

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/H9/85

<u>Applicant</u>	: System Management Division of Drainage Services Department (DSD) represented by Binnies Hong Kong Limited
<u>Site</u>	: Site A: Portion of Aldrich Bay Park adjacent to Tai On Street, Shau Kei Wan (about 1.9% of Aldrich Bay Park) Site B: Portion of Hing Man Street Carpark, Shau Kei Wan Sites C & D: Portions of Aldrich Bay Promenade (about 6.4% of Aldrich Bay Promenade)
<u>Site Area</u>	: About 3,401m ² in total, including: Site A: 421m ² Site B: 2,146m ² Site C: 557m ² Site D: 277m ²
<u>Land Status</u>	: Government Land
<u>Plan</u>	: Draft Shau Kei Wan Outline Zoning Plan (OZP) No. S/H9/19
<u>Zoning</u>	: “Open Space” (“O”) (3,174m ² or 93.3%) and areas shown as ‘Road’ (227m ² or 6.7%) Site A: “O” (421m ²) Site B: “O” (2,044m ²) and area shown as ‘Road’ (102m ²) Site C: “O” (490m ²) and area shown as ‘Road’ (67m ²) Site D: “O” (219m ²) and area shown as ‘Road’ (58m ²)
<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), including a DWFI Building and four flow interception devices (FIDs) with ancillary facilities at the four application sites (the Sites) (Sites A, B, C and D), which fall within areas zoned “O” and shown as ‘Road’ on the draft Shau Kei Wan OZP (**Plan A-1**). According to the Notes of the OZPs, the proposed DWFI, which is considered as a ‘public utility installation’, requires planning permission from the Town Planning Board (the Board) within “O” zone and area shown as ‘Road’ on the OZP.

- 1.2 According to the applicant, the proposed DWFI Building with East and West Wings will be located at Site B while a FID will be located at each of the Sites (i.e. Sites A, B, C and D). To facilitate the operation of the DWFI, two E&M kiosks are proposed at Sites A and D respectively and one E&M cabinet is proposed at Site C. The FIDs with automatic penstocks are located at the downstream of Tai On Street Box Culvert (BC), Oi Tak Street BC, Oi Yin Street BC and Oi Lai Street BC respectively (**Drawing A-21**) to intercept and divert the dry weather flow (DWF) into the DWFI Building for on-site screening and filtering before discharging back to the stormwater drainage system and Shau Kei Wan Typhoon Shelter.
- 1.3 The proposed DWFI will have a non-domestic GFA of 2,033m². Most of the proposed DWFI facilities are proposed to be housed underground with a total coverage of 1,063m² (about 31.3% of site area) for above ground structures. The indicative site plans with indicative layouts and section plans are shown in **Drawings A-1 to A-4** and **A-5 to A-7** respectively and the development parameters of the indicative development proposal are as follows:

Application Site	Proposed Facility of DWFI	Footprint (m ²)	Height above ground (m)
A	FID for Tai On Street BC	40	0.6
	E&M kiosk	38	4.5
B	DWFI Building (East Wing)	560	8
	DWFI Building (West Wing)	240	6
	FID for Oi Tak Street BC	36	0 (flush with ground)
C	FID for Oi Yin Street BC	120	0.6
	E&M cabinet	7	2
D	FID for Oi Lai Street BC	38	0 (flush with ground)
	E&M kiosk	58	4.5

- 1.4 The proposed DWFI Building would be accessible by maintenance vehicles via the ingress/egress in the southern portion of Site B at Hing Man Street, whereas the remaining three Sites are accessible via the existing road network at Tai On Street, Oi Kan Road and Oi Lai Street respectively (**Plan A-1**). Generated wastes including debris, screenings and filtered solid/sediment will be removed from the proposed DWFI Building three times per week during non-peak hours and the loading/unloading area for dump trucks would be located within the enclosed DWFI Building (**Drawing A-6**) and equipped with deodourisation unit. Routine maintenance inspections for the proposed FIDs, E&M kiosks and E&M Cabinet would be carried out every three to six months, whereas desilting maintenance at the FIDs would be carried out once every five to ten years subject to further review on the condition of silt accumulation.
- 1.5 According to the tree survey conducted, 40 trees will be affected. Among the affected trees, 2 trees are proposed to be retained and 38 trees to be felled. To

