

# MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

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Your Ref: Y/I-DB/2

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

Section 12A Application  
To Amend Discovery  
For rezoning the permissible use  
At Area 6f, Discovery Bay

Dear Sir,

**Section 12A Application No.Y/I-DB/2  
For rezoning the permissible use from staff quarters to flats at Area 6f, 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 7, 12, 13, 14, 20 and 25 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. It includes a revised Concept Plan, with changes made in response to the departmental comments. The changes in the indicative layout do not affect the proposed zonings. 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 E in the enclosure.

Yours faithfully,



Cynthia Chan  
For and on behalf of  
Masterplan Limited

Enc

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

Email



**Section 12A Application No. A/I-DB/2**  
**To Amend Discovery Bay Out Zoning Plan**  
**For rezoning the permissible use from staff quarters to flats**  
**At Area 6f, Discovery Bay**

**Response to Comments**

**June 2016**



Section 12A Application No.A/I-DB/2 for rezoning the permissible use from staff quarters to flats at Area 6f  
 Applicant's response to the departmental comments made available by District Planning Office on 7, 12, 13, 14, 20 and 25 April 2016

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 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.														
DSD's comment	Applicant's response														
<u>SIA</u>  (a) The SIA needs to meet the full satisfaction of Environmental Protection Department (EPD), the planning authority of sewerage infrastructure.  (b) 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.  (c) Section 5.6.1 - The proposed sewage treatment / discharge strategy for the development should be agreed with EPD.  (d) 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 plan is for two residential flat buildings, with a small estate management office and no club house. The submitted SIA is considered to have captured the 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 6f and Area 10b proposed developments.														
<u>DIA</u>  (e) Para. 4.5.1.2 - Please provide further details regarding the proposed drainage system for conveying surface run off from the potential development Area 6f to the existing box culverts via the existing stream.	DN900 drainage pipe with gradient of 1 in 350 will be proposed to convey the surface runoff from the development at Area 6f to the existing box culverts via the existing stream.														
AFCD's comment	Applicant's response														
a) Although part of the application site contains formed land, it is noted that the application site and its vicinity are largely wooded which comprise both native and exotic tree species. This does not tally with the description "its surrounding shrubland is not...conservation value" in Section 7.1 of the Planning Statement submitted by the applicant. According to Appendix D of the Planning Statement, 118 numbers of trees are proposed to be felled. A watercourse is also located to the south of the application site.  b) The applicant should elaborate whether ecological impact is identified as a concern and should demonstrate that due consideration has been given in avoiding/ minimizing any potential ecological impacts in the planning stage. If the impacts are unavoidable, the applicant should propose mitigation measures as appropriate.	The wooded areas are tall shrubland of 4-5m tall, with very common native and exotic tree species formed within the tall shrubland. Therefore, it is not of significant conservation value. Area 6f is at least 55m from the partially channelised watercourse to the South. With common good site practices to minimise construction site runoff in place, water quality impact will be minimal. In addition, proper drainage system will be designed during operational phase, water quality impact will be minimal.  A review of the historical aerial photographs has been conducted to determine the age of the wooded area. According to the aerial photos dated 1993, the area in the vicinity of Area 6f was bare ground and formed. The bare ground was unlikely to have been colonised without anthropogenic intervention given various site specific issues such as rain erosion. These wooded areas therefore had been previously established through plantation and would have an age of about 20 years.  It should be noted that Area 6f is neither within a Country Park nor a Site of Scientific Interest (SSSI), and there are no natural streams within the site, and hence have avoided impacts on those important ecological resources. Besides, the current site boundary is on the periphery of a wooded area and largely borders an urban area. The current "Other Specified Uses (Staff Quarters)" where development is permissible as of right is one of the many considerations for siting the proposed development at the site.  The principle of avoidance has also been considered in formulating the layout plan within the boundary of Area 6f. The total area of Area 6f under the current "Other Specified Uses (Staff Quarters)" zoning is about 0.82 ha. Of this area, over 18% (about 0.15ha) has been disturbed due to regular human intervention. In order to maximise the opportunity of avoidance, most of the proposed building platform would utilise all of the disturbed land, although another 0.23ha of wooded area would still be required. Hence, under the current design, through the principle of avoidance as much as practicable, roughly 66% (0.44 ha) of the wooded area within the site boundary would be retained. For the 0.38ha area to be developed, only 60% would be subject to direct impacts of vegetation clearance. A summary of the affected wooded area is given below:														
	<table border="1"> <thead> <tr> <th>Item</th> <th>Area (ha)</th> </tr> </thead> <tbody> <tr> <td>Total area of Area 6f</td> <td>0.82</td> </tr> <tr> <td>Disturbed area within Area 6f</td> <td>0.15</td> </tr> <tr> <td>Wooded area within Area 6f</td> <td>0.67</td> </tr> <tr> <td>Area to be developed</td> <td>0.38</td> </tr> <tr> <td>Disturbed area to be affected</td> <td>0.15 (about 100% of total disturbed area)</td> </tr> <tr> <td>Wooded area to be affected</td> <td>0.23 (about 34% of total wooded area)</td> </tr> </tbody> </table>	Item	Area (ha)	Total area of Area 6f	0.82	Disturbed area within Area 6f	0.15	Wooded area within Area 6f	0.67	Area to be developed	0.38	Disturbed area to be affected	0.15 (about 100% of total disturbed area)	Wooded area to be affected	0.23 (about 34% of total wooded area)
