

MPC Paper No. A/H25/22
For Consideration by the
Metro Planning Committee
on 27.10.2023

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/H25/22

<u>Applicant</u>	: System Management Division of Drainage Services Department (DSD) represented by WSP (Asia) Limited
<u>Site</u>	: Open Space and Amenity Area at Tunnel Approach Rest Garden (TARG), Wan Chai, Hong Kong
<u>Site Area</u>	: About 1,090m ² [Site A: about 540m ² (area occupied by aboveground structure of 5748 m ²)] [Site B: about 550m ² (area occupied by aboveground structure of 14 m ²)]
<u>Land Status</u>	: Government Land
<u>Plan</u>	: Draft Wan Chai North Outline Zoning Plan (OZP) No. S/H25/5
<u>Zonings</u>	: “Other Specified Uses” annotated “Amenity Area” (“OU(Amenity Area)”) – about 1,075m ² (98.6%) Area shown as ‘Road’ – about 15m ² (1.4%)
<u>Application</u>	: Proposed Public Utility Installation (Dry Weather Flow Interceptor)

1. The Proposal

- 1.1 The applicant seeks planning permission for a proposed dry weather flow interceptor (DWFI) at the existing open space and amenity area of the TARG (the Site) which falls within an area predominantly zoned “OU(Amenity Area)” (about 98.6%) with a minor portion within area shown as ‘Road’ (about 1.4%) on the draft Wan Chai North OZP No. S/H25/5 (**Plan A-1**). According to the Notes of the OZP, the proposed DWFI, which is considered as ‘Public Utility Installation’, requires planning permission from the Town Planning Board (the Board) within “OU(Amenity Area)” zone and area shown as ‘Road’ on the OZP.
- 1.2 According to the applicant, the proposed DWFI, comprises three components, namely an aboveground flow interception device (FID) with penstocks at Site A, an underground dry weather flow pumping station (DWFPS) with submersible pumps and an aboveground electrical and mechanical (E&M) kiosk at Site B (**Drawing A-1**). The proposed FID and penstocks are used to intercept the polluted dry weather flow from the existing underground Wan Chai East Box

Culvert and conveyed to the proposed underground DWFPS by a gravity pipe. The intercepted dry weather flow will then be pumped by the proposed DWFPS to the filtering station to the northwest of the Site at Wan Shing Street¹ for filtering. To facilitate the operation of the proposed FID and DWFPS, an E&M kiosk is proposed near the underground DWFPS to provide electricity to the submersible pumps and FID. Most of the proposed DWFI facilities are proposed to be housed underground to reduce the visual impact. The layout plans of the proposed DWFI are shown in **Drawings A-1** and **A-2**. The detailed layouts of DWFPS and E&M kiosk are shown in **Drawings A-3** and **A-4** respectively whereas the section of FID is shown in **Drawing A-5**. The proposed uses and corresponding dimension is tabulated below:

	Proposed facility of DWFI	Footprint (m²)	Height above ground (m)
Site A	FID with penstocks	48	2.6
Site B	Underground DWFPS	114.5	0 (flush with ground)
	E&M kiosk	14	2.9

- 1.3 According to the applicant, the proposed FID would be designed to form part of TARG as a sheltered seating bench (**Drawing A-7**), which add a new leisure element to the area. The architectural treatment for the FID and penstocks of the proposed DWFI at Site A would include an external enclosure of stainless-steel frame and acrylic panel for safety purpose, a canopy in wavy shape to soften the hardness of the overall structure and a seating bench underneath the canopy. Solar panels would be installed atop the canopy to provide sustainable energy for the structure (**Drawings A-6** and **A-7**). Planters and shrub layers would be provided at Site A as additional greenery to the garden. Façade treatment such as vertical greening and wooden features would be adopted at the E&M kiosk at Site B to echo with the surrounding amenity area (**Drawing A-8**). Whilst the DWFPS is located underground, stone paving for the openings would be used to match with existing pavement in TARG.
- 1.4 33 trees were recorded at the Site and 10 of which would be affected by the proposed DWFI. According to the applicant, seven existing trees are proposed to be removed and seven new trees would be compensated off-site at Lung Hop Street (**Drawing A-12**) in order to achieve a compensatory ratio of 1:1 in quantity. One existing tree are proposed to be transplanted within TARG and the remaining two existing trees are proposed to be transplanted at Lung Hop Street as agreed with the Leisure and Cultural Services Department (LCSD) (**Drawings A-11** and **A-12**).
- 1.5 Vehicular maintenance access is proposed to be share-used with the existing maintenance access of TARG which is under management of LCSD (**Drawing A-2**). During operation stage, the main traffic generation will consist of the DSD maintenance vehicles with a frequency of one to two per day. Coordination between DSD and LCSD will be carried out before using the maintenance access.

