

METRO PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

**MPC Paper No. 11/16
For Consideration by the
Metro Planning Committee on 26.8.2016**

**Submission for Partial Fulfilment of
Approval Condition (a) under Application No. A/H15/232-2**

**Proposed Hotels in “Other Specified Uses”
annotated “Ocean Park” Zone, Ocean Park**

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annotated “Ocean Park” Zone, Ocean Park**

<u>Applicant</u>	Tourism Commission represented by Ocean Park Corporation
<u>Site</u>	Ocean Park, Hong Kong
<u>Site Area</u>	Ocean Hotel: 17,044m ² Fisherman’s Wharf Hotel: 12,400m ² Spa Hotel: 16,770m ²
<u>Land Status</u>	RBL 1020 RP & Extensions (a) Term: 75 years from 22.12.1972. (b) User: Restricted for a non-profit making Oceanarium and Park and such purposes (including, but not restricted to, commercial advertising, amusements, concerts, water shows, variety shows, exhibitions, rides, cinema, theatre shows, access road, craft village, underground cable car system and staff residential quarters) as may first be approved by the Director of Lands.
<u>Plan</u>	Approved Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/24 (in force when Application No. A/H15/232 was submitted) Draft Aberdeen & Ap Lei Chau OZP No. S/H15/30 (currently in force)
<u>Zoning</u>	“Other Specified Uses” annotated “Ocean Park” (“OU(Ocean Park)”) (a) Maximum building height (BH) of 6 storeys for Ocean Hotel, 14 storeys for Fisherman’s Wharf Hotel and 8 storeys for Spa Hotel, or the height of the existing building, whichever is the greater. (b) Provision for application for minor relaxation of the BH restriction.
<u>Submission</u>	Partial fulfillment of approval condition (a), i.e. the building form, layout, design, disposition and BH of the proposed hotel developments to the satisfaction of the Metro Planning Committee of the Town Planning Board (the Board), for Fisherman’s Wharf Hotel only

1. The Submission for Partial Fulfillment of Approval Condition (a)

- 1.1 On 19.12.2008, the Metro Planning Committee (the Committee) of the Board approved three proposed hotels (i.e. Ocean Hotel, Fisherman's Wharf Hotel and Spa Hotel) within Ocean Park (**Plan AA-1b**) under Application No. A/H15/232 with conditions including, inter alia, condition (a) mentioned above.
- 1.2 On 29.7.2016, the applicant submits a Master Layout Plan (MLP) showing the building form, layout, design, disposition and BH of Fisherman's Wharf Hotel for partial fulfillment of approval condition (a). The major development parameters are summarized in the table below:

Development Parameters	A/H15/232 (Fisherman's Wharf Hotel only)	Current Proposal (for Compliance of Approval Condition (a))
Site Area (m ²)	12,400	12,400
Plot Ratio	3.27	3.27
Gross Floor Area (m ²)	40,570	40,570
Site Coverage		
Hotel Tower	40%	25%
Podium	68%	68%
Maximum BH (at main roof) (mPD)	74	73.5
Number of Storeys	14	14
Number of Guestrooms	460	460

- 1.3 The key features related to the building form, design, disposition and BH of the proposed hotel are as follows:
- (i) two curvilinear blocks separated by a 15m building gap so as to fulfill the requirements on building separation under the Sustainable Building Design (SBD) Guidelines. The blocks are also set back towards the hillsides;
 - (ii) a terraced podium cascading towards the sea with a landscaped garden at 3/F of the podium;
 - (iii) a uniform 10m wide waterfront promenade at 1/F and a 3m wide pedestrian walkway at G/F; and
 - (iv) a BH of 73.5mPD for East Tower and a stepped BH of 69mPD and 65.5mPD for West Tower.

The MLP, floor plans, section plans, perspective drawings and photomontages are at **Drawings AA-1b to AA-19b**.

- 1.4 For partial fulfillment of approval condition (a), the applicant has submitted the following documents:
- (a) Letter dated 29.7.2016 enclosing a set of information and drawings (**Appendix I**)
 - (b) Letter dated 16.8.2016 enclosing replacement pages (**Appendix Ia**)

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the proposal are detailed in the submissions at **Appendices I and Ia**. They can be summarized as follows:

- (a) the proposed hotel design has taken into account the surrounding environment with an objective to achieve a sustainable, compatible and green design whilst allowing a 10m wide vibrant promenade for public enjoyment;
- (b) to fulfill the latest building separation requirements of the SBD Guidelines, two curvilinear towers with a building gap of not less than 15m are proposed, which reduces the overall building mass, enhances visual and air permeability of the site;
- (c) the hotel towers are set back from the waterfront to reduce the perceived building mass and to allow for a waterfront promenade on the 1/F of the podium for public enjoyment. The unique curvilinear design of the hotel towers with podium terrace provides changing visual experiences to the general public as they walk along the waterfront promenade;
- (d) a great lawn and landscaped terraces are proposed to front the water creating a sustainable resort type environment for public enjoyment. A variety of species and amenity planting will be provided throughout the proposed hotel to enhance visual interest all year round;
- (e) complementing with the future Water Park which is under construction located to its southeast, a terraced design is adopted in the proposed hotel to integrate with the existing natural setting and maximize the visitors' experience of Tai Shue Wan (**Drawing No. AA-14b**);
- (f) to address MPC Members' comments, the feasibility of reducing the BH of the West Tower to 8 storeys was explored during the design process. It will however result in an increase in the tower footprint by 63% and thus reduction in open space and greenery area on 3/F podium by 18% and 23% respectively. This would defeat the design objective as mentioned in paragraph 2(a). As a practical alternative, the proposed development has been designed with a descending BH profile from east to west at a BH of 73.5mPD for East Tower and a stepped BH of 69mPD and 65.5mPD for West Tower; and
- (g) to mitigate the visual impact of the proposed hotel to the surrounding environment, the current proposal has adopted a number of design features including building separation and setback and extensive landscaping. To further soften the visual impact, façade materials of the building will be chosen carefully and reflective materials will also be avoided as much as possible to provide a softer and warmer outlook to the hotel blocks to blend in with the surroundings.

3. **Background**

- 3.1 The three proposed hotels (i.e. Ocean Hotel at the entrance, Fisherman Wharf's Hotel at Tai Shue Wan and Spa Hotel at the Summit) within Ocean

Park fall within an area zoned “Other Specified Uses” annotated “Ocean Park” on the draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/30 (**Plan AA-1b**). On 19.12.2008, the Committee approved with conditions the three proposed hotels under Application No. A/H15/232.

- 3.2 During the consideration of Application No. A/H15/232, the Committee noted that the application was intended to ascertain the location and the major development parameters for the three proposed hotels so as to allow the prospective bidders to formulate their design schemes. The design of the three proposed hotels was not final. The actual design schemes would be subject to further refinements and changes by the future developers. For Fisherman Wharf’s Hotel, some MPC Members also commented that there might be scope to reduce the BH of the development to 8 storeys so that the building profile would be more in line with the mountain backdrop.
- 3.3 Approval condition (a) was imposed, among others, requiring the building form, layout, design, disposition and BH of the three proposed hotels to the satisfaction of the Committee such that the final design would be subject to the scrutiny of the Committee.
- 3.4 An extract of the minutes of the meeting on 19.12.2008 and the approval letter are at **Appendices II** and **III** respectively.
- 3.5 In October 2012, the applicant applied for extension of time for commencement of development (Application No. A/H15/232-2) by a further period of 48 months, i.e. four years, which was approved by the Director of Planning under the delegated authority of the Board on 30.11.2012 with the approval conditions same as the original approval imposed. The approval letter is at **Appendix IV**.
- 3.6 In respect of the Fisherman’s Wharf Hotel, the Ocean Park Corporation conducted a tendering exercise in 2015 and appointed the “Most Preferred Proponent” to implement the proposed hotel in February 2016. On 29.7.2016, the applicant submitted the current submission for partial fulfillment of approval condition (a).

4. The Site and Its Surrounding Areas (Plans AA-1b to AA-3b)

- 4.1 The site is:
 - (a) currently covered by shrubland, and a section of Sham Wan Road which is the only access road and restricted for the use of the Ocean Park; and
 - (b) enclosed by the foothills of Brick Hill on the east and north, and bounded by coastline along Sham Wan Road on the southern and western sides.
- 4.2 The surrounding areas have the following characteristics:
 - (a) to its north along Sham Wan Road is the Po Chong Wan Temporary Industrial Area;

- (b) to its northeast is the ridge of the Brick Hill;
- (c) to its southeast is Tai Shue Wan where the future Water Park is currently under construction; and
- (d) to its further southeast is the Ocean Park Summit at an elevated platform.

5. **Comments from Relevant Government Departments**

The applicant's submissions for partial fulfillment of approval condition (a) in respect of the Fisherman Wharf's Hotel have been circulated to relevant Government departments for comments and their views on the submission are summarized as follows:

Urban Design, Visual and Architectural Aspects

5.1 Comments of the Chief Town Planner/Urban Design & Landscape, Planning Department (CTP/UD&L, Plan D):

whilst the proposed scheme with three tiers of height (i.e. 65.5mPD, 69mPD and 73.5mPD) would provide a less distinct height variation, the hotel towers are set back considerably from the waterfront and sit on top of a podium designed with cascading open decks looking out to the sea. A 10m wide waterfront promenade is provided on the first floor deck and lined with retail and dining facilities on the hill ward side to add to the vibrancy of the area. The proposed scheme provides an open, spacious and welcoming waterfront area for public enjoyment.

5.2 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

based on the information provided, he has some detailed comments in **Appendix V** from architectural point of view for the applicant to note and follow up at the detailed design stage.

Landscape Aspect

5.3 Comments of CTP/UD&L, Plan D:

it is understood that a submission for approval condition (d) regarding tree preservation and Landscape Master Plan would be submitted by the applicant. Detailed comments on landscape aspect will be given upon submission of Landscape Master Plan.

Building Aspect

5.4 Comments of the Chief Building Surveyor/Hong Kong West, Buildings Department (CBS/HKW, BD):

- (a) no in-principle objection to the submission; and

- (b) detailed comments on the proposal can only be made at the general building plan submission stage.

Fire Safety Aspect

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

- (a) no specific comment on the submission; and
- (b) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans.

Traffic Aspect

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

- (a) no comment on the submission; and
- (b) it is understood that a submission for approval condition (e) regarding vehicular access arrangement and internal transport facilities would be submitted by the applicant.

District Officer's Comments

5.7 Comments of the District Officer (Southern), Home Affairs Department (DO(S), HAD):

- (a) no comment on the submission; and
- (b) the issue "Progress of Fullerton Hotel at Ocean Park" was discussed at the meeting of the District Development and Housing Committee (DDHC) under the Southern District Council (SDC) held on 21.3.2016. In general, the DDHC was delighted to see the sustainable development of the Ocean Park and pleased that Ocean Park has been actively heeded of the SDC's comments. Some comments/suggestions were provided at the meeting for Ocean Park to note and follow up at the detailed design stage.

6. Planning Considerations and Assessment

6.1 The Committee considered the application (No. A/H15/232) for three proposed hotels (i.e. Ocean Hotel, Fisherman's Wharf Hotel and Spa Hotel) in Ocean Park on 19.12.2008. An approval condition (a) was imposed, amongst others, requiring the building form, layout, design, disposition and BH of all the three proposed hotels to the satisfaction of the Committee. The current submission involves a MLP for partial fulfillment of approval condition (a) in respect of the Fisherman's Wharf Hotel only.

6.2 Under the current proposal, two hotel towers are proposed close to the mountain at the back and sit on top of a terraced and landscaped podium cascading towards the sea. The two curvilinear hotel towers are separated by

a 15m building gap to improve the visual permeability, allow visual penetration to the natural backdrop behind, reduce the visual bulk and promote visual diversity of the building blocks. The proposed layout will also allow a more open, spacious and welcoming waterfront area at the edge of the 1/F podium for public enjoyment. Within this waterfront area, a uniform 10m wide promenade lined with retail and dining facilities will be opened up for public access 24 hours free of charge and easily accessible through staircases, elevators and lift facilities at various locations. Besides, a 3m wide pedestrian walkway lined with trees is also provided at G/F, next to the existing driveway, as an alternative choice to the public to walk along the waterfront area.

- 6.3 CTP/UD&L, PlanD has no adverse comment on the proposal. CA/ASC, ArchSD has some detailed comments on the building design aspects which could be dealt with by the applicant at the detailed design stage.
- 6.4 As regards MPC Members' comments on the feasibility to reduce the BH of the development, the applicant points out that the current design objective is to open up a larger area in front of the hotel towers in the form of a cascading landscaped podium for public enjoyment. Efforts have been made to reduce the overall building mass and enhance the building design. Further reduction of BH of the proposed hotel, however, would increase the hotel footprint and result in considerable loss in open space and greenery provision on the podium, and thus defeating the design intent for the cascading podium deck. Notwithstanding, to soften the visual impact, the applicant has introduced a BH profile cascading down from 73.5mPD for the East Tower to 69mPD and 65.5mPD for the West Tower, and the façade materials of the building will also be carefully chosen to provide a softer and warmer outlook to the hotel blocks.
- 6.5 In accordance with TPB Guidelines No. 36A, no separate planning permission will be required for amendments made to the approved scheme as a result of fulfilling the conditions of the approved planning permission, unless the changes are so major that a fresh planning application will be required. In this regard, it should be noted that when imposing the condition (a) in the previously approved application in 2008, the Committee considered and expected changes to the hotel design. The present submission is a follow up to address the Committee's concern and fulfills the said condition imposed by the Committee. The key development parameters of the proposed hotel remain the same.

7. Planning Department's Views

- 7.1 Based on the assessment made in paragraph 7, the Planning Department has no objection to the building form, layout, design, disposition and BH as shown on the MLP for partial fulfillment of condition (a) in respect of the Fisherman's Wharf Hotel only.
- 7.2 Should the Committee decide that the submission has satisfactorily fulfilled part of approval condition (a) in respect of the Fisherman's Wharf Hotel only, the advisory clauses in **Appendix VI** are suggested for Members' reference.

- 7.3 Alternatively, should the Committee decide that the submission is not acceptable for partial fulfillment of condition (a), the following reason is suggested for Members' consideration:

the applicant fails to demonstrate that the building form, layout, design, disposition and building height of the proposed hotel is visually compatible with the surrounding areas.

8. Decision Sought

- 8.1 The Committee is invited to consider the applicant's submission and decide whether the submission has satisfactorily fulfilled part of approval condition (a) in respect of the Fisherman's Wharf Hotel only.
- 8.2 Should the Committee decide that the submission has satisfactorily fulfilled part of approval condition (a), Members are invited to consider the advisory clause(s) to be given to the applicant.
- 8.3 Alternatively, should the Committee decide to reject the submission, Members are invited to advise what reason(s) for rejection should be given to the applicant.

Attachments

Appendix I	Letter dated 29.7.2016 enclosing a set of information and drawings
Appendix Ia	Letter dated 16.8.2016 enclosing replacement pages
Appendix II	Extract from minutes of MPC meeting on 19.12.2008
Appendix III	Secretary, Town Planning Board's letter dated 9.1.2009
Appendix IV	Director of Planning's letter dated 30.11.2012
Appendix V	Detailed comments of CA/CM2 of ArchSD
Appendix VI	Advisory clauses
Drawing AA-1b to AA-11b	Master layout plan, floor plans and section plans
Drawing AA-12b to 14b	Perspective drawings
Drawing AA-15b to AA-19b	Viewpoints and photomontages
Plan AA-1b	Location plan
Plan AA-2b	Site plan
Plan AA-3b	Aerial photo

**PLANNING DEPARTMENT
AUGUST 2016**



Our Ref.: FWH/GOV/151/000263

29 July 2016

Secretary, Town Planning Board
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Dear Sirs,

Compliance with Planning Approval Conditions
Updated Enhancement to the Town Planning Board Approved Scheme
Proposed Hotels in "Other Specified Uses" annotated "Ocean Park" zone, Ocean Park
(Application No. A/H15/232-2)

We refer to our Metro Planning Committee Submission for Fulfilment of Approval Conditions dated 3 June, 2016 (Our Ref.: FWH/GOV/151/000247) and our subsequent submission dated 23 June 2016 (Our Ref.: FWH/GOV/151/000252); please find attached herewith 60 copies of replacement packages for your onwards processing.

If you have any queries, please contact our Ms. Maple Lau at 2910 3103.

Yours faithfully,
For and on behalf of
Ocean Park Corporation

J. Walter Kerr
Executive Director, Project Development

JWK/ML/AW/MKL/ml

TOWN PLANNING BOARD

2016 JUL 29 P 12:02

RECEIVED

cc : Tourism Commission – Mr Edward Leung
Planning Department – Vincent Cheung
Arthur Wong, Malad Lo, Maple Lau & Master file

Encl.

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METRO PLANNING COMMITTEE SUBMISSION FOR FULFILLMENT OF APPROVAL CONDITIONS

Fisherman's Wharf Hotel

July 2016

TABLE OF CONTENTS

1. INTRODUCTION 1

1.1 Background of the Application 1

1.2 Purpose of this Submission 1

2. PLANNING AND DEVELOPMENT CONTEXT 2

2.1 Statutory Planning Context and Application History 2

2.2 Recent Factors Affecting Design Development 2

3. THE DEVELOPMENT PROPOSAL 4

3.1 Design Intent of the Current Development Proposal 4

3.2 Discharge of Approval Conditions (a) and (c) 4

3.3 Discharge of Approval Condition (b)..... 7

3.4 Justifications in Support of the Proposal 7

4. CONCLUSION 9

List of Tables

Table 2.1	Key Development Parameters in Respect of the Fisherman's Wharf Hotel
Table 2.2	Latest Lease Requirements for the Fisherman's Wharf Hotel (Key Development Parameters)
Table 3.1	Key Development Parameters of the Current Scheme
Table 3.2	Schedule of Accommodation of the Current Scheme
Table 3.3	Responses to Government Departments' Comments

List of Figures

Figure 1	Location Plan
Figure 3.1	Master Layout Plan
Figures 3.2 to 3.8	Floor Plans
Figures 3.9 to 3.10	Section Plans
Figure 3.11	Section of Waterfront Promenade and Pedestrian Walkway
Figures 3.12 to 3.14	Perspective Drawings

Appendices

Appendix 1	Approval Conditions of Application No. A/H15/232
Appendix 2	Visual Impact Assessment

1. INTRODUCTION

1.1 Background of the Application

- 1.1.1 On 19.12.2008, a planning application (No. A/H15/232) submitted by the Tourism Commission (the applicant) for the proposed development of three hotels (i.e. Ocean Hotel, Fisherman's Wharf Hotel (FWH) and Spa Hotel) at the Ocean Park was approved with conditions by the Metro Planning Committee ("MPC") of the Town Planning Board ("TPB") (see **Appendix 1** for MPC's Approval Conditions)(the "Original Approval"). Taking into account the prominent locations of the proposed hotel developments, the MPC generally considered that there were scope for improvement and the final design of the hotel developments should be subject to the scrutiny of the MPC. The approval condition (a), i.e. the building form, layout, design, disposition and building height of the proposed hotel developments to the satisfaction of the MPC of the TPB, has therefore been imposed amongst others.
- 1.1.2 The Original Approval has since been subject of two Class B Amendment Applications approved on 9.3.2010 (with regard to Ocean Hotel) and 30.11.2012 (extension of time limit) respectively. The validity of the latest Planning Approval is extended to 19.12.2016.

1.2 Purpose of this Submission

- 1.2.1 The FWH (which is provisionally renamed as The Fullerton Hotel @ Ocean Park) is located at the waterfront of Tai Shue Wan (see **Figure 1**). Taking into account of the latest development plan of the Ocean Park, the purpose of this submission is for partial fulfillment of approval conditions (a) and (b) and fulfillment of the design aspect of the waterfront promenade as stipulated in the approval condition (c) of the Original Approval to facilitate the FWH development. Approval conditions (a) to (c) are provided below:
- (a) the building form, layout, design, disposition and building height of the proposed hotel developments to the satisfaction of the Metro Planning Committee of the TPB;
 - (b) the submission of a revised visual impact assessment taking into account approval condition (a) above to the satisfaction of the Director of Planning or of the TPB; and
 - (c) the design and provision of the waterfront promenade at Fisherman's Wharf Hotel to the satisfaction of the Director of Planning or of the TPB.

2. PLANNING AND DEVELOPMENT CONTEXT

2.1 Statutory Planning Context and Application History

- 2.1.1 The FWH site ("the Subject Site") is currently zoned "Other Specified Uses" annotated "Ocean Park" ("OU (Ocean Park)") on the Draft Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/30 gazetted on 24.12.2015. The current statutory planning intention of the zone is intended "primarily for comprehensively planned low-density and generally low- to medium-rise marine-themed park development in Hong Kong with related retail, dining and entertainment facilities serving visitors as well as the general public." Development at the Subject Site is subject to a building height restriction of 14 storeys under the OZP.
- 2.1.2 At the meeting on 19.12.2008, the MPC members acknowledged that the Section 16 Planning Application (No. A/H15/232) was intended to ascertain the major development parameters for the three hotels to allow prospective bidders to formulate their schemes and the designs are yet to be finalised. As such, the Planning Application was approved with conditions to ensure that there would be sufficient control in the future implementation of the developments which would be visually compatible with the surrounding areas.
- 2.1.3 The approved key development parameters of the FWH are presented in **Table 2.1** below.

