

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/TW/492**

- Applicant** : Blackbird Concessionaires Limited represented by Vision Planning Consultants Limited
- Premises** : G/F (Part) and M/F (Part), Safety Godown, Kwai Chung Town Lot (KCTL) 165, Nos. 132-140 (even numbers only), Kwok Shui Road, Kwai Chung
- Total Floor Area of the Premises** : About 4,964.38m<sup>2</sup>
- Land Status** : Kwai Chung Town Lot No. 165 (KCTL 165):  
(a) Held under New Grant No. 4799;  
(b) To expire on 30.6.2047; and  
(c) Restricted to general industrial and/or godown purposes excluding offensive trades.
- Plan** : Approved Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/33
- Zoning** : “Residential (Group E)” (“R(E)”)
- Application** : Proposed Vehicle Repair Workshop

**1. The Proposal**

- 1.1 The applicant seeks planning permission to use the application premises (the Premises) for proposed vehicle repair workshop (VRW) use. The Premises occupies G/F (part) and M/F (part) of an existing 12-storey godown building known as Safety Godown, 132-140 (even numbers only) Kwok Shui Road, Kwai Chung (the subject building) (**Plans A-1 and A-2**). The subject building falls within an area zoned “R(E)” on the approved Tsuen Wan OZP No. S/TW/33. According to Schedule II of the Notes for the “R(E)” zone, which applies for existing industrial or industrial-office building, ‘Vehicle Repair Workshop’ is a Column 2 use and planning permission from the Town Planning Board (the Board) is required.

- 1.2 According to the application, the Premises with a total floor area of 4,964.38m<sup>2</sup><sup>1</sup> (**Drawings A-1 and A-2**) will be converted into a VRW to provide exclusive after-sales services (repair and maintenance) for Ferrari cars. The G/F of the Premises is to accommodate vehicle repair related work-bays, storage of spare/dismantled parts, waste engine oil storage, car wash, ancillary office, E&M facilities and toilets (**Drawing A-3**). The M/F is for storage of cars (both under services and/or being serviced) /spare parts, air compressor room, staff pantry and toilets (**Drawing A-4**). A new car-lift, 33 parking spaces, 1 loading/unloading (L/UL) bay (The L/UL bay at G/F could be used by other users of the subject building upon request from the management office of the subject building) and 2 waiting spaces will be provided in the Premises while 4 existing L/UL bays and 3 car parking spaces at G/F will be removed. In addition to the car parking spaces (i.e. 18 spaces) and L/UL bays (i.e. 16 bays) on 3/F to serve the users of the subject building, a location for provision of 1 additional L/UL bay<sup>2</sup> has been identified on 3/F of the subject building (**Drawing A-5**) to meet future need, where necessary.
- 1.3 The Premises has direct vehicular ingress/egress at Kwok Shui Road separated from that of other floors of the subject building at Yau Ma Hom Road. All repair and maintenance activities will be carried out within the enclosed working zones at the G/F. The operation hours of the proposed VRW will be between 0830 and 1800 from Monday to Friday under a pre-booking appointment system for all drop-off and pick-up arrangements and no on-street parking or waiting outside the Premises is anticipated. Proper warning flash lights will be provided to alert pedestrians nearby.
- 1.4 In support of the application, the applicant has submitted the following documents:
- (a) Application form and letter received on 15.11.2017 (**Appendix I**)
  - (b) Supporting document (**Appendix Ia**)
  - (c) Further information received on 18.1.2018 (FI1) (**Appendix Ib**)
  - (d) Further information received on 1.3.2018 (FI2) (**Appendix Ic**)
  - (e) Further information received on 29.3.2018 (FI3) (**Appendix Id**)
  - (f) Further information received on 10.4.2018 (FI4) (**Appendix Ie**)
  - (g) Further information received on 4.5.2018 (FI5) (**Appendix If**)
  - (h) Further information received on 28.5.2018 (FI6) (**Appendix Ig**)
- 1.5 The application was originally scheduled for consideration by the Metro Planning Committee (the Committee) on 12.1.2018. On 12.1.2018, 16.3.2018 and 20.4.2018 and 18.5.2018 upon the request of the applicant, the Committee agreed to defer a decision on the application 4 times for a total of 4 months to allow time to prepare FI to address the departmental comments. With the FI1 to FI6 received, the application is scheduled for consideration by the Committee at this meeting.