¹ The proposed filtering station at Wan Shing Street will be constructed at a site zoned “Government, Institution or Community (2)” (“G/IC(2)”) (**Plans A-1** and **A-2**) (subject to maximum building height restriction of 20mPD (including structures)) where ‘public utility installation’ is always permitted according to the Notes of the OZP and does not form part of this application.

- 1.6 A small-scale routine inspection and maintenance works would be carried out in every 3 to 6 months for proposed FID and E&M kiosks and once per week for the proposed DWFPS. Maintenance desilting of the box culvert would be carried out once for every 5 to 10 years. Fencing to enclose the works area will be required and the duration of maintenance works will range from 1.5 to 3 weeks tentatively. Although small amount of seating facilities will be temporarily closed during the maintenance works, other seating facilities located within TARG will be available for use.
- 1.7 The elevated walkway bisecting Site B, leading to Wan Shing Street (**Plan A-2**) would not be affected by the proposed DWFI. Although part of TARG will be temporarily closed during the constriction period, the existing facilities such as the Model Car Play Area and seating bench etc. would not be affected.
- 1.8 In support of the application, the applicant has submitted the following documents:
- (a) Application form received on 30.8.2023 (Appendix I)
 - (b) Supplementary planning statement (SPS) with layout and section plans, Traffic Impact Assessment (TIA), extract of Preliminary Environmental Review Report (PERR), Preliminary Drainage Impact Assessment (PDIA), Preliminary Sewerage Impact Assessment (PSIA), Preliminary Visual Impact Assessment (PVIA) and Tree Survey Report with Tree Preservation and Removal Proposal (TPRP) received on 30.8.2023 (Appendix Ia)
 - (c) Supplementary Information (SI) received on 4.9.2023 (Appendix Ib)
 - (d) Further Information (FI) received on 4.10.2023 [#] (Appendix Ic)
 - (e) FI received on 19.10.2023 [#] (Appendix Id)
 - (f) FI received on 20.10.2023 [#] (Appendix Ie)

exempted from publication and recounting requirements

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the supplementary planning statement at **Appendices Ia, Ic to Ie**. They are summarised as follows:

Being In line with Government Policy to Improve the Local Water Quality

- (a) “Water Quality of Victoria Harbour” has been highlighted in the 2016 Policy Address. Whilst the water quality has been improved under Harbour Area Treatment

Scheme Stage 1 and 2A, there are still residual pollution discharges from several activities in densely populated urban areas into the coastal waters. The proposed DWFI is aimed to improve the pollution and odour nuisance caused by the discharge of urban residual pollutants into urban coastal waters and improve the water quality at the waterfront of Wan Chai East, which is in line with Government's policy.

Suitability of the Site

- (b) The proposed FID with penstocks should be located within the alignment of the Wan Chai East Box Culvert collecting dry weather flow of the corresponding catchment (**Drawings A-11 and A-13**). It should have sufficient space and height to allow the accommodation of associated equipment for future maintenance during construction and operation stages. Associated facilities including DWFPS and E&M kiosk should be located near the FID to facilitate smooth operation.
- (c) Alternative locations for the proposed DWFI have been explored and evaluated, which included area underneath Canal Road Flyover Ramp, a vegetated median strip located to the south of TARG and Gloucester Road Refuse Collection Point (**Drawing A-14**). Upon site selection, the Site is considered suitable in view of affecting the least park facilities, providing a larger area for the penstocks and locating within the alignment of the existing box culvert. Agreement with LCSD on the future land occupation, management and maintenance of the Site as well as vehicular access arrangement has been reached.

