

Section 12A Application No. A/DE/8  
To Amend Discovery Bay Out Zoning Plan  
For Changing the land uses  
in Area 1b Discovery Bay

Response to Comments

June 2016



Section 12A Application No.A/I-DB/3 for Optimisation of Land Uses at Area 10b, Discovery Bay  
Applicant's response to the departmental comments made available by District Planning Office on 6, 7, 12, 14, 20, 22, 25 and 29 April 2016

CTP/UD&L's comment	Applicant's response
According to the planning statement, the proposed development with a site area of 6.2ha, consists of 74 domestic blocks with maximum building height ranging from 21 to 86 mPD, together with an extensive podium of 9m in height and 260m in length. In view of the scale of the development with long lot frontage along the waterfront, there may be potential air ventilation impact on the surrounding area. However, in the absence of any technical assessment submitted by the applicant on this aspect, we are not able to ascertain the air ventilation impact brought about by the proposed development under the rezoning application.	Reference is made to Hong Kong Planning Standards and Guidelines (HKPSG) paragraph 10. It provides that Air Ventilation Assessments are applicable to major Government projects to assist planning at the macro-level. Proponents of private projects are encouraged to have regard to Air Ventilation Assessments, on a voluntary basis. It also provides that the focus is on pedestrian wind environment in the public realm at the macro-level. In view of HKPSG, the proposed private project at the private Area 10b land area is not strictly subject to the requirement for Air Ventilation Assessment.  Nevertheless, the Concept Plan for Area 10b has taken into consideration of air ventilation, and is considered to be capable of facilitating suitable air movement generally in accordance to HKPSG, as discussed in Annex A.  The Concept Plan is indicative in support of the rezoning proposal with room for improvement at detail design stage. Under a revised Concept Plan (Annex B, also including updated Podium Ground Floor Plan and Landscape Master Plan reflecting the revisions), the building dispositions of M2, M3 and M4 have been adjusted to create a 9 metres wide building separation.
DEP's comment	Applicant's response
While we are reviewing the captioned two planning submissions, we have spotted in the interim that there was missing information on waste management issues of the cases. As the proposed developments may involve the generation and/or disposal of wastes (e.g. inert and non-inert C&D materials, sediment, etc.), please ask the applicant to provide information to address the potential waste management issues.	The submission is made in support of a Section 12A rezoning application seeking to enable the proposed land uses at the site. Information on waste management, generation and/or disposal of waste is details which will be addressed at subsequent stages.  Construction methodologies are yet to be developed, where considerations to environmental friendly approach will be given. Where applicable, the requirements under "Dumping at Sea Ordinance Cap. 466 (DASO)", "EWTB Technical Circular (Works) No. 34/2002" or "Building Department's Practice Note for Authorized Persons and Registered Structural Engineers (PNAP) ADV-21", Construction and Demolition Material Management Plan (C&DMMP) will be addressed at later design stage prior to construction.
FEHD's comment	Applicant's response
(i) We have reservation to the rezoning application.  (ii) The existing RCP is situated in the "G/IC" zone and serves for surrounding residential buildings in Discovery Bay.  (iii) According to the applicant's submission, a refuse collection point (RCP) (of about 1,000 m <sup>2</sup> ) will be provided as G/IC facilities. However, referring to the Planning Statement, the proposed RCP is not found in the proposed "G/IC" zone, but only a "Refuse Collection Chamber" is found and which is situated in the proposed "OU (Residential above Service Area)A" zone.  (iv) A stand-alone type RCP (same as the existing one) should be reserved/ reprovisioned and should be situated in the "G/IC" zone to cater for existing surrounding residential buildings in Discovery Bay.	Noted. Please refer to the response below.  Noted.  Noted.  The existing stand-alone structure is amidst of a mix of supporting facilities that is considered to be unsightly and unpleasant for the amenity of the surrounding environment. The objective of the proposal seeks to rationalise the provision of the supporting facilities in an enclosed podium to improve pedestrian environment and to enable a suitable interface with the proposed residential uses. The podium accommodates the supporting facilities serving Discovery Bay, in a comprehensive manner.  There are RCP at each individual village in Discovery Bay that is located beneath residential developments and zoned residential. The RCP will be operated, managed and maintained by City Management, as per the existing practice. It will meet relevant standards and guidelines. The only difference of this RCP with the ones in other villages is that it will also serve recyclable materials gathered outside Area 10b. However, this is not considered inappropriate for the RCP to be part of the "OU (Residential above Service Area)A".
DSD's comment	Applicant's response
(i) The SIA needs to meet the full satisfaction of Environmental Protection Department (EPD), the planning authority of sewerage infrastructure.  (ii) Section 5.3 - In addition to the residents, other facilities such as club house (gym, swimming pool, spa...), estate management office etc. that would generate sewage should be included in the flow estimation.  (iii) Section 5.6.1 - The proposed sewage treatment / discharge strategy for the development should be agreed with EPD.  (iv) Section 5.6.2 and 5.6.3 - Please clarify the future maintenance responsibility for the proposed sewage treatment facilities under Option 2 and 3.	Noted.  The development is for clusters of residential flat buildings, with a small estate management office and no club house. The submitted SIA is considered to have captured the major sewage flow generation in the flow estimation.  Noted.  The Option 2 sewage holding tank and Option 3 sewage treatment plant will be maintained by City Management at the costs of undivided shareholders of Area 10b and Area 6f proposed developments.
AFCD's comment	Applicant's response
(i) We reserve our comments on this proposal until detailed findings of the EIA are available.  (ii) The captioned rezoning is to facilitate proposed developments as indicated in the application form. It is noted that the application site is basically developed. Trees are found along road at the northern boundary and in the	Noted.  The trees on the site comprise a mixture of exotic and native species. All the species are commonly found in Hong Kong and none are listed as rare or precious.  The affected trees on the flat portion of the site are mainly within TG1, 2 and 3.

<p>eastern part of the application site. According to Appendix D of the Planning Statement, 169 numbers of trees are proposed to be felled. Should the need of the proposed rezoning be deemed justified from the planning perspective, the applicant should clarify if any potential terrestrial ecological impacts would be caused by the proposed developments. The applicant should also demonstrate that due consideration has been given in avoiding/ minimizing any potential ecological impacts in the planning stage. In any event, the extent of tree felling should be avoided/ minimized as far as practicable and compensatory planting should be provided.</p> <p>(iii) Based on the information provided, the applicant's proposal involves reclamation at the coastal area in Nim Shue Wan, Discovery Bay. To our understanding, ecological resources with conservation interest that have been recorded in Nim Shue Wan/ Discovery Bay include seagrass and coral.</p> <p>(iv) According to the submitted Environmental Study (Appendix C, Section 7.2 of the Planning Statement refers), it is noted that while the reclamation and associated works (dredging and sewage treatment activities) would inevitably cause marine ecological impacts, an EIA study which will cover ecological surveys and impact assessment would be subsequently prepared.</p>	<p>The predominant species affected is <i>Ficus microcarpa</i>. Their location restricts development of the land. A proportion of these trees will be transplanted and redistributed within the new landscape areas, particularly along the boundaries of the development where they can provide a mature edge.</p> <p>The proposed podium and elevated access will affect minor portion of the trees at the base of the large slope parallel with Discovery Bay Road (Tree Groups TG7,8 and 9). The podium footprint interfacing the slope greenery is the minimum to enable its supporting facilities functions, and is not excessive in size. Most of the trees on the slope will be retained with only some at the base and some at the access point affected. The overall ecological value of the tree group will thus be largely unaffected. Careful consideration will be given to the podium's location, dimensions and area in detail design stage to minimise tree impact where possible.</p> <p>Any ecological impact cause by the loss of trees described above will be offset by new compensatory tree and shrub planting throughout the proposed development. It should be noted that the existing vegetation coverage on the site is extremely disjointed with isolated "islands" of planting separated by large paved areas. The proposed scheme will provide a more consistent planting coverage which will provide a larger and richer ecological habitat throughout the site as a whole.</p> <p>Noted.</p> <p>Noted.</p>
<p>H(GEO, CEDD)</p> <p>The northern side of the proposed development is overlooked by existing slopes. Please ask the applicant to submit a Geotechnical Planning Review Report (GPRR) in support of the application and to assess the geotechnical feasibility of the proposed development. The GPRR should include a preliminary geotechnical review of the slopes, including natural terrain. Other essential contents of a GPRR are given in the enclosed GEO Advice note (see attached).</p>	<p>Applicant's response</p> <p>The current land use zoning for Area 10b including the existing slopes has been for a mix of supporting facilities. The proposal seeking to rezone the permissible land use in the same site boundary is not anticipated to encounter more terrain hazard. Geotechnical Planning Review Report (GPRR) in accordance with the advice note will be submitted prior to implementation of the development.</p>
<p>CA/CMD2, ArchSD</p> <p>(i) It seems that the medium-rise building blocks are not sufficiently provided with the emergency vehicular access (EVA) on the Master Layout Plan.</p> <p>(ii) Applicant's attention should be drawn to the planning requirements under the Chapter 12 of Hong Kong Planning Standards and Guidelines (HKPSG) and Code of Practice for Oil Storage Installations, the proposed petrol refueling station and the bus depot may not be compatible with the proposed residential use in the development. The Applicant should further elaborate the use/operation of the depot and advise what the Category of Dangerous Goods to justify the proposed planning for further comment.</p> <p>(iii) The podium design of the building blocks nos. L7 to L14 is about 250m in length that is too long and monotonous. Together with the continuous layouts of the medium-rise residential blocks behind, the development may have a wall-effect and pose considerable visual impact to its vicinity. The Applicants is advised to articulate the podium design and building forms of the blocks by introducing more variety in flat-mix and elevation design, enlarging the gaps between the blocks in order to break the scale of the development.</p>	<p>Applicant's response</p> <p>EVA will be provided in accordance with the Buildings Ordinance requirements. Marina Avenue's alignment has taken careful considerations, and is the optimal in balance with the building typology, landscape design, greenery provision, and building setbacks addressing noise and air quality requirements. There is also the alternative EVA linking Discovery Bay Road to the north and the podium roof top.</p> <p>The proposal is a rationalisation of the existing land uses including the petrol refueling station and the bus depot at Area 10b. It is a reprovision at Area 10b. Its siting has given consideration to the following:</p> <ul style="list-style-type: none"> <li>• The convenient accessibility easily reached by vehicles, without having to pass through the residential developments at Marina Avenue.</li> <li>• The suitable dimensions, including frontage for one ingress and one egress, depth and space for manoeuvring and waiting.</li> <li>• The absence of development to the immediate northwest, west and southwestern side.</li> <li>• For the bus depot, it is a reprovision of the existing bus garage for overnight bus parking spaces. Its facilities for carwashing and maintenance activities will be covered. There will be no petrol filling facilities or activities, nor dangerous goods store.</li> <li>• For the petrol refueling station governed under the Dangerous Goods Ordinance and other relevant ordinances, it is independent and separated from the residential development. It complies with the minimum safety distances, and will address both the "off-site" and "on-site" risks prior to implementation.</li> <li>• The detail design will give careful consideration to the visual character and the quality of the locality, to ensure the petrol refueling station will be visually integral to the new surrounding development, together with landscape treatment.</li> </ul> <p>The building layout is indicative and incorporates the following principal articulations:</p> <p><u>On the streetscape</u></p> <ul style="list-style-type: none"> <li>• A piazza at the eastern part that is a curvature structure extending beyond the straight part of the podium. There will be a central cascade water feature and stairs between the ground level and the podium roof. It will form a main design feature at the podium.</li> <li>• Variation in front setback along the length of the podium, with plantings at the indented parts.</li> </ul> <p><u>On podium roof level</u></p> <ul style="list-style-type: none"> <li>• The residential blocks are set back from the podium building line.</li> <li>• The podium walkway has been separated to soften the wall-effect. It allows an elevated open view to the ocean to its south. In addition, it leads to the central cascade water feature and stairs leading down to the lower level which is a main design feature at the podium.</li> <li>• Vertical green wall is introduced along the private garden walls to soften the building frontage. Variations of plants and their arrangements will also help to introduce interest to the walkway.</li> </ul>