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<p>(c) Please find below some specific comments on the Planning Statement:</p> <p>i. Section 7.1: The description "its surrounding shrubland is not...conservation value" should be reviewed and revised as appropriate.</p> <p>ii. A.4.1 of Appendix D: Please estimate the age of the woodland based on aerial photos (e.g. Appendix 7.2). Please also assess if potential ecological impact would be significant accordingly.</p> <p>iii. A.4.3 of Appendix D: Planning of 50 numbers of compensatory trees is inadequate to mitigate the loss of native tree species.</p>	<p>Furthermore, a recent vegetation survey undertaken in the area shows that the wooded area to be cleared consists of both exotic and native species such as <i>Macaranga tanarius</i> and <i>Pinus elliottii</i> respectively. All species found within the area are common species and are neither protected nor of conservation concern. In addition, the tree survey reports the health of all the trees in the area to be of 'fair' and thus the project would not directly impact on healthy wooded area. Therefore, the ecological impact associated with the site clearance is expected to be minimal. In addition, indirect impacts during the construction stage would be mitigated by good site practices (i.e. dust suppression measures such as water spraying, the use of noise mitigation measures such as temporary barriers and proper site drainage), and the impact on the surrounding ecology is considered minimal.</p> <p>Please refer to response item (a).</p> <p>Please refer to response item (b).</p> <p>An extra 20 numbers of trees have been added. Please refer to the revised Landscape Master Plan (Rev. A) (Annex A). However, we are not able to achieve a 1:1 ratio in quality and quantity due to available planting space on the site. As shown in the revised Landscape Master Plan and as discussed in Section A.4.3 of the submitted report, tree planting opportunities have been maximised to achieve an optimal balance between site greening and open space provision around the proposed development.</p>
<p>CTP/UD&amp;L, PlanD's comment</p>	<p><b>Applicant's response</b></p>
<p>In order to help presenting the case to the Town Planning Board, photomontages as viewed from Tai Pak Wan Beach and Peng Chau should also be included in the visual appraisal.</p>	<p>Photomontages as viewed from Peng Chau and Tai Pak Wan Beach are provided in Annex B and discussed below.</p> <p><u>VSR REC11 (VP13): Pedestrians on Peng Chau Island Promenade</u>  This VSR Group has existing views north-west across the open expanse of sea towards the site. The existing buildings on the peninsula all lie beneath the ridgeline of the mountains beyond and do not form dominant visual elements. Following construction, the residential buildings will be visible. However, they will be perceived as having a similar height to the existing residential buildings in the foreground such as Peninsula Village and La Serene. The magnitude of visual change is assessed as <i>Small</i> due to the distance of view, partial visibility and degree of compatibility of the new forms with the existing building mass. The sensitivity of this VSR Group is <i>Medium</i> as it is a working waterfront as well as a public promenade. The resulting visual impact significance is assessed as <i>Slight</i>.</p> <p><u>VSR REC12 (VP14): Users at Tai Pak Wan Public Beach</u>  Residents and Visitors using Tai Pak Wan Public Beach currently have distant views of the existing Midvale Village and Parkvale Village. Following construction, the new 18 residential buildings will be visible between the two existing developments. The magnitude of change is assessed as <i>Small</i> as existing views are open and panoramic and the Proposed Development will only constitute a minor change to the overall visual context and the new residential buildings are addition to an existing building group. The sensitivity of this VSR group is assessed as <i>High</i> as although it is assumed that their main focus of attention is the beach, the surrounding views are a contributing factor to the amenity of the beach setting. The resulting visual impact significance would be <i>Slight</i>.</p> <p>A photomontage from D Deck which is in close proximity to Tai Pak Wan illustrating views experienced by pedestrians has also been prepared and provided in the Annex B, and discussed below.</p> <p><u>VSR REC10 (VP12): Pedestrians at D Deck</u>  Pedestrians at D Deck currently have views of the hills to the west and Parkvale Village in the foreground. Following construction, portions of the two new residential buildings will be visible behind Crystal and Coral Court. The sensitivity of this VSR group is assessed as <i>Medium</i> as although it is assumed that their main focus of attention to the waterfront and plaza, the surrounding views of the hills are a contributing factor to the ambience of the location. Views of the new residential buildings will be of short duration and from some distance and partly obstructed by existing buildings and the magnitude of perceived visual change is assessed as <i>Small</i>.</p>
<p>H(GEO, CEDD)</p>	<p><b>Applicant's response</b></p>
<p>The proposed development is overlooked by steep natural hillside and meets the Alert Criteria requiring a natural Terrain Hazard Study (NTHS). It will also affect or be affected by man-made features. 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 man-made features as well as the natural terrain hazards, and where necessary, indicate the recommended extent of study area for NTHS and a commitment to undertake the NTHS and to carry out any necessary mitigation measures as part of the proposed development. Other essential contents of a GPRR are given in the enclosed GEO Advice note (see attached).</p>	<p>The current land use zoning for Area 6f has been for development for staff quarters. The proposal seeking to rezone the land use in the same site boundary for flat 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><b>Applicant's response</b></p>
<p>(i) The applicant should provide more viewpoints from north direction, such as from Midvale Village, for reviewing the visual impact.</p>	<p>Please see Annex B for the photomontage view from Middle Lane, and discussed below.</p>



