

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/TKO/125

- Applicant** : Transport Department represented by PlanArch Consultant Ltd.
- Site** : Government Land in Area 66, Tseung Kwan O
- Site Area** : About 16,475m²
- Land Status** : Government Land
- Plan** : Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/28
- Zoning** : “Open Space” (“O”)
- Application** : Proposed Underground Public Vehicle Park (excluding Container Vehicle) cum Permitted Town Park

1. The Proposal

- 1.1 The applicant, Transport Department (TD), seeks planning permission for proposed underground public vehicle park (PVP) (excluding container vehicle) cum permitted Town Park at the application site (the Site) (**Plan A-1**). The Site falls within an area zoned “O” on the approved Tseung Kwan O (TKO) Outline Zoning Plan No. S/TKO/28 (the OZP). According to the Notes of the OZP, ‘Public Vehicle Park (excluding container vehicle)’ use at the Site requires planning permission from the Town Planning Board (the Board) while the Town Park is always permitted within the “O” zone.
- 1.2 The Site is currently occupied by a temporary open-air car park. After reviewing the need for vehicle parking facilities in TKO, TD proposes to develop an underground PVP (excluding container vehicle) with two levels of basement underneath the permitted Town Park at the Site to provide 395 car parking spaces to meet the parking demand in the area (**Drawings A-2 and A-3**). The ingress/egress to the proposed underground PVP will be from Po Yap Road at the north-east of the Site.
- 1.3 The Site in Area 66, together with a site to its immediate south in Area 68 and zoned “O”, are reserved to provide a central Town Park in TKO south. The Site, which will form the northern portion of the Town Park, will provide an area of not less than 15,165m² public open space (POS). 11

ancillary structures of the underground PVP, including staircases/lifts and E&M facilities, are proposed on the ground level and scattered in suitable areas of the Town Park. The structures will be buffered by lush vegetation and designed with landscape elements to enhance their visual integrity with the Town Park (**Drawings A-5 to A-6**).

- 1.4 A total of seven existing trees of common exotic species at the north and north-eastern boundaries of the Site will be felled. 14 heavy standard trees will be planted in at-grade planters along the north-eastern and north-western boundaries of the Site, with a tree compensatory ratio of 2:1.
- 1.5 The layout plans, section plan and landscape perspectives of the proposal submitted by the applicant are at **Drawings A-1 to A-6**. Major development parameters of the proposed development are summarised below:

Site Area	About 16,475m ²
Plot Ratio (PR)	Not more than 0.04
Gross Floor Area (GFA) <ul style="list-style-type: none"> • 11 ancillary structures on ground level • B1/F: underground PVP • B2/F: underground PVP 	Not more than 630m ² Not more than 13,000m ² (exempted) Not more than 13,000m ² (exempted)
Site Coverage (SC)*	Not more than 4%
No. of Structures (on Ground Level)	11
Building Height (BH) <ul style="list-style-type: none"> • 11 aboveground structures: <ul style="list-style-type: none"> - 1 for E&M facilities - 10 for staircases/lifts • Underground PVP 	Not more than 6m Not more than 4.5m Not more than 2 basement floors
Public Open Space	Not less than 15,165m ²
No. of Car Parking Spaces	Total no. of vehicle spaces 395 <ul style="list-style-type: none"> • Private Car 300 • Motorcycle 30 • Light Goods Vehicle 40 • Coach 15 • Light Bus 10

* The proposed SC only includes 11 ancillary aboveground structures relating to the underground PVP, but not ancillary facilities related to the Town Park and the noise mitigation measures for the vehicular ramp of the underground PVP which are subject to detailed design.

