

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/YL-ST/658

<u>Applicant</u>	: Civil Engineering and Development Department represented by WSP (Asia) Limited
<u>Site</u>	: Lots 661 S.C RP (Part), 669 RP, 674 RP (Part) and 733 S.E (Part) in D.D. 99 and Adjoining Government Land (GL), San Tin, Yuen Long
<u>Site Area</u>	: About 38,700m ² (including GL of about 1,870 m ² (about 4.8% of the Site))
<u>Land Status</u>	: Block Government Lease (demised for agricultural use)
<u>Plan</u>	: Approved San Tin Outline Zoning Plan (OZP) No. S/YL-ST/8
<u>Zoning</u>	: “Other Specified Uses” annotated “Service Stations” (“OU(SS)”) [Restricted to a maximum gross floor area (GFA) of 220,000m ² , a maximum site coverage (SC) of 100% for non-domestic uses and a maximum building height (BH) of 4 storeys (15m)]
<u>Application</u>	: Proposed Temporary Training Facilities until 31 October 2024

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed temporary training facilities until 31 October 2024 at the application site (the Site) which falls within an area zoned “OU(SS)” on the approved San Tin OZP No. S/YL-ST/8 (**Plan A-1a**). The proposed training facilities is neither a Column 1 nor Column 2 use of the “OU(SS)” zone. According to the Notes of the OZP, temporary use not exceeding a period of 3 years requires planning permission from the Town Planning Board (the Board). The Site is currently formed and hard-paved, and occupied by the San Tin Community Isolation Facility (CIF) which is being put in standby mode.
- 1.2 As the epidemic in Hong Kong having been brought under control gradually, the applicant intends to convert the existing CIF for the proposed temporary training facilities for the Construction Industry Council (CIC) to hold training courses and trade tests for the imported labour of the construction industry to fully utilise the existing resources and facilities. Most of the existing modular units and associated facilities of the CIF would be preserved, and no site formation and infrastructure works, filling and excavation of land would be required for the

proposed development. The proposed training facilities is intended to be operated starting from October 2023 up to 31.10.2024 for about one year.

- 1.3 The proposed temporary development has a plot ratio (PR) of about 0.411 with a total GFA of about 15,905m² comprising a total of 53 single-storey blocks. 37 blocks will be retained with minor enhancement works and reused as classrooms, student activity room and staff offices, with ancillary common facilities including toilets facilities and changing rooms (**Drawing A-1**). Besides, 16 existing building structure for ancillary facilities including building services buildings and fire services buildings will be retained. Existing footpaths (about 6m wide) and emergency vehicular accesses (EVA) (about 7.3m wide) at the central portion and outer edges of the Site will also be retained. The layout of the proposed development is shown in **Drawing A-1**, and the major development parameters are as follows:

Major Development Parameters	Proposed Development
Site Area (about)	38,700m ²
PR (about)	0.411
GFA (about)	15,905m ²
No. of Blocks	37 Blocks for Training Facilities 16 Ancillary Blocks
BH	
- Training Blocks	1 storey (about 3m)
- Ancillary Blocks	2 storey (not more than 5.7m)
Transport Facilities	
- Private Car Parking spaces	8
- Loading/Unloading (L/UL) Spaces	3

- 1.4 The proposed training facilities are estimated to accommodate a total of 100 staff members and students during normal operation, and a maximum of 200 staff members and students for particular occasions and events. The training centre will be operated from 8:00 a.m. to 10:00 p.m. daily (excluding public holidays), including trade tests and skills assessments for students, on-site training on the use of Modular Integrated Construction (MIC) construction method regarding safety legislation, lifting and assembly to support wider adoption of MIC method. To avoid any noise impacts, the use of mobile cranes will be limited to 7:00 a.m. to 7:00 p.m. daily (excluding public holidays) to control noise.
- 1.5 The Landscape Master Plan (LMP) and plan showing provision of local open space (LOS) are at **Drawings A-2 and A-3**. In support of the application, the applicant has submitted Traffic Impact Assessment (TIA), Environmental Review Report (ERR), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Water Supply Impact Assessment (WSIA) and Tree Survey Report (TSR).

