Appendix 4

Environmental Assessment

CONSULTANCY SERVICES FOR TECHNICAL ASSESSMENT AND PLANNING APPLICATION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP 131) FOR RELAXATION OF BUILDING HEIGHT RESTRICTION AND PLOT RATIO FOR THE HONG KONG INTERNATIONAL LEGAL SERVICE BUILDING AT WAN CHAI

ENVIRONMENTAL ASSESSMENT

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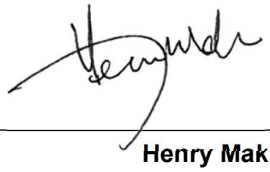
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- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.

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1. INTRODUCTION

1.1. GENERAL

1.1.1. The Government proposes to develop the land zoned "Commercial (4)" ("C(4)"), which is abutting Jaffe Road and Lockhart Road in Wanchai and opposite to the International Organization for Mediation headquarters ("IOMed HQs") and Lockhart Road Municipal Services Building, into the Hong Kong International Legal Service Building (HKILSB) for Department of Justice (DoJ). The site is subject to a maximum building height of +110mPD and a maximum non-domestic plot ratio (PR) of 12 as stipulated on the Approved Wan Chai Outline Zoning Plan No. S/H5/33. To allow efficient planning of HKILSB, a planning application for minor relaxation of the building height restriction (BHR) from +110mPD to +135mPD and minor relaxation of PR from 12 to 15, is required under Section 16 (S.16) of the Town Planning Ordinance, Cap.131 (the Ordinance).

1.1.2. BeeXergy Consulting Limited was commissioned to undertake the Environmental Assessment (EA) supporting its S.16 planning application for the Proposed Development. Latest architectural drawings and technical information on the Project Site were provided by the Project Architect and is presented in **Appendix 1.1**.

1.2. PROJECT DESCRIPTION

1.2.1. The Project Site is abutting Jaffe Road and Lockhart Road in Wan Chai and opposite to the IOMed HQs and Lockhart Road Municipal Services Building. The Project Site is located in a highly dense urban area with commercial and residential buildings nearby. There are two service lanes abutting the site and the adjacent buildings. **Figure 1.1** shows the location of the Project Site and its environs.

1.2.2. The subject site is zoned C(4) on the Approved Wan Chai Outline Zoning Plan No. S/H5/33 (the OZP). According to the Notes of the OZP, development within the C(4) zone is subject to a maximum BHR of +110mPD and a maximum non-domestic PR of 12.

1.2.3. Based on the submitted hypothetical alternative scheme which accommodates the proposed GFA within the BHR restriction of +110mPD, the resulting floor-to-floor heights would fall short of the operational requirements for these legal facilities and are considered infeasible. Relaxation of BHR to +135mPD as well as the PR to not more than 15 are therefore proposed. The relaxation of BHR and PR would allow more office floors, to achieve a more efficient space planning and compliance with the Sustainable Building Design Guidelines (SBD Guidelines).

1.2.4. The master layout plan and section plan of the Proposed Development are provided in **Appendix 1.1**. The key development parameters are summarised in **Table 1.1**.

Table 1.1 Key Development Parameters of the Proposed Development

Parameters	Value
Project Site Area	~1,825m²
Proposed Plot Ratio	Not more than 15
Maximum Gross Floor Area	27,375m²
Proposed Building Height	135mPD
Construction Date	Year 2027

1.3. STRUCTURE OF THE REPORT

1.3.1. The description of the Project is introduced in this section. Sections 2 to 5 detail the relevant legislation, environmental conditions, assessment criteria, methodology and results and recommended mitigation measures of each environmental aspect, including Air Quality Impact (Section 2), Noise Impact (Section 3), Water Quality Impact (Section 4), Waste Management Implication (Section 5) and Land Contamination Review (Section 6). Section 7 summarises the conclusion of the EA.

2. AIR QUALITY IMPACT

2.1. INTRODUCTION

2.1.1. This section identifies the potential air quality impact associated with the construction and operation phases of the Proposed Development. It also recommends practical pollution control and mitigation measures, where necessary.

2.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

Hong Kong's Air Quality Objectives (AQOs)

2.2.1. The principal legislation for the management of air quality in Hong Kong is the Air Pollution Control Ordinance (APCO) (CAP.311). Under the APCO, the AQOs stipulate the statutory limits for air pollutants and the maximum allowable number of exceedances over specific time periods. The prevailing AQOs presented in **Table 2.1** has been applied in this Air Quality Impact Assessment (AQIA).

Table 2.1. Hong Kong's Air Quality Objectives

Pollutant	Averaging Time	Concentration Limit [1] ($\mu g/m^3$)	Number of Exceedances Allowed per Calendar Year
Nitrogen Dioxide (NO_2)	1-hour	200	18
	24-hour	120	9
	Annual	40	-
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable Suspended Particulates (RSP) [2]	24-hour	75	9
	Annual	30	-
Fine Suspended Particulates (FSP) [3]	24-hour	37.5	18
	Annual	15	-
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4,000	0
Ozone (O_3)	8-hour	160	9
	Peak Season	100	-
Lead (Pb)	Annual	0.5	N/A

Notes:

[1] All measurements of the concentration of gaseous air pollutants (i.e. SO_2, NO_2, O_3 and CO) are to be adjusted to a reference temperature of 293K and a reference pressure of 101.325kPa.

[2] RSP means suspended particles in air with a nominal aerodynamic diameter of 10μm or less.

[3] FSP means suspended particles in air with a nominal aerodynamic diameter of 2.5μm or less.

Hong Kong Planning Standards and Guidelines (HKPSG)

2.2.2. Environmental requirements to be considered in land use planning are outlined in Chapter 9 of HKPSG, which provides recommendations on suitable locations for development and sensitive users, provision of environmental facilities and design, layout, phasing and operational controls to minimise adverse environmental impacts. It also lists out environmental factors influencing the land use planning and recommends buffer distances for land uses.

2.2.3. The minimum buffer distances from different types of open roads and industrial emissions to the air sensitive uses as recommended in Table 3.1 of Chapter 9 of HKPSG are extracted in **Table 2.2** below.

Table 2.2. HKPSG Recommended Buffer Distance

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Roads and Highways	Type of Road		
	Trunk Road and Primary Distributor	>20m	Active recreation open spaces
		3–20m	Passive recreation open spaces
		<3m	Amenity Areas
	District Distributor	>10m	Active recreation open spaces
		<10m	Passive recreation open spaces
	Local Distributor	>5m	Active recreation open spaces
		<5m	Passive recreation open spaces
	Under Flyover	N/A	Passive recreation open spaces
Industrial Areas	Difference in Height between Industrial Chimney Exit and the Site		
	< 20m	> 200m	Active recreation open spaces
		5 – 200m	Passive recreation open spaces
	20 – 30m (*)	> 100m	Active recreation open spaces
		5 – 100m	Passive recreation open spaces
	30 – 40m	> 50m	Active recreation open spaces
		5 – 50m	Passive recreation open spaces
	> 40m	> 10m	Active and passive recreation open spaces
Odour Source	-	200m	-
Construction and earth-moving Activities	-	< 50m	Passive recreation open spaces
		> 50m	Active and passive recreation open spaces

Notes:

[1] In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk (*) for preliminary planning purpose and refine as and when more information is available.

[2] The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.

[3] The guidelines are generally applicable to major industrial areas but not individual large industrial establishments which are likely to be significant air pollution sources.

[4] Amenity areas are permitted in any situation.

Other Regulations and Guidelines

Air Pollution Control (Construction Dust) Regulation

2.2.4. Notifiable and regulatory works are under the control of Air Pollution Control (Construction Dust) Regulation. Notifiable works include site formation, reclamation, demolition, foundation and superstructure construction for buildings and road construction. Regulatory works include building renovation, road opening and resurfacing slope stabilization, and other activities including stockpiling, dusty material handling, excavation, concrete production, etc. Contractors and site agents are required to adopt construction dust suppression measures to reduce dust emission to the acceptable level.

2.2.5. The Regulation requires that advance notice for any notifiable work shall be given to the Environmental Protection Department (EPD), and the contractor shall ensure that both notifiable works and regulatory works will be conducted in accordance with the Schedule of the Regulation, which provides dust control and suppression measures

Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

2.2.6. Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation specifies that all Non-road Mobile Machinery (NRMMs), except those exempted, used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes are required to comply with the prescribed emission standards.

Air Pollution Control (Fuel Restriction) Regulations

2.2.7. In order to minimise SO_2 emission from construction plants and equipment, the Air Pollution Control (Fuel Restriction) Regulations imposes the legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes, which stipulates that liquid fuel with a sulphur content of less than 0.001% by weight or viscosity less than 6 Centistokes at 40ºC should be fulfilled.

2.3. BASELINE CONDITIONS

2.3.1. The local air quality is likely to be primarily influenced by vehicular emissions from nearby vehicular roads (i.e. Lockhart Road and Jaffe Road) in the vicinity of the Project Site.

Measured Background Air Quality

2.3.2. The nearest EPD's Air Quality Monitoring Station (AQMS) from the Proposed Development is located at Sai Ying Pun Community Complex (Central/Western AQMS). The latest 5 years concentrations (Year 2021 to Year 2025) of NO_2, SO_2, RSP, FSP and O_3 recorded at this AQMS are presented in **Table 2.3**.

Table 2.3. Concentrations of Air Pollutants Measured at the EPD's Central/Western AQMS in the Past 5 Years (Year 2021 to Year 2025)

Pollutant	Averaging Time	AQO	Pollutant Concentration (µg/m³)				
			2021	2022	2023	2024	2025
NO_2	19th Highest 1-hour	200 (18)	149	142	142	130	150
	10th Highest 24-hour	120 (9)	75	62	62	63	73
	Annual	40	33	30	32	32	31
SO_2	4th Highest 10-minute	500 (3)	51	62	36	22	64
	4th Highest 24-hour	40 (3)	10	7	7	7	9

Pollutant	Averaging Time	AQO	Pollutant Concentration (μg/m^3)				
			2021	2022	2023	2024	2025
RSP	10th Highest 24-hour	75 (9)	65	52	53	62	60
	Annual	30	26	22	22	24	24
FSP	19th Highest 24-hour	37.5 (18)	34	33	29	35	30
	Annual	15	16	14	14	14	13
O_3	10th Highest 8-hour	160 (9)	155	197	153	157	153
	Peak season	100	92	101	90	100	95

Notes:
[1] The AQMS data are extracted from EPD's Smart Air Modelling Platform (SAMP v2.1) website.
[2] Data in brackets () means allowance of AQOs.
[3] Underlined value means exceedance of AQOs.
[4] CO is not measured in this AQMS.

2.3.3. The NO_2, SO_2, RSP and 24-hour average FSP concentrations from Year 2021 to Year 2025 are below their respective prevailing AQOs. Annual average FSP concentrations in Year 2021 has exceeded the annual FSP AQO. Besides, 8-hour average O_3 and the peak season O_3 concentration in Year 2022 have exceeded the respective AQOs. Nevertheless, O_3 is considered a regional issue in Hong Kong rather than a local issue.

2.3.4. As such, most criteria pollutant concentrations generally complied with the AQOs from Year 2021 to Year 2025.

Predicted Future Background Air Quality

2.3.5. Apart from the EPD's AQMS data, reference is also made to the PATH-v3.0, which is developed by EPD to simulate air quality over Hong Kong. The Proposed Development falls within the PATH Grid (40,29), while the 500m Assessment Area from the Project Site falls within the PATH Grids (40,28), (40,29), (41,28) and (41,29). The pollutants concentration data predicted by PATH-v3.0 in Year 2030 L1 are summarised in **Table 2.4**.

Table 2.4. Background Concentrations of Air Pollutants in Year 2030 L1 Predicted by the PATH-v3.0 Model

Pollutant	Averaging Time	AQO	Pollutant Concentration (μg/m^3)			
			(40,28)	(40,29)	(41,28)	(41,29)
NO_2	19th Highest 1-hour	200 (18)	69.32	85.96	68.81	84.59
	10th Highest 24-hour	120 (9)	27.50	35.75	27.73	35.02
	Annual	40	14.26	18.66	13.38	17.21
SO_2	4th Highest 10-minute	500 (3)	21.46	18.51	22.25	22.35

Pollutant	Averaging Time	AQO	Pollutant Concentration (μg/m³)			
			(40,28)	(40,29)	(41,28)	(41,29)
	4th Highest 24-hour	40 (3)	6.60	6.32	6.65	6.77
RSP	10th Highest 24-hour	75 (9)	52.21	53.33	51.18	52.57
	Annual	30	19.66	20.58	19.37	20.42
FSP	19th Highest 24-hour	37.5 (18)	30.91	31.46	30.06	31.41
	Annual	15	12.15	12.90	11.90	12.75
O_3	10th Highest 8-hour	160 (9)	168.10	168.81	170.86	169.8
	Peak season	100	115.72	116.02	118.20	116.33
CO	1st Highest 1-hour	30,000 (0)	546.38	572.45	547.26	582.23
	1st Highest 8-hour	10,000 (0)	504.20	520.05	500.11	512.37
	1st Highest 24-hour	4,000 (0)	485.91	497.03	483.45	492.05

Notes:
[1] The PATH data are extracted from EPD's Smart Air Modelling Platform (SAMP v2.1) website.
[2] Data in brackets () means allowance of AQOs.
[3] Underlined value means exceedance of AQOs.

2.3.6. As shown in **Table 2.4**, except for O_3, the predicted background concentrations of NO_2, SO_2, RSP, FSP and CO in the relevant PATH grid in Year 2030 are below the relevant AQO criteria.

2.4. ASSESSMENT AREA AND AIR SENSITIVE RECEIVERS

2.4.1. The Assessment Area for AQIA covers an area of 500m radius from the Project Site, as shown in **Figure 2.1**.

2.4.2. Representative Air Sensitive Receivers (ASRs) in the vicinity of the Proposed Development have been identified for construction phase AQIA and are summarised in **Table 2.5**. No planned ASRs are identified from the published plans in the vicinity of the Project Site. The identified representative ASRs for construction phase AQIA are also shown in **Figure 2.1**.

Table 2.5. Identified Representative Air Sensitive Receivers for Construction Phase AQIA

ASR ID	Description	Type of Use	Status	Approximate Shortest Distance from Proposed Development (m)	Approx. Building Height (m)
A01	International Organization for Mediation	G/IC	Existing	20	16
A02	Tung Po Building	Residential	Existing	15	20

ASR ID	Description	Type of Use	Status	Approximate Shortest Distance from Proposed Development (m)	Approx. Building Height (m)
A03	Lee Loy Building	Residential	Existing	<5	66
A04	229 Lockhart Road	Residential	Existing	<5	39
A05	Wing On Building	Residential	Existing	30	36
A06	Lockhart Road Municipal Services Building	G/IC	Existing	25	67
A07	Loyong Court Commercial Building	Commercial	Existing	25	81
A08	Lap Tak Building	Residential	Existing	<5	42
A09	182 Jaffe Road	Residential	Existing	<5	17
A10	The Church of Jesus Christ of Latter-day Saints Wan Chai Chapel	Place of Worship	Existing	15	12

2.4.3. Representative ASRs within the Proposed Development have been identified for the operation phase AQIA, as shown in **Appendix 2.1**. According to the information provided by Project Engineer, the building does not incorporate openable windows for natural ventilation and is served by central A/C with mechanical fresh air intakes. The fresh air intakes are positioned on the building façades facing Lockhart Road and Jaffe Road, starting from 1/F.

2.5. IDENTIFICATION OF AIR EMISSION SOURCES AND EVALUATION OF ENVIRONMENTAL IMPACTS

Construction Phase

2.5.1. Potential air quality impacts to the nearby ASRs from the Proposed Development are mainly related to fugitive dust nuisance from the construction activities as well as air pollutant emissions from construction machinery and construction trucks.

2.5.2. Construction work activities such as site clearance, site formation and earthworks are classified as 'notifiable' and 'regulatory' work under the Air Pollution Control (Construction Dust) Regulation. Temporary dust nuisance will be generated due to piling and superstructure works for the construction of the Proposed Development. The construction of the Proposed Development will be on a small scale considering the excavation area within the Proposed Development is approximately 1,450m². The quantity of excavated materials to be generated from the construction works, is anticipated to be very limited with approximate 11,000m³. Fugitive dust emissions from piling and superstructure activities are also expected to be limited with the proper implementation of good site practices. Hence, the potential dust emissions associated with the construction works will be limited.

2.5.3. Considering limited dust emissions from the construction works and with the implementation of the dust control measures stipulated under the Air Pollution Control

(Construction Dust) Regulation, together with proper site management and good housekeeping, adverse air quality impact arising from fugitive dust emissions at nearby ASRs during construction of the Proposed Development is not anticipated.

2.5.4. Due to the relatively small scale of the construction works for the Proposed Development and the limited size of the Project Site, which will deploy less than 10 construction machinery on-site and a maximum of 12 trucks trips per day required for off-site transport of C&D materials, the associated air exhaust emissions are considered to be minimal. In addition, requirements stipulated in the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and the use of ultra-low sulphur diesel (ULSD) with sulphur content not exceeding 0.001% by weight as fuel under Air Pollution Control (Fuel Restriction) Regulations will also be followed to control potential air pollutant emissions from NRMMs during the construction phase. Hence, adverse air quality impact due to the operation of the construction machinery and trucks during construction phase is not anticipated.

2.5.5. With the implementation of appropriate air quality control measures and the requirements as listed in the Regulations under APCO to control the air pollutant emissions, adverse air quality impact is not anticipated during construction phase.

Operation Phase

Vehicular Emissions from Open Roads

2.5.6. Potential air quality impacts during the operation phase of the Proposed Development are expected from vehicular emissions on surrounding open roads. The nearest named public roads – Lockhart Road and Jaffe Road, are situated immediately south and immediately north of the Project Site, respectively. Lockhart Road is classified as a Local Distributor (LD) in the latest Annual Traffic Census published by Transport Department (i.e. ATC 2024), while Jaffe Road is classified as a District Distributor (DD) as confirmed by Transport Department (TD) (see **Appendix 2.2**). The 5m buffer area for the LD, and 10m buffer area for the DD measured from the road kerb of the aforementioned roads, encroach into the fresh air intake of the Proposed Development in terms of horizontal distances between the road kerb to the building façades (see **Appendix 2.1**).

2.5.7. According to the guideline 'Streamlining of Air Quality Impact Assessment (AQIA) Screening' published by EPD in September 2026, the V+H method shall be adopted to estimate the required buffer distances, comprising vertical distance (V) and horizontal distance (H). The corresponding calculations for buffer distance using V+H method are presented in **Table 2.6**.

Table 2.6. Calculation of Buffer Distances under V+H Method

Fresh Air Intake Location	Required Buffer Distance under HKPSG	Horizontal Distance from Road Kerb to Fresh Air Intake Location (H)	Level of Road Kerb	Lowest Level of Fresh Air Intake Location	Vertical Distance from Road Kerb to Fresh Air Intake Location (V)	V+H	Compliance of V+H
Facing Lockhart Road	5m	4.1m	3.9mPD at Lockhart Road	9mPD (1/F floor level)	5.1m	9.2m	Yes (>5m)
Facing Jaffe Road	10m	5m	3.6mPD at Jaffe Road	9mPD (1/F floor level)	5.4m	10.4m	Yes (>10m)
Note: [1] Information above is provided by Project Engineer.							

2.5.8. From **Table 2.6**, the fresh air intakes of the Proposed Development fully satisfy the V+H method criteria. Hence, adverse air quality impacts arising from open road vehicular emissions to the fresh air intakes of the Proposed Development are not anticipated.

2.5.9. The outdoor greenery area and terrace on G/F, 4/F and 7/F are the only open space where the 10m buffer zone from Jaffe Road encroaches into the Proposed Development. It is worth noting that no recreational facilities and facilities that encourage prolonged stay (e.g. fixed furniture) will be provided, and prolonged stays within these areas are not anticipated. No adverse air quality impacts arising from open road vehicular emissions are anticipated within the outdoor greenery areas.

2.5.10. In view of the above, adverse air quality impacts from vehicular emission from open roads during the operation phase are not anticipated.

<u>Portal Emissions from Tunnels/Full Enclosures & Emissions from Ventilation Building of Tunnels</u>

2.5.11. Portal emissions from tunnels/full enclosures and emissions from tunnel ventilation buildings within the 500m Assessment Area may contribute to the air quality impacts at the Proposed Development. The identified sources include portal emissions from the Central–Wan Chai Bypass Tunnel (Westbound) and the full enclosure beneath the Hong Kong Convention and Exhibition Centre (HKCEC) (where Lung Wo Road and Expo Drive Central are located), as well as emissions from the ventilation building of the MTR Exhibition Centre Station. The locations of these emission sources are presented in **Figure 2.2**. These identified emission sources are located over 200m away from the Proposed Development. Considering the sufficient buffer distance (i.e. >200m) provided in accordance with the HKPSG recommendations, no adverse air

quality impacts from these emissions are anticipated.

Marine Emissions

2.5.12. Marine emissions within the 500m Assessment Area may contribute to the air quality impacts at the Proposed Development. The identified marine source is at Wan Chai Ferry Pier, which is located over 200m away from the Proposed Development. The location of marine emission source is presented in **Figure 2.2**. Considering the sufficient buffer distance (i.e. >200m) provided in accordance with the HKPSG recommendations, no adverse air quality impacts from marine emissions are anticipated.

Industrial and Odour Emissions

2.5.13. Industrial emissions within the 500m Assessment Area may contribute to air quality impacts to the Proposed Development. Two chimneys were identified within the 500m Assessment Area. According to the EPD's SAMP-v2.1 database, one of the two chimneys is associated with an active Specified Process (SP) Licence (i.e. SP Licence No. L-7-007(8), Public Register No. A0799/R0634). This licensed chimney serves as the exhaust for the emergency generator at Telecom House, located approximately 400m from the Proposed Development, and operates solely during emergency situations. The remaining non-SP registered chimney is located at the Ruttonjee Hospital Main Block, approximately 270m from the Proposed Development. The locations of these industrial emission sources are presented in **Figure 2.2**. Given that both chimneys maintain sufficient buffer distances (i.e. >200m) under HKPSG, no adverse air quality impacts from industrial emissions are anticipated.

2.5.14. Based on desktop study, no odour source is observed and identified within the 500m Assessment Area from the Proposed Development. Therefore, adverse odour impact from the surroundings during operation phase is not anticipated.

2.5.15. The Proposed Development does not involve any industrial processes and no industrial and odour emissions will be generated. Therefore, adverse air quality impact from industrial emissions and odour impacts to the surroundings during the operation phase are not anticipated.