compensate the loss of trees, 38 new trees are proposed to be planted within Aldrich Bay Park, Aldrich Promenade and near DWFI Building, and the exact locations are subject to further liaison with relevant authority and maintenance party. Sunken design is adopted for the DWFI Building to reduce visual impact, with the majority of the E&M equipment located underground wherever feasible while only essential equipment and compartments required for the operation and maintenance within the DWFI Building above ground. The western portion of Site B is proposed for a sitting-out area (about 360m²) with passive amenities and landscaping managed by Leisure and Cultural Services Department (LCSD) (**Drawings A-10 to A-11**). Green roof, vertical greening and landscape planting will be provided to mitigate visual impact to the surroundings. The landscape plans and photomontages showing the proposed development are shown in **Drawings A-8 to A-16** and **Drawings A-17 to A-20** respectively.

- 1.6 The construction work of the proposed development is tentatively scheduled for commencement in 2024 and for completion in 2028. Site B is located within the western portion of the existing Hing Man Street Carpark. The remaining portion of the carpark (i.e. eastern portion) would be used for commercial vehicles (e.g. goods vehicles / light buses) to compensate the loss of parking spaces due to the proposed development. For Site C, although it is located within Aldrich Bay Promenade near the waterfront, the connectivity along the promenade will be maintained throughout the construction, operation and maintenance periods. Upon completion of the construction, except for maintenance need (e.g. desilting or penstock replacement in rare occasions), the effective width of the footpath would be similar to its existing width (i.e. about 6m) (**Drawings A-13, A-14 and A-19**). For Site D, the existing storage room and staff office within the site (**Plan A-4d**) will be re-provisioned next to the existing basketball courts and within the nursery garden at Aldrich Bay Promenade respectively, which have been agreed by LCSD.
- 1.7 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) received on 30.8.2023
 - (c) Further Information (FI) received on 9.10.2023[#]
 - (d) FI received on 17.10.2023[#]
 - (e) FI received on 19.10.2023[#]
 - (f) FI vide letters received on 24.10.2023[#] including (**Appendix Ia**) a consolidated SPS¹

[# Accepted and exempted from the publication and recounting requirements]

¹ The consolidated SPS received on 24.10.2023 (**Appendix Ia**) has incorporated all previous FIs. The applicant has confirmed that the original SPS and previous FIs could be superseded by the consolidated SPS. Hence the original SPS and superseded FIs are not attached.

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 **Appendix Ia**. They are summarised as follows:

Improvement to Local Water Quality

- (a) In January 2016, Environmental Protection Department (EPD) had commissioned a feasibility study, namely “Further Enhancing Quality of Coastal Waters of Victoria Harbour” to address the pollution and odour nuisance at urban coastal waters. The study recommended a number of newly designed DWFI to be constructed at coastal area along Victoria Harbour including DWFI at Shau Kei Wan to be constructed.
- (b) The proposed development would intercept the DWF and hence reduce accumulation of debris, foul sediments and stagnant waters in the major box culverts to improve water quality and environmental conditions of Shau Kei Wan Typhoon Shelter.

Availability of Land and Site Selection Criteria

- (c) The FIDs are required to be located directly above the downstream section near the outfall of the four BCs, as mentioned in paragraph 1.2, as far as practicable to intercept more DWF (**Drawing A-21, Plans A-2a and A-2b**). The Sites should be accessible by the public road network to facilitate future operation and maintenance. Government land is preferred to avoid public nuisance due to land resumption.
- (d) As the coastal area of Shau Kei Wan has already been a developed area with the few vacant sites also earmarked for planned developments, which renders a very limited choice on the site selection, in particular for the proposed DWFI Building. Sites A, C and D are open spaces on Government land. Coordination meeting with LCSD is continuously maintained by the applicant to minimise the impact to the park users. Site B is currently the western portion of Hing Man Street Carpark on Government land. With consideration on the survey results of parking spaces in Shau Kei Wan area, it is agreed by Transport Department (TD) that the affected Short Term Tenancy (STT) car park would not cause insurmountable impact on the provision of parking spaces in Shau Kei Wan. After site selection and coordination with LCSD and TD, the Sites are considered as the most suitable locations.