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<sup>1</sup> The Premises covers a total GFA of about 4,964.38m<sup>2</sup> (i.e. G/F being about 3,217.55m<sup>2</sup> (**Drawing A-1**) and M/F being about 1,746.83m<sup>2</sup> (**Drawing A-2**)).

<sup>2</sup> The total number of L/UL bay at the subject building will be 1 bay on G/F under the application and 17 bays on 3/F (i.e. the existing 16 bays plus 1 bay within the designated parking area proposed by the applicant) to address previous Transport Department's concern on the overall provision of L/UL bay (**Appendix Ib**).

## 2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in paragraph 5 of the supporting document and further information at **Appendices Ia to Ig** which are summarised as follows:

- (a) The proposed VRW would only adhere to the life time of the existing godown building and have no impact on the designated long-term land use planning of “R(E)” zone. Approval of the application would optimize use of land resources to meet the short and medium terms need in the community.
- (b) Compared with general industrial/godown activities, the proposed VRW will generate/attract less traffic and be operated in a clean, tidy, quiet, high-tech, high quality and professional manner. It can help improve local environment and road conditions.
- (c) The Premises is the most ideal premises for the proposed VRW in terms of scale of development, daily operation and security needs.
- (d) The Premises is located at the lowest two floors and has exclusive access point from Kwok Shui Road while users of other floors are using another access point at Yau Ma Hom Road. With separate access points, the proposed VRW will have no adverse impact on existing/future users of other floors at the subject building.
- (e) Owing to change in authorized car dealership for Ferrari cars in Hong Kong, previous official services centre has ceased operation. The proposed VRW will be the only Ferrari official after-sales services centre to provide maintenance programme and regular annual inspections. The demand for repair and maintenance services for Ferrari cars is huge at present and in the foreseeable future.
- (f) Based on the remaining industrial GFA (i.e. the industrial GFA of the building after deducting the GFA at G/F and M/F which would be occupied by the proposed VRW and the designated parking and loading/unloading spaces at 3/F), a total of 18 carparking spaces and 16 L/UL bays on 3/F are retained to serve the building. According to the L/UL survey result, the loss of parking spaces and L/UL bays on the G/F of the Premises would have no adverse impact on other users at the subject building as the provision of parking and L/UL facilities is more than sufficient.
- (g) According to car repairing records of previous Ferrari dealer for the period between 2013 and 2017 (**Appendices If and Ig**) and the applicant for 1<sup>st</sup> quarter of 2018 (**Appendix Id**), the servicing frequency in the past was mostly fewer than 10 Ferrari cars per day, except few working days in 2015 and 2016 when the previous dealer operated two service centres to serve both Ferrari and Maserati cars.
- (h) The applicant confirms to undertake that the daily car-in and car-out number will be controlled to a maximum of 10 cars in and 10 cars out per day (**Appendix Ig**). With the limited floor area, number of workbays and manpower, the operation of the proposed VRW will strictly adhere to a pre-booking appointment system to

limit maximum number of appointments not to exceeding 10 cars per day. The proposed VRW will serve only new Ferrari cars under warranty period.

- (i) No on-street parking or waiting outside the Premises would occur. Pedestrian safety will be guaranteed with careful control and management.
- (j) Detailed fire services installation will be formulated at the building plan submission stage and no explosive materials will be stored in the Premises. The risk of fire owing to the proposed VRW is extremely low.

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

The applicant is not ‘current land owner’ of the Premises but has complied with the requirement 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) by giving notification to the current land owner. Detailed information would be deposited at the meeting for Members’ inspection.

### **4. Previous Application**

There is no previous application at the Premises.

### **5. Similar Application**

There is no similar application within “R(E)” zone in Tsuen Wan.

### **6. The Premises and Its Surrounding Areas (Plans A-1 and A-2 and photos on Plans A-3a to A-3e)**

6.1 The Premises:

- (a) occupies the G/F and M/F of an existing 12-storey godown building known as Safety Godown;
- (b) is currently vacant; and
- (c) has a direct vehicular ingress/egress at Kwok Shui Road separated from that of other floors of the subject building at Yau Ma Hom Road.