2.6. CUMULATIVE IMPACTS

2.6.1. Planned/committed projects in the vicinity of the Proposed Development that may have the potential to interact have been identified and presented in **Table 2.7** and **Figure 2.3**.

Table 2.7. Summary of Planned/Committed Projects in the Vicinity of the Proposed Development

No.	Planned/Committed Projects	Construction Period	Approximate Shortest Distance from Proposed Development (m)
1.	175 – 177 Hennessy Road [1]	No Info	137
2.	199 – 203 Hennessy Road [1]	No Info	91
3.	110 Thomson Road [1]	No Info	144
4.	165 – 171 Wan Chai Road [2]	No Info	223
5.	13 – 21 Wood Road & 22 – 30 Wing Cheung Street [1]	No Info	277
6.	25 – 27 Morrison Hill Road [1]	No Info	454
7.	30 On Kwan Road [1]	No Info	336
8.	2 – 8 Cross Street [1]	No Info	389
9.	269 Queen's Road East [3]	No Info	465

Related references:

[1] Refer to monthly digest of Buildings Department.

[2] Refer to the planning application no. A/H5/421 as available from the Statutory Planning Portal 3 by Town Planning Board.

[3] [Refer to the planning application no. A/H5/417 as available from the Statutory Planning Portal 3 by Town Planning Board.

2.6.2. While no information can be found in the public domain (i.e. Relevant Outline Zoning Plans (OZPs) and other published plans in the vicinity of the Project Site), it is noted that the construction works for these planned/committed projects mainly involve demolition, piling and superstructure works. Except 199 – 203 Hennessy Road, most of the projects are located more than 100m from the Proposed Development, which shall have sufficient separation distances (i.e. <100m) according to the HKPSG recommended buffer distance, cumulative dust impacts from the abovementioned projects are expected to be minimal.

2.6.3. Moreover, with the proper implementation of good site practices, the associated fugitive dust emissions from projects listed above are expected to be limited. Furthermore, project proponents from these listed projects are expected to adopt best practices in accordance with statutory requirements to abate dust generation. Close liaison between the contractors of the Proposed Development and these listed projects will be maintained to minimise dusty activities to be conducted concurrently as far as practicable. On this basis, adverse cumulative dust impacts and air quality impacts induced from these listed projects are considered not anticipated.

2.6.4. During the operation phase, no significant air or odour emissions from the listed projects are anticipated. Thus, adverse air quality impacts and odour impacts on the Proposed Development from these listed projects are not expected.

2.7. MITIGATION MEASURES

Construction Phase

2.7.1. To ensure that air pollutant emissions are controlled during the construction phase, relevant air quality control requirements stipulated in Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations should be implemented.

2.7.2. Any potential dust impact and watering mitigation would be subject to the actual site condition. In addition to the watering, dust control measures as recommended in the Air Pollution Control (Construction Dust) Regulation (where applicable), typical control measures listed below are also recommended to implement:

- The designated haul road should be hard paved to minimise fugitive dust emission;
- Active works areas should be water sprayed with water browser or sprayed manually hourly during construction period. The Contractor should ensure that the amount of water spraying is just enough to dampen the exposed surfaces without over-watering which could result in surface water runoff;
- Any excavated dusty materials or stockpile of dusty materials should be covered entirely by impervious sheeting or sprayed with water so as to maintain the entire surface wet, and recovered or backfilled or reinstated as soon as possible;
- Dusty materials remaining after a stockpile is removed should be wetted with water;
- The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcore or similar;
- The Contractor(s) shall only transport adequate amount of fill materials to the Project Site to minimise stockpiling of fill materials on-site, thus reducing fugitive dust emission due to wind erosion;
- Should temporary stockpiling of dusty materials be required, it shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and the 3 sides; or sprayed with water so as to maintain the entire surface wet;
- All dusty materials shall be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet;
- Vehicle speed to be limited to 10km/hour except on completed access roads;
- Every vehicle should be washed to remove any dusty materials from its body and wheels immediately before leaving the construction site;
- The load of dusty materials carried by vehicle leaving the construction site should

be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle;

- Restricting height from which materials are to be dropped as far as practicable to minimise the fugitive dust arising from loading/unloading activities;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- Cement, pulverized fuel ash or any other dusty materials collected by fabric filters or other air pollution control system or equipment shall be disposed of in totally enclosed containers;
- Regular maintenance of construction equipment deployed on-site should be conducted to minimise gaseous and prevent black smoke emission;
- Hoarding of not less than 2.4m high from ground level shall be provided along the site boundary except for a site entrance or exit to minimise dust nuisance to the nearby sensitive receivers. For locations with ASRs in immediate proximity to the Project Site, higher hoarding shall be erected;
- Regular site audit shall be conducted to ensure all the mitigation measures are properly implemented;
- Electric power supply shall be provided for on-site machinery as far as practicable;
- Electrified NRMMs shall be provided as far as practicable; and
- NRMMs exempted from regulatory control shall be avoided as far as practicable

2.7.3. An Environmental Monitoring & Audit (EM&A) program (including weekly site audit) shall be implemented to ensure that the recommended mitigation measures and good site practices stated above will be implemented during the construction phase in order to monitor the dust impact arising from the construction activities associated with the Proposed Development.

Operation Phase

2.7.4. Adverse air quality impact is not anticipated during the operation phase. Thus, no mitigation measure is required.

2.8. CONCLUSION

2.8.1. With the implementation of appropriate mitigation measures as mentioned in **Section 2.7**, adverse air quality impacts during the construction phase and operation phase of the Proposed Development are not anticipated.

3. NOISE IMPACT

3.1. INTRODUCTION

3.1.1. This study aims to evaluate the potential noise impacts generated from the Proposed Development.

3.1.2. During the construction phase of the Project, potential construction air-borne noise impact may be generated due to the use of powered mechanical equipment (PME) for various work activities. This Section presents the management and mitigation strategy for the noise generated from the construction work. Where appropriate, environmental control measures for avoiding and minimising the potential impacts are recommended.

3.1.3. During the operation phase of the Project, the Proposed Development may be subject to potential road traffic noise and fixed plant noise impacts from the surrounding environment. This Section assesses the potential impacts arising from nearby road traffic noise and fixed plant noise on the Proposed Development. Practicable noise mitigation measures would be recommended, where necessary.

3.2. NOISE IMPACT ASSESSMENT DURING CONSTRUCTION PHASE

Regulations and Guidelines

3.2.1. The Noise Control Ordinance (NCO) provided the statutory framework for noise control. As the Project is not a Designated Project under the Environmental Impact Assessment Ordinance (CAP.499) (EIAO), reference has been made to the following Technical Memorandum, Practice Note and guidelines for the methodology of the noise impact assessment for the Project:

- Technical Memorandum on Noise from Construction Work other than Percussive Piling (GW-TM);
- Practice Note for Professional Persons - Minimizing Noise from Construction Activities (ProPECC PN1/24);
- Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM); and
- Chapter 9 of Hong Kong Planning Standards and Guidelines (HKPSG).

3.2.2. Construction noise is governed by the NCO, which prohibits the use of PME during restricted hours (i.e. 19:00 – 07:00 on normal weekdays and any time on a Sunday or public holiday) without a valid Construction Noise Permit (CNP) issued by the EPD. The GW-TM, which provides the guidelines for controlling the construction noise from the use of PME at the construction sites during restricted hours, details the procedures that should be adopted for the assessment of noise from construction work other than

percussive piling, the issuing of Construction Noise Permits (CNP), and for determining whether or not any such CNP is being complied with.

3.2.3. Although GW-TM does not provide control over general daytime construction works, noise criteria are set out in ProPECC PN1/24 as shown in **Table 3.1** below:

Table 3.1 Noise Criteria for Construction Noise during Non-restricted Hours

Noise Sensitive Receivers	**07:00 – 19:00 on any day not being a Sunday or general holiday, $L_{eq\ (30\ min)}$, dB(A)**
• All domestic premises • Temporary housing accommodation • Hostels • Convalescences homes • Homes for the aged	75
• Places of public worship • Courts of law • Hospitals and medical clinics	70
• Educational institutions (including kindergartens and nurseries)	70 (65 during examinations)

3.2.4. When assessing a CNP application for the use of PME during the restricted hours, the Noise Control Authority will compare the Acceptable Noise Levels (ANLs), as promulgated in *GW-TM*, and the Corrected Noise Levels (CNLs) (i.e. after accounting for factors such as barrier effects and reflections) associated with the proposed PME operations. The ANLs are related to the noise sensitivity of the area in question and different Area Sensitivity Ratings (ASRs) have been established to reflect the background characteristics of different areas.

3.2.5. Potential sources of noise impact during the construction phase of the Project would arise from the use of PME for various construction activities. Key construction activities would include the following:

- Excavation and Lateral Support (ELS) from the site formation and foundation works (non-percussive piling will be employed for foundation works);
- Construction of superstructure; and
- Building services installation.

3.2.6. The key PMEs to be used during the construction works would include piling rig, generator, breaker, excavator, water pump, mobile crane, bar bender/cutter, poker concrete pump, drill and concrete lorry mixer.

3.2.7. Representative Noise Sensitive Receivers (NSRs) closest to the Proposed Development have been identified and indicated in **Figure 3.1** and summarised in **Table 3.2** below.

Table 3.2. Identified Representative Noise Sensitive Receivers for Construction Noise Impact Assessment

NSR ID	Description	Type of Use	Status	Approximate Shortest Distance from Proposed Development (m)
A02	Tung Po Building	Residential	Existing	15
A03	Lee Loy Building	Residential	Existing	<5
A04	229 Lockhart Road	Residential	Existing	<5
A05	Wing On Building	Residential	Existing	30
A08	Lap Tak Building	Residential	Existing	<5
A09	182 Jaffe Road	Residential	Existing	<5
A10	The Church of Jesus Christ of Latter-day Saints Wan Chai Chapel	Place of Worship	Existing	15

Evaluation of Construction Noise Impact Assessment

3.2.8. Mitigation measures for construction noise impacts should be implemented. Appropriate arrangements should be provided in the working method to minimise the potential construction noise impact. A noise mitigation management system should be set up to ensure regular maintenance of all plants and equipment, and that appropriate silencing applications are in use based on the best reasonable practice. Possible noise mitigation measures that may be applied are summarised below.

Use of Quieter Construction Method

3.2.9. The Contractor should consider quieter construction methods or technologies to reduce the noise at its source if they are technically feasible and applicable for the proposed construction works, such as the use of silent piling by press-in method instead of traditional massive augering and piling machines. The use of other quieter construction methods, such as those mentioned in ProPECC PN1/24, should be further reviewed in the detailed design and construction stages.

Use of Quality Powered Mechanical Equipment (QPME)

3.2.10. The use of QPME is considered a practicable means to mitigate the construction noise impact. The adoption of QPME, such as those listed on the EPD website, shall be considered whenever applicable and feasible during the design, tendering and implementation stage of the construction works. It is generally known (supported by field measurements) that particular models of construction equipment are quieter than standard types given in the GW-TM.

Use of Movable Noise Barriers

3.2.11. The use of movable noise barriers will be an effective means to mitigate the noise impact arising from the construction works in the works area. Noise barrier located

close to a PME can produce at least 10dB(A) screening for stationery plant and 5dB(A) for mobile plant provided that the direct line-of-sight of the PME is blocked. Subject to site condition, the noise barriers should be placed near to the construction plant as far as practical with consideration of their manoeuvrability and placement.

3.2.12. Barrier material of surface mass in excess of 10kg/m^2 is recommended to achieve the maximum screening effect. The Contractor shall be responsible for the design of the movable noise barrier with due consideration given to the size of the PME and the requirement of intercepting the line-of-sight of the PME, as well as ensuring that the barrier should have no openings and gaps.

3.2.13. The use of standard enclosure would be adopted to shelter relatively stationary plant including air compressor, generator, etc., if feasible. These standard enclosures can provide at least 15dB(A) noise reduction.

Scheduling of Noisy Operations during Non-restricted Hours

3.2.14. Co-occurrence of noisy operations may result in increased overall noise impact. Staggering of noisy operations would contribute towards a lower overall impact.

Good Site Practices

3.2.15. It is also recommended to implement good site practices as far as practicable so as to further reduce the noise impact at NSRs. The following good site practices should be followed during the construction phase.

- Only well-maintained plant should be operated on-site and plant should be serviced regularly during the construction phase;
- Silencers or mufflers on construction equipment should be utilized where required and should be properly maintained during the construction phase;
- Mobile plant, if any, will be sited as far away from NSRs as possible;
- Machines and plants (such as trucks, cranes) that may be in intermittent use should be shut down between work periods or should be throttled down to a minimum;
- Spoil transportation routes should be directed away from NSRs as far as practicable;
- Noise monitoring at selected NSRs should be conducted as far as practicable;
- Designated unloading areas at barging points should be provided away from the NSRs as far as possible;
- Plant known to emit noise strongly in one direction should, wherever possible,

be orientated so that the noise is directed away from the nearby NSRs; and,

- Material stockpiles and other structures will be effectively utilised, wherever practicable, in screening noise from on-site construction activities.

3.2.16. To minimise the construction noise impact, the future project proponent shall adopt the sample contract specifications for noise mitigation measures and incorporating construction noise mitigation plan requirements in the relevant construction contracts, as outlined in ProPECC PN1/24.

3.2.17. Detailed construction methods with the number and types of construction plants to be used for different stages of work should be prepared by the project main contractor. Also, the prediction of construction noise level with necessary noise mitigation measures in different stages of work should be provided by the project main contractor and submitted to the Engineer for approval. The construction noise impact will be further assessed quantitatively at the detailed design stage of the project by the project proponent when detailed implementation plan including construction programme and PME inventory list is available. The Contractor should also implement the recommended pollution control clauses for construction contracts. It is suggested that a project management mechanism should be adopted to ensure that the noise mitigation measures will be duly implemented, such as by specifying the quieter construction method / QPME to be adopted, or the preparation of a Construction Noise Management Plan in the construction contract.

3.3. NOISE IMPACT ASSESSMENT DURING OPERATION PHASE

3.3.1. The Proposed Development will be mechanically ventilated and centralised air-conditioned, which do not rely on openable windows for natural ventilation. Given the absence of openable windows, the Proposed Development is not subject to adverse road traffic noise impact or fixed plant noise impact. Therefore, adverse noise impacts during operation phase are not anticipated, and noise mitigation measures during operation phase for are not considered necessary.

3.3.2. Potential fixed plant noise sources from the Proposed Development would include pump rooms and EM&A rooms etc. To ensure that the fixed plant noise produced by the Proposed Development does not affect nearby noise sensitive areas, potential noise sources (such as potential switch rooms, pump rooms etc.) shall be properly designed to comply with the noise criteria and requirements outlined in the HKPSG and NCO. Provisions shall be made to control the fixed noise sources by suitable at-source noise control measures, such as silencers, acoustic louvers, enclosures or enclosed plant rooms with concrete building envelope, shall be provided where necessary. Practical measures, such as location of the exhaust louvre shall not facing to the side of nearby noise sensitive areas, shall be adopted if feasible. As

such, it is anticipated that the fixed plant noise impact on the nearby NSRs due to the operation of the Proposed Development will not exceed the relevant noise criteria under the HKPSG and NCO.

3.4. CONCLUSION

3.4.1. Noise impact assessments for construction phase and operation phase have been conducted for the Proposed Development. With the proper implementation of mitigation measures, where necessary, the potential construction noise impacts on nearby NSRs would not be insurmountable. During operational phase, as the Proposed Development does not rely on openable windows for ventilation, it would not be subject to adverse noise impact.

4. WATER QUALITY IMPACT

4.1. INTRODUCTION

4.1.1. This section identifies the potential water quality impact associated with the construction phase and operation phase of the Proposed Development. Recommendations for mitigation measures have been made, where necessary, to minimise the potential water quality impacts to an acceptable level.

4.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

4.2.1. Relevant legislations, standards and guidelines governing water quality in Hong Kong include the following:

- Water Pollution Control Ordinance (WPCO) (CAP.358);
- Chapter 9 of Hong Kong Planning Standards and Guidelines (HKPSG);
- Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS);
- Drainage Plans subject to Comment by the Environmental Protection Department - Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations (ProPECC PN1/23); and
- Construction Site Drainage (ProPECC PN2/24).

Water Pollution Control Ordinance (WPCO)

4.2.2. The WPCO provides the major statutory framework for the protection and control of water quality in Hong Kong. According to the Ordinance and its subsidiary legislations, Hong Kong waters are divided into ten Water Control Zones (WCZs). Corresponding statements of Water Quality Objectives (WQOs) are stipulated for different water regimes (marine waters, inland waters, bathing beaches subzones, secondary contact recreation subzones and fish culture subzones) in each WCZ based on their beneficial uses. The Proposed Development is in the catchment of the Victoria Harbour (Phase Three) WCZ and its respective WQOs are presented in **Table 4.1**.

Table 4.1. Water Quality Objectives for Watercourses in Victoria Harbour (Phase Three) WCZ

Water Quality Objective	Part or Parts of Zone
A. AESTHETIC APPEARANCE	
(a) There should be no objectionable odours or discolouration of the water.	Whole zone
(b) Tarry residues, floating wood, articles made of glass, plastic, rubber or of any other substances should be absent.	Whole zone
(c) Mineral oil should not be visible on the surface. Surfactants should not give rise to a lasting foam.	Whole zone

Water Quality Objective	Part or Parts of Zone
(d) There should be no recognisable sewage-derived debris.	Whole zone
(e) Floating, submerged and semi-submerged objects of a size likely to interfere with the free movement of vessels, or cause damage to vessels, should be absent.	Whole zone
(f) The water should not contain substances which settle to form objectionable deposits.	Whole zone
B. BACTERIA	
The level of Escherichia coli should not exceed 1 000 per 100 mL, calculated as the geometric mean of the most recent 5 consecutive samples taken at intervals of between 7 and 21 days.	Inland waters
C. COLOUR	
Human activity should not cause the colour of water to exceed 50 Hazen units.	Inland waters
D. DISSOLVED OXYGEN	
(a) The level of dissolved oxygen should not fall below 4 mg per litre for 90% of the sampling occasions during the whole year; values should be calculated as the annual water column average (see Note). In addition, the concentration of dissolved oxygen should not be less than 2 mg per litre within 2 m of the seabed for 90% of the sampling occasions during the whole year.	Marine waters
(b) The level of dissolved oxygen should not be less than 4 mg per litre.	Inland waters
E. pH	
(a) The pH of the water should be within the range of 6.5-8.5 units. In addition, human activity should not cause the natural pH range to be extended by more than 0.2 unit.	Marine waters
(b) Human activity should not cause the pH of the water to exceed the range of 6.0-9.0 units.	Inland waters
F. TEMPERATURE	
Human activity should not cause the daily temperature range to change by more than 2.0°C.	Whole zone
G. SALINITY	
Human activity should not cause the salinity level to change by more than 10%.	Whole zone
H. SUSPENDED SOLIDS	
(a) Human activity should neither cause the suspended solids concentration to be raised more than 30% nor give rise to accumulation of suspended solids which may adversely affect aquatic communities.	Marine waters
(b) Human activity should not cause the annual median of suspended solids to exceed 25 mg per litre.	Inland waters
I. AMMONIA	
The un-ionized ammoniacal nitrogen level should not be more than 0.021 mg per litre, calculated as the annual average (arithmetic mean).	Whole zone
J. NUTRIENTS	
(a) Nutrients should not be present in quantities sufficient to cause excessive or nuisance growth of algae or other aquatic plants.	Marine waters
(b) Without limiting the generality of objective (a) above, the level of inorganic nitrogen should not exceed 0.4 mg per litre, expressed as annual water column average (see Note).	Marine waters
K. 5-DAY BIOCHEMICAL OXYGEN DEMAND	
The 5-day biochemical oxygen demand should not exceed 5 mg per litre.	Inland waters

Water Quality Objective	Part or Parts of Zone
L. CHEMICAL OXYGEN DEMAND	
The chemical oxygen demand should not exceed 30 mg per litre.	Inland waters
M. TOXIC SUBSTANCES	
(a) Toxic substances in the water should not attain such levels as to produce significant toxic, carcinogenic, mutagenic or teratogenic effects in humans, fish or any other aquatic organisms, with due regard to biologically cumulative effects in food chains and to interactions of toxic substances with each other.	Whole zone
(b) Human activity should not cause a risk to any beneficial use of the aquatic environment.	Whole zone
Note: Expressed normally as the arithmetic mean of at least 3 measurements at 1 m below surface, mid depth and 1 m above the seabed. However in water of a depth of 5 m or less the mean shall be that of 2 measurements (1 m below surface and 1 m above seabed), and in water of less than 3 m the 1 m below surface sample only shall apply. **Source:** Statement of Water Quality Objectives for Watercourses (Victoria Harbour (Phase Three) Water Control Zone) (https://www.elegislation.gov.hk/hk/cap358AU!en.pdf)	

Hong Kong Planning Standards and Guidelines (HKPSG)

4.2.3. Chapter 9 of HKPSG provides environmental considerations for land use planning. Site selection for development, sensitive uses, provision of environmental facilities, and design, layout, phasing and operational controls to minimise adverse environmental impacts, etc., are covered in the chapter. Other factors affecting land use planning to be taken into account are listed and suitable buffer distances for land uses are recommended.

Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS)

4.2.4. Discharges of effluents into WCZs are controlled by the WPCO through a licensing system. The TM-DSS sets limits for effluent discharge, covering the physical, chemical, and microbial quality of effluents. Any effluent from the construction and operation of the Project must comply with relevant standards for effluents discharged into the foul sewers, inland/inshore/marine waters of the Victoria Harbour (Phase Three) WCZ.

Drainage Plans subject to Comment by the Environmental Protection Department - Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations (ProPECC PN1/23)

4.2.5. The ProPECC PN1/23 provides guidelines and practices for handling, treatment and disposal of various effluent discharges to stormwater drains and foul sewers. The design of site drainage and disposal of various site effluents generated within the new development area should follow the relevant guidelines and practices as given in the ProPECC PN1/23.

Construction Site Drainage (ProPECC PN2/24)

4.2.6. EPD has issued ProPECC PN2/24 that controls site runoff and wastewater generated during the construction phase of the Project. It provides guidelines for handling and disposal of construction discharges. Practices given in the ProPECC PN2/24 shall be followed as far as possible during the construction phase to minimise potential water quality impacts due to construction site drainage.

4.3. DESCRIPTION OF THE ENVIRONMENT

4.3.1. The Assessment Area for the Water Quality Impact Assessment (WQIA) covers an area of 500m radius from the Project Site, as shown in **Figure 4.1**.