No Insurmountable Impacts

- (e) No insurmountable impacts on environmental, traffic, drainage, ecological, landscape and visual aspects would be envisaged. To minimize the potential odour impact, all generated waste would be properly compacted and stored in a covered container within the DWFI Building and the loading/unloading area for dump trucks would be located within the enclosed DWFI Building and equipped with deodourisation unit. All equipment of the proposed DWFI Building would be enclosed by concrete structure and the major E&M equipment would be located at the basement to minimise the noise impact. For traffic aspect, a TIA has been conducted and concluded that the traffic

impact by the proposed development would be insignificant. The egretty near Site D (**Plan A-2b**) has been taken into consideration and no ecological impact is envisaged with the implementation of mitigation measures including avoidance of noisy activities during breeding season, control of construction noise during construction, no clearing of vegetation, excavation or land grading activities will be carried out in the egretty area.

Compatibility with Surrounding Uses

- (f) The proposed DWFI Building is bounded by the Island Eastern Corridor to the north and is largely within the visual envelope of the Island Eastern Corridor for views from the Shau Kei Wan urban area. The proposed FIDs, with heights varying from 0.6m above ground to flush with ground, as well as the two 4.5m-tall E&M kiosks and the 2m-tall E&M cabinet, are small in scale and surrounded by existing open spaces with trees. Architectural and landscaping features would be incorporated to align with the design theme of Aldrich Bay Park and Aldrich Bay Promenade for creating a cohesive and visually appealing environment.

Community Support

- (g) The Planning, Works and Housing Committee of the Eastern District Council, Aldrich Area Committee and the Task Force on Harbourfront Developments on Hong Kong Island were consulted on 27.6.2023, 1.8.2023 and 1.12.2022 respectively and they had no objection to the proposed development.

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

As the Sites involve Government land only, the “owner’s consent/notification” requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 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 Shau Kei Wan Typhoon Shelter) 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 Sites.

6. **Similar Applications**

- 6.1 Whilst there is no similar application for DWFI or public utility installation within “O” zone and area shown as ‘Road’ within the Shau Kei Wan 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 Tunnel Approach Rest Garden in Wan Chai North (Application No. A/H25/22) 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, A-2a and A-2b, Aerial Photos on Plans A-3a and A-3b and Site Photos on Plans A-4a to A-4d)

Site A

- 7.1 The Site (**Plan A-4a**) is:
- (a) located at the western corner of Aldrich Bay Park managed by LCSD; and
 - (b) currently occupied by planters.
- 7.2 The surrounding areas of the Site have the following characteristics (**Plans A-2a and A-3a**):

- (a) to the east and north-east are Munsang College (Hong Kong Island) and a high-rise residential development (Les Saisons) (about 154mPD to 165mPD);
- (b) to the south across Oi Shun Road and Island Eastern Corridor are Sai Wan Ho Station Air-cooled Chiller Plant and Hing Man Street Refuse Collection Point;
- (c) to the west and south-west are Tai On Building and Government, Institution or Community (GIC) facilities including Sai Wan Ho Complex, Sai Wan Ho Sports Centre and Sai Wan Ho Civic Centre underneath a residential development (Felicity Garden); and
- (d) to the north across Tai On Street is a residential development (Lei King Wan) within “Residential (Group A)” (“R(A)”) zone.

Site B

7.3 The Site (**Plan A-4b**) is located:

- (a) at the junction of Hing Man Street and Hoi An Street; and
- (b) at the western portion of the existing Hing Man Street Carpark held under the STT No. EHX-550.

7.4 The surrounding areas of the Site have the following characteristics (**Plans A-2a and A-3a**):

- (a) to the immediate north underneath Island Eastern Corridor is the Sai Wan Ho Tram Depot;
- (b) to the immediate east is the remaining portion of the existing Hing Man Street Carpark;
- (c) to the south are a cluster of commercial, residential and composite developments within “R(A)2” zones; and
- (d) to the west is another open-air carpark at Hing Man Street.