<p>(iv) The proposed waterfront promenade seems to be too narrow in width. It should be extended beyond the Kaito Pier to the east of the tennis court. The Applicant should demarcate clearly the private and public zone in the development. The promenade is advisable to be open for public enjoyment.</p> <p>(v) There are many changes in levels on the Master Layout Plan, the applicant should ensure that the common areas are all barrier free accessible in the detailed design.</p> <p>(vi) As shown on the Sections of Figures 7a to 7b, slopes are found at the northern part of the Site. Site formation and slope stabilization work may be required for the development. In this regard, please consider a balanced cut and fill design to reduce the burden on the public fill.</p> <p>(vii) In line with Government's initiative on more greening in development, it is advisable to provide 30% green coverage within the proposal.</p>	<p>Nevertheless, a revised Concept Plan (Annex B also including updated Podium Ground Floor Plan and Landscape Master Plan reflecting the revisions) incorporates the following to better address the concern:</p> <ul style="list-style-type: none"> <li>Stepped down the walkway level along the podium edge and thereby make it more human scale.</li> <li>Widened separation between the two buildings around the piazza, to 15metres to allow a more significant visual corridor between the greenery slope and the waterfront.</li> </ul> <p>Due consideration will be given to enhance the building typology, elevation, building gaps and façade treatment at detail design stage.</p> <p>The waterfront promenade, together with the two plazas and central landscape area, will serve local residents and visitors. This is as per the existing open spaces arrangement at Discovery Bay.</p> <p>The revised Concept Plan in Annex B also incorporates the following to better address the concern:</p> <ul style="list-style-type: none"> <li>Three paths through the houses, in addition to the two plazas, for better access between Marina Avenue and the waterfront.</li> <li>The parts of the promenade around the new paths are widened to about 5 meters, to create nodes and add interests along the length.</li> <li>An extension to east of the kaito pier, which is a logical termination as it leads users to the communal garden east of Towers L1 and L2 and the bus stop gathering point further to the north. The waterfront around the Marina is of a different character, being a private and separately managed area not currently open to the general public, and security of access should be maintained. As such, further extension of the promenade to this part is avoided.</li> </ul> <p>Noted. Common areas will be barrier free accessible in accordance with relevant building codes.</p> <p>Noted. Construction methodologies are yet to be decided, careful considerations will be given to reduce the burden on public fill.</p> <p>Noted. The proposal is capable of complying with Sustainable Building Design Guidelines' greenery requirement.</p>
<p>CTP/UD&amp;L's comment</p>	<p>Applicant's response</p>
<p>(a) <u>Tree Preservation Scheme</u></p> <p>All the 195 retained trees are located on the north-eastern slopes. The applicant shall clarify whether slope upgrading work or site formation for the construction of the enclosed bus depot are necessary.</p> <p>b) <u>Landscape Design</u></p> <p>(i) 18,900m<sup>2</sup> greenery area and 2,900m<sup>2</sup> communal open space are proposed for the designed population of 2,813. There is no plan showing location of greenery area and communal open space. Based on the Landscape Master Plan (Figure B.1), apart from the Central Landscape Area, areas not built upon are mostly occupied by private gardens and road side planters. Potential of achieving the stated greenery area in accordance with PNAP APP-152 and communal open space usable by all residents for recreational use are in doubt.</p> <p>(ii) As stated in para. A.5.3.3 and illustrated in Sections C-C and D-D (i.e. Figure 7c and 7d of the Planning Statement), the cantilevered waterfront promenade is at a lower level. The promenade is about 90m long, very narrow at about 3m wide, and bound by a wall of 1.5m high behind. There is no room for a decent design to accommodate hard and soft landscape elements. Besides, further south along the waterfront, the promenade is terminated at the Kaito pier and replaced by private gardens. No connection is made towards the Marina at the east of the site. The design idea of a distinctive landscape character and attractive waterfront is hardly achievable.</p> <p>(iii) As shown in Figure 10 and Section C-C (i.e. Figure 7c of the Planning Statement), while enclosing the bus depot with podium garden and buildings above, it also creates 5-9m high walls facing all directions. The podium garden is mostly not accessible by public and occupied by private gardens. Additional information including but not limited to elevation and sectional illustrations should be provided to prove that the impact of hard surfaces could be ameliorated that the proposal of enclosing the bus depot is compatible with the surrounding environment.</p>	<p>The podium footprint is the minimum to accommodate its supporting facilities functions, and is not excessive in size. Careful considerations will be given to its location, dimensions and area in detail design stage to minimise slope upgrading work or site formation where possible.</p> <p>Please refer to drawings in Annex C for illustrations of the greenery area and open space area proposed on site.</p> <p>The revised Concept Plan in Annex B (also including updated Podium Ground Floor Plan and Landscape Master Plan reflecting the revisions) also incorporates the following to better address the concern:</p> <ul style="list-style-type: none"> <li>Three paths through the houses, in addition to the two plazas, for better access between Marina Avenue and the waterfront.</li> <li>The parts of the promenade around the new paths are widened to about 5 meters, to create nodes and add interests along the length.</li> <li>An extension to east of the kaito pier, which is a logical termination as it leads users to the communal garden east of Towers L1 and L2 and the bus stop gathering point further to the north. The waterfront around the Marina is of a different character, being a private and separately managed area not currently open to the general public, and security of access should be maintained. As such, further extension of the promenade to this part is avoided.</li> </ul> <p>The podium garden is open to the local residents and visitors to Discovery Bay. Public can access the podium garden via Discovery Bay Road and cut through the podium garden to the Piazza and down to the waterfront. Residents from the adjacent residential complex, Jovial/ Haven/ Verdant Court, can access the podium garden through a footpath that connects to the Application Site.</p> <p>Roadside planting and vertical green walls will be installed to soften the hard surface of the wall. Please refer to the Perspective drawing of the proposed wall treatments (Annex D).</p>



CE/D(2), WSD's comment	Applicant's response
It is noted that the general planning intention of the approved OZP is for a total population of 25,000 persons for the Discovery Bay development, and infrastructural capacities were considerations. Whilst the applicant has proposed an alternative water supply arrangement to provide private water supply by using the raw water stored in the private Discovery Bay Reservoir and building a private water treatment works to make a private water supply exclusively to the additional 4,000 persons in their rezoning areas, we have reservation on the rationality of this arrangement in the context of public perception, water quality control, etc. considering that the existing and planned residents (25,000) in Discovery Bay are provided with WSD's fresh water supply. The applicant is required to submit further information on this alternative water supply arrangement for consideration.	<p>The water quality control standard for the proposed local water treatment works (WTW) adopts the same standard as the WSD's WTW. This will control the water quality provided from the local WTW to the same quality as from the WSD's fresh water supply.</p> <p>Potable water in Discovery Bay had been sourced from Discovery Bay reservoir and filtration plant for about 20 years before year 2000. Discovery Bay residents were used to this arrangement and there was never any concern raised on water quality. Hence it is not anticipated to be perception concern if some villages have potable water supply sourced from WSD's WTW while others from Discovery Bay reservoir.</p>
DEMS'S comment	Applicant's response
<p>(a) There is a LPG store within the proposed re-zoning area, which supplies the piped LPG system in Discovery Bay. The developer should clarify whether there would be any re-provision of LPG store to maintain the LPG supply to the existing LPG users.</p> <p>(b) If a new LPG store is to be constructed, the developer should conduct a Quantitative Risk Assessment to ascertain that the new LPG store will not pose unacceptable risk to the members of the public and submit application in accordance with the Gas Safety Ordinance (Cap. 151).</p>	<p>There is no LPG store under the Concept Plan for Area 10b.</p> <p>Quantitative Risk Assessment is not required.</p>
AC for T/NT, TD's comment	Applicant's response
<p><u>Planning Statement</u></p> <p>i) Section 6.3 – The submitted Traffic Impact Assessment (TIA) is not yet able to fully demonstrate that the proposed developments would not create adverse traffic impact in the surrounding areas.</p> <p><u>Traffic Impact Assessment (Appendix B)</u></p> <p>ii) Table 2.3 – It is noted that the carriageway capacity of Discovery Bay Road, Discovery Valley Road and Siena Avenue, which are internal roads within Discovery Bay, are same as Cheung Tung Road. However, the capacity of these internal roads should be significantly affected by the amount of kerbside activities, the presence of more pedestrian crossings, less stringent stopping restrictions, etc. and therefore the capacity of these roads would be less than Cheung Tung Road. Please review the assumed carriageway capacities of these internal roads taking into account of the actual site conditions.</p> <p>iii) Table 2.3 – Please provide justifications on all the assumed carriageway capacities.</p> <p>iv) Para. 2.4.2 – The kaito pier and the kaito service plying between Discovery Bay and Peng Chau must be maintained during and after the proposed development works.</p> <p>v) Table 4.2 – Please provide further substantiation to justify the adopted pedestrian trip generation rate of 0.326 persons/hr/flat is a reasonable assumption for the proposed residential development. It appears on low side if only 0.326 persons/hr are expected to be generated from each flat.</p> <p>vi) Table 4.13 – The highway infrastructure assumptions with the commissioning of Hong Kong-Zhuhai-Macao Bridge and South connection of Tuen Mun-Chek Lap Kok Link in 2016 are invalid. Please review and revise.</p> <p>vii) Para. 4.2.4 – It is noted that new developments at Siu Ho Wan MTR Depot and Siu Ho Wan Reclamation are currently under study. The planning assumptions of Lantau Logistics Park and the transport hub at these areas may be affected by these projects. You are advised to liaise with the relevant parties</p>	<p>Noted. Please refer to the revised TIA in Annex E, which incorporates the below response to TD's comments. (Annex C incorporates the revised text, figures and Appendix A, but not Appendices B, C and D which remain unchanged from the original submission).</p> <p>The adopted capacity of 1,040 pcu/hr for the concerned roads, including Cheung Tung Road and internal roads of Discovery Bay, represent the capacity of "local road" with 7.3m in width and kerbside activities, which is in line with CTS-3 traffic model as well as other models for typical transport studies.</p> <p>As mentioned in our response for item (a) above, all assumed carriageway capacities including Lantau Link, North Lantau Highway and Discovery Bay Tunnel are all in line with CTS-3 traffic model as well as other models for typical transport studies, based on the number of lanes available, lane width, road type, jurisdiction and frontage types</p> <p>The existing kaito pier and kaito service will be maintained during and after the proposed development works.</p> <p>The trip rate was obtained from pedestrian count entering/ leaving residential buildings within Discovery Bay, therefore was representative to be adopted for analysis. This trip rate was also compared with the overall pedestrian trips entering/ leaving Discovery Bay by ferry, external resident bus and taxi (0.291 persons/hr/flat), which is lower than the adopted 0.326 persons/hr/flat. Hence, the adopted trip rate of 0.326 persons/hr/flat is justified and considered conservative for assessment purpose.</p> <p>These highway infrastructure assumptions would not affect traffic forecast since the adopted design years are 2026 and 2031, which both Hong Kong-Zhuhai-Macao Bridge and South connection of Tuen Mun-Chek Lap Kok Link would have been completed. The highway infrastructure assumptions in Table 4.13 have been clarified accordingly.</p> <p>Noted. The land-use assumptions as mentioned in Para 4.2.4 would be updated accordingly.</p>

<p>of these projects for latest planning parameters to be considered in your traffic model.</p> <p>viii) Para. 4.2.4 – Tung Chung New Town Extension project has completed their Stage 3 Public Engagement while Topside Development at HKBCF is currently under study. Please ensure the latest planning parameters of this project have been taken into account in your traffic model.</p> <p>ix) Para. 4.3.7 – Natural growth of the general traffic has not been considered in the future traffic assessment in design years of 2026 and 2031, on top of the 1.2 factor for full development under approved OZP. Please review and revise.</p> <p>x) Section 4 – Assessment of golf cart parking provision, servicing vehicles and loading/unloading facilities for the proposed developments should be carried out and presented in the TIA.</p> <p>xi) Para. 5.1.2 – Besides taxis, Discovery Bay (North) could also be accessible by public coaches. The last sentence seems not correct. The TIA should include assessment of these public coaches.</p>	<p>The adopted traffic forecast has already taken into account the planning parameters/ assumptions under Stage 3 Tung Chung New Town Extension project and Topside Development at HKBCF.</p> <p>With regards to the population/number of flats within Discovery Bay bounded by OZP, the factor of 1.2 already represented the growth of Discovery Bay traffic as a result of the full occupation enabled under the OZP. Natural growth for general traffic has also been considered in the traffic model on top.</p> <p>Necessary golf cart parking space, servicing vehicles and loading/unloading facilities will be provided to suit operation needs in the GBP submission stage.</p> <p>Only coaches with prior registration could access DB (North). There is no additional trip generation by coaches for the subject development.</p>
<b>Marine Department's comment</b>	<b>Applicant's response</b>
a) There are 15 private moorings (PMs) permitted to lay at the west of the existing seawall. These PMs will be affected due to the proposal.	<p>The private moorings are all outside the application boundary of Area 10b and will not be affected by the proposal.</p> <p>In this connection, we seek Marine Department's approved record of the exact location of the private moorings for detail checking.</p>
b) The existing "Approved Petroleum Wharf" of China Resources Petroleum and Chemical Company Limited at Nim Shue Wan will be affected.	The existing "Approved Petroleum Wharf" of China Resources Petroleum and Chemical Company Limited is proposed to be relocated to the area marked 'Kaito + Service Pier'. It will be connected to the proposed petrol filling station by underground oil pipes along the access road. Ferry refilling will be by off shore refilling pontoons.
c) The 30m extension of the existing seawall would narrow the available sea room and affect the operations of the kaito/ferry services between Peng Chau and the Discovery Bay.	Discussion with the operator of kaito/ ferry services between Peng Chau and Discovery Bay has confirmed that the proposed location of the kaito pier and the sea room as a result (based on the existing buoyant location) is feasible.
d) The project proponent should assess the impacts to the affected marine facilities and marine activities at both the construction stage and operational stages of the proposal. Mitigation measures should be recommended to minimise the potential impacts. Consultation with the owners/operators/users of the affected marine facilities and marine activities should be conducted and their supports on the proposal should be sought.	<p>Preliminary consultations have been conducted with the owners/ operators/ users of the affected marine facilities, including a) operator of the kaito/ ferry services between Peng Chau and Discovery Bay; b) China Resources Petroleum and Chemical Company Limited; and, c) Discovery Bay Transportation Services Limited. They have no adverse comment on the proposal.</p> <p>Arrangement of the affected marine facilities and marine activities at both the construction stage and operational stages of the proposal will be considered at the detail design stage.</p>