Transport and Traffic

- 1.6 The Site is accessible by vehicles and pedestrians from the south off Tung Wing On Road which leads to Castle Peak Road – San Tin; whereas the access at San

Tin Tsuen Road will be open to pedestrians only (**Plan A-2** and **Drawing A-4**) to facilitate staff/students to/from the nearby bus stops.

- 1.7 A total of 8 private car parking spaces for the staff within the proposed development and 3 L/UL bays each of 11m will be provided for heavy goods vehicle (HGV) and refuse collection vehicles. It is anticipated that the majority of staff and students will take public transport to/from the proposed development. In case coach service is required to serve the staff and students to/from the proposed development, the 3 L/UL bays could be used to accommodate 2 60-seater coaches which are sufficient to serve about 100 number of staff members and students. According to the results of the TIA, the proposed development would not induce adverse traffic impact on the capacity of the existing public transport as well as surrounding road network, and all the critical junctions and road link would operate within capacity.

Environment and Ecology

- 1.8 According to the ERR submitted by the applicant, potential air quality, noise, water quality, waste management and land contamination aspects of the proposed development have been assessed and no adverse impacts are anticipated. A SIA and DIA have been submitted to demonstrate that no adverse drainage and sewerage impacts are anticipated from the proposed development. Besides, no site formation or infrastructure works would be required for the proposed development and thus significant construction dust and noise impacts are not anticipated.
- 1.9 Given the nature of the proposed development, all training courses and trade tests will be conducted indoor except specific courses that involve the use of 3 mobile cranes outdoor. No MIC units will be made at the Site. The mobile cranes will be located at a considerable distance from the noise sensitive receivers (NSRs). Sound absorptive materials would also be fitted on the facades of adjoining existing buildings to minimise the noise impact (**Drawing A-7**). The operation hours of the mobile cranes would also be limited from 7:00 a.m. to 7:00 p.m. daily (excluding public holidays) to control noise. On land contamination, no presence of industrial-related activities or building structures, underground storage tanks, chemical drums or oil stains, unnatural colours/odours and abandoned piping/mechanical components are observed at the Site. The transformer room at the centre of the Site would also be retained in-situ, thus potential contamination arising from the activities related to the transformer room is not anticipated.
- 1.10 The Site falls within the Wetland Buffer Area (WBA) of Deep Bay Area. Ecological impact of the proposed development has been assessed in the ERR. The Habitat Map is shown at **Drawing A-5**. As the proposed development will only utilise the existing CIF site which has already been developed, no additional ecological impact is expected. With implementation of the proposed mitigation measures such as boundary fencing to shield potential noise, traffic and other human disturbance from the proposed development, adverse impact on the ecological integrity of the wetlands within the WBA in the Deep Bay Area are considered insignificant.

Visual and Landscape

- 1.11 To respect the surrounding natural context and environment, compatible finishing and natural colour has been used to reduce the bulkiness and visual impact of the building structures. The existing in-situ modular units are single-storey only, which are of similar height with surrounding development and are therefore compatible with the surrounding context.
- 1.12 A total of 38 existing trees within the Site will be retained in-situ (**Drawings A-2 and A-6**). The planting strip at the Site entrance at Tung Wing On Road and the western Site boundary will provide greenery and to improve visual amenity for the proposed development and serve as buffer planting between the Site and its surrounding area. The existing sitting benches at the southern part of the Site together with the planting strip will provide a passive leisure space for the staff/students of the proposed development.
- 1.13 In support of the application, the applicant has submitted the following documents:
- (a) Application form received on 18.8.2023 **(Appendix I)**
 - (b) Supplementary planning statement (SPS) **(Appendix Ia)**
 - (c) Further Information (FI) received on 19.9.2023 [#] **(Appendix Ib)**

Remarks:

[#] *accepted and 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 **Appendices I to Ib**. They can be summarised as follows:

- (a) In accordance with the Government's announcement on 13.6.2023, it is forecast that there will be manpower shortage in the construction sector. Skilled workers, technicians and site supervisory personnel will be imported to alleviate the manpower shortage. The conversion of the existing CIF into proposed temporary training facilities to provide training courses and trade tests under CIC for the construction industry can better utilise the valuable resources, and is also in line with government directive to support the construction industry.
- (b) With the existing CIF already been built and ready for conversion, no site formation and infrastructure work is required. Conversion of existing CIF to proposed temporary training facilities can largely shorten the construction time and minimise construction cost. The partial modification for short-term uses are beneficial to the society, the economy and people's livelihood. Operation of the proposed training facilities is targeted to be October 2023 upon approval of the application.
- (c) The proposed development is fully compatible with the existing and surrounding neighbourhood. To respect the rural setting, the existing in-situ modular units are single-storey only, which are of similar height with surrounding development and compatible with the surrounding context. The BH is also in line with the BH

restriction as stipulated under the OZP for the “OU(SS)” zone (maximum four storeys/15m).

- (d) The proposed development is temporary in nature and the modular units can be dismantled and removed after used. Approval of the application would not jeopardise the long-term planning intention of the “OU(SS)” zone.
- (e) Most of the trade tests and skills assessments would be conducted indoor, which is similar to the current operation of the CIC’s Hong Kong Construction Industry Trade Testing Centre in Aberdeen. Only courses and tests for mobile crane operation would be conducted outdoor. Appropriate noise mitigation measures would also be implementation to mitigate the noise impact as indicated in the ERR.
- (f) Technical assessments, including TIA, ERR, DIA, SIA, WSIA and TSR , have been conducted to demonstrate that the proposed development will not result in adverse impacts on traffic, environment, ecological, drainage, sewerage, water supply and landscape aspects. Appropriate area of LOS would also be provided for workers at the Site.

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

The applicant is not a “current land owner” of the Site but has complied with 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 (TPB PG-No. 31A) by obtaining consent of the current land owners. Detailed information would be deposited at the meeting for Members’ inspection. For the portion of GL, the “Owner’s Consent/ Notification” Requirements are not applicable.

4. Town Planning Board Guidelines

Town Planning Board Guidelines for “Application for Developments within Deep Bay Area” (TPB PG-No. 12C) are relevant to this application. The Site falls within WBA of Deep Bay Area under the TPB PG-No. 12C. Relevant extract of the Guidelines is at **Appendix II**.

5. Background

- 5.1 In accordance with Government’s announcement on 13.7.2023, the San Tin CIF would be arranged for the CIC to hold training courses and trade tests, including on-site training on the MIC method regarding safety legislation, lifting and assembly to support a wider adoption of the MIC. The owners of the private lots of the San Tin CIF have agreed to continue lending the land for such purposes. The partial modification for short-term uses are beneficial to the society, the economy and people’s livelihood.
- 5.2 The Northern Metropolis (NM) Development Strategy released in 2021 put forward the proposal for San Tin Technopole, which covers the Hong Kong-Shenzhen Innovation and Technology Park under construction at the Loop and the San Tin/Lok

Ma Chau area. According to the Recommended Outline Development Plan (RODP) for the San Tin Technopole (**Plan A-1c**) which was published for public engagement exercise in June 2023, the Site is included in the boundary of the San Tin Technopole designated for 'Mixed Use' (MU). According to the estimated programme, site formation works would tentatively target to commence in Q4 2024.

5.3 The Site is currently not subject to active planning enforcement action.

6. Previous Applications

The Site in whole or in part is subject of 12 previous applications (Application No. A/YL-ST/36, 192, 262, 275, 342, 354, 424, 445, 476, 503, 529 and 595). The previous uses/developments being sought were not relevant to the current application. Details of these previous applications are at **Appendix III** and their locations are shown in **Plan A-1b**.

7. Similar Application

During the past five years, there was no similar application for training centre within the same "OU(SS)" zone.

8. The Site and Its Surrounding Areas (Plans A-1a to A-4c)

8.1 The Site:

- (a) is formed and hard-paved, currently occupied by the San Tin CIF which is being put in standby mode and fenced off;
- (b) is accessible from the northeast off San Tin Tsuen Road and from the south off Tung Wing On Road, both of which leading to Castle Peak Road – San Tin; and
- (c) falls within WBA of Deep Bay Area.