Table 2.1 - Key Development Parameters in Respect of the Fisherman's Wharf Hotel

Site Area	12,400m ²
Plot Ratio (Approx.)	3.27
Gross Floor Area (GFA) (Approx.)	40,570m ²
Site Coverage	
- Hotel Block	40%
- Podium	68%
Maximum Building Height	74mPD
No. of Storeys	Not more than 14
No. of Guest Rooms	Not more than 460
Average Room Size (Approx.)	40m ²
No. of Parking Spaces	
- Private Car	20
- Motorcycle	1
No. of Lay-bys	

- Private Car / Taxi	6
- Tour Bus	4
No. of Loading / Unloading Bays	6

- 2.1.4 Subsequently, an application for renewal of the permission (TPB Ref: A/H15/232-2) was submitted and approved by the Director of Planning on 30.11.2012 which extended the validity period of the Original Approval by four years until 19.12.2016.

2.2 Recent Factors Affecting Design Development

- 2.2.1 Based on the key development parameters of the Original Approval and the previous comments of the MPC and the relevant Government departments, the enhanced scheme for FWH has been formulated with considerations on the recent factors (the "Current Scheme") as elaborated below.

Promulgation of Sustainable Building Design Guidelines

- 2.2.2 One of the key changes affecting the design of FWH since the Original Approval in 2008, has been the promulgation of the Sustainable Building Design ("SBD") Guidelines under the Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ("PNAP") APP – 152 in January 2011. The SBD Guidelines have targeted three key building design elements to enhance the environmental sustainability of developments, including building separation, building set back and site coverage of greenery. The objectives are to achieve better air ventilation, enhance the environmental quality of our living space, particularly at pedestrian level, provide more greenery and mitigate the heat island effect.
- 2.2.3 Taking note of the SBD Guidelines, one of the key design factors in developing the Current Scheme is to introduce a building separation of not less than 15m between two tower blocks in order to reduce the overall building mass of the development as well as to enhance air circulation of the site. Moreover, the tower's disposition will be further refined by setting back from the waterfront to reduce the perceived building massing. More design details of the Current Scheme are presented in Section 3.2 of this submission.

Land Status Update

2.2.4 The latest requirements imposed by the Lands Department in the Lease Modification of the Subject Site dated 3.7.2015 are summarized in **Table 2.2** below. In particular, clauses related to the building separations are included in the Lease Modification.

Table 2.2 – Latest Lease Requirements for the Fisherman’s Wharf Hotel (Key Development Parameters)

Items	Requirements
Total GFA	<ul style="list-style-type: none">• Not less than 24,342m² and shall not exceed 40,570m², of which the total GFA of the building or buildings erected or to be erected on the Site designed, constructed and to be used for the purposes of ancillary accommodation shall not exceed 16,228m² of which not more than 4,057m² may be used for retail shops or entertainment facilities or both.
Maximum Site Coverage	<ul style="list-style-type: none">• Any podium(s) of the building(s) to be erected on or forming part of the premises shall not exceed 68% of the Site• The Hotel block(s) shall not exceed 40% of the Site, or such other percentages as may be approved by the Director of Lands
Height	<ul style="list-style-type: none">• Not more than 74mPD or such other height as may be approved by the Director of Lands
Maximum Number of Storeys	<ul style="list-style-type: none">• Shall not exceed 14 storeys, excluding any floor or space below the level of the ground.
Building Separations	<ul style="list-style-type: none">• Shall not have any projected façade length of 60m or more• Any two or more buildings shall be treated as a group of buildings if the shortest horizontal distance between any two buildings erected on the Site is less than 15m
Waterfront Promenade	<ul style="list-style-type: none">• Shall lay, form, provide, construct and surface within the Site such waterfront promenade• Also to maintain the waterfront promenade in good and substantial condition and repair to the satisfaction of the Director of Lands• Shall be open for the use by the public free of charge. The opening hours of the waterfront promenade shall be subject to

	the satisfaction of the Director of Planning
Parking, Loading and Unloading Requirements for the Hotel	<ul style="list-style-type: none">• 20 spaces for parking of motor vehicles• 1 space for parking of motor cycles
Space for Picking Up and Setting Down of Passengers	<ul style="list-style-type: none">• 6 spaces for picking up and setting down of passengers from motor vehicles (including taxis)• 4 spaces for the picking up and setting down of passengers from tour buses or coaches
Loading and Unloading of Goods Vehicles	<ul style="list-style-type: none">• 6 spaces for the loading and unloading of goods vehicles in connection with the hotel
Parking space for the Disabled	<ul style="list-style-type: none">• Provision of space(s) for the parking of motor vehicles by disabled persons as defined in the Road Traffic Ordinance

3. THE DEVELOPMENT PROPOSAL

3.1 Design Intent of the Current Development Proposal

3.1.1 The current development proposal of the FWH is designed with the following objectives:

- to complement the new Water Park to be built next to the Subject Site;
- to meet the statutory requirements stipulated on the Subject Site;
- to respect the urban design principles under the relevant non-statutory planning guidelines;
- to provide the key development parameters as in the Original Approval;
- to take account of previous comments from the MPC and relevant Government departments; and
- to maximise the use of the waterfront along Tai Shue Wan.

3.1.2 Under the definition of the Hong Kong Tourism Board, the FWH would be a High Tariff B Hotel. The facilities would be designed primarily to attract families as well as corporate guests.

3.2 Discharge of Approval Conditions (a) and (c)

3.2.1 Taking into considerations of the above objectives, the design scheme of the FWH has been enhanced for fulfillment of approval conditions (a) and (c). The current design scheme is illustrated in **Figures 3.1 to 3.10**, which include the Master Layout Plan (MLP), Floor Plans and Section Plans. An overview of the design scheme is elaborated below:

Overview of the Design Scheme

3.2.2 The Current Scheme of the FWH consists of two blocks of 14-storey tower over podium with a maximum building height of 65.5mPD - 69mPD (West Tower) and 73.5mPD (East Tower) respectively. Same as the Original Approval, the Current Scheme has a total GFA of 40,570m², and not more than 460 number of guest rooms. The podium of the FWH includes dining facilities, shops, swimming pool and a landscaped roof together with a waterfront promenade with associated landscaping penetrated throughout the development. The Site also provides on-site ancillary transport provision and access.

3.2.3 Taking note of the SBD Guidelines in terms of building separation requirement, the design of the Current Scheme is conceived as two curvilinear hotel towers sitting on a podium terrace

that cascade towards the sea, so as to reduce the overall building mass and also to enhance air ventilation of the site. Besides, the towers are set back from the waterfront to reduce their perceived building mass and to allow for a waterfront promenade for the general public to enjoy the magnificent sea view.

3.2.4 Façade materials of the building design are also chosen carefully. Reflective materials are avoided as much as possible so as to minimize potential glare impact to the surrounding environment and developments. The façade materials aim to provide a softer and warmer outlook to the towers with greening as appropriate to blend in with the surroundings to further soften the visual impact.

3.2.5 The FWH utilizes the existing topography of the Site in its design yet accommodating the uses such that can function to their full potential during operation. Most importantly, FWH as a whole will support the development of Ocean Park and complement with the iconic Water Park located to the southeast of the Subject Site which is currently under construction. As in the Water Park, a terrace design is adopted in the FWH to integrate with the existing natural setting and maximise the visitors' experience of Tai Shue Wan. Terraces are opened up for different activities at multiple levels, allowing visitors to enjoy the sea view. An elongated landscaped roof will also be provided at 3/F, complementing with the existing greenery, and acting as a new visual landmark.

3.2.6 The building form of the Current Scheme is sculpted to invigorate the waterfront promenade. The unique curvilinear design of the Current Scheme with stepped podium will provide a high degree of visual interest and vitality along the waterfront promenade as well as in the surrounding areas. The building separation allows for the existing natural topography to infiltrate the architectural and landscape design. The overall building mass of the FWH shall cascade towards the sea, allowing a great lawn and a series of landscape terraces to front the water and create a sustainable resort type environment with maximized landscape terraces to integrate with nature and maximized open space for public enjoyment. A variety of species and amenity planting will be provided throughout the FWH to maintain attractiveness to the general public and enhance visual interest all year round. The design is considered dynamic, providing varying experiences to the general public as they walk along the waterfront promenade.

Compatibility with Headland Profile

3.2.7 Taking into account the exiting surrounding environment, the proposed development has been designed with a key objective to achieve a compatible design with the headland profile locating immediate to its northeast. During the design process, a number of development options of various build forms and building heights have been studied and assessed taking into account not only the visual/aesthetic aspect of the proposed development, but also included considerations on technical, environmental as well social issues. The followings are the key considerations and technical constraints in formulating the current proposed scheme:

- The current scheme has been designed according to the key development parameters (see paragraph 2.1.3) as approved under the s.16 application (No. A/H15/232) by the TPB on 19 Dec 2008 while at the same time minimize the extent of potential excavation of site so as to minimize the disturbance to the existing headland profile.
- Taking into consideration the maximum building height restriction of 14 storeys, the Sustainable Building Design Guidelines, as well as a lease requirement specifying that there shall not be any project façade length of 60m or more, the current scheme is designed with 2 hotel tower blocks with a building separation of not less than 15m in between. While the building separation enables better transparency and permeability of the proposed development, it inevitably restricts the dispositioning of hotel towers.
- In order to optimize public/visitor's enjoyment of the waterfront, the towers have been set back considerably from the waterfront to create space for a 10m-wide promenade. While the introduction of waterfront promenade can enable a terracing effect towards the waterfront area which can harmonize the development with the natural terrain, such set back will however inevitably restrict the flexibility of the remaining area for hotel tower design and disposition.

3.2.8 During the design process, effort has been made to reduce the building height of the proposed development to 8 storeys by spreading out the building footprint to accommodate the required GFA. The associated effects of reducing the building height of the West Tower to 8 storeys will result to the following:

- An increase of west tower footprint by 63%;
- A reduction of 23% of greenery area on 3/F podium; and

- A reduction of 18% of the deck area (open space provision) on 3/F podium

3.2.9 The loss in open space, podium area and reduction in greenery ratio will subsequently defeat the purpose of the introduction of the cascading podium deck structure for visitors' enjoyment, which is considered to be a key positive design feature. The reduction of building height of the proposed development to 8 storeys is considered less desirable and is therefore not adopted in the current scheme. Alternative solutions are therefore explored keeping in view of the compatibility with headland profile at the back of the proposed development.

3.2.10 In striving to achieve compatibility as far as possible with the headland profile, the maximum building height of the development has been slightly reduced from 74mPD to 73.5mPD. A stepped building height profile is also adopted for the hotel development with a significant height difference from 73.5mPD at the eastern-end to 65.5mPD at the western-end of the hotel towers (i.e. a height difference of 8m). Last but not least, consideration would be given to make use of architectural features (e.g. roof features) to further harmonize the proposed development with the headland profile at its back (Figure 3.13 refers). As viewed from a further distance, the building height of towers, which descend from the east to the west, is considered compatible with the headline profile at its immediate back, and also echoes with the topographic profile in a wider extent of Brick Hill Area. To conclude, the build form of the current scheme is believed to be a justified scheme with due consideration in compatibility with the adjoining headland profile, design consideration, potential environmental impact and development potential of the site.

3.2.11 To provide a succinct conclusion on this particularly significant aspect of the design of this proposed development, the following aspects have been carefully considered, assessed and integrated, within a genuinely holistic design approach, seeking to achieve an hotel development which displays an elegant integration within its special setting and surroundings, and in parallel, publicly presents itself as an harmonious solution to the unique opportunities, and natural restrictions, of the locale.

- The headland profile has been of central consideration to the overall design to ensure that the development profile achieves an understated and sympathetic alignment with the local topography – both on plan, and in elevational profile.
- Accordingly, broad-based integrated consideration has been maintained during the design development of the following key factors:

- Need to minimise extent of physical excavation within the site
- Need to minimise exaction impact on slopes within the site
- Need to provide a 10m wide promenade for full public use and enjoyment.
- Need to provide a full public-access road through the site
- Need to provide single-loading to the hotel guest rooms to maximise guest experience and enjoyment at this unique Tai Shue Wan location overlooking the ocean
- Need to provide 450 resort-quality guests rooms of average size of 40.sq.m.
- Need to provide a 'roof profile' alignment which both celebrates and in parallel is sympathetic to the background headland profile
- Need to provide a reasonable size of recreational area (e.g. swimming pool, landscaped deck and associated outdoor furniture) for hotel guests to enjoy their stay at the Hotel
- Need to provide a reasonable amount of space for soft landscaping opportunities, which will allow a greater visual balance between landscaping and built form
- Need to allow sufficient building setback to provide the terracing effect and complement/echo the terracing effect of the adjacent Waterpark development

3.2.12 These issues have all been thoroughly and sensitively addressed in a truly holistic manner.

3.2.13 The resulting design is considered to present an appropriate, cost-effective, space-efficient and elegant design which is to the high standard worthy of this unique and special location.

Waterfront Promenade

3.2.14 In consideration of the topographical condition of the Subject Site and previous comments from the MPC and relevant Government departments, the Current Scheme provides a 10m wide elevated waterfront promenade at 1/F (see **Figure 3.3**). The elevated waterfront promenade separates the pedestrians from the vehicular flow at G/F below and also minimizes the cutting of slopes with less impact on the natural landscape. The adverse visual impact resulted from the vehicular traffic is also expected to be mitigated by its screening effect with feature grille and vertical greening.

3.2.15 By separating pedestrians from vehicular traffic, the elevated waterfront promenade at 1/F shall provide a continuous, safe and pedestrian-friendly environment along the waterfront to maximize public access and enjoyment of the magnificent sea view. At the same time, the public could enjoy a greater field of view of Tai Shue Wan along the waterfront. This complements the Water Park at the southeast of the Subject Site as visitors would also be

invited to stroll along the waterfront promenade together with the hotel guests and the general public. This would activate and add vibrancy to the waterfront. In addition to the elevated waterfront promenade at 1/F, pedestrian can also walk along the waterfront via the pedestrian footpath at G/F of 3m-wide with a line of street trees providing shade and amenity next to the sea. (see **Figure 3.2**).

3.2.16 The greening effect of the project will be progressed to the first floor level where visitors can stroll along the elevated waterfront promenade. This promenade will be designed with specimen trees at appropriate intervals that the public can easily enjoy the immediacy with surrounding landscape. Hardscape elements such as seating benches, featured paving, amenity lighting etc. will be provided to create a leisurely and welcoming ambience to the public.

3.2.17 The waterfront promenade will be open to the public with 24 hours access and free of charge. Elevator and lift facilities will be provided at both ends to ensure smooth access for people with disabilities. Adequate directional signs will be provided at appropriate locations near the entrance points of the waterfront promenade for public information. The interface between the waterfront promenade and the proposed hotel will be treated with different pavement patterns and planters at appropriate intervals so as to create distinctive spaces for different users of the development.

3.2.18 Schematic section of the waterfront promenade and ground floor footpath is illustrated in **Figure 3.11**.

Internal Transport Provision

3.2.19 Internal transport provision ancillary to the FWH will be located at the G/F and 2/F. This includes provision of coach pick-up/ drop-off lay-by and loading/unloading bays at G/F. The private car/ taxi pick-up/ drop-off lay-by and hotel car parking area will be provided at 2/F.

Development Parameters and Schedule of Accommodation

3.2.20 **Table 3.1** below provides the key development parameters of the Current Scheme. For ease of reference, the key development parameters of the Original Approval are also provided. The Schedule of Accommodation of the Current Scheme is provided in **Table 3.2** below.

Table 3.1 - Key Development Parameters of the Current Scheme

	Original Approval (A/H15/232)	Current Scheme
Site Area	12,400m ²	12,400m ²
Plot Ratio (Approx.)	3.27	3.27
Gross Floor Area (GFA) (Approx.)	40,570m ²	40,570m ²
Site Coverage <ul style="list-style-type: none"> • Hotel Block • Podium 	40% 68%	25% 68%
Maximum Building Height	74mPD	73.5mPD
No. of Storeys	Not more than 14	Not more than 14
No. of Guest Rooms	Not more than 460	Not more than 460
Average Room Size (Approx.)	40m ²	40m ²
Width of Promenade	-	10m
No. of Parking Spaces <ul style="list-style-type: none"> • Private Car • Motorcycle 	20 1	20 1
No. of Lay-bys <ul style="list-style-type: none"> • Private Car / Taxi • Tour Bus 	6 4	6 4
No. of Loading / Unloading Bays	6	6

Table 3.2 – Schedule of Accommodation of the Current Scheme

G/F	Lobby (Group Reception), Coach Lay-bys, Loading/Unloading Bay, Back of House (BOH), Electrical & Mechanical facilities (E&M)
1/F	Waterfront Promenade, Food and Beverage (F&B)/Retail, All-Day Dining, BOH, E&M
2/F	Lobby, F&B/Retail, Spa, Ballroom, Lounge & Bar, Pre-function Area, Wedding Chapel, Car Parking Spaces, Private Car / Taxi Lay-bys, Roof Garden, BOH, E&M
3/F	Gymnasium, Swimming Pool, Kid's Zone, Function Room, Roof Garden, Restaurant, BOH
5/F to 15/F (Typical Floor)	Guestrooms, BOH
16/F	Guestrooms, Sky Bar, BOH

3.3 Discharge of Approval Condition (b)

- 3.3.1 In fulfilling the approval condition (b), a Revised Visual Impact Assessment ("VIA") has been undertaken to assess the visual impact of the Current Scheme against the Existing Condition and the Original Approval (**Appendix 2** refers).
- 3.3.2 Reference has been made to the "Town Planning Board Guidelines No. 41 – Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board" (TPB PG-NO. 41) published by the TPB in July 2010 (i.e. after the Original Approval), which provides guidance in preparing the revised VIA for compliance with the approval condition (b).
- 3.3.3 Based on the analysis in the Revised VIA, the visual impact of the Current Scheme is considered to be slightly adverse when compared to the Existing Condition of the Subject Site.
- 3.3.4 In comparison with the Original Approval, the Current Scheme is considered to be enhanced as explained and illustrated in the photomontages in the Revised VIA.

3.4 Justifications in Support of the Proposal*Compliance with Statutory Requirements*

- 3.4.1 As in the Original Approval, the Current Scheme complies with the Draft OZP in terms of the statutory planning intention "primarily for comprehensively planned low-density and generally low- to medium-rise marine-themed park development in Hong Kong with related retail, dining and entertainment facilities serving visitors as well as the general public" as well as the building height restriction of 14 storeys.
- 3.4.2 The Current Scheme also complies with the latest lease conditions as per **Table 2.2** above.

Meeting the Requirements of the Sustainable Building Design Guidelines

- 3.4.3 The SBD Guidelines have targeted three key building design elements to enhance the environmental sustainability of developments, including building separation, building set back and site coverage of greenery. The Current Scheme provides a building separation of not less than 15m.
- 3.4.4 The building is setback as far as practicable, yet accommodating geotechnical constraints and practical space / layout requirements for the Hotel. A stepped building height profile is also adopted.

Design Merits of the Current Scheme

- 3.4.5 In terms of the building form, building height and disposition as well as the building layout and design of the Current Scheme, FWH will comprise two 14-storeys hotel wings, anchored on the south-east and north-west sides of the site, on top of a podium, to ensure good permeability between the hotel towers as seen from the sea. The podium is slightly set back to form an elevated promenade on the first floor level access by the general public and hotel guests to enjoy the sea view. The maximum building height is reduced and stepped building height profile is adopted to echo with the natural terrain and environment and to be compatible with the headland profile at its back. Moreover, landscaping will be carefully curated to blend in with the natural terrain by linking the vegetated hillsides, across various terrace gardens and green decks of the hotel to the tranquil bay. The hotel will provide a verdant ambience with rich colour, texture and variety and will create a positive change to the quality and character to the area (Perspective drawings at **Figures 3.12 to 3.14** refer).
- 3.4.6 In terms of visual impact, the reduced building height, stepped building height profile, building separation and building setback from the waterfront allow for the existing natural topography to infiltrate the architectural and landscape design, as well as allow for visual penetration to the backdrop. The façade materials are also chosen carefully to provide a softer and warmer massing that blends in with the surroundings and would further soften the visual impact. To respect the natural character of Tai Shue Wan area and to avoid potential glare impact to the surrounding developments and environment, in particular residential developments, non-reflective materials will be adopted in the façade design.
- 3.4.7 In comparison with the original scheme submitted in 2008 ("the Original Scheme"), the Current Scheme is considered as an enhanced scheme as explained and illustrated in the Revised VIA (see **Appendix 2**).

Addressing Departmental Comments on the Original Approval

- 3.4.8 The Current Scheme of the FWH addresses the previous comments from Government departments raised in relation to the building and waterfront promenade design and the visual aspect of the Original Scheme. **Table 3.3** below states how the Current Scheme has addressed these comments.