EPD's comments	Applicant's response
<p><u>Air quality</u></p> <p>(a) Please address the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation.</p> <p>(b) Table 4-1, the building height of A10b-15 and A10b-21 are 71mAG and 80mAG respectively. However the assessment height in this report is 1.5mAG to 70mAG. The assessment height cannot cover the proposed building height. Please clarify.</p> <p>(c) S4.2.1.1, please further justify why there is no adverse impact during construction phase (e.g. vehicles use for reclamation works, why decking over the piles at the seashore is not dusty works, any site formation works, etc.).</p> <p>(d) S4.2.1.1, please elaborate the mitigation measure by referring to the APC(Construction Dust) Regulation.</p> <p>(e) S4.2.2.2, please clarify the road type of the nearby roads and determined the buffer distance required.</p> <p>(f) S4.2.2.2, please mark the buffer zone and the separation distance between the roads and ASRs in the figure.</p> <p>(g) S4.2.2.2, it mentions that "... Discovery Bay Road and Marina Avenue would be only approximately 120 veh/hr and 90 veh/hr with all the developments in place". Please clarify what developments have been included.</p> <p>(h) S4.2.2.4, it mentions that some of the receivers in the southern side of Marina Avenue have separation distance less than the HKPSG requirement. Please provide further justification. Besides, please clarify if Marina Avenue is an internal access road.</p> <p>(i) S4.2.2.4, please clarify the location of the proposed bus depot.</p> <p>(j) S4.2.3.1, site survey was conducted in May and June 2014 which was nearly 2 years ago. Please conduct the survey again for latest information.</p> <p>(k) S4.2.4.6, please confirm that the MLD refilling facility, the oil tanker travelling route and the ferry travelling route to and from MLD refilling facility will be location outside the assessment area. Please provide supporting document.</p> <p>(l) S4.2.6.1, please properly address the potential air quality impact of the upgrading of existing sewage pumping station.</p> <p>(m) S4.2.6.2 &amp; S4.7.1.4, please clarify if there is any new STW or not. If yes, the potential air quality impact should be properly addressed.</p> <p>(n) Appendix 4.1, please provide reference source (website/reference paper) for Barium 8-hr average.</p> <p>(o) Appendix 4.2-1, page 15, please clarify which column does note [4] refers to. Please revise the table where appropriate.</p>	<p>A revised Environmental Study is included in Annex F</p> <p>Noted. Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation has been added in Section 4.2.1.</p> <p>Noted. The assessment results at height of 80mAG have been added, which also comply with the AQO.</p> <p>The reclamation will be conducted by decking over the piles along the seashore. No backfilling of soil and major earth moving activities are required for the reclamation work. Therefore, it is anticipated that significant dust emission during construction phase is not anticipated. Nevertheless, good site practices have also been recommended to suppress dust generation.</p> <p>Mitigation measures recommended in APC (Construction Dust) regulation have been added in Section 4.2.1.2.</p> <p>The road types of the nearest roads are either local roads or internal access roads. For local roads, the buffer distance of 5m as recommended in HKPSG is adopted. For internal access road, there is no special buffer requirement and hence the buffer distance for local roads (i.e. 5m) is adopted for preliminary assessment. Section 4.2.2.1 has been revised.</p> <p>The buffer zone and separation distance between the roads and ASRs has been added in Figure 4.1.</p> <p>The estimation of traffic has included both development at Area 6f and Area 10b. Section 4.2.2.2 has been revised as "As per the submitted Traffic Impact Assessment, the peak traffic flows of two major local roads, Discovery Bay Road and Marina Avenue, would be only approximately 120 vehicles/hour and 90 vehicles/hour with all the developments (i.e. Area 6f and Area 10b) in place, respectively."</p> <p>The sensitive receivers along the sea shore are less than 5m away from the Marina Avenue, which is considered as a local road, and cannot fulfill the 5m buffer requirements. However, it is noted that the traffic forecast of Marina Drive is only 90 vehicles per hour during the peak hour that adverse air quality impact is not anticipated. Nevertheless, the cumulative air quality impact arisen from the realignment of the Marina Drive due to the reclamation will be further assessed in the subsequent statutory EIA for the proposed bus depot, proposed sewage treatment works and reclamation works.</p> <p>The bus depot will be located at the podium of the buildings along the northern side of the Marina Drive. However, the exact location is yet to be devised in detail design stage.</p> <p>The survey was intended to identify chimney within 500m. In consideration of there is no change of the existing environment and no major development within 500m assessment area, further site survey is considered unnecessary.</p> <p>The refilling of ferries will be conducted outside the 500m assessment area in the future. Therefore, there will be no MLD refilling facilities within the 500m assessment area in the future.</p> <p>The new sewage pumping station will be implemented with good measures, such as activated carbon filter and negative pressure system to control the odour emission from the sewage pumping station. Adverse odour impact is therefore not anticipated. A separate study will be conducted in later stage if necessary.</p> <p>In case a new STW is required, necessary odour removal measures such as covering the sedimentation tanks, installation of deodourising unit will be implemented as necessary to control odour emission. Therefore, adverse odour impact is therefore not anticipated. A detail odour assessment is required during the subsequent statutory EIA study.</p> <p>The 8-hour average for Barium is referenced to World Health Organization "Barium and Barium Compounds" (Geneva, 2001).</p> <p>Note [4] refer to exit velocity of the emission from the passenger ferry. The reference number in the column "Exit Velocity (m/s)" has been revised.</p>
<p><u>Noise</u></p> <p>(p) S5.2.1.3 – The ES has proposed noise mitigation measures such as erection of solid wall and noise barriers for fixed sources etc. The project proponent shall provide undertaking letter for implementation of noise mitigation measures recommended in the ES.</p> <p>(q) S5.1.8.3 – Please note that there is no noise criteria proposed for marine traffic noise assessment. "comply with criteria" should read as "is below the measured background noise level."</p>	<p>Noted. Please find the project proponent's undertaking letter for implementation of noise mitigation measures recommended in the ES in Annex F.1.</p> <p>Noted. The relevant text in Section 5.8.1.3 has been amended accordingly.</p>

<p>(r) S5.3.1.2 – Please seek confirmation on traffic forecast with traffic authority.</p> <p>(s) S5.5.1.8 &amp; S8.1.2 – The sentences "....hence mitigation measures are not required" is misleading. S5.2.1.3 has proposed 8m solid wall for reducing noise and S5.5.1.7 has indicated measures to be adopted for fixed noise source and the details of those mitigation measures will be further developed in subsequent EIA. Please revise.</p> <p>(t) S5.8.1.4 – The ES has indicated that further noise assessment for sources such as STW, bus depot and marine based fixed noise etc will be conducted in the subsequent statutory EIA stage. Please supplement in the conclusion.</p> <p>(u) Table 5.1 "3-4 storey development" – NSRs such as N10b-B1, N10b-B2, N10b-A1 etc are 3 storey development. Please revise.</p> <p>(v) Table 5.2 – "51" of N10b-B1 does not tally with results in Appendix 5.2. Please check and revise.</p> <p>(w) Appendix 5.3 marine traffic noise assessment – NSRs such as N10b-A1 etc have line of sight to the relocated route of Discovery Bay. Please justify 10 dB(A) corrections are applied.</p> <p>(x) Table A5.3 – SEL at 25m in the table are not consistent with measured values in the Appendix 5.3. Please revise.</p> <p>(y) Table A5.4 – The directivity correction is not adopted in methodology specified in the table. Please justify.</p> <p>(z) Appendix 5.5 fixed noise assessment – Methodology for predicting screening correction in the calculation is missing. Please supplement.</p> <p>(aa) The Appendix has adopted measures such as noise barrier, restriction of night-time operation of sand barge &amp; gas bottle supplier in prediction. Please spell out the measures in the ES report.</p> <p>(bb) The barrier heights is found incorrect in the drawings of path different (pages 387-389 of ES). For example the barrier height for N10b-A1 is 9.8 m, but 8.8m found in ES. As such the drawings of path different should be revised accordingly. Please revise.</p>	<p>Noted. The Traffic Study in support of the applications including traffic forecast is currently being considered by Transport Department.</p> <p>Noted. Section 5.5.1.8 and 8.1.2 has been amended accordingly.</p> <p>Noted. Section 5.8.1.4 has been amended accordingly.</p> <p>The number of storey has been updated accordingly.</p> <p>Noted and Table 5.2 has been updated.</p> <p>NSR N10b-A1 does not have line of sight to the relocated route of Discovery Bay. Please refer to Annex F.2 for ease of reference.</p> <p>There was typos in Table A5.3 of Appendix 5.2. Table A5.3 has been revised accordingly.</p> <p>Noted. Text under Table A5.4 has been updated.</p> <p>Noted. Text under Table A5.6 has been updated.</p> <p>The night-time operation of sand barge and gas bottle supplier is not a mitigation measure. Instead, this is the information / operation pattern according to the operator. The relevant text has been included in Section 5.5.1.7 of the ES Report.</p> <p>The 9.8m in Section 5.2.1.3 was a typo. The correct height of the barrier should be 8.8m. Section 5.2.1.3 has been revised accordingly.</p>
<p><u>Water quality</u></p> <p>(cc) S7.3 – Care should be taken to avoid any discharge of wastewater into the nearby marina. The project proponent should propose measures such that no wastewater effluent will be discharged into the marina.</p> <p>(dd) It is noted that there will be slight reclamation works during construction, please elaborate on the potential water quality impact from any dredging and filling works and what mitigation measures will be in place to minimize the impact from such work on any nearby water sensitive receivers, such as the nearby marina.</p> <p>(ee) It is noted that Area 10b currently comprises of bus repair workshop, boat servicing yard, etc. should land decontamination works will be carried out during construction phase of this area, any wastewater generated from such land decontamination process should be properly treated and disposed. Please note that wastewater contaminated with chemical waste should be handled and disposed of as chemical waste based on the Waste Disposal (Chemical Waste)(General) Regulation.</p> <p>(ff) It is mentioned in the ES that since Siu Ho Wan STW does not have spare capacity for additional sewage flow from the Discovery Bay project, a standalone STW will be provided in Area 10b to treat the sewage arising from Area 6f and 10b. Please provide detailed information on the proposed location of the new DBSTW, what treatment method to be employed, proposed</p>	<p>Noted.</p> <p>As discussed in Section 2.1.1.7, the reclamation would be in the form of a deck-over-pile. Hence, extensive dredging and filling are not required for the reclamation. However, some dredging would still be required for the construction of the navigation channel. Mitigation measures, such as controlling the dispersion of sediment plume, has been discussed in Section 6.2.1.5.</p> <p>Noted.</p> <p>Noted. The treatment process, location of the STW and associated marine outfall would need to be further studied during the subsequent EIA to assure that all the requirements in the EIAO (e.g. water quality) are complied with. Tentative locations of the STW, marine outfall and navigation channel have been indicated in Figure 6-1.</p>



discharge standards and proposed discharge point of the treated effluent in the ES. Please note that according to the WPCO TM S.9.1, no new effluent is allowed in any marina and 100m of any seawater intake. The location of the outfall of such DBSTW should also avoid the Discovery Bay Beach which is frequented by bathers during the summer seasons.

(gg) Despite the recommendation of the ES to construct its own STW for the rezoned areas, figure 3 does not provide the location of the new sewers and the new STW to be constructed, please revise the figure and include the proposed sewers, the proposed STW and the proposed discharge point of the treated effluent.

#### Waste management

(hh) As the proposed development may involve the generation and/or disposal of wastes (e.g. inert and non-inert C&D materials, sediment, etc.), please address the potential waste management issues.

(ii) Please note that there may be other potentially contaminated sites such as golf cart repair workshop, boatyard, etc, that should be reviewed/ addressed in the CAP to be prepared.

(jj) S7.1.3.1 stated that Contamination Assessment Plan (CAP) would be prepared after the rezoning approval and prior to implementation, but have not mentioned any planning control mechanism to ensure the submission of the document. Please state the control mechanism to secure the completion of CAP and any other associated submissions (Contamination Assessment Report, Remediation Action Plan and Remediation Report) before commencement of any construction.

#### Sewerage infrastructure

(kk) Planning Statement, Section 6.2 – Please note that the Siu Ho Wan Sewage Treatment Works (SHWSTW) has no spare capacity to cater for the additional sewage arising from the proposed further development in Discovery Bay. Also, there is no plan to increase the design capacity of the SHWSTW in the short and medium terms. The Discovery Bay further development shall provide its own sewage treatment facilities to meet the WPCO standards before discharge into the receiving waters. In this connection, the Applicant should delete all the incorrect and misleading statements, e.g. "SHWSTW requires upgrade works to cater for the existing and concurrent developments, irrespective of the proposed developments. The upgrade works could cater for the sewerage increase as a result of the proposal, which accounts around 0.8% of the treatment flow" and other similar text in the submission as they are factually incorrect.

(ll) For the proposed on-site sewage treatment plant (STP), the Applicant should give an account for the design parameters of the proposed STP (including but not limited to design capacity, treatment level, treatment technology, discharge location, effluent standards, etc) in order to demonstrate that the design of the STP will be adequate for proper treatment of the sewage arisings to meeting the permissible effluent standards for discharging into the receiving waters.

(mm) The Applicant should make it clear in the Planning Statement the proposed sewage treatment and disposal schemes for supporting the proposed developments. The Applicant should also advise the projected quantity and the proposed treatment and disposal for the sewage screening and sludge. If the sewage screening and sludge is to be disposed off-site, please confirm consent has been obtained from Waste Disposal Authority for accepting the potential sewage screening and sludge from the proposed STP.

Please refer to comment for response (ff).

The submission is made in support of a Section 12A planning application seeking to rezone the permissible use from staff quarters to flats at the site. Information on waste management, generation and/ or disposal of waste is details which will be addressed at subsequent stages.

Construction methodologies are yet to be developed, where considerations to environmental friendly approach will be given. Where applicable, the requirements under "EWTB Technical Circular (Works) No. 34/2002" or "Building Department's Practice Note for Authorised Persons and Registered Structural Engineers (PNAP) ADV-21", Construction and Demolition Material Management Plan (C&DMMP) will be addressed at later design stage prior to construction.

Noted. A comprehensive land contamination assessment will be conducted during the subsequent EIA stage and the relevant findings would be incorporated into the CAP for EPD's approval prior to the commencement of construction works.

The land contamination assessment would be conducted according to the EPD's *Guidance Note for Contaminated Land Assessment and Remediation*. Section 7.1.3.2 has been revised as follows for clarification.

*"...According to the EPD's Guidance Note for Contaminated Land Assessment and Remediation (GN), project proponents and professionals responsible for major works or re-development on sites associated within industrial operations listed in the GN (including depot and LPG filling stations) should, before commencement of any works, carry out a site assessment to determine whether the site is contaminated and assess the extent of any contamination and, if necessary, implement proper remedial measures to restore the land to an acceptable condition for its intended purpose..."*

The planning statement section 6.2 refers to sewage treatment options. Relevant information of SHWSTW has already been emphasized in the Section 5.5.1.1 of Appendix A of the planning statement.

The applicant will undertake the design, construction and implementation of an on-site sewage treatment plant (STP) adequate for proper treatment of the sewage arising to meeting the permissible effluent standards for discharging into the receiving waters. Preliminary design parameters such as design capacity and effluent standards has already been indicated in Section 5.6.2.1, 5.6.2.3, 5.6.3.1 and 5.6.3.4 of the Appendix A of the Planning Statement. Other detailed design parameter such as the treatment level, treatment technology, discharge location, effluent standards will be properly addressed at detail design stage subsequent to the approval of this rezoning application.

Waste Disposal Authority's consent will be sought at detail design stage subsequent to the approval of this rezoning application.