6.2 The subject building:

- (a) is bounded by Kwok Shui Road at its south and Yau Ma Hom Road at its north;
- (b) has two vehicular ingress/egress. One at Kwong Shui Road is located at G/F while another at Yau Ma Hom Road is situated at 3/F;

- (c) falls within the consultation zone of Tsuen Wan Water Treatment Works (TWWTW); and
- (d) the current uses by floors as recorded during site inspection on 30.4.2018 are summarized below:

<b>Level</b>	<b>Current Uses</b>
G/F	<b>The Premises (vacant<sup>3</sup>)</b>
M/F	<b>The Premises (vacant<sup>4</sup>)</b>
1/F – 2/F	Warehouse
3/F	Warehouse, loading /unloading area, security office
4/F-10/F	Warehouse

6.3 The surrounding area has the following characteristics:

- (a) to the immediate east and northwest are Chevalier Cold Storage Building and Ching Hing Industrial Building respectively while to its immediate west is a piece of vacant site and a concrete batching plant;
- (b) to its east within the same “R(E)” zone are City Industrial Complex and a residential development known as The Rise;
- (c) to its west across Fu Uk Road is a residential development with commercial facilities known as Primrose Hill which is zoned “Residential (Group A)14”;
- (d) to its north and north east across Fu Uk Road and Yau Ma Hom Road are village type development of Chung Kwai Chung Tsuen and Yau Ma Hom Resite Village respectively;
- (e) to its southeast, south and southwest across Kwok Shui Road are a vacant school site (i.e. former Kwai Chung Public School), a temporary site office of Civil Engineering and Development Department, a telephone exchange building (PCCW) and Kwok Shui Road Park; and
- (f) is well served by various modes of public transport including bus, public light bus and taxi. MTR Tai Wo Hau Station is located about 600m to the southwest.

## **7. Planning Intention**

The planning intention of the “R(E)” zone is primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new

<sup>3</sup> Renovation works was carrying out during site inspection on 30.4.2018

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industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

## 8. Comments from Relevant Government Bureau and Departments

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

### Land Administration

8.1.1 Comments of the District Lands Officer/Tsuen Wan and Kwai Tsing, Lands Department (DLO/TW&KT, LandsD):

- (a) The Premises is located at KCTL 165 (“the Lot”). KCTL 165 is governed by New Grant No. 4799 (“the NG”) with a term expiring in 30.6.2047. As per Special Condition (S.C.) No. 4 of the NG, the Lot is restricted to general industrial and/or godown purposes excluding offensive trade. No building shall be erected on the lot except a factory and/or a warehouse, ancillary offices and watchmen or caretakers quarters.
- (b) According to S.C. 13 of the NG, spaces for parking, loading and unloading of vehicles shall be provided at a rate of not less than 1 vehicle for each 10,000 ft<sup>2</sup> or part thereof of GFA of any building erected on the lot or not less than 1 vehicle for each 5,000 ft<sup>2</sup> or part thereof of the site area, whichever is the greater rate, with half of the spaces for parking of private cars and light vans and the remaining half of the spaces for the simultaneous loading and unloading of lorries. Of the space provided for lorries two-thirds shall be for parking and one-third for L/UL. There is no provision under the NG for flexibility in deviating from such parking requirement.
- (c) The proposed number of parking spaces (i.e. 18 car parking spaces and 18 L/UL bays) would contravene the requirement under S.C. 13 of the NG for the existing building having total GFA of 395,722.76ft<sup>2</sup> (i.e. 20 car parking spaces and 20 L/UL bays). The 33 car parking spaces and 1 L/UL bay located within the proposed VRW should not be counted towards internal parking provisions as such are for operation of the VRW.
- (d) In view of the above, the proposed VRW is not permissible under lease.
- (e) The existing building is located at Kwai Chung Town Lot No. 165 which is currently under single ownership by Gaylake Limited. As whether the space at 3/F could be used for the purpose of providing an additional L/UL bay **is a traffic engineering issue, it would be subject to Transport Department's comment and**, it would be considered by his office in details at building plan processing stage.
- (f) If planning approval is given, the premises owner will need to apply to LandsD for a lease modification/waiver for the proposal. The application, including the additional L/UL bay, if any, would be considered as a whole when received. There is no guarantee that the

application would be approved and he reserves his comment on such.