<p>ii) It is noted that an existing hiking trail leading from the hilltop to Discovery Bay around the Site for public enjoyment. The applicant should demarcate the private and public zone in the development for further comment.</p> <p>(iii) It is noted that half of the flats are facing west. Orientation of tower block and solar control devices should be considered to reduce solar heat gain and avoid glare as far as practicable.</p>	<p><b>VSR T3 (VP15): Residents and visitors on Middle Lane</b> Residents and visitors on Middle Lane will not be able to see the proposed development as the buildings will largely be screened by the residential blocks of Midvale Village and Parkvale Village in the foreground. The magnitude of change is therefore assessed as <i>Negligible</i>. The VSRs are considered to have a <i>Medium</i> sensitivity as their purpose is travel; their view is not static and will be experienced for a very short period. The resulting visual impact will be <i>Insubstantial</i>.</p> <p>According to TPB PG-No.41's guidelines, it is considered more practical to protect public views that are easily accessible and popular to the public or tourists rather than private residential views. Midvale Village is a private residential development located to the north of the Proposed Development. Its location is not a key public viewpoint but on a pavement at the top of the steps leading to the village. The most relevant public viewing point from Midvale Village is the playground in the center of the village which have already provided in the submitted Visual Impact Assessment. In addition, as shown in VP4 in Figure B.3 in the submitted Visual Impact Assessment, the public areas in Midvale Village are surrounded by the residential blocks which screen most views of the Proposed Development.</p> <p>The existing hiking trail does not cross the site at any point. As such, there is no need to demarcate any private or public zone at the site.</p> <p>The proposal includes an access link between the apartment buildings and the hiking trail, which will be for use of local residents and visitors of the Discovery Bay.</p> <p>Noted. Considerations of orientation and solar control devices to reduce solar heat gain and avoid glare will be given in the detail design stage.</p>
<p>CE/D(2), WSD's</p>	<p>Applicant's response</p>
<p>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 WSDs fresh water supply. The applicant is required to submit further information on this alternative water supply arrangement for consideration.</p>	<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>
<p>AC for T/NT, TD</p>	<p>Applicant's response</p>
<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>Noted. Please refer to the revised TIA in Annex C, 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>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 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>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>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>
<p><b>EPD's comments</b></p>	<p><b>Applicant's response</b></p>
<p><u>Air quality</u></p> <p>(a) Please address the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation.</p> <p>(b) S4.2.1.1– please elaborate the mitigation measure by referring to the APC(Construction Dust) Regulation.</p> <p>(c) S4.2.2.2– please clarify the road type of the nearby roads and determined the buffer distance required.</p> <p>(d) S4.2.2.2– please clarify the road type of Parkvale and discuss if sufficient buffer distance has been provided.</p> <p>(e) S4.2.2.2– please mark the buffer zone and the separation distance between the roads and ASRs in the figure.</p> <p>(f) S4.2.2.2– it mentions that "... would be only approximately 85 veh/hr with all the developments in place". Please clarify what developments have been included.</p> <p>(g) 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>(h) S4.2.6 &amp; S4.4.1.2– please clarify if there is any new STW or not. If yes, the potential air quality impact should be properly addressed.</p> <p>(i) Appendix 4.1– please provide reference source (website/reference paper) for Barium 8-hr average.</p> <p><u>Water quality</u></p> <p>(j) 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 to include the proposed</p>	<p>A revised Environmental Study is included in Annex D.</p> <p>Noted. Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation has been added in Section 4.2.1.</p> <p>Noted. 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, special buffer requirement is not specified.</p> <p>Parkvale Drive is considered as a local road. As the distance between the development and Parkvale Drive is more than 80m, no adverse air quality impact is anticipated. A new access road will be extended from Parkvale Drive. Adverse air quality impact is not anticipated due to the low traffic flow of the access road and the residential premises will be located at least 5m above the ground level.</p> <p>Noted. The buffer zone and separation distance between the roads and ASRs have 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 "...Discovery Valley Road, would be only approximately 85 veh/ hr with all the developments (i.e. Area 6f and Area 10b) in place...."</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>In case a new STW is required, necessary odour removal measures such as covering the sedimentation tanks, scrubbers will be implemented as necessary to control odour emission. A separate study will be conducted in later stage if necessary. Section 4.2.6.1 has been revised.</p> <p>The 8-hour average for Barium is referenced to World Health Organization "Barium and Barium Compounds" (Geneva, 2001).</p> <p>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. A tentative location of the STW has been indicated in Figure 6-1.</p>



sewers, the proposed STW and the proposed discharge point of the treated effluent.

Waste management

(k) 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.

Sewerage infrastructure

(l) 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.

(m) 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.

(n) 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.

(o) Appendix A (Study on Sewerage), Section 5.3 – 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 & beverage, etc) and the sewage arising from the commercial activities.

(p) ES, Section 6.3 – 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.

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.

EPD's comment on SHWSTW capacity is noted. Area 6f development will provide its own sewage treatment facilities.

The Planning Statement Section 6.2 refers to possible sewerage system option. The option in connection to SHWSTW will no longer be pursued. Relevant information of SHWSTW has been emphasized in the Appendix A section 5.5.1.1.

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 submitted 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.

There is no commercial activity in Area 6f.

Noted. The sewerage arrangement has been amended so as no longer refer to SHWSTW, but an on-site sewerage treatment plant.