- 1.6 The proposed underground PVP and the Town Park will be developed jointly in one phase, with a tentative schedule to commence in 2023 for completion in 2026. The design concept of the proposed Town Park at the Site will tally with the southern portion of the Town Park in Area 68, the construction of which will commence in early 2022 with target completion in about two and a half years (i.e. around 2024-2025). The Town Park and the underground PVP will be handed over to the Leisure and Cultural Services Department (LCSD) and TD for management and maintenance respectively after completion. Both the PVP and Town Park will open to the public 24 hours daily.
- 1.7 In support of the application, the applicant has submitted the following documents:
- (a) Application form received on 6.8.2021 (Appendix I)
 - (b) Supporting Planning Statement with technical assessments including Traffic Impact Assessment (TIA), Preliminary Environmental Review (PER), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA) and Landscape Master Plan (LMP) received on 6.8.2021 (Appendix Ia)
 - (c) Further Information including responses to departmental comments and minor revisions to TIA, DIA, SIA and PER received on 5.11.2021[#] (Appendix Ib)
 - (d) Further Information including clarifications, responses to departmental comments, and minor revisions to PER received on 20.12.2021[#] (Appendix Ic)

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

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in **Appendices Ia, Ib and Ic**. They can be summarised as follows:

Government Initiative

- (a) The proposed development of underground PVP is in line with the Government's adoption of "Single Site, Multiple Uses" model by utilising the underground space of the open space for accommodating car parking spaces to address the demand in TKO area. This will optimise the use of scarce land resources to cater for community needs.

Planning Intention and Land Use Compatibility

- (b) The proposed development is in line with the planning intention of the "O" zone. Only a few necessary and ancillary structures for the underground

PVP will be provided on the ground level and take up less than 4% of the POS. The requirement for noise mitigation measures for the vehicular ramp will be examined at detailed design stage.

- (c) The proposed development is compatible with the surrounding uses which are predominantly residential and government, institution or community (GIC) uses. The structures for E&M facilities and staircases/lifts, with BHs less than 6m and 4.5m respectively, will be well-buffered by lush vegetation and designed with landscaping elements such as climbers to enhance their visual integrity with the open space and surrounding uses. Tall trees will be planted to separate the vehicular ingress/egress to the underground PVP from the adjacent residential developments. With proper mitigation measures, the underground PVP will not result in any disturbance to the nearby residents and Town Park users.

Measures to Meet Parking Demand

- (d) According to the findings of the survey and assessment of the parking demand conducted by TD in 2018, there was a considerable shortage of parking spaces in TKO area¹. TD considers it appropriate to provide about 395 public car parking spaces at the Site. The shortage can be addressed by the planned developments in the vicinity including the Tseung Kwan O Government Offices (TKOGO) (with over 300 public car parking spaces with target completion in 2025) and the Joint-user Complex (JUC) (the number of public car parking spaces is under review). TD will also liaise with the Lands Department to identify potential site(s) as far as practicable for provision of temporary car park(s) during the construction stage of the project. Thus, the parking needs in the district will be addressed. TD has consulted local residents and the Sai Kung District Council (SKDC) on the proposed development². Major concerns on environmental and traffic impacts were well-addressed by the technical assessments and no adverse impact is anticipated.

Design and Construction of Underground PVP and Town Park

- (e) The project will be procured by “design & build contract” and completed in one phase tentatively in 2026. The underground PVP is an optimized design with careful consideration on the cost-effectiveness, site constraints and balancing the car parking spaces and road capacity, as well as meeting

¹ TD reported the “Preliminary Study of Provision of Public Vehicle Park at the Planning Government Facilities in TKO” to the Sai Kung District Council (SKDC) on 6.11.2018 and proposed to develop a Town Park with an underground PVP under a new public works item.

² TD, LCSD, Architectural Services Department and SKDC have jointly organised a public consultation/forum on 11.12.2018 to collect the views from residential developments in TKO. A total of 51 participants, including DC members, members of TKO (South) Area Committee and residents’ representatives attended the meeting. In response to the request of the residents’ representatives, TD arranged another meeting with the representatives of 11 residential developments on 2.1.2019 to further discuss the PVP proposal. Subsequently, TD has reported to and consulted SKDC on 24.1.2019, 5.3.2019 and 4.5.2021 on public views, the proposal and its planning intention.

community needs for PVP and POS in appropriate development timeframe. The number of car parking spaces in the proposed development is less than the existing open-air car park due to the need to comply with the prevailing statutory regulations and standards for underground car park such as provision of ramps, staircases, lifts and E&M plant rooms.

