

**Section 12A Rezoning Application
Discovery Bay Outline Zoning Plan,
Proposed Development Areas 10b, 22 and 4a**

Planning Statement

September 2022

Hong Kong Resort Company Limited

Executive Summary

- S.1 Hong Kong Resort Company Limited ("HKR") is the applicant and the developer of Discovery Bay. This is an application to rezone some of the back-of-house areas, which either are no longer needed or can be better provisioned. HKR has a long-term vision to better utilise the existing land resources at Discovery Bay to serve a larger population while retaining the character of the development. This is responsive to the broader strategic planning objective of Hong Kong to provide additional housing capacity.
- S.2 HKR has conducted a site analysis, taken into consideration the topography and landscape around Discovery Bay, and recognised the value of the natural environment. This analysis has identified the development potential of the existing Areas 10b and part of Area 22, the locations of which are indicated in **Figure S1**. These are underutilised already developed sites, and provide an opportunity to optimise the development potential of Discovery Bay without negatively impacting the natural environment.
- S.3 The scheme proposed in this application has taken into account many of the previous comments from the Government Departments and has resolved the key issues that, resulted in the withdrawal of the previous application number Y/I-DB/3. This application, however, covers a larger area than the previous application with the incorporation of a portion Area 22, as well as a portion of the eastern breakwater.
- S.4 Careful consideration has been given to the Master Layout Plan on the Application Site. **Figure S1** shows the existing OZP overlaid with the existing Discovery Bay Master Plan Areas. **Figure S2** shows the proposed amendments to the OZP, overlaid with the Proposed Areas which would need to be revised on the Discovery Bay Master Plan after the approval of this application. Comparing the two plans helps to understand the relationship between the existing situation and the proposed scheme.
- S.5 In **Figure S2** the proposed revised Area 10b and the OZP boundary are expanded to permit the formation of land within part of the approved reclamation limit. The OZP boundary is also revised to incorporate the helicopter landing pad that is located adjacent to the eastern breakwater. The helicopter landing pad is within the approved reclamation area. Proposed revised Area 10b aims to provide a mix of residential developments including mid-rise blocks, low-rise blocks and houses. The service activities and facilities are reprovisioned underneath a podium, with residential developments above.
- S.6 Proposed Area 4a is a new proposed residential area, carved out of the existing Area 22. That site has been underutilized as a horticultural nursery and is not suitable for the operation of the Lantau Yacht Club due to its higher elevation and distance from the Marina. The existing Area 22 is further revised and aims to expand the Lantau Yacht Club site to incorporate a hard-standing area and workshops in order to store, service and repair boats on site. This new proposed Area 22, Area B site retains the 5 storey and

15m building height restrictions that were placed on the previous Area 22, Area B site. It is also intended in this scheme to reprovise the helipad on the eastern breakwater, which also is an access road.

- S.7 The Proposed Scheme can be seen in the Master Layout Plan in **Figures S3**. The Development Schedule is included in **Table S1**. There are 3 proposed Areas on the Discovery Bay Master Plan: proposed revised Area 10b, proposed revised Area 22 and the new proposed Area 4a. There is also the proposed helipad and access road on the eastern breakwater.
- S.8 A number of technical assessments have been conducted and establish that the development is appropriate and the infrastructure capacities can accommodate the proposed development.
- S.9 The proposed revised Areas 10b and 22, and the proposed Area 4a are already disturbed areas, together with the adjoining water already gazetted and approved for reclamation. The Application Site has minimal natural environmental value and has an unsightly mix of uses on the Area 10b and 22 portions. The Proposed Area 4a site is underutilized and a prime site for redevelopment. The proposed rezoning would result in the upgrading of the area in both function and amenity value in a manner that is more in keeping with the existing character of Discovery Bay.

Table S1 : Development Schedule

	Area 4a	Area 10b	Area 22	
			Area B	Marina – Helipad and Access Road
Site Area (Approximately)	7,200 m ²	42,000 m ²	21,600 m ²	8,048 m2
Total GFA (Max)	4,500 m2	68,000 m ²	5,500 m ² (in OZP Zone Area A & B)	0
Domestic GFA (MAX)	4,500 m ²	56,700 m ²	0	
Non-Domestic GFA (Max)	Nil	11,300 m ²	5,500 m ²	
Plot Ratio	0.6	1.6	0.2	
Domestic Plot Ratio	0.6	1.4	0	
Non-Domestic Plot Ratio	0	0.3	0.2	
Number of Storeys (Max)	5	Midrise : 16 to 18 Lowrise : 6 Houses : 2	5 storeys	N.A.
Building Height (Approximately) (including roof structures)	37.2 mPD	Midrise : 88.2 mPD Low-rise : 38.2 mPD Houses : 16.65 mPD	15 m	
Promenade Area (approximately)	N.A.	1,600 m ² (400 m long, 4 m wide)	N.A.	
Maximum Site Coverage	13%	51%	Follow Buildings Ordinance	
Number of Residential Blocks	4	Midrise : 5 Lowrise : 11 Houses : 34	N.A.	
Number of Flats	72	786	N.A.	
Average Flat Size	62 m ²	71 m ²	N.A.	
Car Parking Spaces	No private car parking spaces			
Loading/Unloading Spaces	2 (open air)	10 (open air)	3 (open air)	
Private Open Space*	180 m ²	1,965 m ²	N.A.	

Existing Situation

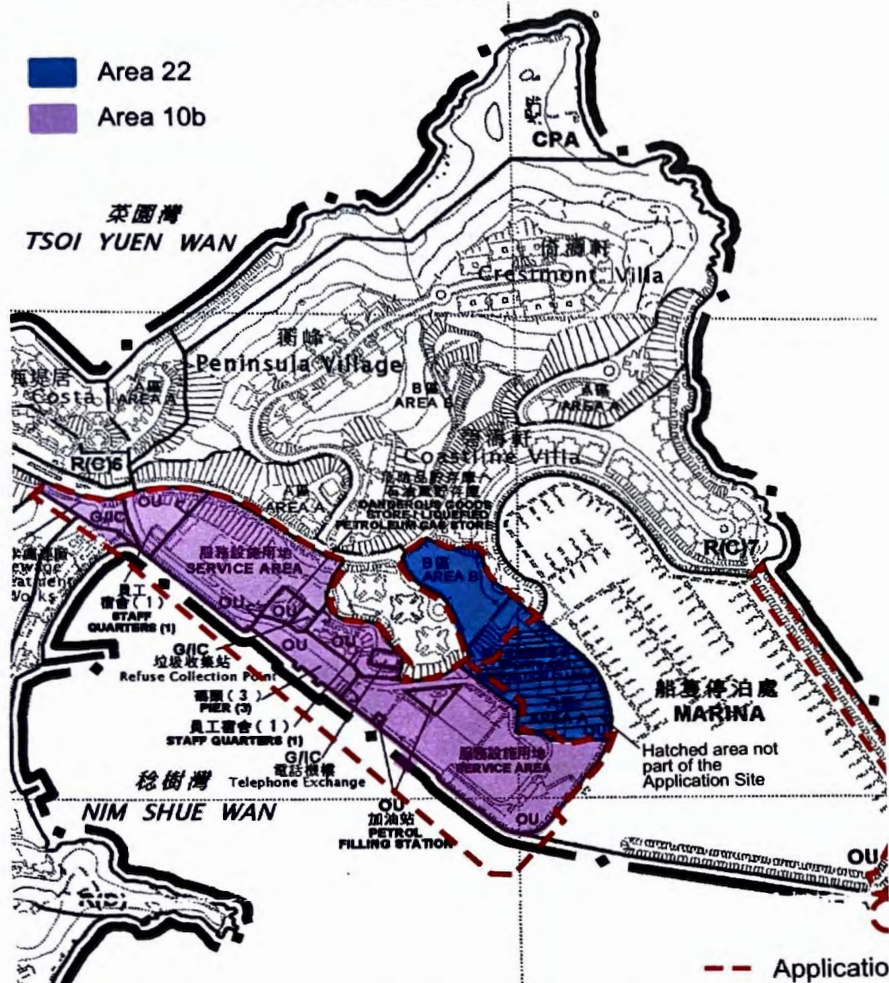


Figure S1: An approximate location plan of the Application Site showing all the different zones that are existing on the site, as well as indicating the current locations of Area 10B and Area 22 on the Discovery Bay Outline Zoning Plan No. S/I-DB/4.

Proposed Scheme

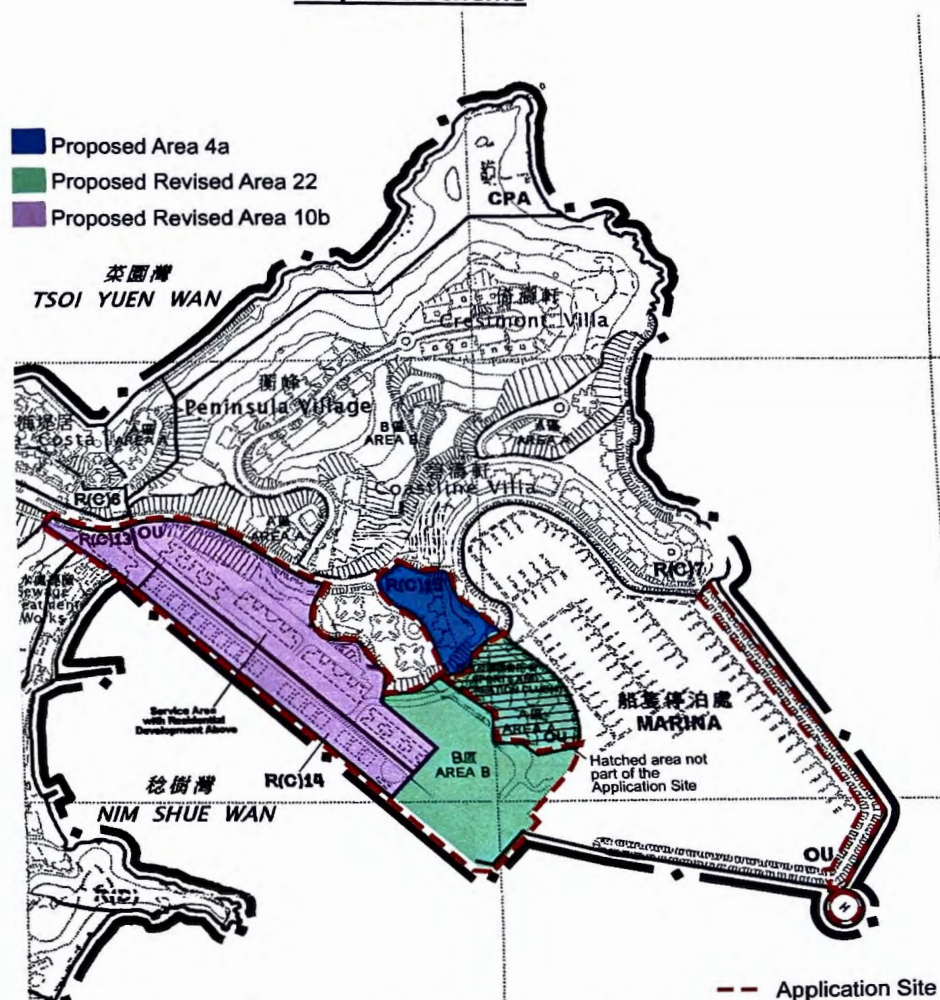


Figure S2: Proposed Amendments to the Discovery Bay Outline Zoning Plan, overlaid with the Amendments to the Discovery Bay Master Plan which would be submitted to Lands Department after the Approval of this Rezoning Application.

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List of Consultants

Masterplan Limited
Ove Arup & Partners Hong Kong Ltd
URBIS Limited

1. Introduction

- 1.1 Hong Kong Resort Company Limited ("HKR") is the applicant and the developer of Discovery Bay. This is an application to rezone some of the back-of-house areas, which either are no longer needed or can be better provisioned. HKR has a long-term vision to better utilise the existing land resources at Discovery Bay to serve a larger population while retaining the character of the development.
- 1.2 HKR has conducted a site analysis, taken into consideration the topography and landscape around Discovery Bay, and recognised the value of the natural environment. This analysis has identified the development potential of the existing Areas 10b and part of Area 22, the locations are indicated in **Figure 1**. As underutilised already developed sites, the existing Areas 10b and part of Area 22 provide an opportunity to optimise the development potential of Discovery Bay without negatively impacting the natural environment.

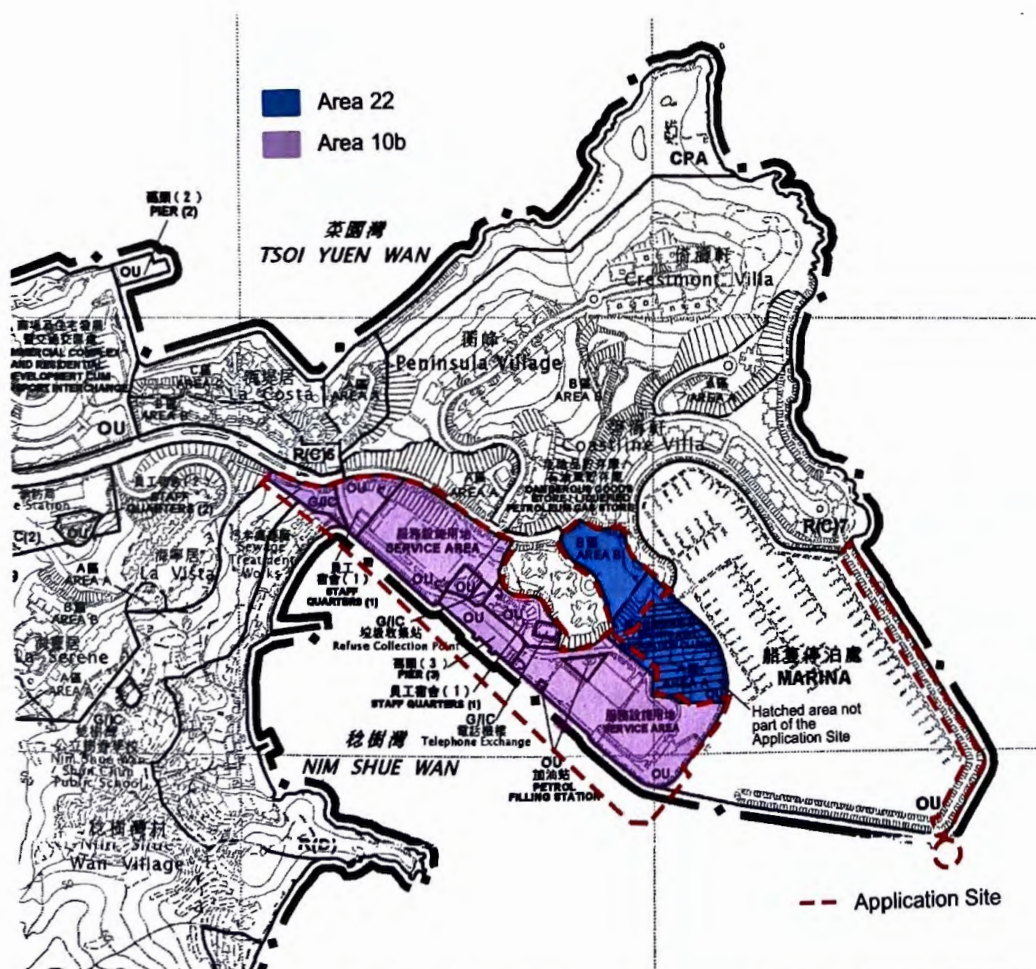


Figure 1: A plan of the Application Site showing all the different zones that are existing on the site, as well as indicating the current locations of Area 10B and Area 22 on the Discovery Bay Outline Zoning Plan No. S/I-DB/4. The hatched portion of Area 22, shown in the plan, is not part of the Application Site.