- (g) Detailed comments on S.C. 13 and lease modification/waiver are provided in **Appendix II**.

#### Fire Safety

##### 8.1.2 Comments of the Director of Fire Services (D of FS):

- (a) He has no in-principle objection to the application subject to the fire service installations and water supplies for firefighting being provided to his satisfaction. Detailed fire services requirements will be formulated upon receipt of formal submission of general building plans.
- (b) The applicant has not submitted any fire service installations proposal in respect of the application to his office and the aggregate commercial floor space will not exceed the maximum permissible limit as the VRW is not counted as commercial uses.

#### Traffic

##### 8.1.3 Comments of the Commissioner for Transport (C for T):

- (a) He has no adverse comment on the application given that the applicant has submitted an undertaking letter to confirm daily car-in and car-out of the proposed VRW to be controlled to a maximum of 10 cars in and 10 cars out per day (Annex C of **Appendix Ig**).
- (b) Should the application be approved by the Board, the following approval condition is recommended to be included in the planning permission:

the submission of a half-year incoming/outgoing record of the vehicles repaired within 9 months upon the operation of the proposed use to demonstrate a maximum of 10 cars in and 10 cars out per day to the satisfaction of the Commissioner for Transport or of the Town Planning Board.

##### 8.1.4 Comments of Commissioner of Police (C of P):

- (a) He has no objection to the application.
- (b) Traffic issues including queuing traffic, illegal parking, vehicle obstruction and road safety continue to be a key issue of concern at Kwok Shui Road, Yau Ma Hom Road and Fu Uk Road.

#### Building Matters

##### 8.1.5 Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- (a) He has no objection to the application.
- (b) He has no comment on the applicant's proposal of using an area on 3/F to provide additional L/UL bay provided that the design would comply with Buildings Ordinance (BO) and allied regulations.
- (c) Before any new building works are to be carried out in the Premises, his prior approval and consent should be obtained. Otherwise the works are unauthorised building works. An authorized person should be appointed as the coordinator for the proposed building works in accordance with BO.
- (d) Detailed comments under the BO would be provided at the building plans submission stage.
- (e) Other comments are provided in **Appendix II**.

### Environment

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

- (a) He has no objection to the application from an environmental planning perspective.
- (b) The applicant proposes to use the Premises for VRW use within "R(E)" zone. The Premises is located within an existing industrial building sandwiched by several other industrial buildings with about 70 metre away from the nearest sensitive receiver.
- (c) According to the supporting document submitted by the applicant, the proposed VRW is planned to provide after-sales services (repair and maintenance) exclusively for Ferrari cars. The operation hours will be from Monday to Friday, between 0830 and 1800 and handle a maximum of daily one way traffic of ten Ferrari cars via a pre-booking system. It is therefore anticipated that new traffic generated from the proposed VRW will be insignificant.
- (d) The supporting document also mentions that the proposed VRW will be fully enclosed within the Premises which is served by existing public sewerage system along Kwok Shui Road and Yau Ma Hom Road. The VRW will be equipped with different environmental mitigation measures, such as ventilation system with air filter devices and underground grease traps, etc. The chemical waste generated by the proposed VRW will be properly collected and disposed of. With proper implementation of these mitigation measures, he considers adverse environmental impact due to the proposed VRW will be unlikely.
- (e) Whilst the Premises is located within the 400m consultation zone of existing TWWTW, the proposed VRW will be supported by about



50 staff members. Therefore, he has no adverse comment from chlorine risk point of view.

- (f) Given the proposed VRW will be within an enclosed existing godown and with sufficient buffer distance from existing or planned Noise Sensitive Receivers, there is no adverse noise impact from the proposed VRW.
- (g) Other advices on green operation are provided in **Appendix II**.

#### Electrical and Mechanical

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

- (a) He has no comment on the application from electricity supply safety aspect.
- (b) In the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organising and supervising 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 Site. They 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

##### 8.1.8 Comments of District Officer (Tsuen Wan), Home Affairs Department:

- (a) At the District Management Committee (DMC), and Community Building, Planning and Development Committee (CBPDC) of the TWDC held on 19.12.2017 and 9.1.2018 respectively, some members raised concerns on the traffic and environmental impacts generated by the proposed VRW. Extract of minutes of the above DMC and CBPDC meetings are at **Appendices IIIa and IIIb** respectively.
- (b) At the DMC meeting held on 26.6.2018, some DC members were very concerned with the potential noise pollution that may arise from the proposed VRW should the application be approved. To ensure that the potential problem could be managed, the members suggested that specific clauses for regulating the operating hours of the VRW should be imposed.