8.2 The surrounding areas have the following characteristics:

- (a) to the north across San Tin Tsuen Road are storage yards for vehicles and construction materials;
- (b) to the northeast, east and southeast are San Tin Tsuen Road, Castle Peak Road – San Tin, a nullah, San Sham Road, grass land and a temporary public vehicle park (PVP) for private cars and cross boundary shuttle buses approved under Application No. A/YL-ST/588;
- (c) to its immediate southwest are temporary shop and services with retail shop, fast food shop and commercial services approved under Application No. A/YL-ST/592, to its further south and southwest across Tung Wing On Road are car parks, shops and residential dwellings; and

- (d) to its immediate west is a site for temporary shop and services for motor vehicle showroom approved under Application No. A/YL-ST/600.

9. Planning Intention

The “OU(SS)” zone is intended primarily to provide support service facilities such as eating places, petrol filling stations, etc. for the cross-boundary traffic and the container related facilities nearby.

10. Comments from Relevant Government Bureau and Departments

- 10.1 The following Government bureau and departments have been consulted and their views on the application are summarised as follows:

Policy Aspect

- 10.1.1 Comments of the Secretary for Development (SDEV):

With the epidemic in Hong Kong having been brought under control gradually, the CIF is put into standby mode. The proposed development at CIF of San Tin, Yuen Long allows better utilisation of existing CIF to provide training facilities for CIC to hold training courses and trade tests. Thus, she supports the planning application.

Project Interface

- 10.1.2 Comments from the Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD):

The Site is within the proposed boundary of San Tin Technopole. According to the latest tentative development programme of San Tin Technopole, it is targeted to commence the works in phases tentatively by 2024 after the Financial Committee funding approval. Therefore, the Site, within the boundary of San Tin Technopole, will probably be required for timely clearance and construction.

Land Administration

- 10.1.3 Comments of the District Lands Officer/Yuen Long, LandsD (DLO/YL, LandsD):

The Site comprises private lots in D.D. 109 and adjoining GL. The concerned private lots are old schedule agricultural lots held under Block Government Lease. As quoted by the applicant, the Site has an area of about 38,700m² (including about 1,870m² of GL), which should be subject to further verification and survey.

Traffic

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

- (a) She has no comment on the application from traffic engineering point of view.
- (b) Should the application be approved, the following approval condition should be incorporated:

No vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period.

10.1.5 Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

- (a) Please note that HyD shall not be responsible for the maintenance of any access connecting the Site and Tung Wing On Road. Presumably, the relevant department will provide their comments.
- (b) Advisory comments as detailed in **Appendix IV**.

Nature Conservation

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

He has no comment on the application from natural conservation point of view.

Environment

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

- (a) The applicant submitted FI with replacement pages for the ERR and SIA as per **Appendix Ib** to support the application. The ERR and SIA demonstrated that with implementation of mitigation measures, the proposed use will unlikely cause/subject to adverse environmental impacts that will exceed the criteria under the Hong Kong Planning Standards and Guidelines (HKPSG). The key mitigation measures proposed in the revised ERR/SIA are highlighted below:
 - (i) noise mitigation measures (i.e. (i) the operation of the mobile cranes for training use will be limited at fixed locations as shown in Figures 4.3a to 4.3c of the ERR (**Appendix Ib**), with their operation in terms of “% on-time to 30 min” limiting to 70%-90% depending on the machine used to reduce noise emission (Table 4.8 of the ERR at **Appendix Ib**); and fitting sound absorptive materials on the existing

CIF buildings to avoid noise reflection; (ii) provision of air-conditioning system with mechanical ventilation for the noise sensitive uses of the proposed development) will be provided to ensure that the fixed noise impacts on nearby village houses and the predicted traffic impact on future noise sensitive uses will comply with the noise criteria under HKPSG; and

- (ii) the proposed development will be connected to the nearby public sewerage system for sewage disposal.
- (b) Based on the above consideration, DEP has no objection to the application.
- (c) There was no environmental complaint related to the Site in the past 3 years.