2. The Application

2.1 This application is made under section 12A of the Town Planning Ordinance, to rezone the Application Site on the Discovery Bay Outline Zoning Plan (OZP) No. S/I-DB/4. The intention of the application is to put in place a new pattern of zoning which will allow for revising the boundaries and completely up-grading the existing Areas 10b and 22, as well as creating the new proposed Area 4a. This aims to make the Application Site more consistent with the higher quality residential areas found in Discovery Bay. The rezoning application aims to:

- I. Extend the OZP boundary to incorporate the already approved reclamation within the Application Site;
- II. Remove the existing redundant or inappropriate industrial uses, and rationalise the existing service facilities under a podium;
- III. Increase residential development by approximately 858 units;
- IV. Create a hardstanding area for the dry storage and servicing and repairs of boats related to Lantau Yacht Club and its Marina;
- V. Relocation of the Helicopter Landing Pad to the eastern break water of the Marina; and
- VI. Improvement to the foreshore promenade and marine access.

3. Relevant Background

Previous Application No. Y/I-DB/3

3.1 In February 2016 a rezoning proposal in Application Number Y/I-DB/3 was submitted, on behalf of HKR, which only included land located in Area 10b in Discovery Bay. There were a wide range of comments from Government Departments related to urban design issues, infrastructure provision and population capacity. The District Lands Office required the provision of the helicopter landing pad as required under the lease. Civil Aviation Department objected to the alternative helicopter landing pad location, which had been proposed uphill near the reservoir. Because of the fundamental objection to the helicopter landing pad, the application was withdrawn in April 2017.

S.16 Application for Liquefied Petroleum Gas Compound to Relocate from Area 10b to Area 10d

3.2 An application will shortly be submitted for a proposed liquefied petroleum gas plant (LPG) at Area 10d Discovery Bay. The LPG Compound Application Site is currently zoned "Government, Institution or Community" on the Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4. "Dangerous Goods Godown (Liquefied Petroleum Gas Store only)" is a Column 2 use which is why the s.16 application is required.

- 3.3 Electrical and Mechanical Services Department (EMSD) has already given construction approval for the LPG Compound for Discovery Bay at Area 10d.
- 3.4 Approval of the s.16 application would confirm that the relocation of the LPG Store proposed in this s.12A rezoning application is feasible.

Child Care Facilities in Discovery Bay

- 3.5 HKR has successfully developed Discovery Bay to be a family friendly environment. There are 2 kindergarten-cum-child care centres (KG-cum-CCCs) in Discovery Bay listed on the website of the Joint Office for Kindergartens and Child Care Centres of Education Bureau. The kindergartens are well established and were opened in 1996 and 2010. The Kindergartens cater for children from 15 months to 6 years old and are sufficient to meet the demand within Discovery Bay. The details of the existing childcare facilities are in **Table 1** below.

Table 1 : Information Relating to the Existing Child Care Centres
in Discovery Bay

Discovery Mind International Play Centre (Discovery Bay)	Discovery Montessori Nursery
School Size: 7,417 m ²	School Size: 3,475 m ²
Established: 1996	Established: 2010
<u>Classes:</u> <ul style="list-style-type: none"> • 15 Months -2 years old: 2 classes per day, 8 persons per class • 2 years old or above: 5-6 classes per day, 22 persons per class 	<u>Classes:</u> <ul style="list-style-type: none"> • 2-3 years old: 1 class per day, 20 persons per class • 3-6 years old 4 classes per day*, 40 persons per class

*Two of the classes use the space in Block 1 Discovery Montessori Academy (9,292 m²).

- 3.6 Discovery Mind International Play Centre is located in the Commercial Area of 2-16 Discovery Bay Road, which is in close proximity to the Application Site and would be able to adequately accommodate the childcare needs of the future residents of the proposed developments.
- 3.7 The current Hong Kong Planning Standards and Guidelines ("HKPSG") in paragraph 10.2.6 of Chapter 3 "Community Facilities" states that the standard for Child Care Centres is:

"The population-based planning standard for an aided CCC is 100 places per 25 000 persons. Such standard should be applied flexibly having regard to a number of case-specific factors to be considered by the SWD, including the distribution of CCCs, land supply in different districts, district characteristics and service demand resulting from population growth and demographic changes."

Therefore, the number of places required for the proposed future population of 28,770 would require 115 places for children under 3 years old. The current facilities set out in Table 1 provide adequately for the current and future needs of Discovery Bay residents.

Policy Support

Chief Executive's Policy Address 2021 and Hong Kong 2030+

- 3.8 The proposed amendment and development is consistent with Chief Executive (CE)'s Policy Address in 2021, aligning with the objective of increasing and expediting housing land supply to optimise residential development. As stated by the CE in paragraph 81, "Providing decent accommodation for all is the primary goal of my housing policy."
- 3.9 Referring to the Government publication HK2030+: Towards a Planning Vision and Strategy Transcending 2030 (HK2030+), the subject site of this application is situated in a strategic location for the development and spatial planning of the city. The northern area of Discovery Bay where development is most concentrated, lies within the Western Economic Corridor under the Conceptual Spatial Framework. It is also strategically located close to the future CBD3 at Kau Yi Chau Artificial Islands, Airport City, the gateway to the CBD1 at Victoria Harbour, and Hong Kong-Zhuhai-Macao Bridge. The proposed amendments can directly benefit these nearby economic clusters and channels by increasing housing supply and supporting amenities.

Election Manifesto of Chief Executive Election 2022

- 3.10 The policy context should also consider the Manifesto of the new Chief Executive; reference is made to the Election Manifesto of Chief Executive Election 2022 by Mr John Lee Ka-Chiu. One of the goals of the new administration is "to increase land and housing supply.", "...the government, institutions and private sectors must join together and stand firm to increase supply." (page 12).

Consistent with the General Planning Intention of Discovery Bay

- 3.11 The long-term planning for Discovery Bay as shown in this application, is consistent with the envisaged developments at Siu Ho Wan, Sunny Bay and Tung Chung New Town Extension at Lantau.

4. Land Administration

- 4.1 Under the land lease, the immediately adjoining water to the south of Area 10b is granted to HKR. This water has been previously gazetted under the Foreshores and Sea Bed Ordinance (G.N.710 of Gazette No.14 dated in 1976) and approved for reclamation. The reclamation of this approved area is now proposed in this application. Suitable rezoning is proposed to guide the development of this new reclamation.

- 4.2 Approved development at Discovery Bay is shown in a Master Plan under the lease. The current Master Plan No. 7.0E has been in effect since 17 August 2021.
- 4.3 Subsequent to the approval of this planning application, an application to Lands Department will be made to amend the Master Plan to enable the proposed developments at Areas 10b, 4a and 22.

5. The Application Site

- 5.1 The Application Site is located on the southern waterfront of the Tai Pak Tsui Peninsula as seen in **Figure 2**. The main portion of the Application Site is the existing waterfront area along both sides of Marina Drive all the way to the Marina. It extends the existing reclamation out to the approved reclamation line to the south of the existing seawall. To the east of Capevale Drive a new residential area is created which extends from the edge of the Lantau Yacht Club up to Discovery Bay Road. The Application Site is primarily a piece of flat reclaimed land of 81.8 ha which overlooks Nim Shue Wan to the south. The reclaimed land is at an elevation of approximately 5 mPD, while the higher portion of the site is at 15.2 mPD overlooking the existing Marina to the east. The re-provisioned helicopter landing pad and the associated road access are located on the eastern breakwater of the Marina, and form part of the Application Site. In terms of the Discovery Bay Master Plan, the existing Area 10b and Area 22 are shown overlaid on the approved OZP in **Figure 1**.



Figure 2: Location Plan (Source: Extract from GEOINFO MAP).

- 5.2 The Application Site currently accommodates a mix of land uses (as shown in **Photographs 1 to 13** below) including:

Area 10b

- I. Generally located from east to west along the northern side of the current Marina Drive are: A telephone exchange, staff quarters, a refuse collection station, a liquefied petroleum gas storage, an overnight bus parking area, HKR's warehouse, a bus repair station and golf cart repair workshops.

II. Along the southern side of Marina Drive are:

- a. Kai To Pier centrally located at the waterfront,
- b. A boat servicing yard and a petrol filling station to the east, around the entrance of the Lantau Yacht Club; and
- c. A decommissioned sewerage treatment plant and an existing sewerage pump to the west, near the junction of Marina Drive and Discovery Bay Road;

Area 22, Area B

- I. A horticultural nursery located on the current Area 22, Area B.

- 4.3 Overall the locality functions as the service area for Discovery Bay. It is poorly utilised, unattractive and out of character with the high-quality residential environment elsewhere in Discovery Bay. It represents opportunities for redevelopment and upgrading works.
- 4.4 The main vegetation on the site is semi-natural vegetation on the slopes, as well as amenity tree and shrub planting around the Lantau Yacht Club and along Marina Drive.



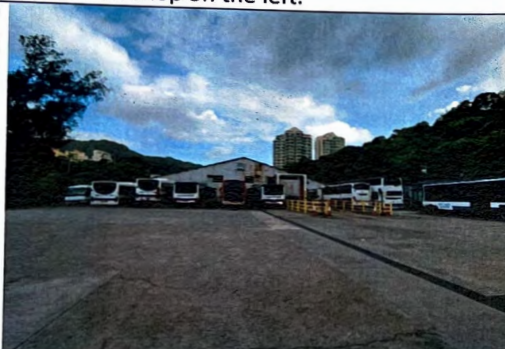
Figure 3: Plan with Application Site boundary, showing location of site photographs taken.



Photograph 1: The entrance to Marina Drive is also the entrance to Area 10b. The sewerage treatment plant on the right and the golf cart repair workshop on the left.



Photograph 2: The golf cart repair workshop with Peninsular Village in the background.



Photograph 3: Bus parking and repair workshop with La Costa residential blocks in the background.



Photograph 4: The refuse collection point with the staff quarters behind it and Peninsula Village to the left in the background.



Photograph 5: The petrol filling station.



Photograph 6: The Lantau Yacht Club entrance.



Photograph 7: The Lantau Yacht Club Clubhouse.



Photograph 8: The Lantau Yacht Club recently renovated and the updated .



Photograph 9: The Lantau Yacht Club hard standing for boat storage, with hoist and repair workshops



Photograph 10: The Kaito Pier and bus parking.



Photograph 11: The horticultural nursery currently located at the site of the proposed new residential development, Area 4a on Capevale Drive.



Photograph 12: Looking down Capevale Drive with the existing horticultural nursery/proposed 4a residential site on the right. As can be seen in the photo the Proposed 4a site has residential developments on the west as well as north west, across Discovery Bay Road.



Figure 13: Looking down Discovery Bay Road with the existing horticultural nursery/proposed 4a residential site on the right. As can be seen in the photo the Proposed 4a site has residential developments adjacent to it on northeast as well.

6. Planning Context

6.1 The Application Site covers a number of different existing land use zones on the Discovery Bay OZP No. S/I-DB/4, including:

- Other Specified Uses (Staff Quarters)(1);
- Other Specified Uses (Service Area);
- Other Specified Uses (Petrol Filling Station);
- Other Specified Uses (Pier)(3);
- Other Specified Uses (Marina);
- Other Specified Uses (Sports and Recreation Club)(4) Area B;
- Government, Institution or Community (Refuse Collection Point);
- Government, Institution or Community (Telephone Exchange); and
- Government, Institution or Community (Sewerage Treatments Works).

7. Previously Submitted Scheme

7.1 The previous scheme, Application number Y/I-DB/3, was submitted in February 2016 relating to Area 10b only. The Concept Plan is included in **Figure 4**. There were a number of comments from Government Departments, many of which were resolved. There were minor modifications in the scheme to respond to the comments. The key concerns from the Government Departments were related to the sewerage treatment proposal, the proposal to re-provision the helicopter landing pad and the proposed water supply arrangement. These issues needed an alternative approach and the modifications to the scheme would be more than minor. As a result, that application was withdrawn in April 2017.