Table 3.3 – Responses to Government Departments' Comments

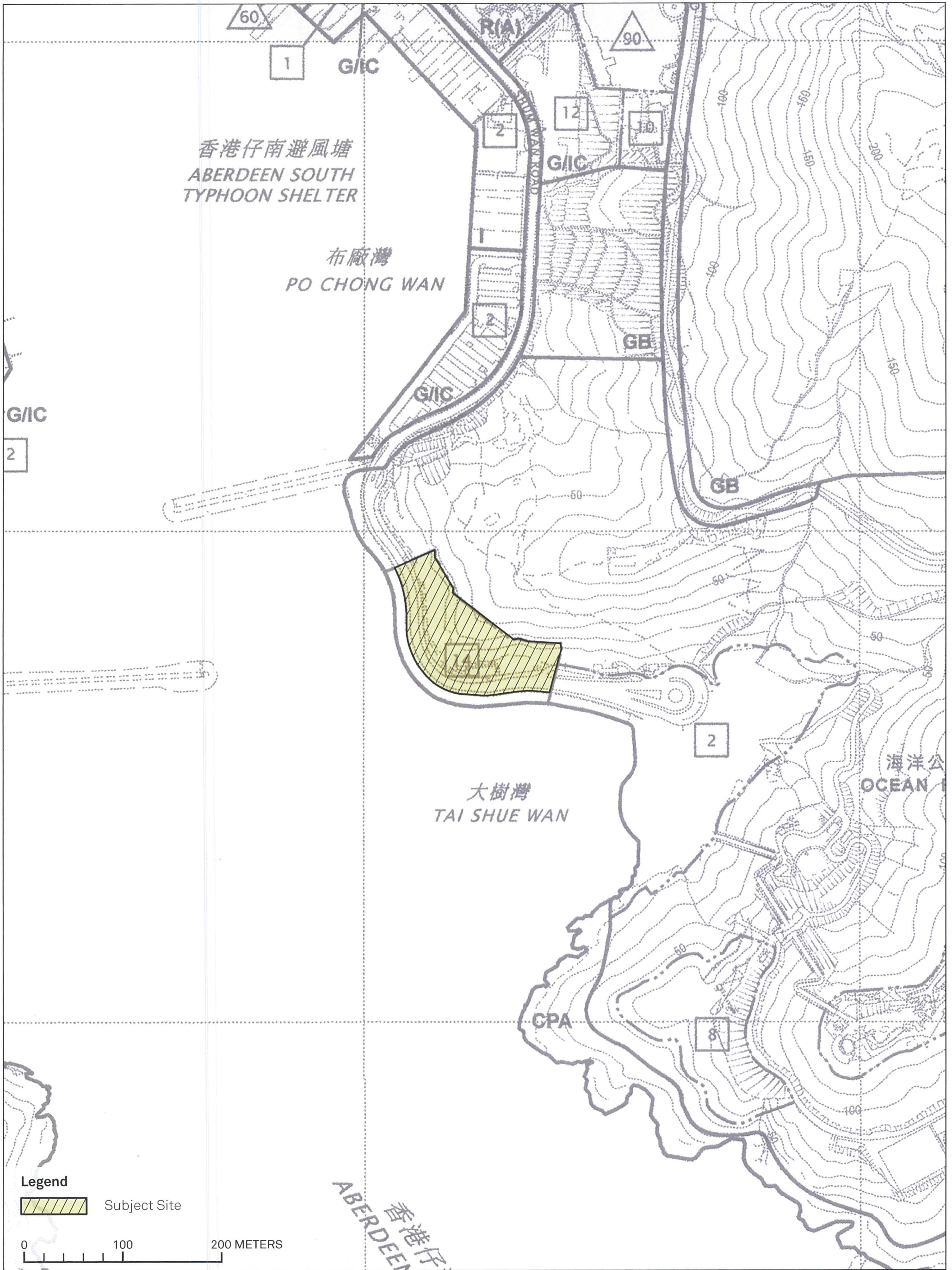
Comments	Responses
Visual Aspect	
Chief Architect/ Advisory and Statutory Compliance, Architectural Services Department	
<ul style="list-style-type: none"> The proposed hotel developments should be visually compatible with their respective surroundings. 	<ul style="list-style-type: none"> The Current Scheme of FWH has been designed to be visually compatible with its respective surroundings by reducing the maximum building height and providing a building separation between two blocks and stepped building profile. A Revised VIA has been conducted and provided in Appendix 2 to demonstrate that there is no major adverse visual impact. In fact, the visual change as a result of the Current Scheme is enhanced.
Chief Town Planner/ Urban Design and Landscape, Planning Department	
<ul style="list-style-type: none"> A wider waterfront promenade should be provided with a better design. This could be by way of providing a small deck over the embankment or setting back the hotel building from the waterfront without further cutting of the slopes behind. 	<ul style="list-style-type: none"> An elevated waterfront promenade of 10m wide is provided at 1/F for the future users. The waterfront promenade has been elevated in the Current Scheme, thus minimizing cutting of slopes as well as landscape impact. Separated from vehicular traffic, the elevated waterfront promenade provides a safe environment for the general public and offers a greater field of view of Tai Shue Wan for users' enjoyment.
<ul style="list-style-type: none"> Consideration should be given to breaking the linear geometry of the scheme and enhance its permeability. 	<ul style="list-style-type: none"> A building separation is provided between two blocks to break the linear geometry and enhance visual quality.
<ul style="list-style-type: none"> The illuminated wall design on the slope at the back of the hotel is too artificial, unmatching with the natural character of Tai Shue Wan and 'Fisherman's Wharf' theme. 	<ul style="list-style-type: none"> The Current Scheme adopted a two-block curvilinear design which is in harmony with the existing slope. Non-reflective materials will be adopted for the façade to minimize potential glare impact to the surrounding developments.

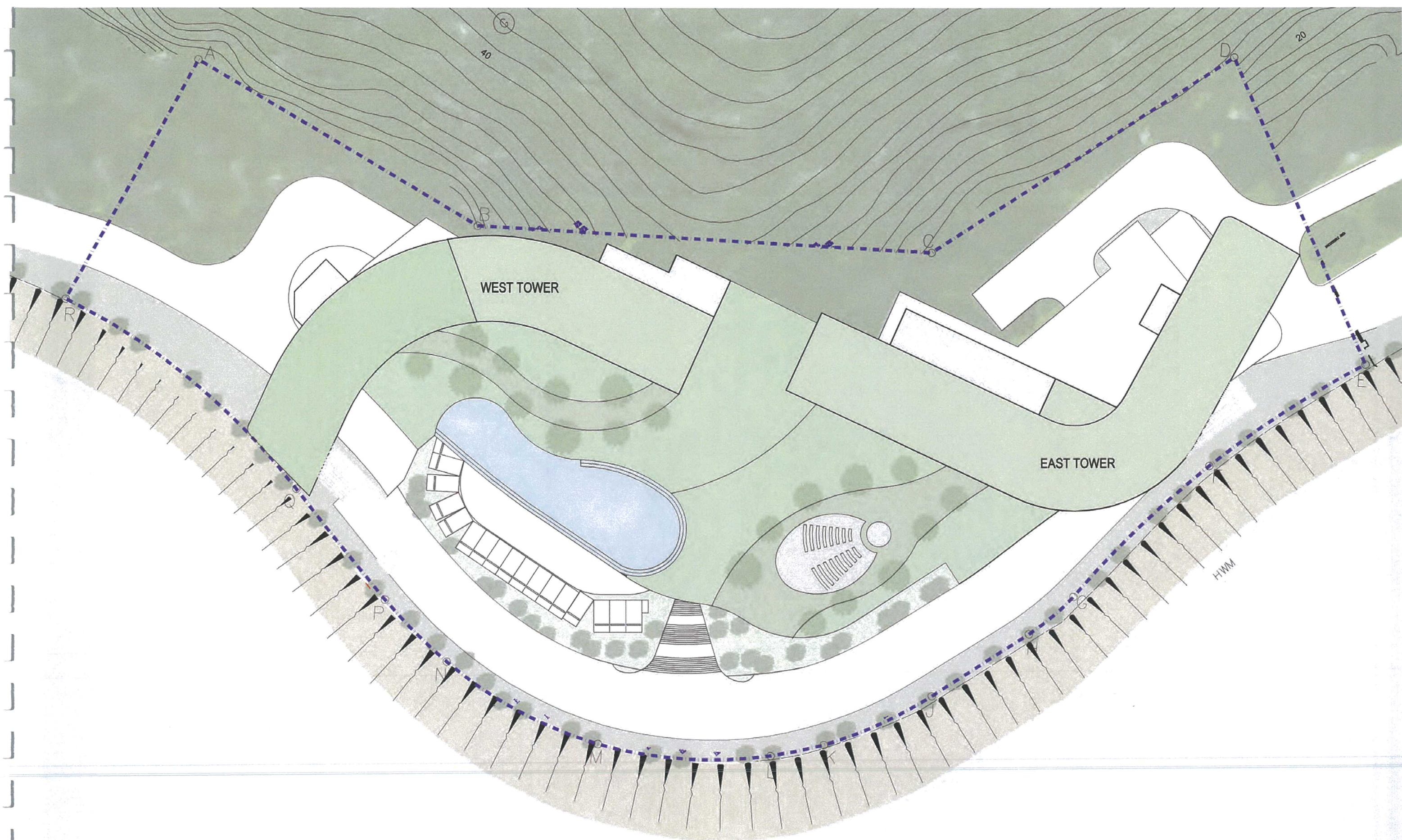
4. CONCLUSION

- 4.1.1 In conclusion, the Current Scheme has achieved major design improvements when compared with the Original Scheme. The Current Scheme adequately addresses the comments raised by the MPC and relevant Government departments on the Original Approval. The building form, layout, design, disposition and building height of the Current Scheme is compatible with the surrounding existing and planned uses for the area. Moreover, the Current Scheme complies with the SBD Guidelines of Buildings Department and the lease requirements of Lands Department.
- 4.1.2 With the submission of this package of information, we hereby seek TPB's agreement on the partial fulfillment of approval conditions (a) and (b) and the fulfillment of the design aspect of the waterfront promenade as stipulated in the approval condition (c) of the Original Approval.

July 2016







MASTER LAYOUT PLAN

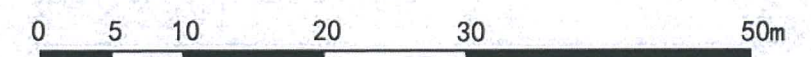


FIGURE 3.1 - MASTER LAYOUT PLAN



GROUND FLOOR PLAN

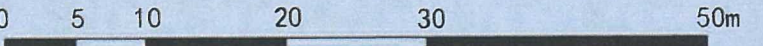


FIGURE 3.2 - GROUND FLOOR PLAN

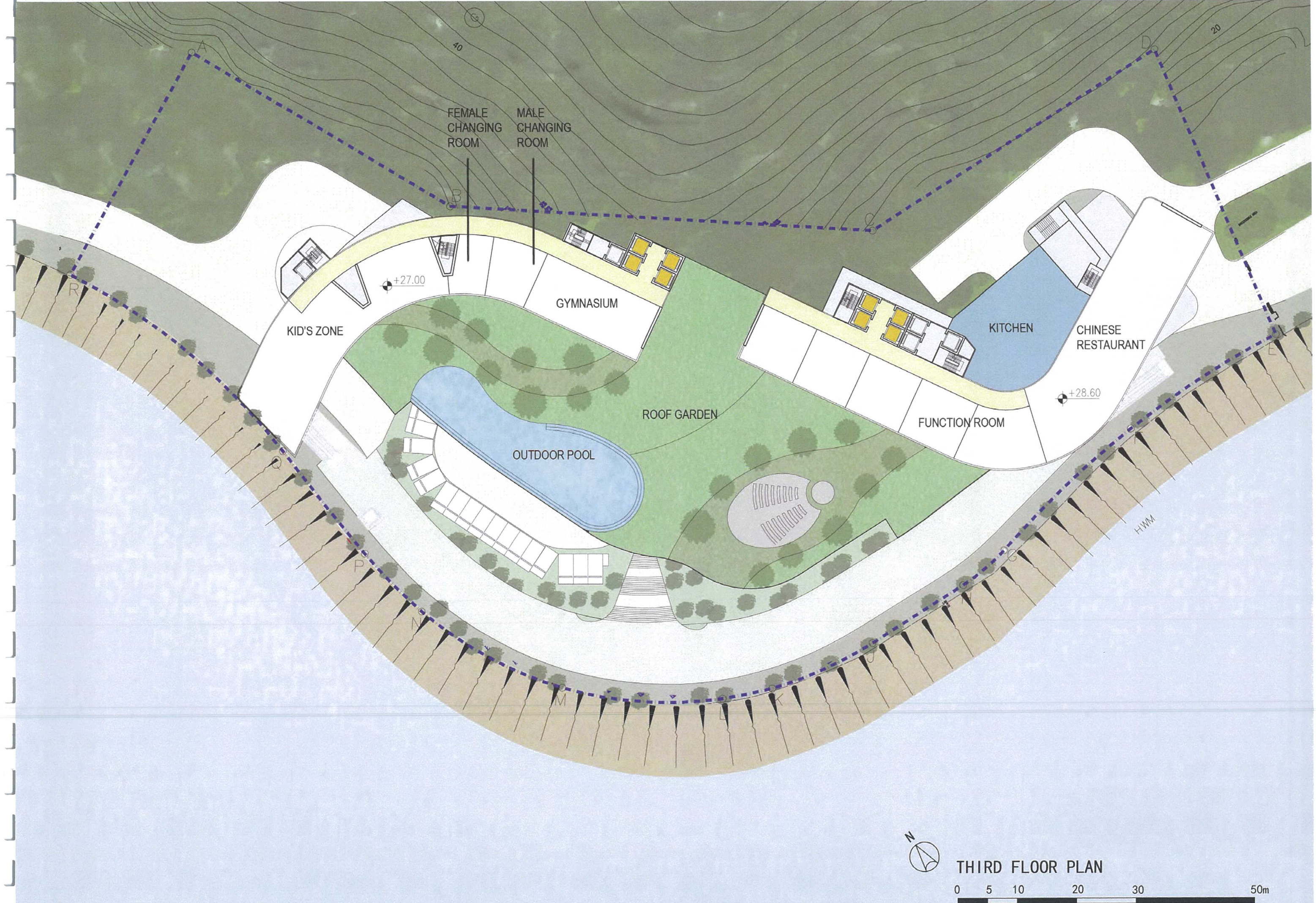


FIRST FLOOR PLAN

FIGURE 3.3 - FIRST FLOOR PLAN

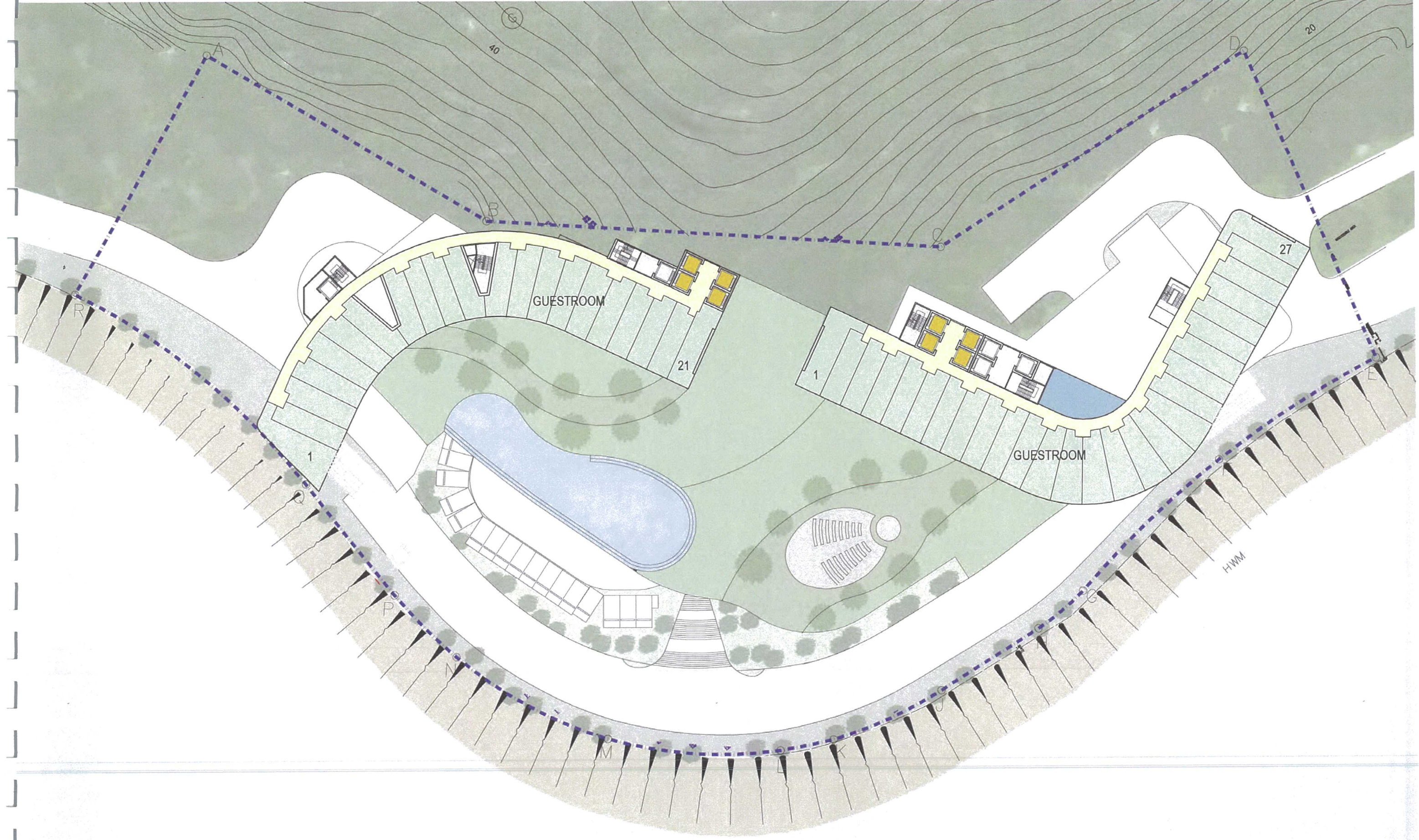


FIGURE 3.4 - SECOND FLOOR PLAN



THIRD FLOOR PLAN

FIGURE 3.5 - THIRD FLOOR PLAN



TYPICAL FLOOR PLAN

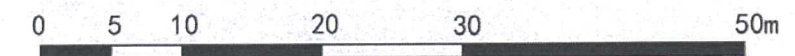
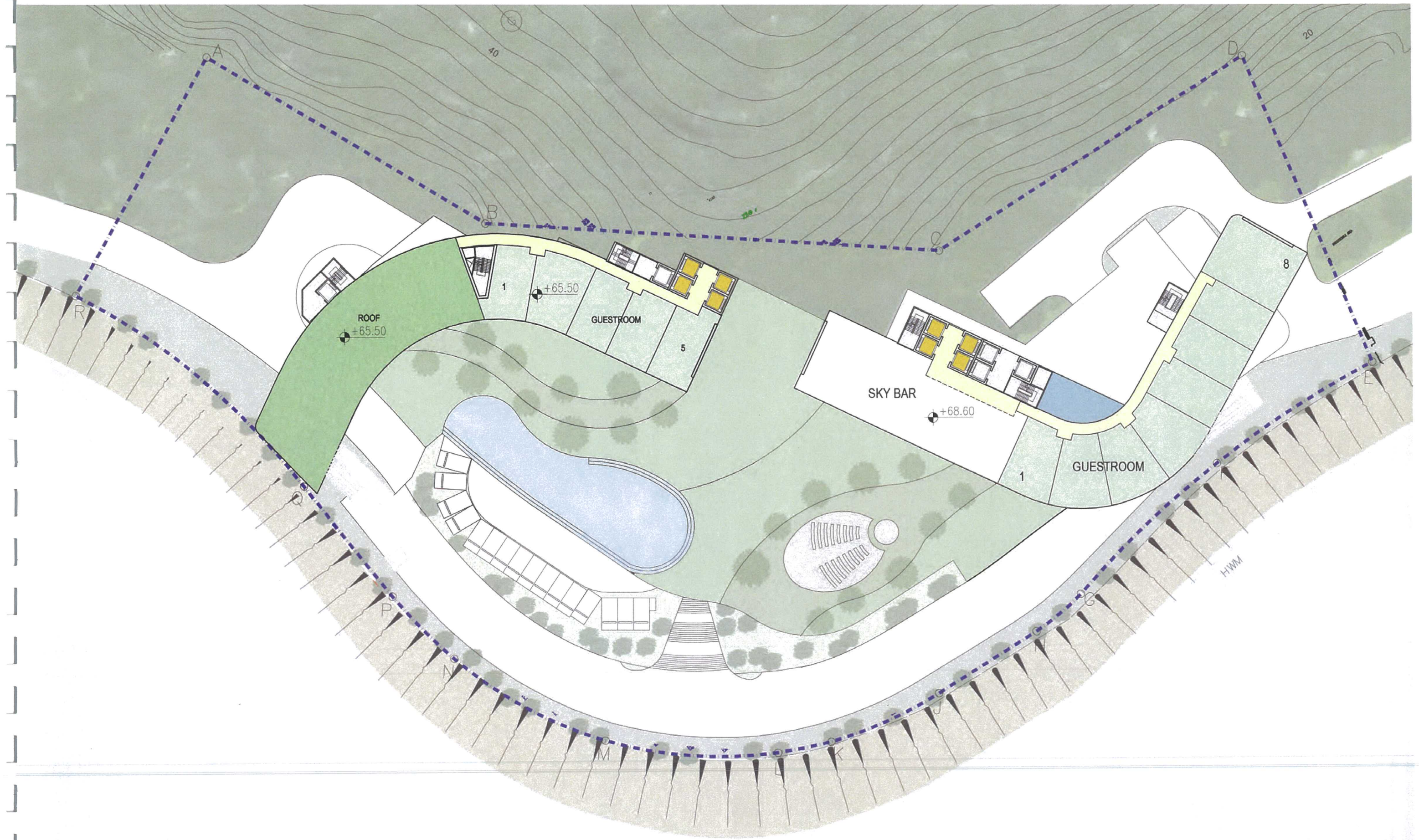