Visual and Landscape

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

- (a) According to the aerial photo of March 2022, the Site is located in a landscape character comprising temporary structures, car parks, vacant land, tree groups open storage, etc. The Site is currently occupied by San Tin CIF in which the CIF operation has been completed. The proposed development is not incompatible with the surrounding landscape character.
- (b) According to the Planning Statement, no site formation, infrastructure works, filling and excavation of land would be required and all existing trees within the Site are proposed to be retained. Planting areas located at the southern and western portions of the Site will be preserved to serve as buffer planting. Not less than 15m² local open space (i.e. for approximate 30 workers to be employed) is proposed in accordance with Chapter 4 of HKPSG. Further adverse landscape impact arising from converting the existing CIF to temporary training facilities is not anticipated. As such, she has no objection from landscape planning perspective.
- (c) Noting the Site is surrounded by existing trees and planting strips within the Site as buffer planting will be preserved, it is considered not necessary to impose a landscape condition should the application be approved by the Board.
- (d) Advisory comments as detailed in **Appendix IV**.

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

Based on the information provided, it is noted that the proposed conversion of the existing buildings for temporary development will not affect the existing building bulk and the surrounding area. She has no comment from architectural and visual impact point of view.

Drainage

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

- (a) He has no objection in principle to the proposed development from the public drainage point of view.
- (b) Should the application be approved, conditions should be stipulated requiring the applicant to maintain the existing drainage facilities for the development.
- (c) Advisory comments as detailed in **Appendix IV**.

Fire Safety

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

- (a) He has no objection in principle to the application subject to fire service installations (FSIs) and water supplies for firefighting being provided to his satisfaction. Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans.
- (b) As no details of the EVA have been provided, the applicant is advised to observe the requirements of EVA as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011, which is administered by the Building Authority.

Electrical and Mechanical Safety

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

- (a) He has no comment on the application.
- (b) Having considered the applicant's submission that the major outdoor training activity would be conducted at the western corner of the Site which is over 150m away from the high pressure town gas pipeline and the planned population of the temporary facilities is significantly fewer than the preceding use, he considered that Quantitative Risk Assessment is not required for the application.

10.2 The following government departments have no objection to/no adverse comment on the application and their advisory comments, if any, are in **Appendix IV**:

- (a) Chief Engineer/Railway Development 2-2, Highways Department;
- (b) Project Manager (West), Civil Engineering and Development Department;
- (c) Head of Geotechnical Engineering Office, Civil Engineering and Development Department;
- (d) Chief Engineer/Construction, Water Supplies Department;
- (e) Director of Social Welfare;
- (f) Director of Food and Environmental Hygiene;
- (g) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department;
- (h) Chief Building Surveyor/New Territories West, Building Department;
- (i) Commissioner of Police; and
- (j) District Officer (Yuen Long).

11. Public Comments Received During Statutory Publication Period

On 22.8.2023, the application was published for public comment. During the statutory publication period, no public comment was received.

12. Planning Considerations and Assessments

- 12.1 The application is for proposed temporary training facilities until 31.10.2024 at the Site which falls within an area zoned “OU(SS)” on the San Tin OZP. With majority of the structures of the existing CIF preserved and converted to provide training classes in support of the construction industry, no site formation and infrastructure works would be required for the proposed development. The proposed training facilities is intended to be operated in October 2023 to 31.10.2024 for about one year.

Planning Intention and Land Use Compatibility

- 12.2 The Site falls within the “OU(SS)” zone which is intended to provide support service facilities such as eating places, petrol filling stations, etc. for the cross-boundary traffic and the container related facilities nearby. Although the proposed temporary training facilities is not entirely in line with the planning intention of the “OU(SS)” zone, it could utilise existing resources to provide the training facilities in support of the immediate need of the construction sector. In this regard, SDEV supports the application.
- 12.3 The Site falls within the boundary of San Tin Technopole and will be required for timely clearance and construction for relevant works tentatively by 2024. As such, approving the application for temporary uses pending permanent development may be considered. Should the application be approved by the Board, relevant advisory clause will be recommended to remind the applicant that the Site may be resumed by the Government and that the proposed uses may be terminated at any time during the planning approval period for implementation of imminent government projects.
- 12.4 The proposed training centre with single-storey structures is not incompatible

with the surrounding areas which are predominantly occupied by open storage yards, PVP, shops and residential dwellings.