7.2 The development schedule for the previous application is set out in **Table 2** below.

Table 2: Previous Submission Development Schedule

Site Area (Approximately)	62,875 m ²
Total GFA (Max)	89,500 m ²
Domestic GFA (Max)	67,500 m ²
Non Domestic GFA (Max)	22,000m ²
Plot Ratio	1.42
Domestic Plot Ratio	1.07
Non Domestic Plot Ratio	0.35
Number of Storeys (Max)	<ul style="list-style-type: none"> • Low-rise: 3-4 storeys • Flat buildings on podium : 4-5 and 18 storeys • Flat buildings 6,9-12, and 18 storeys
Building Height (Max Including Structure)	<ul style="list-style-type: none"> • Low-rise 21 mPD • Flat buildings on podium: 33-35, 86 mPD • Flat buildings 31, 47-57, 77 mPD
Number of flats (approximately)	1,125
Promenade (approximately)	2,500 m ²

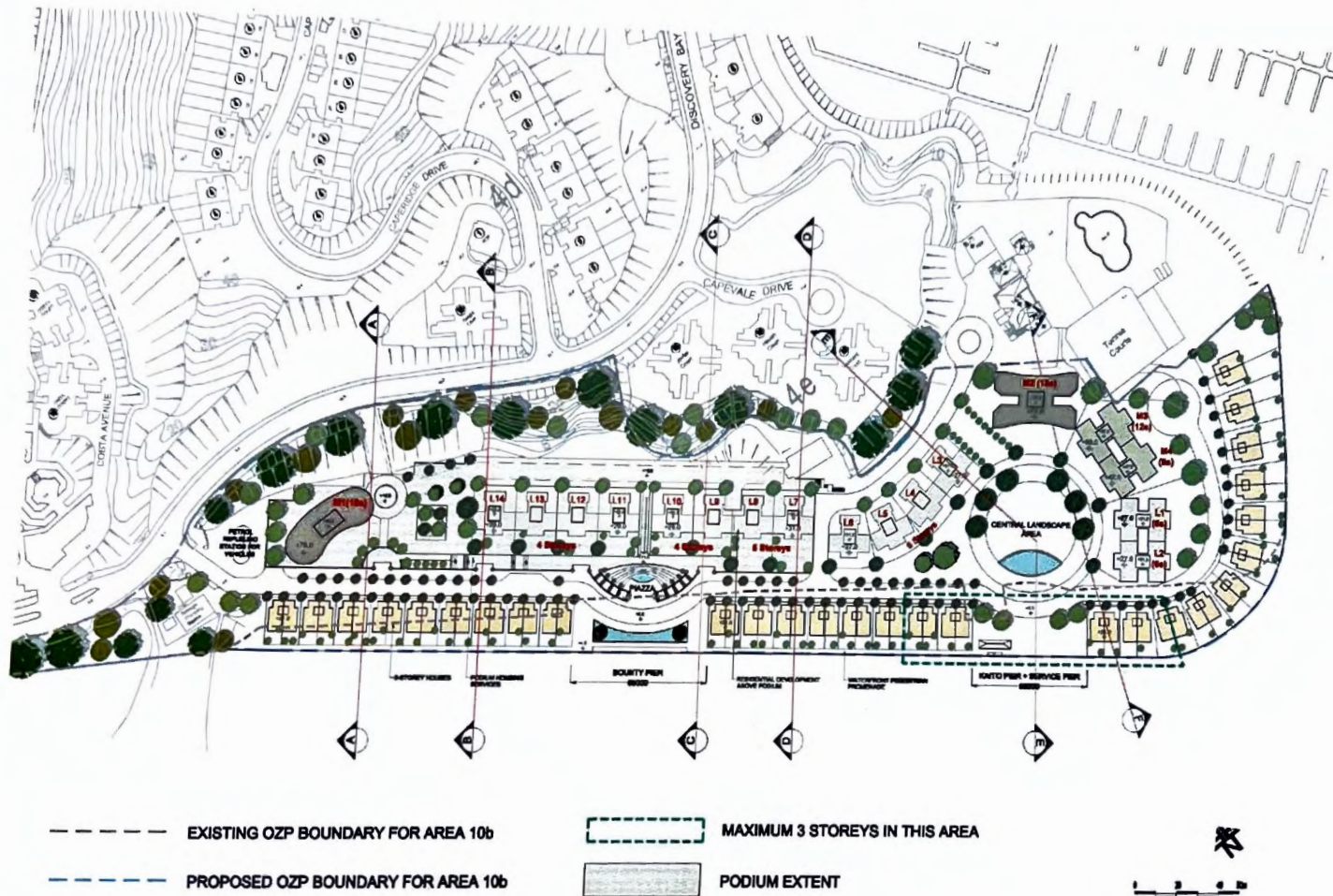


Figure 4: Previous submission Application Number Y/I-DB/3, relating to Area 10b only. It was withdrawn after the relocation of the helicopter landing pad couldn't be resolved.

8. Proposed Scheme

- 8.1 The scheme proposed in this application has taken into account many of the previous comments from the Government Departments and has resolved the key issues that resulted in the withdrawal of the previous application number Y/I-DB/3. This application, however, covers a larger area than the previous application with the incorporation of a portion Area 22 as well as a portion of the eastern breakwater.
- 8.2 Careful consideration has been given to the Master Layout Plan on the Application Site. **Figure 5** shows two OZPs, **Figure 5a** shows the existing OZP overlaid with the existing Discovery Bay Master Plan Areas. **Figure 5b** shows the proposed amendments to the OZP, overlaid with the Proposed Areas which would need to be revised on the Discovery Bay Master Plan after the approval of this application. Comparing the two plans helps to understand the relationship between them.
- 8.3 In **Figure 5b** it is clear that the proposed revised Area 10b and the OZP boundary are expanded to complete the formation of land from the approved reclamation within the Application Site. The proposed revised OZP boundary is based on the proposed areas of reclamation, and not on all of the approved reclamation within the vicinity. The OZP boundary is also revised to incorporate the helicopter landing pad that is located adjacent to the eastern breakwater. The helicopter landing pad is within the approved reclamation area.
- 8.4 Proposed Area 4a is a new proposed residential area, carved out of the existing Area 22. That site has been underutilized as a horticultural nursery and is not suitable for the operation of the Lantau Yacht Club due to its higher elevation and distance from the Marina. The existing Area 22 is further revised and aims to expand the Lantau Yacht Club site to incorporate a hard-standing and workshops in order to store, service and repair boats on site. This new proposed Area 22, Area B site retains the 5 storey and 15m building height restrictions that were placed on the previous Area 22, Area B site. This expansion of Area 22 is currently part of Area 10b. It is also intended in this scheme to reprovision of the helipad on the eastern breakwater, which also uses the eastern breakwater as an access road. The helipad is to be built on a new platform within the approved reclamation area.
- 8.4 The Proposed Scheme can be seen in the Master Layout Plan in **Figures 6 and 7**, and the typical floor plan in **Figure 8**. The Development Schedule is included in **Table 3**. There are 3 proposed Areas on the Discovery Bay Master Plan: proposed revised Area 10b, proposed revised Area 22 and the new proposed Area 4a. There is also the proposed helipad and access road on the eastern breakwater.
- 8.5 While the approved reclamation area is larger than the proposed Application Site, it is not intended to reclaim any land that is not proposed to be developed. The proposed delineation of the new OZP boundary therefore reflects the portions of the approved reclamation intended for development within the Application Site only.

Existing Situation

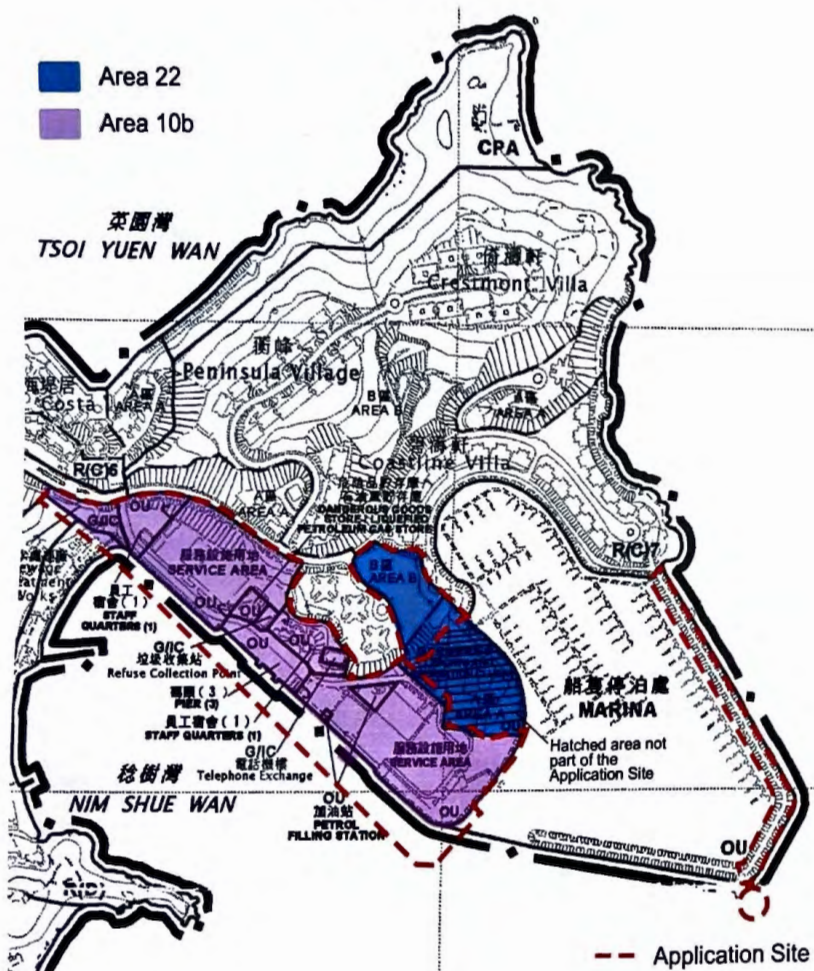


Figure 5a: An approximate location plan of the Application Site showing all the different zones that are existing on the site, as well as indicating the current locations of Area 10B and Area 22 on the Discovery Bay Outline Zoning Plan No. S/I-DB/4.

Proposed Scheme

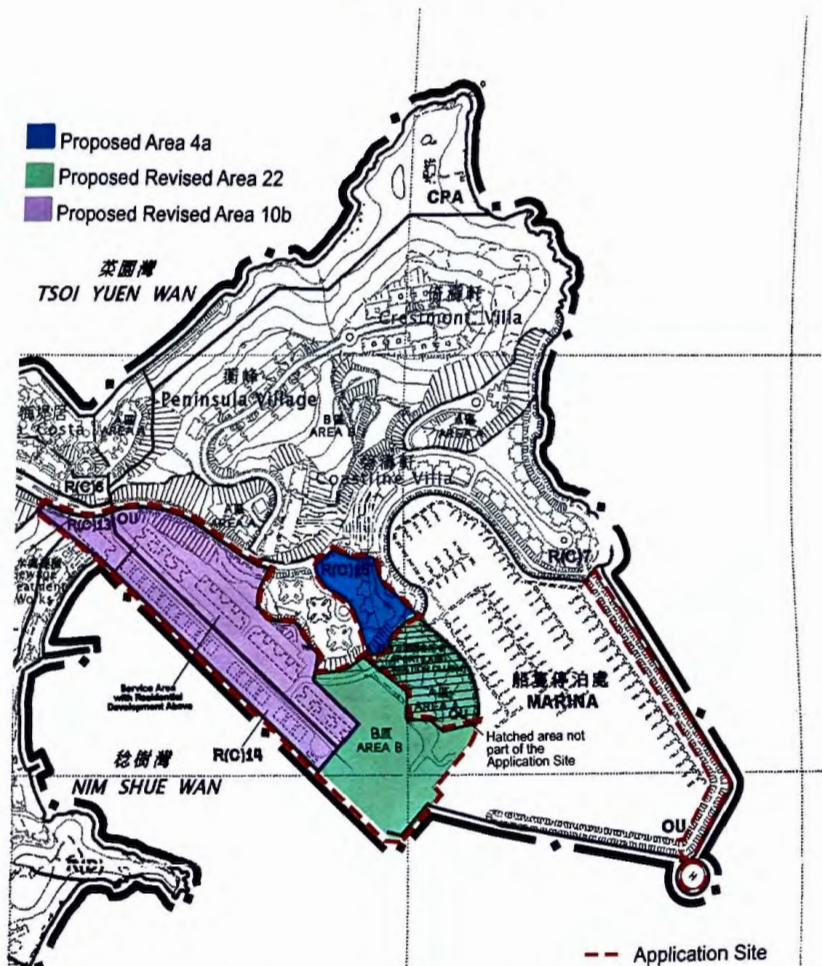


Figure 5b: Proposed Amendments to the Discovery Bay Outline Zoning Plan, overlaid with the Amendments to the Discovery Bay Master Plan which would be submitted to Lands Department after the Approval of this Rezoning Application.

S.12A Rezoning Application: Discovery Bay Outline Zoning Plan,
Proposed Development Areas 10b, 22 and 4a

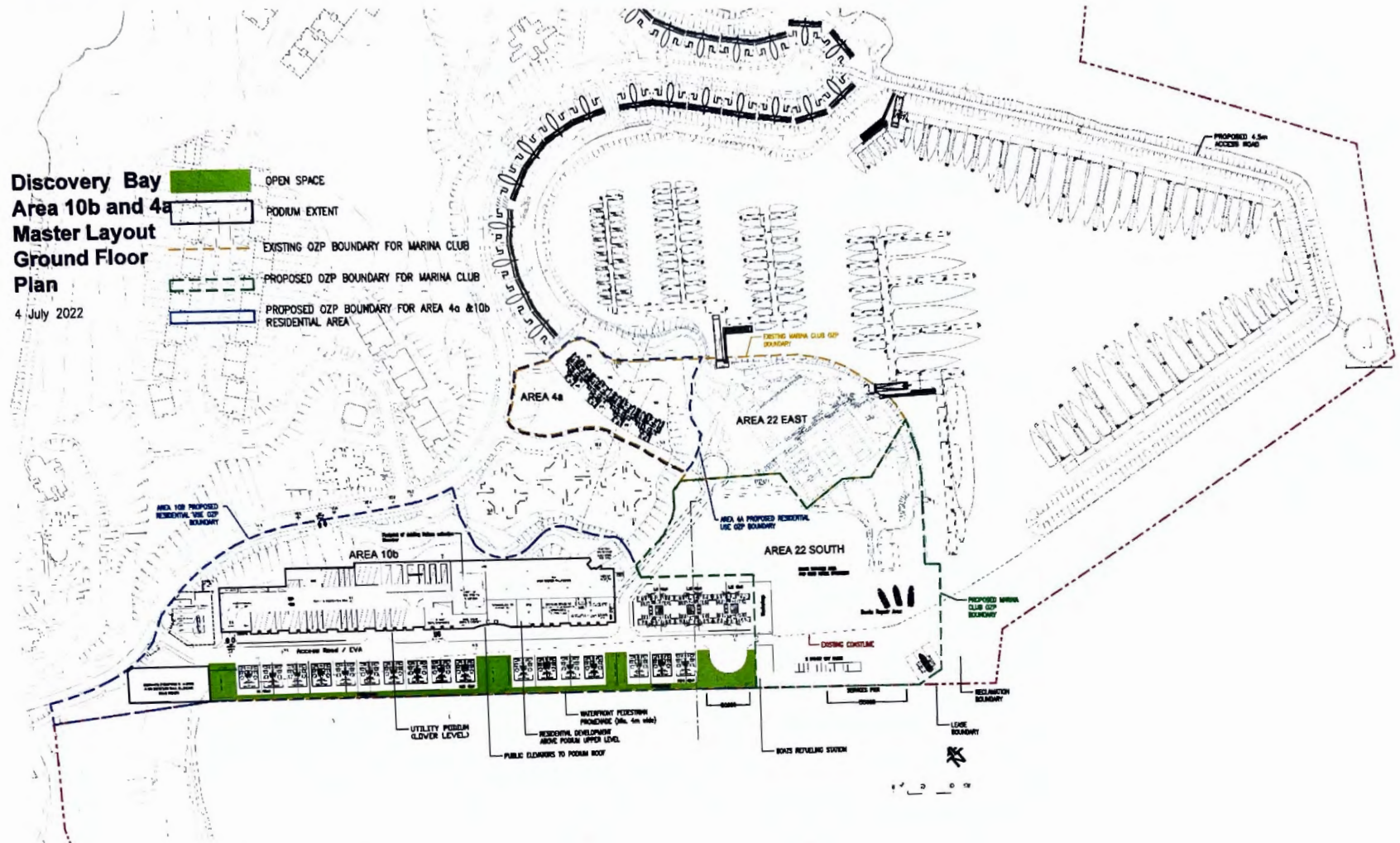





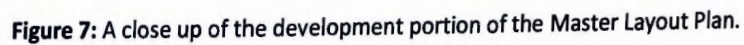


Figure 6: Full Master Layout Plan

 OPEN SPACE
 PODIUM EXTENT
 EXISTING OZP BOUNDARY FOR MARINA CLUB
 PROPOSED OZP BOUNDARY FOR MARINA CLUB
 PROPOSED OZP BOUNDARY FOR AREA 4a & 10b RESIDENTIAL AREA



