

RNTPC Paper No. A/SK-SKT/20C
For Consideration
by the Rural and New Town
Planning Committee
on 22.3.2019

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

APPLICATION NO. A/SK-SKT/20

- Applicant** : Albury Garden Investment Limited represented by Townland Consultants Limited
- Site** : Lot 1140 in D.D. 215, 1A Chui Tong Road, Sai Kung
- Site Area** : About 3,163 m²
- Lease** : New Grant No. 9329 restricted for non-industrial (excluding residential, hotel, service apartment, petrol filling station and godown) purposes
- Plan** : Approved Sai Kung Town Outline Zoning Plan (OZP) No. S/SK-SKT/6
- Zoning** : “Other Specified Use” annotated “Commercial Development (with Multi-storey Vehicle Park)” (“OU(Commercial Development (with Multi-storey Vehicle Park)”) [restricted to a maximum gross floor area (GFA) of 23,722m², of which not less than 17,396m² shall be provided for ‘Public Vehicle Park’, and a maximum building height (BH) of 10 storeys (excluding basements)]
- Application** : Proposed Temporary Minor Relaxation of GFA Restriction for a Period of 3 Years to Enable the Permitted Shop and Services Use

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed temporary relaxation of GFA restriction (i.e. to relax the maximum GFA for the application site (the Site) to 24,025.561m² and the minimum GFA for public vehicle park to 13,374.572m²) for a period of 3 years to enable conversion of existing public vehicle park to shop and services use at the Site. The Site falls within an area zoned “OU(Commercial Development with Multi-storey Vehicle Park)” on the approved Sai Kung Town OZP No. S/SK-SKT/6 (**Plan A-1**). According to the Notes of the OZP for “OU(Commercial Development with Multi-storey Vehicle Park)” zone, ‘Shop and Services’ use is always permitted. Development within this zone is also subject to a maximum GFA of 23,722m², of which not less than 17,396m² shall be provided for ‘Public Vehicle Park’, and a maximum BH of 10 storeys (excluding basements). Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/BH restrictions may be considered by the Board.

1.2 The Site is currently occupied by a 10-storey commercial development with public vehicle park for private cars, light goods vehicles (LGVs), heavy goods vehicles (HGVs) and coaches on G/F, 1/F, 2/F, 5/F to 9/F and R/F. The applicant proposes temporary conversion of 8/F and 9/F of the development from public vehicle park to ‘Shop and Services’ use and close the public vehicle park on R/F (**Drawings A-10 to A-13**). A total of 94 LGV parking spaces, 22 HGV parking spaces and 19 coach parking spaces on G/F to 2/F and 5/F to 7/F are proposed to be removed to make space for ancillary parking facilities of the new ‘Shop and Services’ use and for repovisioning of parking spaces for private cars. The location, floor and section plans submitted by the applicant are at **Drawings A-1 to A-13**. The proposed changes in floor use and parking spaces are summarized in the following tables:

Table 1: Proposed Change in Floor Use

	Existing Development	Current Proposal
G/F	Vehicle Parking, E&M, Shop and Services	Vehicle Parking, E&M, Shop and Services
1/F	Vehicle Parking, E&M	Vehicle Parking, E&M, Temporary Sewage Storage Tank Room
2/F	Vehicle Parking, Shop and Services	Vehicle Park, Shop and Services
3/F	Shop and Services	Shop and Services
4/F	Eating Place	Eating Place
5/F	Vehicle Parking	Vehicle Parking
6/F	Vehicle Parking	Vehicle Parking
7/F	Vehicle Parking	Vehicle Parking
8/F	Vehicle Parking	Temporary Shop and Services
9/F	Vehicle Parking	Temporary Shop and Services
R/F	Vehicle Parking	Flat Roof

Table 2: Proposed Change in Parking Spaces

Type of Parking Provision	Existing Development			Current Proposal			Difference (b) – (a)
	Public Vehicle Park	Ancillary Parking	Total (a)	Public Vehicle Park	Ancillary Parking*	Total (b)	
Private Car	200	32	232	200	54	254	22 (9.48%)
LGV	100	-	100	6	-	6	-94 (-94%)
HGV	26	7	33	0	11	11	-22 (-67%)
Coach	24	-	24	5	-	5	-19 (-79.17%)