- (f) The proposal is under the purview by two individual divisions of TD. The Parking Project Task Force of Strategic Studies Division, Planning Branch is responsible for the application and construction of the PVP, while the Housing and Planning Section of Traffic Engineering (New Territories East) Division is responsible for comment on the TIA/discharging approval condition on the design and provision of PVP should the application be approved by the Board.

Traffic Impact Assessment and Road Improvement Works

- (g) According to the TIA, the proposed development will have insignificant traffic impact on the surrounding area with implementation of proposed junction improvement scheme and traffic management measures to ensure no vehicle queuing back or reversing onto/from public road. The proposed run-in/out design complies with the requirements in the Transport Planning & Design Manual. Additional pedestrian safety measures such as signage, visual or sound alert system will be considered in the detailed design stage.
- (h) An improvement scheme is proposed for the junction of Po Yap Road/ Tong Yin Street to improve its performance. The proposed scheme includes adoption of staggered pedestrian crossings on each approach arm with road widening and modification of road markings for vehicle turning in signalised junctions.

Other Technical Aspects

- (i) The proposed development will not generate adverse air and noise impacts on the surrounding area. During the construction stage, proper measures such as noise barriers and enclosures will be adopted. During the operation stage, most of the E&M facilities which are potential noise sources will be put underground while the vehicular ramp and E&M rooms on ground level will be designed with proper noise mitigation measures. The noise impact of vehicles using the underground PVP will be insignificant.
- (j) No adverse impact on drainage, sewerage and water quality will be generated by the proposed development. Structural stability of the surrounding developments will not be affected by the construction of the underground PVP.

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 Section 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) is not applicable to the application.

4. Previous Application

There is no previous application at the Site.

5. Similar Application

There is no similar application for PVP in the “O” zone on the OZP.

6. The Site and Its Surrounding Areas (Plans A-1 to A-3 and Photos in Plans A-4a to A-4b)

6.1 The Site:

- (a) is formed and currently occupied by a temporary PVP with 788 car parking spaces under Short Term Tenancy;
- (b) is accessible from Po Yap Road and Chi Shin Street;
- (c) is within 60m from TKO MTR Station to its north across Po Yap Road; and
- (d) will form the northern portion of the Town Park which will be a major linkage between TKO town centre and the waterfront area.

6.2 The surrounding areas have the following characteristics:

- (a) to its immediate south across Chi Shin Street is a piece of vacant government land in TKO Area 68 within the same “O” zone reserved for the southern portion of the Town Park;
- (b) developments in the vicinity are predominantly residential developments with commercial uses on the lower floors, including The Wings II and The Parkside to its east, Twin Peaks and Ocean Wings to its southeast, Corinthia By The Sea and The Wings III to its southwest, and The Wings to its north across Po Yap Road; and
- (c) to its further west across Tong Yin Street are the sites for the proposed JUC and TKOGO/Immigration Headquarters development under construction.

7. Planning Intention

- 7.1 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.
- 7.2 The Explanatory Statement of the OZP specifies that the semi-circular area in Area 66 south of Po Yap Road and MTR TKO Station is proposed to be developed as an open/green plaza serving as a recreational space for nearby residents and visitors and a buffer between MTR TKO Station and the residential developments in Area 66. A Central Avenue at Area 66 is proposed between the open/green plaza south of Po Yap Road and the town plaza in Area 68 which will form a major linkage between Town Centre North and the waterfront area. The proposed Central Avenue is intended primarily for the provision of a landscaped corridor in the form of open space, which would be flanked by retail development edges on both sides of the adjacent “Residential (Group A) (“R(A)”) zones and landscaped to a high quality.

8. Comments from Relevant Government Bureau/Departments

- 8.1 The following government bureau/departments have been consulted and their views are summarised as follows:

Policy Perspective

8.1.1 Comments of the Secretary for Transport and Housing (STH):

policy support for the Proposed Development is given as the proposed PVP, which is placed underneath the POS and provides 395 parking spaces to meet the parking demand of the area based on TD’s survey and assessment, would not bring adverse impact on the POS users, residents and the surrounding environment such that the proposed development is in line with the planning intention of the Site zoned as “O”. The subject project is also one of the 20 PVP projects announced in the 2019 Policy Address Supplement to increase parking provision under the principle of “Single Site, Multiple Uses”.