##### 8.2 The following Government departments have no comment on the application:

- (a) Director of Food and Environmental Hygiene (DFEH);

- (b) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (c) Chief Highway Engineer/NT West, Highways Department (CHE/NTW, HyD); and
- (d) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD).

## **9. Public Comment Received During Statutory Publication Period**

- 9.1 On 24.11.2017, the application was published for public inspection. During the first three weeks of the statutory public inspection period, which ended on 15.12.2017, a total of 679 public comments were received. The whole set of the comments is deposited in the Secretariat of the Board for Members' inspection.
- 9.2 Among the 679 public comments, 209 (31%) are submitted by the following parties objected to the application:
- (a) 1 public comment submitted by a TWDC member (**Appendix IV-1**);
  - (b) 2 public comments submitted by two owner committees of nearby residential developments (**Appendices IV-2 and IV-3**);
  - (c) 1 public comment submitted by the management office of nearby residential development (**Appendix IV-4**); and
  - (d) 205 public comments submitted by individuals (samples of the objecting comments are at **Appendices IV-5 to IV-8**).
- 9.3 The major objecting grounds are summarised as follows:
- (e) Kwok Shui Road is a narrow street with serious traffic issues, such as illegal parking, congestion/tail back and heavy flow of private cars/trucks from the adjacent cement factory/buses/other vehicles. The proposed VRW would worsen traffic condition and road safety in the area;
  - (f) VRW should be located away from residential developments. There is no demand for a new VRW in the area;
  - (g) daily operation of the proposed VRW would result to noise, air and environmental pollution and create disturbance to the nearby residential developments; and
  - (h) the proposed VRW is not in line with the planning intention of the "R(E)" zone.
- 9.4 The remaining 470 (69%) comments submitted by the following parties supported the application:
- (a) 1 public comment submitted by the owner of the subject building (**Appendix IV-9**);

- (b) 2 public comments submitted by a business operator and an agent of the business operator of the subject building (**Appendices IV-10 and IV-11**); and
- (c) 467 public comments submitted by individuals (samples of the supporting comments are at **Appendices IV-12 to IV-16**).

9.5 The major supporting grounds are summarised as follows:

- (a) The proposed VRW would create more jobs for Hong Kong and increase land value of its surrounding area;
- (b) the proposed VRW would be the only Ferrari car repairing workshop in Hong Kong that could meet the market demand;
- (c) the proposed VRW is managed by an international brand. Its operation is restricted within the Premises. It would not create any adverse environmental and traffic impacts to the surrounding area; and
- (d) sufficient number of parking space will be provided by the proposed VRW for daily operation and thus no adverse traffic impacts are anticipated.

## **10. Planning Considerations and Assessments**

- 10.1 The application is for the proposed VRW on the G/F and M/F of an existing 12-storey godown building which falls within the "R(E)" zone. The planning intention of the "R(E)" zone is for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem. Although the applied use for VRW is not in line with the planning intention, it may be permitted in "R(E)" zone upon application to the Board. Since the proposed VRW will only adhere to the life time of the existing godown building and there is no definite permanent redevelopment proposal for the building at this juncture, the proposed VRW would not frustrate the long-term planning intention of the subject "R(E)" zone.
- 10.2 The proposed VRW is considered not incompatible with the existing warehouse uses in other floors of the subject building as well as its immediate surrounding land uses which comprise mainly industrial uses. The two existing residential buildings at Kwok Shui Road are located some distance away from the subject building with existing industrial buildings located in between (**Plan A-2**). From land use planning point of view, the proposed VRW for the life time of the existing godown building is considered not unacceptable.
- 10.3 The proposed VRW would result in the total loss of the existing 4 L/UL bays and 3 car parking spaces at the G/F of the subject building. According to the applicant (Annex A of **Appendix Id** refers), the remaining industrial uses (with GFA of 347,471.744ft<sup>2</sup>) in the subject building would be served by the 16 L/UL bays as well as 18 car parking spaces on 3/F. The applicant has proposed 1 additional L/UL bay on G/F provided within the premises to be used by other users in the

subject building upon request from the management office, and an additional L/UL bay to be provided on 3/F to meet future need if necessary. BD and C for T have no adverse comment on the above proposal. While LandsD advises that the proposed number of parking spaces contravenes the lease and lease modification will be required, the proposed additional L/UL bay at 3/F would be considered by LandsD at building plan processing stage.