No Contravention to Planning Intention

- (d) The proposed FID at Site A is located at the southern portion within TARG currently being a hard-paved open area with some at-grade planters. After construction, the hard paved area will be re-provided with similar paving materials and pattern (**Drawing A-9**). Additional garden facilities such as canopy with solar panel and seating bench, planters with natural granite and shrubs would be provided/planted as value-added features for public enjoyment. The general function of TARG will remain unchanged. The proposed underground DWFPS and E&M kiosk at Site B would be located at the amenity area of TARG. Façade treatment would be applied on the E&M kiosk (**Drawing A-10**) to maximise the overall greenery and visual amenity of the area. In view of the above, the proposed works would not undermine the planning intention of "OU(Amenity Area)" zone, which is primarily for the provision of landscaping and planting to enhance the environment.

No Adverse Technical Impacts

- (e) For traffic aspect, the additional traffic generated in operation stage will consist of visits by DSD's maintenance vehicle with a frequency of one to two per day for the proposed FID and underground DWFPS at TARG. Vehicular maintenance access is proposed to be share-used with the existing access of TARG (**Drawing A-2 and Plan A-2**). Coordination between the applicant and LCSD will be carried out. Sightline analysis was conducted for the proposed FID (**Appendix Id**) and confirmed that there is no impact induced to the drivers. Based on the submitted TIA, the proposed traffic arrangement for the works is considered acceptable. No temporary traffic arrangement will be required at public carriageway of Gloucester Road.

For visual aspect, with the implementation of mitigation measures (such as compatible external design and colour, additional planting and vertical greening), adverse visual impact during the operation stage is not expected. There would be no other adverse technical impacts on environmental, drainage and sewerage aspects incurred from the proposed works.

No Adverse Views from Public Consultation

- (f) Consultations with the Development, Planning & Transport Committee (DPTC) of Wan Chai District Council (WCDC), the Task Force on Harbourfront Developments on Hong Kong Island (the Task Force) of the Harbourfront Commission (HC), and the Wan Chai East Area Committee (WCEAC) were conducted between November 2022 and June 2023. No adverse views were received.

3. Compliance with the “Owner’s Consent/Notification” Requirements

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

4. Background

- 4.1 Government’s plan to study ways to further enhance the water quality of the urban coastal waters was announced in the 2013 Policy Address. Other relevant announcements related to the promotion of water activities along waterfront areas were announced in the subsequent 2015 and 2016 Policy Addresses. The Government has all along been attaching great importance to improving the water quality of Victoria Harbour and has devoted significant resources to improve the sewage collection and treatment systems through implementing the Harbour Area Treatment Scheme and works for enhancing the quality of coastal waters of Victoria Harbour. However, in the densely populated old urban districts on both sides of Victoria Harbour, due to vibrant city activities, some polluted surface run-off will inevitably drain into the harbour via the stormwater drainage system and affect the quality of the near-shore waters. The pollution sources of surface run-off are extensive, including roadside wet markets, outdoor eateries and various cleaning activities in public places and back alleys etc., hence affecting the coastal water quality and environment of Victoria Harbour.
- 4.2 In 2021, a series of measures to improve the nearshore water quality of Victoria Harbour were reported to the Panel of Environmental Affairs of the Legislative Council and amongst which, the Government has proposed phased implementation of large-scale pollutant interception projects at the downstream of stormwater drains at 11 priority areas (including the Wan Chai East) that are relatively close to residential premises and harbourfront amenity areas on both sides of Victoria Harbour, in order to reduce the amount of pollutants entering the harbour and enhance the nearshore water quality and overall environment.

5. Previous Application

There is no previous application at the Site.

6. Similar Applications

- 6.1 Whilst there is no similar application for DWFI or public utility installation within “OU(Amenity Area)” zone and area shown as ‘Road’ within the Wan Chai North area, there are two recent similar applications for proposed DWFIs at Victoria Park, Causeway Bay (No. A/H8/437) and at Kin Wan Street, Hung Hom (No. A/K9/281) approved with condition by the Metro Planning Committee (the Committee) on 23.6.2023 and 28.7.2023 respectively. They were approved with condition mainly on the grounds that the proposed DWFIs were to achieve the objective for water quality management; the sites selected were suitable; the impact on the open space provision would be minimal; no insurmountable environmental impacts and no objection was received from the local stakeholders. Details of the two similar applications are in **Appendix II**.
- 6.2 The proposed DWFI at Aldrich Bay in Shau Kei Wan (Application No. A/H9/85) and the DWFI at Tsuen Wan Park (Application No. A/TW/539) will also be considered by the Committee at this meeting.