FIGURE 3.6 - TYPICAL FLOOR PLAN



SIXTEENTH FLOOR PLAN

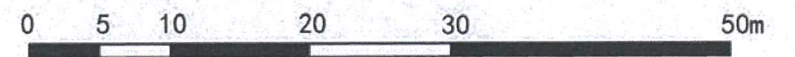


FIGURE 3.7 - SIXTEENTH FLOOR PLAN

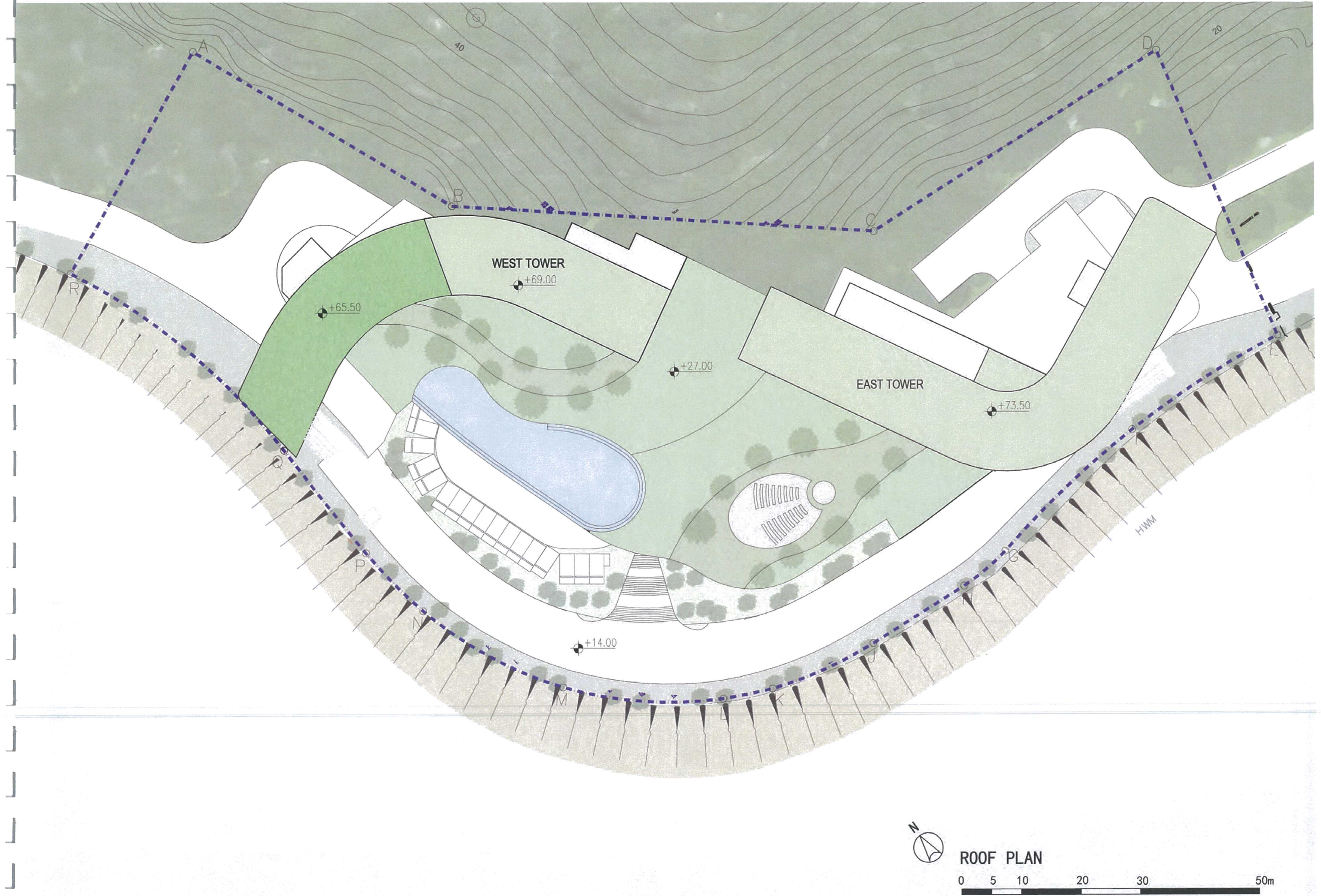


FIGURE 3.8 - ROOF PLAN

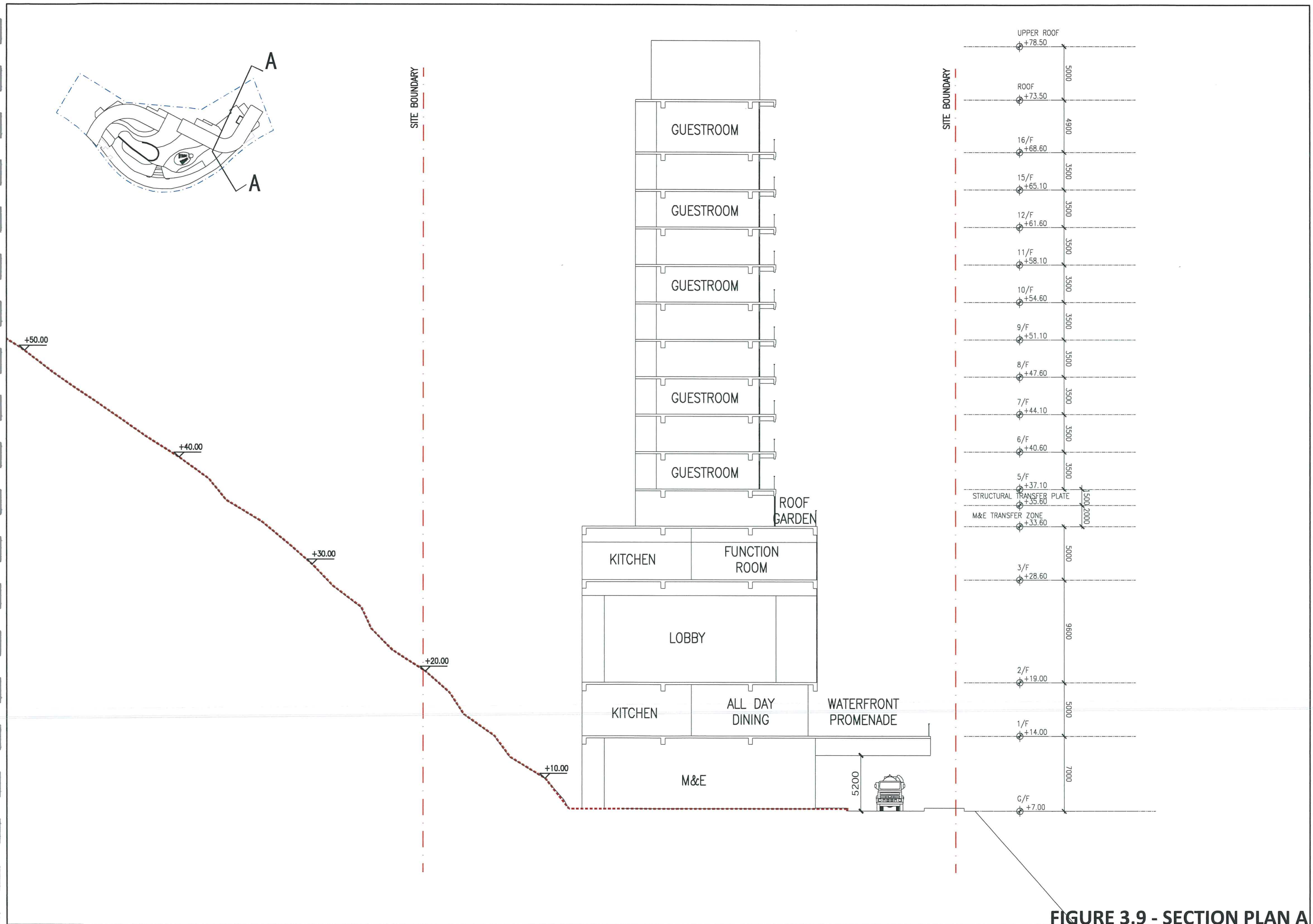
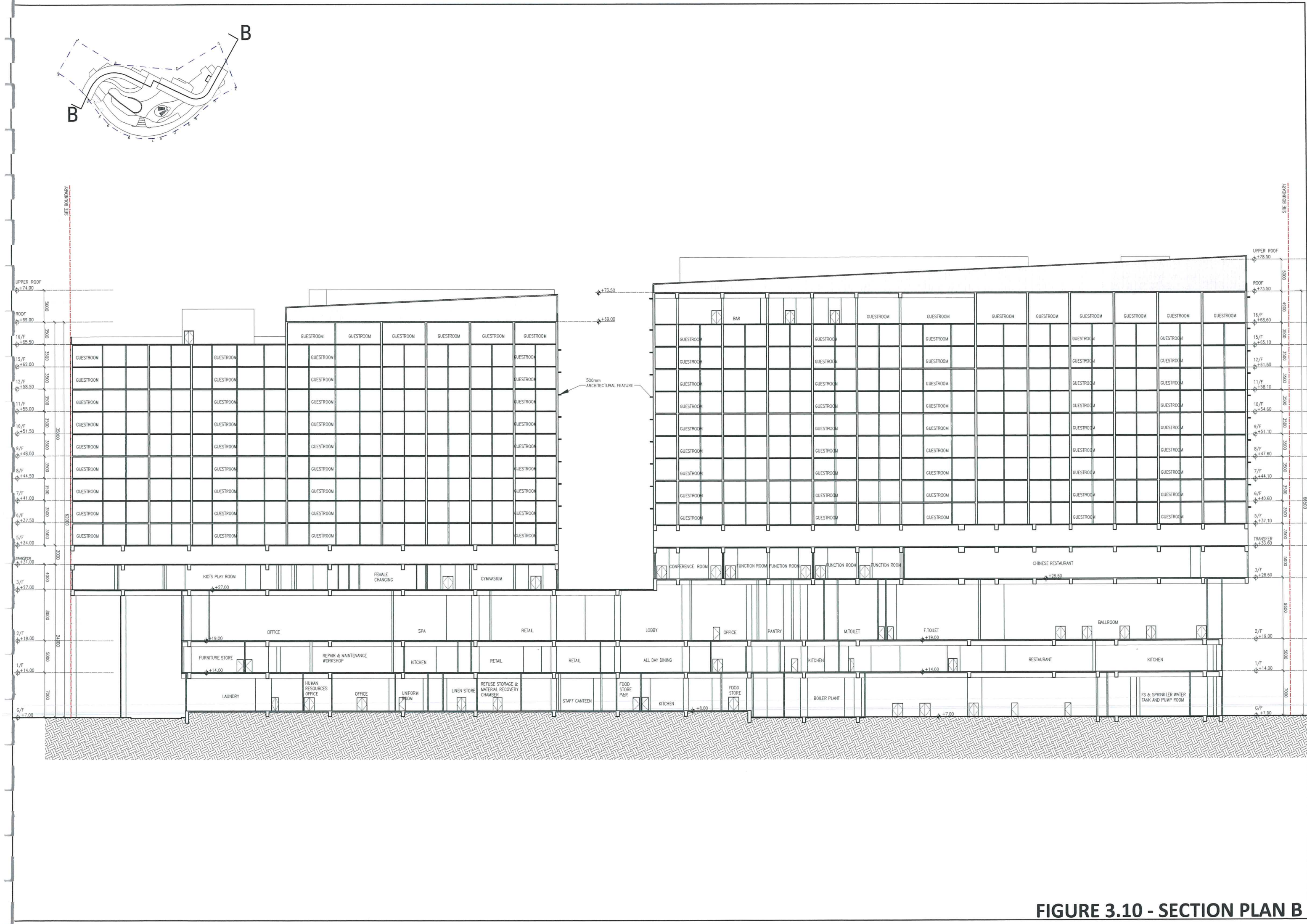


FIGURE 3.9 - SECTION PLAN A



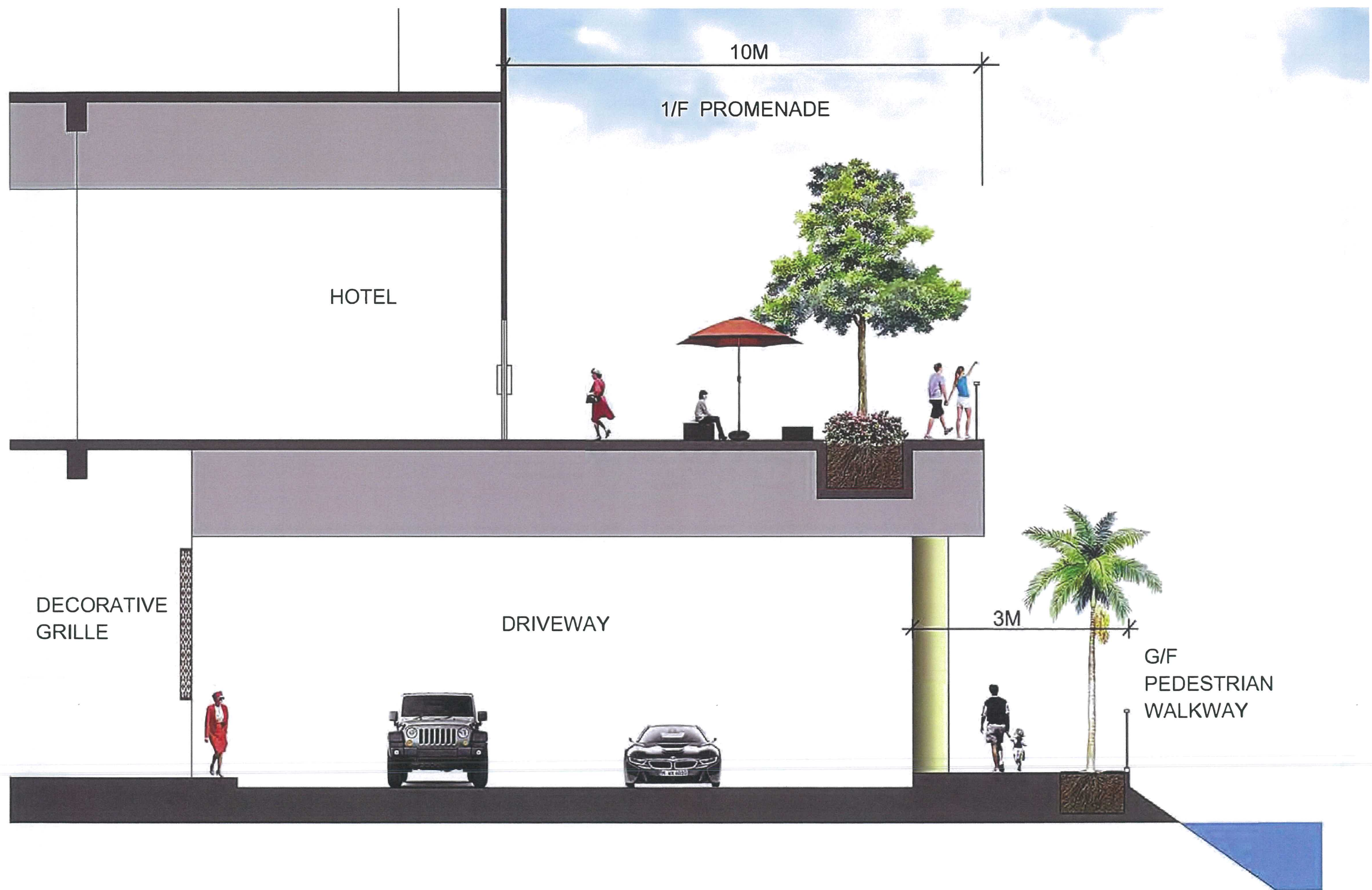


FIGURE 3.11 - SECTION OF WATERFRONT PROMENADE AND PEDESTRIAN WALKWAY

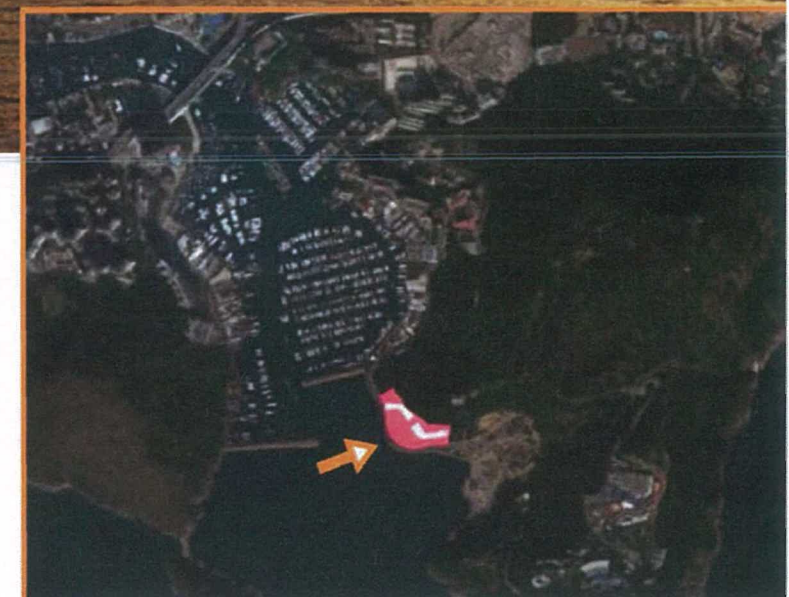


FIGURE - 3.12 PERSPECTIVE DRAWING



FIGURE - 3.13 PERSPECTIVE DRAWING



FIGURE - 3.14 PERSPECTIVE DRAWING

APPENDIX 1

Approval Conditions of Application No. A/H15/232

Approval Conditions of Application No. A/H15/232

- a) the building form, layout, design, disposition and building height of the proposed hotel developments to the *satisfaction of the Metro Planning Committee* of the TPB;
- b) the submission of a revised visual impact assessment taking into account approval condition (a) above to the satisfaction of the Director of Planning or of the TPB;
- c) the design and provision of the *waterfront promenade* at Fisherman's Wharf Hotel to the satisfaction of the Director of Planning or of the TPB;
- d) the submission and implementation of a *tree preservation* scheme and a landscape master plan for the proposed hotel developments to the satisfaction of the Director of Planning or of the TPB;
- e) the design and provision of an access road to the Spa Hotel, and the access arrangement, car parking and loading/unloading spaces for the proposed hotel developments to the satisfaction of the Commissioner for Transport or of the TPB; and
- f) the provision of water supplies for fire-fighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB.

APPENDIX 2

Visual Impact Assessment

1. INTRODUCTION

- 1.1 On 19.12.2008, a planning permission (No. A/H15/232) for the proposed development of three hotels at the Ocean Park was approved with conditions by the Metro Planning Committee ("MPC") of the Town Planning Board ("TPB") ("the Original Scheme"). A Class B Amendment application (No. A/H15/232-2) for the extension of time limit was then approved with the same set of conditions, and the validity of the Planning Approval is extended to 19.12.2016. This Visual Impact Assessment ("VIA") is prepared to partially discharge Approval Condition (b) relating to *"the submission of a revised visual impact assessment taking into account approval condition (a) above to the satisfaction of the Director of Planning or of the TPB"*.
- 1.2 A VIA was submitted in support of the Original Scheme which involves three (3) hotel developments including Ocean Hotel, Fisherman’s Wharf Hotel (**FWH**) (provisionally renamed as "The Fullerton Hotel @ Ocean Park") and Spa Hotel. This Revised VIA relates specifically to the re-designed FWH (the "**Current Scheme**").
- 1.3 Reference has been made to the "Town Planning Board Guidelines No. 41 – Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board" (TPB PG-NO. 41) published by the TPB in July 2010 (i.e. after the Original Scheme), which provides guidance in preparing the VIA in support of compliance with approval conditions.
- 1.4 The FWH is situated at the waterfront of Tai Shue Wan (the "**Subject Site**" / "**Site**"). The Site is currently zoned "Other Specified Uses" annotated "Ocean Park" ("**OU (Ocean Park)**") on the Draft Aberdeen & Ap Lei Chau OZP No. S/H15/30 gazetted on 24.12.2015 (the "**Draft OZP**") (**Figure 1** refers). The current statutory planning intention of the zone is intended "primarily for comprehensively planned low-density and generally low- to medium-rise marine-themed park development in Hong Kong with related retail, dining and entertainment facilities serving visitors as well as the general public." Development at the Site is subject to a building height restriction of 14 storeys.
- 1.5 This Revised VIA evaluates the visual compatibility and degree of anticipated visual impacts of the Current Scheme compared against the Existing Condition and the Original Scheme on the Visually Sensitive Receivers ("**VSRs**"). Based on the assessments, the Revised VIA comments on the visual acceptability of the Current Scheme and suggests possible mitigation measures.

2. OUTLINE OF THE VISUAL ASSESSMENT

- 2.1 The outline for this Revised VIA is set out below:
- Section 3 outlines the visual context of the Site and its Surrounding Area;
 - Section 4 describes the main development parameters of the Current Scheme;
 - Section 5 identifies the Assessment Area and visual elements;
 - Section 6 describes the location of the VSRs and assesses the overall visual impacts of the Current Scheme; and
 - Section 7 concludes the Revised VIA.

3. VISUAL CONTEXT OF THE SUBJECT SITE AND ITS SURROUNDING AREA

3.1 Local Context

- 3.1.1 The Site is situated at the waterfront of Tai Shue Wan. The Site is currently covered by shrubland, an existing Discharge Pump Room and a section of the existing Shum Wan Road (i.e. approx. 2,216m²).