**Discovery Bay
Area 10b and 4a
Master Layout
Typical Floor Plan**

4 July 2022

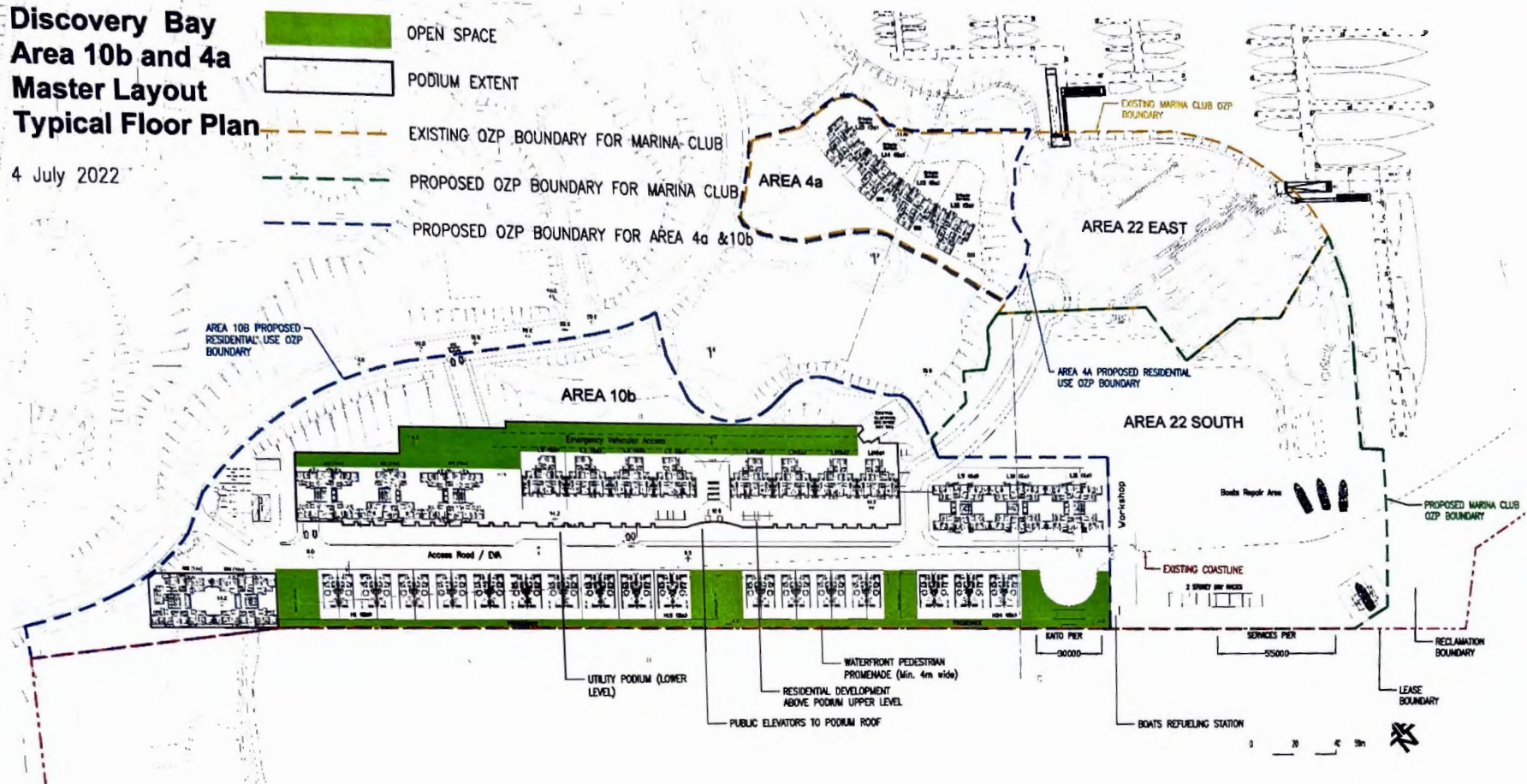


Figure 8: The development portion typical floor plan.

Proposed Revised Area 10b

- 8.6 The proposed revised Area 10b is the most complicated of the areas. On the proposed OZP the proposed revised Area 10b would include 3 different planning zones:

- 1) "Other Specified Uses" annotated "Service Area with Residential Development Above";
- 2) "Residential (Group C)13"; and
- 3) "Residential (Group C)14".

These zones will each be discussed in detail below.

"OU Service Area with Residential Development Above"

- 8.7 This portion of the proposed revised Area 10b is a new residential complex above a podium. Below the podium is a services area that re-provides many of the existing services on the site. The Master Layout Plan in **Figure 7** shows in detail where the services are located. The residential towers are highest in the west at 18-16 storeys above the podium and tapers down to 6 storeys above the podium in the middle. To the east are 6 storey towers, they are the lowest as they are not above a podium but built at grade. The services provided are:

- Bus Overnight Parking;
- General E/M;
- Bus Depot;
- Golf Cart Repair Offices;
- Refuse Collection Chamber;
- General Storage;
- Storage Space to replace the existing Open Storage and Containers;
- E/M for Residential Above;
- City Management Office and Workshop;
- City Management Staff Rest Area;
- Transport Office;
- Transport Staff Rest Area; and
- Commercial Services Management Store.

- 8.8 To the very west of this site is the proposed site for the petrol refuelling station for vehicles. The petrol refuelling station is free-standing and not located underneath the podium structure. To the south of this development is the relocated Marina Drive which provides the access to the site and serves as the (Emergency Vehicular Access) EVA.

"Residential (Group C)13"

- 8.9 At the entrance to Marina Drive, on the most western portion of the Application Site, is a proposed residential development which includes the existing sewerage pumping station retained at the ground floor, with 2 residential towers above the two-storey podium level. The towers are 18 storeys.

"Residential (Group C)14"

- 8.10 On the southern side of Marina Drive is the third proposed residential development within the revised proposed Area 10b site. This development is mainly built on the new reclaimed land along the waterfront, which is a platform with foundation piles. The development consists of 34 houses which are 2 storeys in height. At the waterfront side of the houses, is a slightly lower cantilevered waterfront pedestrian promenade. The 4m width of the waterfront promenade is in accordance with the request from the Urban Design Unit of Planning Department in the previous application.
- 8.11 The slightly lower level of the waterfront promenade maintains privacy for the adjacent houses while allowing the public to enjoy the attractively landscaped waterfront, including a landscaped waterfront pavilion in the centre. At the southern end of the proposed R(C)14 zone, is an attractive shaded waterfront venue with another pavilion for waiting for the Kaito ferry and for general leisure.

Proposed Revised Area 22

- 8.12 The proposed revised Area 22 has been amended to exclude the new proposed Area 4a and expanded to incorporate part of the previous 10b area. This can be seen in **Figure 5b**. The zoning of the proposed Area 22 is "Other Specified Uses" annotated "Sports and Recreation Club (4)". This zone is further divided with new proposed sub-zones of Area A and Area B. Proposed revised Area 22, Area A is not part of the Application Site and includes the existing Lantau Yacht Club. The proposed revised Area 22, Area B is part of the Application Site and includes an expanded hard standing with boat hoists and repair workshops. There is also the reprovisioning of the pier and marine petrol filling station within Area B.
- 8.13 The "Other Specified Uses" annotated "Sports and Recreation Club (4)" zone has an existing allocation of 5,500m² GFA across both Areas A and B. In the proposed revised Area 22 this GFA allocation is retained and can still be used anywhere within the zone to provide flexibility for the Lantau Yacht Clubs future operational needs. Future demand for dry docking, additional 3-storey smaller boat storage racks, additional crew overnight accommodation, and maintenance repair workshops may all be potential longer term uses for the hard standing. The 15 metre and 5 storey building height restrictions from the current Area 22, Area B are proposed to be transferred to the new proposed Area 22, Area B. This retains the existing development rights and is also appropriate for the sites potential uses. This current

indicative scheme does not utilise all of this GFA. The GFA is retained to future proof the operational needs of the Lantau Yacht Club.

Proposed Area 4a

- 8.14 Proposed Area 4a is located on the corner of Capevale Drive and Discovery Bay Road. It lies to the west of the Lantau Yacht Club and opposite the existing development of Peninsular Village. The site is proposed to be rezoned into "Residential (Group C)15", and to create a new residential development consisting of 4 low-rise blocks of 5 storeys. The access to the development would be via Capevale Drive.

Table 3 : Development Schedule

	Area 4a	Area 10b	Area 22	
			Area B	Marina – Helipad and Access Road
Site Area (Approximately)	7,200 m ²	42,000 m ²	21,600 m ²	8,048 m2
Total GFA (Max)	4,500 m2	68,000 m ²	5,500 m ² (in OZP Zone Area A & B)	0
Domestic GFA (MAX)	4,500 m ²	56,700 m ²	0	
Non-Domestic GFA (Max)	Nil	11,300 m ²	5,500 m ²	
Plot Ratio	0.6	1.6	0.2	
Domestic Plot Ratio	0.6	1.4	0	
Non-Domestic Plot Ratio	0	0.3	0.2	
Number of Storeys (Max)	5	Midrise : 16 to 18 Lowrise : 6 Houses : 2	5 storeys	N.A.
Building Height (Approximately) (including roof structures)	37.2 mPD	Midrise : 88.2 mPD Low-rise : 38.2 mPD Houses : 16.65 mPD	15 m	
Promenade Area (approximately)	N.A.	1,600 m ² (400 m long, 4 m wide)	N.A.	
Maximum Site Coverage	13%	51%	Follow Buildings Ordinance	
Number of Residential Blocks	4	Midrise : 5 Lowrise : 11 Houses : 34	N.A.	
Number of Flats	72	786	N.A.	
Average Flat Size	62 m ²	71 m ²	N.A.	
Car Parking Spaces	No private car parking spaces			
Loading/Unloading Spaces	2 (open air)	10 (open air)	3 (open air)	
Private Open Space*	180 m ²	1,965 m ²	N.A.	

9. Technical Assessments

- 9.1 The Master Layout Plan is supported by technical assessments. The findings of these technical assessments are outlined in this section, and the complete assessment documents are included in the appendices.

Landscape Design Proposal

- 9.2 The Landscape Master Plan is included in **Figure 9**, with sections included in **Figures 10 and 11**. The full Landscape Design Proposal is included in **Appendix 1**. The tree survey for the Application Site was carried out in March 2022. There are 14 nos. of tree groups comprising a total of approximately 720 nos. of existing trees found within the Application Site boundary. The condition of the trees is poor to fair, and most are of low amenity value. None of the existing trees are protected species, "Old and Valuable Trees", "Potential Old and Valuable Trees" or "Champion Trees".
- 9.3 A total approximately of 501 nos. trees are proposed to be retained within the Application Site Boundary. A total approximately of 219 nos. of trees will be affected by the site formation works, the proposed residential development footprint and associated roadworks. The affected trees with tree groups are proposed to be felled or transplanted. Trees on the slopes at the back of the site (TG12) and trees at the north-west corner of the site (TG13) will be largely retained. Within the Proposed Development area, a minimum of 178 nos. of new heavy-standard trees will be planted as amenity tree planting under the landscape proposal. More details regarding the Tree survey, Proposed Treatment of Existing Trees including transplanting, and the tree proposal are included in **Appendix 1**.
- 9.4 There will be a number of landscape elements:
- I. Landscape at main entrances: the landscaping will create a distinctive arrival experience, using additional a combination of water features, tree and shrub planting. These will also help to screen the sewage pumping station and petrol station.
 - II. Pedestrian Environment: Extensive soft landscape will be implemented along access roads and walkways to enhance the interior circulation spaces. Street furniture will include seating, litter bins and bus shelter. There will be carefully selected external lighting. Terraces for walkways will be provided on the podium development and these are linked to promote pedestrian circulation between levels. These link with small pocket gardens where space permits.
 - III. Waterfront environment: A private promenade accessible to the public will be provided along the waterfront. The waterfront will be attractively landscaped to encourage public strolling and viewing out over Nim Shue Wan. The Kaito landing area will provide an attractive waterfront venue for waiting for the ferry and for general relaxation.
 - IV. Recreational Facilities and Communal Garden: Passive and active recreational facilities will be incorporated within the communal gardens in both Area 10b and 4a. There will also be an informal open space between the podium and