<p>(nn) <u>Appendix A (Study on Sewerage), Section 5.3</u> – The Applicant should confirm whether there would be any commercial activities in the proposed development. If affirmative, please advise on the respective projected numbers of employees under different trades (incl. retail, food &amp; beverage, etc) and the sewage arising from the commercial activities.</p> <p>(oo) <u>ES, Section 6.4</u> –The sentence “the current proposal is to have sewage generated from the potential development areas to be pumped to the Siu Ho Wan Sewage Treatment Works (SHWSTW)” is incorrect as it is in contradiction to the proposed sewerage system presented in Appendix A. As such, this sentence as well as other similar text in the report should be removed.</p> <p>(pp) Besides, the ES advised that subject to detailed design, the development would include designated projects (DP) under the Environmental Impact Assessment Ordinance (EIAO). Please advise the proponent that a DP under the EIAO will require an environmental permit for its construction and operation, and ask the proponent to observe the relevant EIAO process. The current ES is not considered as a document for the DP to meet the EIAO-TM requirements. The proponent is also recommended to start early consultation with various stakeholders including green groups and local residents to solicit their environmental views on the proposal.</p>	<p>Other than residential development at Area 10b, there are a range of supporting facilities, including bus depot, golf cart garages and petrol filling station, representing less than 25 employees in total. Their generated sewerage flow will be insignificant and be generally captured in the sewage flow generation in the flow estimation in the submitted SIA.</p> <p>The sewerage arrangement has been amended so as no longer refer to SHWSTW, but an on-site- sewerage treatment plant.</p> <p>Noted. Subject to the detailed design, Schedule 2 EIA under the EIAO will be conducted if necessary and an EP will be required for its construction and operational phases. Informal discussion with EPD has been carried out in this regard.</p>
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**Annex A**  
**Consideration of Air Ventilation**

1. The Concept Plan for Area 10b has taken into consideration of air ventilation, and is considered to be capable of facilitating suitable air movement generally in accordance to HKPSG, in the following manner.

#### Site Disposition

2. Reference is made to the windrose analysis result for Nim Shue Wan, around where Area 10b is located and about 200 metres above ground, available on Planning Department's website and extracted in Figure 1. Nim Shue Wan is dominated by easterly wind, this is also the case in winter with some lesser frequent northerly wind, while summer is dominated by southerly and southwesterly wind.

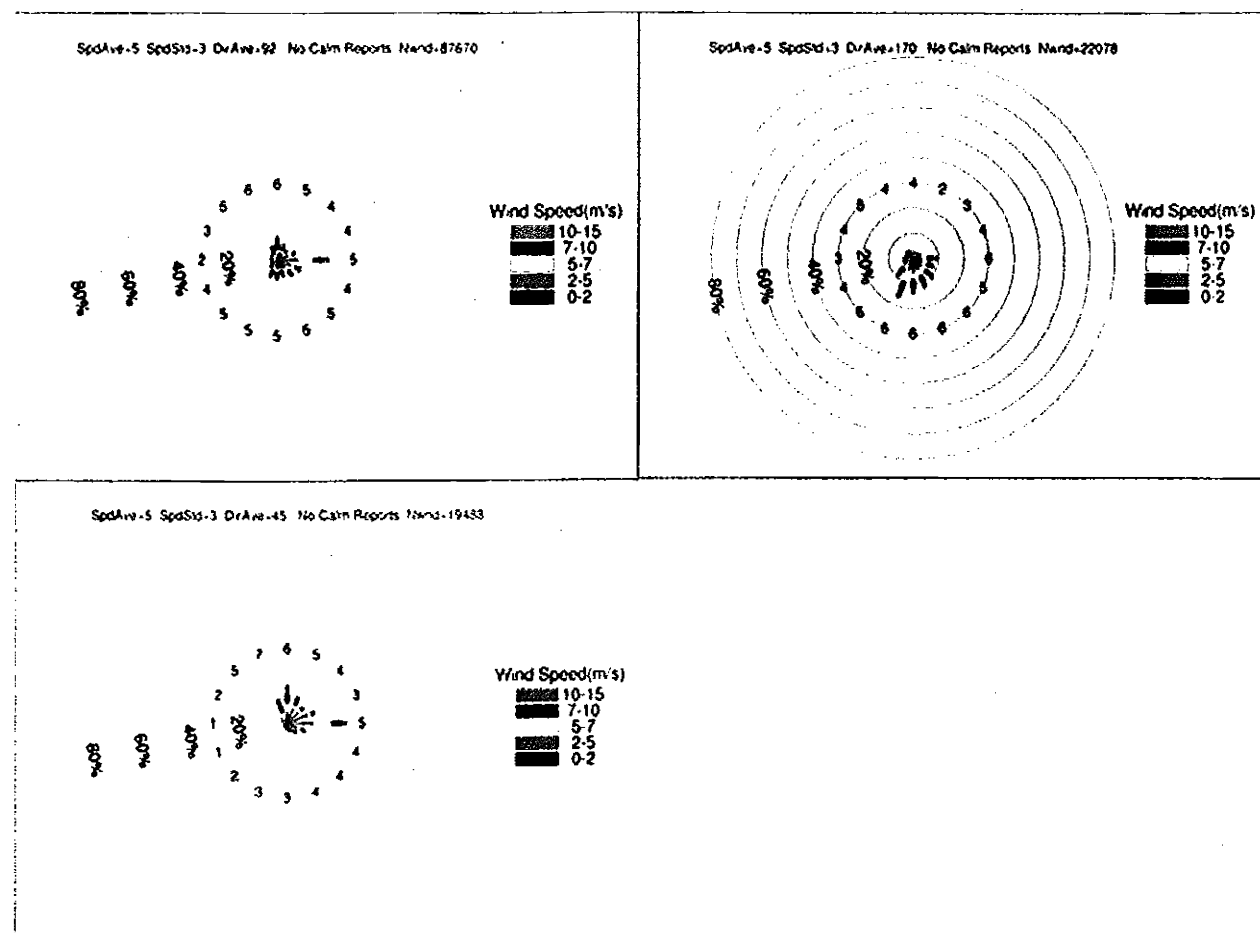


Figure 1. Anti clockwise: annual, winter and summer windrose analysis result for Nim Shue Wan, extracted from Planning Department's website.

3. Area 10b is located at a headland at about 6mPD, currently accommodating some low rise structures and two 5 storeys high staff quarters. Its surroundings are characteristics of the following:

- East and south: Waterfront.
- Northeast: Low rise residential clubhouse buildings on generally flat land.
- North: A vegetated slope rises to about 18mPD, and 3 southeast-northwest aligned residential apartment buildings atop the eastern part of the slope.
- West: A gentle slope, including Discovery Bay Road, and residential apartment buildings further away.

Being located at the headland, Area 10b facilitates sea breezes from the south and east to inland. The adjoining slope has immediate effect on the site wind availability, interfering with the northerly winter wind at the centre and western part of the site. The site wind availability is indicated in Figure 2.

4. The Concept Plan for Area 10b is generally governed by the available land area and the approved reclamation area, which are elongated in shape and southeast-northwest aligned, and is designed with the following principles:

- The proposed zonings and their sub-zonings divide the spaces into parcels for mix of low, medium and higher density development, which the building typology optimises visual and cross air flow at the headland.
- There are variations in building height and separation gaps between and within zonings and sub-zonings, to enable wind movements.
- Marina Avenue is aligned in such manner to enable efficient land use and access, and at the same time form an air path throughout Area 10b.

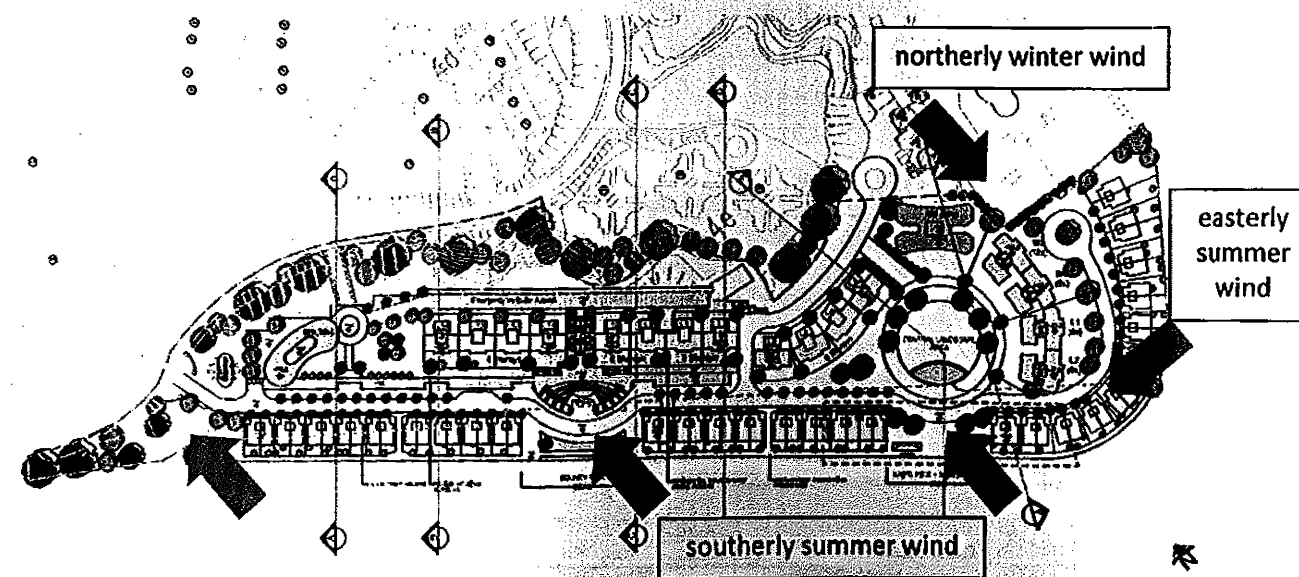


Figure 2. The site wind availability at Area 10b.



### Breezeways / Air Paths

5. The breezeway / air path for Area 10b essentially refers to Marina Avenue. Its breezeway / air path are attributed to the sea breeze penetration channeled from the waterfront plazas, which also facilitate air dispersal, as indicated in Figure 3. It will also facilitate some air movement from the east and through the site. The waterfront plazas also extends to a central landscape area open space, and a piazza rising to the podium roof top respectively, forming open ventilation corridors.
6. The houses and the residential apartment buildings above the podium along Marina Avenue will be set back to widen the breezeway / air path to enhance its air movement.
7. On balance, while Marina Avenue is not strictly parallel to the annual dominant easterly wind, it will provide for some easterly flows and allow penetration of prevailing summer southerly wind. The Concept Plan is considered to have optimised breezeways across the waterfront to enable summer sea breezes along the length of the headland. This is beneficial for users comfort.

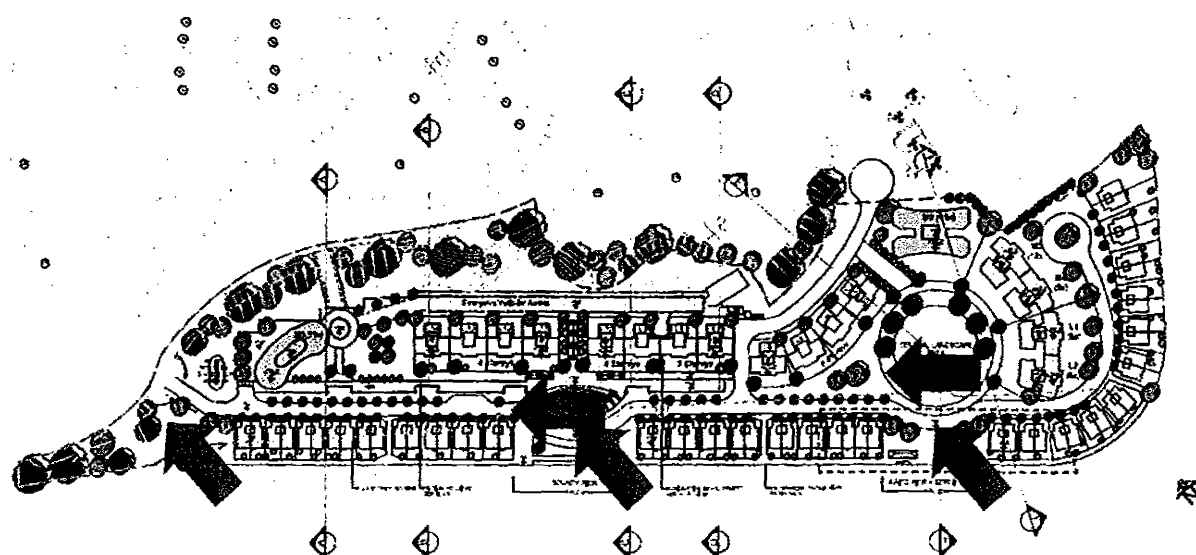


Figure 3. The breezeway / air path along Marina Avenue.

### Greening and Disposition of Open Space and Pedestrian Area

8. The slope along the northern boundary, the central landscape area and the waterfront plazas will be landscaped with greenery, as illustrated in the Landscape Master Plan in Figure 4. The vegetation, greening and open spaces are considered to have been suitably distributed at various part of Area 10b. These will provide shading and help cool air movements for users comfort. Planting species, densities and locations will be carefully considered in detail design stage.