Site C

7.5 The Site (**Plan A-4c**) is:

- (a) located at Aldrich Bay Promenade managed by LCSD; and
- (b) currently occupied by BC covers.

7.6 The surrounding areas of the Site have the following characteristics (**Plans A-2b and A-3b**):

- (a) to the immediate north is Shau Kei Wan Typhoon Shelter;

- (b) to the south-east is Aldrich Bay Government Primary School, Aldrich Garden and Site D;
- (c) to the south across Oi Kan Road are Tung Yuk Court and Oi Tung Estate; and
- (d) to the further west is Aldrich Bay Park.

Site D

7.7 The Site (**Plan A-4d**) is:

- (a) located at the southern corner of Aldrich Bay Promenade; and
- (b) currently occupied by an existing storage room and planters.

7.8 The surrounding areas of the Site have the following characteristics (**Plans A-2b** and **A-3b**):

- (a) to the east are the passive open space within Aldrich Bay Promenade and the Eastern District Cultural Square;
- (b) to the south are Aldrich Garden and a planned District Open Space currently occupied by a STT car park and other temporary government uses;
- (c) to the west are Aldrich Bay Government Primary School and Site C; and
- (d) to the north and further north are the active open space within Aldrich Bay Promenade and Shau Kei Wan Typhoon Shelter.

8. Planning Intention

- 8.1 The “O” zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- 8.2 The area shown as ‘Road’ is intended for road use.

9. Comments from Relevant Government Bureaux/Departments

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

Harbourfront Enhancement

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

- (a) the Harbourfront Commission's Task Force on Harbourfront Developments on Hong Kong Island (HKTF) was consulted by the applicant at its 43rd meeting on 1.12.2022 on the conceptual design of the proposed DWFI at the Sites, together with the proposed DWFI at Wan Chai East and Causeway Bay². Members expressed no objection to the proposed DWFI at Shau Kei Wan and provided suggestions on the design of the E&M kiosks including, among others, a fenceless design to facilitate pedestrian walkability. The details are contained in the extract of minutes of meeting in **Appendix III**; and
- (b) the gist of the application submitted by the applicant had been circulated to Members of HKTF for information and comments, and no further comments were received.

Land Administration

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

- (a) Site A is located within Government land allocated to LCSD under land allocation No. GLA-HK 1055, and area under Deposit Plan No. HKM9183 for public pleasure grounds under the Public Health and Municipal Services Ordinance (Cap. 132). Comments from LCSD should be sought;
- (b) Site B is located within the existing STT No. EHX-550 for the purposes of a fee-paying carpark. Termination of this STT is required. Comments from TD should be sought;
- (c) a majority of Site C is located within Government land allocated to LCSD under land allocation No. GLA-HK 920 and area under Deposit Plan No. HKM10368 for public pleasure grounds under the Public Health and Municipal Services Ordinance (Cap. 132). The remaining portion of this site falls within public pavement under the management and maintenance of TD and Highways Department (HyD) respectively. Comments from LCSD, TD and HyD should be sought; and
- (d) Site D is located within Government land allocated to LCSD under land allocation no. GLA-HK 920 and area under Deposit Plan No. HKM10368 for public pleasure grounds under the Public Health and Municipal Services Ordinance (Cap.132). Comments from LCSD should be sought.

² To improve the water quality and alleviate odour nuisance at the waterfront of Wan Chai East, Causeway Bay and Shau Kei Wan, DWFI s would be constructed each at Wan Chai East, Causeway Bay and Shau Kei Wan.

Traffic

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

having review the TIA, the proposed parking and loading and unloading arrangements during the maintenance operations of each site and noting that the pedestrians are allowed to use the space in the sitting out area (i.e. the western portion of Site B) for commuting and the remaining portion of the existing Hing Man Street Carpark immediately adjoining Site B would be used for commercial vehicles (e.g. goods vehicles / light buses) to compensate the loss of parking spaces due to the proposed development, she has no objection to the application from traffic engineering viewpoint.

