

MPC Paper No. A/K9/287
For Consideration by
the Metro Planning Committee
on 16.7.2024

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K9/287

- Applicant** : Sun Ferry Services Company Limited represented by DeSPACE (International) Limited
- Premises** : Portion of Upper Deck, Hung Hom (North) Ferry Pier, Kowloon
- Floor Area** : About 470m²
- Land Status** : Government Property under Tenancy Agreement No. GPA K946
- Plan** : Approved Hung Hom Outline Zoning Plan (OZP) No. S/K9/28
- Zoning** : “Other Specified Uses” annotated “Pier” (“OU(Pier)”)
- a maximum building height not exceeding two storeys, or the height of the existing building, whichever is the greater;
- kiosks not greater than 10m² each in area and not more than 10 in number for uses as retail shop and service trades are considered as ancillary to ferry pier use serving the needs of local residents as well as the general public.
- Application** : Proposed Exhibition Hall and Shop and Services

1. The Proposal

- 1.1 The applicant seeks planning permission to use portion of the upper deck of the Hung Hom (North) Pier (the Pier) for proposed exhibition hall and shop and services uses. The application premises (the Premises) falls within an area zoned “OU(Pier)” on the approved Hung Hom OZP No. S/K9/28 (**Plan A-1**). According to the Notes of the OZP for “OU(Pier)” zone, both ‘Exhibition Hall’ and ‘Shop and Services’ uses are Column 2 uses which require planning permission from the Town Planning Board (the Board).
- 1.2 The Pier is currently providing ferry services between Hung Hom and North Point. The Premises covers the western portion of upper deck of the Pier (**Drawing A-1**) which is currently not required for ferry services as ferry embarking and disembarking is only carried out at the lower deck of the Pier. The Premises is intended for hosting art exhibitions for displaying modern art, paintings, artifacts etc. for visitor’s appreciations with or without charging an entrance fee. It will be

used for providing health consulting services by experts' sharing of the knowledge and techniques to put the sensation concepts into practice during non-exhibition periods. The health consultation sessions will be opened for booking by members of the public on a small-group basis on payment of a participation fee. Sales of relevant health-related products are involved. Exhibitions and consultation services will take place mainly on Saturdays and Sundays from 9am to 9pm and the detailed arrangements will be subject to change. Moveable and temporary fixtures for art display and loose furniture will be used to cater for the proposed uses. The proposed floor layout plan of the Premises is shown on **Drawing A-1** and the visitors' access plans from lower deck to the Premises are shown on **Drawing A-2**.

Traffic Review and Crowd Management

- 1.3 According to the Traffic Review (**Appendix Ia**), a loading/unloading (L/UL) bay at the nearby Public Transport Interchange (PTI) underneath the Kerry Hotel Hong Kong (Kerry Hotel) will serve the proposed exhibition hall and shop and services. This arrangement is the same as that for the eating places¹, with Transport Department (TD)'s agreement, currently operating by the tenants at the lower deck of the Pier. The goods are unloaded at the L/UL bay at the PTI and then delivered to the Pier through a wide service lane/public walkway along Kerry Hotel and the Hung Hom Promenade to the Pier (**Drawing A-3**). L/UL activities for the proposed exhibition hall are to be carried out before and after each period of the exhibition, while the L/UL activities for the proposed shop and services use are expected to be minimal. The applicant will include a rule in its future tenancy agreement to prohibit future goods delivery from the PTI to the Pier by taking the access inside the Hung Hom Promenade area and request the future tenant of the Premises to carry out L/UL activities outside the ferry services periods (i.e. between 6:30am to 8:15pm, including buffer time).
- 1.4 According to the applicant, there is generally no queuing of ferry passengers currently at the main entrance of the Pier as fare is charged at the North Point side (i.e. no ticket office nor fare collection gate at the Pier). The ferry passengers and the users of the Premises will be served by separated accesses. The embarking passengers will directly enter the 'Passengers' Waiting Area' at the western portion of the lower deck to wait for boarding while the visitors of the proposed uses will be directed to the Premises through a 'Crowd Management Point/Queueing Area' designated in front of the staircases at the eastern portion of the lower deck (**Drawing A-2**). A maximum capacities of the proposed exhibition hall will preliminarily be set at 100 visitors to ensure safety and comfort and the capacity of the health consultation services is limited to not more than 20 persons. It is anticipated that majority of the visitors and staff of the proposed uses will commute to and from the Premises by public transport as the Pier itself is a public transport node in close proximity to the aforementioned PTI.