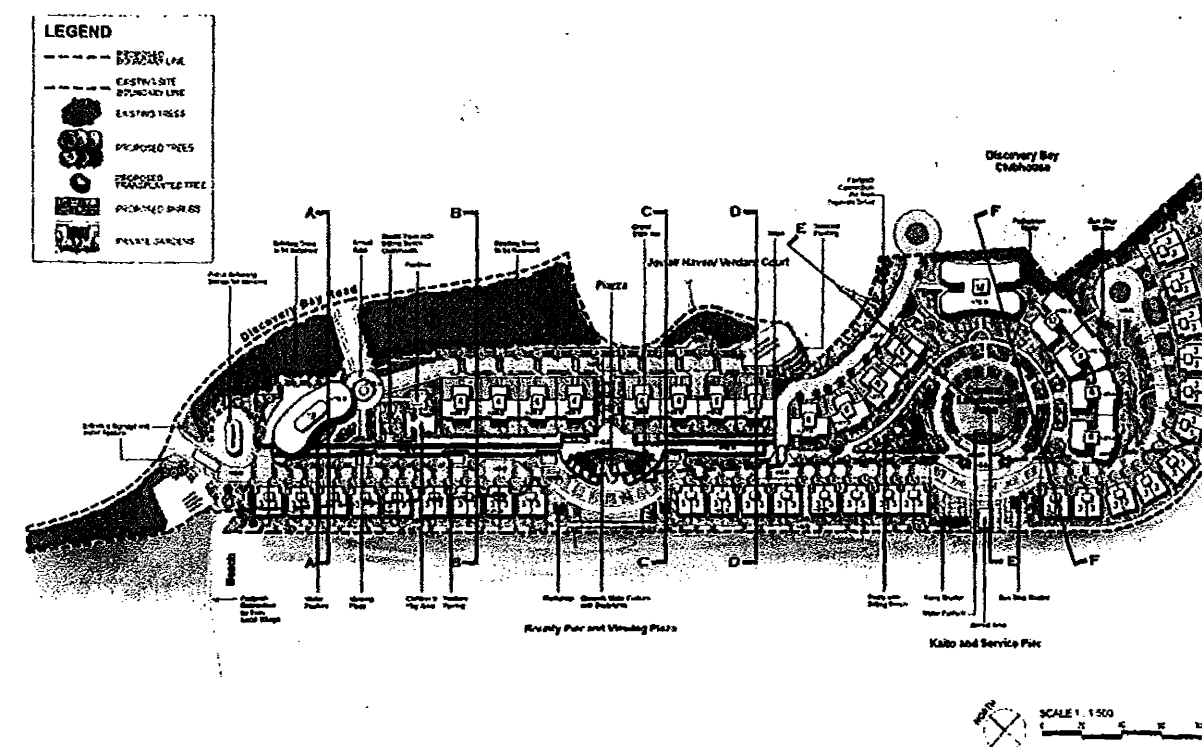
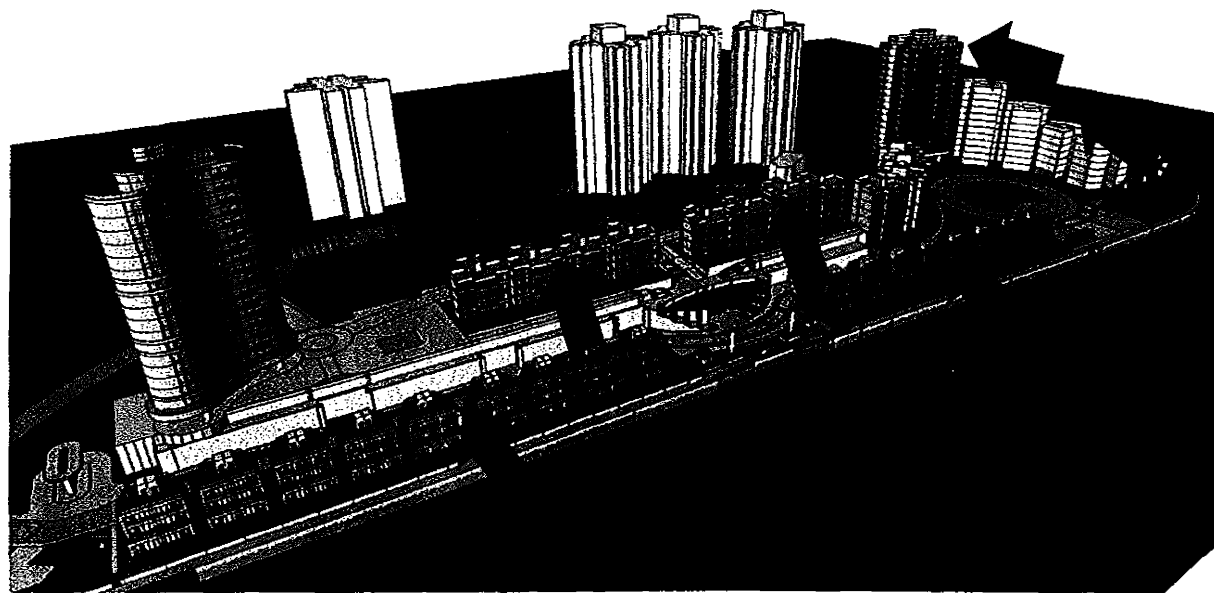


Figure 4. Landscape Master Plan illustrating the greening and open spaces for Area 10b.

### Height Profile

9. The Concept Plan adopts a stepped building height profile rising from the waterfront to the slope, from south to north and east to west, to help instigate wind flowing throughout Area 10b, as illustrated in Figure 5:
  - The houses and plazas are located along the waterfront in the summer windward direction. They rise to the mid-rise residential apartment buildings above the podium, and further to Discovery Bay Road and the existing residential buildings to the rear.
  - For the buildings at the eastern part of the headland, their stepped heights relate to the existing residential buildings atop the adjoining slope. Their alignment and orientation at an angle with each other will also avoid congestion of buildings or tall wall-like structure which would otherwise prevent air movements.



**Figure 5. Wind movement at Area 10b facilitated by building height.**

### Podium Structure

10. An objective of the proposal at Area 10b is to remove the existing open-air supporting facilities and rationalise their provision in a podium structure. This will segregate the residents and pedestrians from vehicular exhaust, unsightly and unpleasant uses including refuse collection points. The proposed podium structure occupies a moderate part of Area 10b. Its height, dimensions and area is the minimum to accommodate the fundamental supporting facilities functions and is not considered to be excessive.

11. Design considerations have been given to the street level amenity. This includes variation in front setback; and a piazza along the length of the podium. This will enhance Marina Avenue air path.

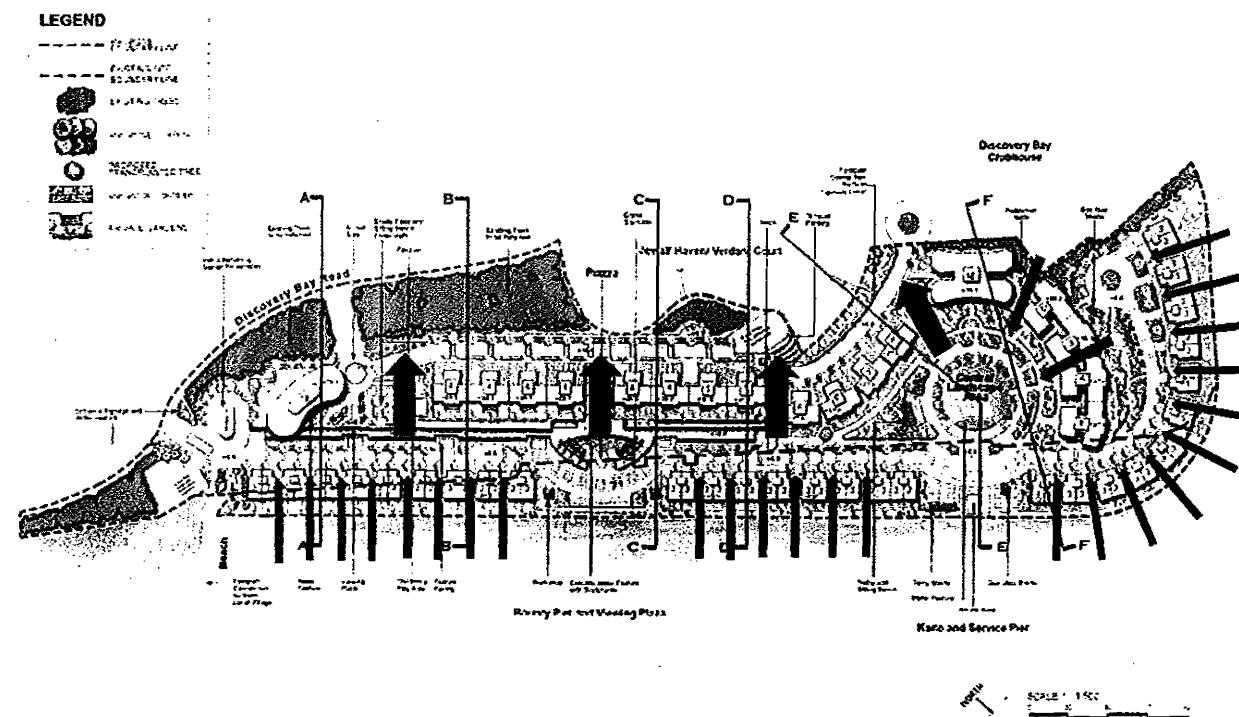
### Building Disposition and Permeability

12. While the building disposition is governed by the elongated land area and the relationship with the waterfront, careful consideration has been given to allow effective air flows in desirable directions, including the following adequately wide gaps, and as illustrated in Figure 6:

- the low rise houses along the waterfront for southerly wind to penetrate to Marina Avenue,
- the medium rise residential apartment buildings above the podium for southerly wind flow to the existing buildings uphill,
- and the residential apartment buildings at the eastern end of the headland directing easterly wind to the central landscape area and further to Marina Avenue.

These gaps will achieve high permeability at the development at Area 10b.

13. Careful considerations will be given to the building separations in detail design stage. For instance, the building dispositions of Tower M2 and M3 have been revised to increase the gap and enhance air ventilation.



**Figure 6. Wind movement at Area 10b facilitated by building separations.**

14. The building orientation also seeks to maximise frontage to prevailing wind that will allow indoor natural ventilation.

15. In conclusion, the Concept Plan has given careful consideration to the scale, height, spacing and disposition of building blocks for air ventilation at Area 10b. In addition, the greening and open spaces will help achieve a cool micro-climate especially in the summer time, at the waterfront location.