4.3.2. Based on the desktop study, the Proposed Development is situated inland and is at least 455m south from the nearest marine water (i.e. Victoria Harbour), which is identified as the only Water Sensitive Receiver (WSR). The location of WSR is presented in **Figure 4.1** and the details are listed in **Table 4.2**.

Table 4.2. Identified Representative Water Sensitive Receiver

WSR ID	Description	Nature	Status	Approximate Shortest Distance from Proposed Development (m)
W01	Victoria Harbour	Marine Waters	Existing	455

4.4. IDENTIFICATION OF WATER EMISSION SOURCES AND EVALUATION OF ENVIRONMENTAL IMPACTS

Construction Phase

4.4.1. Potential sources of water quality impact associated with activities during the construction phase of the Proposed Development include:

- General construction activities;
- Construction site runoff;
- Accidental spillage; and
- Sewage effluent from the construction workforce.

4.4.2. Water would be used in various construction activities and wastewater would be generated in the construction process. Such processes may include general cleaning and washing, dust suppression and wheel washing. Wastewater from these processes generally contains high levels of suspended sediment and should not be discharged into the environment without treatment. The wastewater would generally be collected and stored for disposal after necessary treatment. With proper collection, storage, treatment and disposal, adverse water quality impact from the construction wastewater is not expected.

4.4.3. Site clearance would require the removal of surface vegetation or existing man-made

cover. Exposed soil is prone to erosion and would result in an increase in sediment load in the drainage system. Unprotected earth working areas and stockpiles could also lead to elevated levels of sediment in stormwater/runoff in case of rainstorms. Release of site runoff, if uncontrolled, would lead to an increase in suspended solid levels in the drainage system and the receiving marine water. With the implementation of applicable mitigation measures listed in **Section 4.5**, adverse water quality impact from the construction site runoff is not expected.

4.4.4. Various chemicals, such as lubricants and fuel, would be used for the construction of Proposed Development. In case of a chemical spillage, spilled chemicals may contaminate soil and/or make their way into the drainage system and affect the water quality of the receiving water. These chemicals should generally be stored and applied at designated areas within the Project Site. Suitable clean-up kits and equipment should be prepared onsite to ensure spilt chemicals can be contained and removed as soon as possible. Chemical waste generated from normal operation and spillage events should be stored at the designated place for proper disposal by a licensed contractor. With the implementation of proper control over storage, application, clean up after spillage (if any) and disposal, adverse water quality impact from the chemical spillage is not expected.

4.4.5. Construction workforce would generate domestic sewage. In general, appropriate numbers of chemical toilets would be provided by a licensed contractor to serve the construction workers over the construction site to prevent direct disposal of sewage into the water environment. Adverse water quality impact from sewage generated by the construction workforce is not expected.

Operation Phase

4.4.6. Potential sources of water quality impact associated with activities during the operation phase of the Proposed Development include:

- Sewage generated from the new population; and
- Stormwater runoff.

4.4.7. Sewage generated from the Proposed Development should be collected and conveyed to the nearest public sewerage system via proper connections to minimise water quality impact from the operation of the Proposed Development. All sewage discharged shall comply with the TM-DSS under the WPCO. Hence, no adverse sewerage impact is expected with the implementation of the proposed enhancement works. A separate Sewerage Impact Assessment (SIA) has been conducted under this Study.

4.4.8. Stormwater runoff from the paved surfaces within the Proposed Development will be directed to a managed stormwater drainage system. Appropriate drainage system, equipped with necessary pollution control devices, such as silt trap and oil and grease

separators, would be provided. Mitigation measures listed in **Section 4.5**, such as the installation of silt traps in the stormwater drainage system can effectively reduce the potential impacts of these pollutants on drainage water quality. Good practices recommended under ProPECC PN1/23 could also be referenced for the design of the drainage system. Hence, no adverse drainage impact is expected. A separate Drainage Impact Assessment (DIA) has been conducted under this Study.

4.5. MITIGATION MEASURES

Construction Phase

4.5.1. Suitable control measures stipulated in ProPECC PN2/24 should be implemented. These practices include but are not limited to the following:

- Surface run-off from construction sites should be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels and/or earth bunds or sandbag barriers should be provided on-site to properly direct stormwater to such silt removal facilities. Perimeter channels at site boundaries should be provided where necessary to intercept storm run-off from outside the site so that it will not wash across the site. Catchpits and perimeter channels should be constructed in advance of earthworks;
- Silt removal facilities, channels and manholes should be maintained, and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times;
- Construction works should be programmed to minimise soil excavation works in rainy seasons (April to September). If excavation in soil cannot be avoided in these months or at any time of year when rainstorms are likely, for the purpose of preventing soil erosion, temporarily exposed slope surfaces should be covered e.g. by tarpaulin. Intercepting channels should be provided (e.g. along the crest/edge of excavation) to prevent storm runoff from washing across exposed soil surfaces. Arrangements should always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm;
- Earthworks final surfaces should be well compacted, and the subsequent permanent work or surface protection should be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels should be provided where necessary;
- Measures should be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they should be dug and backfilled in short sections. Rainwater pumped out from trenches or foundation

excavations should be discharged into storm drains via silt removal facilities;

- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system;
- Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers. Discharge of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
- All construction vehicles and construction machinery should be cleaned before they leave a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. A wheel washing bay should be provided at every site exit if practicable and wash-water should have sand and silt settled out or removed before discharging into storm drains. The section of construction road between the wheel washing bay and the public road should be paved with backfall to reduce vehicle tracking of soil and to prevent site runoff from entering public road drains;
- Wastewater generated from building construction activities including concreting, cleaning of works and similar activities should not be discharged into the stormwater drainage system. If the wastewater is to be discharged into foul sewers, it should undergo the removal of settleable solids in a silt removal facility, and pH adjustment as necessary;
- Acidic wastewater generated from acid cleaning, etching, pickling and similar activities should be neutralized to within the pH range of 6 to 10 before discharging into foul sewers. If there is no public foul sewer in the vicinity, the neutralized wastewater should be tankered off-site for disposal into foul sewers or treated to a standard acceptable to storm drains and the receiving waters; and
- Sufficient number of chemical toilets should be required for each works area. These toilets should be regularly cleaned, maintained and emptied by a licensed contractor.

4.5.2. In case any discharge of effluent from the construction site is required, a discharge licence for discharge of effluent should be applied under the WPCO. Runoff and wastewater generated from the project works areas should be treated to comply with the discharge quality stipulated in the WPCO discharge licence before discharge.

Operation Phase

4.5.3. During the operation phase, all sewage arising from the Proposed Development will be collected and conveyed to the nearest public sewerage system via proper

connections. No specific mitigation measures are required for sewage arising from the Proposed Development with the implementation of the proposed enhancement works.

4.5.4. A surface water drainage system should be installed to collect and convey the road surface runoff to the existing drainage system downstream. The design of mitigation measures for the drainage system during the operation phase shall take account of the guidelines as presented in ProPECC PN1/23. Best Management Practices (BMPs) should be implemented to control run-off. The drainage system should be designed to avoid flooding with devices and facilities to control sedimentation and runoff quality, prevent 'first flush' pollution, and eliminate pollutant discharge into poor flushing water downstream. Manholes, as well as stormwater gullies and ditches provided at the Project Site should be regularly inspected and cleaned. Additional inspection and cleansing should be carried out before forthcoming heavy rainfall.

4.6. CONCLUSION

4.6.1. No adverse impact of water quality during construction phase is anticipated provided that the recommended mitigation measures listed in **Section 4.5** are properly implemented. As all the wastewater effluent is anticipated to be conveyed to public sewer, and the stormwater runoff is anticipated to be properly collected by the drainage system, no adverse impact on nearby WSRs during the operation phase will be anticipated.

5. WASTE MANAGEMENT

5.1. INTRODUCTION

5.1.1. This Section identifies the potential waste arisings from the construction phase and operation phase of the Proposed Development and the potential environmental impacts associated with the storage, handling, transportation and disposal of the waste.

5.2. ENVIRONMENTAL LEGISLATION AND GUIDELINES

5.2.1. The relevant legislation, standards and guidelines related to the study for the assessment of waste management implications include:

- Waste Disposal Ordinance (CAP.354);
- Waste Disposal (Chemical Waste) (General) Regulation (CAP.354C);
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (CAP.354N);
- Land (Miscellaneous Provisions) Ordinance (CAP.28); and
- Public Health and Municipal Services Ordinance (CAP.132) - Public Cleansing and Prevention of Nuisances Regulation.

Other Relevant Guidelines and Documents

5.2.2. Other relevant guidelines/ circulars applicable to waste management and disposal for this Project include:

- A Guide to the Chemical Waste Control Scheme;
- A Guide to the Registration of Chemical Waste Producers;
- Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes;
- Public Dumps (Works Branch Technical Circular (WBTC) No.2/93);
- Public Filling Facilities (WBTC No.2/93B);
- Fill Management (WBTC No.12/2000);
- Specification Facilitating the Use of Recycled Aggregates (WBTC No.12/2002);
- Environmental Management on Construction Sites (Environmental, Transport and Works Bureau Technical Circular (Works) (ETWB TC(W)) No.19/2005);
- Trip Ticket System for Disposal of Construction and Demolition Materials (Development Bureau Technical Circular (Works) (DEVB TC(W)) No.6/2010);
- Enhanced Specification for Site Cleanliness and Tidiness (DEVB TC(W)

No.8/2010);

- Management of Construction and Demolition Materials (CEDD TC No.11/2019);
- Monitoring of Solid Waste in Hong Kong – Waste Statistics for 2024;
- Chapter 9 of Hong Kong Planning Standards and Guidelines (HKPSG);
- Guidelines on Yard Waste Reduction and Treatment; and
- Tree Preservation (DEVB TC(W) No.4/2020).

5.3. ASSESSMENT METHODOLOGY

5.3.1. The assessment of potential environmental impacts associated with wastes generated from the construction phase and operation phase of the Proposed Development includes the following tasks:

- Identification/estimation of the types and quantities of waste arising from construction and operation activities of the Proposed Development;
- Evaluation of opportunities for waste reduction, re-use and recycling on-site or off-site;
- Identification of delivery/disposal options and its frequency;
- Assessment of potential impacts from the handling, collection, transportation and reuse/delivery/disposal of wastes; and
- Proposing of mitigation measures and evaluation of residual impacts.

5.4. EXPECTED WASTE ARISING DURING CONSTRUCTION PHASE

5.4.1. During the construction phase, the main activities, such as site excavation, site clearance and superstructure works, will result in the generation of waste. The typical waste types associated with these activities are summarised below:

- Construction and Demolition (C&D) Materials;
- Chemical waste from construction activities; and
- General refuse from construction workforce.

C&D Materials

5.4.2. The Proposed Development will involve site excavation with approximate of 11,000m³. These excavated materials are considered as inert C&D materials and will be all delivered to public fill reception facilities. The designation of inert C&D materials delivery is subject to the designation by the Public Fill Committee (PFC) according to DEVB TC(W) No.6/2010.

5.4.3. C&D materials generated from site clearance and superstructure works would be

primarily inert (e.g. broken concrete, asphalt and granular materials etc.) and non-inert (e.g. bamboo, timber, paper and plastic etc.). As advised by the Project Engineer, a total of 1,200m³ of C&D materials is estimated to be generated, including 200m³ of inert C&D materials and 1,000m³ of non-inert C&D materials. These inert C&D materials will be reused within the Proposed Development as much as possible, while the surplus inert C&D materials will be delivered to public fill reception facilities. The designation of inert C&D materials delivery is subject to the designation by the Public Fill Committee (PFC) according to DEVB TC(W) No.6/2010. While non-inert C&D materials will be sorted for reuse and recycling as much as possible, while the surplus non-inert C&D materials would be disposed of the landfills as the last resort. The designated disposal site of non-inert C&D materials shall be confirmed with EPD.

5.4.4. The Proposed Development will also involve the removal of 2 number of trees. Upon separation of yard waste from tree felling, on-site reuse will be considered as much as possible, and the remainder will be delivered to Y-Park in Tuen Mun for recycling and beneficial use.

5.4.5. According to the information provided by Project Engineer, traffic generated by the off-site transport of C&D materials from site excavation, as well as C&D materials (including tree felling) from site clearance and superstructure works, is estimated at a maximum of 12 truck trips per day and 2 truck trips per day, respectively. It is expected that it will not cause any traffic impact concern to the surroundings.

5.4.6. With the proper implementation of good construction site practice and mitigation measures described in **Section 5.6**, adverse environmental impacts from the handling, transportation and delivery of C&D materials from construction works are not anticipated.

Chemical Waste from Construction Activities

5.4.7. Chemical waste, as defined under the Waste Disposal (Chemical Waste) (General) Regulation. Regulation includes any unwanted substances specified under Schedule 1 of the Regulation. Substances likely to be generated from the construction activities are listed below.

- Used paint, engine oils, hydraulic fluids and waste fuel;
- Spent mineral oils/cleaning fluids from mechanical machinery; and
- Spent solvents/ solutions from equipment cleaning activities.

5.4.8. Chemical wastes will pose environmental, health and safety hazards if they are not stored and disposed properly as outlined in the Waste Disposal (Chemical Waste) (General) Regulation and the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.

5.4.9. The amount of chemical waste generated from these construction activities will be dependent on the contractor's on-site maintenance activities and the quantities of plant and equipment utilised. Where the construction processes produce chemical waste, the Contractor shall register with EPD as a chemical waste producer and duly follow the requirement in Waste Disposal (Chemical Waste) (General) Regulation. With respect to the scale of the construction activities, it is anticipated that the quantity of chemical waste to be generated will be less than 5L/day. Storage, handling, transport and disposal of chemical waste should be arranged in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Waste. The chemical waste will be collected by a licensed chemical waste collector and delivered to the licensed chemical waste treatment facilities for disposal (e.g. Chemical Waste Treatment Facility (CWTC) in Tsing Yi).

5.4.10. The traffic generated due to off-site delivery of such chemical waste is estimated with a maximum of 1 truck trip per week, which will not cause any traffic impact concern.

5.4.11. With the incorporation of suitable arrangements for the storage, handling, transportation and disposal of chemical wastes under the requirements stated in the Waste Disposal (Chemical Waste) (General) Regulation and the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes, no adverse environmental impacts will be resulted from the handling, transportation and disposal of chemical waste from construction activities.

General Refuse from Construction Workforce

5.4.12. The presence of a construction site with workers and associated site office will result in the generation of general refuse (mainly consists of food waste, plastic bottles, aluminium cans and wastepaper) which requires off-site disposal.

5.4.13. Assuming a maximum of 200 workers working at any one time and a waste generation rate of about 0.65kg/person/day, the amount of general refuse that would be generated is approximately 130kg/day. Such refuse will be properly managed by suitable waste collectors to prevent intentional or accidental release into the surrounding environment. Recycling bins will be provided on site to facilitate the recovery of recyclable materials. The contractor shall employ a reliable waste collector to remove the non-recyclable general refuse from the site to the designated landfill on a regular basis and deliver the recyclables to the local specialised recycling companies.

5.4.14. The traffic generated due to off-site delivery of such general refuse is estimated with a maximum of 1 truck trip per day, which will not cause any traffic impact concern.

5.4.15. With the implementation of mitigation measures recommended in **Section 5.6**, the generation of general refuse from construction workforce could be minimised, and no adverse environmental impact is expected.

5.5. EXPECTED WASTE ARISING DURING OPERATION PHASE

5.5.1. Since the Proposed Development is a legal service building for DoJ, municipal solid waste generated during the operation phase will primarily consist of waste from staff offices and events held within the communal facilities. According to the classification framework in Appendix 1 of Monitoring of Solid Waste in Hong Kong – Waste Statistics 2024 published by EPD, waste generated from daily activities at the Proposed Development is identified as 'Institutional – Government Offices'. Based on its source characteristics, it is categorised as domestic waste.

5.5.2. With reference to the Monitoring of Solid Waste in Hong Kong – Waste Statistics 2024 published by EPD, the disposal rate of domestic waste is 0.86kg/person/day, and the recovery rate of domestic waste is 22%. Consequently, the calculated generation, disposal, and recovery rates are 1.10kg/person/day, 0.86kg/person/day, and 0.24kg/person/day, respectively. Based on the estimated peak population of 1,950 persons, the maximum general refuse generated from the Proposed Development is approximately 2,145kg/day.

5.5.3. General refuse will be recycled as far as possible through the placement of recycling bins throughout the Proposed Development. As part of the Proposed Development daily operation, general refuse is expected to be collected on daily basis and delivered to the refuse collection point regularly by waste collector, to avoid odour nuisance and/or pest/vermin problem and be disposed of at landfills. With the proper implementation of these waste management measures, no adverse environmental impact associated with waste management is expected during operation phase.

5.6. MITIGATION MEASURES FOR CONSTRUCTION PHASE

5.6.1. The assessment indicated that with the implementation of the proposed waste management practices, no adverse environmental impacts are envisaged for the handling, collection and delivery/disposal of waste arising during the construction phase of the Proposed Development.

5.6.2. This Section further describes the practices to avoid or further reduce the potential environmental impacts associated with the handling, collection and disposal of various types of waste.

Good Site Practices

5.6.3. Adverse waste management implications are not expected, provided that good site practices are strictly implemented. The following good site practices are recommended throughout the construction activities:

- Nomination of an approved personnel, such as a site manager, to be responsible for the implementation of good site practices, arrangements for collection and

effective disposal to an appropriate facility, of all wastes generated at the site;

- Training of site personnel in site cleanliness, appropriate waste management procedures and concepts of waste reduction, reuse and recycling;
- Provision of sufficient waste disposal points and regular collection for disposal;
- Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers;
- Regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors; and
- A Waste Management Plan (WMP) should be prepared by the contractor and submitted as part of EMP to the Engineer for approval in accordance with ETWB TC(W) No. 19/2005.

Waste Reduction Measures

5.6.4. Amount of waste generation can be significant reduced through good management and control. Waste reduction is best achieved at the planning and design phase, as well as by ensuring the implementation of good site practices.

Storage, Collection and Transportation of Waste

5.6.5. Storage, collection and transportation of waste on site may induce adverse environmental implications if not properly managed. The following recommendation should be implemented to minimise the impacts:

- Waste such as soil should be handled and stored well to ensure secure containment;
- Yard Waste should be cut and shred to meet the collection requirements of the recycling outlet (i.e. Y-Park);
- Stockpiling area should be provided with covers and water spraying system to prevent materials from wind-blown or being washed away;
- Different locations should be designated to stockpile each material to enhance reuse;
- Sufficient waste disposal points will be provided and collection of waste for disposal will be arranged regularly; and
- Waste will be transported in enclosed containers or skips to minimise windblown litter and dust/ odour nuisance during the transportation of waste.

Measures for Reducing Waste Generation during Construction Phase

5.6.6. C&D materials arose during construction phase of the Proposed Development will be segregated on-site to public fill, stored in different containers/skips to facilitate reuse

and/or disposal. Specific areas of the site will be designated for such segregation and storage if immediate use is not practicable.

5.6.7. During inclement weather (e.g., heavy rain or typhoon), the storage area of C&D materials shall be covered by an impermeable sheeting to minimise polluted runoff. Prefabrication will be adopted as far as practicable to further reduce the waste generation during construction phase.

Management for Construction Materials Disposal

5.6.8. All C&D materials generated will be sorted by the contractor(s) into different categories on-site for recycling and/or reuse as fill materials as far as practicable prior to delivery at public fill reception facilities and landfills.

5.6.9. The contractor(s) shall open a billing account with the EPD in accordance with the Waste Disposal (Charges for Disposal of Construction Waste) Regulation.

5.6.10. Permitted waste hauliers will be used to collect and transport waste to the appropriate disposal points. To minimise windblown litter and dust during transportation, waste shall be transported in enclosed containers/compartment, or the skip shall be covered.

Measures for the Management of Chemical Waste

5.6.11. The contractor(s) will register as a chemical waste producer with the EPD. Chemical waste will be handled in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes as listed below to minimise any danger to health of risk and pollution to the environment. Chemical waste will be disposed of via a licensed chemical waste collector; and to a facility licensed to receive chemical waste, such as the CWTC which also offers a chemical waste collection service and can supply the necessary storage containers.

Measures for the Management of General Refuse

5.6.12. General refuse will be stored in enclosed bins separately from other waste. The general refuse will be delivered to the landfill separately from other types of waste on a daily basis to reduce odour, pest and litter impacts.

5.6.13. Recycling bins will be provided at strategic locations within the construction site to facilitate recovery of recyclable materials (including aluminium can, wastepaper, glass bottles and plastic bottles) from the construction of the Proposed Development. Materials recovered will be sold for recycling.

5.6.14. Permitted waste hauliers will be used to collect and transport waste to the appropriate disposal points. To minimise windblown litter and dust during transportation, waste shall be transported in sealed refuse collection vehicles.

5.7. MITIGATION MEASURES FOR OPERATION PHASE

5.7.1. Sufficient recycling containers are recommended to be provided at suitable locations of the Proposed Development to encourage collection of recyclable wastes, such as aluminium cans, plastics and wastepaper. Segregation of food waste with the provision of collection points at the Proposed Development and facilitation of recycling of food waste will also be considered and exercised as far as practicable. The feasibility of providing separate recycling bins for food waste will be explored in later stages.

5.7.2. Recyclables will be collected by a licensed collector and recycled at recycling facilities. Other non-recyclable general refuse would be collected by licensed collector daily and delivered to refuse collection point, which at last to the landfills as ultimate disposal outlet.

5.8. SUMMARY

5.8.1. Types and volume of waste generated during the construction and operation phases of the Proposed Development have been evaluated. Various waste management measures and good site practices are in place to properly manage the waste generated during construction phase and operation phase of the Proposed Development.

5.8.2. With the proper implementation of the waste management / mitigation measures, adverse environmental impact arising from the handling, storage, transportation or delivery/ disposal of the waste generated by the Proposed Development is not anticipated.

6. LAND CONTAMINATION REVIEW

6.1. INTRODUCTION

6.1.1. This Section presents the potential implications of land contamination due to historical and current land uses within the Project Site. Site appraisal, including desktop review and site walkover, was conducted to identify the presence of potential land contamination and assess the potential land contamination impacts within the Project Site.

6.2. THE REVIEW

6.2.1. The land contamination review is attached in **Appendix 6.1**.

6.3. SUMMARY

6.3.1. Based on the findings in the land contamination review in **Appendix 6.1,** no potentially contaminating activities and facilities were identified within the Project Site. Therefore, no adverse land contamination impact is anticipated. Further site investigation works and mitigation measures are deemed not necessary for the Proposed Development.