3.2 Wider Context

- 3.2.1 The Site is surrounded by a mixture of uses as demonstrated as follows:
- To the north and east are the foothills of Brick Hill (Nam Long Shan). Further to the north is Po Chong Wan Temporary Industrial Area which is zoned "Government, Institution or Community" ("G/IC") and subject to a statutory building height restriction of 2 storeys. Water bodies to the north include Po Chong Wan and Sham Wan where berths are located;
 - To the southeast is the planned Water Park of Ocean Park which is under construction. The planned Water Park site is subject to a statutory building height restriction of 2 storeys. A planning application for minor relaxation of building height restriction was approved with conditions by the Metro Planning Committee of the TPB on 23.5.2014. "The Summit" of Ocean Park is located further to the southeast of the Site. To the south and west are water bodies including Tai Shue Wan and Aberdeen Channel; and to the west is Tai Shue Wan while further west is Yuk Kwai Shan of Ap Lei Chau which is zoned "Green Belt" ("GB").
 - To the northwest are shipyards, zoned "Industrial" with a statutory building height restriction of 2 storeys and high-rise residential developments including Larvotto, Sham Wan Towers, Yu On Court and Lei Tung Estate, which are subject to maximum building height restrictions of 140mPD – 160mPD.

4. THE CURRENT SCHEME

- 4.1 The major development parameters of the Current Scheme are provided in **Table 1** below.

Table 1 - Major Development Parameters of the Current Scheme

Site Area	12,400m²
Plat Ratio (Approx.)	3.27
GFA (Approx.)	40,570 m²
Site Coverage (Approx.)	
Hotel Block	25%
Podium	68%
Maximum Building Height	73.5mPD
No. of Storeys	Not more than 14 storeys
No. of Guest Rooms	Not more than 460
Average Room Size (Approx.)	40m²

- 4.2 The Current Scheme consists of two (2) blocks with a building separation of not less than 15m to increase visual permeability. The Current Scheme adopts a stepped building height profile towards the waterfront to provide a transition with the existing topography. This also acts as a landscaped terraced design to integrate the Current Scheme with the extensive green backdrop (i.e. Brick Hill).

5. ASSESSMENT AREA AND VISUAL ELEMENTS

- 5.1 An Assessment Area is delineated for the Revised VIA to cover the area of visual influence from which the Current Scheme is pronouncedly visible from key VSRs. The assessment boundary is set out with regard to the size of the development, the site context, and the distance and location of the VSRs. The general guideline for setting out the Assessment Area as stated in TPB PG-NO. 41 should equal to approx. three (3) times the overall building height of the Current Scheme. By adopting a building height of 73.5mPD (i.e. an absolute building height of 66.5m), this results in a radius of 199.5m (i.e. 66.5m x 3) from the closest point of the Current Scheme (**Figure 2** refers).
- 5.2 The assessment area (**Figure 2** refers) covers a relatively limited extent of area and there are no major VSRs identified within the assessment area. Despite this, considering the geographical and topographical conditions of the Site, three (3) VSRs outside the Assessment Area, which were adopted in the VIA of the Original Scheme, are considered representative Viewpoints (“VPs”) for the Current Scheme.
- 5.3 With reference to Paras. 4.8 and 5.2(b) of the TPB PG-NO. 41, the key visual elements within the Assessment Area have been explored and identified for assessment. Both positive visual elements (e.g. major physical structures, harbour, natural coastline, ridgeline, mountain backdrop, woodland, streams) and negative visual elements (e.g. pylons, sewage treatment plants, refuse collection points, ventilation shafts) have been explored.
- 5.4 The positive visual elements within the Assessment Area include Aberdeen West Typhoon Shelter and Tai Shue Wan. The negative visual elements within the Assessment Area include Po Chong Wan Temporary Industrial Area.
- 5.5 Similarly, the visual elements outside the Assessment Area are also identified as they are perceivable in the VPs. These positive visual elements in the vicinity of the Site include East Lamma Channel, Brick Hill, Yuk Kwai Shan in Ap Lei Chau, Ap Lei Pai. The perceivable positive visual elements which are far from the Site include Tin Wan Shan and Bennet's Hill. The negative visual elements outside the Assessment Area include the shipyards along Ap Lei Chau Praya Road.
- 5.6 The VPs will be assessed to determine whether the Current Scheme will adversely impact the positive visual elements.

6. LOCATION OF VIEWPOINTS

- 6.1 Four (4) VSRs have been identified as representative VPs to be adopted in this Revised VIA. Among the selected VPs, VP1, VP2 and VP3 are the same as those in the VIA of the Original Scheme in order to provide an effective comparison of the visual effect between the approved and latest schemes. Moreover, an additional VP (VP4) is also prepared to demonstrate the visual effect of the proposed development from a closer publicly accessible location. The VPs are described in the following (**Figure 3** refers):
- **Viewpoint 1 (VP1): View from Existing Shipyards along Ap Lei Chau Praya Road** – This VP is located in Aberdeen South Typhoon Shelter, about 470m to the northwest of the Subject Site. It represents the workers of the shipyards or the passengers of vessels berthed adjacent to the shipyards. Viewpoint across the Aberdeen South Typhoon Shelter is also considered, particularly to assess the impact on the ridgeline. The visual sensitivity of this VP is considered **medium**.
 - **Viewpoint 2 (VP2): View adjacent to Jumbo Kingdom Floating Restaurant** – This VP is located in Sham Wan, approximately 700m to the northwest of the Subject Site. It represents the passengers of boats travelling to/from Aberdeen Marina Club, tourists of Sampan tours as well as visitors to the Jumbo Kingdom Floating Restaurant. The visual sensitivity of this VP is considered **medium**.
 - **Viewpoint 3 (VP3): View from Vessels using Aberdeen Channel and East Lamma Channel** – This VP is located approximately 900m to the south of the Subject Site. This VP represents passengers or workers of boats/ships traversing the Aberdeen Channel / East Lamma Channel. The visual sensitivity of this VP is considered **low**.
 - **Viewpoint 4 (VP4): View from Vessels using Aberdeen Channel** – This viewpoint is located to the west of the Subject Site. This VP represents passengers of boats traversing the Aberdeen Channel and daily boat trips are not frequent. As such, the visual sensitivity of this VP is considered **low**.

ASSESSMENT OF VISUAL IMPACTS

6.2 This Section evaluates the visual impact of the Current Scheme by comparing it with the Existing Condition and the Original Scheme. Reference is made to TPB PG-NO. 41 and **Table 2** below summarises the relevant appraisal components. Generally, the VIA is carried out on the basis of visual composition, visual obstruction, effect on public viewers and effect on visual resources.

Table 2 - Appraisal Components

Appraisal Components	Major Considerations
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and characters vis-à-vis the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the Current Scheme from all key public viewing points within the Assessment Area.
Effect on Public Viewers	The effects of visual changes from key public viewing points with direct sightlines to the Current Scheme should be assessed and demonstrated in VIA. The changes in views to the existing and future public viewers should be compared before and after the Current Scheme. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible.
Effect on Visual Resources	The condition, quality and character of the Assessment Area may change positively or negatively as a result of a development. The Applicant should appraise if the Current Scheme may improve or degrade the condition, quality and character of the Assessment Area and any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development.

6.3 TPB PG-NO. 41 sets out the classifications of visual impact and its associated description. The classifications are tabulated below in **Table 3** to appraise the Overall Resultant Visual Impact of the Current Scheme on the VSRs (Para. 4.11 of TPB PG-NO. 41 refers).

Table 3 - Classification of Overall Resultant Visual Impact

Classification of Overall Resultant Visual Impact	Description
Enhanced	If the Current Scheme in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/ Partly Adverse	If the Current Scheme will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points.
Negligible	If the Current Scheme will, with or without mitigation measures, in overall term have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the Assessment Area.
Slightly Adverse	If the Current Scheme will, with or without mitigation measures, result in overall term some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the Current Scheme will, with or without mitigation measures, result in overall term negative visual effects to most of the key identified key public viewing points.
Significantly Adverse	If the Current Scheme will in overall term cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

VP1: View from Existing Shipyard along Ap Lei Chau Praya Road (Figure 4 refers)

- 6.4 In terms of visual composition, the overall massing of the Current Scheme has been re-designed and dispositioned, and resulting a reduced perceived massing as compared with the Original Scheme from this VP. Considering that both the Original Scheme and the Current Scheme are designed to be in harmony with the existing surrounding and to avoid any adverse impact on the ridgeline of Brick Hill which is a positive visual element, the visual change created by both schemes is considered to be slightly adverse when compared with the Existing Condition. The landscaped terraces in the Current Scheme create visual interest for the viewers. Therefore, the visual change due to the Current Scheme is enhanced when compared with the Original Scheme.
- 6.5 In terms of visual obstruction, the existing view of the ridgeline in the background is partially blocked by both the Original Scheme and the Current Scheme. Nonetheless, boats berthed in Tai Shue Wan in the foreground partially screen the FWH from the viewers. In comparison with the Existing Condition, both the Original Scheme and the Current Scheme are considered to result in slightly adverse. The re-designed building overall massing of the Current Scheme creates better visual permeability to the background. Therefore, the Current Scheme is considered to be enhanced when compared with the Original Scheme.
- 6.6 In terms of the effect on public viewers, both the Original Scheme and the Current Scheme shall affect the existing view of the foothill of Brick Hill. The visual change created by both schemes is considered to be slightly adverse when compared to the Existing Condition. The Current Scheme will have no impact on the ridgeline of Brick Hill. Moreover as the proposed towers are further setback from the waterfront with reduction in perceived massing, the overall visual impact as viewed from this viewpoint is considered reduced. Therefore, the Current Scheme exhibits better visual quality in terms of the effect on public viewers and the visual change is enhanced when compared with the Original Scheme.
- 6.7 With regard to the effect on visual resources, both the Original Scheme and the Current Scheme partially blocks Brick Hill in the background. Original SchemeThus, the visual change created by both schemes is slightly adverse when compared to the Existing Condition. In comparison with the Original Scheme, the visual change as a result of the Current Scheme is considered to be negligible.
- 6.8 In summary, the overall resultant visual impact caused by the Current Scheme is considered to be slightly adverse when compared with the Existing Condition but negligible when compared with the Original Scheme from VP1.

VP2: View adjacent to Jumbo Kingdom Floating Restaurant (Figure 5 refers)

- 6.9 Upon checking, it is noted that the location of the proposed FHW development has not been indicated correctly for this VP in the planning application submission document of the Original Scheme (No. A/H15/232). The Subject Site should be located further away from the tip of the headland as viewed from this VP and the photomontage of the Current Scheme has been prepared according to the revised location.
- 6.10 In terms of visual composition, both the Original Scheme and the Current Scheme will have a disproportionate massing as compared to the surrounding environment and create a slightly adverse impact compared to the Existing Condition. Nonetheless, the visual change in terms of visual composition resulted from the Current Scheme is considered to be negligible when compared with the Original Scheme.
- 6.11 In terms of visual obstruction, both the Original Scheme and the Current Scheme will partially block the Brick Hill in the background. Both schemes are considered to be slightly adverse when compared with the Existing Condition. Nonetheless, the Current Scheme which has been dispositioned to better respect the backdrop in terms of a narrower building facade. Moreover, the setback of the towers from the waterfront would also lead to less obstruction to the foothill of the Brick Hill when compared with the Original Scheme. Therefore, the visual change of the Current Scheme when compared with the Original Scheme is considered to be enhanced.
- 6.12 In terms of effect on public viewers, both the Original Scheme and Current Scheme shall affect the existing backdrop as public scenery. Thus, both schemes are considered slightly adverse when compared with the Existing Condition. Original Scheme Taken into account the viewing distance and viewing angle from this VP, the effect on public viewers resulted from the Current Scheme is considered to be negligible when compared with the Original Scheme.
- 6.13 With regard to the effect on visual resources, the Original Scheme and the Current Scheme are both considered slightly adverse in comparison with the Existing Condition as they both block the positive visual resources at the back. Yet, the building blocks of the Current Scheme have been dispositioned to minimise obstruction and avoid any intrusion on the ridgeline. Therefore, the visual change created by the Current Scheme is considered to be enhanced when compared to the Original Scheme.
- 6.14 In summary, the overall resultant visual impact caused by the Current Scheme is considered slightly adverse when compared with the Existing Condition but negligible when compared with the Original Scheme from VP2.

VP3: View from Vessels using Aberdeen Channel and East Lamma Channel (Figure 6 refers)

- 6.15 Upon checking, it is noted that the apparent scale of the proposed FHW development has been under-represented for this VP in the planning application submission document of the Original Scheme (No. A/H15/232). As such, a correct scale of proposed development has been adopted accordingly in the photomontage of the current scheme.
- 6.16 In terms of visual composition of the Original Scheme and the Current Scheme, the perceivable positive visual elements, including Tin Wan Shan, Bennet's Hill, Yuk Kwai Shan and Ap Lei Pai, are not affected in this VP, and the scale, building height and massing of the Original Scheme and Current Scheme are similar. However, due to the fact that the hotel is located at a headland which is at a prominent location, the visual change resulted from both schemes are considered slightly adverse when compared with the Existing Condition. The design of the Current Scheme has been enhanced to avoid any prominent architectural features at the water-edge area of site and thus create a better transition with the backdrop and better blend-in with the existing environment. Hence, the visual change resulted from Current Scheme is considered to be enhanced when compared with the Original Scheme.
- 6.17 In terms of visual obstruction, both schemes partially screen the foothill of Brick Hill and Broadview Court in the backdrop. In this regard, the visual change caused by both schemes is considered to be slightly adverse when compared with the Existing Condition. Taken into account the viewing distance and viewing angle from this VP, the visual change resulted from the Current Scheme is considered negligible when compared with the Original Scheme.
- 6.18 In terms of effect on public viewers, the neighbourhood identity is maintained in both schemes from this VP. Beside, considering the relative small scale of the development as compared to the visual resources nearby and the abundance of alternative choices of visual resources by public viewers, the visual change from both schemes is considered to be negligible when compared to the Existing Condition. The visual change created by the Current Scheme is also considered negligible when compared with the Original Scheme due to similar reasons.
- 6.19 With regard to the effect on visual resources, both schemes would have impact to the existing scenery but can act as an additional iconic feature to complement the Ocean Park development. The visual change created by both schemes is considered to be slightly adverse. The terraced design and curvilinear shaped building is an improvement compared to the wall effect and single block of the Original Scheme. Hence, the visual change created by the Current Scheme is considered enhanced when compared with the Original Scheme.
- 6.20 In summary, the overall resultant visual impact caused by the Current Scheme is considered slightly adverse when compared with the Existing Condition but negligible when compared with the Original Scheme from VP3.

VP4: View from Vessels using Aberdeen Channel (Figure 7 refers)

- 6.21 As mentioned in Section 6.1, this VP has not been adopted as in the VIA of the Original Scheme. This VP is an additional VP to demonstrate the visual impact of the development from a closer publicly accessible location. Therefore, the assessment of the visual impact from this VP will be based on the comparison between Existing Condition and the Current Scheme only. Considering that the future Water Park of Ocean Park is located in the close proximity of the proposed hotel development and will be visible from this VP, this proposed development is also included in the photomontage to reflect the future visual condition from this VP.
- 6.22 In terms of visual composition, the Current Scheme will have a disproportionate massing as compared to the surrounding environment. However, taking note of the proposed Water Park of Ocean Park to be accommodated to the southeastern side of the proposed hotel, the proposed hotel will not be a standalone development and would echo with the terraced design of the Water Park. Therefore, the resultant visual change is considered moderately adverse compared to the Existing Condition.
- 6.23 In terms of visual obstruction, the Current Scheme is designed to be in harmony with the existing surrounding. Despite that the positive visual resources at the back would inevitably be obstructed, the building has adopted a sensible design to avoid intrusion on the ridgeline. The building separation between the two towers will also be visible from this public VP, allowing a visual corridor towards the green backdrop. The setting back of the towers from the waterfront with stepping podium design will also soften the visual appeal to the public.
- 6.24 In terms of effect on public viewers, considering that the receivers of this VP are on the vessels traversing the Aberdeen Channel, there is an abundance of alternative choices of visual resources by public viewers including Ap Lei Pai, Yuk Kwai Shan, etc. As such, the visual change from the Current Scheme is considered to be slightly adverse when compared to the Existing Condition.
- 6.25 With regard to the effect on visual resources, the Current Scheme would have impact to the existing scenery but can act as an additional iconic feature to complement the Ocean Park development. The visual change created by the Current Scheme is considered to be slightly adverse.
- 6.26 In summary, the overall resultant visual impact caused by the Current Scheme is considered slightly adverse when compared with the Existing Condition.

7. CONCLUSION

- 7.1 This Revised VIA is undertaken to assess the visual impact of the Current Scheme against the Existing Condition and the Original Scheme (Except VP4 which is an additional VP).
- 7.2 Based on the analysis in the Revised VIA, the visual impact of the Current Scheme is considered to be slightly adverse when compared to the Existing Condition of the Site. The Current Scheme has adopted a number of design merits with a view to harmonize the building design with the existing environment so as to achieve a compatible development and to minimize its visual impact to the surrounding environment. These design merits include adopting stepped height profile, setback of towers, introducing building separation between towers, etc. With these design merits, the visual impact of the Current Scheme is considered to be slightly enhanced when compared to the Original Scheme.