**Annex B**  
**Revised Concept Plan**





--- EXISTING OZP BOUNDARY FOR AREA 10b

--- PROPOSED OZP BOUNDARY FOR AREA 10b

MAXIMUM 3 STOREYS IN THIS AREA

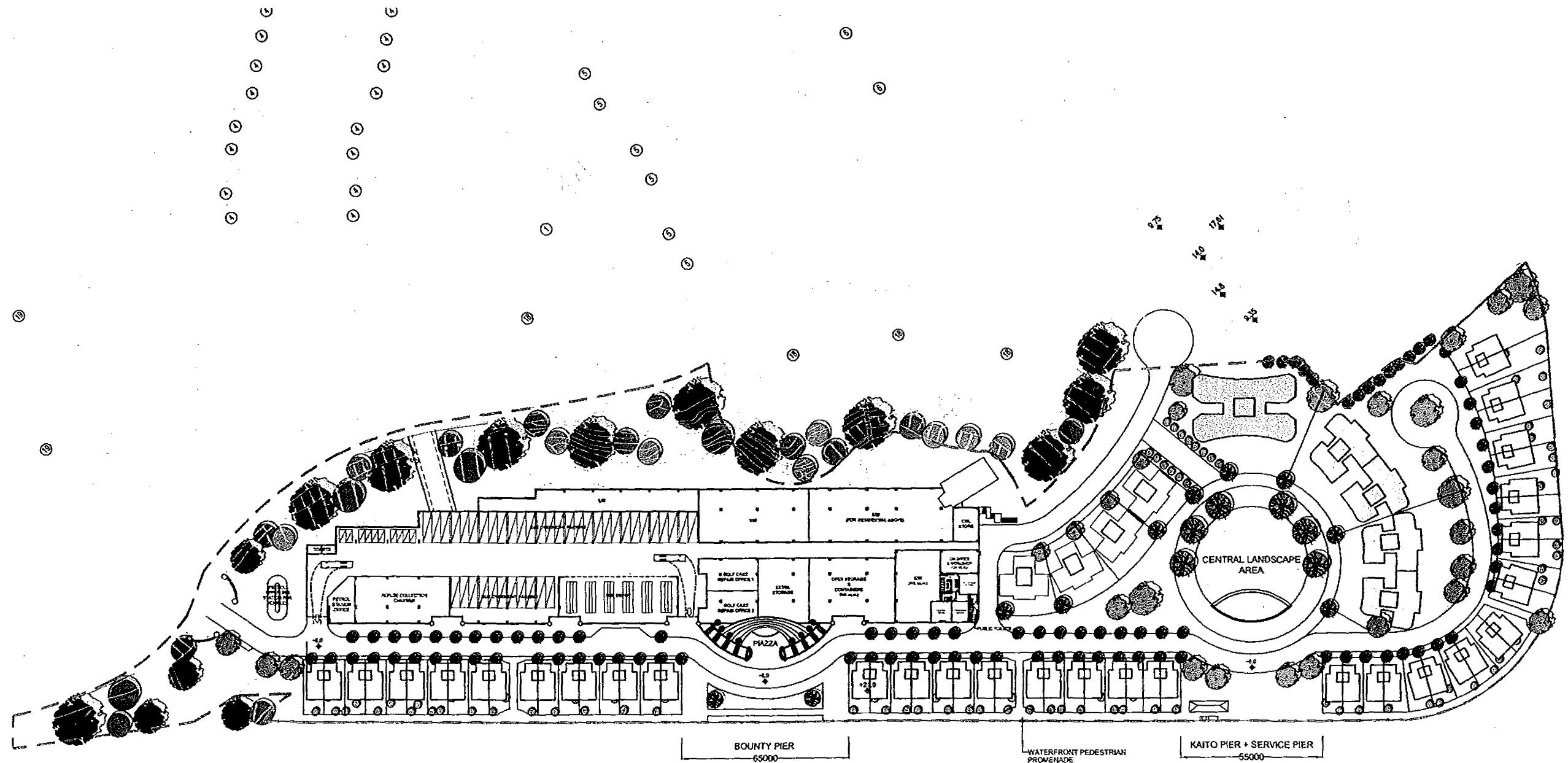
PODIUM EXTENT

0 20 40 50m

# AREA 10b PROPOSED RESIDENTIAL DEVELOPMENT

## MASTER PLAN





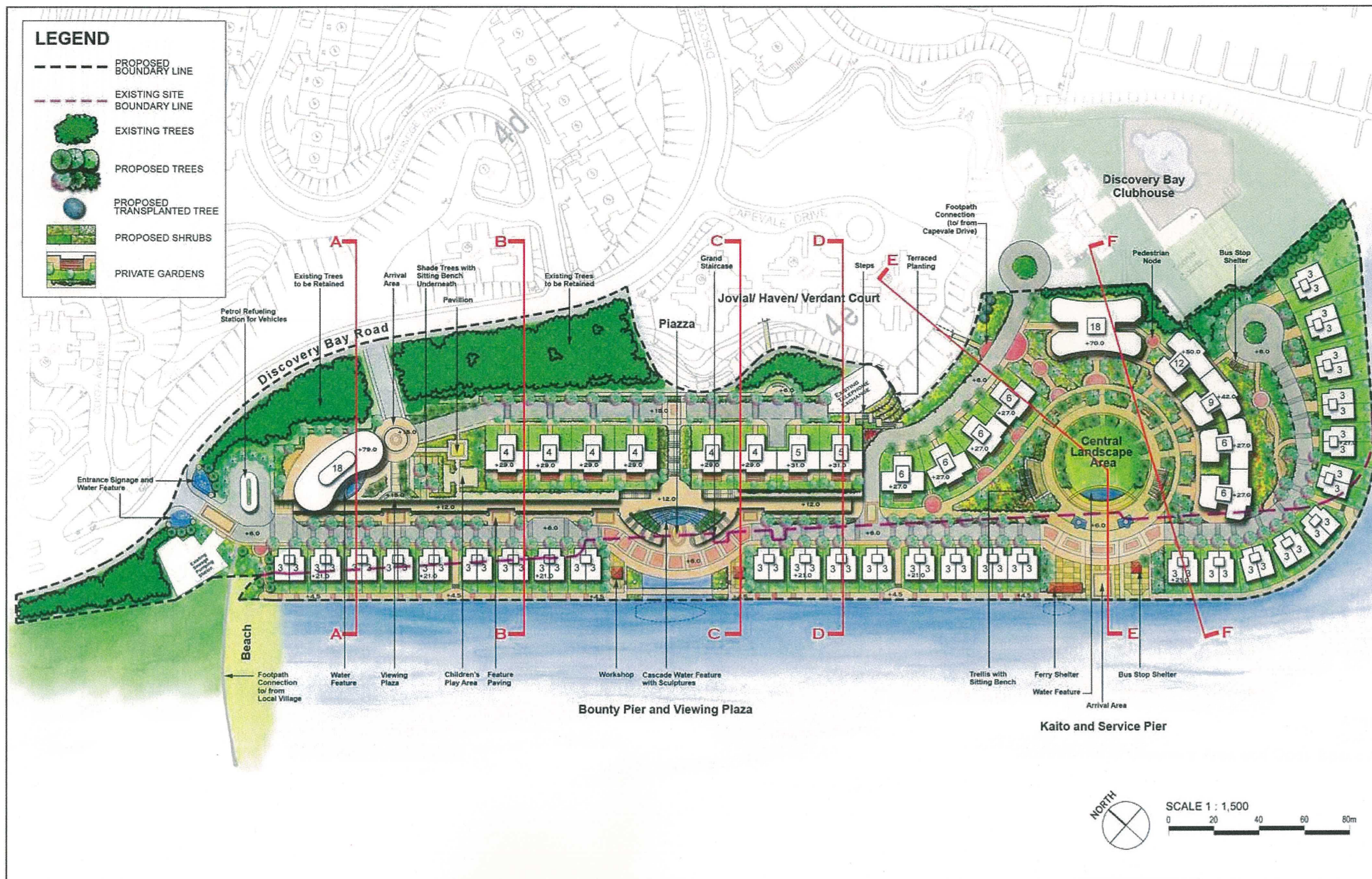
PROPOSED BOUNDARY FOR AREA 10b

**AREA 10b**  
**PROPOSED RESIDENTIAL DEVELOPMENT**

0 20 40 50m

**G/F PLAN**

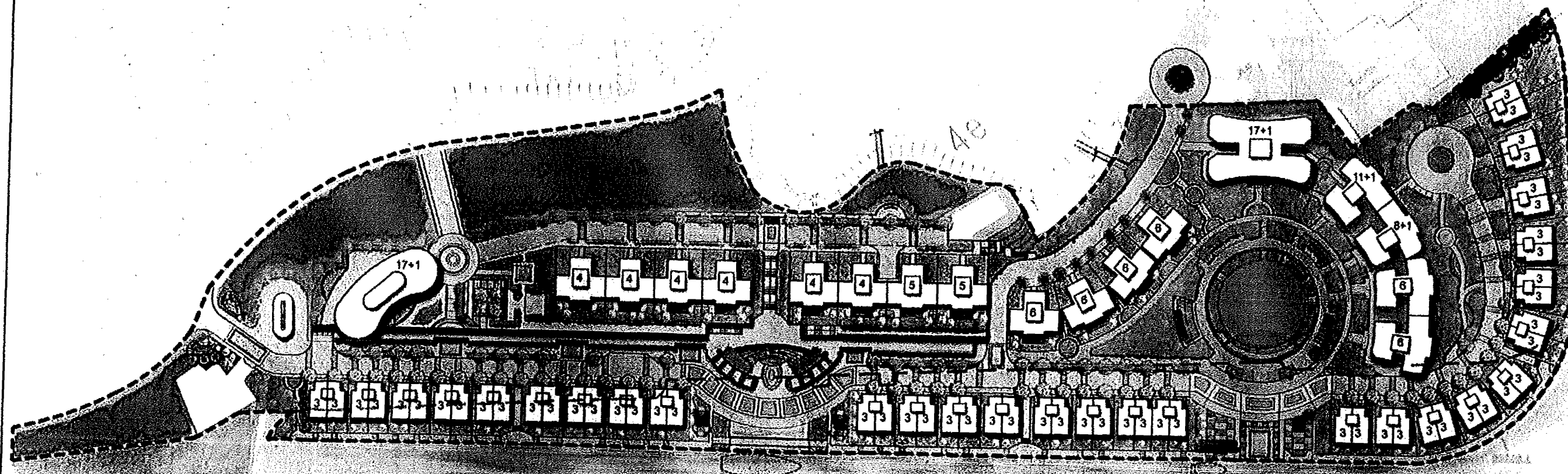






**Annex C**  
**Illustrations of Greenery Area and Open Space Area**

Total Site Greenery Area: Approx. 18,900 sq.m.



SCALE 1 : 1,600  
0 20 40 60 80m



TITLE

**GREENERY AREA**

PROJECT

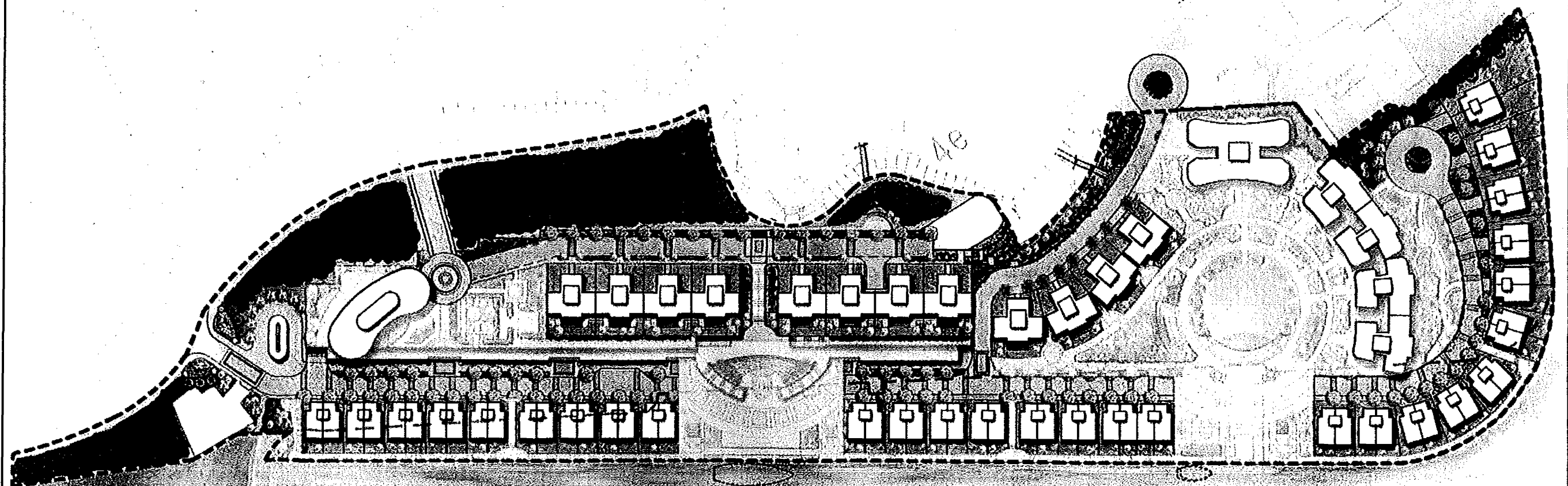
**DISCOVERY BAY OPTIMIZATION OF LAND USE - AREA 10B**

MAY 2016

ANNEX:

**B.8**

Total Site Open Space Area: Approx. 18,600 sq.m.



SCALE 1 : 1,500  
0 20 40 60 80m



TITLE

**OPEN SPACE AREA**

PROJECT

**DISCOVERY BAY OPTIMIZATION OF LAND USE - AREA 10B**

ANNEX.

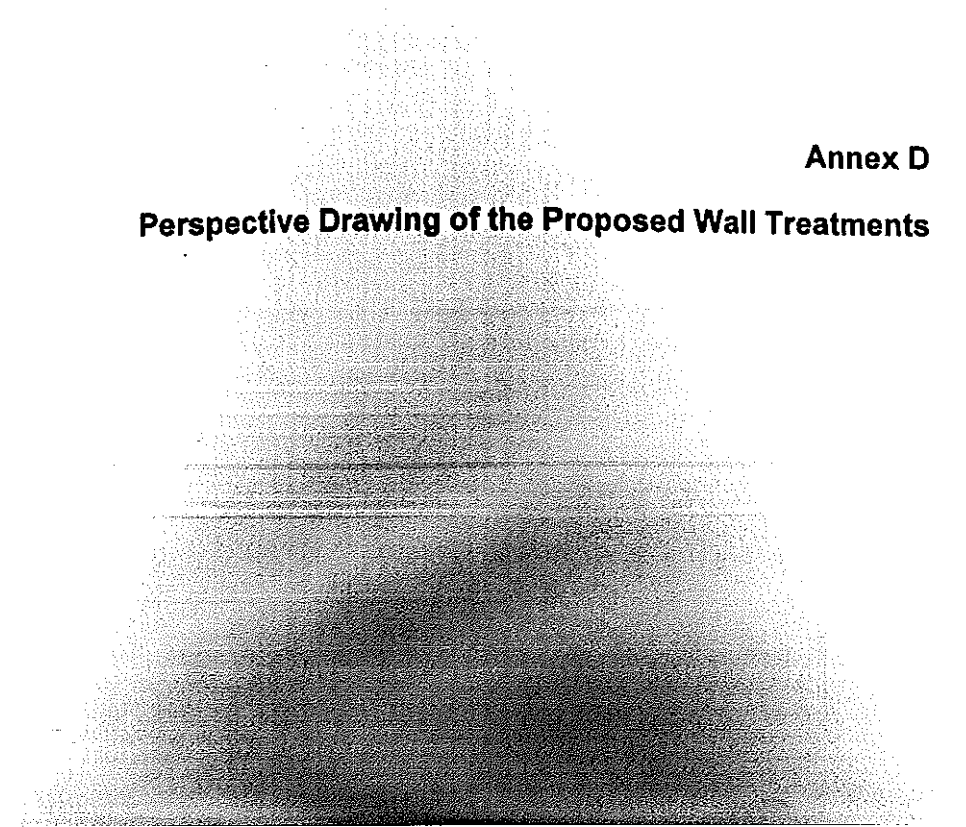
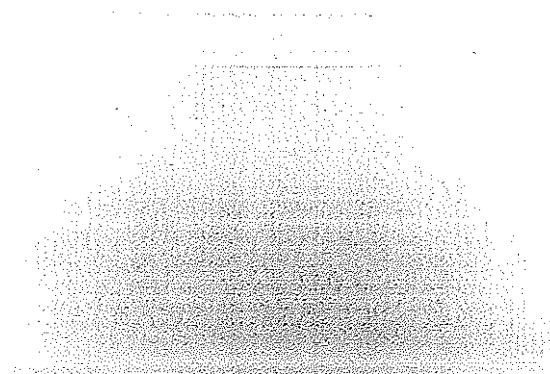
MAY 2016

**B.9**



**Annex D**

**Perspective Drawing of the Proposed Wall Treatments**









**Annex G**

**Address to the issues raised in the Relevant Public Comments**

**Received during the notification of the application**

The public comments received during notification of the application have been reviewed. It is considered that many of the concerns raised are addressed in the response to the departmental comments, and does not require separation response. However, some of the issues are addressed below.

#### Public consultation for the application

There are concerns on the lack of public consultation for the application. The applicant has carried out public consultation for the application as good practice. Details as follows:

Briefing at the following meetings	Dates
City Owners' Committee Meeting	February 24, 2016
Beach VOC Meeting	February 25, 2016
Parkvale AGM	March 5, 2016
Passenger Liaison Group	March 9, 2016
Neo Horizon VOC Meeting	March 10, 2016
Hillgrove VOC Meeting	March 10, 2016
La Vista VOC Meeting	March 10, 2016
Peninsula VOC Meeting	March 15, 2016
Greenvale VOC Meeting	March 16, 2016
Parkvale VOC Meeting	March 21, 2016
Headland VOC Meeting	March 22, 2016
Tennis Advisory Committee	March 23, 2016
Amalfi BGM	March 24, 2016
Senior Citizens Group Briefing 1	March 29, 2016
Senior Citizens Group Briefing 2	March 31, 2016
Infrastructure Working Group Meeting	April 12, 2016
DB Plaza Briefing	March 24, April 7, April 28, 2016
La Costa VOC Meeting	May 17, 2016
<b>Open Letters to Discovery Bay units</b>	
Leaflet of 9a, Area 6f and Area 10b development plans	February 25, 2016
Relocation of Golf Cart Parking Lot	March 19, 2016
Further Elaborations on Discovery Bay Latest Development Plans	April 22
<b>Dedicated enquiry hotline / email</b>	
<b>Public exhibitions</b>	
Under Beacon Tower	March 6 – 13, 2016
Inside Glass House near DB Pier	March 14 – April 8, 2016
<b>Feature story</b>	
March issue of "D'Magazine"	
Hong Kong Resort website	
April issue of "Around DB"	

#### The population size at Discovery Bay

The existing and proposed population at Discovery Bay, in terms of population size, household number and average number of persons per unit, is questioned.