7. CONCLUSION

7.1.1. The potential environmental impacts arising from constriction phase and operation phase of the Proposed Development have been identified and evaluated.

7.1.2. In terms of air quality aspects, with the implementation of the recommended mitigation measures and good site practice, no adverse air quality impact during the construction phase is anticipated. No adverse air quality impact from surrounding air emissions during the operation phase is anticipated.

7.1.3. Noise impact assessments have been conducted for the construction phase and operation phase of the Proposed Development. With proper implementation of mitigation measures as necessary, the construction noise impact to nearby NSRs would not be insurmountable. As the Proposed Development has no openable window, it will not be subject to adverse road traffic noise impact and fixed noise impact.

7.1.4. With respect to water quality impact, no adverse water quality impact is anticipated during construction phase, provided that the recommended mitigation measures are properly implemented. As all the wastewater effluent is anticipated to be conveyed to public sewer, and the stormwater runoff is anticipated to be properly collected by the drainage system, no adverse water quality impact is anticipated during operation phase.

7.1.5. With proper implementation of the waste management and its mitigation measures, adverse impact arising from the handling, storage, transportation or delivery/disposal of the waste generated by the Proposed Development during construction phase and operation phase are not anticipated.

7.1.6. Based on the findings of land contamination review in **Appendix 6.1**, no potential land contamination issue is identified within the Project Site. Potentially land contaminating activities/facilities under the Project are also not anticipated.

7.1.7. Overall, with the implementation of the recommended environmental mitigation measures, no adverse environmental impacts are anticipated by or occur on the Proposed Development during construction phase and operation phase.

7.1.8. Since the detail layout of the Proposed Development is not yet available/finalised at this stage. An updated Environmental Assessment Report will be submitted during the detailed design stage, based on the best available information at the time of the assessment.



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Site Boundary

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Initial	DH	DH	HM
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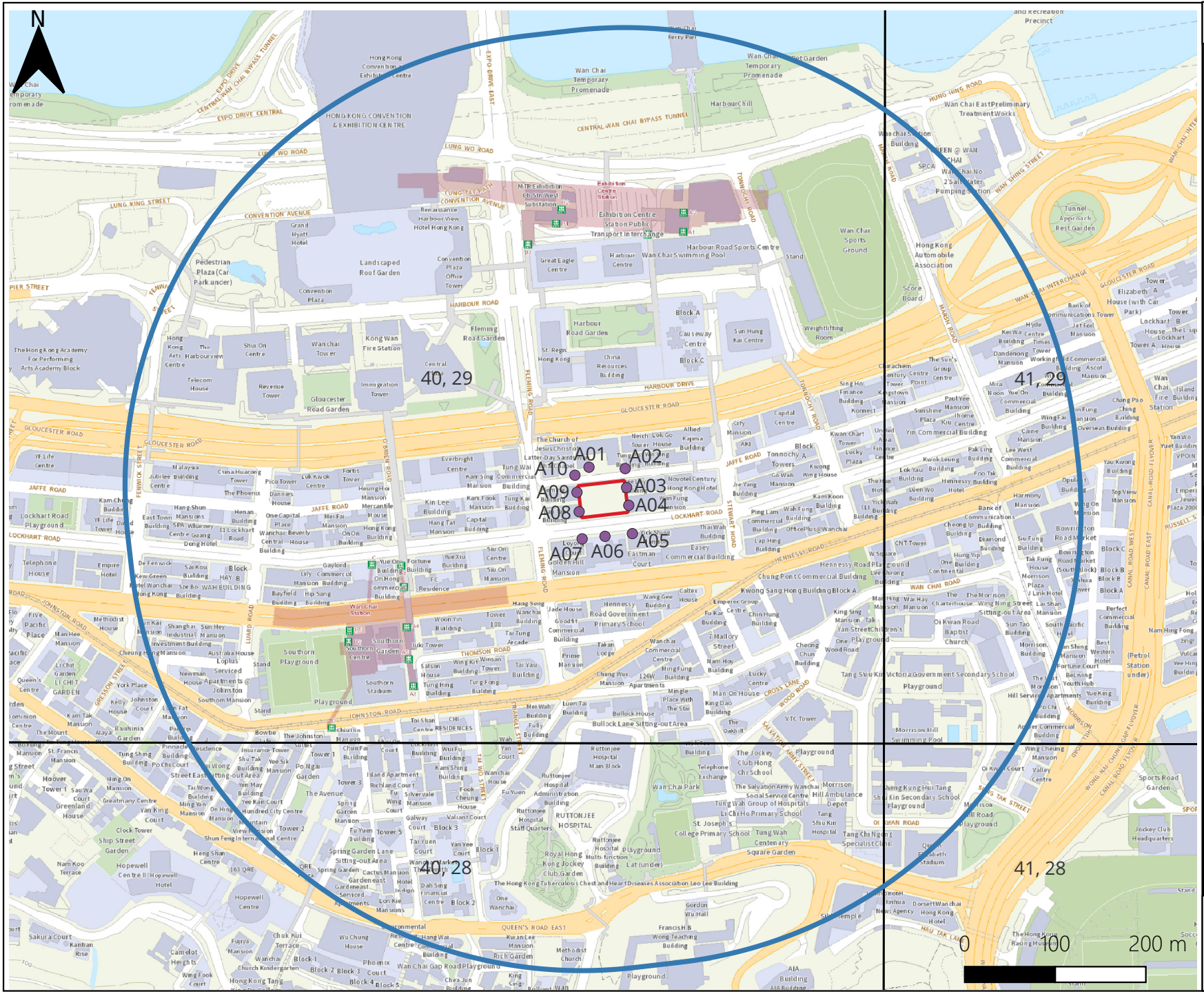
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CONSULTANCY SERVICES FOR TECHNICAL ASSESSMENT AND PLANNING APPLICATION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP 131) FOR RELAXATION OF BUILDING HEIGHT RESTRICTION AND PLOT RATIO FOR THE HONG KONG INTERNATIONAL LEGAL SERVICE BUILDING AT WAN CHAI

Figure Title

Location of The Project Site and Its Environs

Figure No.	Rev.
1.1	0

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- Site Boundary
- 500m Assessment Area
- Representative ASR for Construction Phase
- PATH Grid

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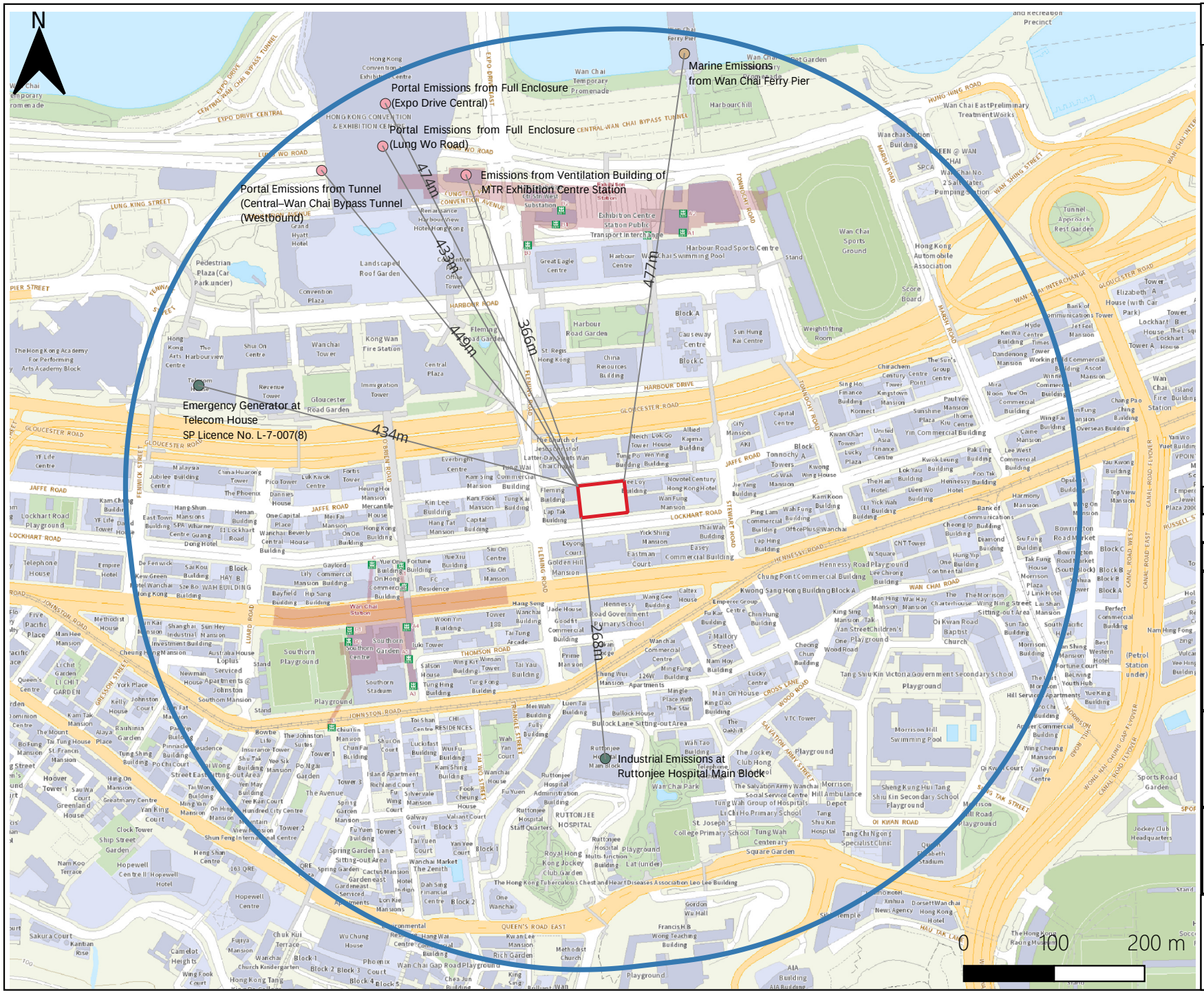
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Figure Title

Locations of 500m Air Quality Impact Assessment Area and Representative Air Sensitive Receivers for Construction Phase AQIA

Figure No.	Rev.
2.1	0

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- Site Boundary
- 500m Assessment Area
- Industrial Emission Source
- Marine Emission Source
- Portal Emissions from Tunnels/Full Enclosure & Emissions from Ventilation Building of Tunnels

	Prepared	Checked	Approved
Initial	DH	DH	HM
Date	20260921	20260921	20260511

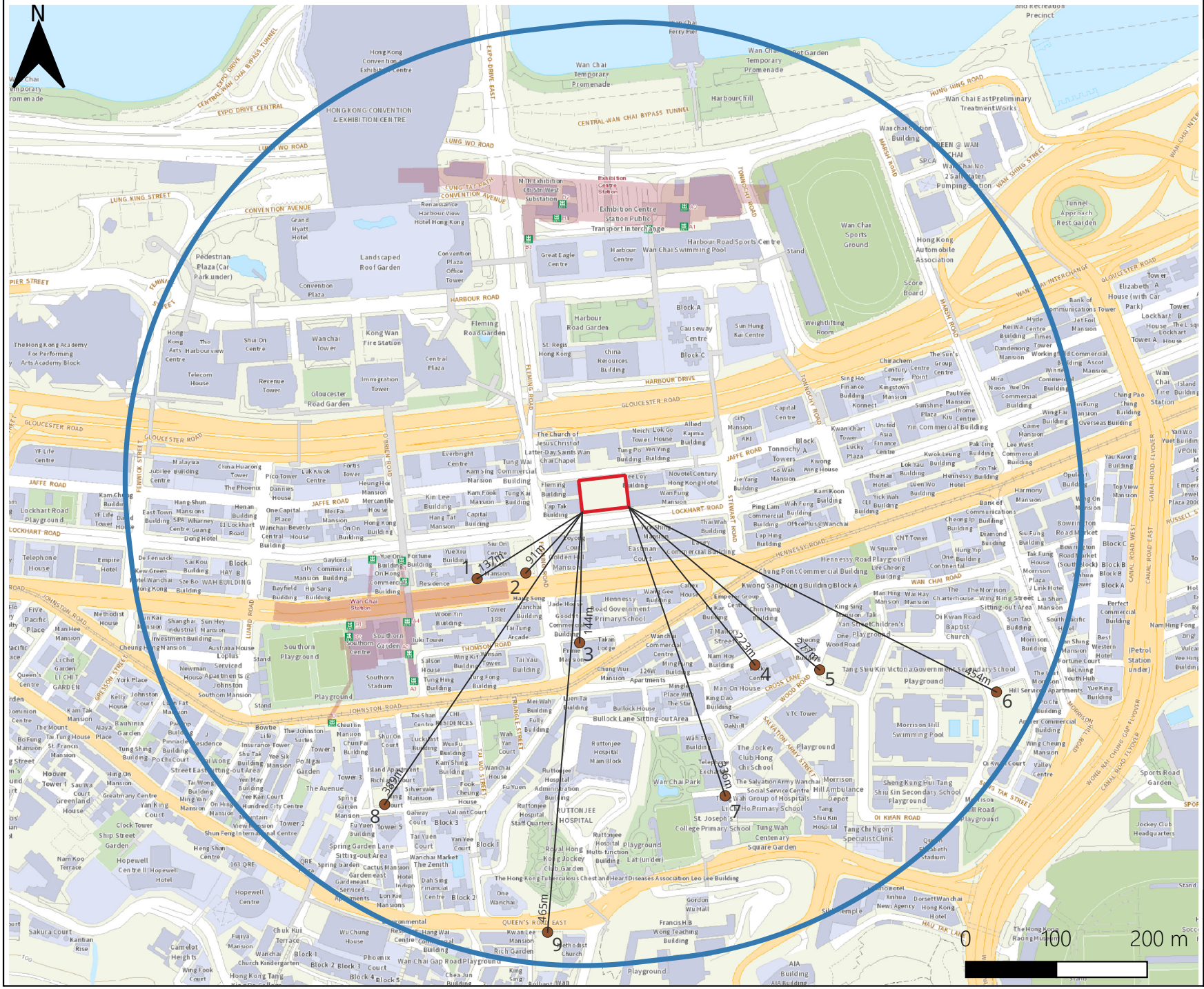
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Figure Title

Locations of Emission Sources (except Vehicular Emissions from Open Roads) within 500m Air Quality Impact Assessment Area

Figure No.	Rev.
2.2	0

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- Site Boundary
- 500m Assessment Area
- Concurrent Projects
  1. 175 – 177 Hennessy Road
  2. 199 – 203 Hennessy Road
  3. 110 Thomson Road
  4. 165 – 171 Wan Chai Road
  5. 13 – 21 Wood Road & 22 – 30 Wing Cheung Street
  6. 25 – 27 Morrison Hill Road
  7. 30 On Kwan Road
  8. 2 – 8 Cross Street
  9. 269 Queen's Road East

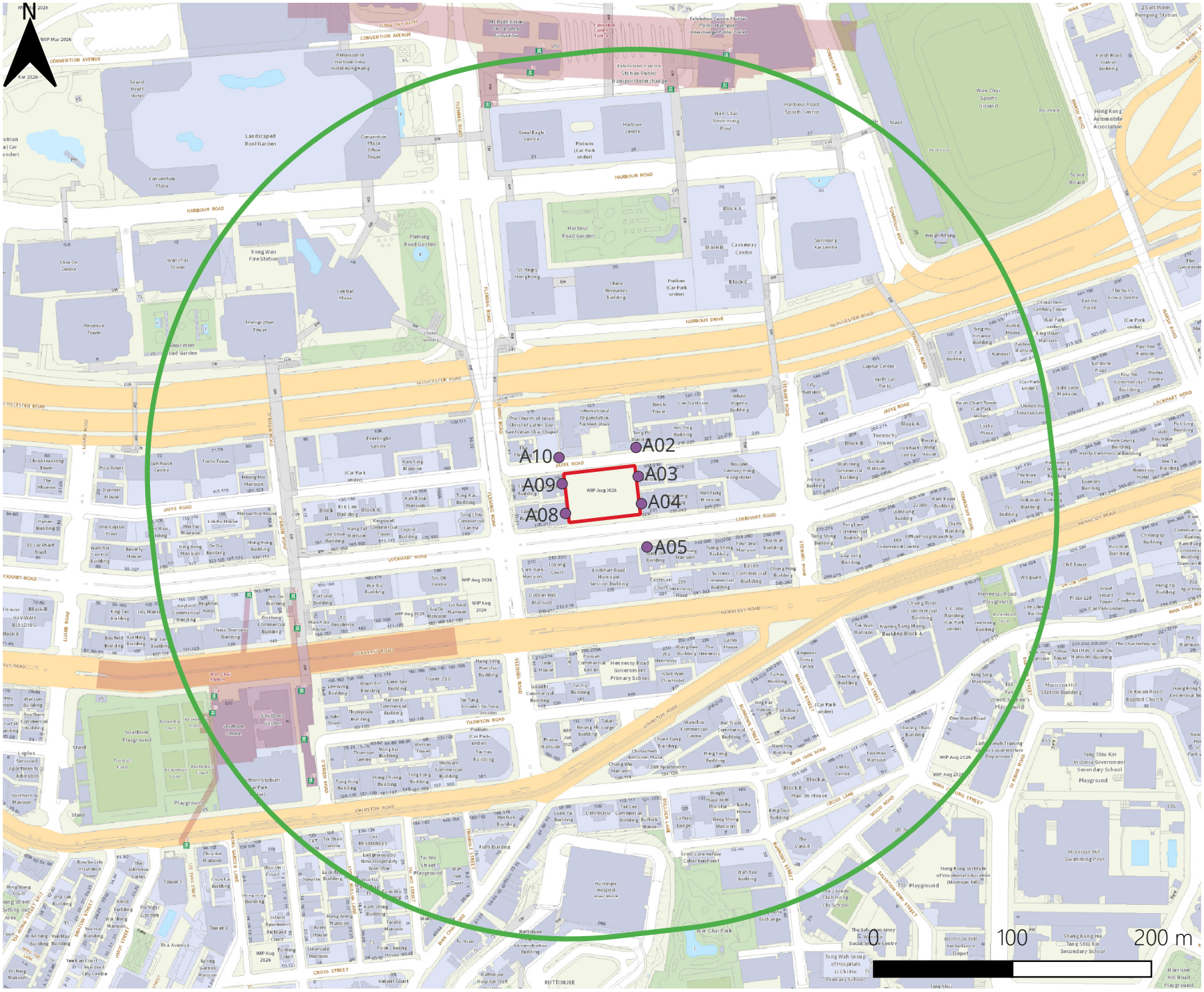
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Figure Title
Locations of Planned/Committed Projects in the Vicinity of the Proposed Development

Figure No.	Rev.
2.3	0

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- Site Boundary
- 300m Assessment Area
- Representative NSR for Construction Phase

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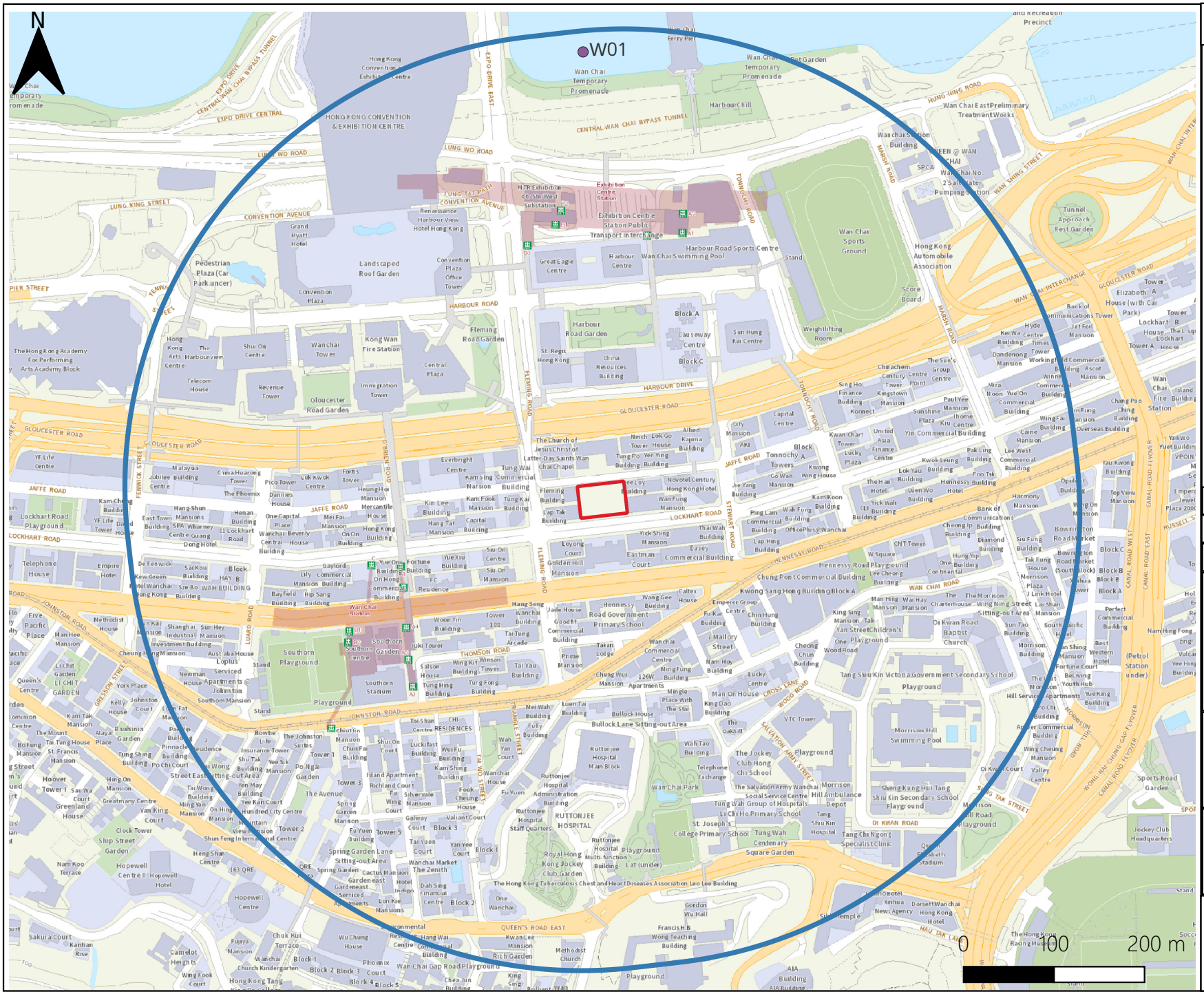
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Figure Title

Locations of 300m Noise Impact Assessment Area and Representative Noise Sensitive Receivers for Construction Phase NIA