- 10.4 With the applicant's undertaking letter (Annex C of **Appendix Ig** refers) on the daily car-in and car-out of the proposed VRW (i.e. a maximum of 10 car in and 10 car out per day) and the introduction of pre-booking appointment system for repair services which would avoid any queuing of vehicles at Kwok Shui Road for entering the proposed VRW, C for T has no comment on the application from traffic engineering point viewpoint. To secure the applicant's undertaking that the daily car-in and car-out number will be controlled to a maximum of 10 cars in and 10 cars out per day from the proposed VRW, an approval condition to submit a half-year incoming/outgoing record of repaired vehicle as suggested by C for T is recommended in paragraph 11.2 below. Besides, to address local concern as per paragraph 8.1.8(b) above, an approval condition to restrict the operation hours of the proposed VRW to between 0830 and 1800 from Monday to Friday as proposed by the applicant is also recommended in paragraph 11.2 below.
- 10.5 DEP advised that insurmountable environmental and noise impacts are not anticipated from the VRW operation. CBS/NTW, BD and D of FS have no in principle objection to the application from the building and fire safety aspects. Other concerned Government departments including the CE/MS, DSD, CE/C, WSD, CHE/NTW, HyD and DEMS have no objection to/no adverse comment on drainage, water supply, infrastructure provision and electricity supply safety aspects.
- 10.6 For the public comments in paragraph 9 above, the planning assessments and departmental comments above are relevant. Regarding the public comments that there is no demand for VRW in the area, the proposed VRW is to provide after-sales services (repair and maintenance) for vehicles of a specific brand.

## 11. **Planning Department's Views**

- 11.1 Based on the assessments made in paragraph 10 above and having taken into account the public comments mentioned in paragraph 9, the Planning Department has no objection to the application.
- 11.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 6.7.2022, 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 condition of approval and advisory clauses are suggested for Members' reference:

### Approval conditions

- (a) No operation on Saturdays and Sundays and between 6:00pm to 8:30am from Mondays to Fridays, as proposed by the applicant, is permitted within the premises;

- (b) the submission of a half-year incoming/outgoing record of the vehicles repaired within 9 months upon the operation of the proposed use to demonstrate a maximum of 10 cars in and 10 cars out per day to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (c) the submission and implementation of fire service installations and water supplies for fire-fighting proposals in the application premises before operation of the proposed use to the satisfaction of the Director of Fire Services or of the Town Planning Board; and
- (d) if any of the above planning conditions (a), (b) or (c) is not complied with, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice.

Advisory Clause

The recommended advisory clause is attached at **Appendix V**.

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.
- 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**

<b>Appendix I</b>	Application form and letter received on 15.11.2017
<b>Appendix Ia</b>	Supporting document
<b>Appendix Ib</b>	Further information received on 18.1.2018
<b>Appendix Ic</b>	Further information received on 1.3.2018
<b>Appendix Id</b>	Further information received on 29.3.2018
<b>Appendix Ie</b>	Further information received on 10.4.2018
<b>Appendix If</b>	Further information received on 4.5.2018
<b>Appendix Ig</b>	Further information received on 28.5.2018
<b>Appendix II</b>	Detailed departmental comments
<b>Appendix IIIa</b>	Extract of minutes of DMC meeting held on 19.12.2017
<b>Appendix IIIb</b>	Extract of minutes of CBPDC meeting held on 9.1.2018
<b>Appendix IV-1 to IV16</b>	Sample of standard public comments
<b>Appendix V</b>	Recommended advisory clauses
<b>Drawings A-1 to A-5</b>	Floor and Layout plans

<b>Plan A-1</b>	Location plan
<b>Plan A-2</b>	Site plan
<b>Plans A-3a to A-3e</b>	Site photos

**PLANNING DEPARTMENT  
JULY 2018**