Land Administration

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

- (a) no objection to the application; and
- (b) the Site is currently occupied by a fee-paying public carpark under the Short Term Tenancy (“STT”) SX5307 with a one year fixed term commencing on the 1.10.2020 and thereafter quarterly. The said STT could be terminated by serving a

three calendar month's notice in writing to the tenant to revert the possession of the Site back to the Government.

Traffic

8.1.3 Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- (a) no comment on the application; and
- (b) the applicant should be reminded that he should be responsible for carrying out any road improvement works contingent upon the development (e.g. proposed improvement scheme for junction of Po Yap Road/Tong Yin Street as presented in the TIA report).

Environment

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

- (a) no objection to the application; and
- (b) it is noted that semi-enclosure cover will be erected along the ramp at the ingress/egress to ensure no direct line-of-site between the ingress/egress and to mitigate the potential noise nuisance to the nearby noise sensitive receivers. In addition, the proposed underground PVP will be equipped with ventilation system providing sufficient dilution of pollutants emitted from vehicles to comply with the requirements stipulated in EPD's Practice Note for Professional Person (ProPECC) PN 2/96 "Control of Air Pollution in Car Parks". The sewage from the proposed PVP will be discharged to the existing public sewerage system with sufficient capacity; and
- (c) should the application be approved by the Board, the following approval condition is recommended:

"the submission of Noise Impact Assessment and provision of noise mitigation measures identified therein to meet the requirements of Hong Kong Planning Standards and Guidelines requirements to the satisfaction of the DEP or of the Board."

Urban Design and Visual

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

given the context and that the proposed PVP is largely located underground with only a few aboveground structures of minor scale

(one structure for E&M facilities with BH of 6m and 10 structures for staircases/lifts with BH of 4.5m), it is unlikely that the proposal will induce significant adverse visual impact on the surroundings.

Landscape

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

- (a) no objection to the application;
- (b) the Site is a hard paved temporary open car park situated in an area of reclamation development landscape character in between high-rise residential complexes to the east and west, TKO MTR Station to the north and TKO Waterfront Park to the further south. Having regard that the proposed PVP will be underneath a park at basement levels, it will not affect the landscape character of the surrounding environment;
- (c) with reference to the information provided by the applicant and the site photos, there are seven existing trees located along the north and north-eastern site boundaries, including 6 invasive exotic tree species *Leucaena leucocephala* (銀合歡) and an exotic specimen *Aleurites moluccana* (石栗) in fair conditions and proposed to be removed. 14 new trees in heavy standard are proposed to be planted at-grade within the Site. As the existing trees are of common/weed species and there is no material landscape resource on this reclaimed site, significant adverse landscape impact arising from the proposed development is not envisaged; and
- (d) approval of the application by the Board does not imply approval of the tree works such as pruning, transplanting and/or felling under the lease. The applicant is reminded to approach relevant authority/government department(s) direct to obtain necessary approval on tree works.

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

the applicant is advised to provide trees with sufficient space for better establishment and healthy growth up to their maturity. Also, suitable distance between the base of the tree and surrounding shrubs should also be provided. The applicant should also observe the Proper Planting Practices promulgated by the Greening, Landscape and Tree Management Section of Development Bureau.

Fire Safety

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

- (a) no in-principle objection subject to fire service installations and water supplies for firefighting being provided to his satisfaction;
- (b) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans; and
- (c) the Emergency Vehicular Access provision in the captioned site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by the Buildings Department.

Water Supply

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

- (a) no objection to the application; and
- (b) for provision of water supply to the development, the applicant may need to extend his/her inside services to the nearest suitable government water mains for connection. The applicant shall resolve any land matter (such as private lots) associated with the provision of water supply and shall be responsible for the construction, operation and maintenance of the inside services within the private lots to WSD's standards.

