- (b) the applicant completed a PER in September 2016 to demonstrate the environmental acceptability of the proposed STP. The PER included assessments on air quality, noise, water quality, waste management, land contamination, etc. Based on the assessments in the PER, it is concluded that with the implementation of mitigation measures and Environmental Monitoring and Audit (EM&A) requirements for odour nuisance as recommended in PER, the proposed STP will not have long-term adverse environmental impacts. He also notes that the applicant is committed to incorporate mitigation measures in the design and to conduct odour monitoring before and during operation of the proposed STP; and
- (c) for the proposed reprovisioning of the public vehicle park, the applicant is advised to follow the relevant mitigation measures and requirements in the latest "Code of Practice on Handling Environment Aspects of Temporary Uses and Open Storage Sites".

Urban Design and Visual

9.1.5 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) Site 1 is a secluded site bounded by the existing slope and vegetation along its western and southern boundaries, and located at the centre of a vehicular carriageway. Site 2 is located to the southwest of Site 1 and is bounded by a vehicular carriageway along its western and northeastern boundaries. Both sites are situated within a wider rural, low-rise and low-density setting with buildings generally of about 1 to 5 storeys in height;
- (b) it is considered that the proposed STP at Site 1 of about 13.5mPD in height (absolute building height of about 8.7m above ground) is not incompatible with the surrounding low-rise setting. The mitigation measures proposed in the Visual Impact Assessment including greening measures such as green roof with shrubs, vertical greenings and ground cover, and selection of colours, materials and finishes that complement with the surrounding environment will minimize its visual impact, if any; and

- (c) Site 2 involves the reprovisioning of a public vehicle park and the erection of metered poles only. Significant visual impact is not anticipated.

Landscape

9.1.6 Comments of the CTP/UD&L, PlanD:

- (a) no objection to the application from landscape point of view;
- (b) with reference to the aerial photo, both Sites are situated in an area of rural landscape character dominated by road with planting on roadside slopes/verge areas, with “G/IC” sites and village houses and car park nearby. Site 1 is mainly hard paved with concrete (as a carpark) with amenity planting strip of lawn and shrub surrounding part of the application boundary and existing trees are observed on the man-made slope outside the south-western side of the application boundary. Site 2 is mainly hard paved area for the temporary site office with some landscape provision of tree/palm and bamboo/shrub/climber, but no natural landscape resource seems to be located within the Site;
- (c) according to Para. 4.2.1 to 4.2.5 for Item 4.2 “Landscape and Visual Proposal” of the Planning Study Report (**Appendix Ia**), for Site 1, landscape treatments including tree and shrub planting and green roof, etc. are proposed for the STP to mitigate the potential landscape impact of the proposed works. For Site 2, according to Para. 4.2.6 of the Report (**Appendix Ia**), the applicant indicates that existing tree and palms under other government department’s (HyD’s) contract would be transplanted to another location before the Site is handed back to LandsD, presumably upon the end of the temporary land allocation. Further significant impact to the natural landscape resource is not anticipated. However, the planting for the temporary site office would be removed but no landscape treatment for the proposed car park is observed;
- (d) for Site 1, in view of the fact that it falls within an area shown as ‘Road’ on the approved Ho Chung OZP, which is not a landscape sensitive zoning, and the applicant should be in a position to take care of the facilities (i.e. STP and underground sewers) and the associated landscape provision, if any is to be proposed and implemented;
- (e) for Site 2, the proposed reprovisioning of the public carpark seems unlikely to cause further significant impact to the natural landscape resources. Besides, due to the lack of available space within the site, meaningful implementation of quality landscape planting (including tree planting) within the Site seems not practicable; and
- (f) it is considered not necessary to impose any landscape-related condition should the application be approved by the Board.

Nature Conservation

9.1.7 Comments from Director of Agriculture, Fisheries and Conversation (DAFC):

the Sites are currently paved and occupied by existing vehicle park (Site 1) and temporary structure (Site 2). He has no comment on the application from the nature conservation perspective.

Fire Safety

9.1.8 Comments of the Director of Fire Services (D of FS):

- (a) he has no objection to the application subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the Director of Fire Services;
- (b) detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans or referral from relevant licensing authority; and
- (c) the emergency vehicular access provision at the Sites shall comply with Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 which is administrated by the Buildings Department.