¹ There are two eating places (i.e. a café and a restaurant), previously approved under planning applications (Nos. A/K9/221 and 273), operating at the lower deck of the Pier (**Drawing A-2** and **Plan A-2**).

- 1.5 In case the upper deck is required to be resumed for embarking and disembarking of ferry services in the future, a corridor will be reserved at the Premises for ferry passengers' circulations (**Drawing A-4**). The resultant usable floor area of the Premises is therefore reduced to about 330m² and the maximum capacities is reduced to 60 visitors. The applicant will revise the tenancy agreement accordingly. Subject to detailed arrangements and ferry time schedule, the applicant will use the aforementioned 'Crowd Management Point/Queueing Area' at the lower deck (**Drawing A-2**) to differentiate access of ferry passengers to the upper deck and visitors to the upper deck by separated time zones. The applicant would give priority to ferry services when planning for the access schedules and consult TD in the planning process.

Fire Safety

- 1.6 To comply with relevant statutory requirements and building regulations on fire safety, the applicant proposes to provide a second fire escape corridor by utilizing the docking ramp on upper deck to connect the Premises with G/F (**Drawing A-2**) in addition to the existing staircase at the centre of the Pier. A sprinkler system, supported by two 3m-high ancillary sprinkler water tanks with capacity of not less than 110m³ and a 1m-high sprinkler pump room at the roof of the Pier (**Drawings A-5 and A-6**), will be installed at the Premises before the operation of the proposed uses. Additional steel beams are proposed at the roof (Appendix C in **Appendix Ic**) to transfer the extra load of the water tanks directly to the existing columns of the Pier and the submitted structural proposal demonstrates that the proposed works are structurally feasible and the existing structures (columns and piles) at the Pier is capable to support the proposed installations. Detailed layouts and addition and alteration proposals will be submitted to the Director of Civil Engineering and Development, the Director of Architectural Services and the Director of Electrical and Mechanical Services (DEMS) for approval before commencement of works.
- 1.7 In support of the application, the applicant has submitted the following documents:
- | | | |
|-----|-------------------------------------------------------------------------|------------------------|
| (a) | Application form received on 8.4.2024 | (Appendix I) |
| (b) | Supplementary Planning Statement received on 8.4.2024 | (Appendix Ia) |
| (c) | Further Information (FI) received on 22.5.2024*
(1 st FI) | (Appendix Ib) |
| (d) | FI received on 24.5.2024 #
(2 nd FI) | (Appendix Ic) |

Remarks:

* *exempted from publication and recounting requirements*

not 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 and the FIs at **Appendices Ia to Ic**. They are summarized as follows:

- (a) Under the current ferry operating terms and conditions, TD is statutorily empowered to give consent to ferry operator(s) under the Ferry Services Regulations (Cap. 104A) to sublet the surplus space at piers for purposes other than the operation of a licensed service during the validity period of the ferry service licence.
- (b) The Hung Hom Urban Park, currently under construction by the Harbourfront Commission to the north of the Pier (**Drawing A-3** and **Plan A-2**), is envisaged to be an attractive place for recreation. The current proposals will make use of an underutilized space for various cultural, tourism and economic benefits, and synergize with the Hung Hom Urban Park to enhance the attractiveness of the Hung Hom Promenade. The proposed art-related use may bring in a fresh character to the Pier and provide educational opportunities for children, students and adults through the appreciation of art and culture. This proposal demonstrates a good spatial planning by maximizing urban space for multiple social gains.
- (c) The proposed uses are small in scale and compatible with the existing uses at the Pier. They will unlikely cause any obstruction to the ferry passengers nor affect the operation of ferry services at the Pier and the surroundings. The Traffic Review demonstrates that insurmountable traffic impact is not anticipated. Adverse environmental impacts, including sewerage, air quality and noise impacts, are not anticipated as the Premises is equipped with lavatories, the proposed uses are not pollutant emissive, and the applicant will set out in the tenancy agreement to prohibit the use of any public address system, loudspeaker system or audio display at any time. The photomontages (**Drawing A-7**) show that the proposed ancillary structures (i.e. sprinkler water tanks and pump roof) at the roof for the proposed sprinkler system will only cause a low to negligible level of visual impact to the harbourfront area as they will be small in scale and their heights (1m to 3m) are lower than that of the existing roof top structures (4.3m) (**Drawing A-6**).
- (d) Similar planning permission for proposed exhibition hall use (i.e. the Hong Kong Maritime Museum) and ancillary restaurant use at portions of Central Pier 8, Central was previously granted under application No. A/H24/19². The successful operation of the Hong Kong Maritime Museum for more than ten years proves the land use compatibility between pier and exhibition hall uses.

² Approval was given to application No. (A/H24/19) on 13.8.2010 for proposed exhibition hall and ancillary restaurant uses at portions of G/F to 3/F (including Mezzanine floor) of Central Pier 8, Central. That site is zoned "OU(Pier and Associated Facilities)" which is intended to recreate the existing Star Ferry icon and identity at the new Central waterfront with provision of integrated retail/restaurant/tourism-related facilities. The main grounds for approval were that the proposal was generally in line with the planning intention and supported by the Land and Development Advisory Committee; the proposed facility would add vibrancy and attraction to the harbourfront; the impact of loss of existing public view areas at the concerned pier would not be significant; and the proposal would not induce adverse visual and environmental impacts.

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

As the Premises 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. 31B) are not applicable to the application.

4. Previous Application

There is no previous application at the Premises.

5. Similar Applications

Two similar applications (Nos. A/K9/221 and 273) for proposed ‘Eating Place (Café), Shop and Services (Snack Shop and its Ancillary Store Room and Printing Station) at Shops K2, K3, K4 and K5 and proposed ‘Eating Place (Restaurant)’ at Shop K6 at the lower deck of the Pier (**Plan A-2**) were approved with/without condition(s) by the Metro Planning Committee (the Committee) of the Board on 2.11.2007 and 22.2.2019 respectively. The main reasons for approving the applications were that the proposed uses were not incompatible with the existing uses at the Pier, would not affect the operation of the existing ferry services and adverse environmental impacts were not anticipated.

6. The Premises and Its Surrounding Areas (Drawings A-1 to A-7, Plans A-1 to A-2 and site photos on Plans A-3 to A-4)

6.1 The Premises:

- (a) is located at the western portion of the upper deck of the Pier. It is publicly accessible via a staircase at the main entrance of the pier; and
- (b) is mostly vacant and partly used for store rooms and lavatory.

6.2 The Pier:

- (a) is a government property completed in 1990 and is operated by the applicant providing regular ferry services between Hung Hom and North Point; and
- (b) comprises two deck levels, with the passenger entrance/exit and two eating places located at the lower deck accessible via the Hung Hom Promenade, and the upper deck including the Premises. The roof is currently occupied by a structure of about 4.3m high for ancillary E&M facilities and plant rooms.