7. The Site and Its Surrounding Areas (Plans A-1 and A-2, Aerial Photo on Plan A-3 and Site Photos on Plans A-4 to A-6)

- 7.1 The Site is:
- (a) located within the TARG currently managed by LCSD;
 - (b) Site A is located at the existing hard paved open space of TARG and above the existing Wan Chai East Box Culvert;
 - (c) Site B is located at the landscaped amenity area of TARG; and
 - (d) surrounded by the trunk roads at the Wan Chai North area, including the Gloucester Road and the Canal Road Flyover leading to/from the Cross Harbour Tunnel.
- 7.2 The surrounding areas of the Site have the following characteristics:
- (a) the garden facilities of the TARG are located between Site A and Site B;
 - (b) to the immediately east and west of the Site are areas zoned “OU(Amenity Area)” which are bounded by Gloucester Road and Hung Hing Road Flyover/Canal Road Flyover;
 - (c) to the north across Canal Road Flyover, Hung Hing Road Flyover, Wan Shing Street and Hung Hing Road is the Water Sports and Recreation Precinct of the Wan Chai North promenade and various GIC sites including

the existing Wan Chai East Preliminary Treatment Works, Wan Chai No. 2 Salt Water Pumping Station, GREEN@WAN CHAI (formerly known as Wan Chai Community Green Station) and the “G/IC(2)” site earmarked for the proposed DWFI building (**Plans A-1 and A-2**); and

- (d) to the south across Gloucester Road are the existing commercial developments predominantly zoned “Commercial” (“C”) on the approved Wan Chai OZP No. S/H5/31.

8. Planning Intention

The “OU(Amenity Area)” zone is intended primarily for the provision of roadside amenity area and other landscape planting areas. According to the Explanatory Statement of the OZP, the amenity areas complement the public open space to enhance the greenery of the area.

9. Comments from Relevant Government Bureau/Departments

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

Harbourfront Planning

- 9.1.1 Comments of the Commissioner for Harbourfront, Development Bureau (DEVB):

- (a) the application site falls within the harbourfront areas and the applicant consulted the Task Force on Harbourfront Developments on Hong Kong Island (HKTF) at the 43rd meeting and 45th meeting held on 1 December 2022 and 25 April 2023 respectively. The meeting materials can be found at the following links: https://www.hfc.org.hk/en/task_forces/hk_island/meeting_20221201.html and https://www.hfc.org.hk/en/task_forces/hk_island/meeting_20230425.html. During the first consultation at the 43rd meeting, HKTF Members provided comments on the filtering station located at Wan Shing Street, which is not part of this application since it falls within “G/IC(2)” zone, where the use of “Public Utility Installation” is always permitted within the zone. During the second consultation at the 45th meeting, HKTF Members expressed their appreciation for the applicant's efforts in incorporating their comments into the revised proposal and supported for the revised design of the filtering station; and
- (b) the gist of the planning application has been circulated to HKTF Members for their information and submit their comments, if any, to the Board directly. This office has not received any comments from HKTF Members.

Land Administration

9.1.2 Comments of the District Lands Officer/Hong Kong East, Lands Department (DLO/HKE, LandsD):

- (a) the Site comprising two portions, namely Site A and Site B, is located within unleased Government land, most of which is held by LCSD under temporary government land allocation No. GLA- THK 1890 for the TARG. TARG is one of the public pleasure grounds specified in the Fourth Schedule to the Public Health and Municipal Services Ordinance (Cap. 132). Under s.107(l) of Cap. 132, the general management and control of TARG is vested in the Authority (i.e. Director of Leisure and Cultural Services (DLCS)). Site A falls entirely within the boundary of the above land allocation, while a majority of Site B falls within the above land allocation with a small portion within public footway (i.e. an elevated walkway and the connecting staircase). Relevant departments should be consulted for implementation of the works; and
- (b) there is a licence (H-3399) for installation and maintenance of cables traversing Site B. The applicant should ensure that the proposed works would not affect the area for the said cables and consult the relevant party before implementation of the works.