* includes ancillary car parking spaces for proposed ‘Shop and Services’ use under the application

1.3 According to the applicant, the proposed conversion will not involve any change in building bulk of the development. The proposal will result in a total GFA of 24,025.561m² with 13,374.572m² for public vehicle park. In comparison with the

GFA restriction on the OZP, the proposed total GFA increases by 303.561m² (+1.28%) with GFA for public vehicle park reduced by 4,021.428m² (-23.12%). Hence, relaxation of the maximum GFA and minimum public vehicle park GFA restrictions as stipulated on the OZP is required. The proposed change in development parameters are as follows:

	Existing Development (a)	OZP Restriction (b)	Current Proposal (c)	Difference (c) – (b) (Relaxation Sought)
Site Area	3,163m ²	--	3,163m ²	--
Plot Ratio	7.491	--	7.596	+0.105 (+1.4%)
BH	10 storeys/ 53.175m	10 storeys (excluding basements)	10 storeys/ 53.175m	0
Total GFA	23,695.143m ² [#]	23,722 m ²	24,025.561m ² ^{##}	+303.561m ² (+1.28%)
GFA for Public Vehicle Park	17,488.072m ²	not less than 17,396 m ²	13,374.572m ²	-4,021.428m ² (-23.12%).

[#] excluding non-accountable GFA of 330.418m² on 8/F and 9/F under lease

^{##} GFA of 330.418m² would be accountable under lease should 8/F and 9/F be converted to 'Shop and Services'

1.4 In support of the application, the applicant has submitted the following documents:

- (a) Application form dated 9.5.2018 **(Appendix I)**
- (b) Supplementary Planning Statement **(Appendix Ia)**
- (c) Further Information (FI) dated 3.8.2018 providing responses to comments and a revised Sewerage Impact Assessment (SIA) *(not exempted from publication and recounting requirements)* **(Appendix Ib)**
- (d) FI dated 3.10.2018 providing responses to comments *(exempted from publication and recounting requirements)* **(Appendix Ic)**
- (e) FI dated 1.2.2019 providing responses to comments *(exempted from publication and recounting requirements)* **(Appendix Id)**

1.5 On 6.7.2018, 21.9.2018 and 16.11.2018, the Rural and New Town Planning Committee (the Committee) agreed to defer making a decision on the application for two months each, as requested by the applicant, to allow time for preparation of FI in response to departmental comments. The applicant submitted FIs as detailed in paragraph 1.4 above. The application is scheduled for consideration by the Committee at this meeting.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Section 5 of the Supplementary Planning Statement at **Appendix Ia** and the FIs at **Appendices Ib to Id**. They can be summarised as follows:

- (a) The applicant seeks a temporary permission of 3 years for the conversion, the long term planning intention of the Site will not be jeopardized. There will be no structural changes to the existing building or any change to physical building bulk.
- (b) The Site is situated within walking distance from Sai Kung Town and can provide additional retail services to cater for the surrounding residential community and to support tourism. The retention of the existing number of private car parking spaces within the public vehicle park continues to support the increasing residential community and tourists or visitors to Sai Kung for leisure and tourism purposes.
- (c) The Traffic Impact Assessment (TIA) demonstrates that there is a low occupancy rate of the current vehicle park, including virtually nil public demand for LGV, HGV or coach parking within the public vehicle park. The proposed temporary conversion does not reduce private car parking spaces considering the constant demand for private car parking. According to the TIA, the surrounding developments are not dependent on the public vehicle park at the Site. The residential developments that surround the building are low-density village houses or housing estates which include their own parking facilities. The existing cluster of industrial buildings to the west of the Site also have their internal parking facilities or utilise existing open air carparks closer to their operations. The additional ancillary private car parking spaces for the proposed temporary conversion is in line with the Hong Kong Planning Standards and Guidelines (HKPSG). The TIA concludes that the proposed temporary conversion would not result in any adverse traffic impact.
- (d) The major demand for parking of goods vehicles near the Site was mainly from warehouses and storage uses. However, the Sai Kung Industrial Area has been rezoned to “Residential (Group E)” (“R(E)”), which the planning intention is to phase out the industrial uses. In view of the rezoning of the industrial buildings to “R(E)”, the demand for parking of good vehicles has dropped, therefore, the proposed temporary reduction of goods vehicle parking spaces at the Site is acceptable.
- (e) Government policy should not be applied in a draconian manner, but rather implemented with good sense and judgement according to the particulars of each case. Whilst the applicant is not arguing the overall territorial shortage of parking spaces for commercial vehicles, the applicant has already provided sufficient evidence that drivers are choosing not to use the commercial parking available at the Site.
- (f) The existing safety provisions will be extended to cover the new area of shop and services to ensure conformity with all current safety standards.
- (g) The Sewage Impact Assessment (SIA) concludes that there is adequate capacity in the public sewerage and sewage treatment system to accommodate the new flows generated from the proposed temporary conversion. In order to minimise potential adverse impact, it is proposed to provide temporary sewage storage facilities within