6.3 The surrounding areas have the following characteristics:

- (a) a prominent waterfront location. The covered walkway which the Pier abuts forms part of the Hung Hom Promenade;

- (b) to the immediate north is the Hung Hom Urban Park currently under construction. Phase 1 of the park has been opened in February 2024. There is another public open space currently under construction to the further west at Kin Wan Street;
- (c) to the northwest are the Kerry Hotel with venues for events, retail and eating places uses and a PTI at grade. To the further northwest is the commercial development of the One HarbourGate for office use;
- (d) to the west is a one-storey structure as the New Hung Hom Ferry Pier Toilet. To the further west is the Hung Hom (South) Ferry Pier providing regular ferry service between Central and Hung Hom and is one of the embarkation/disembarkation location of a multi-functional Victoria Harbour sightseeing/banquet cruise ship (i.e. Oriental Pearl); and
- (e) the Whampoa Garden, a major residential/commercial development, is located to the further north.

7. Planning Intention

The “OU(Pier)” zone is primarily to provide/reserve land intended for pier(s).

8. Comments from Relevant Government Departments

- 8.1 The following Government bureau/departments (B/Ds) have been consulted and their views on the application are summarised as follows:

Harbourfront Planning and Visual Impact

- 8.1.1 Comments of Commissioner for Harbourfront, Development Bureau (C for Harbourfront, DevB):
- (a) The Hung Hom Urban Park is being developed by using the former Hung Hom Ferry Pier PTI in order to provide outdoor open-air public space for recreational uses. From harbourfront enhancement perspective, proposals that would enhance vibrancy of the harbourfront areas are generally welcomed.
 - (b) Regarding the addition of ancillary water tanks and pump room for the proposed sprinkler system at the roof of the Pier, it is considered that the heights of such water tanks and pump room shall not be higher than the existing roof top structures at the roof of the Pier to avoid adverse visual impact to the harbourfront area, including the adjacent public open space. The applicant shall be reminded to strictly adhere to the proposed building height without any further extension, unless a strong justification is provided.

- (c) No comment was received from the Members of Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing.

8.1.2 Comments of Chief Architect/Advisory & Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD):

No particular comment as it appears from the submitted visual appraisal (**Drawing A-7**) that the proposed height of the rooftop structures may not be incompatible with the surrounding environment. His advisory comments are at **Appendix IV**.

Land Administration and Property Management Matters

8.1.3 Comments of the Secretary for Transport and Logistics (STL):

No objection to the application on the condition that all of the revenue to be generated from the proposed commercial concession at the Premises will be included into the non-farebox revenue to cross-subsidize the ferry operations, and normal ferry operation will not be adversely affected, and in case the upper deck will be needed for passenger use, a passenger path will be reserved for their circulations.

8.1.4 Comments of GPA:

- (a) No objection to the application.
- (b) The Pier is under the purview of TD. TD is statutorily empowered to give consent to the ferry operators under Regulation 15 of Ferry Services Regulations (Cap. 104A) to sublet the surplus space at the piers for purpose other than the operation of a licenced service during the validity period of their ferry service licences. GPA acts as a leasing facilitator for TD to prepare and execute the relevant Tenancy Agreement (No. GPA K946) in accordance with TD's requirements with the applicant, who is the tenant, for the purposes of a passenger ferry terminal for embarkation and disembarkation of passengers using the ferry services (Hung Hom – North Point) operated by the applicant and the transshipment of such goods and baggage as may be permitted by the Director of Marine (D of Marine) and the Commissioner for Transport to facilitate the operation of the ferry services.
- (c) Under the Tenancy Agreement No. GPA K946, the tenant may sublet part of the Pier within the tenancy boundary by way of commercial concession for purposes other than the above ferry services use with GPA's approval upon receipt of no objection or adverse comment from relevant B/Ds.
- (d) Should the application be approved, the Tenant shall submit its application for commercial concession to GPA for consideration

under the mechanism in the existing tenancy to implement the proposal. Such application, if received, will be circulated to relevant B/Ds for consideration and upon receipt of no adverse comments from all relevant B/Ds, approval may be given subject to terms and conditions based on the comments received. Notwithstanding the approval under the current planning application, the proposed uses (i.e. exhibition hall and shop and services uses) in the Pier shall not be commenced without prior approval of commercial concession by GPA.