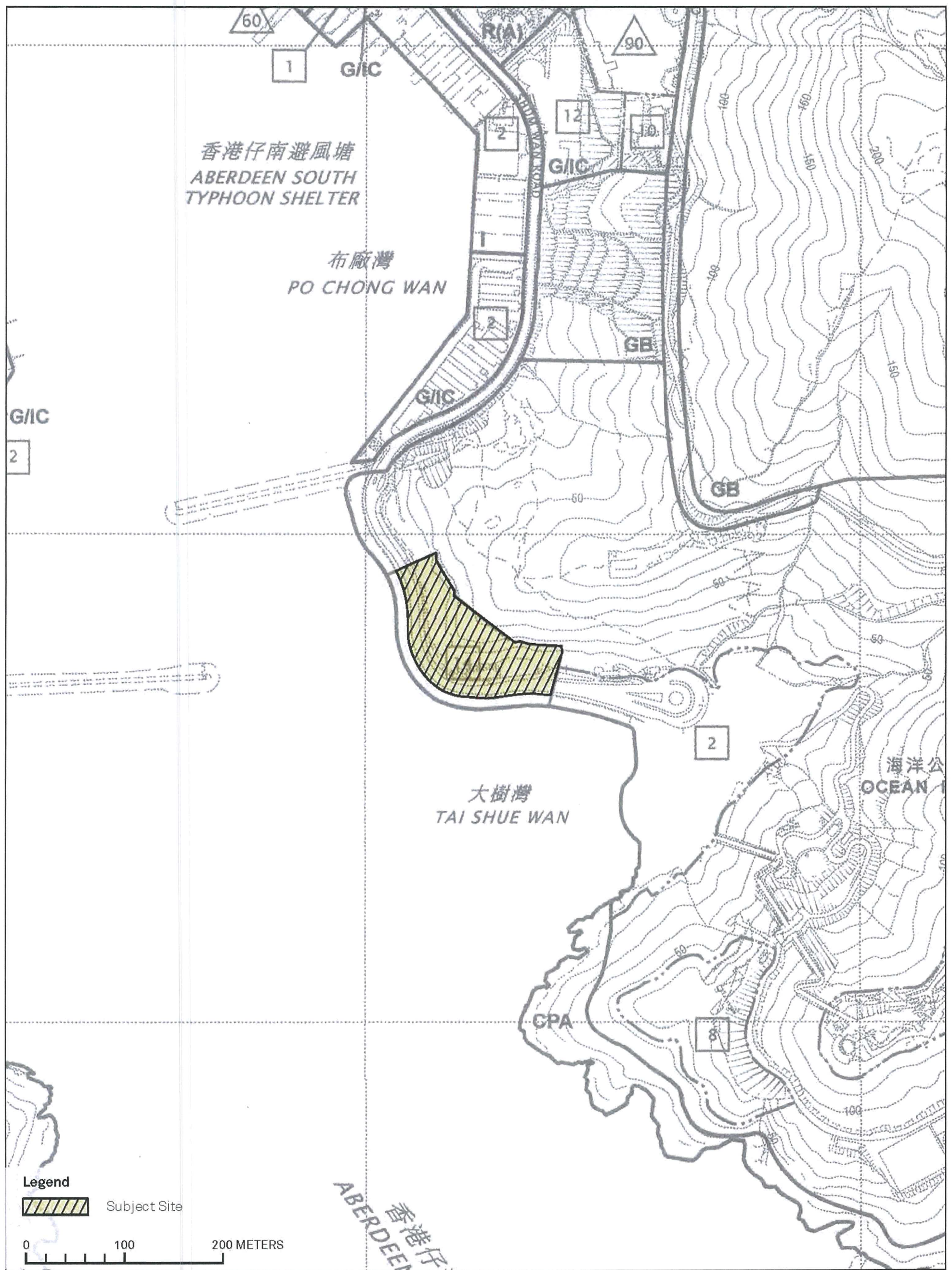
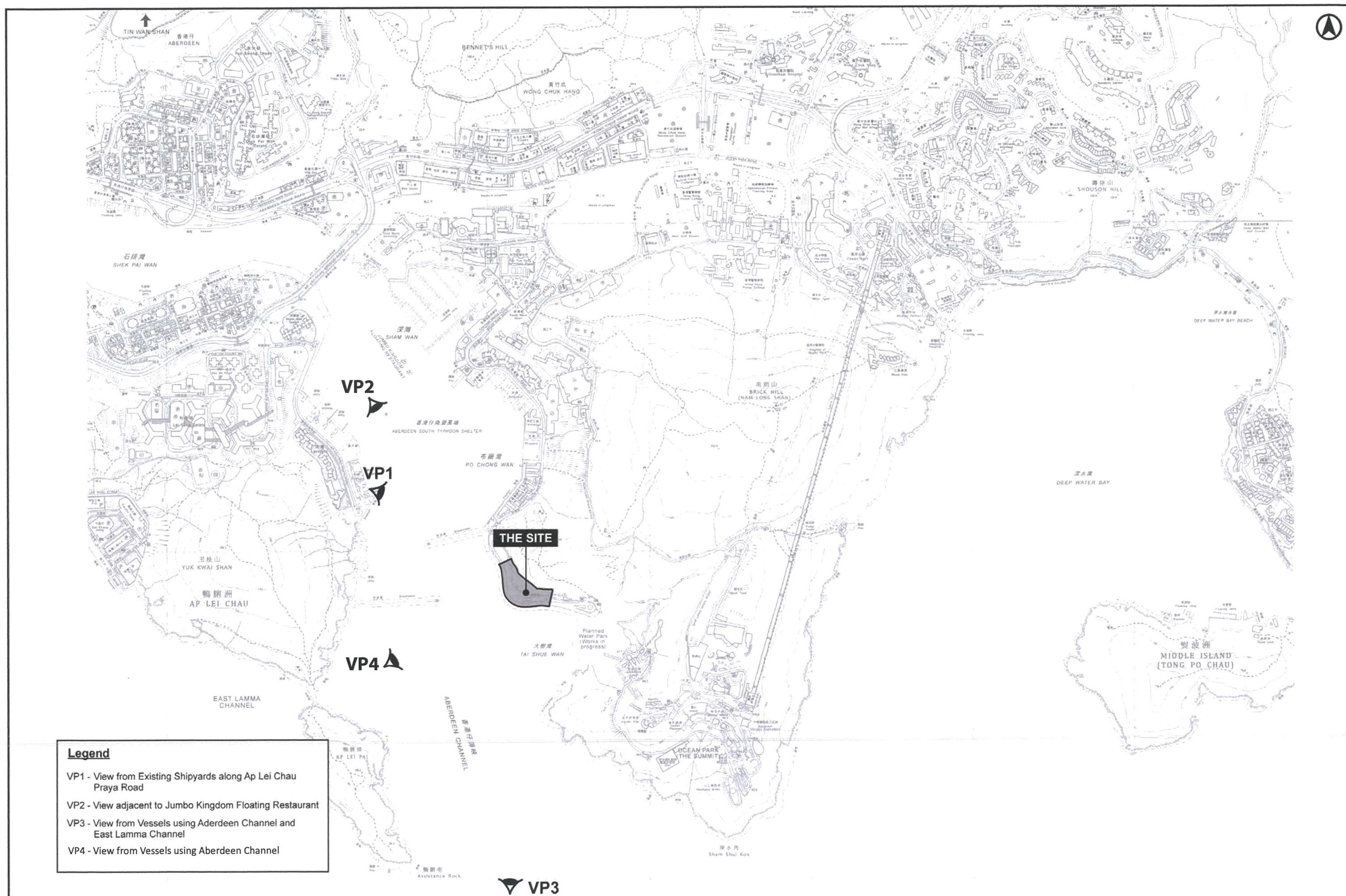
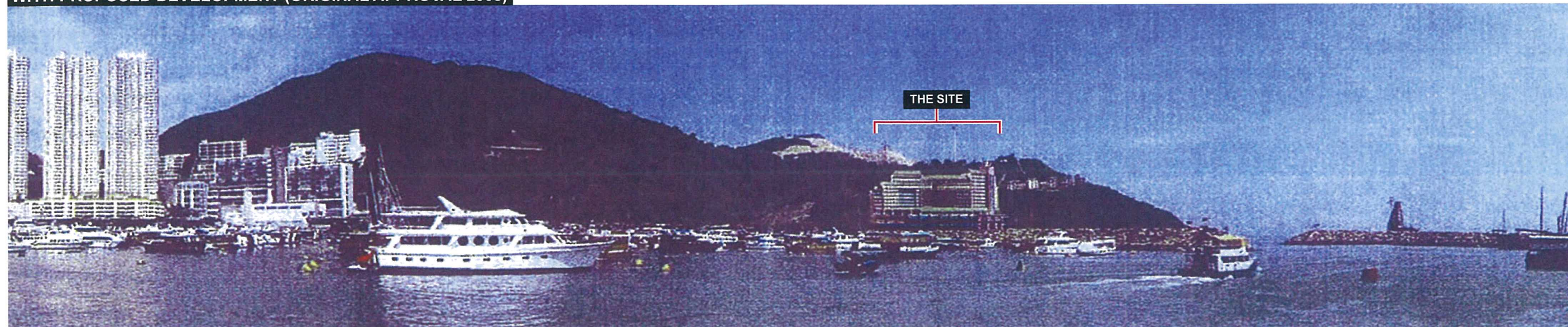


FIGURE 1 - DRAFT ABERDEEN AND AP LEI CHAU
OUTLINE ZONING PLAN NO. S/H15/30
SCALE: AS SHOWN



WITH PROPOSED DEVELOPMENT (ORIGINAL APPROVAL 2008)



EXISTING CONDITION



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)



FIGURE 4 - VIEWPOINT 1 : VIEW FROM EXISTING SHIPYARDS ALONG AP LEI CHAU PRAYA ROAD

WITH PROPOSED DEVELOPMENT (ORIGINAL APPROVAL 2008)



EXISTING CONDITION



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)

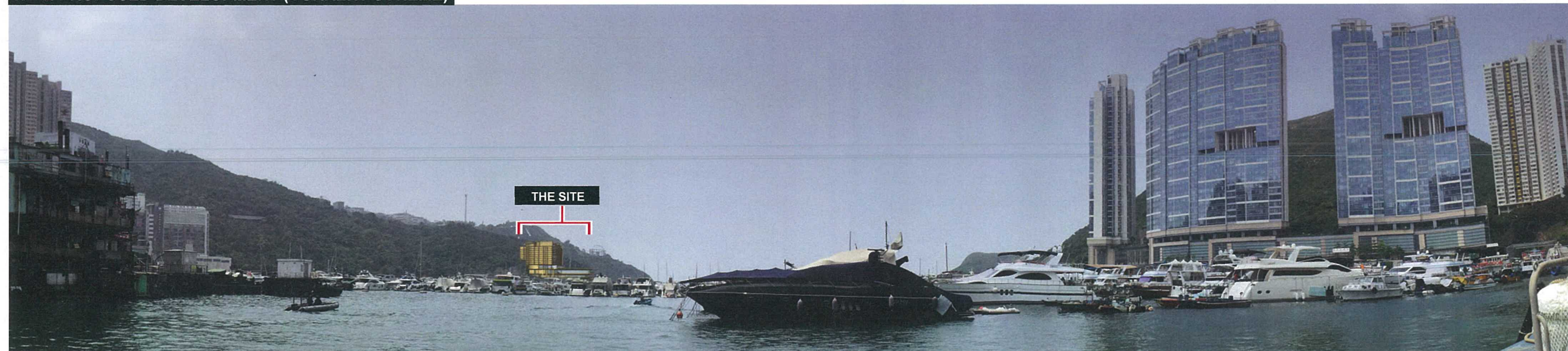
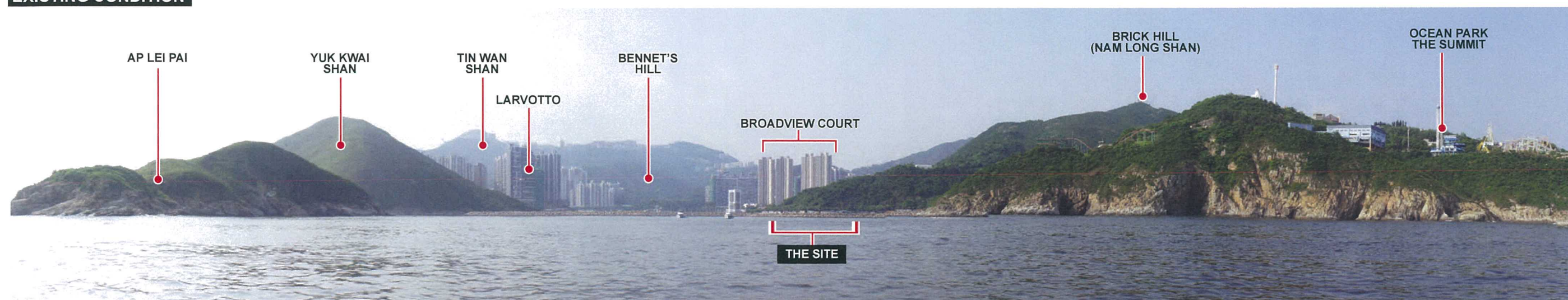


FIGURE 5 - VIEWPOINT 2 : VIEW ADJACENT TO JUMBO KINGDOM FLOATING RESTAURANT

WITH PROPOSED DEVELOPMENT (ORIGINAL APPROVAL 2008)



EXISTING CONDITION



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)



EXISTING CONDITION



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)





Our Ref.: FWH/GOV/151/000272

16 August 2016

Secretary, Town Planning Board
15/F, North Point Government Office,
333 Java Road, North Point, Hong Kong

海洋公園公司
OCEAN PARK
CORPORATION

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Dear Sirs,

Compliance with Planning Approval Conditions
Updated Enhancement to the Town Planning Board Approved Scheme
Proposed Hotels in "Other Specified Uses" annotated "Ocean Park" zone, Ocean Park
(Application No. A/H15/232-2)

We refer to our Metro Planning Committee Submission for Fulfilment of Approval Conditions dated 3 June, 2016 (Our Ref.: FWH/GOV/151/000247), our submission dated 23 June 2016 (Our Ref.: FWH/GOV/151/000252), the replacement package dated 29 July 2016 (Our Ref.: FWH/GOV/151/000263) and our subsequent submissions dated 2 August 2016 (Our Ref.: FWH/GOV/151/000265) and 4 August 2016 (Our Ref.: FWH/GOV/151/000267).

We would like to confirm withdrawal of our submissions dated 3 June, 2016 (Our Ref.: FWH/GOV/151/000247), 23 June 2016 (Our Ref.: FWH/GOV/151/000252), 2 August 2016 (Our Ref.: FWH/GOV/151/000265) and 4 August 2016 (Our Ref.: FWH/GOV/151/000267).

We hereby submit replacement pages (70 copies) to supersede the corresponding pages in the submission dated 29 July 2016. Moreover, 10 more copies of the submission dated 29 July 2016 are also attached.

If you have any queries, please contact our Ms. Maple Lau at 2910 3103.

Yours faithfully,
For and on behalf of
Ocean Park Corporation

J. Walter Kerr
Executive Director, Project Development

Encl.

JWK/ML/AW/MKL/ml

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TOWN PLANNING BOARD

cc : Tourism Commission – Mr Edward Leung
Planning Department – Vincent Cheung
Arthur Wong, Malad Lo, Maple Lau & Master file

海洋公園銳意成為世界級具領導地位的企業，給遊人帶來一個既開心又難忘的體驗，並與大自然緊密連繫起來。

Ocean Park will be a world leader in providing excellent guest experiences connecting people with nature.

Compatibility with Headland Profile

- 3.2.7 Taking into account the existing surrounding environment, the proposed development has been designed with a key objective to achieve a compatible design with the headland profile locating immediate to its northeast. During the design process, a number of development options of various build forms and building heights have been studied and assessed taking into account not only the visual/aesthetic aspect of the proposed development, but also included considerations on technical, environmental as well social issues. The followings are the key considerations and technical constraints in formulating the current proposed scheme:
- The current scheme has been designed according to the key development parameters (see paragraph 2.1.3) as approved under the s.16 application (No. A/H15/232) by the TPB on 19 Dec 2008 while at the same time minimize the extent of potential excavation of site so as to minimize the disturbance to the existing headland.
 - Taking into consideration the maximum building height restriction of 14 storeys, the Sustainable Building Design Guidelines, as well as a lease requirement specifying that there shall not be any project façade length of 60m or more, the current scheme is designed with 2 hotel tower blocks with a building separation of not less than 15m in between. While the building separation enables better transparency and permeability of the proposed development, it inevitably restricts the dispositioning of hotel towers.
 - In order to optimize public/visitor's enjoyment of the waterfront, the towers have been set back considerably from the waterfront to create space for a 10m-wide promenade. While the introduction of waterfront promenade with a terracing effect towards the waterfront area can harmonize the development with the natural terrain, such set back will however inevitably restrict the flexibility of the remaining area for hotel tower design and disposition.
- 3.2.8 During the design process, consideration has been taken to reduce the building height of the proposed development by spreading out the building footprint to accommodate the required GFA in response to a comment raised at the MPC meeting in 2008 to reduce the building height to respect the headland profile at the back. Considering the headland profile is descending from east to west, the reduction of the building height of the West Tower to 8 storeys will result to the following:
- The footprint of west tower will increase from 1181m² to 1924m² (increased by 63%);
 - The percentage of site coverage of west tower on 3/F will increase from 19.4% (1181m² out of 6096m²) to 30.5% (1924m² out of 6298m²) while the site coverage of east tower on 3/F will remain at 1959m²;
 - A reduction of 23%, i.e. from 718m² to 548m², of greenery area on 3/F podium; and
 - A reduction of 18%, i.e. from 2955m² to 2414m², of the deck area (open space provision) on 3/F podium
- 3.2.9 The loss in open space, podium area and reduction in greenery ratio will subsequently defeat the purpose of the introduction of the cascading podium deck structure for visitors' enjoyment, which is considered to be a key positive design feature. The reduction of building height of the proposed development to 8 storeys is considered less desirable and is therefore not adopted in the current scheme. Alternative solutions are therefore explored keeping in view of the compatibility with headland profile at the back of the proposed development.
- 3.2.10 In striving to achieve compatibility as far as possible with the headland profile, the maximum building height of the development has been slightly reduced from 74mPD to 73.5mPD. A stepped building height profile is also adopted for the hotel development with a significant height difference from 73.5mPD at the eastern-end to 65.5mPD at the western-end of the hotel towers (i.e. a height difference of 8m). Last but not least, consideration would be given to make use of architectural features (e.g. roof features) to further harmonize the proposed development with the headland profile at its back (Figure 3.13 refers). As viewed from a further distance, the building height of towers, which descend from the east to the west, is considered compatible with the headline profile at its immediate back, and also echoes with the topographic profile in a wider extent of Brick Hill Area. To conclude, the build form of the current scheme is believed to be a justified scheme with due consideration in compatibility with the adjoining headland profile, design consideration, potential environmental impact and development potential of the site.
- 3.2.11 To provide a succinct conclusion on this particularly significant aspect of the design of this proposed development, the following aspects have been carefully considered, assessed and integrated, within a genuinely holistic design approach, seeking to achieve an hotel development which displays an elegant integration within its special setting and surroundings, and in parallel, publicly presents itself as an harmonious solution to the unique opportunities, and natural restrictions, of the locale.
- The headland profile has been of central consideration to the overall design to ensure that the development profile achieves an understated and sympathetic alignment with the local topography – both on plan, and in elevational profile.

- Accordingly, broad-based integrated consideration has been maintained during the design development of the following key factors and parameters:
 - Need to minimise extent of physical excavation within the site.
 - Need to minimise exaction impact on slopes within the site.
 - Need to provide a 10m wide promenade for full public use and enjoyment.
 - Need to provide a full public-access road through the site.
 - Need to provide single-loading to the hotel guest rooms to maximise guest experience and enjoyment at this unique Tai Shue Wan location overlooking the ocean.
 - Need to provide 450 resort-quality guests rooms of average size of 40m².
 - Need to provide a 'roof profile' alignment which both celebrates and in parallel is sympathetic to the background headland profile.
 - Need to provide a reasonable size of recreational area (e.g. swimming pool, landscaped deck and associated outdoor furniture) for hotel guests to enjoy their stay at the Hotel.
 - Need to provide a reasonable amount of space for soft landscaping opportunities, which will allow a greater visual balance between landscaping and built form.
 - Need to allow sufficient building setback to provide the terracing effect and complement/echo the terracing effect of the adjacent Waterpark development.

3.2.12 These issues have all been thoroughly and sensitively addressed in a truly holistic manner.

3.2.13 The resulting design is considered to present an appropriate, cost-effective, space-efficient and elegant design which is to the high standard worthy of this unique and special location. While the design is still within the building height restriction of the OZP, further reduction in building height is impractical without compromise of the above key design factors and parameters.

Waterfront Promenade

3.2.14 In consideration of the topographical condition of the Subject Site and previous comments from the MPC and relevant Government departments, the Current Scheme provides a 10m wide elevated waterfront promenade at 1/F (see **Figure 3.3**). The elevated waterfront promenade separates the pedestrians from the vehicular flow at G/F below and also minimizes the cutting of slopes with less impact on the natural landscape. The adverse visual impact resulted from the vehicular traffic is also expected to be mitigated by its screening effect with feature grille and vertical greening.

3.2.15 By separating pedestrians from vehicular traffic, the elevated waterfront promenade at 1/F shall provide a continuous, safe and pedestrian-friendly environment along the waterfront to maximize public access and enjoyment of the magnificent sea view. At the same time, the public could enjoy a greater field of view of Tai Shue Wan along the waterfront. This complements the Water Park at the southeast of the Subject Site as visitors would also be invited to stroll along the waterfront promenade together with the hotel guests and the general public. This would activate and add vibrancy to the waterfront. In addition to the elevated waterfront promenade at 1/F, pedestrian can also walk along the waterfront via the pedestrian footpath at G/F of 3m-wide with a line of street trees providing shade and amenity next to the sea. (see **Figure 3.2**).

3.2.16 The greening effect of the project will be progressed to the first floor level where visitors can stroll along the elevated waterfront promenade. This promenade will be designed with specimen trees at appropriate intervals that the public can easily enjoy the immediacy with surrounding landscape. Hardscape elements such as seating benches, featured paving, amenity lighting etc. will be provided to create a leisurely and welcoming ambience to the public.

3.2.17 The waterfront promenade will be open to the public with 24 hours access and free of charge. Elevator and lift facilities will be provided at both ends to ensure smooth access for people with disabilities. Adequate directional signs will be provided at appropriate locations near the entrance points of the waterfront promenade for public information. The interface between the waterfront promenade and the proposed hotel will be treated with different pavement patterns and planters at appropriate intervals so as to create distinctive spaces for different users of the development.

3.2.18 Schematic section of the waterfront promenade and ground floor footpath is illustrated in **Figure 3.11**.

Internal Transport Provision

3.2.19 Internal transport provision ancillary to the FWH will be located at the G/F and 2/F. This includes provision of coach pick-up/ drop-off lay-by and loading/unloading bays at G/F. The private car/ taxi pick-up/ drop-off lay-by and hotel car parking area will be provided at 2/F.

Development Parameters and Schedule of Accommodation

3.2.20 **Table 3.1** below provides the key development parameters of the Current Scheme. For ease of reference, the key development parameters of the Original Approval are also provided. The Schedule of Accommodation of the Current Scheme is provided in **Table 3.2** below.

5. ASSESSMENT AREA AND VISUAL ELEMENTS

- 5.1 An Assessment Area is delineated for the Revised VIA to cover the area of visual influence from which the Current Scheme is pronouncedly visible from key VSRs. The assessment boundary is set out with regard to the size of the development, the site context, and the distance and location of the VSRs. The general guideline for setting out the Assessment Area as stated in TPB PG-NO. 41 should equal to approx. three (3) times the overall building height of the Current Scheme. By adopting a building height of 73.5mPD (i.e. an absolute building height of 66.5m), this results in a radius of 199.5m (i.e. 66.5m x 3) from the closest point of the Current Scheme (**Figure 2** refers).
- 5.2 The assessment area (**Figure 2** refers) covers a relatively limited extent of area and there are no major VSRs identified within the assessment area. Despite this, considering the geographical and topographical conditions of the Site, three (3) VSRs outside the Assessment Area, which were adopted in the VIA of the Original Scheme, are considered representative Viewpoints ("VPs") for the Current Scheme.
- 5.3 With reference to Paras. 4.8 and 5.2(b) of the TPB PG-NO. 41, the key visual elements within the Assessment Area have been explored and identified for assessment. Both positive visual elements (e.g. major physical structures, harbour, natural coastline, ridgeline, mountain backdrop, woodland, streams) and negative visual elements (e.g. pylons, sewage treatment plants, refuse collection points, ventilation shafts) have been explored.
- 5.4 The positive visual elements within the Assessment Area include Aberdeen West Typhoon Shelter and Tai Shue Wan. The negative visual elements within the Assessment Area include Po Chong Wan Temporary Industrial Area.
- 5.5 Similarly, the visual elements outside the Assessment Area are also identified as they are perceivable in the VPs. These positive visual elements in the vicinity of the Site include East Lamma Channel, Brick Hill, Yuk Kwai Shan in Ap Lei Chau, Ap Lei Pai. The perceivable positive visual elements which are far from the Site include Tin Wan Shan and Bennet's Hill. The negative visual elements outside the Assessment Area include the shipyards along Ap Lei Chau Praya Road.
- 5.6 The VPs will be assessed to determine whether the Current Scheme will adversely impact the positive visual elements.

