

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/TM/565

- Applicant** : The Kowloon Motor Bus Co. (1933) Ltd. (KMB)
- Site** : Government Land in D.D. 138 and D.D. 300, Tuen Mun, New Territories (near the Main Control Building at 20 Tuen Mun Chek Lap Kok Tunnel Road)
- Site Area** : 16,845m² (about)
- Land Status** : Government Land (GL)
- Plan** : Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/35
- Zoning** : Area shown as ‘Road’
- Application** : Proposed Bus Depots with Ancillary Public Utility Installation (Electricity Substation)

1. The Proposal

- 1.1 The applicant seeks planning permission to use the application site (the Site) for proposed bus depots with ancillary public utility installation (electricity substation) (**Plan A-1**). According to the covering Notes of the OZP, the proposed development requires planning permission from the Town Planning Board (the Board) within the area shown as ‘Road’. The proposed development comprises 3 portions, namely Sites A, B and C, which are located at the free-up areas of the original toll plaza of the Tuen Mun-Chek Lap Kok Link (TM-CLKL) Northern Landfall. Site A is currently used as temporary open storage of buses while Sites B and C are currently vacant. The Site does not involve any previous application (**Plans A-2, A-4a and A-4b**).
- 1.2 The Site is accessible from the Tuen Mun Chek Lap Kok Tunnel Road (**Plan A-2 and Drawing A-16**). According to the applicant, the proposed development involves a 11-storey bus depot comprising about 333 charging-enabling parking spaces and 81 maintenance bays with a total gross floor area (GFA) of about 57,845m² at Site A. It will also be equipped with bus washing and maintenance facilities, and ancillary office. Site B will accommodate a 2-storey power substation with a total GFA of about 1,041m². Site C is proposed to be open-air bus depot with a total of 73 charging-enabling bus parking spaces. The proposed development is scheduled for completion in 2025.

1.3 The major development parameters of the application are summarised as follows:

Development Parameters	Proposed Scheme		
Site Area	Site A	Site B	Site C
	About 7,926m ²	About 1,321m ²	About 7,598m ²
	Total: About 16,845m²		
Total GFA (Non-domestic)	About 57,845m ²	About 1,041m ²	---
	Total: About 58,886m²		
Total PR (Non-domestic)	About 7.3	About 0.79	---
Site Coverage	About 94% (G/F to 1/F); About 60% (2/F to R/F)	About 47%	---
No. of Block	1	1	---
No. of Storey	11	2	---
Height of Structure	About 82.5m	About 15.6m	---
Proposed Floor Use	G/F: bus washing, bus maintenance, waste water treatment, transformer room 1/F and 2/F: bus maintenance, charging-enabling bus parking bays, ancillary office 3/F to 10/F: charging-enabling bus parking bays, ancillary office/store R/F: charging-enabling bus parking bays	Power substation	Charging-enabling bus parking bays (open-air)
No. of Bus Parking Bays	333	---	73
	Total: 406		
No. of Bus Maintenance Bays	81	---	---
Anticipated Completion Date	2025		

- 1.4 With a view to enhancing the proposed scheme, the applicant proposes to incorporate the following design measures into the proposed bus depot development at Site A (**Drawings A-11 to A-15**):
- (i) planting of a combination of shrubs and trees at the G/F and 1/F to enhance the green coverage to the relatively open and deserted setting of the current traffic corridor;
 - (ii) landscape treatment in form of climber vertical green panels to upgrade the typical monotonous design of the building façade and to mitigate the visual impact of the proposed building;
 - (iii) provision of selected flowering climber species planted with different vertical green panels to accentuate the greening effect;
 - (iv) provision of 15m-wide openings at the north-eastern (NE) and south-western (SW) façade at G/F to form a northeast-southwest (NE-SW) axis aligned air path to facilitate the air flow within the Site and its surroundings;
 - (v) provision of vast openings at the NE and SW façade on various floors (1/F to 10/F) to enhance the wind penetration especially under the annual north-northeastern (NNE) and SW condition; and
 - (vi) adoption of chamfered corners building design of typical floors (3/F to R/F) at the north-western façade to allow smoother wind flow around the building structure.
- 1.5 The master layout plan, floor plans, section plans, landscape master plans, landscape sections, photomontages, and ingress and egress routings of the proposed development submitted by the applicant are at **Drawings A-1 to A-16** respectively. In addition, the applicant has submitted relevant technical assessment reports including Traffic Impact Assessment (TIA), Landscape and Visual Impact Assessment (LVIA), Noise Impact Assessment (NIA), Air Quality Impact Assessment (AQIA), Landfill Gas Hazard Assessment (LGHA), Drainage and Sewerage Impact Assessment (DSIA), Land Contamination Assessment (LCA), and Air Ventilation Assessment (AVA) to demonstrate the technical feasibility of the proposed development.
- 1.6 In support of the application, the applicant has submitted the following documents:
- (a) Application form received on 27.7.2021 **(Appendix I)**
 - (b) Further Information (FI) received on 2.12.2021 providing **(Appendix Ia)** a Consolidated Report with replacement pages to the NIA and AQIA
(exempted from publication and recounting requirements)
- [Supporting Planning Statement and FIs received on 7.9.2021, 18.10.2021 and 19.11.2021 were superseded and not attached]*