8.1.5 Comments of the Principal Transport Officer/Ferry and Paratransit, TD (PTO/F&P, TD):

- (a) Support from the perspective of ferry operation based on the reasons that the proposed subletting of the Premises will not affect the ferry operation as the proposed exhibition hall and shop and services uses will be separated from ferry operation and direct access for passengers' embarking and disembarking will be designated; all revenue to be generated from the proposed commercial concession will be included into the non-fare box revenue and used for subsidising the ferry operation; and, written consent has been given to the applicant on 24.3.2021 to extend the use of the Pier to up to 31.3.2026 for any purpose other than the operation of a licensed ferry service in accordance with Regulation 15 of the Ferry Services Regulations (Cap. 104A).
- (b) It is noted that the applicant will differentiate the ferry schedules involving the upper deck and the access time of the Premises so as to separate the ferry passengers from the visitors should the upper deck be required for ferry services in the future. The applicant also highlights that they would accord priority to the ferry schedules at all time. It is considered that the proposed reduction of maximum capacity of the Premises from 100 people to 60 people would likely enhance crowd management at the Pier.
- (c) Nevertheless, the no-objection statement above does not imply the application has fulfilled all requirements of the planning permission. Comments from concerned technical departments (including Fire Services Department (FSD), ArchSD, Electrical and Mechanical Services Department and Civil Engineering and Development Department (CEDD)) shall be sought to ensure the proposals will not adversely affect the structural safety of the Pier.

Fire Safety & Building Aspects

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

- (a) No objection in principle to the application subject to Fire Service Installations and equipment being provided to the satisfaction of his department.

- (b) Should the application be approved, approval condition on the submission and implementation of water supplies for firefighting and fire service installations to the satisfaction of the Director of Fire Services or of the Board before the operation of the Exhibition Hall and Shop and Services uses, is suggested to be imposed to ensure the proposed sprinkler system will be installed prior to the operation of the proposed uses.

8.1.7 Comments of the Property Services Manager/Kowloon City-South, ArchSD (PSM/KC-S, ArchSD):

- (a) His office is responsible for the maintenance of existing building structure of the Pier. After reviewing the submitted structural proposal, he has no objection to the application subject to the submission of detailed layout and proposal of the proposed alteration/addition/improvement works at the Pier to the satisfaction of his management department before any works be conducted by the applicant.
- (b) Should the application be approved, approval condition on the submission of detailed layout and proposal of the proposed alteration/addition/improvement works to the satisfaction of the Director of Architectural Services or of the Board before the commencement of the proposed works, is suggested to be imposed. His detailed comments on the application are at **Appendix II** and his advisory comments are at **Appendix IV**.

8.1.8 Comments of the Chief Engineer/Port Works, CEDD (CE/PW, CEDD):

His office is responsible for the substructure of the Pier and he has no in-principle objection to the application including the proposed sprinkler system at the Premises with ancillary water tanks and pump room at the roof of the Pier provided that the proposed uses and its ancillary sprinkler system at the Premises and at the roof of the Pier will not cause any adverse impact to the structural integrity and stability of the substructure of the Pier. His detailed comments on the application are at **Appendix II** and his advisory comments are at **Appendix IV**.

Traffic Aspects

8.1.9 Comments of the Director of Leisure and Cultural Services (DLCS):

- (a) It is noted from the submissions that the leisure area of the Hung Hom Urban Park will not be included as one of the crowd dispersal routing for activities at any time. The applicant shall note that the width of the walking path at the Hung Hom Promenade is narrow and not adequate for a crowd dispersal routing.

- (b) No vehicle for L/UL or other purposes for the proposed uses shall be allowed to get entry into the leisure area of the Hung Hom Urban Park.
- (c) Regarding the applicant's proposal of utilizing the L/UL bay at the nearby PTI underneath the Kerry Hotel and subsequently delivering the goods to the Pier through a wide service lane along the Kerry Hotel and the Hung Hom Promenade, the applicant shall make precautionary arrangement to ensure that no goods delivery should take access inside the Hung Hom Promenade area (**Appendix Ib**). He notes that the applicant will include a rule in its future tenancy agreement to prohibit any goods delivery taking the access inside the Hung Hom Promenade area (**Appendix Ib**).