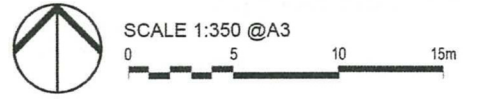
**LEGEND**

- - - BOUNDARY LINE
-  EXISTING TREES
-  PROPOSED TREES
-  PROPOSED SHRUBS



TITLE: **LANDSCAPE MASTER PLAN**

PROJECT: DISCOVERY BAY OPTIMIZATION OF LAND USE - AREA 6F



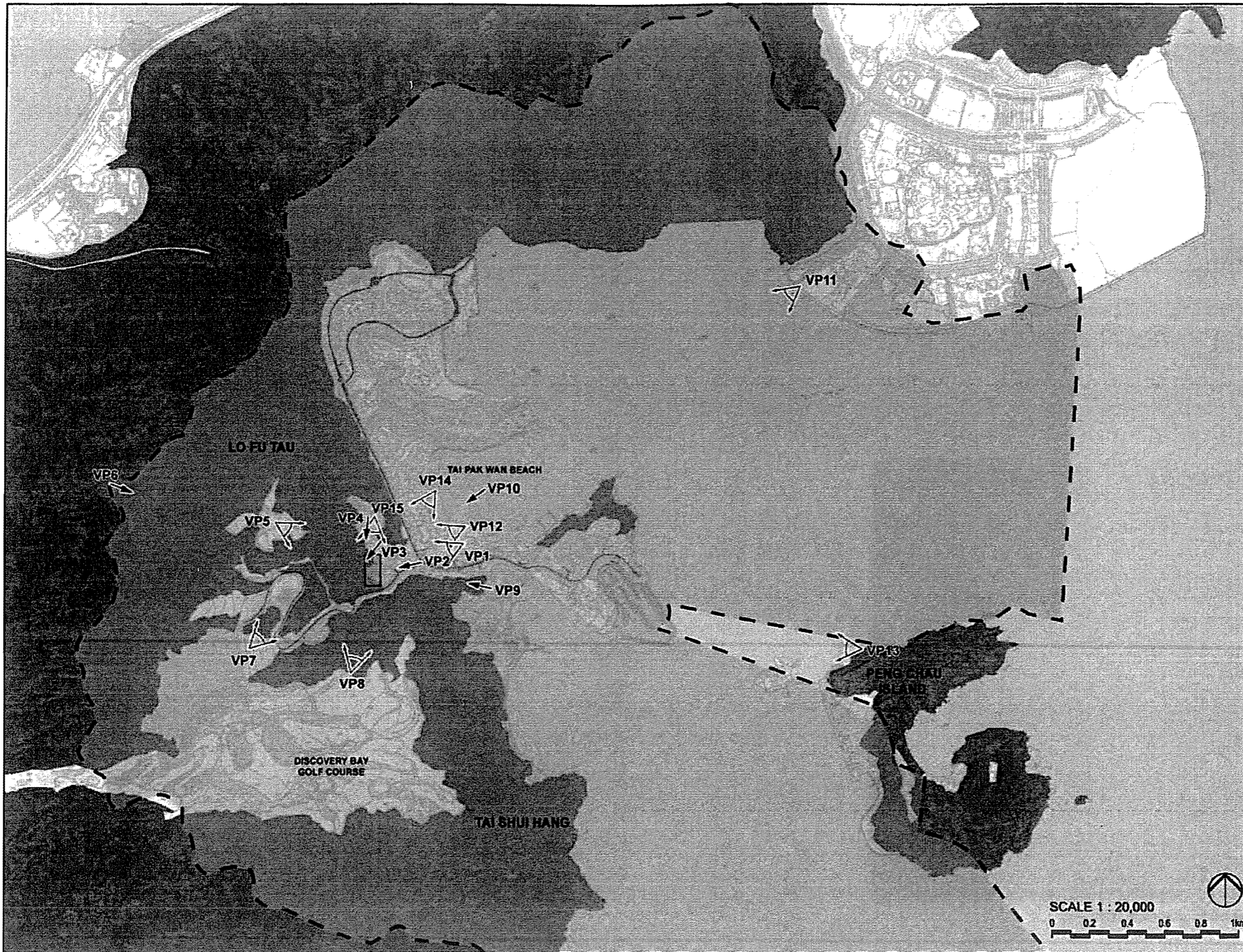
REV. A  
APRIL 2016

FIGURE: **B.1**



**Annex B**

**Photomontages as viewed from Peng Chau  
Tai Pak Wan Beach, Pedestrians at D Deck  
And Middle Lane**



**LEGEND:**

- ZONE OF VISUAL INFLUENCE**
- APPLICATION SITE 6F**  
(not more than 18-storey high)
- MOUNTAIN HILL/ COUNTRY PARK**
- SEA/OPEN WATER**
- VIEWPOINTS**
- PHOTOMONTAGES**

- VSR REC1 (VP1)**  
Residents & Visitors on Discovery Bay Plaza
- VSR T1 (VP2)**  
Drivers & Passengers along Discovery Bay Road
- VSR REC2 (VP3)**  
Residents & Visitors at Woodland Court, Parkvale Village
- VSR REC3 (VP4)**  
Residents & Visitors at Midvale Village
- VSR REC4 (VP5)**  
Hikers at Lo Fu Tau Pergola/ Lookout
- VSR REC5 (VP6)**  
Hikers at Lo Fu Tau Hiking Trail
- VSR REC6 (VP7)**  
Hikers at Reservoir Dam
- VSR REC7 (VP8)**  
Hikers on hiking trail south of Dam
- VSR REC8 (VP9)**  
Residents and visitors using park at La Serene
- VSR T2 (VP10)**  
Passengers on ferries and leisure crafts in Tai Pak Bay
- VSR REC9 (VP11)**  
Visitors to the promenade
- VSR REC10 (VP12)**  
Pedestrians at D Deck
- VSR REC11 (VP13)**  
Pedestrians on Peng Chau Island Promenade
- VSR REC12 (VP14)**  
Users at Tai Pak Beach
- VSR T3 (VP15)**  
Residents and visitors on Middle Lane

**KEY TO VISUAL RECEIVER**  
 GIC - USERS OF GOVERNMENT, INSTITUTIONAL OR COMMUNITY FACILITIES  
 T - TRAVELLING RECEIVER  
 REC - RECREATIONAL RECEIVER

NOTE  
 VISUAL ENVELOPE IS DEFINED USING LINE OF SIGHT STUDY AND DOES NOT ACCOUNT FOR MINOR VARIATION IN TOPOGRAPHY, VEGETATION OR BUILT DEVELOPMENT