Figure No.	Rev.
3.1	0

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- Site Boundary
- 500m Assessment Area
- Representative WSR

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Date	20260921	20260921	20260511

Project Title
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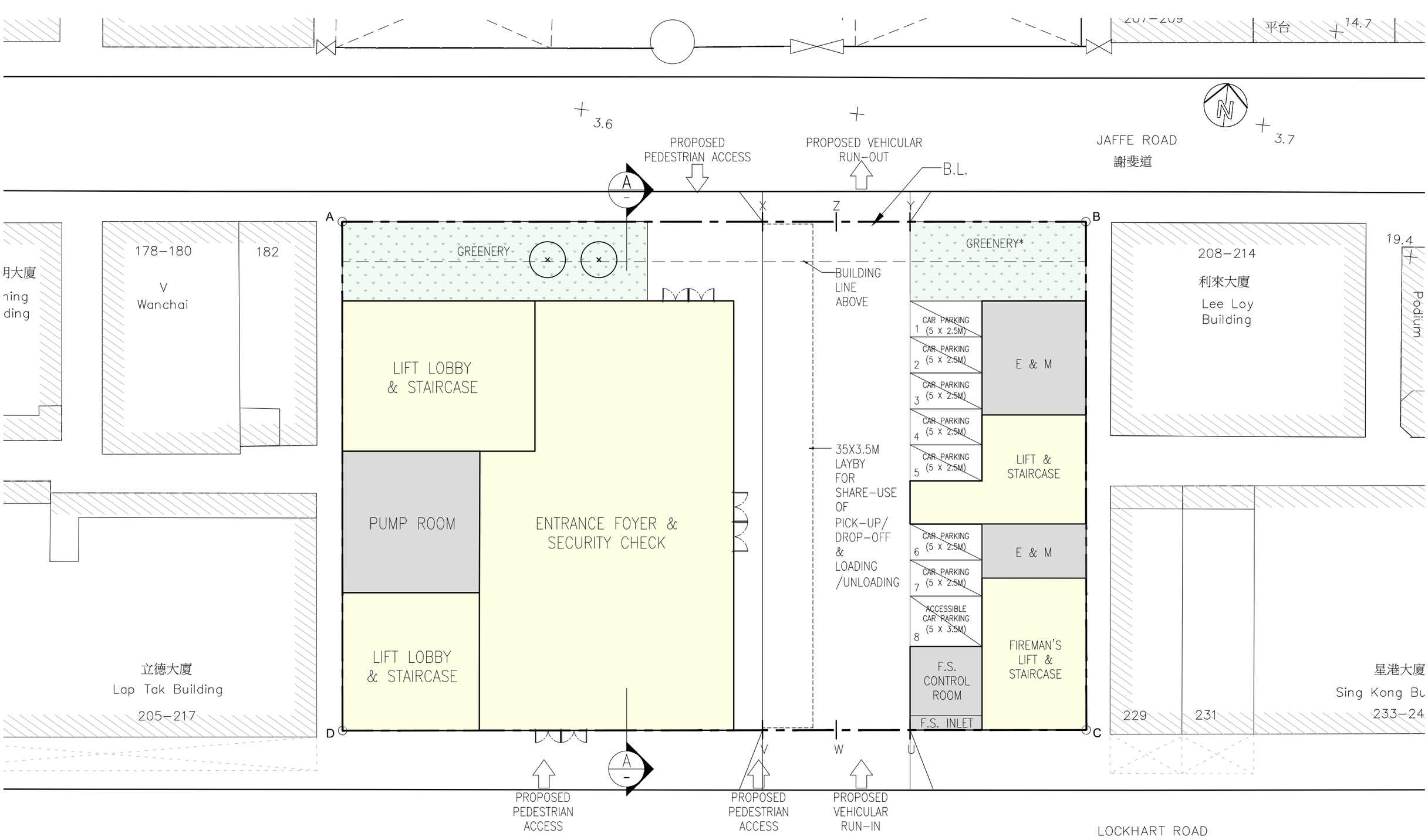
Figure Title

Locations of 500m Water Quality Impact Assessment Area and Representative Water Sensitive Receivers

Figure No.	Rev.
4.1	0

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APPENDIX 1.1
LAYOUT AND SECTION PLANS



G/F LAYOUT PLAN

SCALE 1: 250

3.7

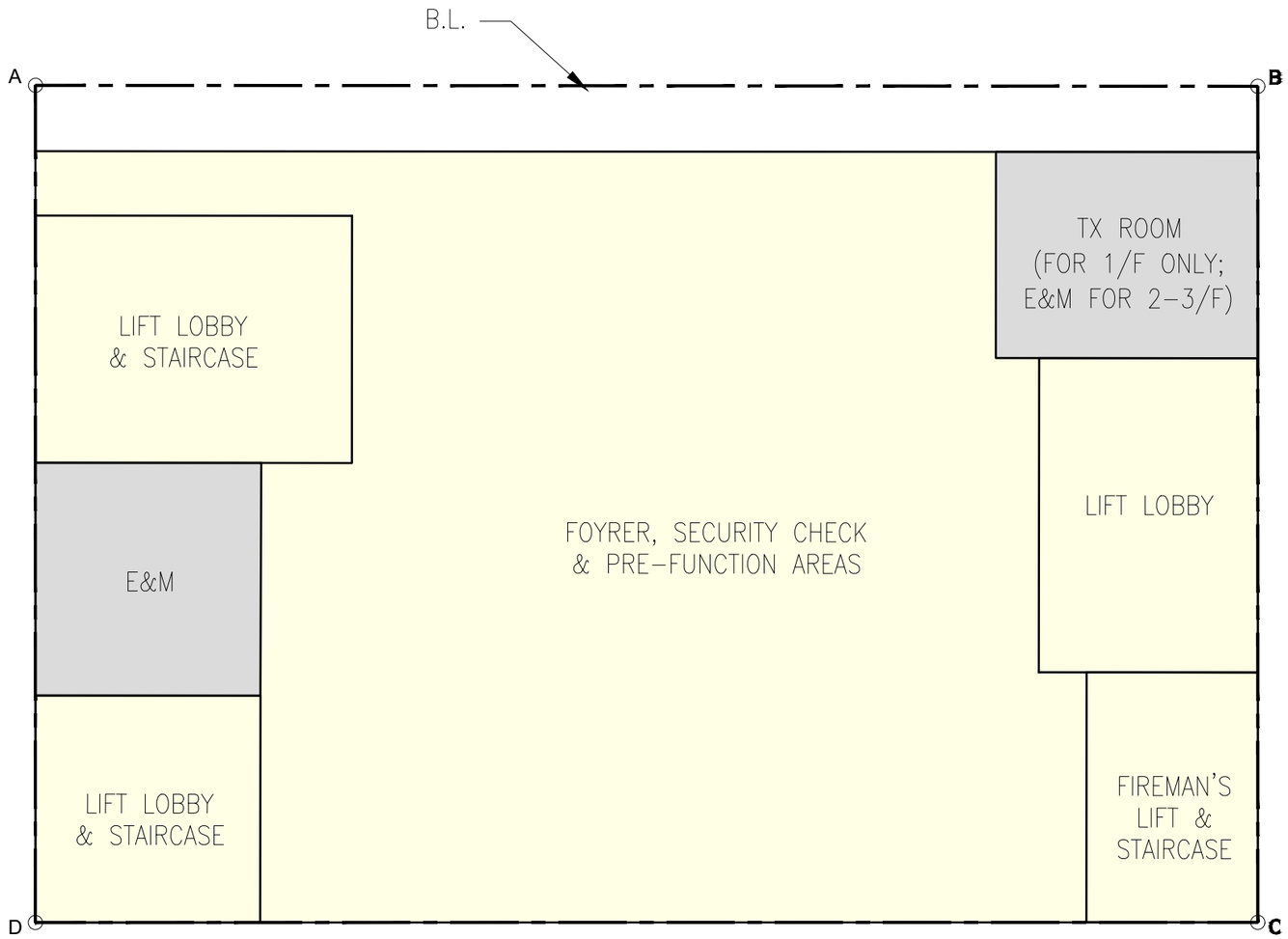
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A	PLANNING STATEMENT	22062026
B	PLANNING STATEMENT	06082026
C	PLANNING STATEMENT	13082026

BD. REF. NO.	-
F.S.D. REF. NO.	-
FILE REF.	
PROJECT NAME	SECTION 16 PLANNING APPLICATION FOR THE HONG KONG INTERNATIONAL LEGAL SERVICE BUILDING AT WAN CHAI
DRAWING TITLE	G/F LAYOUT PLAN
PROJECT NO.	1949
DESIGNED BY	C.P.POON
DRAWN BY	E.T.
APPROVED BY	C.P.POON
DATE	16–10–2026
DRAWING NO	LAY001
REVISION	C
SCALE	1:250



1/F TO 3/F LAYOUT PLAN

SCALE 1: 250

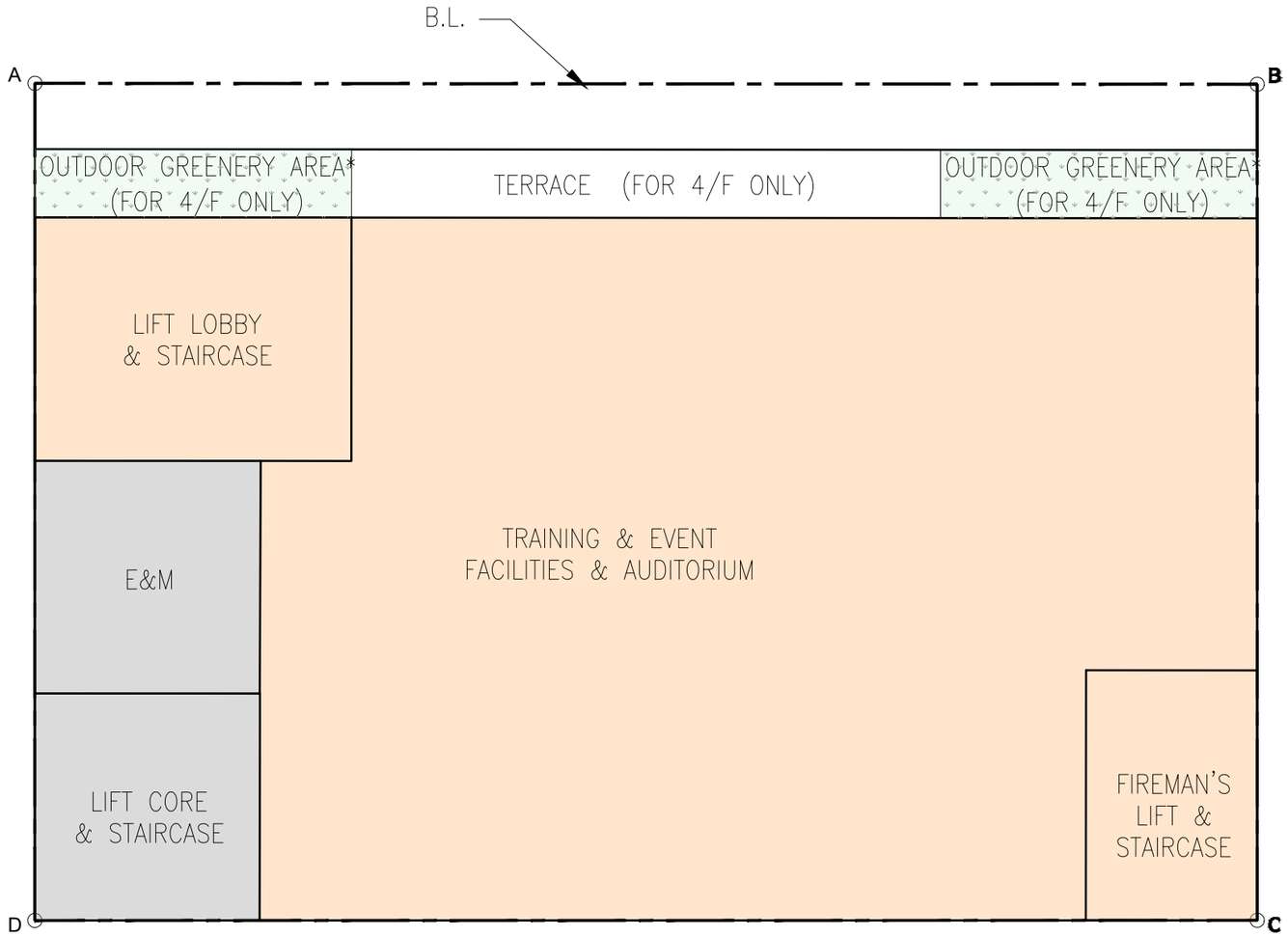
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C	PLANNING STATEMENT	27102026

BD. REF. NO. -	PROJECT NAME SECTION 16 PLANNING APPLICATION FOR THE HONG KONG INTERNATIONAL LEGAL SERVICE BUILDING AT WAN CHAI	DESIGNED BY C.P.POON	DRAWN BY E.T.
F.S.D. REF. NO. -	DRAWING TITLE 1/F to 3/F LAYOUT PLAN	APPROVED BY C.P.POON	DATE 27–10–2026
FILE REF.	PROJECT NO. 1949	DRAWING NO LAY002	REVISION C / SCALE 1:250



4/F TO 6/F LAYOUT PLAN

SCALE 1: 250

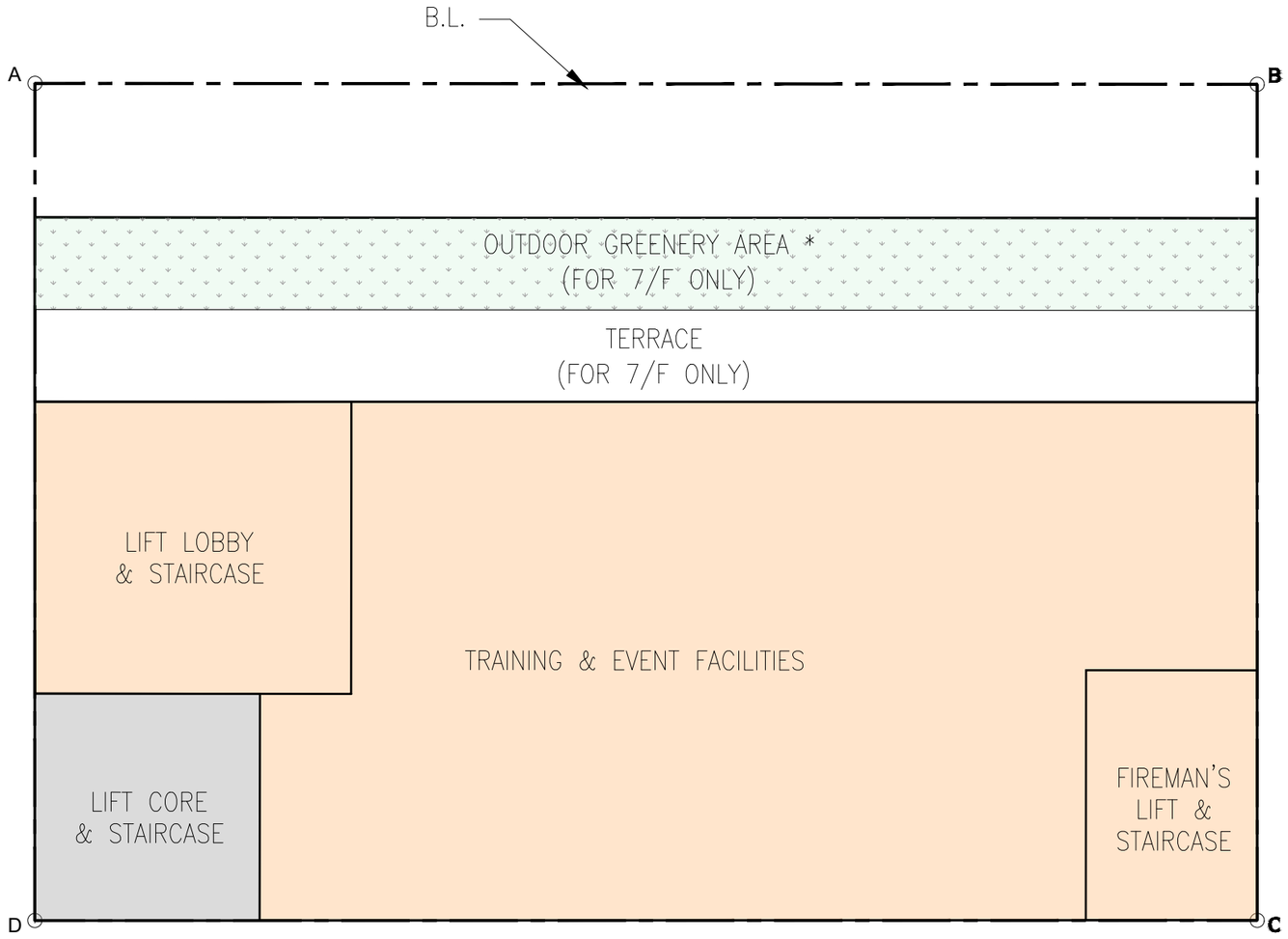
SUBJECT TO DETAILED DESIGN

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REV.	DESCRIPTION	DATE
-	PLANNING STATEMENT	05062026
A	PLANNING STATEMENT	22062026
B	PLANNING STATEMENT	13082026

BD. REF. NO. -	PROJECT NAME SECTION 16 PLANNING APPLICATION FOR THE HONG KONG INTERNATIONAL LEGAL SERVICE BUILDING AT WAN CHAI	DESIGNED BY C.P.POON	DRAWN BY E.T.
F.S.D. REF. NO. -	DRAWING TITLE 4/F – 6/F LAYOUT PLAN	APPROVED BY C.P.POON	DATE 16-10-2026
FILE REF.	PROJECT NO. 1949	DRAWING NO LAY003 / REVISION B / SCALE 1:250	



7/F TO 10/F
TYPICAL LAYOUT PLAN
SCALE 1: 250

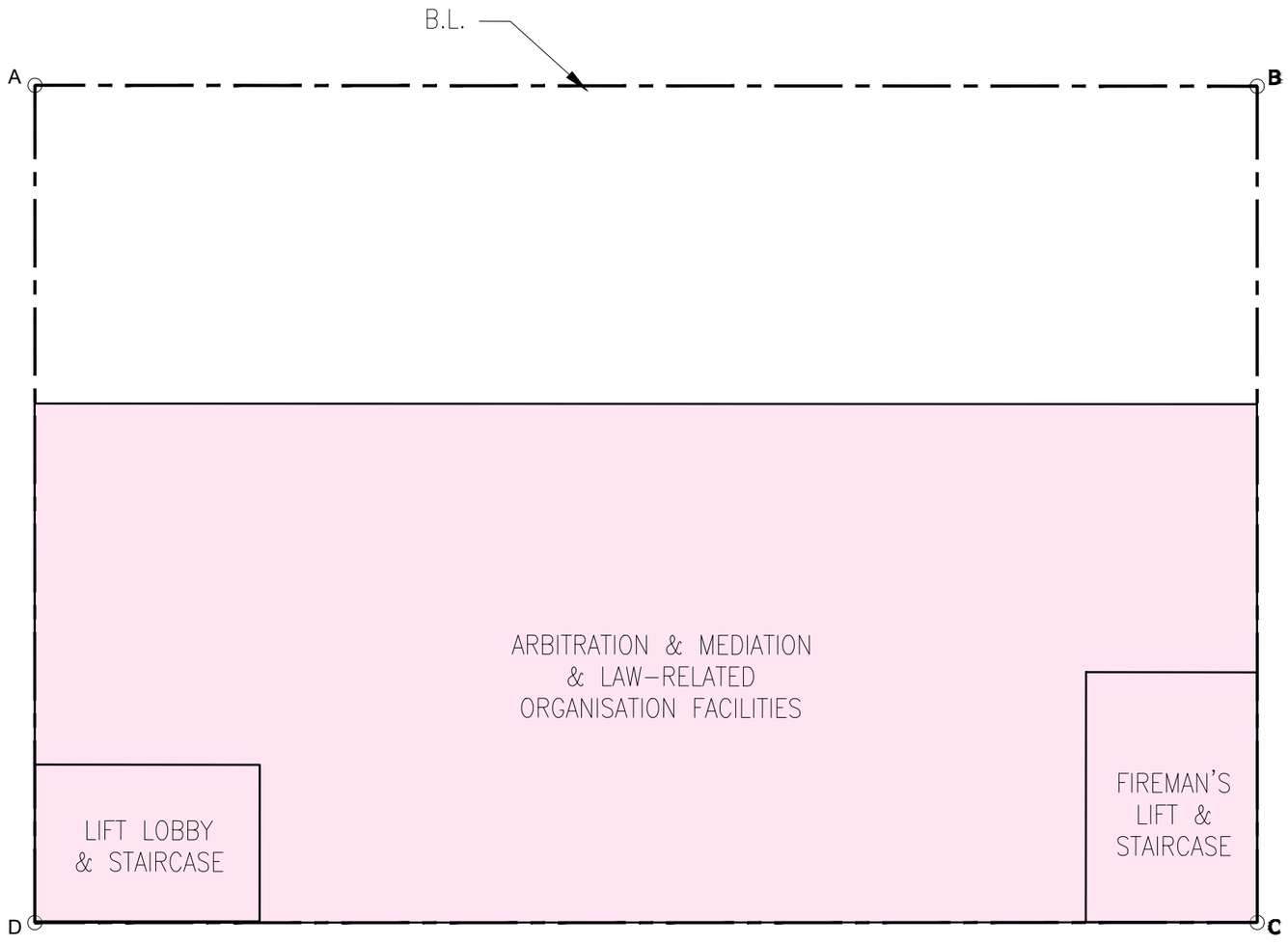
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F.S.D. REF. NO. -	DRAWING TITLE 7/F – 10/F TYPICAL LAYOUT PLAN	APPROVED BY C.P.POON	DATE 16–10–2026	
FILE REF.	PROJECT NO. 1949	DRAWING NO LAY004	REVISION B	SCALE 1:250