Electricity Supply Safety

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

- (a) no particular comment on the application;
- (b) in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing, supervising and conducting any activity near the underground cable or overhead line under the application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned Site; and
- (c) the applicant should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines"

established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

District Officer's Comments

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

- (a) no particular comment on the application's technical aspects; and
- (b) the proposed underground PVP cum Town Park has been widely discussed in the local community in the past few years and members of the public hold very diverse views on the proposal. Most SKDC Members are generally in support of an underground PVP cum Town Park and agree to the notion of "Single Site, Multiple Uses" given the acute shortage of car parking spaces in TKO. On the other hand, representatives from the neighbourhood of Areas 66 and 68 have reservation due to the potential environmental impacts of the construction work and the operation of the PVP.

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

- (a) the Commissioner for Transport (C for T);
- (b) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (c) Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD);
- (d) Commissioner of Police (C of P); and
- (e) Project Manager (East), Civil Engineering and Development Department (PM(E), CEDD).

9. Public Comments Received During Statutory Publication Period

9.1 During the statutory public inspection period, a total of 477 public comments were received. Amongst them, 302 object to the application, 128 support the application, 46 provide views and one is irrelevant to the application. A full set of public comments received on the application is deposited at the Board's Secretariat for Members' inspection and samples of the public comments are at **Appendix II**.

9.2 The 128 supporting comments are submitted by local concern groups and individuals mainly for reasons that the proposed development can meet parking demand, and alleviate illegal street parking and traffic congestion. The provision of car parking space underground can also alleviate air and noise nuisances and is a better utilisation of land resources.

9.3 The major objection grounds/concerns of the 302 opposing comments,

including 4 from The Wings II, The Wings IIIA (including a comment with objection reasons and a comment with survey results of the owners) and The Parkside Owners' Committees and 298 individuals (including 276 comments in standard form with variations), are summarised as follows:

- (a) the completion date of the Town Park would be delayed by the incorporation of a underground PVP;
- (b) there is already sufficient car parking spaces nearby;
- (c) the proposed underground PVP would cause traffic congestion, noise and air pollution and jeopardise pedestrian safety;
- (d) the construction cost of the underground PVP is too high;
- (e) the structural stability of nearby developments would be affected by the development of a underground PVP;
- (f) only ornamental trees can be planted in the Town Park due to the incorporation of underground PVP; and
- (g) the above ground structures in relation to the underground PVP are excessive.

- 9.4 Among the 46 comments providing views, one was submitted by the Wings IIIB Owners' Committee appending survey results of the owners and 45 were submitted by individuals. Their major views are that the Town Park development should be expedited and more basement floors/ parking spaces/ automated parking should be provided.

10. Planning Considerations and Assessments

Planning Intention and Land Use Compatibility

- 10.1 The application is to seek planning permission for a proposed underground PVP with two basement levels underneath a permitted Town Park at the Site, which is zoned "O" to provide an open/green plaza and a Central Avenue i.e. a landscaped corridor in the form of open space flanked by retail development edges on both sides of the adjacent "R(A)" zones and landscaped to a high quality. 'Public Vehicle Park (excluding container vehicle)' use within the Site requires planning permission from the Board, whereas Town Park is always permitted within the "O" zone. The proposed development, which provides an underground PVP to address the parking demand in TKO without affecting the provision of POS on ground level, is in line with the planning intention of "O" zone.
- 10.2 The Site is located in a predominantly residential area with commercial uses

on lower floors, intermixed with GIC and open space developments. The proposed development is considered not incompatible with the surrounding land uses. The project will be procured by a “design & build contract” to ensure that the underground PVP and the Town Park will be developed jointly with a compatible design in one phase.

Policy Aspect

- 10.3 STH has given policy support to the proposed development as it is initiated to meet the parking demand of the area based on TD’s survey and assessment, and would not bring adverse impact on the POS users, residents and the surrounding environment. The proposal is also one of the 20 PVP projects announced in the 2019 Policy Address Supplement to increase parking provision under the principle of “Single Site, Multiple Uses”.