**TITLE: BASELINE VISUAL ENVELOPE (ZVI), VSRs & VIEWPOINTS**

**PROJECT: DISCOVERY BAY OPTIMIZATION OF LAND USE - REFINEMENT OF AREAS 6F**

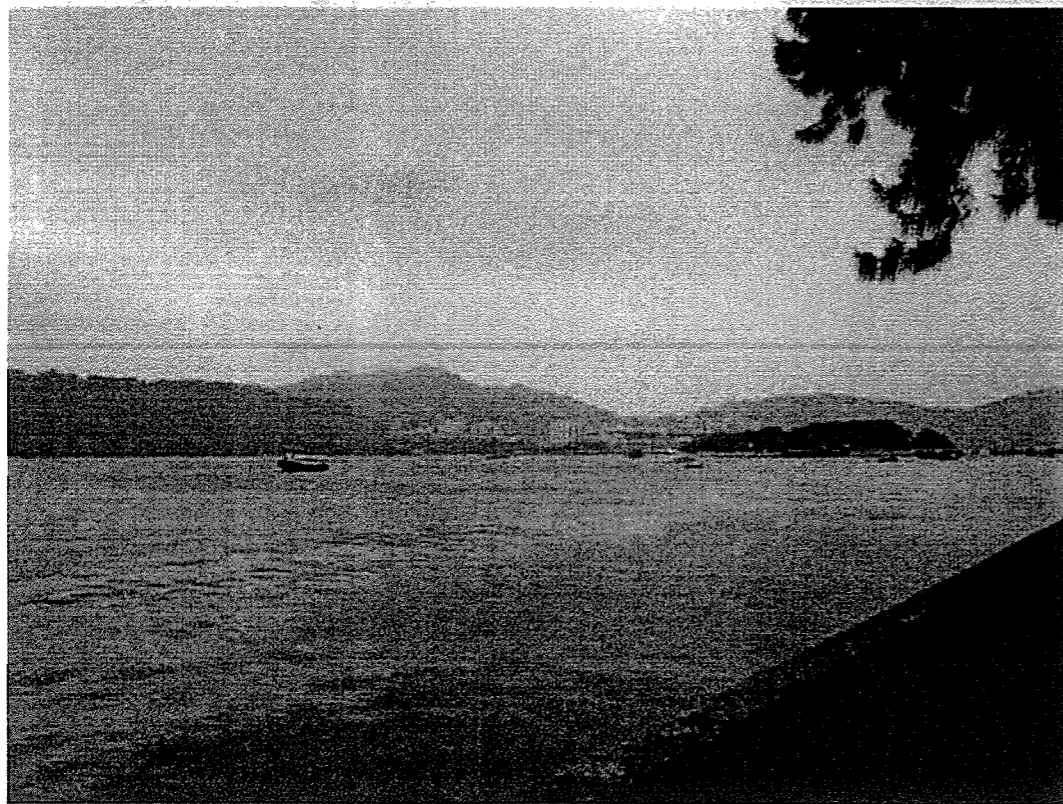
REV. A  
 APRIL 2016

FIGURE:  
**B.1**





VP12: View from D Deck (REC10)



VP13: View from Peng Chau Island Promenade (REC11)

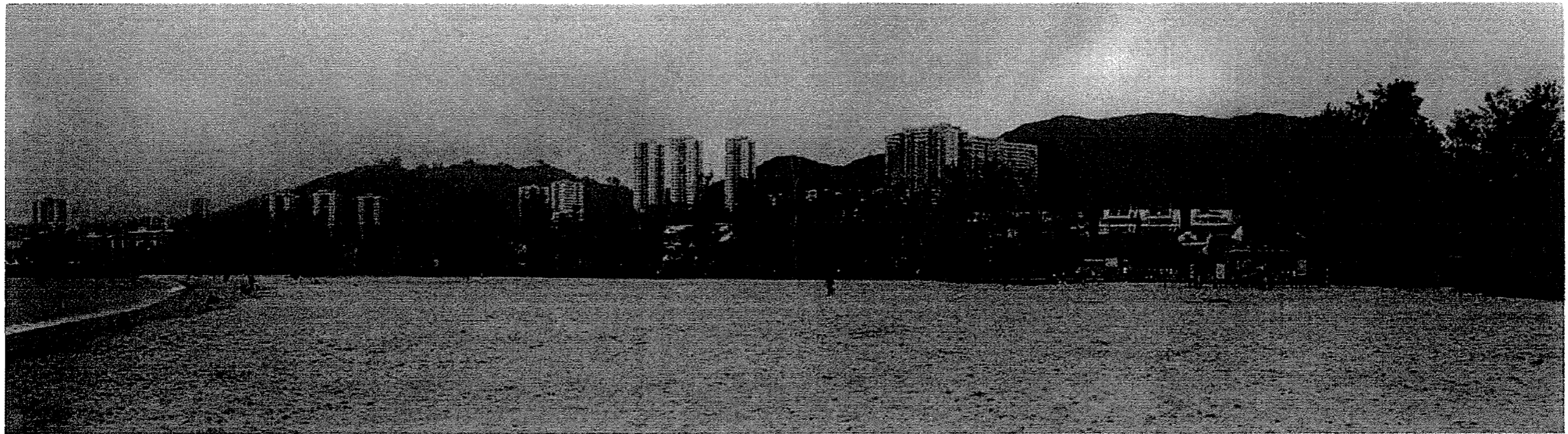


TITLE: **VIEWPOINTS VP12 (REC10) & VP13 (REC11)**

PROJECT: **OPTIMISATION OF LAND USE IN DISCOVERY BAY, SITE 6(f)**

APRIL 2016

FIGURE: **B.6**



VP14: View from Tai Pak Wan Public Beach (REC12)



VP15: View from Middle Lane (T3)



TITLE: **VIEWPOINTS VP14 (REC12) & VP15 (T3)**

PROJECT: **OPTIMISATION OF LAND USE IN DISCOVERY BAY, SITE 6(f)**

APRIL 2016

FIGURE:  
**B.7**





VP12: View West towards Application Site from D-Deck (Existing Condition)