6. LOCATION OF VIEWPOINTS

- 6.1 Four (4) VSRs have been identified as representative VPs to be adopted in this Revised VIA. In the identification of VPs, reference have been made to the VIA of the Original Scheme in order to provide an effective comparison of the visual effect between the Original Scheme and the Current Scheme.
- 6.2 Upon reviewing the VPs as adopted in the Original Scheme, there are technical difficulties in locating their exact positions and capturing the same base photos as used in the photomontages of 2008 submission considering that some of the VPs are taken in the open sea area. As such, among the selected VPs, VP1, VP2 and VP3 are chosen with close reference to the VPs as adopted in the Original Scheme and are in close proximity to the previous VPs. Moreover, an additional VP (VP4) is also prepared to demonstrate the visual effect of the proposed development from a closer publicly accessible location. The VPs are described in the following (**Figure 3** refers):
- **Viewpoint 1 (VP1): View from Existing Shipyards along Ap Lei Chau Praya Road** – This VP is located in Aberdeen South Typhoon Shelter, about 470m to the northwest of the Subject Site. It represents the workers of the shipyards or the passengers of vessels berthed adjacent to the shipyards. Viewpoint across the Aberdeen South Typhoon Shelter is also considered, particularly to assess the impact on the ridgeline. The visual sensitivity of this VP is considered **medium**.
 - **Viewpoint 2 (VP2): View adjacent to Jumbo Kingdom Floating Restaurant** – This VP is located in Sham Wan, approximately 700m to the northwest of the Subject Site. It represents the passengers of boats travelling to/from Aberdeen Marina Club, tourists of Sampan tours as well as visitors to the Jumbo Kingdom Floating Restaurant. The visual sensitivity of this VP is considered **medium**.
 - **Viewpoint 3 (VP3): View from Vessels using Aberdeen Channel and East Lamma Channel** – This VP is located approximately 900m to the south of the Subject Site. This VP represents passengers or workers of boats/ships traversing the Aberdeen Channel / East Lamma Channel. The visual sensitivity of this VP is considered **low**.
 - **Viewpoint 4 (VP4): View from Vessels using Aberdeen Channel** – This viewpoint is located to the west of the Subject Site. This VP represents passengers of boats traversing the Aberdeen Channel and daily boat trips are not frequent. As such, the visual sensitivity of this VP is considered **low**.

PHOTOMONTAGE OF ORIGINAL SCHEME

- 6.3 In order to provide an effective comparison of the visual impact between the original scheme and current scheme, exact VPs for both schemes should be used. In view of the difficulties mentioned above, the photomontages of the VIA as in the 2008 submission were not directly adopted in this VIA. Instead, a set of photomontages for the original scheme are prepared based on the locations of the current selected VPs, i.e. VP1, VP2 and VP3, for the comparison in the VIA.

6.4 ASSESSMENT OF VISUAL IMPACTS

6.5 This Section evaluates the visual impact of the Current Scheme by comparing it with the Existing Condition and the Original Scheme. Reference is made to TPB PG-NO. 41 and **Table 2** below summarises the relevant appraisal components. Generally, the VIA is carried out on the basis of visual composition, visual obstruction, effect on public viewers and effect on visual resources.

Table 2 - Appraisal Components

Appraisal Components	Major Considerations
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and characters vis-à-vis the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the Current Scheme from all key public viewing points within the Assessment Area.
Effect on Public Viewers	The effects of visual changes from key public viewing points with direct sightlines to the Current Scheme should be assessed and demonstrated in VIA. The changes in views to the existing and future public viewers should be compared before and after the Current Scheme. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible.
Effect on Visual Resources	The condition, quality and character of the Assessment Area may change positively or negatively as a result of a development. The Applicant should appraise if the Current Scheme may improve or degrade the condition, quality and character of the Assessment Area and any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development.

Table 3 - Classification of Overall Resultant Visual Impact

Classification of Overall Resultant Visual Impact	Description
Enhanced	If the Current Scheme in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/ Partly Adverse	If the Current Scheme will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points.
Negligible	If the Current Scheme will, with or without mitigation measures, in overall term have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the Assessment Area.
Slightly Adverse	If the Current Scheme will, with or without mitigation measures, result in overall term some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the Current Scheme will, with or without mitigation measures, result in overall term negative visual effects to most of the key identified key public viewing points.
Significantly Adverse	If the Current Scheme will in overall term cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

6.6 TPB PG-NO. 41 sets out the classifications of visual impact and its associated description. The classifications are tabulated below in **Table 3** to appraise the Overall Resultant Visual Impact of the Current Scheme on the VSRs (Para. 4.11 of TPB PG-NO. 41 refers).

VP1: View from Existing Shipyard along Ap Lei Chau Praya Road (Figure 4 refers)

- 6.7 In terms of visual composition, the overall massing of the Current Scheme has been re-designed and dispositioned, and resulting a reduced perceived massing as compared with the Original Scheme from this VP. Considering that both the Original Scheme and the Current Scheme are designed to be in harmony with the existing surrounding and to avoid any adverse impact on the ridgeline of Brick Hill which is a positive visual element, the visual change created by both schemes is considered to be slightly adverse when compared with the Existing Condition. The landscaped terraces in the Current Scheme create visual interest for the viewers. Therefore, the visual change due to the Current Scheme is enhanced when compared with the Original Scheme.
- 6.8 In terms of visual obstruction, the existing view of the ridgeline in the background is partially blocked by both the Original Scheme and the Current Scheme. Nonetheless, boats berthed in Tai Shue Wan in the foreground partially screen the FWH from the viewers. In comparison with the Existing Condition, both the Original Scheme and the Current Scheme are considered to result in slightly adverse. Overall massing of the Current Scheme is largely comparable to that of the Original Scheme as viewed from this VP. Therefore, the visual change of the Current Scheme is considered to be negligible when compared with the Original Scheme.
- 6.9 In terms of the effect on public viewers, both the Original Scheme and the Current Scheme shall affect the existing view of the foothill of Brick Hill. The visual change created by both schemes is considered to be slightly adverse when compared to the Existing Condition. The Current Scheme will have no impact on the ridgeline of Brick Hill. The Current Scheme exhibits similar visual quality in terms of the effect on public viewers and the visual change is negligible when compared with the Original Scheme.
- 6.10 With regard to the effect on visual resources, both the Original Scheme and the Current Scheme partially blocks Brick Hill in the background. Thus, the visual change created by both schemes is slightly adverse when compared to the Existing Condition. In comparison with the Original Scheme, the visual change as a result of the Current Scheme is considered to be negligible.
- 6.11 In summary, the overall resultant visual impact caused by the Current Scheme is considered to be slightly adverse when compared with the Existing Condition but negligible when compared with the Original Scheme from VP1.

VP2: View adjacent to Jumbo Kingdom Floating Restaurant (Figure 5 refers)

- 6.12 In terms of visual composition, both the Original Scheme and the Current Scheme will have a disproportionate massing as compared to the surrounding environment and create a slightly adverse impact compared to the Existing Condition. Nonetheless, the visual change in terms of visual composition resulted from the Current Scheme is considered to be negligible when compared with the Original Scheme.
- 6.13 In terms of visual obstruction, both the Original Scheme and the Current Scheme will partially block the Brick Hill in the background. Both schemes are considered to be slightly adverse when compared with the Existing Condition. Nonetheless, the Current Scheme would setback the towers from the waterfront resulting in less obstruction to the foothill of the Brick Hill when compared with the Original Scheme. Whereas, taken into account the viewing distance and viewing angle from this VP, the visual change resulted from the Current Scheme is considered negligible when compared with the Original Scheme.
- 6.14 In terms of effect on public viewers, both the Original Scheme and Current Scheme shall affect the existing backdrop as public scenery. Thus, both schemes are considered slightly adverse when compared with the Existing Condition. Original Scheme Taken into account the viewing distance and viewing angle from this VP, the effect on public viewers resulted from the Current Scheme is considered to be negligible when compared with the Original Scheme.
- 6.15 With regard to the effect on visual resources, the Original Scheme and the Current Scheme are both considered slightly adverse in comparison with the Existing Condition as they both block the positive visual resources at the back. Yet, the building blocks of the Current Scheme have been dispositioned to minimise obstruction and avoid any intrusion on the ridgeline. Therefore, the visual change created by the Current Scheme is considered to be enhanced when compared to the Original Scheme.
- 6.16 In summary, the overall resultant visual impact caused by the Current Scheme is considered slightly adverse when compared with the Existing Condition but negligible when compared with the Original Scheme from VP2.

VP3: View from Vessels using Aberdeen Channel and East Lamma Channel (Figure 6 refers)

- 6.17 In terms of visual composition of the Original Scheme and the Current Scheme, the perceivable positive visual elements, including Tin Wan Shan, Bennet's Hill, Yuk Kwai Shan and Ap Lei Pai, are not affected in this VP, and the scale, building height and massing of the Original Scheme and Current Scheme are similar. However, due to the fact that the hotel is located at a headland which is at a prominent location, the visual change resulted from both schemes are considered slightly adverse when compared with the Existing Condition. The design of the Current Scheme has been enhanced to avoid any prominent architectural features at the water-edge area of site and thus create a better transition with the backdrop and better blend-in with the existing environment. Hence, the visual change resulted from Current Scheme is considered to be enhanced when compared with the Original Scheme.
- 6.18 In terms of visual obstruction, both schemes partially screen the foothill of Brick Hill and Broadview Court in the backdrop. In this regard, the visual change caused by both schemes is considered to be slightly adverse when compared with the Existing Condition. Taken into account the viewing distance and viewing angle from this VP, the visual change resulted from the Current Scheme is considered negligible when compared with the Original Scheme.
- 6.19 In terms of effect on public viewers, the neighbourhood identity is maintained in both schemes from this VP. Beside, considering the relative small scale of the development as compared to the visual resources nearby and the abundance of alternative choices of visual resources by public viewers, the visual change from both schemes is considered to be negligible when compared to the Existing Condition. The visual change created by the Current Scheme is also considered negligible when compared with the Original Scheme due to similar reasons.
- 6.20 With regard to the effect on visual resources, both schemes would have impact to the existing scenery but can act as an additional iconic feature to complement the Ocean Park development. The visual change created by both schemes is considered to be slightly adverse. The terraced design and curvilinear shaped building is an improvement compared to the wall effect and single block of the Original Scheme. Hence, the visual change created by the Current Scheme is considered enhanced when compared with the Original Scheme.
- 6.21 In summary, the overall resultant visual impact caused by the Current Scheme is considered slightly adverse when compared with the Existing Condition but negligible when compared with the Original Scheme from VP3.

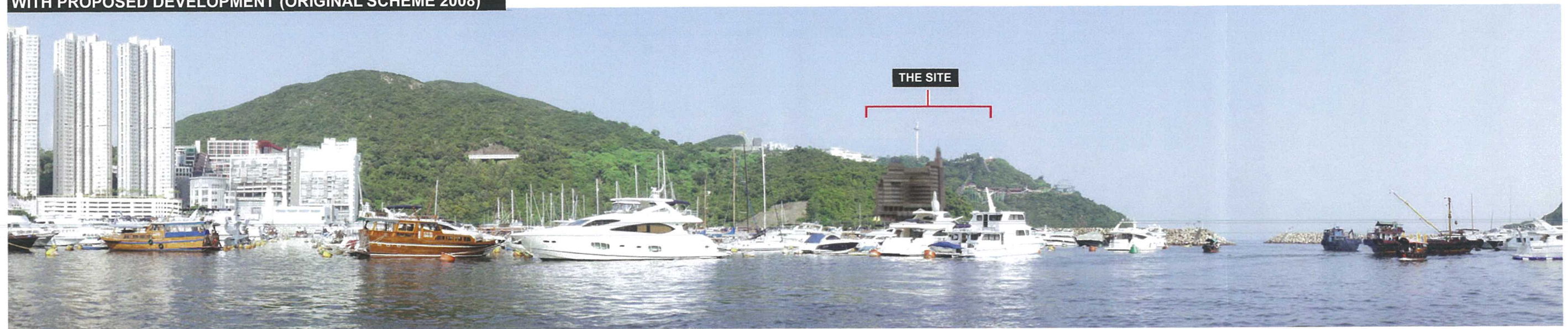
VP4: View from Vessels using Aberdeen Channel (Figure 7 refers)

- 6.22 As mentioned in Section 6.1, this VP has not been adopted as in the VIA of the Original Scheme. This VP is an additional VP to demonstrate the visual impact of the development from a closer publicly accessible location. Therefore, the assessment of the visual impact from this VP will be based on the comparison between Existing Condition and the Current Scheme only. Considering that the future Water Park of Ocean Park is located in the close proximity of the proposed hotel development and will be visible from this VP, this proposed development is also included in the photomontage to reflect the future visual condition from this VP.
- 6.23 In terms of visual composition, the Current Scheme will have a disproportionate massing as compared to the surrounding environment. However, taking note of the proposed Water Park of Ocean Park to be accommodated to the southeastern side of the proposed hotel, the proposed hotel will not be a standalone development and would echo with the terraced design of the Water Park. Therefore, the resultant visual change is considered moderately adverse compared to the Existing Condition.
- 6.24 In terms of visual obstruction, the Current Scheme is designed to be in harmony with the existing surrounding. Despite that the positive visual resources at the back would inevitably be obstructed, the building has adopted a sensible design to avoid intrusion on the ridgeline. The building separation between the two towers will also be visible from this public VP, allowing a visual corridor towards the green backdrop. The setting back of the towers from the waterfront with stepping podium design will also soften the visual appeal to the public.
- 6.25 In terms of effect on public viewers, considering that the receivers of this VP are on the vessels traversing the Aberdeen Channel, there is an abundance of alternative choices of visual resources by public viewers including Ap Lei Pai, Yuk Kwai Shan, etc. As such, the visual change from the Current Scheme is considered to be slightly adverse when compared to the Existing Condition.
- 6.26 With regard to the effect on visual resources, the Current Scheme would have impact to the existing scenery but can act as an additional iconic feature to complement the Ocean Park development. The visual change created by the Current Scheme is considered to be slightly adverse.
- 6.27 In summary, the overall resultant visual impact caused by the Current Scheme is considered slightly adverse when compared with the Existing Condition.

7. CONCLUSION

- 7.1 This Revised VIA is undertaken to assess the visual impact of the Current Scheme against the Existing Condition and the Original Scheme (Except VP4 which is an additional VP).
- 7.2 Based on the analysis in the Revised VIA, the visual impact of the Current Scheme is considered to be slightly adverse when compared to the Existing Condition of the Site. Comparing the Current Scheme with the Original Scheme, the change in visual impact is considered to be negligible. The Current Scheme has adopted a number of design merits / mitigation measures with a view to harmonize the building design with the existing environment so as to achieve a compatible development and to minimize its visual impact to the surrounding environment, including adopting stepped height profile, setback of towers, introducing building separation between towers, etc.

WITH PROPOSED DEVELOPMENT (ORIGINAL SCHEME 2008)



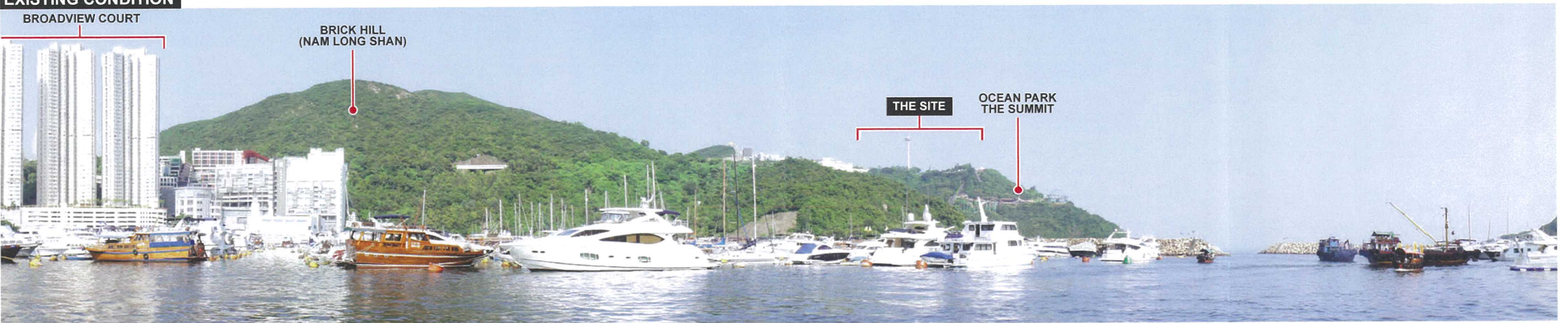
EXISTING CONDITION

BROADVIEW COURT

BRICK HILL
(NAM LONG SHAN)

THE SITE

OCEAN PARK
THE SUMMIT



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)

THE SITE



WITH PROPOSED DEVELOPMENT (ORIGINAL SCHEME 2008)



EXISTING CONDITION



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)

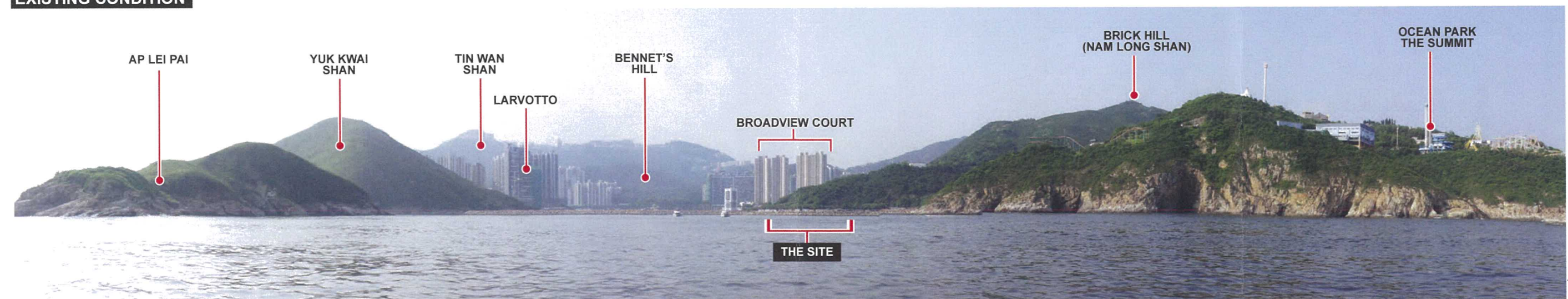


FIGURE 5 - VIEWPOINT 2 : VIEW ADJACENT TO JUMBO KINGDOM FLOATING RESTAURANT

WITH PROPOSED DEVELOPMENT (ORIGINAL SCHEME 2008)



EXISTING CONDITION



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)



EXISTING CONDITION



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)



Agenda Item 6

Section 16 Application

EXTRACT FROM MINUTES OF 28th MPC Meeting HELD ON 18-12-08

[Open Meeting (Presentation and Question Sessions Only)]

A/H15/232

Proposed Hotels

in "Other Specified Uses" annotated "Ocean Park" zone, Ocean Park

(MPC Paper No. A/H15/232)

24. With the aid of a Powerpoint presentation, Mr. David C.M. Lam, STP/HK, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) the proposed three hotels (i.e. Ocean Hotel, Fisherman's Wharf Hotel and Spa Hotel) within Ocean Peak;

[Ms. Starry W.K. Lee returned to join the meeting at this point.]

- (c) departmental comments – concerned Government departments had no adverse comment on/no objection to the application, except the Director of Environmental Protection (DEP), the Chief Architect/Advisory and Statutory Compliance, Architectural Services Department (CA/A&SC, ArchSD), and the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD). DEP considered that the proposed hotel developments were not expected to generate significant environmental impacts. As the Ocean Park Redevelopment Project was an exempted Designated Project (DP) under the Environmental Impact Assessment Ordinance (EIAO), the hotel proposal might potentially contribute a Material Change to an exempted DP. The advice from CTP/UD&L, PlanD on whether the proposed hotels would produce adverse landscape and visual impacts would be required in order for DEP to form a view on whether the proposal might constitute a Material Change to the exempted DP. CA/A&SC, ArchSD advised that the proposed hotel developments should be visually compatible with their respective surroundings. CTP/UD&L, PlanD gave the following comments on the three proposed hotels :-

Ocean Hotel

- (i) the proposal would alter the low-to medium-rise visual environment of the area. As the proposed design was solid, efforts should be made to enhance the visual permeability of the development and soften its hard lines. There was also a need for design and layout improvement of the scheme for better integration with the Entry Plaza;

Fisherman's Wharf Hotel

- (ii) the applicant should explore the feasibility of providing a wider promenade. Consideration should also be given to break the building façade of the proposed development and enhance its permeability; and

Spa Hotel

- (iii) the majority space of the development had been designed as indoor space. Efforts should be made to integrate the proposed development with the natural topography and to make the best use of the natural environment;
- (d) a total of 371 public comments were received during the statutory publication period. 361 of them objected to the application and the remaining 10 supported it. The major grounds of the supporting and objecting comments were as follows :

Objecting

- (i) the proposed hotel developments would contravene the planning intention of the "Other Specified Uses" annotated "Ocean Park" ("OU(Ocean Park)" zone and the low-rise/density local character;
- (ii) there was no convincing case to support the need of three hotels which were in conflict with the Ocean Park's mission;
- (iii) the proposed hotel plans were prepared hastily without much time for public consultation or for considering other options;
- (iv) the locations, heights and densities of the proposed hotels were incompatible with the general environment of the area;
- (v) the traffic to be generated by the proposed hotels would increase the demand for additional road capacity and trigger the need for the future extension of Route 4. The traffic conditions of some existing roads, such as Aberdeen Tunnel, Nam Long Shan Road and Sham Wan Road, would also be further worsened. The proposed hotels should be built after the opening of the South Island Line (East);
- (vi) the proposed hotels would have potential glare impacts during night

time. They would also create criminal, noise and pollution problems; and

- (vii) the proposed Ocean Hotel would block the view of the immediate neighbourhood. It would be incompatible with the low-rise/density Shouson Hill area, and in breach of the height and density restrictions of the Shouson Hill residential area. Should any hotel be developed on that site, it should not be higher than three storeys;

Supporting

- (i) the proposed hotel developments met the Government's policy in promoting tourism in Hong Kong. They would bring economic benefits, create jobs and enhance the attractiveness and glamour of Hong Kong as a tourism destination; and
 - (ii) the Ocean Hotel was restricted to not more than eight storeys. It would unlikely cause any adverse visual impacts as viewed from the adjoining Shouson Hill area; and
- (e) the Planning Department (PlanD)'s views – PlanD had no objection to the application based on the assessment as detailed in paragraph 11 of the Paper in that the proposed hotels were considered to be in line with the planning intention of the “OU(Ocean Park)” zone and complementary to the theme park. They would unlikely generate any unacceptable adverse impacts on the traffic, infrastructure, environment, ecology and landscape of the area. The potential traffic problems during the construction period and special events could be solved by traffic management measures. The submitted transplanting and compensatory planting proposals were generally acceptable. On the visual aspect, PlanD had concerns on the built form, design and layout of the proposed hotels and there was scope to reduce the overall building height of the Ocean Hotel. As the applicant had advised that the current application was intended to ascertain the major development parameters for the three proposed hotels so as to allow the

prospective bidders to formulate their schemes, the designs were not yet final. In this regard, approval condition could be imposed on the building form, layout, design and disposition of the proposed hotels and the building height aspect of the Ocean Hotel to ensure that there would be sufficient control in the future implementation of the development which would be visually compatible with the surrounding areas.