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Consolidated Report (**Appendx Ia**). They can be summarised as follows:

- (a) The proposed development is in line with the vision of “Zero Carbon Emissions · Clean Air · Smart City” as set out in the “Roadmap on Popularization of Electric Vehicles” released by Environment Bureau (ENB) in March 2021.
- (b) Enhancement of current facilities in existing bus depots is not efficient due to limited power capacity and spatial constraints. Thus, development of a modernized multi-storey bus depot with tailor-designed charging facilities and abundant power supply would facilitate the electrification of bus fleet as well as the training of engineers and technicians for electric vehicles in Hong Kong.
- (c) The favourite location of the Site is unique for the setting up of the first electric bus depot in Hong Kong. In terms of energy supply, CLP Power Hong Kong Limited confirms that that sufficient power supply could be provided to the Site. The design of the proposed bus depot could cater for larger parking spaces with charger and charging power connection.
- (d) The bus fleets from the existing bus depots in Yuen Long and Tin Shui Wai would be consolidated in the proposed bus depots in order to free up the land resources for other beneficial uses. Overnight termini/on-street bus parking in New Territories West would be also consolidated to enhance operational efficiency and bus security.
- (e) The proposed development would only generate minimal environmental impact to the surrounding as electric bus would not generate toxic gases and particulates. There is no need to change engine oil, conduct engine and gearbox overhaul for electric bus. Only replacement of battery, motors and associated electronics would be required in daily operation with rare onsite repair. In general, the operation of electric bus depot is environmentally superior to conventional fuel bus depot.
- (f) The TIA demonstrates that the traffic impact induced by the proposed development to the surrounding road network and junctions is negligible. Possible vehicle tail back to adjacent traffic flow is eliminated since electric buses are not required to queue for refuelling which occur commonly at conventional diesel bus depot entrance, and they are only required to stay at the charging-enabling parking bay for overnight charging. In addition, buses are expected to leave the depot in early morning and return at late night which would not crash with the normal commuting peak hours.

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

As the Site involves GL only, the 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 (the Ordinance) (TPB PG-No. 31A) are not applicable to the application.

4. Previous Application

The Site is not the subject of any previous application.

5. Similar Application

There is no similar application within the area shown as 'Road' on the OZP.

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

6.1 The Site is:

- (a) partially used for temporary open storage of buses (Site A) and partially vacant (Sites B and C);
- (b) accessible via Tuen Mun Chek Lap Kok Tunnel Road; and
- (c) within the 250m consultation zone of the restored Pillar Point Valley Landfill as stipulated under the Landfill Gas Hazard Assessment Guidance Note prepared by the Environmental Protection Department (EPD).

6.2 The surrounding areas have the following characteristics:

- (a) to the immediate west is an area zoned "Undetermined" ("U")¹ which is currently used as works area of Highways Department (HyD);
- (b) to the northeast of Site A is the Main Control Building of the TM-CLKL;
- (c) to the south across Lung Mun Road are mainly industrial uses, including Hospital Authority's Butterfly Beach Laundry, maintenance depot of HyD, works area of Drainage Services Department (DSD), open storage, vehicle repair workshops, sawmill, metal workshop and godown, which fall within "Industrial (3)" ("I(3)") zone; and
- (d) the vacant area in between Sites A & B and Site C is reserved for future road use.

7. Planning Intention

The Site falls within the area shown as 'Road' on the approved Tuen Mun OZP No. S/TM/35 and forms part of the land area for TM-CLKL Northern Landfall which was originally planned as toll plaza of the TM-CLKL. The Government waived the toll fees for using the tunnel in end 2019. Thus, the manual toll arrangement for the TM-CLKL

¹ The long term land use at the area zoned "U" is subject to detailed study.

was no longer required, and the concerned areas were freed up and available for other possible gainful use.