VP12: View West towards Application Site from D-Deck with Proposed Development



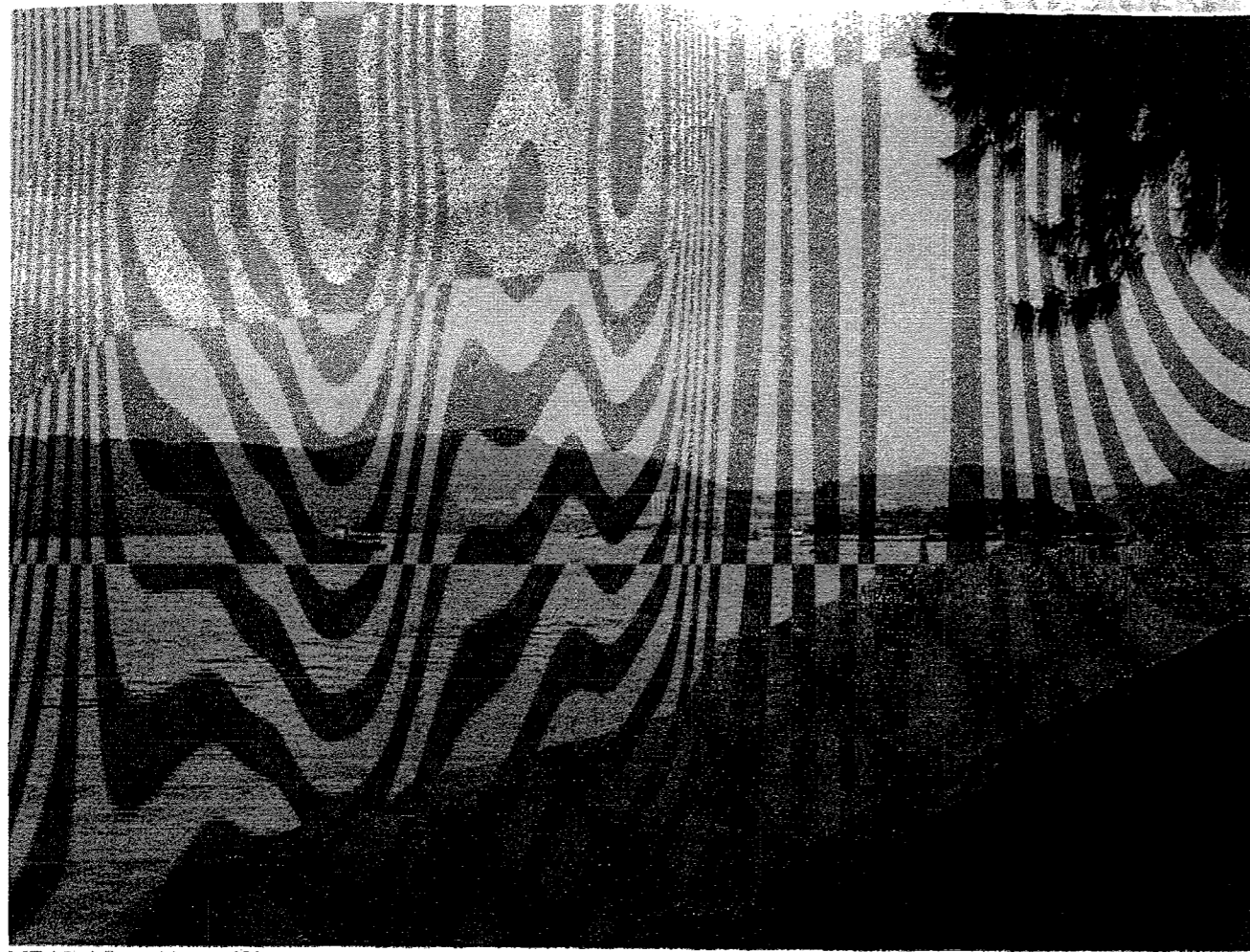
TITLE: **PHOTOMONTAGE - VP12 (VSR REC10) FROM D-DECK**