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

- (a) with reference to the drawing No. 408332/BIN/SKT041 in the TIA Report, it is noted that proposed manholes and intercepting pipes would be constructed underneath the existing public footpath and carriageway. As the concerned area is under HyD's maintenance, the applicant should apply for an Excavation Permit via the Excavation Permit Management System (XPMS) from his office (i.e. Hong Kong Office of District and Maintenance Section, HyD) for any excavation works on public pavement or carriageway; and
- (b) detailed comments are at **Appendix IV**.

9.1.5 Comments of the Chief Engineer/Railway Development 1-1, Railway Development Office (RDO), HyD:

- (a) Sites A and B fall within the railway protection boundary of the existing Island Line (**Plan A-2a**). As the operation of the existing Island Line is not under the jurisdiction of his office, he has no comment on the application from railway development perspective; and
- (b) detailed comments are at **Appendix IV**.

Tree Preservation

9.1.6 Comments of the Greening, Landscape and Tree Management Section (GLTMS), DEVB:

- (a) it is noted that a total of 40 trees would be affected in the proposed project and no tree of particular interest would be affected; and
- (b) the tree management procedures regarding the Tree Preservation and Removal Proposal as given in DEVB Technical Circular (Works) (TC(W)) No. 4/2020 Tree Preservation should be strictly followed. In addition, views from the current and future

maintenance departments of the trees concerned should be sought and fully considered.

9.1.7 Comments of the Hong Kong East Tree Team (HKETT), LCSD:

it is noted that a total of 40 numbers of trees were surveyed within the Sites and 38 numbers of trees are proposed to be removed while 2 numbers would be retained in situ. 38 numbers of new trees will be compensated within the site boundary and the exact locations and future maintenance party are to be confirmed. Among the 40 nos. of trees surveyed, no tree is identified under his purview.

Environment

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

having reviewed the applicant's submission, he has no objection to the application from environmental planning perspective.

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 four Sites are adjacent to "R(A)" zones, surrounded by high-rise residential developments and GIC uses (ranging from 60mPD to 120mPD). It is noted that the proposed building height (BH) of the DWFI facilities is up to 8m. With the proposed mitigation measures in place such as peripheral planting, vertical greening and green roof to soften the visual bulk, it is unlikely to induce any significant visual impact to the surroundings;

Landscape

- (b) based on the aerial photos of January 2022 (**Plans A-3a and 3b**), the Sites, which are partially vegetated, are located in an area of residential urban landscapes landscape character comprising of residential developments, parks, schools and sportsgrounds. Sites A and B are located in close proximity to the Island Eastern Corridor while Sites C and D are located near the Shau Kei Wan Typhoon Shelter at the North. The proposed use of 'Public Utilities Installation' within the Sites is considered not incompatible with the landscape setting in proximity;
- (c) according to the site photos provided in Figures 3A to 3D (**Appendix Ia**), existing trees and vegetation are observed within the Sites. With reference to Section 4.3 - Landscape and Visual of the supplementary planning statement (**Appendix Ia**), 40 numbers of existing trees of common species were identified within the Sites, and 38 of them are affected by the proposed

development and proposed to be felled and 2 were proposed to be retained. 38 numbers of compensatory trees within Aldrich Bay Park, Aldrich Promenade and near the DWFI Building are proposed. According to paragraph 4.3.8 and Figures 8A-1 to 8D-1, other mitigation measures such as landscape planting/peripheral planting, a green roof on DWFI Building and vertical greening for DWFI Building and E&M Kiosks are proposed to mitigate visual impacts to the surroundings as well as enhance the aesthetic appeal; and

- (d) the applicant should be advised that approval of the subject planning application does not imply approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.

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

based on the information provided, it is noted that the proposed developments are located at Aldrich Bay Park, Hing Man Street Carpark, Aldrich Bay Promenade near Oi Kan Road and Oi Lai Street, which mainly consist of one DWFI building, E&M facilities, and four flow interception devices with automatic penstocks and ancillary facilities with BH ranging from 0.6m to 8m. It appears that they should be able to blend in with the neighbouring landscape area. Therefore, he has no comment from architectural and visual impact point of view, subject to PlanD's view.