the existing building to retain flows from the new toilets and discharge them to public sewer at night, during off-peak times. The temporary storage is to be accommodated on 1/F of the development and will be provided with appropriate odour control equipment.

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

The applicant is the sole “current land owner”. Detailed information would be deposited at the meeting for Members’ inspection.

4. Previous Application

There is no previous application at the Site.

5. Similar Application

There is no similar application in the vicinity of the Site.

6. The Site and Its Surrounding Areas (Plans A-1 and A-2, Aerial Photo on Plan A-3 and Site Photos on A-4a to 4c)

6.1 The Site is:

- (a) occupied by a multi-storey commercial development with public vehicle park named Centro;
- (b) abutting Hiram’s Highway, Chui Tong Road and Fui Yiu Lane; and
- (c) falling within the consultation zone of Pak Kong Water Treatment Works (PKWTW), which is a Potentially Hazardous Installation (PHI).

6.2 The surrounding areas have the following characteristics:

- (a) Sai Kung Town centre is about 500m to the northeast;
- (b) to its north across Hiram’s Highway are low-rise residential developments within the “Residential (Group D)” (“R(D)”) zone;
- (c) to its immediate east is the village houses cluster of Fui Yiu Ha. To the further east is the Sai Kung Old Town occupied by village houses with commercial uses including restaurants and retail shops on the ground floors;
- (d) to its south is an existing 8 to 13-storeys residential development named Lakeside Garden; and

- (e) to its southwest across Chui Tong Road are five existing industrial buildings falling within the same “Residential (Group E)1” (“R(E)1”) zone. Planning permissions have been granted for redevelopment of three of the industrial buildings into residential use under applications No. A/SK-SKT/10 and 14.

7. Planning Intention

The planning intention of the “OU(Commercial Development with Multi-storey Vehicle Park)” zone is for commercial and multi-storey vehicle parking uses.

8. Comments from Relevant Government Departments

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

Land Administration

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

- (a) the Site falls within Lot 1140 in D.D. 215, which has a site area of about 3,163m² and is held under the Conditions of Sale dated 18.6.1998 and registered in the Land Registry as New Grant No. 9329 (“the New Grant”). The New Grant contains, inter alia, the following conditions:
- (i) the lot is restricted to be used for non-industrial (excluding residential, hotel, service apartment, petrol filling station and godown) purposes;
 - (ii) the purchaser shall not erect, construct or maintain upon the lot any building or buildings other than a building or buildings comprising a multi-storey vehicle park. The purchaser may in addition to but not in substitution of the multi-storey vehicle park, erect, construct and maintain upon the lot accommodation for non-industrial (excluding residential, hotel, service apartment, petrol filling station and godown) purposes;
 - (iii) the multi-storey vehicle park shall contain spaces for the parking of not less than 350 motor vehicles licensed under the Road Traffic Ordinance. There shall be provided within the multi-storey vehicle park:
 - not less than 200 parking spaces for the parking of licensed private car, light buses and taxi;
 - not less than 100 parking spaces for the parking of licensed light goods vehicles;