8.2 The following Government departments have no objection to or no comment on the application:

- (a) Secretary for Commerce and Economic Development;
- (b) District Lands Officer/Kowloon West, Lands Department;
- (c) Chief Traffic Engineer/Kowloon, TD;
- (d) Chief Town Planner/Urban Design and Landscape, Planning Department ;
- (e) D of Marine;
- (f) DEMS;
- (g) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (h) Commissioner of Police (C of P);
- (i) Director of Environmental Protection (DEP);
- (j) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD)
- (k) Chief Building Surveyor/Kowloon, Buildings Department;
- (l) Chief Highway Engineer/Kowloon, Highways Department;
- (m) Director of Food and Environmental Hygiene; and
- (n) District Officer (Kowloon City), Home Affairs Department.

9. **Public Comments Received During Statutory Publication Period**

9.1 On 16.4.2024, the application was published for public inspection. During the statutory public inspection periods, six public comments from individuals were received, including three supporting comments (**Appendix IIIa**), two objecting comments (**Appendix IIIb**) and one comment providing views (**Appendix IIIc**).

9.2 The major views of the public comments are summarized as follow:

3 supporting comments (**Appendix IIIa**)

- (a) The proposed uses may energize the Pier but appropriate management measures should be implemented to ensure the proposed uses would not induce adverse environmental hygiene impacts.

- (b) The application is supported on the conditions that the toilets and kitchen at the Pier are connected to public sewer, the restaurant is opened to the public but not limited to commuters and adequate seating will be provided.
- (c) The proposed art displays and health consultation services to be provided at the Premises will facilitate economic development and contribute to the tourism industry.

2 objecting comments (Appendix IIIb)

- (d) The proposal will cause obstruction to the harbour view and negative visual impact to the adjacent community recreation space.
- (e) There are already exhibition venues, shops and restaurants in the vicinity.
- (f) The proposed exhibition hall for display of modern art, paintings, artifacts, etc. is questionable and the proposed 'five senses' health consulting services does not appear to be compatible with the pier area. The real purpose of use at the Premises seems to be covered up. The public pier and any use provided within which should provide genuine service for the community.

1 providing views (Appendix IIIc)

- (g) The proposals may better utilise the Premises and create a new tourist attraction. The proposed exhibition hall may showcase the development history of the Whampoa area and local culture, art, history, cuisine, etc. It may encourage public participation and collect public comments.

10. Planning Considerations and Assessments

- 10.1 The application is for proposed 'Exhibition Hall' and 'Shop and Services' uses at the Premises. The proposed layout plan (**Drawing A-1**) shows that the Premises is capable to be used interchangeably or concurrently between the proposed exhibition hall and shop and services uses. The Premises falls within an area zoned "OU(Pier)" on the OZP, which is primarily to provide land intended for a pier.
- 10.2 The Premises, covers most of the western portion of the upper deck of the Pier, is currently vacant and not required for ferry services. It is proposed to provide space for art exhibitions, health consultation services and sales of health-related products to the public including waterfront visitors and ferry passengers. Such uses, though not entirely in line with the planning intention of the "OU(Pier)" zone, are not incompatible with the pier uses. The applicant indicates that in case the upper deck is required for embarking and disembarking of ferry services in the future, portion of the Premises will be reserved as a ferry passengers' corridor (**Drawing A-4**) with a reduction in maximum capacity of the Premises from 100 people to 60 people and accesses to the upper deck by ferry passengers and visitors of the Premises will be differentiated by separated time zones with priority given to ferry passengers. The proposal is not expected to disrupt the pier operation and passenger circulation currently and in the future when the upper deck is required for ferry services. The

applicant states that the tenancy agreement would be revised accordingly in due course. In this connection, STL and GPA have no objection to the application and PTO/F&P, TD supports the subletting of surplus space of the Pier to subsidize the ferry operation. C for Harbourfront also welcomes proposals that would enhance vibrancy of the harbourfront areas.