Open Space

9.1.11 Comments of the Eastern District Leisure Services Office (EDLSO), LCSD:

- (a) it is noted that trees at the planter / area at Aldrich Bay Park and Aldrich Bay Promenade are inevitably to be affected and removed, the applicant is reminded to make every possible measure to protect and preserve the trees from being adversely affected through careful and proper planning, work out and implementation of protective measures, site-monitoring and post-construction maintenance at all stages of the works;
- (b) regarding Site D, the applicant has agreed for re-provision of a storage room and re-divert the water pipes, electric wires, irrigation system, drainage and affected ancillary facilities. He reserves the right to comment when details of the proposal of re-provisioning and land area requested for his further comments and confirmation before implementation; and
- (c) detailed comments are at **Appendix IV**.

Nature Conservation

9.1.12 Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

it is noted that an egret is located outside but in close proximity to Site D (**Plans A-2b** and **A-4d**). As proper mitigation measures have been proposed to avoid/ minimize potential impact to the egret, he has no adverse comment on the application.

Project Interface

9.1.13 Comments of the Chief Engineer/Port Works, Civil Engineering and Development Department (CE/PW, CEDD);

- (a) no in-principle objection from marine engineering point of view; and
- (b) his general views in view of the proximity to the existing seawall and public landing steps for Site C are at **Appendix IV**.

Fire Safety

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

- (a) no objection in principle to the application subject to water supplies for fire fighting 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 provision of Emergency Vehicular Access (EVA) 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 affect any EVA provision of nearby buildings or licensed premises in the area, a separate enquiry should be made to his department to ensure work feasibility.

Geotechnical Perspective

9.1.15 Comments of the Head of Geotechnical Engineering Office (H(GEO)), CEDD:

- (a) it is noted that there is no slope/retaining wall located in the vicinity of Sites A to D. In this regard, he has no adverse geotechnical comment on the application; and
- (b) it is noted that some portions of the Sites A and B are located within the Railway Protection Area (**Plan A-2a**). The proposed development works within the Railway Protection Area shall comply with DEVB TC(W) No.1/2019 Railway Protection.

Utilities Aspect

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

- (a) no adverse comment on the application; and
- (b) detailed comments are at **Appendix IV**.

Water Supply

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

- (a) no objection to the application; and
- (b) detailed comments are at **Appendix IV**.

9.2 The following Government departments have no comments on the application:

- (a) Chief Building Surveyor/Hong Kong East and Heritage, Buildings Department;
- (b) Chief Engineer/Hong Kong & Islands, DSD;
- (c) Project Manager (South), CEDD;
- (d) District Officer (Eastern), Home Affairs Department;
- (e) Director of Food and Environmental Hygiene;
- (f) Commissioner of Police; and
- (g) Commissioner for Heritage.

10. Public Comments Received During the Statutory Publication Period

10.1 On 8.9.2023, the application was published for public inspection. During the first 3 weeks of the statutory public inspection period, 29 public comments were received from individuals (**Appendix V**). Among them, 18 individuals expressed concerns on the application, while the remaining 11 individuals objected to the application. The major grounds of the public comments received are summarised as follows:

- (a) the proposed development would lead to a reduction of the existing open spaces and block the accesses to Aldrich Bay Promenade;
- (b) the proposed development would lead to a reduction of parking spaces in the area, worsening the shortage problem in the area. A multi-storey carpark should be provided at the Sites;
- (c) the construction and operation of the proposed development would lead to noise and odour nuisances to nearby residents and students, e.g. Site A is located at the junction of Tai On Street and Aldrich Bay Park which is a critical path for commuters travelling between Sai Wan Ho MTR Station and park / seaside areas. No mitigation measures have been proposed;