- not less than 50 parking spaces for the parking of licensed medium good vehicles, heavy goods vehicles, coaches or buses;
 - not less than 80% in respect of each of the parking spaces so provided shall be available for letting to the public at any time for parking on an hourly basis;
 - the total GFA of any building and building on the lot shall not be less than 14,233m² and shall not exceed 23,722m² provided that the total GFA of any building or buildings erected or to be erected on the lot excluding the multi-storey vehicle park shall not exceed 6,326m²;
 - any building on the lot shall not exceed 10 storeys including any floor or space below the level of the ground;
 - no part of any building or other structure on the lot shall exceed a height of 42 metres above the mean formation level on which it stands, save the machine rooms, air-conditioning units, water tanks stairhoods and similar roof-top structures may be erected or places on the roof of the building subject to prior written approval of the Director of Lands; and
- (b) the conversion proposal under the planning application is in breach of lease conditions of the New Grant, in particular the GFA restriction and the provision requirement of the multi-storey vehicle park. If the planning application is approved by the Board, the owner of the lot will need to apply to District Lands Office/Sai Kung for a temporary waiver to effect the proposal. However, there is no guarantee that such temporary waiver would be approved by the Government. Such application, if eventually approved, would be subject to such terms and conditions including payment of a waiver fee and an administrative fee as the Government considers appropriate.

Traffic

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

- (a) he does not support the application;
- (b) the applicant mentions about the low occupancy of the parking spaces which does not directly reflect the parking demand in the district. It is observed that the adjacent car parks and on-street parking spaces are often fully occupied especially at weekends or public holidays. In addition, he has been receiving requests from various parties for providing more parking spaces in Sai Kung;

- (c) contrary to applicant's allegation that the car park is remote from town centre, the car park is actually within walking distance from the town centre and places of attractions in the district;
- (d) the applicant concludes in the TIA submitted in May 2018 (**Appendix Ia**) that the traffic generation has no adverse impact to the local road network. Nevertheless, Transport Department (TD) reiterates that the parking spaces for commercial vehicles shall not be removed considering the parking policy of according priority of parking spaces to commercial vehicles;
- (e) there is a shortage of parking spaces for commercial vehicles in the territory. The proposed reduction of parking spaces for LGVs/HGVs and coaches does not tally with the Government's current policy in according priority of parking spaces to commercial vehicles;
- (f) he has reservation on the statement that the applicant has provided sufficient evidence that the public is choosing not to use the commercial parking available at Centro (**Appendix Ic**):
 - in the FI received on 3.8.2018 (**Appendix Ib**), the applicant states that parking promotion has been given to promote the carpark. However, from the inspection on 28.9.2018, the said parking promotion was not indicated in their advertising board at the carpark entrance;
 - according to the inspection on 28.9.2018, the parking spaces for HGV and coach on the ground floor of Centro were used for parking of private cars and material storage. Therefore there is great doubt on whether the owner of Centro fulfils his responsibility in providing parking spaces for commercial vehicles under the lease requirements;
 - there is no clear signage about the availability of parking spaces for commercial vehicles at Centro. The applicant should consider providing more signage for public's awareness of the carpark at Centro;
 - according to the Traffic Study Final Report by the applicant in May 2018 (**Appendix Ia**), the utilization survey was carried out when the said reduction of parking charge and promotion had not yet been implemented at Centro. The quoted monthly parking charge for LGV, HGV and coach at that time were \$2650 to \$3500, \$5250 to \$5800 and \$5750 to \$6500 respectively which are in general higher than the market price;
 - there are public comments stating that Centro does not accept new application of monthly parking and that the monthly parking charge is more than \$5000;