- 10.3 On technical aspects, the applicant has submitted proposal of a sprinkler system and other upgrading works at the Premises for compliance with relevant statutory requirements and building regulations on fire safety. While relevant B/Ds had no objection to or no comment on the application, both PSM/KC-S, ArchSD and D of FS require the imposition of approval conditions as recommended in paragraph 11.2 below. On visual impact, both C for Harbourfront and CA/ASC, ArchSD have no particular comment as the heights of the proposed structures (1m to 3m) would be lower than the existing structures (4.3m). In view of the nature of the proposed uses, EPD considers that adverse environmental impact is not anticipated and DSD has no objection to the application. Besides, since the applicant confirms that the L/UL activities and goods delivery for the proposed uses would not be carried out inside the Hung Hom Promenade area, LCSD has no adverse comment on the application. Other relevant government departments consulted including TD, WSD and HAD have no objection to or no adverse comment on the application.
- 10.4 The Committee has previously granted planning permissions for exhibition hall, eating place and shop and services uses under applications Nos. (A/H24/19 and A/K9/221 and 273) at the Central Pier 8 and the lower deck of the Pier respectively for reasons that the proposed uses might add vibrancy and attraction to the harbourfront; were not incompatible with the existing uses at the Pier; would not induce significant visual impact to the surrounding area nor adverse environmental impacts; and would not affect the operation of the existing ferry services. Approval of the application is generally in line with the Committee's decisions on similar applications.
- 10.5 The supportive public comments are noted. Regarding comments on land use compatibility, potential visual impact and harbourfront planning, the Government department's comments and planning assessments in paragraphs 10.2 to 10.4 above are relevant. The public concerns on the eating place use is not the subject of the current application.

11. Planning Department's Views

- 11.1 Based on the assessments made in paragraph 10 above and having taken into account the public comments mentioned in paragraph 9, the Planning Department has no objection to the application.
- 11.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 16.7.2028, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval conditions

- (a) The submission and implementation of water supplies for firefighting and fire service installations to the satisfaction of the Director of Fire Services or of the Town Planning Board before the operation of the Exhibition Hall and Shop and Services uses;
- (b) The submission of detailed structural layout and proposal of the proposed alteration/addition/improvement works at the Pier to the satisfaction of the Director of Architectural Services before the commencement of works; and
- (c) If any of the above planning condition (a) or (b) is not complied with, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

Advisory clauses

The recommended advisory clauses are at **Appendix IV**.

- 11.3 There is no strong reason to recommend rejection of the application.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 12.2 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.
- 12.3 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.

13. Attachments

Appendix I	Application form received on 8.4.2024
Appendix Ia	Supplementary Planning Statement received on 8.4.2024
Appendix Ib	Further Information (FI) 1 received on 22.5.2024
Appendix Ic	FI 2 received on 24.5.2024
Appendix II	Detailed Departmental Comments
Appendices IIIa to IIIc	Public Comments
Appendix IV	Recommended Advisory Clauses
Drawing A-1	Existing and proposed floor layout plans submitted by the applicant
Drawing A-2	Proposed access plans submitted by the applicant
Drawing A-3	Proposed loading/unloading plan submitted by the

	applicant
Drawing A-4	Proposed floor layout plan if upper deck of the Pier is required for ferry services operation submitted by the applicant
Drawings A-5 to A-6	Proposed fire services installations plans submitted by the applicant
Drawing A-7	Photomontages submitted by the applicant
Plan A-1	Location Plan
Plan A-2	Site Plan
Plans A-3 to A-4	Site Photos

**PLANNING DEPARTMENT
JULY 2024**