- (d) the silt and waste generated by the proposed development would cause pollution problems;
- (e) the proposed development would affect the existing drainage and sewerage systems in the area and lead to an increase in the risk of flooding;
- (f) according to the applicant's submission, cloth filter, coarse screens and fine screens are used in the proposed development for filtering sewage. However, these are primarily used to filter solid in sewage and fail to filtrate other substances in sewage;
- (g) no evidence was provided by the applicant during public consultation to demonstrate that the proposed development could resolve the odour problem at Shau Kei Wan Promenade;
- (h) the survey for demand on urban renewal in Sai Wan Ho and Shau Kei Wan areas is being conducted by the Urban Renewal Authority (URA) and the applicant could grasp the opportunity to fix the misconnection of storm water and sewerage systems;
- (i) there is no information on whether the operation of the proposed DWFI would be ceased during rainy days and why the proposed development would be located in four different sites; and
- (j) a co-use scheme with other GIC facilities could be considered.

11. Planning Considerations and Assessments

- 11.1 The subject application is for a proposed DWFI comprising one DWFI Building at Site B, one E&M kiosk each at Site A and Site D, one E&M cabinet at Site C, and four FIDs with ancillary facilities at each of Sites A, B, C and D respectively (**Plan A-1**). The applicant has conducted a site search exercise (outlined in paragraphs 2(c) and 2(d) above) and considered the Sites as the best possible locations having considered various factors including site area, existing use, acceptance by the public, land status, traffic, visual and landscape impact. The Sites fall within an area zoned "O" and areas shown as 'Road' on the draft Shau Kei Wan OZP.

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 site area for the proposed DWFI Building should be large enough to accommodate the filtering equipment and

machinery, and the DWFI Building should be located close to the FIDs to minimize the area of pump room. The FIDs should be located at the downstream of BCs in order to maximize the catchment area and interception of polluted flow. The Sites should also be accessible by public road network in order to facilitate future operation and maintenance. As the downstream of the four BCs in Shau Kei Wan area is mainly located underneath the existing vehicular road network, the Sites, which are located within Aldrich Bay Park, Aldrich Bay Promenade and an existing STT car park, are found to be the most suitable sites for the proposed DWFI after coordination with LCSD and TD respectively.

Planning Intention

- 11.4 The planning intention of the “O” zone is primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. The above ground structures occupies about 1,063m² (about 31.3%) of the Sites, thus, majority of the Sites will remain open to the public. Despite the proposed DWFI would lead to a loss in area of “O” zone, the proposed DWFI would provide different greening elements including green roof, vertical greening and landscape planting within the Sites in order to partly compensate the loss of open space. While there has been no implementation programme for the planned local open space at Site B, the current proposal would, tentatively by 2028, materialize a public sitting-out area at the western portion of Site B (**Drawing A-10**) with an area of about 360m², comprising passive amenities and landscaping, such as benches, landscape areas, drinking fountains and other related facilities, with passive amenities and landscaping. Sites A, C and D, with an area of about 421m², 557m² and 277m² respectively, are relatively small in scale (which account for about 1.9% of the total area of Aldrich Bay Park and 6.4% of Aldrich Bay Promenade respectively). For Site C, as shown in the table in paragraph 1.3, majority of the structure of the proposed FID is only 0.6m above ground (**Drawing A-14**), locating at the existing drainage covers of the Oi Yin Street BC (**Plan A-4c**) and the scale of the E&M facilities with a footprint of 7m² has been minimized to avoid obstructions to the waterfront promenade (**Drawings A-13 and A-14**). As for Site D, it is currently occupied by planters and an existing storage room (**Plan A-4d**), locating at the southern edge of Aldrich Bay Promenade, abutting Oi Lai Street, further away from the waterfront. The integrity of the two existing district open spaces mentioned above was considered well respected. Furthermore, there is a surplus of planned local open space (about 3.7 ha) and district open space (about 1 ha) for the Shau Kei Wan OZP. As such, the impact on the open space provision would be minimal and DLCS has no adverse comment on the application.

Visual, Landscape and Other Technical Aspects

- 11.5 The proposed development is of relatively small scale (with GFA of about 2,033m²) and most of the DWFI facilities are proposed to be housed underground. The above ground structures are of one storey with BH up to 8m. As mentioned in paragraph 1.5 above, a sunken design is adopted for the DWFI Building, with the major E&M equipment to be located underground, while only essential equipment and compartments required for the operation and maintenance would be located at the one storey above ground structures.