- (g) according to his observation on a typical Sunday, the observed illegally parked vehicles at Sai Kung Town were 223 no. of private car, 9 no. of LGV, 29 no. of Medium/HGV and 1 no. of coach. Utilization of the subject carpark would be increased if proper enforcement action is taken in future;
- (h) the extract of Legislative Council Paper No. CB(4)326/17-18(01) quoted in the responses-to-comments (**Appendix Ic**) is from paragraph 10 of the paper and in relation to private car park shortage. According to the paper, there is a shortage of parking spaces for commercial vehicles;
- (i) considering the seriousness of illegal parking of various types of vehicles particularly at weekends and holidays, the area of carpark should not be sacrificed for additional shop and services. The applicant may consider and apply for converting some parking spaces for use by private cars if sufficient and genuine justifications on the utilization of parking spaces are given;
- (j) the car park near Mei Yu Street is short-term nature and does not offer coach parking. He is not aware of any planned development for a new public vehicle park at that site for the time being; and
- (k) although the applicant has responded that the proposed development is only on a temporary basis, such type of development, if permitted, will set an undesirable precedent case for similar applications in the future. The resulting cumulative adverse impact on the parking spaces for commercial vehicles in the territory could be substantial.

Environment

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

he has no comment from the environmental protection perspective.

Landscape

8.1.4 Comments of the Chief Town Planner/Urban Design & Landscape, Planning Department:

the application involves conversion of internal use for the temporary relaxation of GFA restriction, significant landscape impact arising from the application is not envisaged.

Sewerage

8.1.5 Comments of the Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD):

he has no further comment on the revised SIA (**Appendix Ib**) from sewerage point of view.

8.1.6 Comments of the DEP:

the revised SIA (**Appendix Ib**) has demonstrated no adverse sewerage impact to the existing public sewerage system and he has no objection to the application.

Building Matters

8.1.7 Comments of the Chief Building Surveyor/New Territories East 2 and Rail, Buildings Department (CBS/NTE2 & Rail, BD):

(a) she has no in-principle objection to the planning application for temporary conversion under the Buildings Ordinance (“BO”) subject to the following comments:

(i) Authorized Person (AP) should be appointed to submit building plans to the Building Authority (BA) for approval;

(ii) Barrier Free Access and facilities including accessible lift and accessible toilets should be provided to the proposed temporary conversion under Building (Planning) Regulation (B(P)R) 72;

(iii) adequate provision of Means of Escape and sanitary fitments should be provided after the conversion. In particular, the existing required staircases serving the storeys above the ground storey should have a total discharge value of not less than the total occupant capacity of those storeys;

(iv) the existing premises on the application site intended to be used for Shop and Services is required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority, if applicable;

(v) applicant’s particular attention should be drawn to any additional loading implication resulting from the proposed change in use. Reference should be made to Code of Practice for Dead and Imposed Loads 2011;

(b) noting that the proposed maximum GFA is well within the permissible PR under 1st Schedule of B(P)R, he has no particular comment under the BO on the GFA calculation of the proposal; and

(c) detailed comments will be provided at building plan submission stage.

Fire Safety

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

- (a) he has no in-principle objection to the application subject to fire service installations and water supplies for fire fighting being provided to the satisfaction of Fire Services Department (FSD). Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans; and
- (b) as no details of emergency vehicular access (EVA) have been provided, comments could not be offered by FSD at the present stage. Nevertheless, 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 Buildings 2011 which is administered by the Buildings Department.

Water Supply

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

- (a) he has no objection to the application; and
- (b) according to the applicant's FI at **Appendix Ic**, the application does not necessitate new water supply facility.

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

- (a) Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD);
- (b) District Officer/Sai Kung, Home Affairs Department (DO/SK, HAD); and
- (c) Director of Electrical and Mechanical Services (DEMS).

9. Public Comments Received During Statutory Publication Periods

The application and FI were published for public inspection on 19.5.2018 and 10.8.2018. During the statutory public inspection periods, a total of 4 comments were received from individuals of public (**Appendix II**). They object to the application mainly on grounds that Hiram Highway's has been suffered from heavy traffic and there have been shortfall in car parking spaces in Sai Kung, the reduction in parking spaces in the development would have adverse traffic impacts to the area, and the low occupancy rate of the current car park is due to its high rental price.