12/F TO 26/F
TYPICAL LAYOUT PLAN
SCALE 1: 250

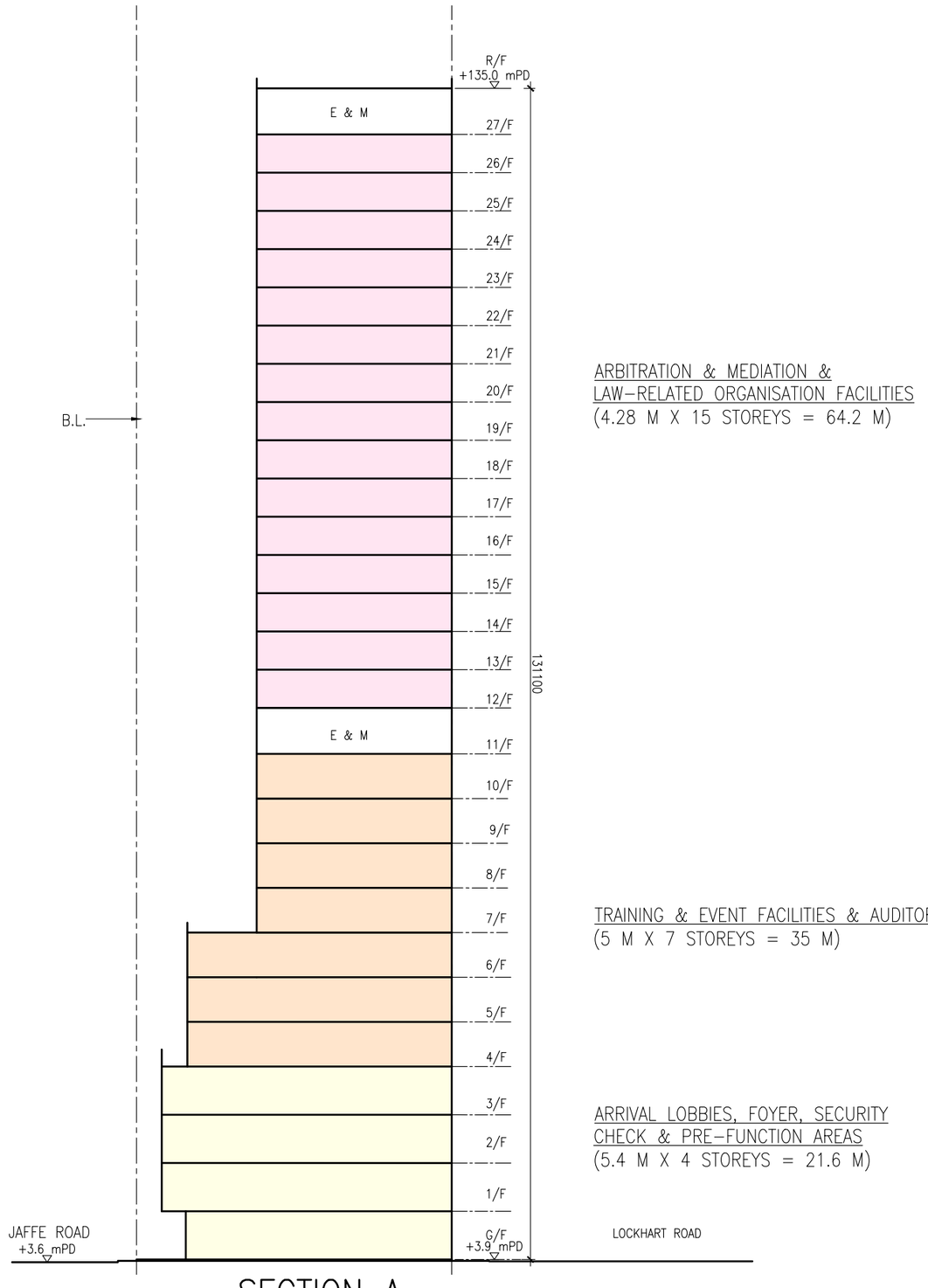
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F.S.D. REF. NO. -	DRAWING TITLE 12/F – 26/F TYPICAL LAYOUT PLAN	APPROVED BY C.P.POON	DATE 16-10-2026
FILE REF.	PROJECT NO. 1949	DRAWING NO LAY005	REVISION B / SCALE 1:250



SECTION A

SCALE 1: 600

SUBJECT TO DETAILED DESIGN

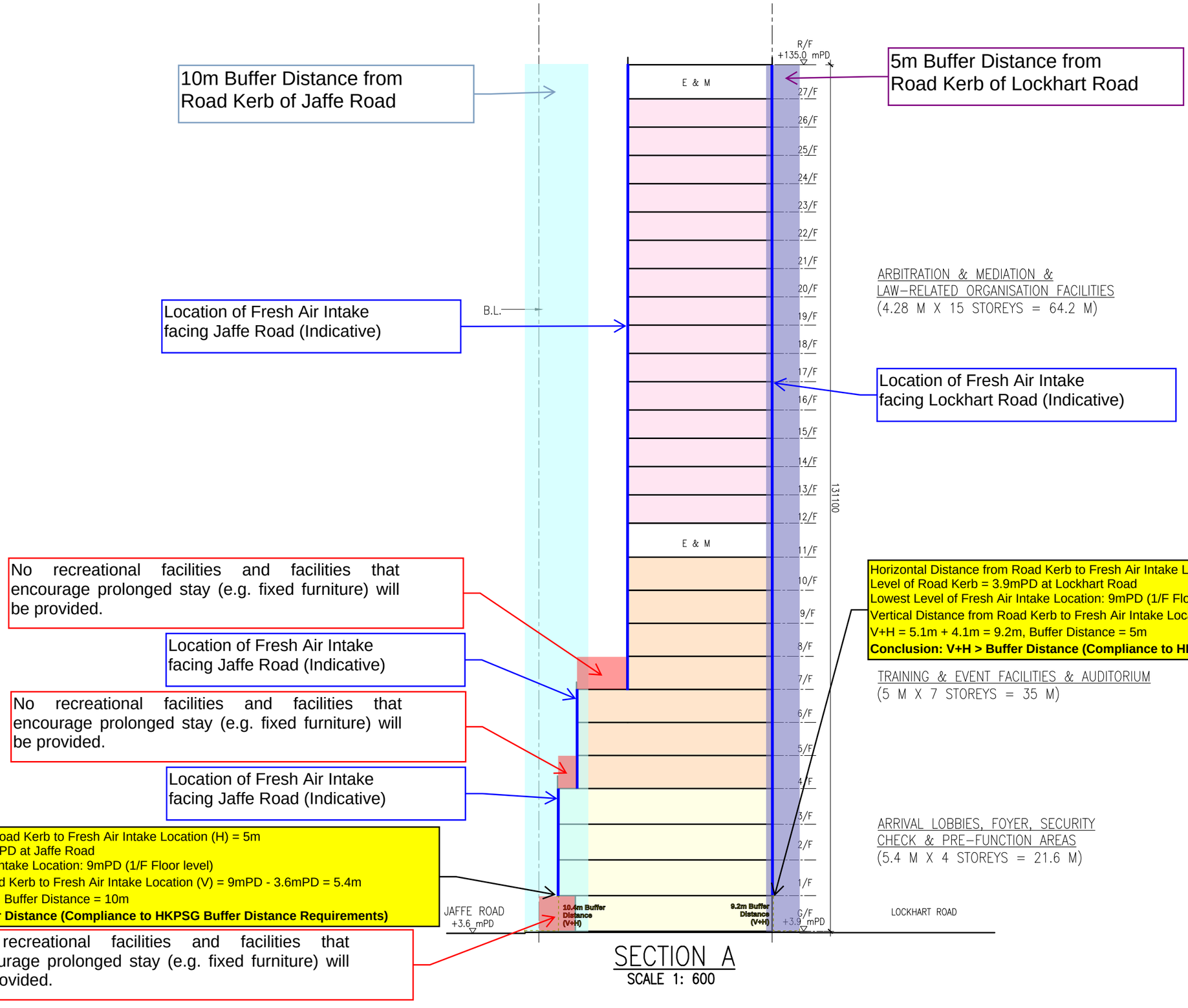
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B	PLANNING STATEMENT	27102026

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F.S.D. REF. NO. -	DRAWING TITLE SECTION A	APPROVED BY C.P.POON	DATE 27-10-2026
FILE REF.	PROJECT NO. 1949	DRAWING NO SEC001 / REVISION B / SCALE 1:600	

APPENDIX 2.1
BUFFER DISTANCE FROM ROAD KERB



SECTION A
SCALE 1: 600

SUBJECT TO DETAILED DESIGN

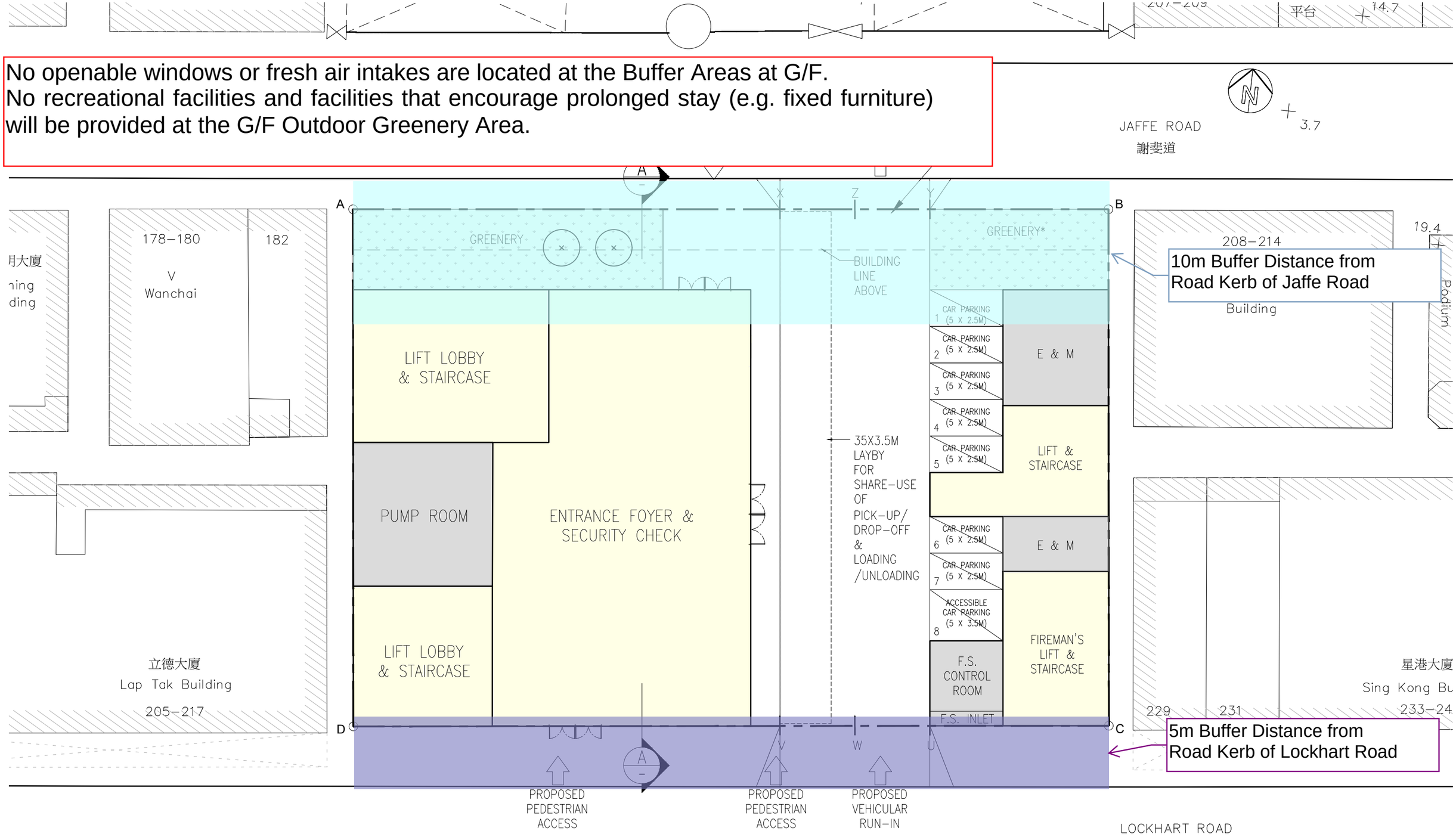
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REV.	DESCRIPTION	DATE
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A	PLANNING STATEMENT	22062026
B	PLANNING STATEMENT	27102026

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F.S.D. REF. NO. -	DRAWING TITLE SECTION A	APPROVED BY C.P.POON	DATE 27-10-2026
FILE REF.	PROJECT NO. 1949	DRAWING NO SEC001 / REVISION B / SCALE 1:600	

No openable windows or fresh air intakes are located at the Buffer Areas at G/F.
No recreational facilities and facilities that encourage prolonged stay (e.g. fixed furniture) will be provided at the G/F Outdoor Greenery Area.



G/F LAYOUT PLAN
SCALE 1: 250

3.7

SUBJECT TO DETAILED DESIGN

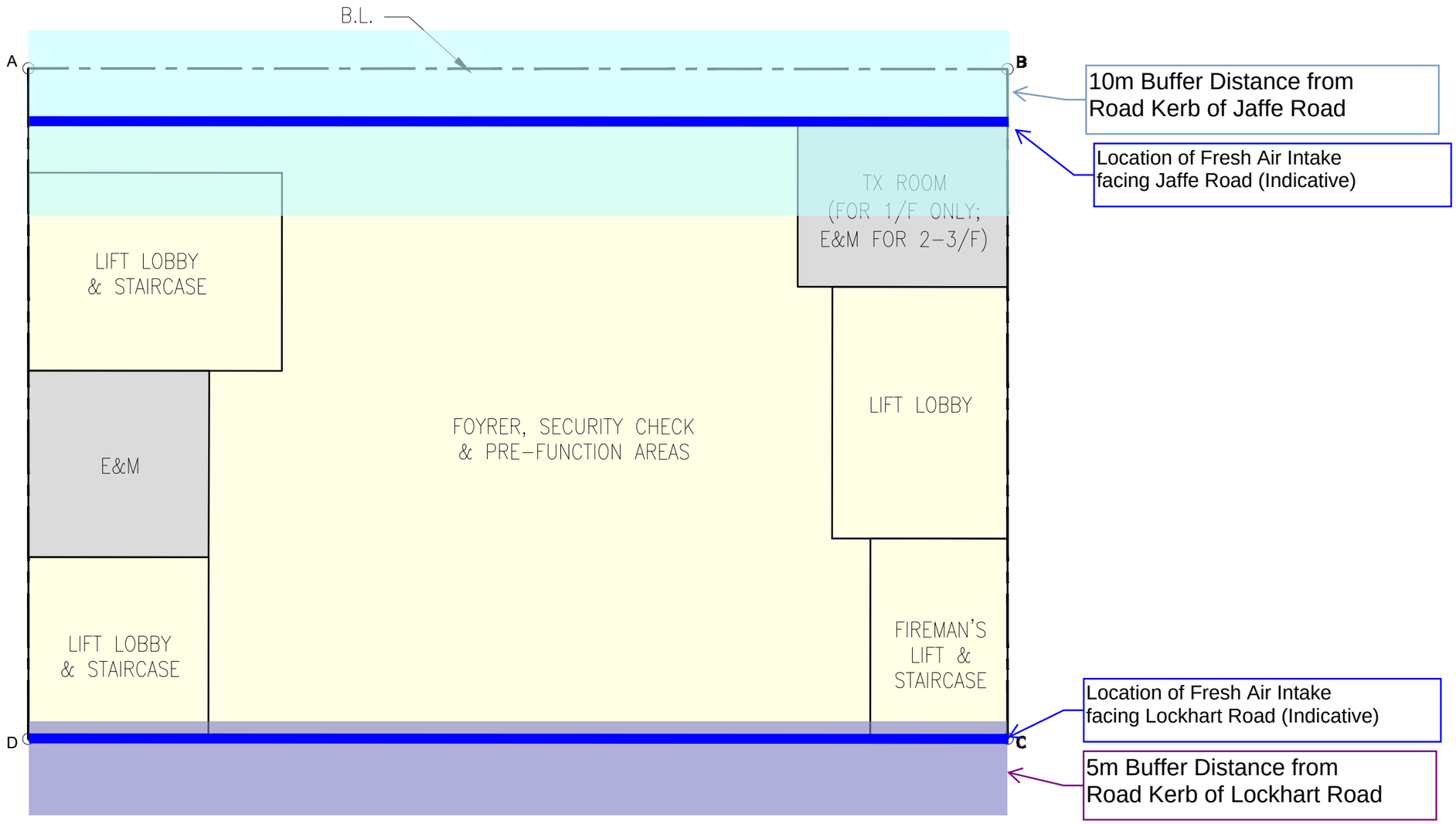
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REV.	DESCRIPTION	DATE
-	PLANNING STATEMENT	05062026
A	PLANNING STATEMENT	22062026
B	PLANNING STATEMENT	06082026
C	PLANNING STATEMENT	13082026

BD. REF. NO.	-
F.S.D. REF. NO.	-
FILE REF.	
PROJECT NAME	SECTION 16 PLANNING APPLICATION FOR THE HONG KONG INTERNATIONAL LEGAL SERVICE BUILDING AT WAN CHAI
DRAWING TITLE	G/F LAYOUT PLAN
PROJECT NO.	1949
DESIGNED BY	C.P.POON
DRAWN BY	E.T.
APPROVED BY	C.P.POON
DATE	16–10–2026
DRAWING NO	LAY001
REVISION	C
SCALE	1:250

No openable windows at the Buffer Areas at 1/F to 3/F.



1/F TO 3/F LAYOUT PLAN

SCALE 1: 250

SUBJECT TO DETAILED DESIGN

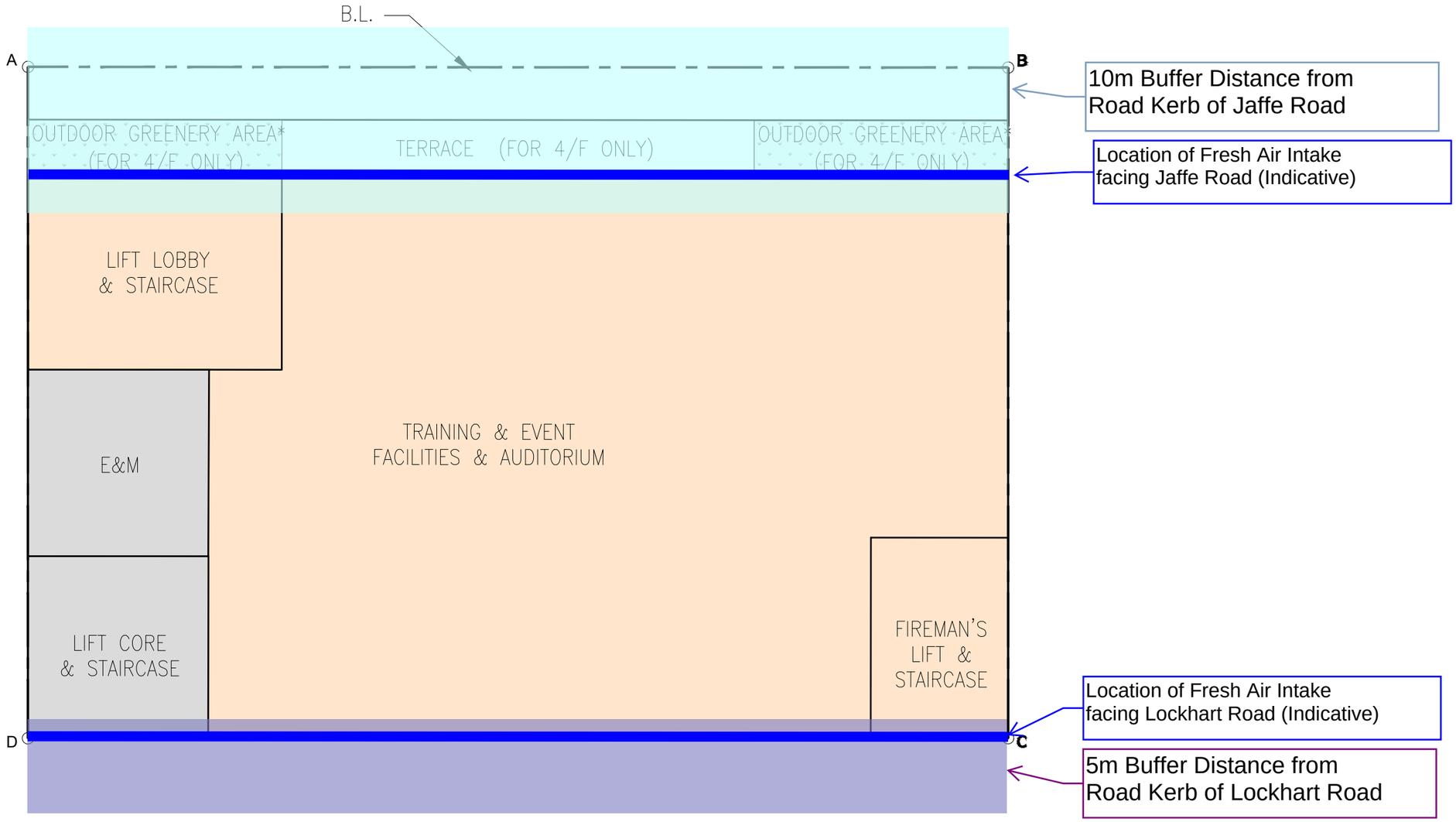
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B	PLANNING STATEMENT	13082026
C	PLANNING STATEMENT	27102026

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F.S.D. REF. NO. -	DRAWING TITLE 1/F to 3/F LAYOUT PLAN		APPROVED BY C.P.POON	DATE 27-10-2026
FILE REF.	PROJECT NO. 1949	DRAWING NO LAY002	REVISION C	SCALE 1:250

No openable windows at the Buffer Areas at 4/F to 6/F.
No recreational facilities and facilities that encourage prolonged stay (e.g. fixed furniture) will be provided at the 4/F Terrace and Outdoor Greenery Area.