8. Comments from Relevant Government Departments

8.1 The following government departments have been consulted and their views on the application are summarised as follows:

Policy Aspect

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

Policy support is given to the application since the proposed bus depot development is an important infrastructure for supporting the electrification of franchised buses.

8.1.2 Comments of the Secretary for the Environment (SEN):

ENB gives in-principle support to KMB's proposal as it is an important infrastructure for supporting the electrification of franchised buses. The proposed bus depot at the Site with about 400 charging-enabling bus parking bays for supporting the charging needs of the expanding electric bus fleet, is in line with Government's vision of “Zero Carbon Emissions · Clean Air · Smart City” as set out in the “Hong Kong Roadmap on Popularisation of Electric Vehicles” announced by the Government in March 2021.

Land Administration

8.1.3 Comments of the District Lands Officer/Tuen Mun, Lands Department (DLO/TM, LandsD):

- (a) The Site comprises 3 pieces of GL which are annotated as “Site A”, “Site B” and “Site C” in the application. The Site is held under a Short Term Tenancy (STT) for a temporary bus depot and ancillary use subject to, among others, the following restrictions:
 - (a) The total built-over area and height of structures erected shall not exceed 2,000m² and 8m respectively, and
 - (b) No structures or building shall be erected within portions of Site A and Site B and the whole of Site C.
- (b) It is noted that the anticipated completion of the proposed development is in 2025 while the term of the STT is up to July 2026 only and renewal of the tenancy is not permitted under the existing conditions.
- (c) The proposal does not comply with the terms and conditions of the STT. Should the application be approved by the Board, KMB is required to obtain policy support from the relevant policy

bureau and apply for a fresh land document for the proposed bus depot development. However, there is no guarantee that the application will be approved and he reserves his right to take appropriate action should any breach of tenancy conditions be found. The application will be considered by his department acting in the capacity as the landlord at its sole discretion. In the event that any such application is approved, it would be subject to such terms and conditions as the Government shall deem fit to do so, including, among others, charging of rent and administrative fee. Upon approval and commencement of the new land document, the existing STT will be terminated in the relevant time.

Traffic

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

- (a) He has no in-principle objection to the application from traffic engineering point of view.
- (b) The applicant should submit and implement a traffic management plan including details on the traffic management measures, temporary traffic scheme, and bus rescue strategies and arrangements, etc. before commencement of the operation of the proposed development to the satisfaction of his department.
- (c) His detailed comments are at **Appendix III**.

8.1.5 Comments of the Chief Highway Engineer/New Territories West, HyD (CHE/NTW, HyD):

- (a) He has no adverse comments on the application.
- (b) The applicant should design and construct the run in/out of the Site to the satisfaction of TD and his department in accordance with the latest version of Highways Standard Drawing to match with the existing adjacent pavement at their own cost. The applicant should be reminded that public concerns were received regarding the induced traffic flow from the Site may cause damages to the nearby road network. The applicant should review the design of the run in/out of the Site and ensure that the design will be capable to withstand the induced traffic flow. Any defects or complaints related to the run in/out should be handled by the applicant with the agreement from his department at their own cost.
- (c) The proposed access arrangement of the Site should be commented and approved by TD.
- (d) Adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public roads and drains.
- (e) His detailed comments are at **Appendix III**.

Environment

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

- (a) He has no adverse comments on the application.
- (b) The applicant should submit a revised qualitative landfill gas hazard assessment report including detailed design of landfill gas protection measures and the implementation of the protection measures identified therein to the satisfaction of his department.

Sewerage and Drainage

8.1.7 Comments of the Chief Engineer/Mainland North, DSD (CE/MN, DSD):

Having reviewed the DSIA at **Appendices Ia, Ic and Id**, he has no in-principle objection to the application, but suggests that should the application be approved by the Board, approval condition should be stipulated requiring the submission and implementation of sewerage proposal to the satisfaction of the DEP and the Director of Drainage Services.

Building Matters

8.1.8 Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD);

- (a) There is no record of approval by the Building Authority for the structures existing at the Site for the use related to the application. BD is not in a position to provide comment on the GL.
- (b) His detailed comments are at **Appendix III**.

Urban Design and Landscape

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

Urban Design

- (a) The submitted visual appraisal has demonstrated that the proposed developments are situated in the area predominated by industrial related activities such as shipbuilding or warehouses, and transport infrastructures like TM-CLKL. As such, the proposed development is not considered incompatible with the surrounding environment from visual impact viewpoint.
- (b) The Site does not fall within the criteria for AVA under Technical Circular No. 1/06 on AVAs jointly published by the then Housing, Planning and Lands Bureau and Environment, Transport and Works

Bureau in 2006. No significant adverse air ventilation impact is anticipated.