10. Planning Considerations and Assessments

- 10.1 The application is for temporary relaxation of GFA restriction for a period of 3 years to enable conversion of existing public vehicle park to shop and services use at the Site. At present, the development at the Site provides a total of 350 parking spaces for private cars, good vehicles and coaches. The applicant proposes to convert 8/F and 9/F of the development from public vehicle park to shop and services use and close the public vehicle park on R/F. A total of 94 LGV parking spaces, 22 HGV parking spaces and 19 coach parking spaces are proposed to be deleted. The Site falls within the “OU(Commercial Development with Multi-storey Vehicle Park)” zone on the OZP. The planning intention of the said “OU” zone is for commercial and multi-storey vehicle parking uses. Development within this zone is subject to a maximum GFA of 23,722m², of which not less than 17,396m² shall be provided for ‘Public Vehicle Park’. According to the Explanatory Statement of the OZP, to provide design flexibility for innovative design adopt to the characteristic of the Site, minor relaxation of the GFA restriction may be considered by the Board.
- 10.2 The proposed temporary conversion would result in an increase of the total GFA of the development to 24,025.561m² (i.e. an increase of 303.561m² (+1.28%)), whereas the GFA for public vehicle park would be reduced to 13,374.572m² (i.e. a reduction of 4,021.428m² (-23.12%)) when compare with the GFA restriction stipulated on the OZP. While the proposal only involves internal conversion works at the existing building and ‘Shop and Services’ use is always permitted within the subject “OU” zone and such use is considered not incompatible with the surrounding area, no information is provided in the application to demonstrate any planning merit for the proposed relaxation of GFA restrictions which would result in reduction in the provision of public vehicle park in the area.
- 10.3 The Site is located at the junction of Hiram’s Highway and Chui Tong Road. It is within walking distance from Sai Kung Town Centre and other places of attraction in the area. The development of the Site is currently one of the major vehicle parking facilities in Sai Kung. C for T objects to the application as the proposed reduction of parking spaces for goods vehicles and coaches does not tally with the Government’s policy in according priority of parking spaces to commercial vehicles. He advises that the adjacent car parks and on-street parking spaces are often fully occupied especially at weekends or public holidays. Besides, requests have been received from various parties for providing more parking spaces in Sai Kung. Considering the seriousness of illegal parking of various types of vehicles particularly at weekends and holidays, the area of carpark should not be sacrificed for additional shop and services uses.
- 10.4 The applicant has submitted revised SIA and supplementary information on the water demand of the proposal to demonstrate that the proposal will not create adverse impacts on sewerage and water supply. Relevant departments including DEP, CE/MN, DSD, DEMS and CE/Construction, WSD have no objection to/comment on the application.
- 10.5 The public comments received are mainly expressing concerns on traffic condition and inadequacy of car park provision in the area. In this regard, the assessments in paragraphs 10.2 to 10.4 above are relevant.

11. Planning Department's Views

- 11.1 Based on the assessment made in paragraph 10 above and having taken into account the public comments mentioned in paragraph 9, the Planning Department does not support the application for the reason that no information is provided in the application to demonstrate any planning merit for the proposed relaxation of GFA restrictions which would result in reduction in the provision of public vehicle park in the area.
- 11.2 Alternatively, should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of 3 years from 22.3.2019 to 22.3.2022. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) the design of public vehicle parking within **6** months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 22.9.2019;
- (b) in relation to (a) above, the provision of public vehicle parking within **9** months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 22.12.2019;
- (c) the submission of water supplies for firefighting and fire service installations proposals 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 22.9.2019;
- (d) in relation to (c) above, the implementation of water supplies for firefighting and fire service installations proposals within **9** months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 22.12.2019; and
- (d) if the above planning conditions 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 III**.

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 conditions and advisory clauses, if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.
- 12.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reasons for rejection should be given to the applicants.

13. Attachments

Appendix I	Application form dated 9.5.2018
Appendix Ia	Supplementary Planning Statement
Appendix Ib	FI dated 3.8.2018
Appendix Ic	FI dated 3.10.2018
Appendix Id	FI dated 1.2.2019
Appendix II	Public Comments
Appendix III	Advisory Clauses
Drawing A-1	Location Plan
Drawings A-2 to A-12	Floor Plans
Drawing A-13	Section Plan
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a to A-4c	Site Photos

**PLANNING DEPARTMENT
MARCH 2019**