4/F TO 6/F LAYOUT PLAN

SCALE 1: 250

SUBJECT TO DETAILED DESIGN

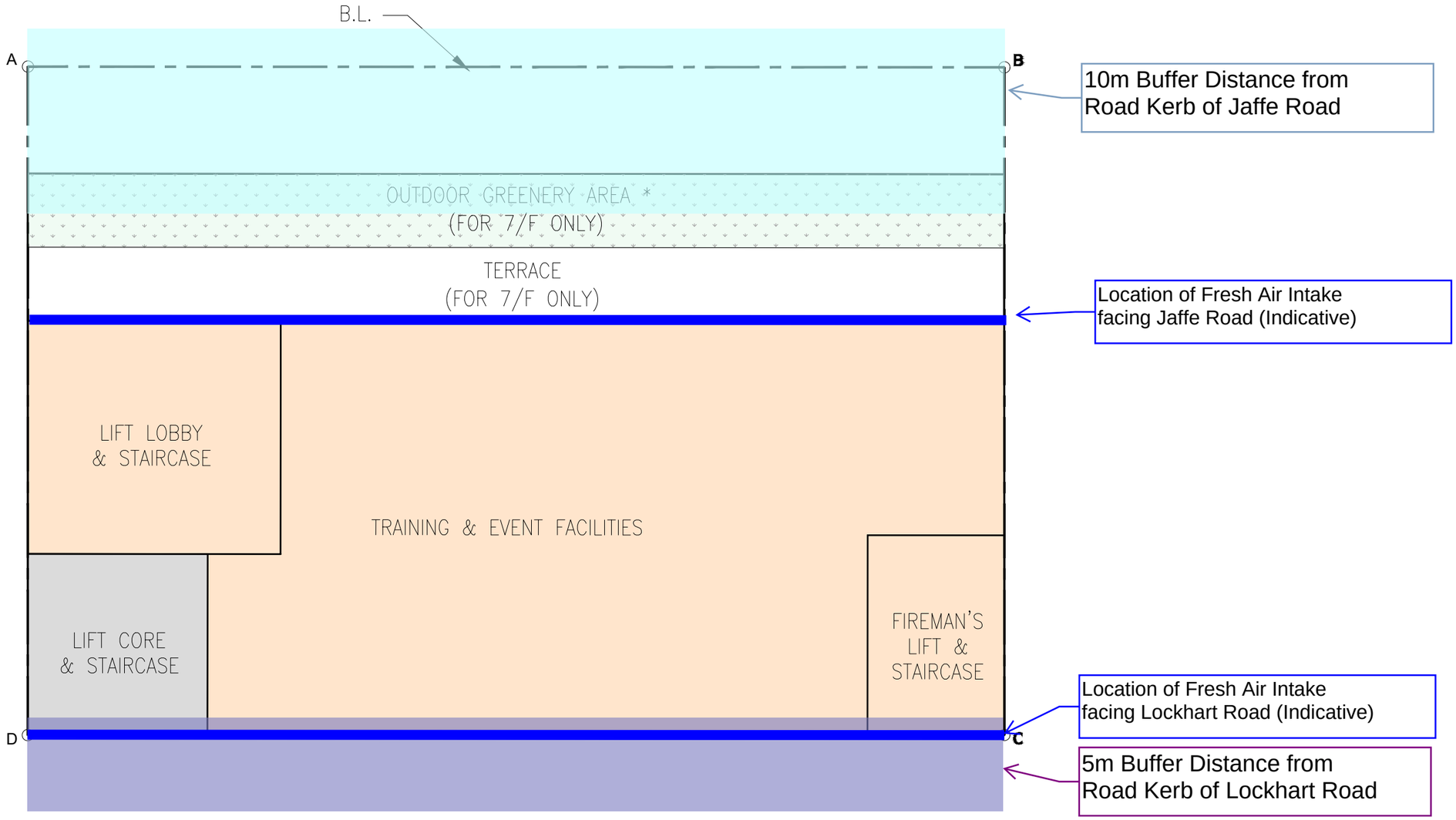
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F.S.D. REF. NO. -	DRAWING TITLE 4/F – 6/F LAYOUT PLAN	APPROVED BY C.P.POON	DATE 16-10-2026
FILE REF.	PROJECT NO. 1949	DRAWING NO LAY003	REVISION B / SCALE 1:250

No openable windows at the Buffer Areas at 7/F to 10/F.
No recreational facilities and facilities that encourage prolonged stay (e.g. fixed furniture) will be provided at the 10/F Terrace and Outdoor Greenery Area.



7/F TO 10/F
TYPICAL LAYOUT PLAN
SCALE 1: 250

SUBJECT TO DETAILED DESIGN

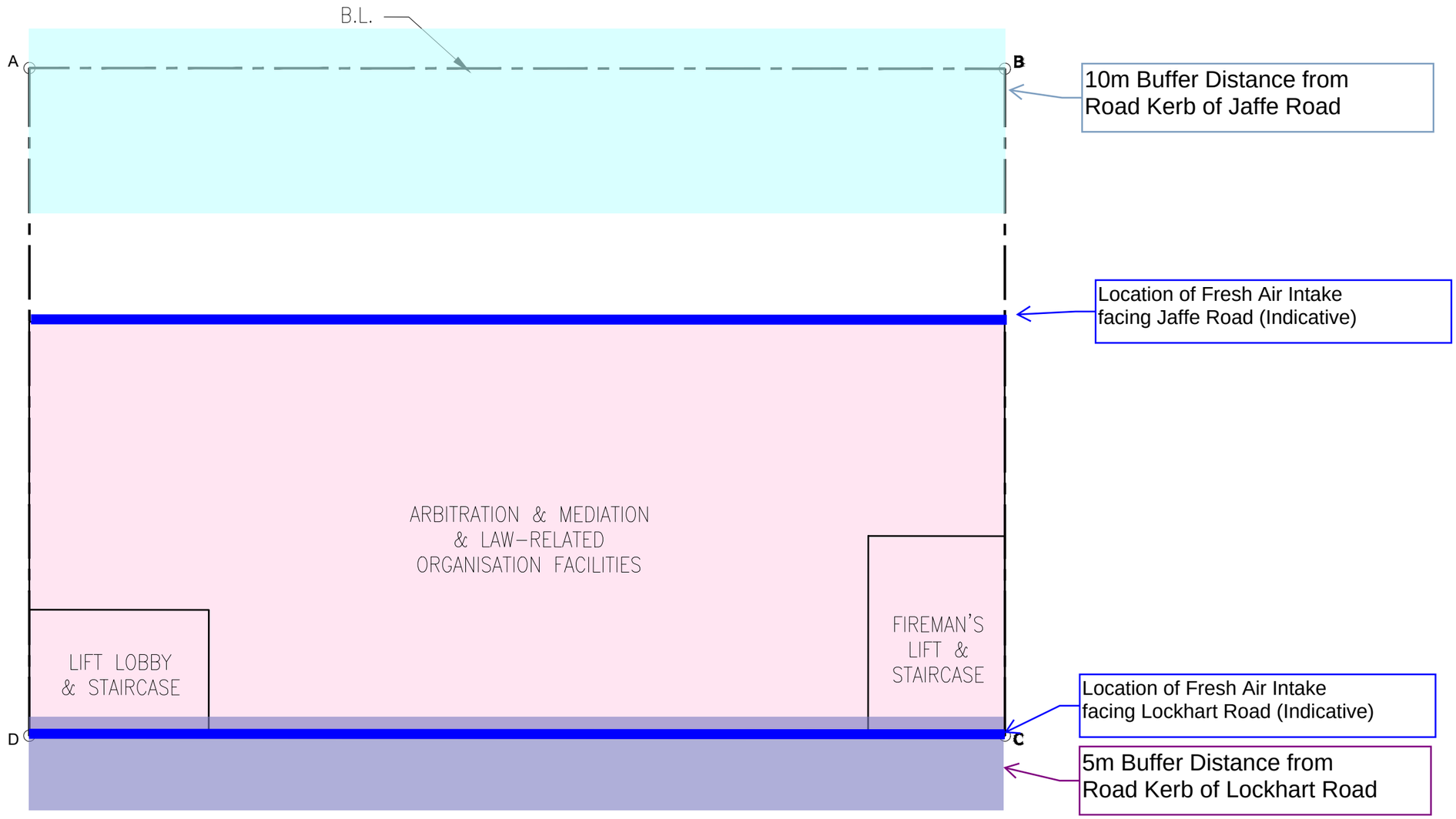
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F.S.D. REF. NO. -	DRAWING TITLE 7/F – 10/F TYPICAL LAYOUT PLAN		APPROVED BY C.P.POON	DATE 16–10–2026
FILE REF.	PROJECT NO. 1949		DRAWING NO LAY004	REVISION B / SCALE 1:250

No openable windows at the Buffer Areas at 12/F to 26/F.



12/F TO 26/F
TYPICAL LAYOUT PLAN
SCALE 1: 250

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F.S.D. REF. NO. -	DRAWING TITLE 12/F – 26/F TYPICAL LAYOUT PLAN	APPROVED BY C.P.POON	DATE 16-10-2026
FILE REF.	PROJECT NO. 1949	DRAWING NO LAY005	REVISION B / SCALE 1:250

APPENDIX 2.2
ROAD TYPE CONFIRMATION FROM TD

Dickson HO (BXG)

From: Edmond Chun Man WONG <chunmanwong@td.gov.hk>
Sent: Friday, 31 July 2026 18:43
To: Evonne
Cc: arthurma@despacehk.com; 'Dickson HO(BXG)'; endydespace@gmail.com; greg@despacehk.com; 'Horace Mak'; 'Man Kuen LAU'; wilfridlam@ctaconsultants.com; 'Pansy Chui Ting YAU'; Chi Yuen WONG
Subject: Re: Section 16 Application for Relaxation of Building Height Restriction and Plot Ratio for the Hong Kong International Legal Service Building at Wan Chai - Road Type
Attachments: atc2024 extracted page.pdf

Dear Evonne,

I refer to your e-mail below and please note the concerned road types are as follow:-

Jaffe Road: District Distributor
Lockhart Road: Local Distributor

Edmond WONG
E/Wa3, TE/HK
Tel: 2829 5421

From: "Evonne" <evonneli@ctaconsultants.com>
To: <chunmanwong@td.gov.hk>
Cc: "'Horace Mak'" <horacemak@ctaconsultants.com>, <wilfridlam@ctaconsultants.com>, "'Dickson HO\(BXG\)'" <dickson.ho@beexergy.com>, "'Man Kuen LAU'" <laumk@archsd.gov.hk>, "'Pansy Chui Ting YAU'" <yauctp@archsd.gov.hk>, <greg@despacehk.com>, <endydespace@gmail.com>, <arthurma@despacehk.com>
Date: 31/07/2026 05:48 pm
Subject: Section 16 Application for Relaxation of Building Height Restriction and Plot Ratio for the Hong Kong International Legal Service Building at Wan Chai - Road Type

---

Dear Edmond (TD),

We refer to the captioned subject, we would like to seek your confirmation on the road type of the following road in the vicinity of the proposed development:

Road Name	Road Type	Reference
Jaffe Road	Local Distributor (LD)	As stipulated in ATC 2024, there is no road classification for the concerned road link. Reference has been made to **Appendix G** of the ATC report (page as attached). It mentions that the function of a Local Distributor (LD) is to act as a 'road within districts linking developments to the District Distributor.' Taking into account that Fleming Road, which is classified as a District Distributor (Station No. 1433 in the ATC). Jaffe Road connects to Fleming Road, it is envisaged that Jaffe Road should be classified as ''Local Distributor''(the lower road type under the road hierarchy).
Lockhart Road	Local Distributor (LD)	ATC 2024

Should you have any queries or require further information, please feel free to contact me at 2214 0849.

Many thanks for your kind assistance.

Regards,

Evonne Li
Chief Traffic Engineer
T : (852) 2214 0849

CTA Consultants Limited
Unit 2108, 21/F, Westlands Centre, 20 Westlands Road, Quarry Bay, Hong Kong
Tel: (852) 2214 0849 Fax: (852) 2214 0817
Email : cta@ctaconsultants.com

APPENDIX 6.1
LAND CONTAMINATION REVIEW

Section 16 Town Planning Application

For the Proposed Minor Relaxation of the Plot Ratio and Building Height Restrictions for the Permitted Development of the Hong Kong International Legal Service Building (HKILSB)

Land Contamination Review

Prepared by DeSPACE (International) Limited

Ver: 3.4

Date: 30th October 2026

1. INTRODUCTION

1.1. Overview

1.1.1. The Subject Site is situated in the heart of Wan Chai District which is accessible from Jaffe Road to the north and Lockhart Road to the south. It is currently zoned as "Commercial (4)" ("C(4)") under the Approved Wan Chai Outline Zoning Plan No. S/H5/33 (the OZP). The Subject Site has a building height restriction of 110mPD and a maximum plot ratio of 12.

1.1.2. It is proposed to be developed into the Hong Kong International Legal Service Building (HKILSB) with international-standard legal and dispute resolution-related and conferencing facilities with a maximum building height of 135mPD and a maximum plot ratio of 15.0. In addition, a maximum gross floor area of about 27,375 m^2 for training facilities, arbitration and mediation facilities, space for administration/ operation support, auditorium, etc. shall be provided at the Subject Site.

1.1.3. The Applicant, Department of Justice, seeks town planning permission from the Town Planning Board (TPB) for a Section 16 town planning application for minor relaxation of plot ratio and building height restriction to facilitate the development of HKILSB. In this connection, a land contamination review is prepared to assess the potential land contamination impact at the Subject Site, if any.

1.1.4. The land contamination review has been conducted in accordance with the following guidelines:

- Environmental Protection Department (EPD) Guidance Note for Contaminated Land Assessment and Remediation;
- EPD Practice Guide for Investigation and Remediation of Contaminated Land; and
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land.

1.2. Subject Site and its Environs

1.2.1. The Subject Site is currently vacant with hard-paved concrete on the surface. It is surrounded by a mix of commercial, institutional and residential developments in the area.

1.2.2. The Subject Site was previously occupied by the Wan Chai Police Married Quarters since 1957, which served predominantly as residential accommodation for civil servants at first, and followed by an ancillary office to the Old Wan Chai Police Station (which currently renovated as the International Organization for Mediation (IOMed)). The building at the Subject Site was demolished in 2011 and has remained vacant since then.

1.2.3. The Subject Site is currently bounded by Jaffe Road to the north (with the IOMed on the opposite side), residential buildings to the immediate east and west, as well as Lockhart Road Municipal Services Building on the opposite side of Lockhart Road to the south. **Figure 1** shows the location of the Subject Site and its Environs.



Figure 1: *Location Plan of the Subject Site and its Environs*

1.3. Proposed Development

1.3.1. The proposed development comprises of one building block with a maximum building height of 135mPD providing world-class auditorium and multi-purpose hall for international conferences, moot courts, hearing rooms, breakout rooms, arbitration and mediation facilities, conference facilities/multi-purpose/meeting rooms, training facilities for the use of local and international law-related organisations.

2. LAND CONTAMINATION REVIEW

2.1. Background and Site Description

2.1.1. With respect to this land contamination review, a desktop review (including the review of historical land uses, information collected from relevant government departments) was conducted.

2.1.2. According to the Antiquities Advisory Board[1], the compound of Old Wan Chai Police Compound was built in 1932, where a small quarter was occupied at the northeast corner of the Subject Site originally. It was then rebuilt in a 5-storey Old Wan Chai Police Quarters in 1957 in satisfaction of accommodation of police from all districts. Since the 1980s, the living quarters were gradually converted to office use under the Old Wan Chai Police Station, and no barrack use has been recorded since 1992. The building was demolished in 2011, and the Subject Site has remained vacant since then.

2.2. Historical Review of Land Use

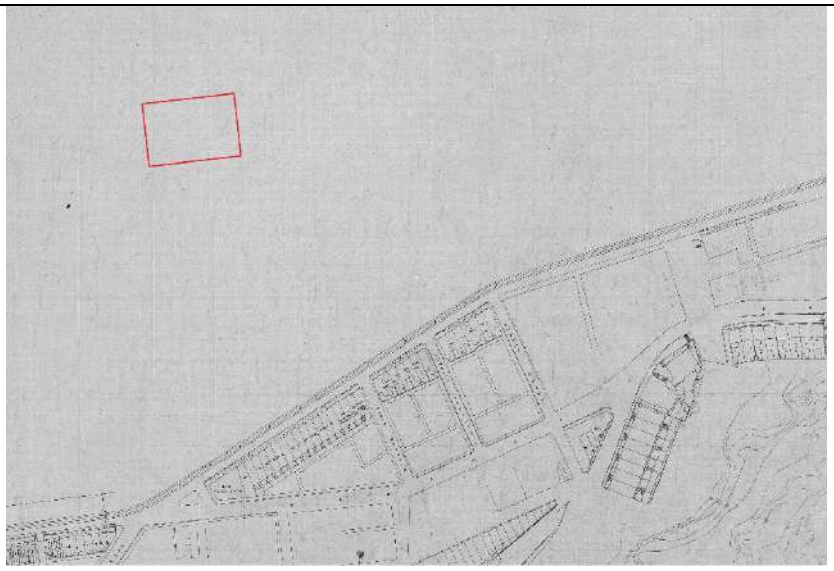
2.2.1. This section evaluates the likelihood of potential contamination associated with the past uses of the Site. As the previous Married Quarters has a long history with limited information, both historical survey sheets and historical aerial photographs are obtained and reviewed from the Survey and Mapping Office of Lands Department (LandsD). The reviewed information are summarized below in **Table 2.1**, and the selected images are provided in **Table 2.2**.

[1] Source: https://www.aab.gov.hk/filemanager/aab/common/203meeting/HIA_report_OWCPS.pdf

Table 2.1 – Review of Historical Aerial Photographs and Survey Sheets

Year	Photo No.	Height (in ft)	Observation
1922	Survey Sheet No. 150-SE-13	N/A	The Subject Site was situated on the open sea.
1932 – Completion of 1st Married Quarter (No graphical information available)			
1945/11/11	681_6-4068	20000	A small quarter is found at the northeast corner of the Site.
1949/05/08	81A_128-6072	8600	Land use was the same as in 1945.
1956/12/28	F22_558-0036	16700	The small quarter was demolished and the construction of the ex-Wan Chai Police Married Quarters was in progress.
1957 – Completion of 5-storey Old Wan Chai Police Married Quarters			
1963/02/02	1963-7463	2700	Ex-Wan Chai Police Married Quarter is found on the site surrounding with other buildings on the eastern and western sides.
1967/05/13	1967-5411	4000	Land use was the same as in 1963.
1973/12/12	07031	3000	Land use was the same as in 1963.
1980/04/16	29813	4000	Land use was the same as in 1963.
1985/10/05	CN00869	5000	Land use was the same as in 1963.
1990/03/20	A20842	4000	Land use was the same as in 1963.
1995/12/07	CN12637	3500	Land use was the same as in 1963.
2000/04/19	CN26291	2500	Land use was the same as in 1963.
2005/12/08	CW69521	2300	Land use was the same as in 1963.
2010/05/24	CS28681	6000	Land use was the same as in 1963.
2011/08/04	CW89923	3000	Demolition in progress.
2012/03/27	CW94363	2000	Flat and Vacant Land.
2015/12/16	CW117178	2000	Flat and Vacant Land.
2020/07/26	E102170C	3000	Flat and Vacant Land.
2025/03/22	E255712C	6900	Temporary Structures were found.

Table 2.2: Selected Images



1922 (Survey Sheet)



1945



1949



1956



1963



1967



1973



1980



1985



1990



1995



2000



2005



2010



2011



2012



2015



2020



2025

2.2.2. Based on the reviewed aerial photographs, the Subject Site was occupied by smaller quarters from 1932, followed by the 5-storey former Wan Chai Police Married Quarters constructed in 1957. These structures remained in place until demolition works were observed in 2011. The Subject Site has been flat and vacant since 2012, although temporary structures were observed in 2025. These structures were used as a site office only for nearby Government's temporary works area, and no signs of potential land contamination were associated with these structures.

2.2.3. Since the building has been demolished, no records could be found at the Subject Site. In this connection, a site visit is carried out to inspect the latest

condition of the Subject Site and further identify the potential source of contamination. Please refer to the next Section for the details.

2.3. Site Visit

2.3.1. A site visit was carried out on 24th July 2026 to identify potential source of contamination. A Site Walkover Checklist has been completed on the said date as stipulated in the EPD's Practice Guide, and is included in **Appendix 1**. Photo records of the Subject Site have been taken and are provided in **Appendix 2**.

2.3.2. The site is surrounded by corrugated sheets and the former building has been demolished. The site is currently concrete-paved and vacant. During site visit, the area was to be temporarily occupied by vehicles for ground investigation works. Cracks were observed on the ground surface but no stains were identified within or associated with these cracks.

2.3.3. According to the site walkover checklist, some information was not available in the public domain. However, based on the review of historical aerial photographs, no major land use changes were occurred. There was no spillage/leakage/contamination observed on site.

2.4. Acquisition of Local Authority Records

2.4.1. The EPD and Fire Services Department (FSD) were approached to obtain information of chemical waste and dangerous goods.

2.4.2. As replied by EPD, there was no chemical waste spillage / incident record found at the Subject Site (refer to **Appendix 3**).

2.4.3. As replied by FSD, neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found at the Subject Site (refer to **Appendix 4**).

3. CONCLUSION

3.1.1. After reviewing the historical aerial photos of the Site, the ex-Wan Chai Police Married Quarter is constructed in 1957 and being demolished in 2011. The Subject Site has had no other use.

3.1.2. Responses from EPD and FSD indicate that there are no chemical waste spillage or incidents onsite, nor any records of dangerous goods or associated spillage / leakage incidents.

3.1.3. The Subject Site is currently hard-paved and vacant. It shows no sign of chemical spillage, pollutant nor potential source of contamination are observed.

3.1.4. Based on current information, the Subject Site most likely shows no indication of land contamination. No further site investigation and sampling works are deemed necessary.

Appendix 1

Site Walkover Checklist

Annex C1
Site Walkover Checklist

GENERAL SITE DETAILS

SITE OWNER/CLIENT The Government of the Hong Kong Special Administrative Region

PROPERTY ADDRESS 219-227 Lockhart Road, Wan Chai

PERSON CONDUCTING THE QUESTIONNAIRE

NAME MA CHING

POSITION TOWN PLANNING GRADUATE

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME N/A

POSITION N/A

TELEPHONE N/A

SITE ACTIVITIES

Briefly describe activities carried out on site, including types of products/chemicals/materials handled. **Obtain a flow schematic if possible.**

Number of employees: Full-time: N/A

Part-time: N/A

Temporary/Seasonal: N/A

Maximum no. of people on site at any time: N/A

Typical hours of operation: N/A

Number of shifts: N/A

Days per week: N/A

Weeks per year: N/A

Scheduled plant shut-down: N/A

Detail the main sources of energy at the site:

Gas	~~Yes~~/No
Electricity	~~Yes~~/No
Coal	~~Yes~~/No
Oil	~~Yes~~/No
Other	~~Yes~~/No

SITE DESCRIPTION

This section is intended to gather information on site setting and environmental receptors on, adjacent or close to the site.

What is the total site area: About 1,825 sqaure meters

What area of the site is covered by buildings (%): 0%

Please list all current and previous owners/occupiers if possible.

The Government of the Hong Kong Special Administrative Region

Is a site plan available? If yes, please attach. Yes/~~No~~

Are there any other parties on site as tenants or sub-tenants? ~~Yes~~/No

If yes, identify those parties:

Describe surrounding land use (residential, industrial, rural, etc.) and identify neighbouring facilities and types of industry.