Landscape

- (c) According to the aerial photo of 2020, the Site is located in an area of miscellaneous urban fringe landscape character, dominated by infrastructure. The Site is currently hard paved and no existing tree is observed within the Site. The proposed development is considered not incompatible with the surrounding environment.
- (d) In view that significant adverse landscape impact arising from the proposed development is not anticipated, she has no objection to the application from landscape planning perspective.
- (e) Her detailed comments are at **Appendix III**.

8.1.10 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

- (a) Based on the information provided, it is noted that the proposed permanent depots consist of one block with building height of 11 storeys (about 82.5m). Since the adjacent industrial developments are permitted in the OZP, he has no comment from architectural and visual impact point of view.
- (b) His detailed comments are at **Appendix III**.

Fire Safety

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

- (a) He has no objection in principle to the proposal subject to water supplies for firefighting and fire service installations (FSIs) being provided to his satisfaction.
- (b) Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans. In the meantime, the applicant should be advised of the detailed comments at **Appendix III**.

Water Supply

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

- (a) He has no adverse comment on the application.
- (b) The applicant shall comply with the “Condition of Working in the Vicinity of Waterworks Installations”, in particular, no structures

shall be erected within 3m from the centerline of the affected water mains.

Others

8.1.13 Comments of the Chief Town Planner/Studies and Research 1, PlanD (CTP/SR1, PlanD):

(a) She has no objection to the application.

(b) Her detailed comments are at **Appendix III**.

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

The applicant should note the detailed comments at **Appendix III**.

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

He has no comment on the application from electricity supply safety aspect at this stage. The applicant should note the detailed comments at **Appendix III**.

District Officer's Comments

8.1.16 Comments of the District Officer (Yuen Long), Home Affairs Department (DO(YL), HAD):

She had distributed consultation letters to the locals and understood that they would provide their comments (if any) to the Board direct.

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

- (a) Project Manager (West), CEDD (PM(W), CEDD);
- (b) Director of Agriculture, Fisheries and Conservation (DAFC);
- (c) Director of Health (D of Health); and
- (d) Commissioner of Police (C of P).

9. Public Comments Received During the Statutory Publication Period

On 3.8.2021, the application was published for public inspection. During the statutory public inspection period, a total of five public comments from individuals and a concern group were received (**Appendices II-1 to 5**). One commenter objects to the application on grounds that the Site can be used for other alternative uses including decanting site for displaced industrial operations and other beneficial public uses. Four public comments express concerns on the application including potential traffic impacts of the proposed development, suggesting the installation of air conditioners to enhance the working environment at the proposed bus depots, questioning the eventual genuine uses of the proposed depots, the reliability of the result of the TIA and VIA of the proposal and the emergency traffic management plan.

10. Planning Considerations and Assessments

Planning Intention

- 10.1 The application is for proposed bus depots for electric buses with ancillary public utility installation (electricity substation) at the Site. The Site, including three portions of land (namely Sites A, B and C), falls within an area shown as ‘Road’ on the OZP. Although it falls within an area shown as ‘Road’ which was originally planned as toll plaza of TM-CLKL Northern Landfall, the Government waived the toll fees for using the tunnel in end 2019. Thus, the manual toll arrangement for the TM-CLKL was no longer required, and the concerned areas were freed up and available for other possible gainful use. As the development potential of the Site is largely limited by the surrounding road infrastructure, the Government considered that the free-up areas could be used as bus depot for franchised buses for relocating the existing bus depots/parking sites. Since the design capacity of the TM-CLKL would not be affected by the proposed development, C for T and CHE/NTW, HyD have no in-principle objection to/no adverse comment on the application from traffic engineering and highway maintenance perspectives.

Policy Support

- 10.2 THB and ENB render policy supports to the application as it is an important infrastructure for supporting the electrification of franchised buses, and the KMB’s proposal is in line with Government’s vision of “Zero Carbon Emissions · Clean Air · Smart City” as set out in the “Hong Kong Roadmap on Popularisation of Electric Vehicles” announced by the Government in March 2021.

Land Use Compatibility

- 10.3 The proposed development is located at the urban fringe of Tuen Mun Town (**Plan A-1**). To the northeast of Site A is the Main Control building of the TM-CLKL which is a 3-storey structure (**Plan A-2**). To the west is the works area of HyD and to the south across Lung Mun Road are mainly industrial uses. The nearest residential developments (i.e. Melody Garden and Butterfly Estate) are located about 1km to the northeast of the Site. The proposed development is considered not incompatible with the surrounding environment which is considered as a transport corridor in character intermixed with highways, public transport facilities, infrastructures and industrial uses. The proposed bus depots to accommodate 406 bus parking bays and 81 maintenance bays at the free-up areas would better utilise the residual land in between the transport corridor.