CA/ASC, ArchSD considers that the proposed development should be able to blend in with the neighbouring landscape area and has no comment from architectural and visual impact point of view. CTP/UD&L, PlanD has no adverse comment from the visual perspective as the proposed development is unlikely to induce any significant visual impact to the surroundings with the proposed mitigation measures such as peripheral planting, vertical greening and green roof to soften the visual bulk in place.

- 11.6 Regarding the landscape treatment, 38 out of the 40 existing trees within the Sites are proposed to be felled whereas the remaining two are proposed to be retained. Landscape mitigation measures including planting of 38 new compensatory trees within Aldrich Bay Park, Aldrich Bay Promenade and near DWFI Building, green roof and landscaping within the Site have been proposed to mitigate landscape impact arising from the proposed development. In this regard, CTP/UD&L, PlanD has no adverse comment on the application from the landscape perspective. In view of an existing egret in the proximity of Site D (**Plans A-2b and A-4d**), mitigation measures have been proposed by the applicant to minimise the potential ecological impact including avoidance of noisy activities during breeding season, control of construction noise during construction, no clearing of vegetation, excavation or land grading activities will be carried out in the egret area and DAFC has no adverse comment on the application.
- 11.7 Site B falls partly within the existing Hing Man Street STT car park. The western portion of the existing car park would be occupied by the proposed development, whereas the eastern portion would be retained for car park use. In this regard, C for T has no objection to the application.
- 11.8 The proposed development is not envisaged to have significant adverse impacts on the environmental, sewerage, drainage and fire safety aspects. DEP, CE/HK&I, DSD and D of FS have no objection to/adverse comments on the application.

Similar Applications

- 11.9 Given that two 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 Comments

- 11.10 29 public comments were received with all of them expressing concerns or objecting to the application. For the concerns on open space and parking space provisions, environment, landscape, visual impacts, site selection and public consultation, the planning assessment and comments of Government departments in paragraphs 11.1 to 11.9 above are relevant. In response to the HKTF's suggestion on a fenceless design of E&M kiosks to facilitate pedestrian walkability, there would be no fences under the DSD's scheme. Regarding the connectivity along the Aldrich Bay Promenade, as mentioned in paragraph 1.6 above, it will be maintained throughout the construction, operation and maintenance periods. Upon completion of the construction, except for maintenance need in rare occasions, the effective width of the

footpath would be similar to its existing width (i.e. about 6m) (**Drawings 13, 14 and 19**). Regarding the concerns on the technical details of the operation of the proposed DWFI, according to the applicant, previous test results had demonstrated that the technology of using filter cloth was remarkable in removing suspended solids and other substances in DWF. For the interface with the URA's survey for demand on urban renewal, while the survey can be considered as a long-term planning tool for reviewing the existing living conditions and infrastructure provision in the area, the proposed DWFI can meet the imminent need of improving the water quality and environmental conditions of Shau Kei Wan Typhoon Shelter.

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 VI**.
- 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	Further Information vide letters received on 24.10.2023 including a consolidated supplementary planning statement
Appendix II	Similar applications for dry weather flow interceptor on other Outline Zoning Plans
Appendix III	Extract of minutes of Meeting of Harbourfront Commission Task Force on Harbourfront Developments on Hong Kong Island on 1.12.2022

Appendix IV	Detailed Departmental Comments
Appendix V	Public comments received during the publication period
Appendix VI	Recommended Advisory Clauses
Drawings A-1 to A-4	Proposed Site Plans with Indicative Layouts
Drawings A-5 to A-7	Proposed Section Plans of the DWFI Building
Drawings A-8 to A-16	Proposed Landscape Layout Plans and Perspective Landscape Plans
Drawings A-17 to A-20	Photomontages
Drawing A-21	Preliminary Design of the Proposed DWFI (including Interception Pipe Network)
Plan A-1	Location Plan
Plans A-2a and A-2b	Site Plans
Plans A-3a and A-3b	Aerial Photos
Plans A-4a to A-4d	Site Photos

**PLANNING DEPARTMENT
OCTOBER 2023**