North: Government Use (International Organization for Mediation)

South: Government Use, Place of Recreation, Sports or Culture (Lockhart Road Municipal Services Building)

East: Mixed residential and commercial use (229-231 Lockhart Road, Lee Loy Building)

West: Mixed residential and commercial use (178-180 Jaffe Road, Lap Tak Building)

Annex C1
Site Walkover Checklist

Describe the topography of the area (flat terrain, rolling hills, mountains, by a large body of water, vegetation, etc.).

Flat Terrain

State the size and location of the nearest residential communities.

Lee Loy Building, Lap Tak Building, 229-231 Lockhart Road, 178-180 Jaffe Road)

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?

No.

Questionnaire with Existing/Previous Site Owner or Occupier

		Yes/No	Notes
1.	What are the main activities/operations at the above address?		The site is currently vacant since 2012.
2.	How long have you been occupying the site?		
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy.)	yes	
4.	Prior to your occupancy, who occupied the site?		
5.	What were the main activities/operations during their occupancy?		Staff quarters and Office (before 2012)
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	no	
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	no	
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	no	
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	no	
10.	Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)	no	
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	no	
	• Where do you store these chemicals?		
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	no	
13.	Has the facility produced a separate hazardous substance inventory?	no	
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.)	no	

		Yes/No	Notes
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns, vaults and cylinders)?	no	
16.	Do you have any underground storage tanks? (If yes, please provide details.)	no	
	• How many underground storage tanks do you have on site?		
	• What are the tanks constructed of?		
	• What are the contents of these tanks?		
	• Are the pipelines above or below ground?		
	• If the pipelines are below ground, has any leak and integrity testing been performed?		
	• Have there been any spills associated with these tanks?		
17.	Are there any disused underground storage tanks?	no	
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	no	
19.	How are the wastes disposed of?	no	
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	no	
21.	Have any spills occurred on site? (If yes, please provide details.)	no	
	• When did the spill occur?		
	• What were the substances spilled?		
	• What was the quantity of material spilled?		
	• Did you notify the relevant departments of the spill?		
	• What were the actions taken to clean up the spill?		
	• What were the areas affected?		
22.	Do you have any records of major renovation of your site or re-arrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	no	
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	no	
24.	Are there any known contaminations on site? (If yes, please provide details.)	no	
25.	Has the site ever been remediated? (If yes, please provide details.)	no	

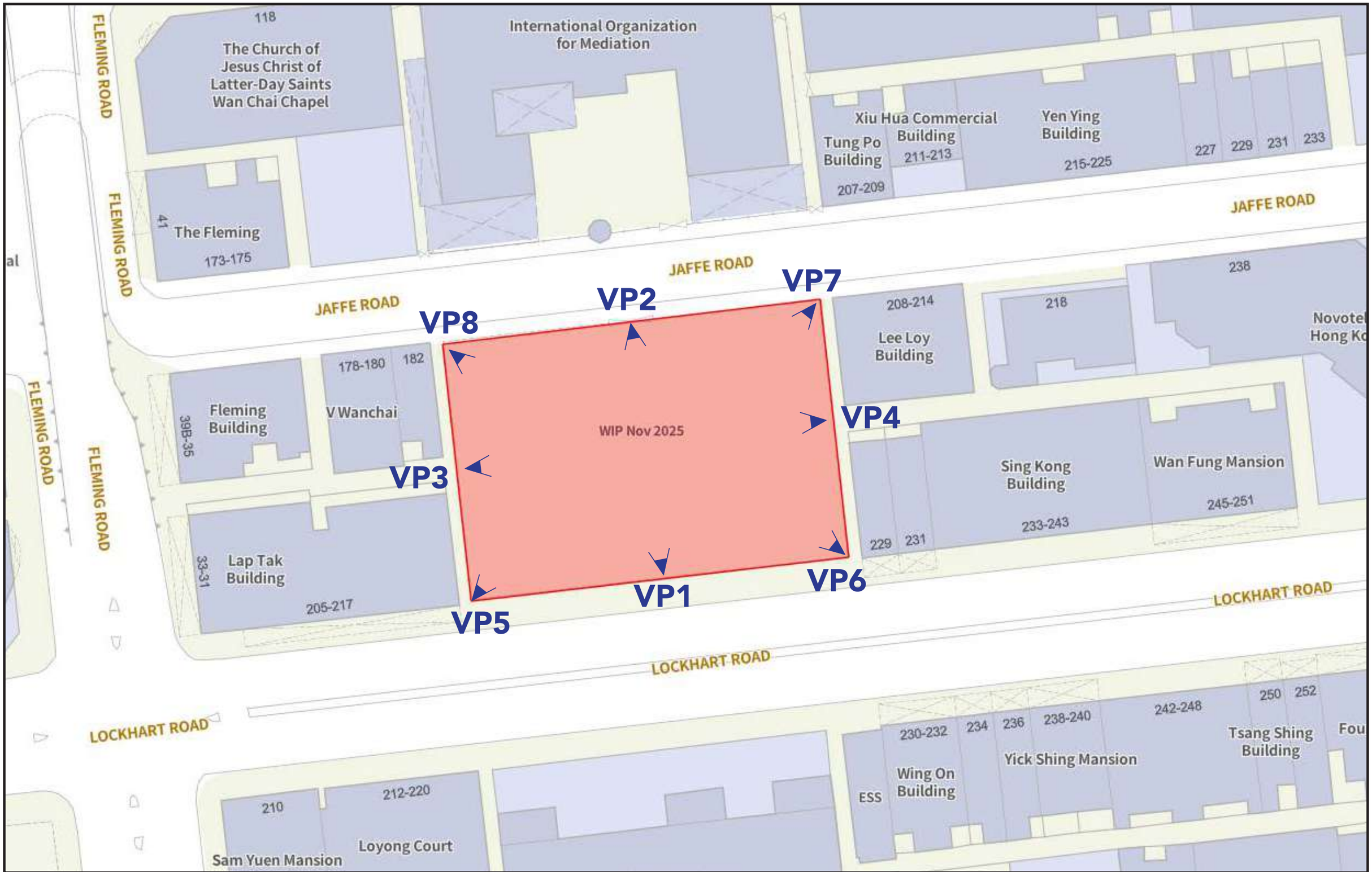
Annex C1
Site Walkover Checklist

Observations

		Yes/No	Notes
1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	no	
2.	What are the conditions of the bund walls and floors?		In good condition
3.	Are any surface water drains located near to drum storage and unloading areas?	no	
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	no	The site is currently vacant
5.	Is there a storage site for the wastes?	no	
6.	Is there an on-site landfill?	no	
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	no	The site is fully concrete-paved.
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	no	
9.	Are there any potential off-site sources of contamination?	no	
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	no	
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	no	
12.	Any noticeable odours during site walkover?	no	
13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	no	

Appendix 2

Site Photos



APPENDIX	TITLE	SCALE	DATE	PREPARED BY:
2.1	**SITE LOCATION PLAN AND VIEWPOINTS**	**N.T.S.**	**JULY 2026**	DeSPACE (International) Limited

SITE PHOTOS

VP1



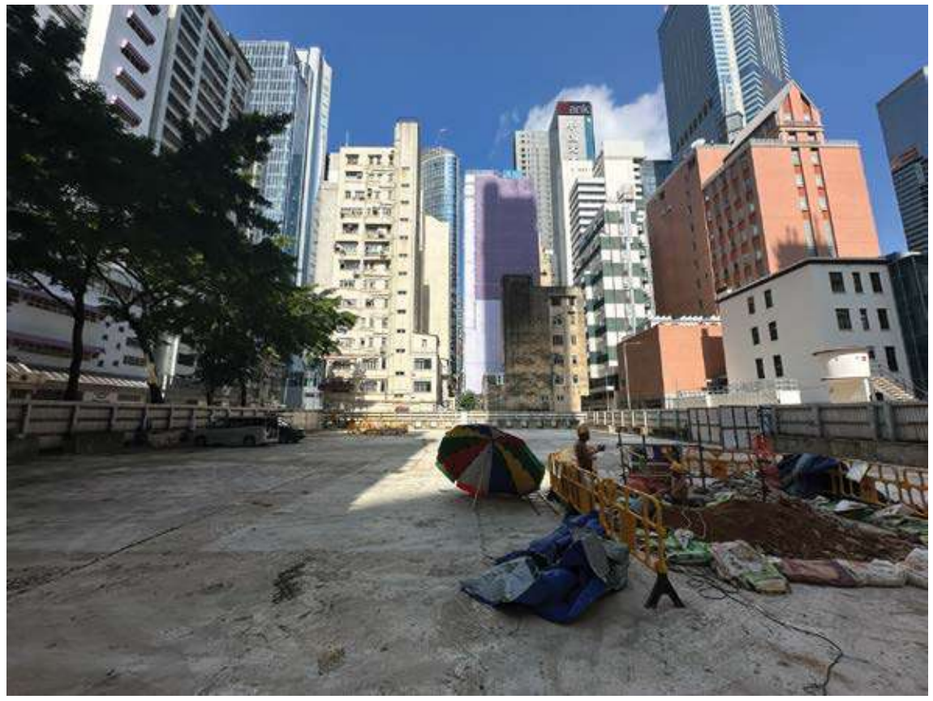
VP2



VP3



VP4



APPENDIX	TITLE	SCALE	DATE	PREPARED BY:
2.2	**SITE PHOTOS (1 OF 2)**	**N.T.S.**	**JULY 2026**	DeSPACE (International) Limited

SITE PHOTOS

VP5



VP6



VP7



VP8



APPENDIX	TITLE	SCALE	DATE	PREPARED BY:
2.3	**SITE PHOTOS (2 OF 2)**	**N.T.S.**	**JULY 2026**	DeSPACE (International) Limited

Appendix 3

Correspondence with EPD on Record Request

Gmail Arthur Ma <arthurmaplanning@gmail.com>

FW: Request for Information of Spillage and Leakage Incidents - HKILSB

Dickson HO (BXG) <dickson.ho@beexergy.com> Thu, Jul 23, 2026 at 4:27 PM
Reply-To: dickson.ho@beexergy.com
To: endy@despacehk.com
Cc: Cheng Endy <endydespace@gmail.com>, arthurma@despacehk.com, arthurmaplanning@gmail.com

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From: Candice TL LO/EPD <candicetllo@epd.gov.hk>
Sent: Thursday, June 11, 2026 1:32 PM
To: dickson.ho@beexergy.com
Cc: 'harmony.chuh' <harmony.chuh@beexergy.com>; Josephine WK HO/EPD <josephine_ho@epd.gov.hk>
Subject: Re: Request for Information of Spillage and Leakage Incidents - HKILSB

Dear Dickson,

Please be informed, according to our office record, there is no record of chemical spillage or leakage in the concerned area. You are advised to conduct your own site survey or assessment if deemed necessary.

Thank you.

Regards,

Candice LO

Environmental Protection Officer (Regional South)41

Environmental Protection Department

Tel: 2516 1817

From: Dickson HO (BXG) <dickson.ho@beexergy.com>
Sent: Thursday, June 11, 2026 11:03 AM
To: Candice TL LO/EPD <candicetllo@epd.gov.hk>
Cc: 'harmony.chuh' <harmony.chuh@beexergy.com>
Subject: RE: Request for Information of Spillage and Leakage Incidents - HKILSB

Dear Candice,

We spoke earlier. Attached please find the appointment letter for the captioned project.

For your retention, please.

With regards,

Dickson HO

BeeXergy Consulting Limited
Units 2501 & 03-04, 25/F, AIA Financial Centre, 712 Prince Edward Road East, Kowloon, Hong Kong

D: 3583-4865 | **WM**: 5797-7340 | **O**: 3568-4701 | **F**: 3568-4704 | **E**: dickson.ho@beexergy.com | **W**: www.beexergy.com

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From: Dickson HO (BXG) <dickson.ho@beexergy.com>
Sent: Tuesday, June 9, 2026 5:37 PM
To: candicetllo@epd.gov.hk
Cc: 'harmony.chuh' <harmony.chuh@beexergy.com>
Subject: Request for Information of Spillage and Leakage Incidents - HKILSB

Dear Madam,

CONSULTANCY SERVICES FOR TECHNICAL ASSESSMENT AND PLANNING APPLICATION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE（CAP 131） FOR RELAXATION OF BUILDING HEIGHT RESTRICTION AND PLOT RATIO FOR THE HONG KONG INTERNATIONAL LEGAL SERVICE BUILDING AT WAN CHAI PROGRAMME NO. 142KA

ENVIRONMENTAL ASSESSMENT STUDY

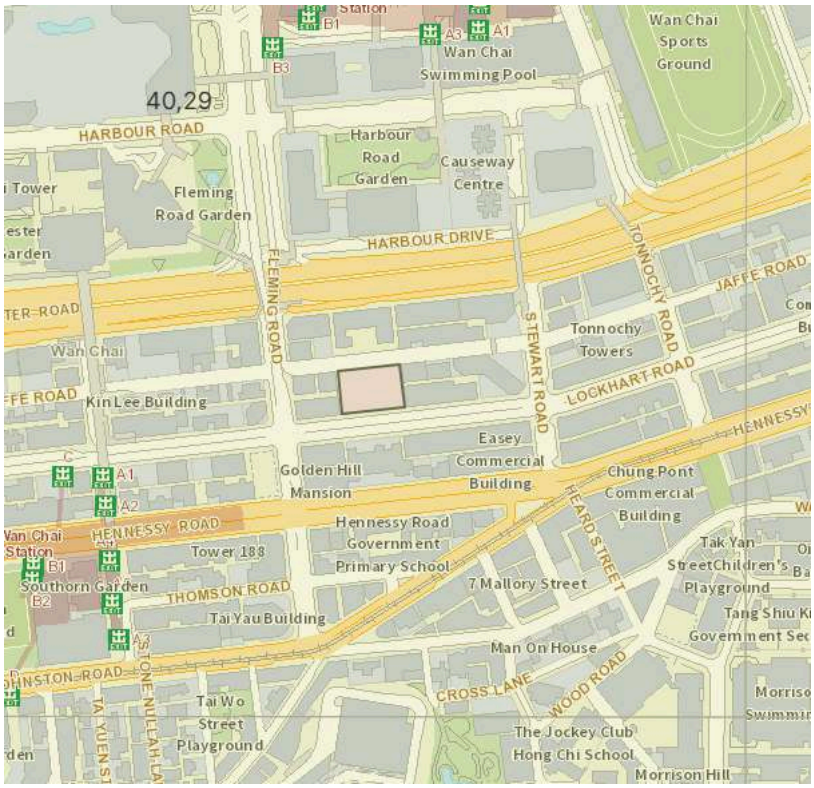
Request for Information of Spillage and Leakage Incidents

We are the appointed Consultant by our client (DeSPACE Limited) and final client (ArchSD) to undertake the captioned Agreement.

To conduct a Land Contamination Assessment for the captioned project, we are required to review the historical and present land use within and around the area and evaluate any potential land contamination issues in the concerned area. We would appreciate it if you could provide the following information for our land contamination assessment in the concerned areas:

1. Reported accidents of spillage of chemicals; and
2. Reported leakage incident of chemicals

for the following concerned areas: (South of International Organization for Mediation)



The period of investigation would be starting from Year 1985 to present.

Due to the very tight programme of this Project, your prompt response **on or before 11 June 2026** is much appreciated.

Should this be not under your purview, we are grateful if you could direct our request to the corresponding unit/personnel of your department. For any queries, please contact the undersigned or Mr Harmony CHUH at 3582 4371, or via email at harmony.chuh@beexergy.com.

With regards,

Dickson HO

BeeXergy Consulting Limited
Units 2501 & 03-04, 25/F, AIA Financial Centre, 712 Prince Edward Road East, Kowloon, Hong Kong

D: 3583-4865 | **WM**: 5797-7340 | **O**: 3568-4701 | **F**: 3568-4704 | **E**: dickson.ho@beexergy.com | **W**: www.beexergy.com

Appendix 4

Correspondence with FSD on Record Request

Gmail Arthur Ma <arthurmaplanning@gmail.com>

FW: Request for Information of Dangerous Goods, Spillage/Leakage Incidents and Fire Records - HKILSB

Dickson HO (BXG) <dickson.ho@beexergy.com> Thu, Jul 23, 2026 at 4:27 PM
Reply-To: dickson.ho@beexergy.com
To: endy@despacehk.com
Cc: Cheng Endy <endydespace@gmail.com>, arthurma@despacehk.com, arthurmaplanning@gmail.com

From: ADO LEA CS/FSD <ado_lea_cs@hkfsd.gov.hk>
Sent: Wednesday, June 24, 2026 3:09 PM
To: dickson.ho@beexergy.com
Cc: OE8 CS/FSD <oe_cs_8@hkfsd.gov.hk>; SSO LEA CS/FSD <sso_lea_cs@hkfsd.gov.hk>; harmony.chuh@beexergy.com
Subject: Re: Request for Information of Dangerous Goods, Spillage/Leakage Incidents and Fire Records - HKILSB

Our reference: (14) in FSD GR 6-5/4 R Pt. 64

Your reference: -

Dear Sir / Madam,

Consultancy Services for Technical Assessment and Planning Application under Section 16 of the Town Planning Ordinance (Cap 131) for Relaxation of Building Height Restriction and Plot Ratio for the Hong Kong International Legal Service Building at Wan Chai Programme No. 142KA

Request for Information – Dangerous Goods Record and Records of accidents of spillage/leakage

I refer to your email of 9.6.2026 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Best regards,

LUI Kwong-lun

Assistant Divisional Officer (Legal Affairs) (Acting)

Corporate Services Division

Fire Services Department

Tel.: 2733 7896

Disclaimer:

*Fire Services Department uses its best endeavor to ensure the accuracy and reliability of the information provided, but cannot guarantee its accuracy and reliability and accepts no liability of any nature for any loss or damage arising from any inaccuracies or omissions that may from the information provided.

From: Dickson HO (BXG) <dickson.ho@beexergy.com>
Sent: Thursday, June 11, 2026 10:31 AM
To: ADO LEA CS/FSD
Cc: OE8 CS/FSD; harmony.chuh@beexergy.com
Subject: RE: Request for Information of Dangerous Goods, Spillage/Leakage Incidents and Fire Records - HKILSB

Dear Mr LUI

I refer to your email on 20260610 regarding the captioned subject.

Attached please find the appointment letter from our clients and an e-map of the assessment area.

For your follow-up, please.

With regards,

Dickson HO

BeeXergy Consulting Limited
Units 2501 & 03-04, 25/F, AIA Financial Centre, 712 Prince Edward Road East, Kowloon, Hong Kong

D: 3583-4865 | **WM**: 5797-7340 | **O**: 3568-4701 | **F**: 3568-4704 | **E**: dickson.ho@beexergy.com | **W**: www.beexergy.com

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From: ADO LEA CS/FSD <ado_lea_cs@hkfsd.gov.hk>
Sent: Wednesday, June 10, 2026 11:48 AM
To: dickson.ho@beexergy.com
Cc: harmony.chuh@beexergy.com; OE8 CS/FSD <oe_cs_8@hkfsd.gov.hk>
Subject: Re: Request for Information of Dangerous Goods, Spillage/Leakage Incidents and Fire Records - HKILSB

Our reference: (14) in FSD GR 6-5/4 R Pt. 64

Your reference: -

Dear Sir / Madam,

Consultancy Services for Technical Assessment and Planning Application under Section 16 of the Town Planning Ordinance (Cap 131) for Relaxation of Building Height Restriction and Plot Ratio for the Hong Kong International Legal Service Building at Wan Chai Programme No. 142KA

Request for Information – Dangerous Goods Record and Records of accidents of spillage/leakage

I refer to your email on 9.6.2026 regarding the captioned subject.

Your case is being handled, and a reply will be furnished to you as soon as possible. Please be advised that due to time lapse, this Department can only provide the following information for your requested information:

(i) Dangerous Goods Licence Record: from the year of 1990 to present moment.

(ii) Incident Record: Past three years of fire and special services incidents. Lift incidents will be excluded unless otherwise required.

Please also submit the appointment letter from your client and an e-map of the assessment area, in high resolution, to us for follow-up.

Should you have further questions, please feel free to contact the undersigned.

Best regards,

LUI Kwong-lun

Assistant Divisional Officer (Legal Affairs) (Acting)

Corporate Services Division

Fire Services Department
Tel.: 2733 7550

From: Dickson HO (BXG) <dickson.ho@beexergy.com>
Sent: Tuesday, June 9, 2026 5:45 PM
To: FSD Enquiry/FSD <hkfsdenq@hkfsd.gov.hk>; ADO LEA CS/FSD <ado_lea_cs@hkfsd.gov.hk>
Cc: 'harmony.chuh' <harmony.chuh@beexergy.com>
Subject: Request for Information of Dangerous Goods, Spillage/Leakage Incidents and Fire Records - HKILSB

Dear Sir/Madam,

CONSULTANCY SERVICES FOR TECHNICAL ASSESSMENT AND PLANNING APPLICATION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE（CAP 131） FOR RELAXATION OF BUILDING HEIGHT RESTRICTION AND PLOT RATIO FOR THE HONG KONG INTERNATIONAL LEGAL SERVICE BUILDING AT WAN CHAI PROGRAMME NO. 142KA

Request for Information of Dangerous Goods, Spillage/Leakage Incidents and Fire Records

We are the appointed Consultant by our client (DeSPACE Limited) and final client (ArchSD) to undertake the captioned Agreement.

To conduct a Land Contamination Assessment for the captioned project, we are required to review the historical and present land use within and around the area and evaluate any potential land contamination issues in the concerned area. We would appreciate it if you could provide the following information for our land contamination assessment in

the concerned areas:

1. Past and present Dangerous Goods Records;
2. Past and present spillage / leakage record / incident of the concerned areas; and
3. Past and present fire record of the concerned areas

for the following concerned areas: (South of International Organization for Mediation)



The period of investigation would be starting from Year 1985 to present.

Due to the very tight programme of this Project, your prompt response **on or before 11 June 2026** is much appreciated.

Should this be not under your purview, we are grateful if you could direct our request to the corresponding unit/personnel of your department. For any queries, please contact the undersigned or Mr Harmony CHUH at 3582 4371, or via email at harmony.chuh@beexergy.com.

With regards,

Dickson HO
BeeXergy Consulting Limited
Units 2501 & 03-04, 25/F, AIA Financial Centre, 712 Prince Edward Road East, Kowloon, Hong Kong
D: 3583-4865 | **WM**: 5797-7340 | **O**: 3568-4701 | **F**: 3568-4704 | **E**: dickson.ho@beexergy.com | **W**: www.beexergy.com