Urban Design and Landscape Aspects

- 10.4 The proposed underground PVP will not create adverse visual impact on the surrounding area. The 11 ancillary structures on ground level will only occupy not more than 4% of the Site, with BHs ranging from 4.5m (10 structures for staircase/lift) to 6m (one structure for E&M facilities), and GFA of 630m². The ancillary structures, which are small in scale, are unlikely to induce significant adverse visual impact on the surrounding area. CTP/UD&L of PlanD and CA/CMD2 of ArchSD have no adverse comment on the proposal from urban design and visual impact perspectives.
- 10.5 As the ancillary structures will be well-buffered by lush vegetation and designed with landscaping elements such as climbers to enhance their visual integrity with the POS and surrounding uses. Although seven existing trees along the north and north-eastern boundary of the Site of common/weed species are proposed to be felled, a total of 14 heavy standard trees are proposed to be planted in at-grade planters in similar locations within the Site. CTP/UD&L of PlanD considers that no significant adverse landscape impact is envisaged from the proposed development.

Traffic and Other Technical Aspects

- 10.6 According to the applicant, after reviewing the need for vehicle parking facilities in TKO, the 395 public car parking spaces proposed at the Site, together with over 300 public car parking spaces in the planned TKOGO and additional public car parking spaces in the planned JUC (**Plan A-1**), can meet the parking demand in the area, reduces illegal on-street parking and alleviate traffic congestion. With implementation of junction improvement works and traffic management measures, the proposed development would not have adverse traffic impacts on the surrounding road network.
- 10.7 The applicant has also submitted technical assessments to demonstrate that there are no adverse environmental, drainage and sewerage impacts arising from the proposed development. Relevant government departments

including DEP, CE/MS of DSD, CE/Construction of WSD, DEMS and D of FS have no objection to/adverse comment on the application.

Public Comments

- 10.8 The supporting comments and the comments providing views are noted. Regarding the public comments in paragraph 9 above in relation to the traffic, noise, air pollution and visual impact of the proposed development, the departmental comments in paragraph 8 above and planning assessments in paragraphs 10.3 to 10.7 above are relevant.
- 10.9 As regards the concern on pedestrian safety, the ingress/egress of the proposed underground PVP has been relocated from Chi Shin Street to Po Yap Road which is less crowded with pedestrians as compared with the current temporary public carpark at the Site. Additional pedestrian safety measures such as signage, visual or sound alert system will be considered in the detailed design stage. For the completion date of the Town Park, while the southern portion of the Town Park in Area 68 is tentatively scheduled for completion around 2024-2025, the delay in the provision of the northern portion of the Town Park due to the incorporation of underground PVP at the Site has been shortened as far as practicable and the proposed development will be completed in one phase tentatively in 2026. Regarding the query on construction cost, according to the applicant, the construction cost of the proposed development is similar to other projects. For the concerns on structural stability of the nearby developments and the limitation of the trees that can be planted, relevant government departments have no adverse comment on these aspects and detailed design of the Town Park will be carried out at a later stage.

11. Planning Department's Views

- 11.1 Based on the assessment made in paragraph 10 and having taking into account the public comments in paragraph 9, the Planning Department has no objection to the application.
- 11.2 Should the Committee decide to approve the application, the permission shall be valid until 24.12.2025, 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 provision of fire service installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the Town Planning Board;
- (b) the submission of Noise Impact Assessment and provision of noise mitigation measures identified therein to meet the requirements of

Hong Kong Planning Standards and Guidelines requirements to the satisfaction of the Director of Environmental Protection or of the Town Planning Board; and

- (c) the design and provision of the underground public vehicle park including vehicular access to the satisfaction of the Commissioner for Transport or of the Town Planning Board.

Advisory Clauses

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

- 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 6.8.2021
Appendix Ia	Supporting Planning Statement with technical assessments received on 6.8.2021
Appendix Ib	Further Information received on 5.11.2021
Appendix Ic	Further Information received on 20.12.2021
Appendix II	Samples of Public Comments
Appendix III	Advisory Clauses
Drawing A-1	Ground Level Layout Plan
Drawing A-2	Basement Level 1 Layout Plan
Drawing A-3	Basement Level 2 Layout Plan
Drawing A-4	Section Plan
Drawings A-5 and A-6	Landscape Perspectives
Plan A-1	Location Plan
Plan A-2	Site Plan

Plan A-3	Aerial Photo
Plans A-4a and A-4b	Site Photos

**PLANNING DEPARTMENT
DECEMBER 2021**