ANNEX: **B.14**

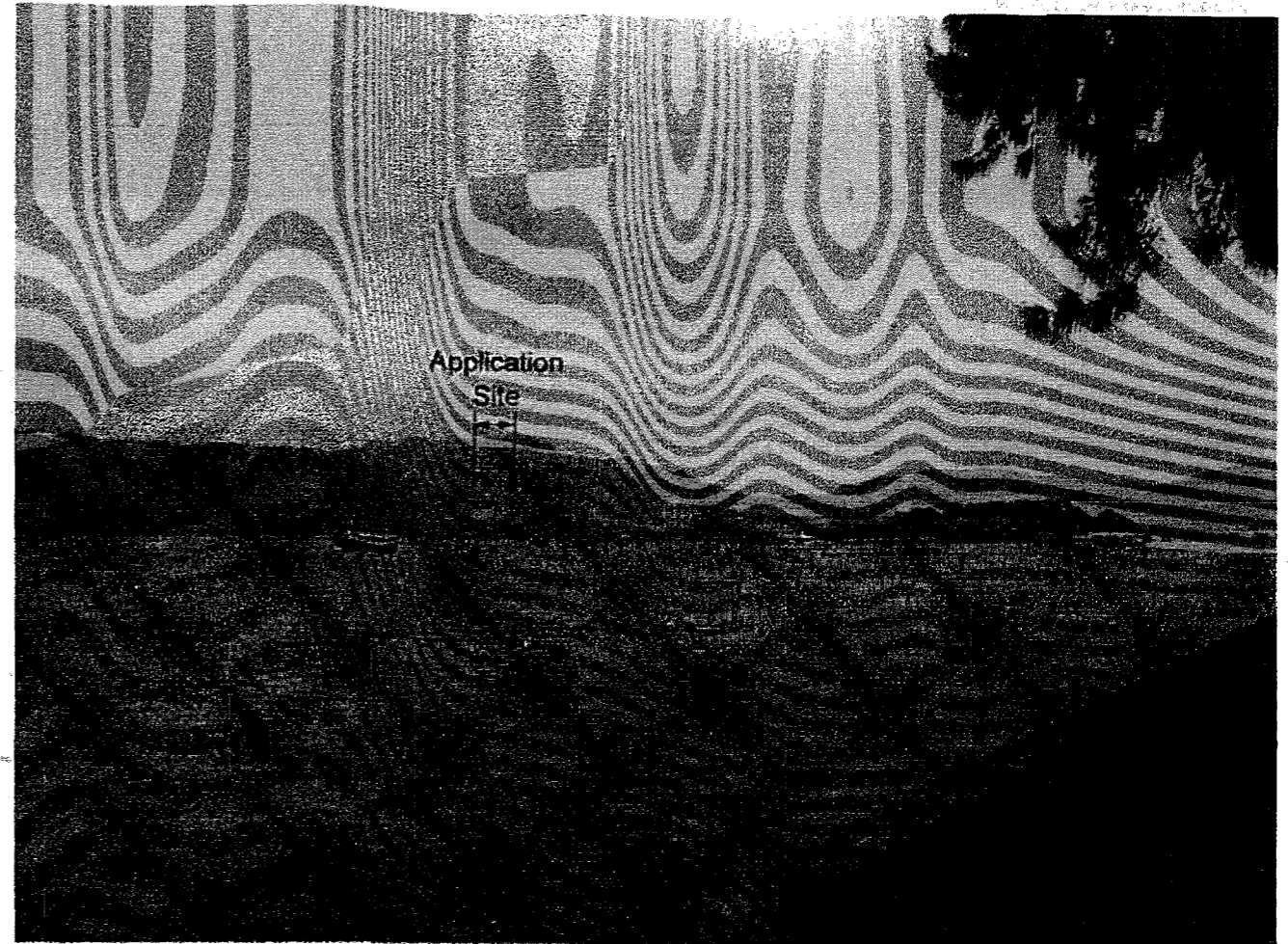
APR 2016

PROJECT: DISCOVERY BAY OPTIMIZATION OF LAND USE - REFINEMENT OF AREA 6F





VP13: View North-West towards Application Site from Peng Chau Island Promenade (Existing Condition)



VP13: View North-West towards Application Site from Peng Chau Island Promenade with Proposed Development



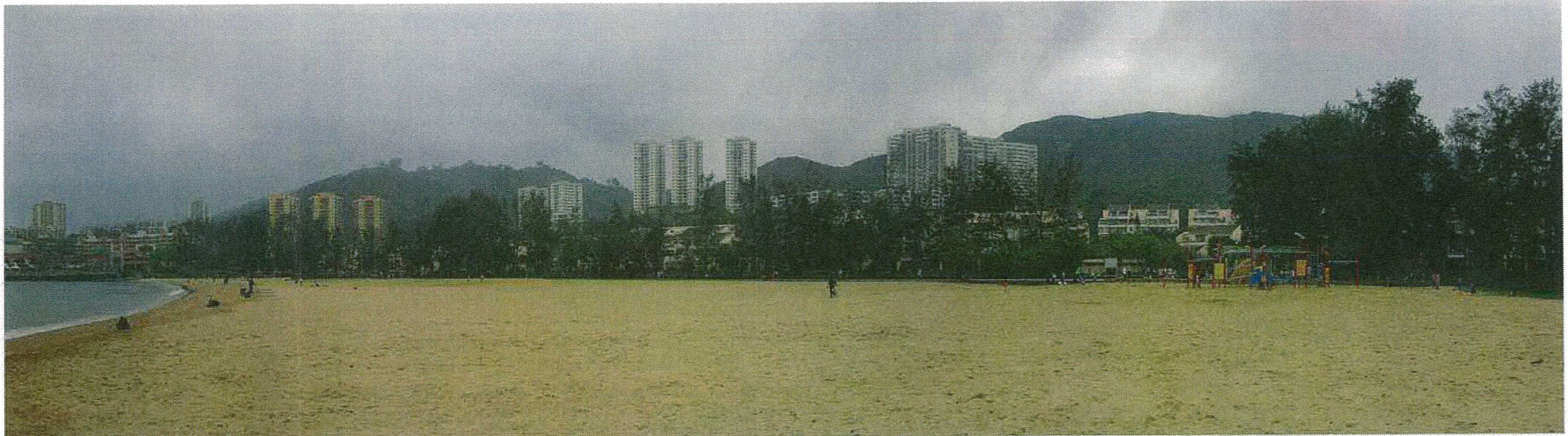
TITLE: **PHOTOMONTAGE - VP13 (VSR REC11) FROM PENG CHAU ISLAND PROMENADE**

PROJECT: **DISCOVERY BAY OPTIMIZATION OF LAND USE - REFINEMENT OF AREA 6F**

APR 2016

ANNEX: **B.15**





VP14: View South-West towards Application Site from Tai Pak Wan Public Beach (Existing Condition)



VP14: View South-West towards Application Site from Tai Pak Wan Public Beach with Proposed Development