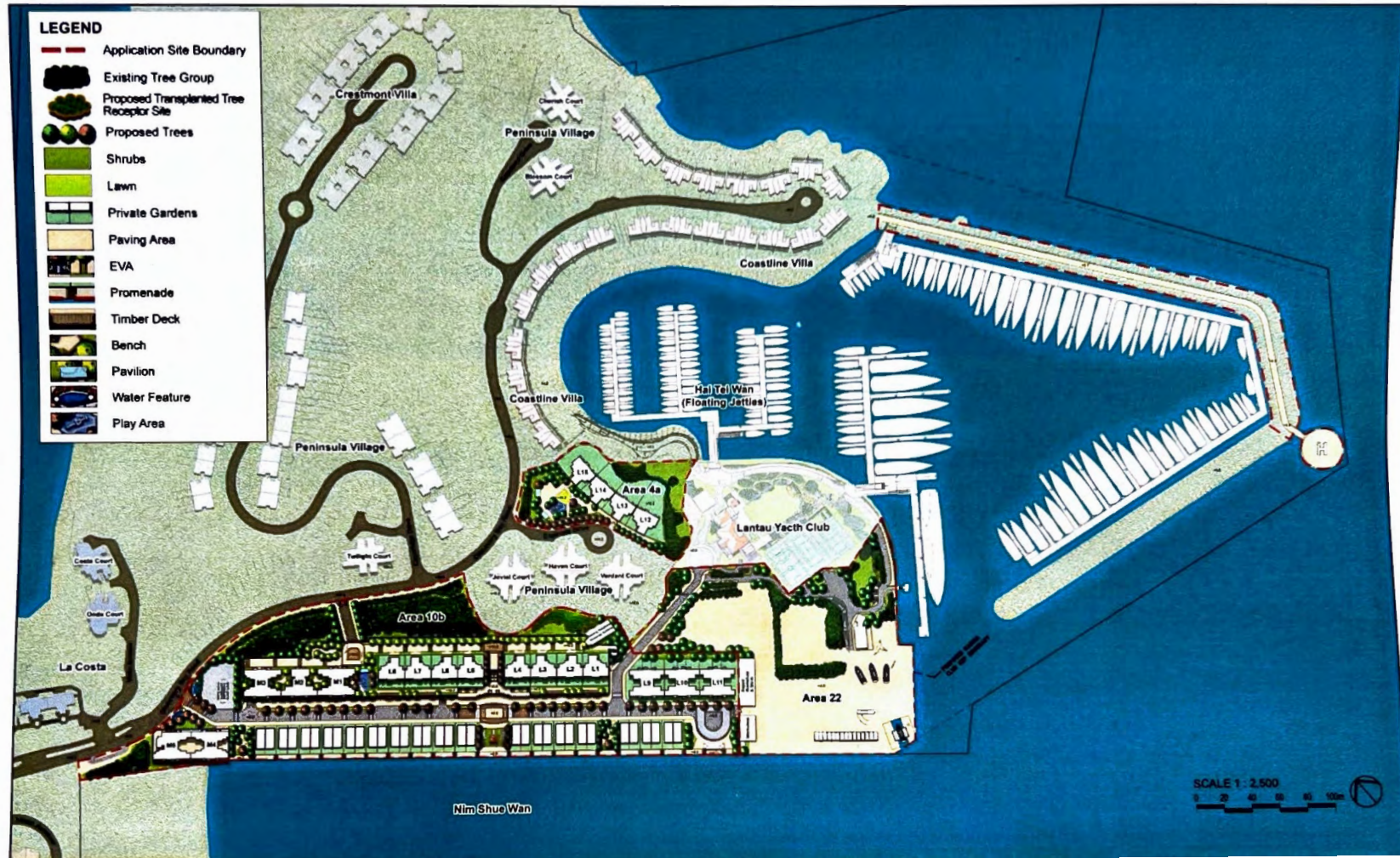
- the podium at Area 10b and this will serve as a pedestrian link between the two.
- V. Peripheral Planting and Boundary Treatment: The northern boundary of the site will retain existing roadside avenue trees and trees on the slopes and these will be enhanced with new trees. There will be other strategically chosen places for planting to frame views, provide shade and screening from adjacent properties.
- VI. Buffer planting: Buffer planting will screen and soften views into and out of the development, while providing a green backdrop for internal amenity spaces and gardens.
- 9.5 The communal open space area is no less than 1,965m² and 180m² for Areas 10b and 4a respectively, in compliance with the HKPSG requirements. A minimum 30% greenery will also be achieved in accordance with the requirement of Buildings Department PNAP(APP-152). The open space provision plan is included in **Figure 12**.

Traffic Impact Assessment

- 9.6 A Traffic Impact Assessment was conducted to assess the Proposed Scheme, and the full report is included in **Appendix 2**. Under the existing comprehensive traffic control management for Discovery Bay, only authorized vehicles are allowed to access Discovery Bay via Discovery Bay Tunnel, such as emergency vehicles, servicing buses and goods vehicles. Coaches with prior registration could access Discovery Bay (North). Since 26 October 2014, designated areas in Discovery Bay (North) are also accessible by Urban and Lantau Taxis.
- 9.7 Comprehensive traffic counts were conducted at identified key road links including Discovery Bay Road, Discovery Valley Road, Siena Avenue, Discovery Bay Tunnel, Cheung Tung Road and North Lantau Highway, Lantau Link, and key junctions in Discovery Bay, Tung Chung and Sunny Bay areas. They are all currently operating with significant spare capacity during both AM and PM peak hour.
- 9.8 To investigate the performance and handling capacity of the identified key road links and junctions, an analysis was carried out to appraise the likely traffic impact generated by the additional developments (i.e. residential) in the Discovery Bay. Assessment on the ferry services has also been conducted.
- 9.9 Both the Reference Scenario (full development under current approved OZP with additional taxi flow in the endorsed taxi flow sensitivity study and traffic generation from the Approved Area 6f residential development) and Design Scenario (with traffic generation from the additional residential development 10b and 4a) have been assessed, for Year 2037.
- 9.10 Assessment results showed that all identified road links and key junctions would operate within capacity with the proposed residential development in Year 2037. In addition, the existing ferry service would still operate within capacity with the additional residential developments in place.

- 9.11 The proposed additional residential developments in Discovery Bay (i.e. Area 10b and 4a) would not generate adverse traffic impact to the critical road links, junctions and ferry services in Discovery Bay, Tung Chung and Sunny Bay areas. Therefore, the additional residential developments are considered acceptable from a traffic engineering point of view.

S.12A Rezoning Application: Discovery Bay Outline Zoning Plan,
Proposed Development Areas 10b, 22 and 4a



S.12A Rezoning Application: Discovery Bay Outline Zoning Plan,
Proposed Development Areas 10b, 22 and 4a

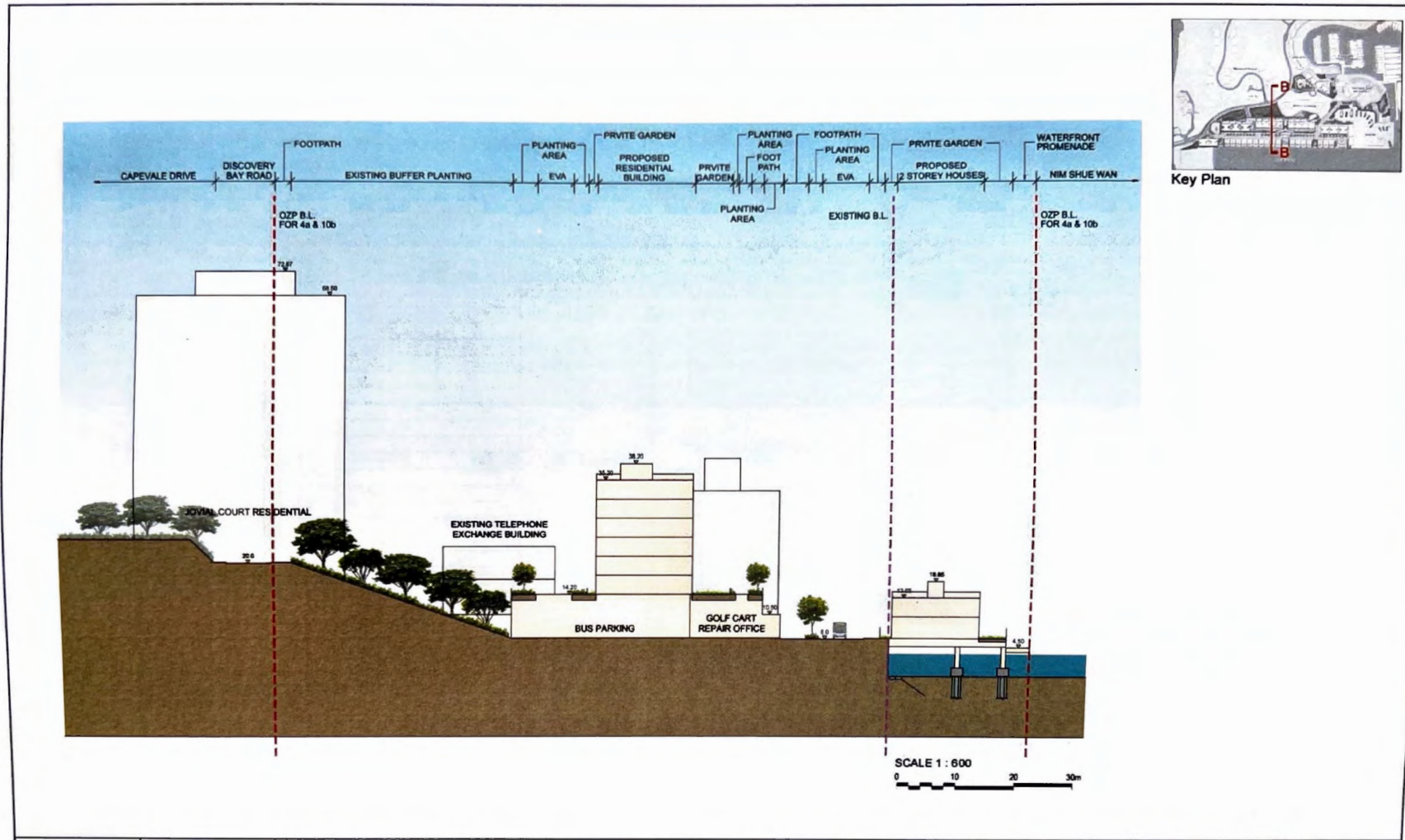
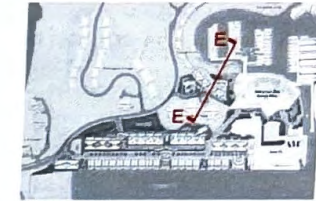
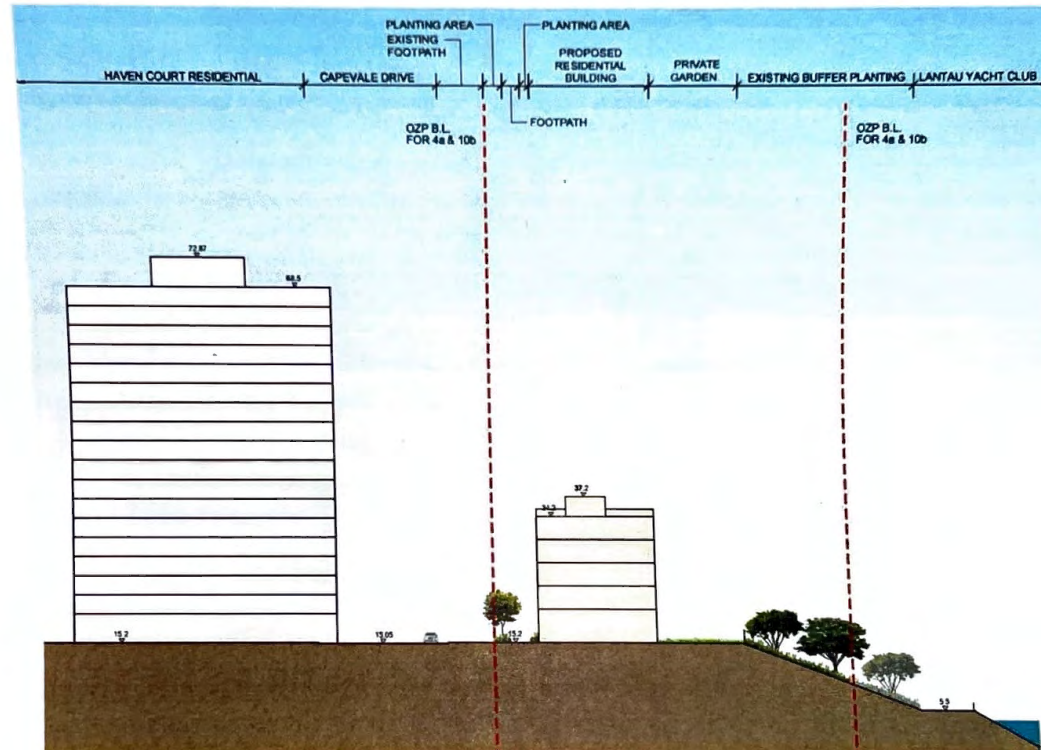


Figure 10: Section B:B showing the existing Jovial Court at the top of the hill, the existing telephone exchange partially down the hill. The proposed 10b residential development above the podium, while below the podium are the reprovisioned service uses. Across the road are the 2 storey houses along the 10b waterfront. Below the houses is a cantilevered structure with a private waterfront promenade that is accessible to the public.

S.12A Rezoning Application: Discovery Bay Outline Zoning Plan,
Proposed Development Areas 10b, 22 and 4a



KEY PLAN

**S.12A Rezoning Application: Discovery Bay Outline Zoning Plan,
Proposed Development Areas 10b, 22 and 4a**

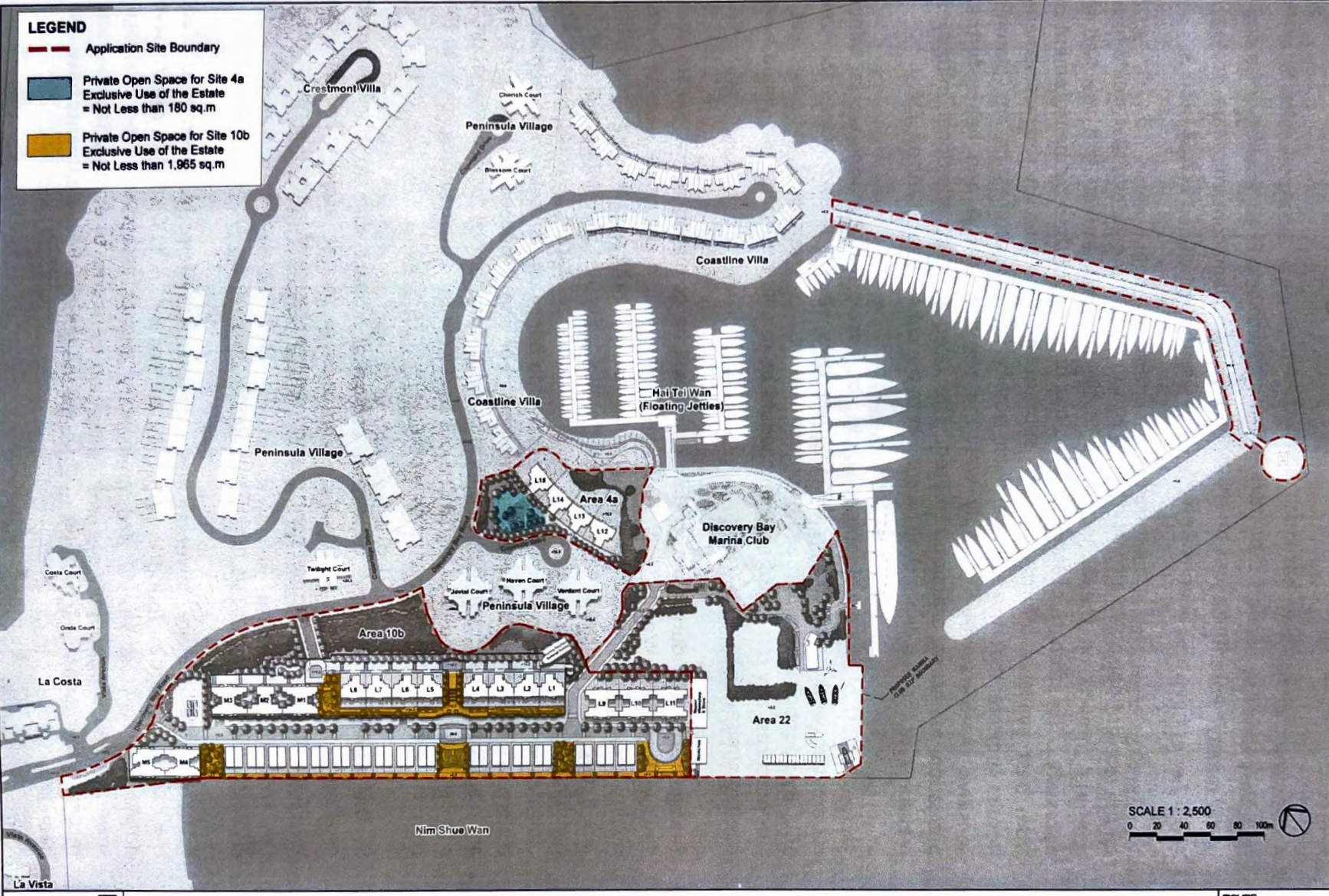


Figure 12: Plan showing the open space provision.