Water Supply

9.1.9 Comments of the Chief Engineer/Construction, Water Supplies Department (CE/Construction, WSD):

- (a) no objection to the application;
- (b) existing water mains within Site 1 is affected. As the applicant has confirmed in Appendix E of the Planning Study Report (**Appendix Ia**) that the affected existing water mains would be diverted, the applicant is required to observe the following conditions:
 - (i) existing water mains inside Site 1 are need to be diverted outside the site boundary of the proposed development to lie in government land;
 - (ii) a strip of land of minimum 1.5 meters in width should be provided for the diversion of the existing water mains; and
 - (iii) the cost of diversion of existing water mains upon request will have to be borne by the applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before the works commence.

Geotechnical

9.1.10 Comments of the Head of the Geotechnical Engineering Office, the Civil Engineering and Development Department (H(GEO), CEDD):

he has no geotechnical comment on the application subject to the following approval condition:

the submission of a Geotechnical Planning Review Report and implementation of the necessary geotechnical remedial works identified therein, in respect of the slopes adjacent to Site 1 to the satisfaction of the Director of Civil Engineering and Development or of the Board.

Risk Aspect

9.1.11 Comments of the Director of Electrical and Mechanical Services (DEMS):

he has no particular comment on the application from electricity supply safety aspect. However, in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the Sites. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

District Officer’s Comments

9.1.12 Comments of the District Officer/Sai Kung, Home Affairs Department (DO/SK, HAD)

- (a) he has no objection to the application; and
- (b) regarding the reprovisioning of public vehicle park with 22 parking spaces, District Council member of Pak Sha Wan Constituency Mr. HIEW Moo-siew is concerned that the reduced parking spaces could not satisfy local needs.

9.2 The following government departments have no objection to/no comment on the application:

- (a) Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office, Development Bureau (ES(Antiquities and Monuments), AMO, DEVB);
- (b) Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD);
- (c) Chief Engineer (Works), Home Affairs Department (CE(Works), HAD); and
- (d) Project Manager (East), the Civil Engineering and Development Department (PM(East), CEDD).

10. Public Comments Received During Statutory Publication Period

The application was published for public inspection on 9.4.2019. During the three weeks of the statutory public inspection period, which ended on 30.4.2019, a total of 6 public comments (**Appendix IV**) were received on the application from Designing Hong Kong Limited, residents of Wo Mei Village and an individual. 5 comments object to the proposed public vehicle park at Site 2 on the reasons that it is not in line with the planning intention of the “GB” zone and the approval of the application would set an undesirable precedent for similar applications within the “GB” zone; it is inefficient use of land; it would increase the traffic flow in the area causing traffic chaos and air pollution; and it would affect the existing access and carparks of Wo Mei Village, and the access to the refuse collection point (RCP)(**Plan A-2**). A comment from the residents of Wo Mei Village agrees to the proposed locations for the STP and public vehicle park and hopes the proposal could commence at the soonest, however, they urge the applicant to revise the site boundary of the proposed public vehicle park, since it would affect the existing car parking spaces of the village and the ingress/egress of the vehicle park is too near to the entrance of the access of the village.

11. Planning Considerations and Assessments

11.1 Site 1 for the proposed STP falls within an area shown as ‘Road’ on the OZP. The proposed STP forms part of the Port Shelter Sewerage, Stage 2, which aims to address the water pollution problem in Port Shelter and to improve the sanitary conditions in the unsewered areas. It is an essential public facility installation to improve the overall water quality in the Wo Mei area. Site 2 for the proposed public vehicle park falls within an area mainly zoned “GB” (99%) and partly designated as ‘Road’ (1%) on the OZP. The planning intention of the “GB” zone is to define the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development in the zone. The proposed public vehicle park, being the re-provisioning of the existing public vehicle park at Site 1, is a necessary facility to serve the locality and to facilitate the construction of proposed STP.

Proposed STP (Site 1)

11.2 The proposed STP at Site 1 with building height of 8.7 m above ground is not incompatible with the surrounding low-rise buildings. The visual impact of the proposed STP has been assessed in the PER conducted by the applicant. Provided that mitigation measures proposed in the VIA including greening measures such as green roof with shrubs, vertical greenings and ground cover, and selection of colours, materials and finishes that complement with the surrounding environment will be fully implemented, CTP/UD&L, PlanD considers visual impact of the proposed STP will be minimized. Site 1 falls within an area zoned ‘Road’ on the OZP, which is not a landscape sensitive zoning and there is no tree presence in the site. CTP/UD&L, PlanD has no objection to the application from landscape perspective.