According to City Management's latest record (property management company of all Discovery Bay residential units), there are about 19,585 persons living in 8,326 units, equivalent to 2.35 persons per unit. It covers all the residential units and is therefore complete and accurate. In contrary, Government census surveyed only occupied units with occupants responding to census staffs that is about 4,000+ units.

The Working Group on Population Distribution Projections indicate an average 2.2 persons per domestic household for Discovery Bay (and the surrounding area, in Tertiary Planning Units 932 and 934) for 2013-2021.

Development under the approved Master Plan 6.0E7h(a) is for 8,731 residential units. OZP only states maximum population for 25,000 persons. The number of household was not mentioned although it is understood that the rationale is to allow for maximum 10,000 nos of residential units i.e. 2.5 persons per unit.

Accordingly, the proposed Concept Plans at Area 6f and Area 10b creating about 1,601 units for 4,003 persons in total, equivalent to 2.5 persons per unit is considered reasonable.

#### Visitors use of the open space at Area 10b

There are the private gardens in association with the dwelling houses and the residential blocks within the private lot.

The podium walkway, central landscape area, the foreshore promenade, the waterfront plazas and any accessible outdoor space alongside the driveways and buildings will be owned by the applicant or undivided shares in accordance with the DMC arrangement which will be considered in detail design stage. These outdoor spaces will be made available for the residents and visitors of Discovery Bay, and be managed and maintained accordingly.

#### Reclamation

The reclamation is within Discovery Bay lease boundary of New Grant 6788 and is made permissible by Plan 11317 dated 21 Feb, 1978 gazetted under Foreshore and Seabed Ordinance.



修訂圖則申請  
進一步資料的提交

依據《城市規劃條例》(下稱「條例」)第 12A(7)(b)條，城市規劃委員會(下稱「委員會」)曾就以下附表所載根據條例第 12A(1)條提出的修訂圖則申請，刊登報章通知。委員會已依據條例第 12A(14)條，接受申請人提出的進一步資料，以補充已包括在其申請內的資料。該等進一步資料現於正常辦公時間內在下列地點供公眾查閱—

- (i) 香港北角渣華道 333 號北角政府合署 17 樓規劃資料查詢處；及
- (ii) 新界沙田上禾輦路 1 號沙田政府合署 14 樓規劃資料查詢處。

按照條例第 12A(14)(c)及 12A(9)條，任何人可就該等進一步資料向委員會提出意見。意見須述明該意見所關乎的申請編號。意見須不遲於附表指定的日期，以專人送遞、郵遞(香港北角渣華道 333 號北角政府合署 15 樓)、傳真(2877 0245 或 2522 8426)、電郵([tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))或透過委員會的網頁(<http://www.info.gov.hk/tpb/>)送交城市規劃委員會秘書。

任何打算提出意見的人宜詳閱「城市規劃委員會規劃指引:根據城市規劃條例公布修訂圖則申請、規劃許可申請及覆核申請以及就各類申請提交意見」。有關指引可於上述地點，以及委員會的秘書處(香港北角渣華道 333 號北角政府合署 15 樓)索取，亦可從委員會的網頁(<http://www.info.gov.hk/tpb/>)下載。

按照條例第 12A(14)(c)及 12A(12)條，任何向委員會提出的意見，會於正常辦公時間內在上述地點(i)及(ii)供公眾查閱，直至委員會根據第 12A(16)條就有關的申請作出考慮為止。

有關申請的摘要(包括位置圖)，可於上述地點、委員會的秘書處，以及委員會的網頁瀏覽。

委員會考慮申請的暫定會議日期已上載於委員會的網頁(<http://www.info.gov.hk/tpb/>)。考慮規劃申請而舉行的會議(進行商議的部分除外)，會向公眾開放。如欲觀看會議，請最遲在會議日期的一天前以電話(2231 5061)、傳真(2877 0245 或 2522 8426)或電郵([tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))向委員會秘書處預留座位。座位會按先到先得的原則分配。

供委員會在考慮申請時參閱的文件，會在發送給委員會委員後存放於規劃署的規劃資料查詢處(查詢熱線 2231 5000)，以及在會議當日存放於會議轉播室，以供公眾查閱。

在委員會考慮申請後，可致電 2231 4810 或 2231 4835 查詢有關決定，或是在會議結束後，在委員會的網頁上查閱決定摘要。

個人資料的聲明

委員會就每份意見所收到的個人資料會交給委員會秘書及政府部門，以根據條例及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) 處理有關申請，包括公布意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
- (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

附表

申請編號	地點	建議修訂	進一步資料	就進一步資料提出意見的期限
Y/YL-NSW/4	元朗南生圍丈量約份第115約地段第594號、第595號(部分)、第600號(部分)、第1288號B分段餘段(部分)、第1289號B分段餘段(部分)及第1292號B分段餘段(部分)	把申請地點由「住宅(丁類)」地帶改劃為「住宅(丁類)1」地帶	申請人提交進一步資料，包括經修訂的生態影響評估、交通影響評估、景觀設計計劃書、供水及地盤平整評估、排污影響評估及回應部門的意見。	2016年7月2日
Y/YL/11	新界元朗丈量約份第120約地段第2281號A分段、第2282號餘段、第2283號餘段、第2960號餘段及第2964號B分段和毗連政府土地	把「休憩用地」地帶改劃為「其他指定用途」註明「藝術品儲存及公共休憩空間」地帶	申請人於2016年5月30日提交進一步資料包括反映經修訂的發展參數；及一份經修訂的交通影響評估和經修訂的建築設計圖，以回應政府部門的意見。	2016年7月2日
Y/YL-LFS/8	元朗流浮山丈量約份第129約地段第1862號(部分)	把「康樂」地帶改劃為「政府、機構或社區(1)」地帶	進一步資料提供一份修訂總綱發展藍圖、地面平面圖及回應有關環保署的意見並包括新的技術資料以支持污水系統影響評估內的計算。	2016年7月8日
Y/YL/10	新界元朗丈量約份第120約地段第2231號餘段、第2232號、第2233號、第2235號、第2236號、第2237號、第2238號、第2239號(部分)、第2240號(部分)、第2241號(部分)、第2296號(部分)、第2297號(部分)、第2300號(部分)、第2302號(部分)、第2303號(部分)、第2304號餘段、第2305號(部分)、第2306號餘段(部分)、第2497號餘段(部分)和毗連的政府土地	把「政府、機構或社區」地帶改劃為「住宅(甲類)1」地帶	申請人在2016年6月10日提交進一步資料包括一份新的視覺影響評估，以回應政府部門的意見。	2016年7月8日
Y/I-DB/2	愉景灣第6f區丈量約份第352約地段第385號餘段及增批部分(部分)	把「其他指定用途」註明「員工宿舍(5)」地帶改劃為「住宅(丙類)12」地帶	回應部門及公眾人士的意見及提交經修訂的園境設計總圖、交通影響評估、環境影響評估及額外合成照片。	2016年7月15日

申請編號	地點	建議修訂	進一步資料	就進一步資料提出意見的期限
Y/I-DB/3	愉景灣第 10b 區丈量約份第 352 約地段第 385 號餘段及增批部分(部分)	把「其他指定用途」註明「員工宿舍(1)」、「其他指定用途」註明「服務設施用地」、「其他指定用途」註明「危險品貯存庫／石油氣貯存庫」、「其他指定用途」註明「碼頭(3)」、「其他指定用途」註明「加油站」、「其他指定用途」註明「船隻停泊處」及「政府、機構或社區」地帶改劃為「住宅(丙類)13」、「政府、機構或社區」、「其他指定用途」註明「服務設施用地上設住宅」以及「其他指定用途」註明「海濱長廊」，及延伸分區計劃大綱圖範圍至超出現有海堤並劃為「住宅(丙類)13」及「其他指定用途」註明「海濱長廊」地帶	回應部門及公眾人士的意見及提交經修訂的總綱發展藍圖、園境設計總圖、交通影響評估、環境影響評估及有關空氣流通，擬議綠化，休憩用地和，牆身設計的補充資料。	2016 年 7 月 15 日

2016 年 6 月 24 日

城市規劃委員會

## **TOWN PLANNING ORDINANCE (Chapter 131)**

### **APPLICATION FOR AMENDMENT OF PLAN SUBMISSION OF FURTHER INFORMATION**

Pursuant to section 12A(7)(b) of the Town Planning Ordinance (the Ordinance), the Town Planning Board (the Board) has published newspaper notice(s) of the application(s) for amendment of plan made under section 12A(1) of the Ordinance as set out in the Schedule below. Pursuant to section 12A(14) of the Ordinance, the Board has accepted further information from the applicant(s) to supplement the information included in the application(s). The further information is now available for public inspection during normal office hours at the following locations –

- (i) the Planning Enquiry Counter, 17th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong; and
- (ii) the Planning Enquiry Counter, 14th Floor, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories.

In accordance with sections 12A(14)(c) and 12A(9) of the Ordinance, any person may make comment to the Board in respect of the further information. The comment should state the application number to which the comment relates and should be made to the Secretary, Town Planning Board by hand, post (15th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong), fax (2877 0245 or 2522 8426) or e-mail ([tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)), or through the Board's website (<http://www.info.gov.hk/tpb/>) not later than the date specified in the Schedule.

Any person who intends to make comment is advised to read the "Town Planning Board Guidelines on Publication of Applications for Amendment of Plan, Planning Permission and Review and Submission of Comments on Various Applications under the Town Planning Ordinance" (the Guidelines) for details. The Guidelines are available at the above locations, the Secretariat of the Board (15th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong) as well as the Board's website (<http://www.info.gov.hk/tpb/>).

In accordance with sections 12A(14)(c) and 12A(12) of the Ordinance, any comment made to the Board will be available for public inspection during normal office hours at locations (i) and (ii) above until the Board has considered the application in question under section 12A(16).

The gists of the applications (including location plans) can be viewed at the above locations, the Secretariat of the Board and the Board's website.

The tentative date of the Board to consider the application has been uploaded to the Board's website (<http://www.info.gov.hk/tpb/>). The meeting for considering planning applications, except the deliberation parts, will be open to the public. For observation of the meeting, reservation of seat can be made with the Secretariat of the Board by telephone (2231 5061), fax (2877 0245 or 2522 8426) or e-mail ([tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)) at least one day before the meeting. Seats will be allocated on a first-come-first-served basis.

The paper for consideration of the Board in relation to the application will be available for public inspection after issue to the Board Members at the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) and at the Public Viewing Room on the day of meeting.

After the Board has considered the application, enquiry about the decision may be made at tel. no. 2231 4810 or 2231 4835 or the gist of the decision can be viewed at the Board's website after the meeting.



**Statement on Personal Data**

The personal data submitted to the Board in any comment will be used by the Secretary of the Board and Government departments for the following purposes:

- (a) the processing of the application which includes making available the name of the person making the comment (hereafter known as "commenter") for public inspection when making available the comment for public inspection; and
- (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments in accordance with the provisions of the Ordinance and the relevant Town Planning Board Guidelines.

**Schedule**

Application No.	Location	Proposed Amendment	Further Information	Deadline for Making Comment on the Application
Y/YL-NSW/4	Lots 594, 595 (Part), 600 (Part), 1288 S.B RP (Part), 1289 S.B RP (Part) and 1292 S.B RP (Part) in D.D. 115, Nam Sang Wai, Yuen Long	To rezone the application site from "Residential (Group D)" to "Residential (Group D)1"	The applicant provided further information which included revised Ecological Impact Assessment, Traffic Impact Assessment, Landscape Design Proposal, Water Supply and Site Formation Assessment, Sewerage Impact Assessment and responses to address departmental comments.	2 July 2016
Y/YL/11	Lots 2281 SA, 2282 RP, 2283 RP, 2960 RP and 2964 SB in D.D. 120 and adjoining Government Land, Yuen Long, New Territories	To rezone the application site from "Open Space" to "Other Specified Uses" annotated "Art Storage and Public Open Space"	On 30.5.2016, the applicant submitted further information reflecting the revised development parameters; and including a revised Traffic Impact Assessment and revised indicative architectural drawings in response to the departmental comments.	2 July 2016
Y/YL-LFS/8	Lot 1862 (Part) in D.D. 129, Lau Fau Shan, Yuen Long	To rezone the application site from "Recreation" to "Government, Institution or Community (1)"	The Further Information involves the submission of a revised Master Layout Plan, Ground Floor Plan and Responses-to-Comments of Environmental Protection Department with new technical information on the calculation of the Sewage Impact Assessment.	8 July 2016

Application No.	Location	Proposed Amendment	Further Information	Deadline for Making Comment on the Application
Y/YL/10	Lots 2231 RP, 2232, 2233, 2235, 2236, 2237, 2238, 2239 (Part), 2240 (Part), 2241 (Part), 2296 (Part), 2297 (Part), 2300 (Part), 2302 (Part), 2303 (Part), 2304 RP, 2305 (Part), 2306 RP (Part) and 2497 RP(Part) in D.D. 120 and adjoining Government Land, Yuen Long, New Territories	To rezone the application site from "Government, Institution or Community" to "Residential (Group A)1"	On 10.6.2016, the applicant submitted further information including a new visual impact assessment in response to departmental comments.	8 July 2016
Y/I-DB/2	Area 6f, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay	To rezone the application site from "Other Specified Uses" annotated "Staff Quarters (5)" to "Residential (Group C) 12"	Responses to departmental and public comments and enclosing revised Landscape Master Plan, Traffic Study, Environmental Study and additional photomontages.	15 July 2016
Y/I-DB/3	Area 10b, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay	To rezone the application site from "Other Specified Uses" annotated "Staff Quarters (1)", "Other Specified Uses" annotated "Service Area", "Other Specified Uses" annotated "Dangerous Goods Store/Liquefied Petroleum Gas Store", "Other Specified Uses" annotated "Pier (3)", "Other Specified Uses" annotated "Petrol Filling Station", "Other Specified Uses" annotated "Marina" and "Government, Institution or Community" to "Residential (Group C) 13", "Government, Institution or Community", "Other Specified Uses" annotated "Residential Above Service Area" and "Other Specified Uses" annotated "Promenade" and to extend the Outline Zoning Plan	Responses to departmental and public comments and enclosing revised Master Plan and Landscape Master Plan, revised Traffic Study and Environmental Study, supplementary information on Air Ventilation, illustrations of proposed greenery, open space area and wall treatment.	15 July 2016

Application No.	Location	Proposed Amendment	Further Information	Deadline for Making Comment on the Application
		boundary beyond the existing seawall and zone it as "Residential (Group C) 13" and "Other Specified Uses" annotated "Promenade"		

24 June 2016

Town Planning Board

# MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

4-1-1  
RECEIVED

Your Ref: Y/I-DB/3

2016 JUN 13 P 3: 15

The Secretariat  
Town Planning Board  
15/F, North Point Government Offices  
333 Java Road, North Point  
Hong Kong

TOWN PLANNING BOARD 6 June 2016

By Hand

Dear Sir,

**Section 12A Application No.Y/I-DB/3  
For optimising land uses at Area 10b, Discovery Bay  
Response to Comments**

I refer to the abovementioned application which is currently being processed, and the departmental comments on the application made available by District Planning Office on 6, 7, 12, 14, 20, 22, 25 and 29 April 2016, and the public comments received during the notification of the application.