Environmental Study

- 9.12 An Environmental Study has been conducted to review the Application Site in Discovery Bay. Key aspects that have been assessed include air quality, noise and water quality. Potential issues on waste management, land contamination, ecology and fisheries have also been reviewed. The full report is included in **Appendix 3**.
- 9.13 All the relevant noise and air quality emission sources in the vicinity that would have potential impacts on the Application Site have been identified and assessed as necessary. The strength of these sources has been established by measurement or from best available information and subsequently included in the assessment. Results indicate that the noise and air quality impacts on existing and planned sensitive receivers would comply with the relevant criteria and hence further mitigation measures are not required. The need for any additional mitigation measures for the bus depot shall be subject to the subsequent statutory EIA.
- 9.14 Although most of the development would not involve major marine works, minor reclamation work conducted by decking over piles would still be required for Area 10b. By adopting a non-dredged approach (i.e. decking over piles) and other good site practices, any release of sediment would be readily controlled and would have been minimised.
- 9.15 Sewage generated during operational phase will be conveyed to the Siu Ho Wan Sewage Treatment Works ("SHWSTW") and hence would not cause adverse water quality impact. Potential for land contamination due to the operation of the existing bus depot and services area has been identified. Further investigation should be conducted after the rezoning and prior to implementation, environmental site investigation shall be conducted if necessary and hence any subsequent remediation actions to fulfil the statutory requirements. For the Proposed Site at Area 4a, although it has been identified as a location with no potential for contamination, a site visit is recommended to be carried out to review the above findings prior to the commencement of any construction works.
- 9.16 In the aspect of ecology, terrestrial ecological impact due to the proposed development would not be significant. Impacts to marine ecology and fisheries would be minimized by proper control and implementation of mitigation measures.

Study on Drainage, Sewerage and Water Supply Systems

- 9.17 A study on the drainage, sewerage and water supply systems has been conducted, the full report can be found in **Appendix 4**. Sections 4 to 6 of that report have provided a baseline review and preliminary impact assessments on drainage, sewerage and water supply systems. Mitigation measures to existing facilities and recommendation on new facilities to cater for the potential developments have also been proposed.

Drainage System

- 9.18 Preliminary drainage scheme has been proposed to discharge the surface runoff generated from proposed development Areas 4a, 10b and 22 to the sea nearby.

Sewerage System

- 9.19 Sewage generated from potential development is proposed to discharge to the SHWSTW for further treatment and disposal. Gravity sewer is proposed to convey the sewage from Area 4a, 10b and 22 to the existing Sewage Pumping Station No. 2. The sewer is proposed to have size of 350mm diameter.

Water Supply System

- 9.20 *Fresh Water Supply System:* The existing capacity of the Siu Ho Wan Water Treatment Works ("SHWWTW") is already insufficient to supply the existing developments and other concurrent developments within the supply zone of SHWWTW irrespective of the Discovery Bay potential developments. However, the future expansion of SHWWTW and Siu Ho Wan Fresh Water Pumping Station ("SHWFWPS") to the capacity of 300,000 m³/d is expected to take into account the 0.5% fresh water demand of Discovery Bay the approved and the potential developments at Areas 6f and 4a, 10b and 22. Upgrading SHWWTW and SHWFWPS to the capacity of 300,000 m³/d would be adequate.
- 9.21 Existing Discovery Bay Fresh Water Booster Pumping station has four pump bays and house three pump sets (2 duty and 1 standby) with a reliable output of about 15,120 m³/d (87.5 L/s each with 100.5m head) to deliver fresh water to Discovery Bay including the potential developments. It will be capable to deliver total fresh water demand of Discovery Bay.
- 9.22 *Flushing Water Supply System:* Discovery Bay Reservoir, has been checked to be capable of flushing water supply to both the existing and potential developments including the existing water supply to Nim Shue Wan Village. No upgrading of Discovery Bay Reservoir would be envisaged.
- 9.23 *Proposed Fresh and Flushing Water Supply Systems:* New 200 mm fresh water main and new 80 mm flushing water main are proposed for water supply to potential development Area 10b. New 50mm fresh water main and 25mm flushing water main are proposed for water supply to Proposed Areas 4a and 22 respectively.

Air Ventilation Assessment

- 9.24 An Air Ventilation Assessment – Initial Study (AVA – IS) has been carried out for Proposed Scheme and an OZP complaint Baseline Scheme. The AVA – IS is included as **Appendix 5**.
- 9.25 Under annual conditions, both schemes achieve comparable SVR and LVR, which indicate a similar ventilation performance along the site boundary and surrounding area. Under summer conditions, the Baseline Scheme obtained higher SVR and LVR than the Proposed Scheme by 0.02 and 0.03 respectively. The Proposed Scheme would slightly limit some incoming wind to the northeast of Study Site.
- 9.26 However, several wind enhancement features have been provided to alleviate the adverse impacts on surrounding areas, including 15m air paths with NE-SW and NW-SE alignment, 15m tower separation, 15m building separation, 30m pier acting as wind entrance, and naturally ventilated carpark at the ground floor.

Visual Impact Assessment

- 9.27 The Visual Impact Assessment full report has been included in **Appendix 6**. The baseline visual envelope and visually sensitive receivers can be seen in **Figure 13**. Photomontages can be seen in **Figures 14 and 15**.

Appraisal of Visual Composition

- 9.28 The existing visual quality of the Proposed Development site is low. It is considered that the residential character of the proposed development is compatible with the surrounding existing residential character of the neighbourhood and the general visual character. The size and massing of the proposed residential towers is similar to the existing residential towers of Peninsula Village and their siting and stepped profile towards the coast reduces the degree of visual impact and minimises the visual intrusion into the existing landscape composition. The height of the proposed towers is lower than the existing hill ranges behind and from most viewpoints the towers do not break the ridgelines behind.

Appraisal of Visual Obstruction

- 9.29 The degree of visual obstruction created by the proposed towers is generally low due to the fact that the towers are located within the context of Peninsula Village which has existing towers of similar scale. From many viewpoints, the proposed towers will be partially screened by the existing towers and or buildings and generally only the upper floors provide a degree of additional visual obstruction. Any obstruction that occurs tends to be of existing buildings or green slopes behind the new buildings.

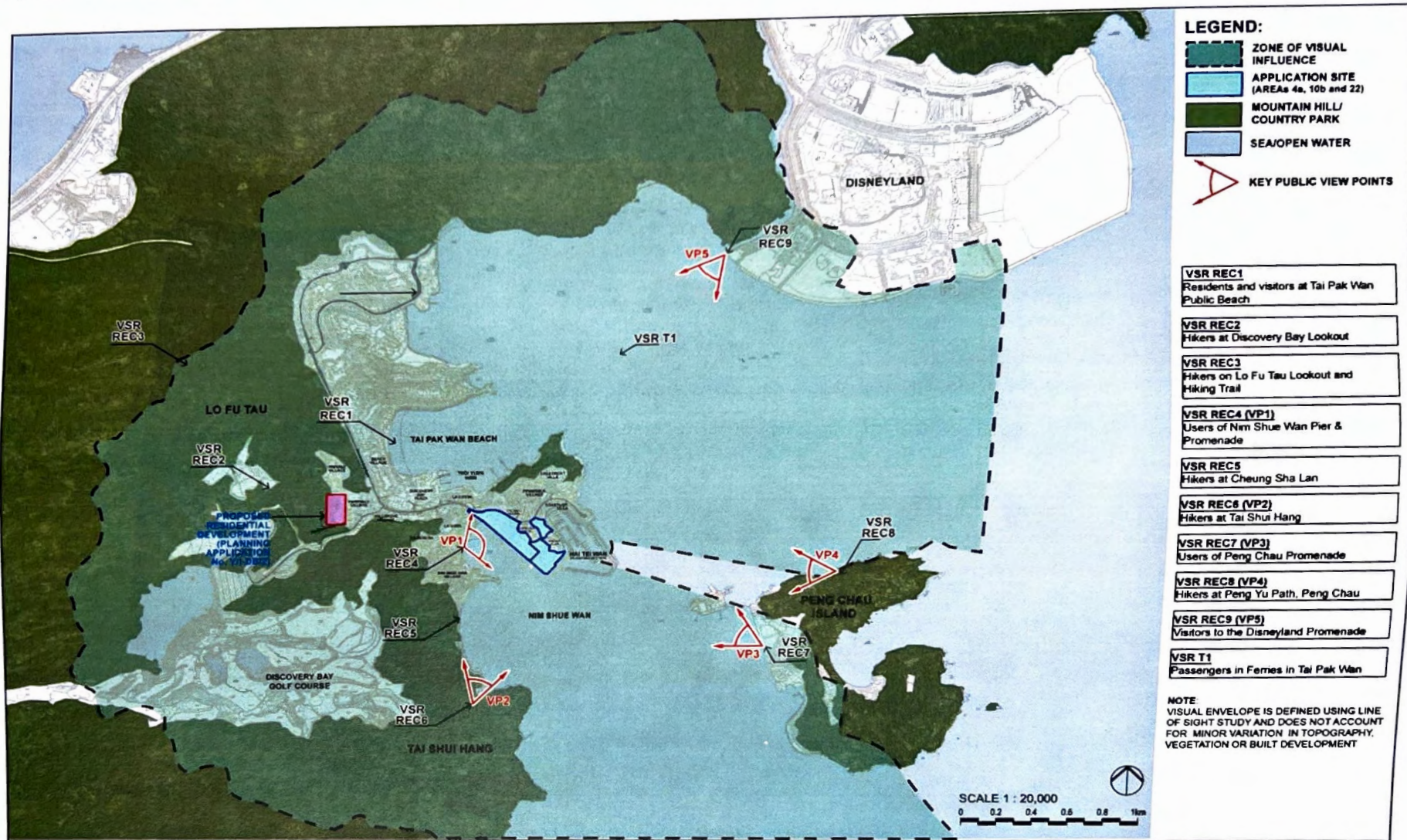


Figure 13 : Baseline Visual Envelope (ZVI) and Visually Sensitive Receivers (VSRs).



Figure 14: Photomontage – VP1 (VSR REC4) from Nim Shue Wan Pier.

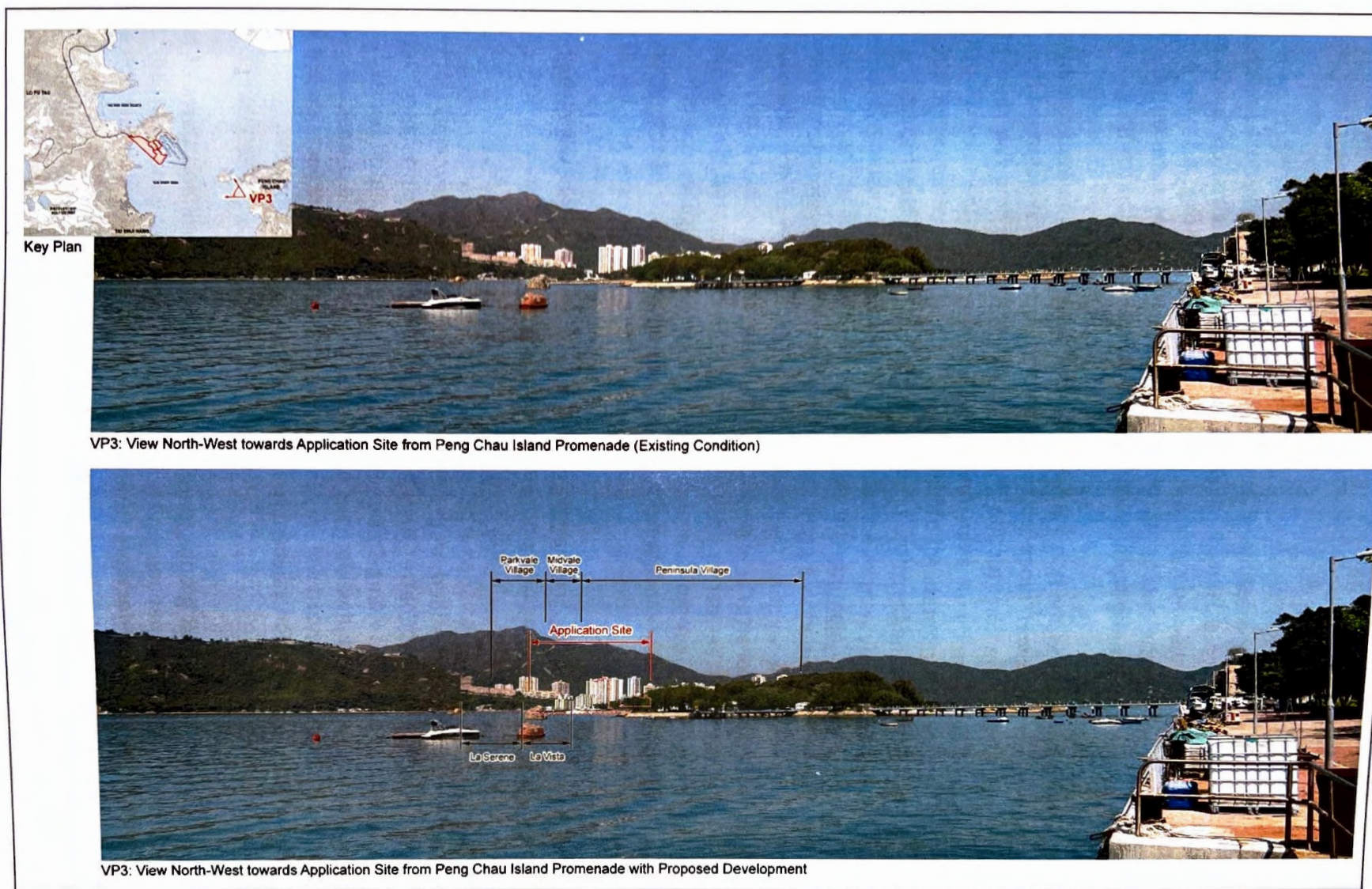


Figure 15: Photomontage – VP3 (VSR REC7) from Peng Chau Island Promenade.