Transport and Traffic

- 12.5 According to the applicant, a total of 8 private car parking spaces for the staff members and 3 L/UL bays for HGV and refuse collection vehicles will be provided at the Site which may double as coach bay for transporting staff members and students when necessary. Nevertheless, it is anticipated that the majority of the staff members and students will take public transport to/from the proposed development. The TIA demonstrated that the proposed development would not induce adverse traffic impact on the capacity of existing public transport as well as the surrounding road network, and all the critical junctions and road link would operate within capacity. C for T has no in-principle objection to the planning application from the traffic engineering perspective.

Environmental and Ecological Considerations

- 12.6 On environmental aspects, the ERR, SIA and DIA submitted provide assessment on the environmental impacts arising from the operation of the proposed development, including potential air quality, noise, water quality, waste management and land contamination aspects, and no adverse impacts are anticipated. Besides, mitigation measures are proposed to minimise the noise impact of the outdoor mobile cranes, including installation of sound absorptive materials on the facades of existing buildings adjoining the noise sources and locating the mobile cranes at a considerable distance from the NSRs (**Drawing A-7**), as well as limiting the duration of operation of the mobile cranes. As such, DEP has no objection to the application from environmental planning perspective.
- 12.7 According to TPB PG-No. 12C, the Site mainly falls within WBA of Deep Bay Area which is intended to protect the ecological integrity of the fish ponds and wetland within the Wetland Conservation Area (WCA) and prevent development that would have off-site disturbance impact on the ecological value of fish ponds. Although the guidelines specified that planning applications for temporary uses are exempted from the requirement of Ecological Impact Assessment, the applicant has submitted an ERR to demonstrate that the proposed development, which will only utilise the existing CIF site, has no additional ecological impact during the construction phase of the proposed development. Also, the ERR demonstrated that the proposed development will not affect the ecological integrity of the wetlands within the WCA or cause direct habitat loss in the WCA. In view of the above, DAFC has no objection to the proposed development from nature conservation point of view.

Visual and Landscape

- 12.8 It is noted that no site formation and infrastructure works would be required and all 38 existing common trees within the Site will be retained in-situ. Planting areas located at the southern and western portions of the Site will be preserved to serve as buffer planting. Further adverse landscape impact arising from converting the existing CIF to temporary training facilities is not anticipated. As such, CTP/UD&L of PlanD has no objection from landscape planning

perspective.

- 12.9 As the proposed conversion of the existing buildings for temporary development will not affect the existing building bulk and the surrounding area, CA/ASC of ArchSD has no comment from architectural and visual impact point of view.

Other Technical Aspects

- 12.10 Relevant government departments consulted including CE/MN, DSD, CHE/NTW, HyD, CE/C, WSD, DEMS, D of FS and CBS/NTW, BD have no objection to or no adverse comment on the application.

13. Planning Department's Views

- 13.1 Based on the assessments made in paragraph 12 and having taken into account the public comments mentioned in paragraph 11, the Planning Department has no objection to the application.
- 13.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis up to 31.10.2024. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;
- (b) the existing drainage facilities on the Site shall be maintained at all times during the planning approval period;
- (c) the provision of fire service installations and water supplies for firefighting within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 22.3.2024;
- (d) if any of the above planning condition (a) or (b) is not complied with during the planning approval period, the approval hereby shall cease to have effect and shall be revoked immediately without further notice; and
- (e) if the above planning condition (c) is not complied with by the specified date, 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 attached at **Appendix IV**.

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

14. Decision Sought

- 14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 14.2 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 period of which the permission should be valid on a temporary basis.
- 14.3 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.

15. Attachments

Appendix I	Application Form received on 18.8.2023
Appendix Ia	Supplementary Planning Statement
Appendix Ib	FI received on 19.9.2023
Appendix II	Extract of TPB PG-No. 12C
Appendix III	Previous Applications
Appendix IV	Recommended Advisory Clauses
Drawing A-1	General Layout Plan
Drawing A-2	Landscape Master Plan
Drawing A-3	Provision of Local Open Space
Drawing A-4	Proposed Traffic Arrangement
Drawing A-5	Habitat Map
Drawing A-6	Tree Survey Plan
Drawing A-7	Location of Sound Absorptive Materials
Plans A-1a to A-1c	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a to A-4c	Site Photos

**PLANNING DEPARTMENT
SEPTEMBER 2023**