Traffic

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

no objection to the application subject to the following comments:

- (i) the vehicular access point shall be share-used with the existing maintenance access of TARG which owned by LCSD;
- (ii) DSD shall be required to inform LCSD in advance to open the gate of vehicular access before entering the existing loading/unloading area at TARG and there shall be no tail back waiting for the opening of vehicular access; and
- (iii) the DWFI building to the northwest of the Site (**Plan A-2**), will be co-used with the coach parking facility. The total number and location of temporary and permanent re-provisioning of parking facilities shall be agreed by her department.

9.1.4 Comments of the Commissioner of Police (C of P):

- (a) no specific traffic comment to the open space and amenity area at TARG at this stage from the regional traffic police perspective; and
- (b) it is advised that the proposal should not cause adverse traffic obstruction in or beyond the site of works and each Temporary Traffic Arrangement involving works on public carriageway and/or

footpath, if any, has to be submitted to Police, the Transport Department and other stakeholders for detailed comment prior to its implementation.

Highways

9.1.5 Comments of the Chief Highway Engineer/Hong Kong, Highways Department (CHE/HK, HyD):

- (a) no adverse comment on the application from highways maintenance viewpoint; and
- (b) as the proposed public utility installation, in particular the underground DWFPS, is in close proximity of some highways structures, the applicant is advised to submit structural impact assessment, as well as instrumentation and monitoring plan to the highways structures concerned at detailed design stage to HyD for comment before commencement of the works.

9.1.6 Comments of the CHE/Bridges & Structures, HyD:

the applicant is reminded that if there are any highways structures and/or its foundation to be adversely affected by any works, comments on such works from Bridges and Structures Division of HyD should be sought.

9.1.7 Comments of the CHE/Railway Development Division 2-2, HyD:

- (a) no comment in principle on the application from railway development viewpoint, provided that the potential interface between the North Island Line and the proposed DWFI will be addressed in the design stage of the concerned DWFI; and
- (b) with reference to the procedures in Development Bureau Technical Circular (Works) (DEVB TC(W)) No. 1/2019, the project proponent should consult MTRCL with respect to operation, maintenance, safety and future construction of the existing railway network.

Open Space and Park Management

9.1.8 Comments of the DLCS:

- (a) no adverse comment on the application;
- (b) the land area for all structures associated with the proposed FID with automatic penstocks, DWFPS and E&M kiosk should be carved out from the existing government land allocation of the TARG from LCSD and allocated to the applicant for permanent land occupation and future's management and maintenance; and
- (c) according to the submitted Tree Survey Report, 33 existing trees of TARG were surveyed, including seven within Site A and 26 within

Site B. 10 trees are likely to be affected by the proposed works. Among them, three trees are proposed to be transplanted while seven trees are proposed to be felled. The applicant should make every possible effort and measure to preserve and protect the existing trees from being adversely distributed and affected through careful and proper planning, design, working out and implementation of protective measures and site monitoring in all stages of the project. Should any trees be inevitably affected by the works, the project proponent should adhere to the requirement and procedure stipulated in DEVB TC(W) No. 4/2020 and relevant technical circulars, guidelines and requirements promulgated by the Greening, Landscape and Tree Management Section of the Development Bureau on tree preservation.

Urban Design and Landscape

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

Urban Design and Visual

- (a) the Site is located in the amenity areas surrounded by a set of main roads and elevated roads connecting to the Cross Harbour Tunnel. It is noted that the proposed building height of the DWFI facilities is up to about 2.6m for Site A and about 2.9m for Site B. With the proposed mitigation measures in place such as peripheral planting and vertical greening to soften the visual bulk, it is unlikely to induce any significant visual impact to the surroundings; and

Landscape

- (b) as the Site falls within the “OU (Amenity Area)” zone which is a non-landscape sensitive zoning, no significant landscape impact arising from the proposed use is anticipated.

9.1.10 Comments of the Chief Architect/Advisory and Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD):

- (a) no comment from architectural and visual impact point of view; and
- (b) it is noted that the proposal mainly consist of a FID with penstocks, DWFPS and E&M kiosk with building height ranging from 2.6m to 2.9m. It appears that the above-ground structures should be able to blend in with the neighbouring landscape area.