TITLE: **PHOTOMONTAGE - VP14 (VSR REC12) FROM TAI PAK WAN PUBLIC BEACH**

PROJECT: DISCOVERY BAY OPTIMIZATION OF LAND USE - REFINEMENT OF AREA 6F

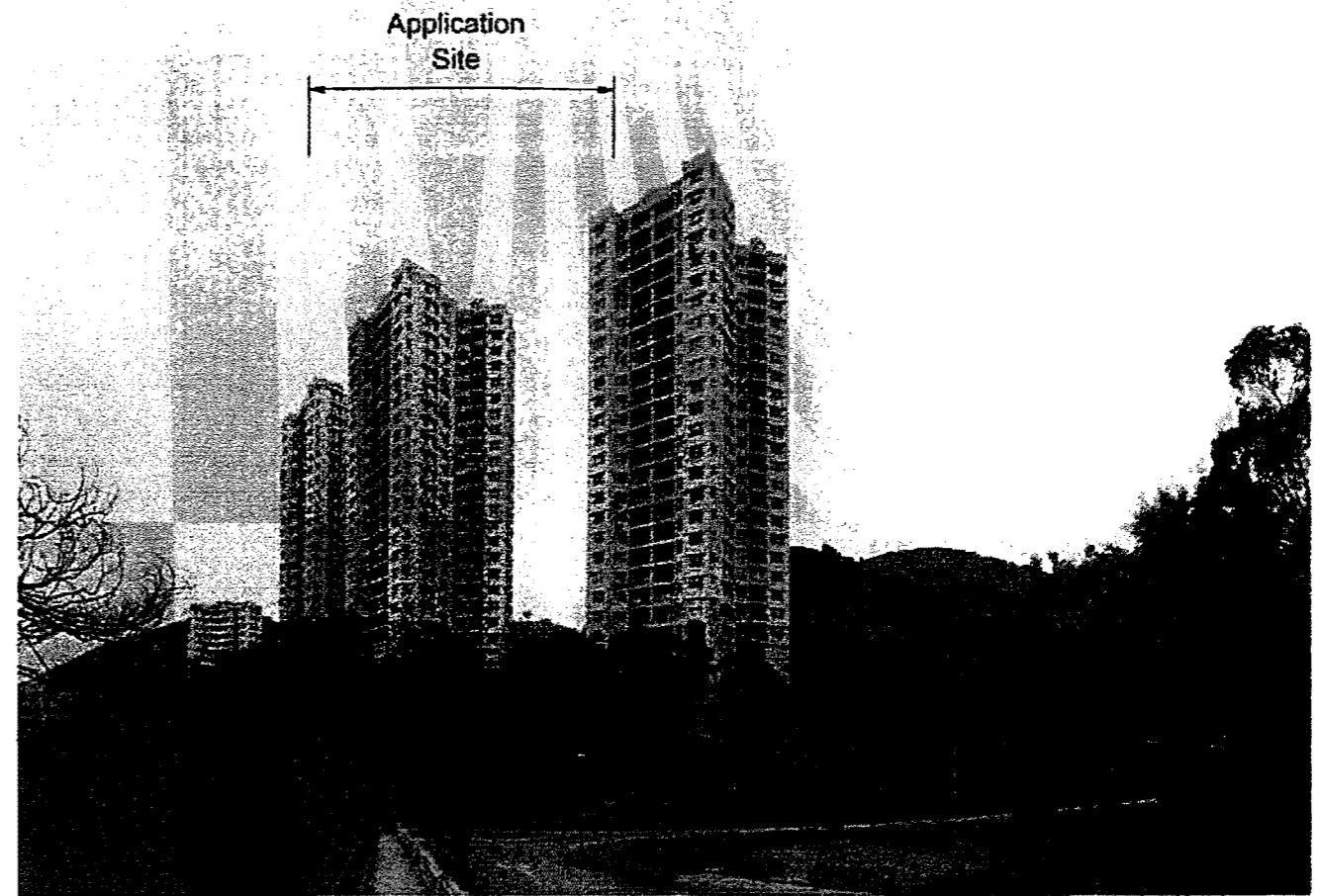
APR 2016

ANNEX : **B.16**





VP15: View West towards Application Site from Middle Lane (Existing Condition)



VP15: View West towards Application Site from Middle Lane with Proposed Development



TITLE: **PHOTOMONTAGE - VP15 (VSR T3) FROM MIDDLE LANE**

PROJECT: **DISCOVERY BAY OPTIMIZATION OF LAND USE - REFINEMENT OF AREA 6F**

APR 2016

ANNEX: **B.17**



**Appendix E**

**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:

<b>Briefing at the following meetings</b>	<b>Dates</b>
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 applicant's right to affect the use of Parkvale Drive.

There are concerns on the applicant's right to affect the use of Parkvale Drive. With reference to the Sub-Deed of Mutual Covenant for Parkvale Village, we are writing to clarify the applicant's right at Parkvale Drive, as follows:

1. The part of Parkvale Drive leading from Discovery Valley Road and ending outside the pocket of Parkvale Village does not form part of the Village. Furthermore, this section of road also serves another village.
2. The part of Parkvale Drive at the pocket of Parkvale Village is identified as "Passageways". It is not part of Village Retained Areas nor designated by the Registered Owner as part of the Village Common Areas.

Accordingly, the ownership of the Passageways vests with the Registered Owner who is entitled to grant a Right of Way to other parties to use the Passageways to the proposed development in Area 6f.

The "Passage Way" and "Village Retained Area" of Parkvale Village designated in the Sub-DMC are incorporated in the annexed drawing. The road has been realigned with the hammerhead of the existing "Passageway" in Parkvale Village.

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 6f

The use of the open space at Area 6f is questioned. The open space at Area 6f will be for use of all local residents and visitors of the Discovery Bay. The subject areas will be specifically designated under the Sub-DMC or Sub-Sub-DMC of the future residential development(s).

Visual impact on the surrounding residents

There are concerns on the visual impact on the surrounding residents as a result of the proposal. While private views are generally given with lesser weight in planning considerations, the siting, disposition and orientation of the buildings have taken into account of the natural sightlines from the living room of the surrounding residents. The layouts of Parkvale Village and the natural sightlines obtained from their windows have been incorporated in the annexed drawing.

It is demonstrated that the majority of the windows will continue to have views to the hillside greenery. For those who are affected, there is a minimum 77 metres separation distance and the building frontage offset at an angle. This is considered to help mitigate the visual impact, so that the proposal will not be visually prominent or dominating. Moreover, the affected windows are at bedrooms where lesser weight are generally given, and dining room windows which are compensated by the east facing living rooms windows and balconies of the dual aspect units.