In response to the departmental comments, please find the enclosure for your consideration. This information clarifies the application. It is considered to be not a material change, and is considered consistent with Town Planning Board's Guideline No.32.

We have also reviewed the public comments received during notification of the application. It is considered that many of the concerns raised are also addressed in the response to the departmental comments, and does not require separation response. However, we would like to specifically address few issues in **Annex G**.

Yours faithfully,



I. T. Brownlee,  
For and on behalf of  
Masterplan Limited

cc. DPO/SKI (Attn: Helena Pang)  
Client & Consultants

Email



**APPLICATION FOR AMENDMENT OF PLAN**  
**UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. Y/I-DB/3**  
**(for 1<sup>st</sup> deferment)**

<b><u>Applicant</u></b>	: Hong Kong Resort Company Limited represented by Masterplan Limited
<b><u>Site</u></b>	: Area 10b, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay
<b><u>Site Area</u></b>	: 62,875 m <sup>2</sup> (about) (including 14,438 m <sup>2</sup> of area not covered by the Outline Zoning Plan)
<b><u>Lease</u></b>	: Lot No. 385 R.P. in D.D. 352 and the extensions thereto
<b><u>Plan</u></b>	: Approved Discovery Bay Outline Zoning Plan (OZP) No. S/I-DB/4
<b><u>Zoning</u></b>	: "Other Specified Uses" ("OU") annotated "Staff Quarters(1)", "Service Area", "Dangerous Goods Store/Liquefied Petroleum Gas Store", "Pier(3)", "Petrol Filling Station", and "Marina" and "Government, Institution or Community" ("G/IC")
<b><u>Proposed Amendment</u></b>	: To rezone the application site from "OU(Staff Quarters(1))", "OU(Service Area)", "OU(Dangerous Goods Store/Liquefied Petroleum Gas Store)", "OU (Pier(3))", "OU (Petrol Filling Station)", "OU(Marina)" and "G/IC" to "Residential (Group C) 13" ("R(C)13"), "G/IC", "OU (Residential Above Service Area)" and "OU (Promenade)" and to extend the OZP Boundary beyond the Existing Seawall and zone it as "R(C)13" and "OU (Promenade)"

**1. Background**

On 26.2.2016, the applicant sought planning permission to rezone the application site (the Site) (Plan Z-1) from "OU(Staff Quarters(1))", "OU(Service Area)", "OU(Dangerous Goods Store/Liquefied Petroleum Gas Store)", "OU(Pier(3))", "OU (Petrol Filling Station)", "OU(Marina)" and "G/IC" to "R(C)13", "G/IC", "OU(Residential Above Service Area)" and "OU(Promenade)" and to extend the OZP boundary beyond the existing seawall and zone it as "R(C)13" and "OU(Promenade)". The proposed rezoning is intended to facilitate a medium-density residential development (partly on top of a podium level of service area) consisting of 74 residential blocks and five non-domestic blocks with maximum gross floor area of 89,500m<sup>2</sup> and building heights ranging from 3 to 19 storeys (21mPD to 86mPD) at the Site. The rezoning proposal also involves

extending the foreshore boundary of the Site ranging from 9m to 34m beyond the existing seawall by means of decking and piling to accommodate part of the proposed development. The application is scheduled for consideration by the Rural and New Town Planning Committee (the Committee) at this meeting.

**2. Request for Deferment**

On 15.4.2016, the applicant's representative wrote to the Secretary of the Town Planning Board (the Board) and requested the Board to defer making a decision on the application for two months so as to allow time for preparation of further information to address the comments of relevant government departments (**Appendix I**).

**3. Planning Department's Views**

3.1 The Planning Department has no objection to the request for deferment as the justifications for deferment meet the criteria for deferment as set out in the Town Planning Board Guidelines on Deferment of Decision on Representations, Comments, Further Representations and Applications made under the Town Planning Ordinance (TPB PG-No. 33) in that the applicant needs more time to prepare further information in response to departmental comments, the deferment period is not indefinite and the deferment would not affect the interests of other relevant parties.

3.2 Should the Committee agree to defer a decision on the application, the application will be submitted to the Committee for consideration within three months upon receipt of further information from the applicant. If the further information submitted by the applicant is not substantial and can be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The applicant should be advised that the Committee has allowed two months for preparation of submission of further information, and no further deferment would be granted unless under very special circumstances.

**4. Decision Sought**

The Committee is invited to consider whether or not to accede to the applicant's request for deferment. If the request is not acceded to, the application will be submitted to the Committee for consideration at the next meeting.

**5. Attachments**

Appendix I	Letter dated 15.4.2016 from the applicant's representative
Plan Z-1	Location plan

**MASTERPLAN LIMITED***Planning and Development Advisors***領賢規劃顧問有限公司****COPY**

Your Ref: Y/I-DB/3

The Secretariat  
Town Planning Board  
15/F, North Point Government Offices  
333 Java Road, North Point  
Hong Kong

15 April 2016

By Fax

Dear Sir,

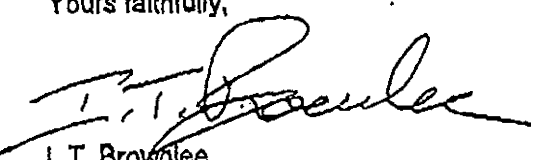
**Section 12A Application No. Y/I-DB/3  
For Optimisation of Land Uses at Area 10b, Discovery Bay  
Request to Defer**

I refer to the abovementioned application which is currently being processed and scheduled to be considered by Town Planning Board on 13 May 2016. I am writing to request to defer the consideration of the application.

We have received departmental comments on the application made available by the District Planning Office on 6, 7, 12 and 14 April 2016. We are reviewing the departmental comments and are currently formulating a response to address the concerns.

In accordance with Town Planning Board Guideline No.33, I am requesting the consideration of the application be deferred for two months to allow for the review and response to the departmental comments. The deferment is unlikely to affect the right or interest of the concerned parties.

Yours faithfully,



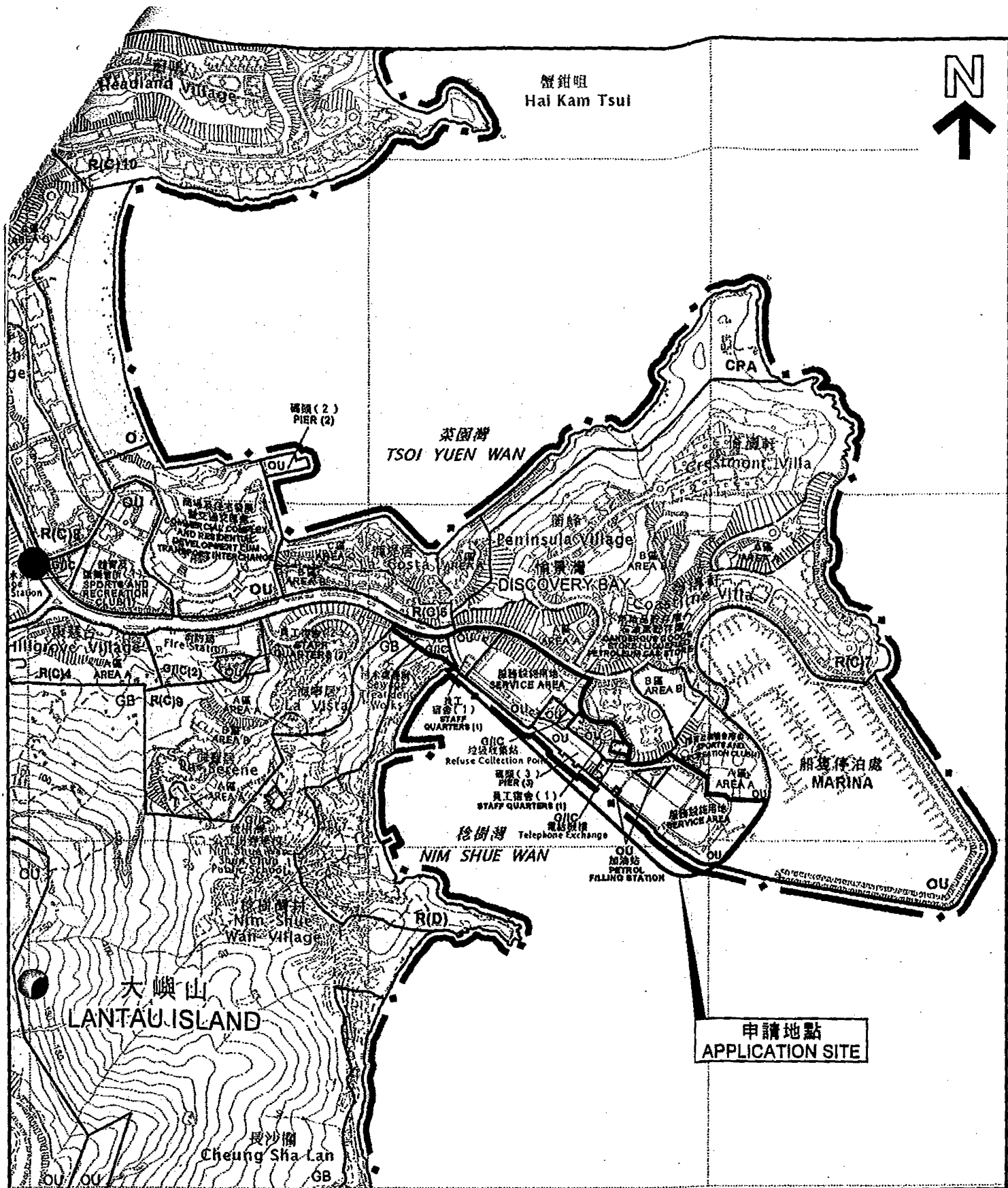
I. T. Brownlee,  
For and on behalf of  
Masterplan Limited

cc. DPO/SKI (Attn: Helena Pang)  
Client & Consultants

Email

Room 3516B, 35/F, China Merchants Tower, Shun Tak Centre, 200 Connaught Road Central, Hong Kong.  
Tel: (852) 2418 2880 Fax: (852) 2587 7068 Email: info@masterplan.com.hk





申請地點  
APPLICATION SITE

申請地點界線只作識別用  
APPLICATION SITE BOUNDARY  
FOR IDENTIFICATION  
PURPOSE ONLY

### 位置圖 LOCATION PLAN

把「其他指定用途」註明「員工宿舍(1)」、「其他指定用途」註明「服務設施用地」、  
「其他指定用途」註明「危險品貯存庫/石油氣貯存庫」、  
「其他指定用途」註明「碼頭(3)」、「其他指定用途」註明「加油站」、  
「其他指定用途」註明「船隻停泊處」及  
「政府、機構或社區」地帶改劃為「住宅(丙類)13」、「政府、機構或社區」、  
「其他指定用途」註明「服務設施用地上設住宅」以及  
「其他指定用途」註明「海濱長廊」、及延伸分區計劃大綱圖範圍至超出現有海濱並劃為  
「住宅(丙類)13」及「其他指定用途」註明「海濱長廊」地帶  
情景圖第10b區文意的份第362的地段第385號線段及增批部分(部分)  
TO REZONE THE APPLICATION SITE FROM "OTHER SPECIFIED USES" ANNOTATED "STAFF QUARTERS (1)",  
"OTHER SPECIFIED USES" ANNOTATED "SERVICE AREA", "OTHER SPECIFIED USES" ANNOTATED  
"DANGEROUS GOODS STORE/HAZARDOUS PETROLEUM GAS STORE", "OTHER SPECIFIED USES" ANNOTATED "PIER (3)",  
"OTHER SPECIFIED USES" ANNOTATED "PETROL FILLING STATION", "OTHER SPECIFIED USES" ANNOTATED "MARINA" AND  
"GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP C) 13", "GOVERNMENT, INSTITUTION OR COMMUNITY",  
"OTHER SPECIFIED USES" ANNOTATED "RESIDENTIAL ABOVE SERVICE AREA" AND "OTHER SPECIFIED USES"  
ANNOTATED "PROMENADE" AND TO EXTEND THE OUTLINE ZONING PLAN BOUNDARY BEYOND  
THE EXISTING SEAWALL AND ZONE IT AS "RESIDENTIAL (GROUP C) 13" AND  
"OTHER SPECIFIED USES" ANNOTATED "PROMENADE"  
AREA 10b, LOT 385 RP & EXT. (PART) IN D.O. 352, DISCOVERY BAY

SCALE 1:7 500 比例尺  
米 METRES 100 0 100 200 300 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
Y/I-DB/3

圖 PLAN  
Z - 1

本摘要圖於2016年4月19日獲備  
所根據的資料為於2005年2月1日  
批准的分區計劃大綱圖  
號S/I-DB/4  
TRACT PLAN PREPARED  
19.4.2016 BASED ON  
TLINE ZONING PLAN No.  
DB/4 APPROVED ON 1.2.2005