Water Supply

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

- (a) there are some existing fresh water mains within the Site and are affected by the proposed development. Free access should be allowed for WSD at any time to carry out operation and maintenance of these water mains. In case the project proponent considers that diversion of these water mains is required, they should study the feasibility of diverting these water mains. If diversion is considered feasible, the project proponent should submit their proposal for WSD's consideration and approval. The water mains diversion work shall be carried out by the project proponent at their own cost to the satisfaction of WSD. WSD will only carry out the connection works to the existing network and the associated connection cost should be borne by the project proponent; and
- (b) in relation to the above, the project proponent is also advised that the exact lines and levels of WSD's water mains should be established by hand dug trial pits on site if they are of significance to the project proponent's works. Digging of trial holes to ascertain the exact alignment and depth of water mains would still be necessary before any road excavation.

Fire Safety

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

- (a) no objection in principle to the application subject to water supplies for firefighting and the fire service installations being provided to the satisfaction of his department. Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans; and
- (b) the emergency vehicular access (EVA) provision shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department. Shall the proposed work affected any EVA provision of nearby buildings or licensed premises in the area, the applicant should make separate enquiry to his department to ensure work feasibility.

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

- (a) Director of Agriculture, Fisheries and Conservation;
- (b) Project Manager (South), Civil Engineering and Development Department (PM(S), CEDD);
- (c) Head of the Geotechnical Engineering Office, CEDD;
- (d) Chief Engineer/Hong Kong & Islands, DSD (CE/HK&I, DSD);
- (e) Director of Environmental Protection (DEP);
- (f) Director of Electrical and Mechanical Services;
- (g) Director of Food and Environmental Hygiene; and
- (h) District Officer (Wan Chai), Home Affairs Department.

10. Public Comment Received During the Statutory Publication Period

On 8.9.2023, the application was published for public inspection. During the statutory public inspection period, one public comment was received from an individual (**Appendix III**), which provides views on the selection of a site at Victoria Park for DWFI which is close to the current Site in Wan Chai and the priority of carrying out drainage projects.

11. Planning Considerations and Assessments

- 11.1 The application is for a proposed DWFI at the open space and amenity area of TARG which falls within an area predominantly zoned “OU(Amenity Area)” (**Plan A-1**). The proposed DWFI will intercept and divert the dry weather flow in the existing underground Wan Chai East Box Culvert to the proposed filtering station at Wan Shing Street for filtering before discharging into Victoria Harbour to improve the water quality at the Wan Chai waterfront.

Government Policy to Improve the Local Water Quality

- 11.2 To further enhance the water quality and overall environment, the installation of DWFI is one of the most effective pollution controls to ameliorate the odour and water pollution problems along the harbourfront areas of Victoria Harbour. It is in line with the Government’s policy for improving the water quality in Hong Kong.

Site Selection

- 11.3 According to the applicant, the proposed FID with penstocks should be at the alignment of the Wan Chai East Box Culvert collecting dry weather flow of the corresponding catchment. The location should have sufficient space and height allowed to accommodate the associated equipment for future maintenance during construction and operation stages. Associated facilities including DWFPS and E&M kiosk should be located near the FID to facilitate smooth operation. After site search and coordination with LCSD, the Site is found to be the most suitable site for the proposed DWFI and could meet the various technical and operational requirements of DSD.

Planning Intention

- 11.4 The planning intention of the “OU(Amenity Area)” zone is primarily for the provision of roadside amenity area and other landscape planting areas. Despite the proposed DWFI would lead to a loss in area of “OU(Amenity Area)” zone and the existing open space, the affected areas aboveground are minimal (about 48m² for FID with penstocks and about 14m² for E&M kiosk). The existing facilities used by public in TARG (such as the Model Car Play Area and seating bench), as well as the elevated walkway bisecting Site B, leading to Wan Shing Street would not be affected by the proposed DWFI. Besides, with the filtering station of the proposed DWFI system to be constructed at another “G/IC(2)” site at Wan Shing Street, the scale of the proposed DWFI facilities at the Site has been minimized. The proposal will also provide different greening elements including additional planters, shrubs, vertical greening and wooden features in order to maintain the

general function of TARG. As such, the proposed DWFI is considered not incompatible with the surrounding environment and does not frustrate the planning intention of the “OU(Amenity Area)” zone. Commissioner for Harbourfront, DEVB and DLSC have no adverse comment on the proposal from the harbourfront planning and park management perspectives respectively.