Development Intensity and Visual Aspect

- 10.4 The proposed development includes a 11-storey bus depot at Site A (with a height of about 82.5m and a PR of about 7.3), a 2-storey power substation at Site B (with a height of about 15.6m and a PR of about 0.79), and open-air charging-enabling bus parking spaces at Site C. It is located at the free-up areas of the original toll plaza of the TM-CLKL surrounded by highways and industrial uses.
- 10.5 The applicant submitted LVIA and AVA for the proposed development to demonstrate no significant adverse impacts to the surroundings. With the adoption of design measures, such as 15m-wide openings on G/F (**Drawing A-12**), vast

openings on various floors (1/F to 10/F), and chamfered corners building design of typical floors (3/F to R/F), wind performance of the surrounding areas, especially in annual NNE and summer SW conditions, could be improved. The proposed scheme adopts landscape design elements, such as planting of shrubs and trees at the G/F and 1/F, and vertical green panels covering the building façade of the proposed bus depot, achieving a total greenery ratio of about 20%. As illustrated in the photomontages (**Drawings A-14** and **A-15**), the proposed development, with incorporation of building design and green features, would not cause significant visual impact to the surrounding area. In this regard, CTP/UD&L, PlanD and CA/CMD2, ArchSD have no adverse comment on the application from the visual and urban design perspectives. It is considered that the scale and development intensity of the proposed bus depot at Site A are not excessive.

Other Technical Aspects

- 10.6 The TIA demonstrates that the proposed development would not induce adverse traffic impact on the adjacent road network. C for T have no in-principle objection to the application but suggests an approval condition for submission and implementation of a traffic management plan be imposed. In addition, CHE/NTW, HyD has no adverse comments on the application but suggests an approval condition for submission and implementation of the run-in/out of the proposed development be imposed.
- 10.7 On the environmental aspect, the relevant assessments have confirmed that the proposed development have minimal potential environmental nuisance to the surrounding area, and DEP has no adverse comments on the application. D of FS has no objection in principle to the application subject to the provision of water supplies for firefighting and FSIs to his satisfaction. Moreover, CE/MN of DSD and CTP/UD&L of PlanD have no objection to the application from drainage/sewerage and landscape/air ventilation perspectives.
- 10.8 All in all, the proposed development would not cause significant adverse traffic, environmental, drainage, sewerage, visual, landscape and air ventilation impacts on the surroundings. The technical concerns of relevant departments could be addressed by approval conditions as recommended in paragraph 11.2.

Public Comments

- 10.9 There were five public comments received objecting to or expressing concerns on the application during the statutory publication period as summarised in paragraph 9 above. The planning considerations and assessments in paragraphs 10.1 to 10.8 above are relevant.

11. Planning Department's Views

- 11.1 Based on the assessments made in paragraph 10 and having taken into account the public comments summarised in paragraph 9 above, 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 10.12.2025, 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 submission and implementation of a traffic management plan including details on the traffic management measures, temporary traffic scheme, and bus rescue strategies and arrangements, etc. before commencement of the operation of the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (b) the submission and implementation of design and associated construction works of the run-in/out before commencement of construction of the proposed development, at the applicant's own cost, to the satisfaction of the Director of Highways and the Commissioner for Transport or of the Town Planning Board;
- (c) the submission and implementation of sewerage proposal to the satisfaction of the Director of Environmental Protection and the Director of Drainage Services or of the Town Planning Board;
- (d) the submission of a revised qualitative landfill gas hazard assessment report including detailed design of landfill gas protection measures and the implementation of the protection measures identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board; and
- (e) the provision of water supplies for firefighting and fire service installations to the satisfaction of the Director of Fire Services or of the Town Planning Board.

Advisory clauses

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

- 11.3 There is no strong planning 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 27.7.2021
Appendix Ia	FI received on 2.12.2021 enclosing a Consolidated Report
Appendices II-1 to II-5	Public Comments received during the Statutory Publication Period
Appendix III	Recommended Advisory Clauses
Drawing A-1	Master Layout Plan
Drawings A-2 to A-9	Floor Plans and Section Plans
Drawings A-10 and 11	Landscape Master Plans
Drawings A-12 and 13	Landscape Sections
Drawings A-14 and 15	Photomontages
Drawing A-16	Ingress and Egress Routings of the Proposed Development
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4a and A-4b	Site Photos

**PLANNING DEPARTMENT
DECEMBER 2021**