Effect on Visual Resources

- 9.30 The Proposed Development lies on the edge of the Peninsula Village residential area and close to existing low rise and residential towers of similar character. The effects of the development on the positive visual resources identified in Section 4.1 of **Appendix 6** are as follows:

Visual Attractors

- 9.31 Sea and Coast: the only coastline affected will be the site waterfront resulting in positive visual benefits due to a rationalisation of the reclamation edge with purpose-built promenade and staging areas for kaitos and mooring. A small helipad will be constructed on the outer edge of the existing marina breakwater but this will be low-lying and will not affect any existing natural coastline.
- 9.32 Topography: the slope to the north western end of the site will be impacted by the construction of the tower block podium. Visually, this will be screened by the development itself. The construction of the Proposed Area 4a low rise residential units may involve some minor adjustments to the slope facing the marina but this will be reinstated and planted. All other development will take place on existing or extended reclamation and therefore no other existing slopes will be affected.
- 9.33 Woodland and amenity planting: the existing trees on the slopes at the back of the site will largely be retained as a green buffer to views of the development from the north but most of the existing vegetation on the flat portion of the site will be removed in order to construct the development. Some existing trees will be retained around the edges of the marina and new boatyard. New tree and shrub amenity planting along streets, promenade and on the podium and terraces will offset the loss of existing vegetation and contribute to the visual mitigation of the proposed development.
- 9.34 Rural Fringe Residential Resort Character: the Proposed Development will be highly compatible with the existing residential resort character.

Visual Detractors

- 9.35 The visual detractors identified on the existing site including the Sewage Treatment Works, Golf Cart Service Centre, Refuse Collection Point, Bus Maintenance Depot, Staff Quarters and Petrol Filling Station, will be removed and relocated beneath the podium of the proposed development or off-site. This will provide a positive visual benefit. The existing boatyard will stay in approximately the current location but will be reconfigured. Its location adjacent to the marina is visually compatible.

Effect on Public Viewers

- 9.36 Two of the ten public VSR groups identified (VSR REC4 – Hikers and Users of Nim Shue Wan Pier and Promenade and VSR REC5 – Hikers at Cheung Sha Lan) are assessed as experiencing *Moderate* residual visual impact following construction and implementation of visual mitigation measures. These are the closest viewpoints with direct views of the site. Whilst some of the impacts are negative (such as visual obstruction caused by the tower blocks and loss of existing vegetation on the

existing site), these will be offset to some extent by the positive effect of the general upgrading of the site from one of low visual quality into a logical extension of the existing residential areas. Mitigation measures including disposition, massing and spacing of the building blocks, stepped height profiles, provision of landscaped spaces at street and promenade level, podium and terraces and slope greening will all help integrate the proposed development into the existing visual context.

- 9.37 Three of the public VSR groups (VSR REC1 – Visitors to Tai Pak Wan Beach, VSR REC2 – Hikers at Discovery Bay Lookout and VSR REC6 – Hikers at Tai Shui Hang) are assessed as experiencing Slight residual visual impact following construction and implementation of visual mitigation measures. For VSR REC1, the proposed development is well screened by existing development. VSRs REC2 and REC6, have elevated views at greater distances (over 1,000m) and the proposed development forms a much smaller part of the overall visual composition and the resulting visual impact is therefore less.
- 9.38 All other VSR Groups (REC3 – Hikers at Lo Fu Tau Lookout and Hiking Trail, REC7 – Visitors at Peng Chau Promenade, REC8 – Visitors to Peng Yu Path Beach, REC9 – Visitors to Disneyland Promenade and T1 – Passengers in Ferries at Tai Pak Wan) will experience insubstantial visual impacts due primarily to their much greater distance of view.

Evaluation of Overall Visual Impact

- 9.39 It is considered that the overall visual impact of the Proposed Development would be 'Slightly Adverse' in terms of the criteria of TPB PG-No. 41, that is, it will, with or without mitigation measures, result in some negative visual impacts to most of the identified key public viewing points. Whilst closer VSRs will benefit from the removal of the existing visual detractors on the site, their replacement by the proposed development will result in an intensification of the built environment. As much of the existing visual quality is derived from the relatively natural context and low-density character, this intensification will result in a net adverse effect on the visual quality as perceived from key public viewpoints. However, the degree of adverse visual impact from most of the key public viewpoints is relatively low due to distance of view and the compatibility of the proposed development with the existing visual context. Appropriate mitigation measures including sympathetic configuration, massing and height profiles and landscape treatments will contribute to reducing the overall level of adverse visual impact and the integration of the new development into the existing visual context.

Technical Note – Relocation of Helicopter Landing Pad

- 9.40 The Study investigates the preliminary feasibility of relocating the existing helipad near Drive next to the boatyard to the Discovery Bay Marina (see **Figure 16**).
- 9.41 The Technical Note (see **Appendix 7**) presents the flight path and relevant information of the relocated helipad, and the helicopter noise impact assessment for two scenarios (i.e. existing and relocated helipad) has also been conducted. Under

the scenario for relocated helipad, the noise criterion of $L_{max} 85 \text{ dB(A)}$ will be met. The assessment results also show a decrease of maximum predicted helicopter noise levels after the relocation of helipad. As such, the helicopter noise impact at NSRs is expected to be improved after the relocation of helicopter. In addition, the existing helipad has never been used for emergency purpose since its operation and the frequency of usage is not expected to be increased after the relocation of helipad. Hence, adverse helicopter noise impact due to the relocation of helipad is not anticipated.

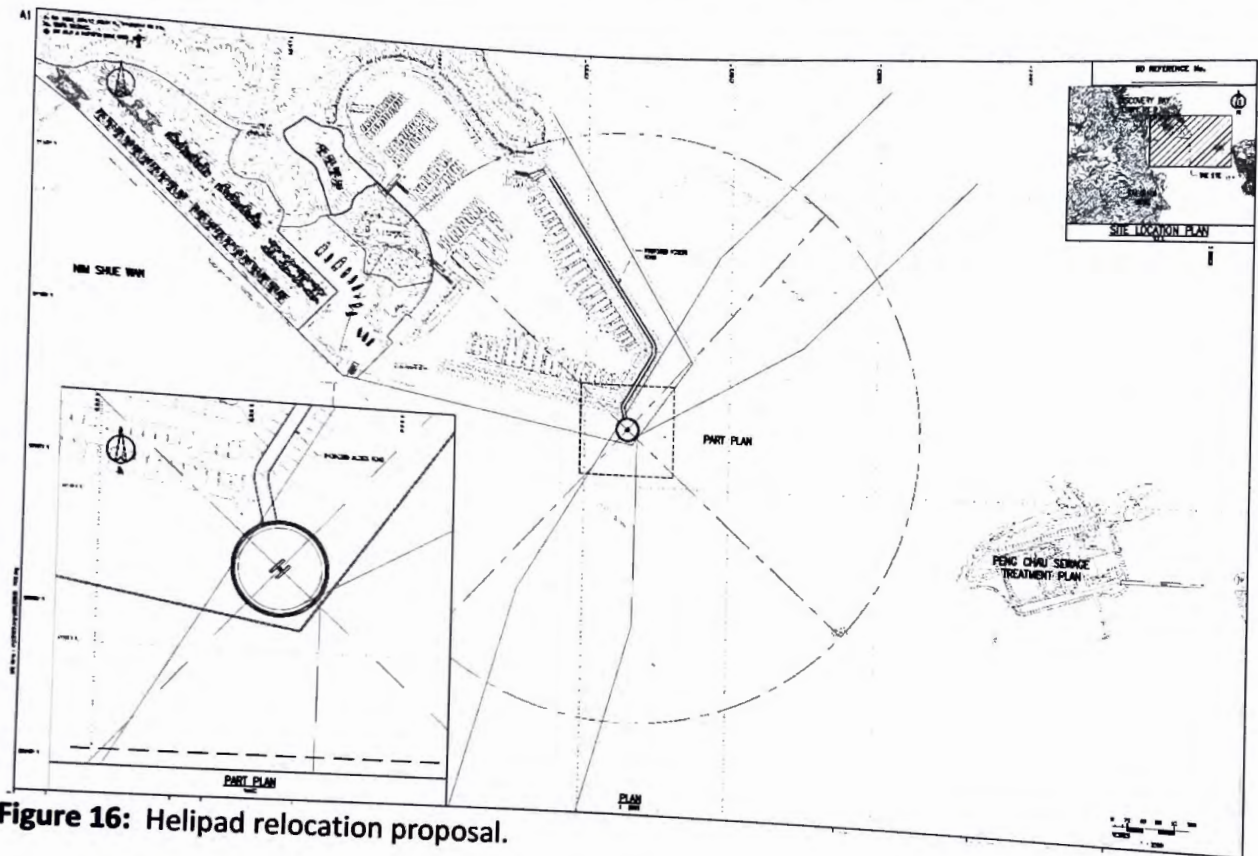


Figure 16: Helipad relocation proposal.

10. Request to Amend the OZP

10.1 This application requests the Town Planning Board (TPB) amend the OZP to enable the development in the Master Layout Plan for proposed revised Area 22 and proposed Area 4a. It proposes the following amendments, and each is discussed below:

- I. Expanded OZP Boundary,
- II. New and modified land use zonings on the OZP,
- III. New and modified Notes to the OZP, and
- IV. Modified General Planning Intention.

OZP boundary

- 10.2 The proposed extension of the southern boundary for the proposed revised Area 10b and the proposed revised Area 22 is indicated in **Figure 17**. The OZP boundary is also extended to include the proposed helicopter landing pad at the south of the eastern breakwater. It does not exceed the land lease boundary, or the gazetted and approved reclamation extent.

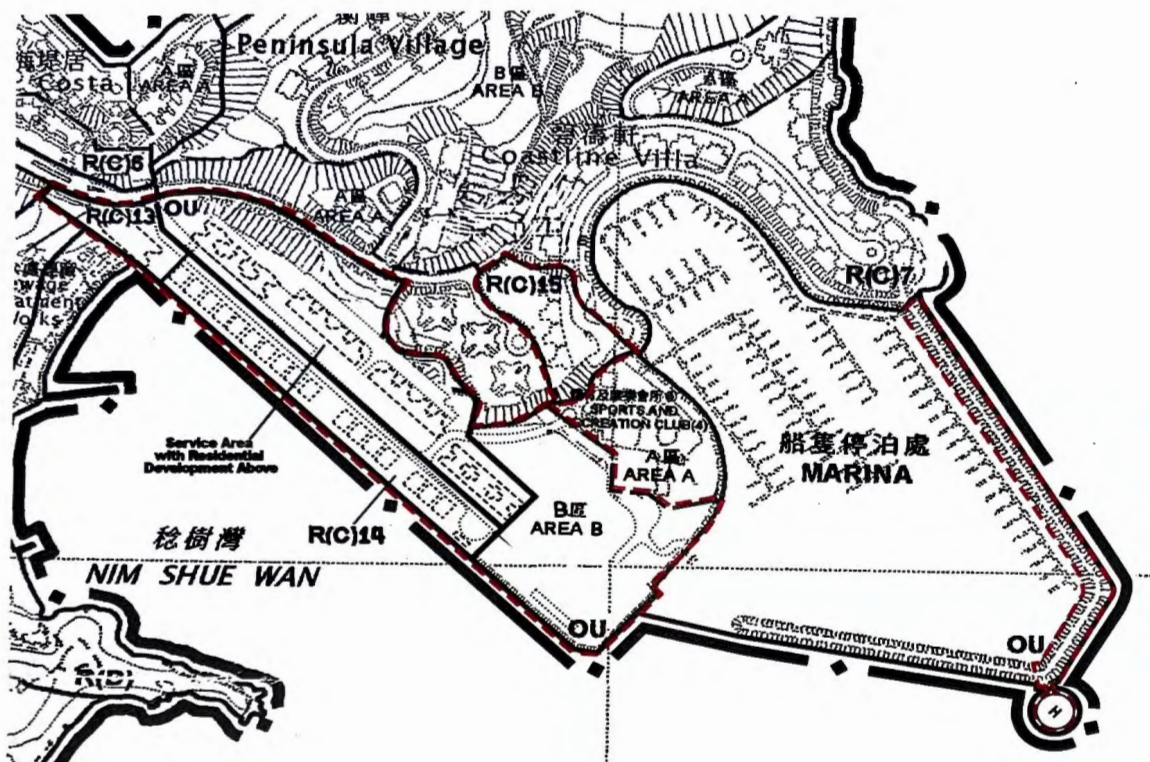


Figure 17: The proposed zonings at revised Area 10b, proposed revised Area 22, proposed Area 4a and the helicopter landing pad and access road.

Land Use Zonings on the OZP

- 10.3 The proposed zonings reflecting the proposed land uses and development intensity at the respective Areas. A summary of the new zonings is described in **Table 4**. The proposal follows the general form existing on the OZP, including use of sub-areas, and building height measured at the top most part of the structure.

Table 4: Summary of the Proposed Zonings

Proposed Zoning	Sub Area	Number of storeys (max)	Building height (max, including structure)	GFA m² (max)
Residential (Group C)	13	18*	89 mPD	14,100*
	14	2	17 mPD	6,500
	15	5	38 mPD	4,500
Other Specified Uses (Sports and Recreations Club)(4)	Area B	5	15 m	5,500 [#]
Other Specified Uses (Service Area with Residential Development Above)	-	18*	89 mPD*	Domestic GFA: 36,100*, Non-Domestic GFA: 11,300*
Other Specified Uses (Marina)	-	0	0	0

*excluding maximum 2 storeys podium for plant rooms, ancillary facilities and/or other non-domestic uses permitted in this zone directly related to the development or redevelopment.

[#]Area A is not part of the Application Site, however, the GFA allocation of 5,500 is shared between Area A and Area B.

- 10.4 The proposed building height refers to the maximum of the building height variations for the respective zone or sub-area. The building height and variations will be considered in the detail design stage. In this regard, the maximum GFA is based on the Master Layout Plan so that its cap will allow suitable distribution of the building mass, without exceeding the overall building mass as shown.
- 10.5 It is proposed to re-provision the relevant services to underneath the podium of the residential development in the proposed "Other Specified Uses (Service Area with Residential Development Above)" zone. The Kaito Pier is re-provisioned at the eastern end of the proposed "R(C)(14)" zone. The proposed R(C)(15) zone is created for a small residential development of 4 houses of 5 storeys. The proposed revised "OU(Sports and Recreation Club)(4)" zone relocates Area B to the south of Area A and the existing Lantau Yacht Club. Within the proposed revised Area B there is a hardstanding, boat storage area as well as boat repair workshops. The Service Pier is also located within Area B. The operation of the Lantau Yacht Club has changed significantly in the last few years and larger boats which use the Marina now need to be serviced and repaired. The existing staff quarters residents will be relocated to other staff quarter facilities in Discovery Bay or to other residential accommodation outside Discovery Bay.