- 11.5 In terms of open space provision within the Wan Chai North area, there is a surplus in planned local open space of about 1.87 ha. The overall provision of open space is considered adequate to meet the demand of the planned population. As such, the impact on the open space provision would be minimal upon the construction of the proposed DWFI at the Site.

Visual, Landscape and Other Technical Aspects

- 11.6 Most of the proposed DWFI facilities are housed underground with a view to reducing visual impact. The proposed FID and E&M kiosk at the Site have height ranging from 2.6m to 2.9m and of not more than one-storey above-ground, which are considered relatively small in scale. The FID is proposed to be designed to form part of TARG as a sheltered seating bench (**Drawing A-7**), which could integrate with the existing open space and add a new leisure element to the area. With the proposed mitigation measures in place (such as peripheral planting and vertical), it is unlikely to induce any significant visual impact to the surroundings. CTP/UD&L, PlanD and CA/ASC, ArchSD have no adverse comment on the application from visual and architectural points of view respectively. CA/ASC, ArchSD also considered that the proposed DWFI would be able to blend in with the neighbouring landscape area.
- 11.7 Ten trees at the Site would be affected by the proposed DWFI, including three to be transplanted and seven to be felled. According to the applicant, receiving sites for transplanted trees and seven compensatory trees for achieving compensatory ratio of 1:1 in quantity were identified (**Drawings A-11 and A-12**) which have been agreed by LCSD. DLCS has no adverse comment on the compensatory and tree transplanting proposal. The applicant will be advised to make every possible effort and measure to preserve and protect the existing trees from being adversely distributed and adhere to the requirement and procedure stipulated in the DEVB TC(W) No. 4/2020 and other relevant technical circulars for tree preservation. CTP/UD&L, PlanD considered that as the Site falls within a non-landscape sensitive zoning, no significant landscape impact arising from the proposed use is anticipated.
- 11.8 The proposed shared-use of the existing vehicular maintenance access is agreed between the applicant and LCSD. According to the submitted TIA, it is anticipated that there would be no tail-back of vehicles when entering/leaving the Site in view of a traffic generation of one to two maintenance vehicles per day during operation stage. C for T has no adverse comment on the application from traffic engineering point of view and DLCS has no comment on the access arrangement. Other relevant government departments consulted, including DEP, CE/HK&I, DSD, CE/Construction, WSD and D of FS, have no adverse comments on the application from environmental, sewerage, drainage, water supplies and fire safety perspectives.

Similar Applications

- 11.9 Given that 2 previous approvals (A/H8/437 and A/K9/281) for similar DWFI at the harbourfront along both sides of Victoria Harbour have been granted, approval of the current application is in line with the Committee's previous decisions.

Public Comment

- 11.10 Regarding the commenter's view on the site selection of a DWFI at Victoria Park, the catchment area of the two DWFIs at Victoria Park and the Site are different. As regards the views on priority of drainage projects, the Government intends to implement DWFI projects as there is a need to reduce the inflow pollutants into Victoria Harbour, in order to improve the nearshore water quality of Victoria Harbour and the overall environment.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 27.10.2027, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The recommended advisory clauses are attached at **Appendix IV**.
- 12.3 There is no strong reason to recommend rejection of the application.

13. Decision Sought

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

14. Attachments

Appendix I	Application form received on 30.8.2023
Appendix Ia	SPS with layout and section plans, TIA, extract of PERR, PDIA, PSIA, PVIA and Tree Survey Report with TPRP
Appendix Ib	SI received on 4.9.2023
Appendix Ic	FI received on 4.10.2023

Appendix Id	FI received on 19.10.2023
Appendix Ie	FI received on 20.10.2023
Appendix II	Similar Applications for DWFI
Appendix III	Public Comment
Appendix IV	Recommended Advisory Clauses
Drawings A-1 and A-2	Overall Layout Plans of DWFI
Drawings A-3 and A-4	Layout Plans of DWFPS and E&M Kiosk
Drawings A-5	Section Plan of FID
Drawings A-6 to A-8	Landscape Sections
Drawings A-9 and A-10	Photomontages
Drawings A-11 and A-12	Location of Receiving Sites for Compensatory and Translated Trees
Drawing A-13	Catchment Area of the Wan Chai East Box Culvert
Drawing A-14	Location of Alternative Sites
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4 to A-6	Site Photos

**PLANNING DEPARTMENT
OCTOBER 2023**