11.3 DEP has no objection to the application and advises that based on the assessments in the PER conducted by the applicant, it is concluded that with the implementation of mitigation measures and EM&A requirements for odour nuisance as recommended in PER, the proposed STP will not have long-term adverse environmental impacts.

- 11.4 TIA carried out for the proposed STP demonstrates that there is no adverse traffic impact on the existing road infrastructure in the surrounding area. The applicant has also conducted technical assessments to demonstrate that no adverse impacts on water supply and geotechnical impacts would be induced on the surrounding areas, relevant departments including CE/Construction, WSD and H(GEO) of CEDD have no objection to the application. To address the technical concerns, approval conditions on diversion of existing water mains at Site 1 and submission of Geotechnical Planning Review Report are recommended.

Proposed Reprovisioning Permanent Public Vehicle Park (Site 2)

- 11.5 The proposed public vehicle park is considered to be generally in line with TPB-PG No. 10, in that it allows reprovisioning of the existing car park serving the locality and to facilitate construction of the proposed STP. The proposed public vehicle park would not involve extensive clearance of/affect natural vegetation/landscape, as major part of the Site is already occupied by the temporary site office of HyD approved under planning application No. A/SK-HC/269. DAFC has no comment on the application from nature conservation perspective.
- 11.6 CTP/UD&L, PlanD advises that the proposed public vehicle park only involves erection of metered poles which significant visual impact is not anticipated. It also seems unlikely to cause significant impact to the natural landscape resources. C for T advises that the application with proposed reprovisioning of public vehicle park is tolerable subject to the approval conditions recommended in paragraph 12.2 below. Relevant departments also have no comment in respect of the public vehicle part at Site 2.
- 11.7 Regarding the public comments on vehicular/pedestrian access to Wo Mei Village and the nearby RCP, DSD advises that there will be no fencing for the vehicle park and the access of the vehicle park will be open for use. He also clarifies that there is an alternative route along pedestrian walkway of Wo Mei Hung Ming Road and Hiram's Highway to the RCP, which is safe and of similar distance compared to the existing route (**Plan A-2**). On other public concerns regarding the planning intention of "GB" zone, traffic and air pollution impact, the assessments in paragraphs 11.5 and 11.6 above are also relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 31.5.2023, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members' consideration:

Approval Conditions

- (a) the design and provision of the public vehicle park to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (b) the provision of temporary metered car park spaces to the satisfaction of Commissioner for Transport or of the Town Planning Board;
- (c) the provision of fire service installations and water supplies for firefighting for the proposed Sewage Treatment Plant to the satisfaction of the Director of Fire Services or of the Town Planning Board;
- (d) the diversion of existing water mains within Site 1 affected by the proposed sewage treatment plant at the cost of the applicant to the satisfaction of the Director of Water Supplies or of the Town Planning Board; and
- (e) the submission of a Geotechnical Planning Review Report and implementation of the necessary geotechnical remedial works identified therein, in respect of the slopes adjacent to Site 1 to the satisfaction of the Director of Civil Engineering and Development or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix V**.

12.3 There is no strong reason to reject the application.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval conditions and advisory clauses, if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application form received on 1.4.2019, and letter/email dated 3.4.2019 and 4.4.2019 providing revised pages on the Planning Study Report
Appendix Ia	Planning Study Report
Appendix Ib	FI dated 3.5.2019
Appendix Ic	FI dated 16.5.2019
Appendix II	Extract of TPB PG-No. 10 for 'Application for Development within "Green Belt" zone under section 16 of the Town Planning Ordinance

Appendix III	Previous Applications at Site 2
Appendix IV	Public Comments
Appendix V	Advisory Clauses
Drawing A-1	Location Plan of the Proposed STP
Drawing A-2	Master Layout Plan of the Proposed STP
Drawing A-3	Section Plan of the Proposed STP
Drawings A-4 to A-7	Floor Plans of the Proposed STP
Drawings A-8 and A-9	Landscape Plans of the Proposed STP
Drawings A-10 and A-11	Photomontages of the Proposed STP
Drawing A-12	Location Plan of the Proposed Public Vehicle Park
Drawing A-13	Master Layout Plan of the Proposed Public Vehicle Park
Drawing A-14	Location Plan of Proposed Temporary Metered Parking Spaces
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a and A-4b	Site Photos

**PLANNING DEPARTMENT
MAY 2019**