The Notes to the OZP

- 10.6 There are proposed Notes to the OZP included in **Appendix 8**. The Notes for "Residential (Group C)" are slightly modified with the addition of "Pier" as Column 1 uses and the inclusion of sub areas (13), (14), and (15) in the table in the Remarks.
- 10.7 The "Other Specified Uses (Sports and Recreations Club)" zone has "Marine Fuelling Station", "Boat Services Facilities" and "Pier" are added to the list of Column 1 uses.
- 10.8 The proposed "Other Specified Uses (Service Area with Residential Development Above)" zone also has some proposed Notes included in **Appendix 8**. The Column 1 uses proposed include: "Bus Depot", "Flat", "House", "Petrol Filling Station", "Public Utility Installation", "Recyclable Collection Centre", "Refuse Disposal Installation", "Transport Terminus or Station", "Utility Installation for Private project", "Vehicle and Golf Cart Depot", and "Vehicle Repair Workshop".
- 10.9 The "Other Specified Uses (Marina)" zone is proposed to be amended to include "Helicopter Landing Pad" as a Column 1 use.

General Planning Intention for the Discovery Bay Outline Zoning Plan

- 10.10 In the Explanatory Statement to the Plan, the "General Planning Intention" states in paragraph 7.2 that:
"Having regard to the character of the Area, environmental considerations and the existing and planned infrastructure provision, in particular the limited capacity of external links, the Plan provides for a planned population of about 25,000 persons for the Discovery Bay development." (Emphasis Added).
- 10.11 While the General Planning Intention in the Notes to the Plan is a number of paragraphs, there is a need to update the intention due to the improvement in the infrastructure provision to Discovery Bay since this was written. The Proposed Scheme would increase the total Discovery Bay population to 28,770. It is recommended that the General Planning Intention be updated by Planning Department to reflect the current infrastructure situation, as well as the increased housing supply demands as part of the rezoning amendments to the OZP.

11. Planning Assessment and Justifications

Consistent with the Chief Executive's Policy Address and the Broader Strategic Planning for Lantau

- 11.1 This Proposed Scheme, together with the supporting technical studies, are a private sector initiative for a sensitive long-term increase in the residential capacity in Discovery Bay. This also makes use of the infrastructure improvements, and helps to achieve the objectives of the Chief Executive's Policy Address 2021 and the Hong Kong 2030+ to increase and expedite the land supply to optimise residential development and contribute to the housing supply. The proposed rezoning application would provide the opportunity to develop 858 new residential units. As

the majority of the Application Site is a brownfield site with most of the appropriate infrastructure already in place, it would be relative quick to construct the residential developments.

- 11.2 The long-term planning for Discovery Bay is consistent with the envisaged development at Sui Ho Wan, Sunny Bay and Tung Chung New Town Extension. It expedites the delivery of land and development.

Consistent with the General Planning Intention of the OZP

- 11.3 The Master Plan has been prepared within the various components of the General Planning Intention for Discovery Bay, as stated in paragraph 7 of the Explanatory Statement. This is explained in the following paragraphs which include quotations from paragraph 7.

- 11.4 *"7.1 ...the general planning intention of the Area is for conservation of natural environment and to provide low density developments compatible with the surrounding natural setting. Existing natural features including the undisturbed backdrop of woodlands and slopes and the natural coastlines with inlets, bays, beaches at Tai Pak, Yi Pak, Sam Pak and Sze Pak should be conserved. Areas of high conservation value and natural habitats including woodland, stream valleys. Stream courses and stream/tidal lagoons should also be protected."*

The Application Site has been carefully identified for development as it is already developed land, with low quality back-of house uses. The redevelopment of this site would create suitable residential development sites, while having minimal impact on the natural environmental features, as well as high conservation value areas and natural habitats.

- 11.5 *"7.2 Having regard to the character of the Area, environmental considerations and the existing and planned infrastructure provision, in particular the limited capacity of external links, the Plan provides for a planned population of about 25,000 persons for the Discovery Bay development. Any further increase in population would have to be considered in the context of the general planning intention for the Area and subject to detailed feasibility investigations on infrastructure and environmental capacities."*

The accompanying technical studies of this application have quantified the infrastructure requirement and the potential environmental impact, and demonstrated the proposal to be feasible for the planned additional population.

- 11.6 *"7.2 ... In particular, the unique sub-urban low-density and car-free character of the development should be maintained in keeping with the surrounding natural setting. In line with the original concept as a holiday resort, a variety of recreation and leisure facilities are allowed for."*

"7.3 The general urban design concept is to maintain a car-free and low-density environment and to concentrate commercial and major community and open space facilities at more accessible locations."

The car-free character of Discovery Bay is maintained in this application. The marina is considered an element contributing to the concept as a holiday resort. The proposed revised Area 22 seeks to improve the capabilities of the Lantau Yacht Club to operate as a proper yacht club now that it has been fully overhauled and updated. The proposed Area 10b will provide community and landscape facilities along the waterfront, including the waterfront promenade. The future residents of Area 10b and 4a will be adequately served by the recreation and leisure facilities.

- 11.7 *"7.2 ... Future development at Discovery Bay should also be in keeping with the theme park development and its adjoining uses at Penny's Bay to ensure compatibility in land use, height, and visual environmental terms."*

With regards to the theme park development and its adjoining uses at Penny's Bay, the accompanying environmental studies of this application demonstrate that the Proposed Scheme is suitable in land use and environmental terms. The proposal is also compliant with the building height provision contained in the Deeds of Restrictive Covenant (between the HKSAR Government and Hong Kong International Theme Park Limited), and is appropriate in height and visual terms.

- 11.8 *"7.2 ... The existing rural settlements at Nim Shue Wan and Cheung Sha Lan would be retained with the planning intention of upgrading or redeveloping the existing temporary domestic structures with the provision of basic infrastructure."*

The Proposed Scheme will not affect the existing rural settlements at Nim Shue Wan and Cheung Sha Lan.

- 11.9 *"7.3 A stepped height approach with low-rise on the headland and coastal lowland and high-rise further inland is adopted. This complements the visual presence of the mountain backdrop and maintains the prominent sea view. Variation in height is also adopted within individual neighbourhood to add variety in character and housing choice. The interplay of the natural and man-made landscape elements such as beaches, waterfront promenades, parks and golf courses help integrate developments with the natural surroundings."*

The 2 to 18 storeys high buildings step up from the coast. The 18 storey buildings will complement the existing built skyline and will generally maintain the existing sightline to the mountain backdrop. The generally low-rise houses along the waterfront step up to the taller buildings to the rear. With the highest towers strategically to the west of the site. The stepped building height will continue to provide for sea views for the majority of the floors of Peninsula Village. There are variations in height amongst the buildings above and around the podium. There will also be a waterfront promenade along the waterfront.

- 11.10 In summary, the Proposed Scheme is considered to be consistent with the General Planning Intention for Discovery Bay stated in paragraph 7 of the Explanatory Statement of the OZP.

Adequate Infrastructure Provision

- 11.11 The accompanying engineering studies demonstrate that there is adequate infrastructure capacity for the requirements of the proposed scheme. Where improvement works are necessary they would be feasible and adequate to support the planned population.

Rationalising the Service Facilities Under a Podium

- 11.12 The Proposed Scheme includes a rationalisation of the existing service area at Area 10b portion of the site. There will be some industrial uses that will be relocated to more appropriate locations, for example the LPG Store will be relocated to a more appropriate service area near the Discovery Bay Tunnel. The reprovisioned and relocated servicing facilities will continue to be adequate for the needs of Discovery Bay. The majority of the reprovisioned services will be located under the podiums of the new residential developments where they will be out of sight and a significant improvement to the general amenity of the neighbourhood. There will be some other services reprovisioned in other locations within the entire Application Site. The Marine Filling Station and the Services Pier are proposed to be located within the Proposed Revised Area 22 site. This works well with the new function of the Area 22, Area B site as the hardstanding and operational supporting facility for the Marina at the Lantau Yacht Club.

Relocation of the Helipad

- 11.13 The proposed relocation of the Helicopter Landing Pad to the eastern breakwater at the marina is an appropriate location away from the residential development, and resolves the concerns from Government Departments in the previous application.

No Adverse Environmental Impact

- 11.14 The accompanying environmental engineering studies accompanying this application demonstrate that the proposal will not have adverse environmental impacts during construction and operation. They also quantify the unlikely potential noise or air impacts on the future residents. This includes the service facilities located within the podiums which is considered a major improvement to the existing environmental quality of the brownfield site, and is more compatible with the future proposed residential use in the area.
- 11.15 Should the proposed rezoning be considered appropriate and this application be approved, future land contamination investigations, and environmental impact assessment for the designated development will be carried out in accordance to the

relevant regulations prior to implementation. This will further ensure the environmental suitability of the proposal.

Logical Location for Increased Development Intensity

- 11.16 The Application Site is currently served well by public transport, with accessible commercial and leisure activities in close proximity. The existing back-of-house functions and horticultural nursery in the Application Site are an outdated use of the prime location.
- 11.17 The proposed land use mix and development intensities are considered optimal use of the land resources, for the following reasons:
1. The proposed reclamation extension, and corresponding extension of the OZP is within the lease boundary and the previously approved reclamation. This is an implementation of a long existing reclamation approval.
 2. The redevelopment of the proposed revised Area 10b will cater for the existing servicing uses, while simultaneously increasing house supply and providing a significant improvement to the amenity value of the area for the Discovery Bay residents to enjoy.
 3. The 858 units and 2,145 population increase as a result of the proposal is considered a modest development intensity. This strikes a balance between the desire to optimise the Application Site, and a compatible development scale and intensity with the residential neighbourhood adjacent to the Lantau Yacht Club.
 4. The Proposed Area 4a site is not suitable for the operational needs of the Lantau Yacht Club, and is currently underutilised as a horticultural nursery. The site has good access to all of the infrastructure and has existing residential developments on 3 sides of it. The proposed residential use would be appropriate for the character of the area.

Compatible Visual Form

- 11.18 The location, disposition and height of the proposed developments have been given careful consideration. The Area 10b portion of the Application Site has a variation of building heights above and around the podium to provide visual interest. There will be building separations and view corridors for the surrounding sensitive receivers and existing residents. The buildings blend into the existing developments, without impacting the ridgeline behind them. There will be consideration given to building setbacks, architectural modulations, façade finishes and screen planting to provide a sense of openness and visual relief at street level.

Significantly Improved Amenity

- 11.19 The redevelopment, especially of Area 10b will remove the existing unsightly mix of uses and activities, and significantly improve the general environment of the area. The proposed service facilities located within the podiums will provide opportunity

for improving the acoustic and visual amenity of the area. It will provide a high quality experience to the existing and future residents and pedestrians in and around the locality.

- 11.20 The new waterfront promenade and plazas will provide direct waterfront access. The existing north-south pedestrian accesses will be re-provided and enhanced. There will be three landscaped access points to the waterfront promenade, there is an access from the western end of Marina Drive, a larger central access and landscaped pavilion. There is the largest access point at the eastern end of Marina Drive where the Kaito pier and shelter is located, creating an activity node for the general public.
- 11.21 The proposed waterfront promenade and landscaped open spaces would be accessible to the general public, including the occupants of the nearby residential development. This is a planning gain to this part of Discovery Bay where there is currently a lack of amenities.

Significantly Improved Streetscape

- 11.22 The landscape proposal seeks to maintain the majority of the existing slope greenery and transplant any affected established mature trees in the area. This will retain the green visual aspect surrounding the site.
- 11.23 Detailed consideration will be given to the architectural features and plantings at the open space in the area. The objectives are to form a gateway at the entrance to the area, tree lined waterfront promenade and Marina Drive, natural shading and greenery at the focal points. The existing service buildings remaining in place will be suitably screened. There will also be amenity planting screening the proposed revised Area 22 hardstanding from pedestrians.

Lantau Yacht Club – Proposed Revised Area 22

- 11.24 The Lantau Yacht Club has recently been completely renovated and is now operating as a proper yacht club. The boats that use the Yacht Club are no longer stationary houseboats and are sea-going vessels. This change in operation is more in line with the intention of the zone which is: *"This zone is intended to designate land for sports and recreation club development"*. However, the operational needs of a functioning yacht club are different to the previous use and require a significant hard standing area with boat hoists, storage space for smaller boats which are not suitable for mooring, and boat maintenance workshops. While there is an existing hardstanding area it is insufficient to accommodate the anticipated need of the Lantau Yacht Club once the COVID restrictions are removed and boats from elsewhere in Hong Kong and from the Greater Bay Area are anticipated to be using the facilities.

Additional Staff Quarters Site No Longer Required

- 11.25 The staff quarters were required due to the fact that originally there was no road access to Discovery Bay. During typhoons when the ferry service was suspended operational staff could not access the development unless they were able to stay overnight in Discovery Bay. The Discovery Bay Tunnel was completed in 2000, which has reduced the demand for staff quarters in Discovery Bay. While the demand is reduced there is still a need to provide staff quarters.
- 11.26 There are two other already developed "OU(Staff Quarters)" zones, which are adjacent to the fire station and to the south of the golf course which will be retained to accommodate the staff required to stay overnight in Discovery Bay.
- 11.27 The staff at the existing staff quarters will either be accommodated in one of the other staff quarters buildings, or for some staff they are no longer needed to be accommodated on site. There is no intention to rezone or reduce the two remaining developed Staff Quarters. The intention of this application was not to rezone staff quarters sites, but to rezone the back-of-house eyesore that should be rezoned for better overall planning. The fact that some existing staff quarters were located in Area 10b is a coincidence.

12. Conclusion

- 12.1 The applicant's long term vision is to develop a high quality residential area and to better utilise the existing land resources at Discovery Bay. This is responsive to the broader strategic planning objective of Hong Kong to provide additional housing capacity.
- 12.2 The proposed revised Areas 10b and 22, and the proposed Area 4a are already disturbed areas together with the adjoining water already gazetted and approved for reclamation. The Application Site has minimal natural environmental value and has an unsightly mix of uses on the Area 10b and 22 portions. The Proposed Area 4a site is underutilised and a prime site for redevelopment. The proposed rezoning would result in the upgrading of the area in both function and amenity value in a manner that is more in keeping with the existing character of Discovery Bay.
- 12.3 The Town Planning Board is invited to favourably consider this request to amend the OZP to facilitate implementation of the Proposed Scheme.