Approved hotel proposals in Wong Chuk Hang

25. A Member asked how the proposed hotels and the approved hotel proposals in the Wong Chuk Hang (WCH) Business Area would be coordinated, should the subject application be approved. Ms. Brenda K.Y. Au, DPO/HK, replied that 13 sites for hotel developments had been approved within the "Other Specified Uses" annotated "Business" zone in the WCH Business Area. Planning permissions for five sites had already lapsed, and two of the approvals were considered as having commenced in view of the execution of the lease modification for hotel use or the approval of building plans. Whether all the approved hotel proposals would be implemented would depend on the market demand. Since the proposed hotels under application were to be provided within a theme park, they would be expected to cater for a market different from that in the WCH Business Area.

Building heights and visual impacts

26. The same Member asked about the visual impact of the proposed Ocean Hotel on the existing Entry Plaza. Ms. Brenda K.Y. Au said that according to a briefing made by the Ocean Park Corporation (OPC) to the Town Planning Board (the Board) in February 2008, the Entry Plaza upon redevelopment would be redesigned to provide better integration with the new hotel and the surrounding environment. It should be noted that the current application was made only to ascertain the location and major development parameters of the three proposed hotels so as to allow the prospective bidders to formulate their schemes. The design of the three hotels, including Ocean Hotel, was not final. The actual schemes would be subject to further refinements and changes by the future developers. By imposing approval conditions requiring the submission of building design and building height of the hotels and a revised visual impact assessment, there should be sufficient control on the future implementation of the proposed developments which would be visually compatible with the

surrounding areas.

27. Noting that the proposed Ocean Hotel would be in close proximity to the Shouson Hill residential area which was subject to a maximum building height of three storeys in addition to one storey of carport under a different Outline Zoning Plan (OZP), a Member asked how the proposed building height of Ocean Hotel (i.e. eight storeys) could be justified. Ms. Brenda K.Y. Au explained that the proposed Ocean Hotel and the Shouson Hill area were covered by two different land use zones on two different OZPs and their locations were separated by a major highway thus forming two distinct areas and characters. Given that the Ocean Hotel site was in close proximity to the Shouson Hill, separating by Wong Chuk Hang Road, the character of the Shouson Hill residential area was a relevant planning consideration in assessing the hotel application. The proposed hotel developments were considered in line with the planning intention of the "OU(Ocean Park)" zone which was for comprehensively planned low-density and generally low- to medium-rise marine-themed park development, bearing in mind that the Board agreed to include "hotel" use under the Notes of the "OU(Ocean Park)" zone in 2000. However, "hotel" was only included as a Column 2 use so as to ensure that its future scale and design would be subject to the scrutiny of the Board.

28. A Member asked about the total number of households in the Shouson Hill area that would be affected by the relaxation of building height of Ocean Hotel. Ms. Brenda K.Y. Au explained that there was currently no building height restriction for the "OU(Ocean Park)" zone and hence the applicant was not applying for a relaxation in building height under the OZP. By referring Members to a plan showing the existing building heights of the area, Ms. Brenda K.Y. Au explained that the existing residential developments in the Shouson Hill area were low-rise development generally following the rising topography of the area. Those nearest to Ocean Hotel had building heights between 30mPD to 40mPD which were lower than the proposed 53mPD of Ocean Hotel, while those further uphill had building heights higher than 53mPD. It was noted that the layout of the hotel had already been designed to allow a buffer distance between the hotel building and the Shouson Hill development. Regarding the building height, the applicant had reduced the number of storeys of Ocean Hotel from 17 to 8 (about 50%) and the reduction in the absolute building height from 60m to 40m was about 33%. In this regard, there should still be scope to further reduce the overall building height of the hotel, without affecting the plot ratio/gross

floor area (GFA) and the number of guestrooms. Hence, it was suggested imposing an approval condition on the building height of the Ocean Hotel, should the application be approved.

29. Another Member asked whether the revised design of the Ocean Hotel needed to be submitted to the Committee for consideration. Ms. Brenda K.Y. Au said that the approval condition (a) suggested in paragraph 12.2 of the Paper was to require the building form, layout, design and disposition of all the proposed hotels and the revised building height of the Ocean Hotel to be submitted to the satisfaction of the Director of Planning or of the Board. If Members considered it necessary, the approval condition could be worded to require the submission to the satisfaction of the Committee.

Public access to hotel facilities

30. A Member asked if some space could be allowed for public use to compensate for the loss in public space for the proposed hotel development. Ms. Brenda K.Y. Au said that PlanD had suggested widening the waterfront promenade in front of the Fisherman's Wharf Hotel for use of the visitors. The applicant also said that there would be a semi-open colonnade at G/F of the hotel adjoining the promenade to allow visitors a protected walkway to experience Tai Shue Wan Bay. The Chairperson said that Ocean Park had a history of over 30 years. In 2005, the Chief Executive in Council agreed a Redevelopment Plan for Ocean Park in which incorporating hotel development was identified as one of the future directions of the Park. The current application was a statutory planning procedure required for the implementation of the proposed hotels. The specific use and operation of the facilities within Ocean Park would be determined by the Board of Directors of OPC. The same Member reiterated that the waterfront promenade of the Fisherman's Wharf Hotel should be opened to the public free of charge.

31. A Member asked whether any of the hotels would provide facilities such as food court and open-air cafeteria for the general public. Ms. Brenda K.Y. Au said that according to the applicant's submission made in Appendix Ia of the Paper, the Ocean Hotel would be a medium tariff hotel and the facilities provided thereat would be affordable to the public.

32. Another Member asked whether an advisory clause could be included requesting

the applicant to allow public access to the outdoor open space of the hotel development. Ms. Brenda K.Y. Au said that this could be done if Members considered it necessary. She highlighted that an approval condition on the design and provision of the waterfront promenade for the Fisherman's Wharf Hotel had been suggested under paragraph 12.2(c) of the Paper.

Exempted DP under EIAO and traffic impacts

33. A Member asked why Ocean Park was an exempted DP under the EIAO. Ms. Shirley Lee explained that the Ocean Park was an exempted DP under the EIAO as Ocean Park had been in operation some 30 years ago before the EIAO was in force. An EIA had been undertaken for the Ocean Park 2005 Redevelopment Plan but the scope of this redevelopment plan did not cover the three proposed hotel developments. Whilst the hotel developments were not expected to cause significant environmental impacts in terms of air, noise, water quality and sewerage infrastructure, it was uncertain whether they would produce significant long term adverse ecological/landscape and visual impacts, which would constitute a Material Change to the exempted DP. The advice from the Director of Agriculture, Fisheries and Conservation and CTP/UD&L of PlanD on these two aspects was required by DEP before a decision could be taken on the current application under s9(4) of the EIA Ordinance.

34. Noting the traffic concerns raised by the local residents and the Hong Kong Police Force, the same Member asked whether the applicant's submitted traffic impact assessment (TIA) had taken the future developments in the area into account. Mr. Anthony Loo said that the peak hours of traffic generated by hotel development would be different from those of the commuters' traffic with the former at a lower rate. In terms of absolute amount, Mr. Loo confirmed that the applicant's TIA had taken into account all the development proposals in the area. The approach used in the TIA was considered to be conservative as the traffic forecast was estimated up to 2015 on the assumption that the South Island Line had not yet been opened. In general, the TIA was considered acceptable. Should the application be approved, an approval condition relating to the access and parking arrangements for the proposed hotel developments was recommended.

Site selections for proposed hotel developments

35. A Member raised concern on the sites selected for the Fisherman's Wharf Hotel and Spa Hotel. Ms. Brenda K.Y. Au said that the Spa Hotel was located on a hill slope part of which had been occupied by an existing facility of "Mine Train" where the natural landscape had already been disturbed and hence minimizing the landscape impact of the proposed Spa Hotel. For the Fisherman's Wharf Hotel, it was located at the waterfront of Tai Shue Wan so as to match with the fisherman theme of the hotel.

36. The same Member asked if one of the three hotels was not approved, would the applicant still proceed with the remaining ones. Ms. Brenda K.Y. Au said that OPC intended to develop the three hotels one after the other, with the Ocean Hotel and Fisherman's Wharf Hotel in the earlier phases.

Deliberation Session

37. The Chairperson said that it was the Government policy to include hotels in the redevelopment of Ocean Park and the Board would have to consider if the hotel proposals were acceptable from planning point of view. The three sites identified for hotel developments were highly constrained as they had to be located within the Park boundary and match with the future game/entertainment facilities of the Park and at the same time had minimal disruptions to the natural environment. The Chairperson considered that the visual impacts of the Fisherman's Wharf Hotel and Spa Hotel would not be significant as the two hotels were mainly facing the sea.

Role of hotel developments in Ocean Park

38. Members generally supported hotel developments within Ocean Park. A Member said that as visitors might spend more than one day to visit the Park after its redevelopment, hotel use should be complementary to the functions of the Park. Another Member opined that for the long-term interest of Hong Kong, Ocean Park should maintain its theme to promote marine education and conservation. As such, hotel developments should not become a major component of the Park, although they were profit generating.

Hotel design and visual impacts

39. A Member considered that the design of the proposed hotels was lack of creativity for such a unique location. This Member commented that the applicant should be asked to provide a better design, with greater concern on the overall visual impact, instead of just focusing on the effect on the Shouson Hill residential area. This Member also suggested breaking up the Spa Hotel into smaller hotel blocks on the hillslope to better match with the theme of the hotel.

40. A Member opined that the proposed hotel use was supported but the design of the proposed hotels was too old-fashioned. This Member suggested imposing an approval condition to require the applicant to improve the design of the proposed hotels, should the application be approved.

41. A Member said that there was insufficient information, especially the lack of photomontages showing the hotel proposals in the applicant's submission. Besides, it was noted that the current proposals were not final ones and the Committee might not have opportunity to further consider the revised proposals. In response, the Chairperson clarified that the applicant's submitted visual impact assessment (VIA) was at Appendix C of the Supplementary Planning Statement (Volume 2) in Appendix Ib of the Paper. She further explained that the three proposed hotels would neither be built, designed nor operated by Ocean Park. The current application was intended to ascertain the location and major development parameters of the hotels so as to allow the prospective bidders to formulate design schemes. In this regard, the design of the three hotels proposed in the current application were schematic only, and the actual developments would be subject to further refinement and changes by the future developers.

42. A Member had much concern on the design of the Ocean Hotel in view of its prominent location at the Entry Plaza and its adverse visual impacts on the Shouson Hill residential area. Another Member considered that the building height of the Ocean Hotel should be lowered. This Member was of the view that the revised design of all the proposed hotels should be submitted to the Committee for consideration.

[Professor Bernard V.W.F. Lim arrived to join the meeting, and Ms. Olga W.H. Lam left the

meeting temporarily at this point.]

43. A Member commented that the applicant should consider having smaller scale hotel developments in the Park. This Member said that the Committee might only have to specify the maximum GFA and number of guestrooms permitted under the application. The Chairperson explained that the current application was specifically made for three hotel developments on the three application sites. Any revised hotel proposals outside the boundaries of these three sites would require a fresh planning application.

Ecological impacts and EIA

44. Noting that Ocean Park was originally an exempted DP under the EIAO, a Member was concerned if the proposed hotel developments would cause any adverse ecological impact. Ms. Brenda K.Y. Au explained that the Director of Agriculture, Fisheries and Conservation had no adverse comment on the application from ecological point of view as the Ocean Hotel site was within a “developed urban area” while the Fisherman’s Wharf Hotel and Spa Hotel sites were within a “developed area”. The ecological impacts of the proposed hotel developments would unlikely be significant. As regards the EIA, it was a process separated from the planning application system and as explained by Ms. Shirley Lee of EPD, it would be dealt with by DEP in consultation with concerned Government departments.

45. By referring to the photomontage shown in page 42 at Appendix C of the Supplementary Planning Statement (Volume 2) in Appendix Ib of the Paper, a Member opined that the Fisherman’s Wharf Hotel and Spa Hotel would seriously spoil the natural scenery of the Ocean Park headland which was still largely green. Besides, this Member considered that spa services were not in line with the main theme of Ocean Park for promoting marine education and conservation. Upon the Chairperson’s request, Ms. Brenda K.Y. Au showed Members a schematic layout of the Ocean Park Redevelopment Plan and explained that the hill slope above the Spa Hotel had already been formed for the “Summit” of Ocean Park which would include new game/entertainment facilities.

[Professor Bernard V.W.F. Lim left the meeting temporarily at this point.]

46. The Chairperson noted that Members generally agreed to have hotel developments within Ocean Park, but were concerned about the design of the hotels, especially the building height of the Ocean Hotel. Given that PlanD had suggested imposing an approval condition requiring the applicant to submit building form, layout, design and disposition of the proposed hotel developments and revised building height of the Ocean Hotel, the Chairperson asked if Members considered it necessary for the Committee to consider the compliance of the planning condition. In response to a Member's query, the Chairperson said that a fresh planning application had to be submitted if there were major changes in the future design of the hotel proposals.

47. Noting that the Ocean Park headland had a large area, a Member opined that there was much room to improve the design and the location of the proposed hotels. The Chairperson explained that most of the developable area within the Park had already been occupied by the existing or planned game/entertainment facilities, not many suitable sites were left for the proposed hotel developments. Ms. Brenda K.Y. Au said that the three hotel sites under application were the most suitable sites that could be identified in the Park, taking into account the steep topography of the Ocean Park headland, the need to minimize adverse impacts on the natural landscape, and the area taken up by the new game/entertainment facilities. She said that the suggestion to break up the three hotel developments into smaller scale hotels might affect the operation and management of the hotels. A Member had no objection to the hotel developments on the three application sites noting the constraints identified.

48. The Secretary noted that Members generally had no objection to the three sites identified for the proposed hotels but had concern on the design and layout of the proposed hotels, particularly the Spa Hotel. As the applicant had indicated that the schemes under application were not final, there was scope to improve the design of the three hotels. In view of that, the Secretary asked Members to consider if the approval condition suggested by PlanD in paragraph 12.2(a) of the Paper should be modified to apply to all the three hotels and the final design should be subject to the scrutiny of the Committee. Should Members consider it more appropriate to break up the three hotel developments into smaller-scale hotels at different locations within Ocean Park, the current application should be rejected.

[Ms. Olga W.H. Lam returned to join the meeting at this point.]

49. A Member asked whether the application could be approved with the maximum GFA and building height specified, and flexibility be allowed for a change in the design or a breaking up of the hotel sites into smaller sites. The Chairperson responded that any major changes to the submitted proposal in respect of the location and design would require a fresh application and any change to the design and layout of the hotel proposals should not go beyond the boundaries of the three application sites.

[Mr. Walter K.L. Chan arrived to join the meeting at this point.]

50. A Member opined that the building height of the Fisherman's Wharf Hotel was not compatible with the headland profile immediately at its back. That Member said that it might be feasible to step down the building height of the Fisherman's Wharf Hotel from 14 storeys to 8 storeys by spreading out the footprint along the waterfront to accommodate the same GFA so that the building profile would be more in line with the mountain backdrop. A few Members shared this Member's view.

51. Noting that the current application was mainly to ascertain the location and development parameters for the three proposed hotels so that the OPC could commence the next of work, a Member asked whether it was possible for the Committee to approve a total maximum GFA for the three proposed hotel developments so as to allow more flexibility for the future developer(s). The Chairperson explained that the suggestion to allow GFA of the three hotels to be interchangeable would create uncertainty on the scale and design of the individual hotel. The Secretary added that the hotel proposals were submitted under the section 16 application system where there was a statutory provision under the Town Planning Ordinance for public comments: Any significant changes of the proposal submitted had to go through the public inspection procedure again.

52. After further discussion, the Chairperson concluded that Members agreed to approve the application for hotel development. Regarding Members' concern on the design of the hotel proposals, a condition requiring the submission of the building form, layout, design, disposition and building height of the three proposed hotel developments to the satisfaction of the Committee should be imposed.

53. After further deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission should be valid until 19.12.2012, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the following conditions :

- (a) the building form, layout, design, disposition and building height of the proposed hotel developments to the satisfaction of the Metro Planning Committee or of the TPB;
- (b) the submission of a revised visual impact assessment taking into account approval condition (a) above to the satisfaction of the Director of Planning or of the TPB;
- (c) the design and provision of the waterfront promenade at Fisherman's Wharf Hotel to the satisfaction of the Director of Planning or of the TPB;
- (d) the submission and implementation of a tree preservation scheme and a landscape master plan for the proposed hotel developments to the satisfaction of the Director of Planning or of the TPB;
- (e) the design and provision of an access road to the Spa Hotel, and the access arrangement, car parking and loading/unloading spaces for the proposed hotel developments to the satisfaction of the Commissioner for Transport or of the TPB; and
- (f) the provision of water supplies for fire-fighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB.

54. The Committee also agreed to advise the applicant :

- (a) that the approval of the application did not imply that the proposed non-domestic plot ratio of the proposed hotel developments and the proposed gross floor area (GFA) exemption for the back-of-house facilities,

voids and covered areas would be granted by the Building Authority. The applicant should approach the Buildings Department direct to obtain the necessary approval. If GFA exemption for the proposed facilities/spaces was not granted by the Building Authority and the proposed plot ratio exceeded that in the approved scheme, a fresh planning application to the Board would be required;

- (b) to apply to the District Lands Officer/Hong Kong West and South of Lands Department for lease modification to permit the applied use;
 - (c) to note the comments of the Commissioner of Police regarding the traffic impacts arising from the construction works and special events and to liaise with him in implementing the traffic management measures;
 - (d) to note the comments of the Chief Engineer/Hong Kong and Islands of Drainage Services Department regarding the drainage reserve near the entrance of the proposed Ocean Hotel;
 - (e) to note the comments of the Director of Environmental Protection that the proposed hotels might potentially constitute a Material Change to the exempted Designated Project of the Ocean Park Redevelopment Project;
 - (f) to note the comments of Director of Fire Services regarding the compliance of Code of Practice for Means of Access for Firefighting and Rescue;
 - (g) to note that comments of the Chief Town Planner/Urban Design and Landscape of Planning Department on the layout and design of the proposed hotel developments, the design of the waterfront promenade at Fisherman's Wharf Hotel, the use of green roof at the Ocean Hotel and the transplanting proposal; and
 - (h) to consider allowing the general public to have free access to the waterfront promenade at Fisherman's Wharf Hotel.
-

城市規劃委員會

香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING Commission
Appendix III of
MPC Paper No. 11/16

15/F., North Point
333 Java Road, North Point,
Hong Kong.

傳真 Fax: 2877 0245 / 2522 8426

電話 Tel: 2231 4835

來函檔號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/H15/232

By Registered Post & Fax (2121 8791)

9 January 2009

Tourism Commission
2/F East Wing, Central Government Offices
Lower Albert Road
Central, Hong Kong
(Attn: Mr. Fung Hao Yin, Vincent)

Dear Sir,

**Proposed Hotels
in "Other Specified Uses" annotated "Ocean Park" zone, Ocean Park**

I refer to my letter to you dated 30.10.2008.

After giving consideration to your application, the Town Planning Board (the TPB) approved your application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission is subject to the following conditions and shall be valid until 19.12.2012; and after the said date, the permission shall cease to have effect unless before the said date either the development hereby permitted is commenced or the permission is renewed :

- (a) the building form, layout, design, disposition and building height of the proposed hotel developments to the satisfaction of the Metro Planning Committee of the TPB;
- (b) the submission of a revised visual impact assessment taking into account approval condition (a) above to the satisfaction of the Director of Planning or of the TPB;
- (c) the design and provision of the waterfront promenade at Fisherman's Wharf Hotel to the satisfaction of the Director of Planning or of the TPB;
- (d) the submission and implementation of a tree preservation scheme and a landscape master plan for the proposed hotel developments to the satisfaction of the Director of Planning or of the TPB;
- (e) the design and provision of an access road to the Spa Hotel, and the access arrangement, car parking and loading/unloading spaces for the proposed hotel developments to the satisfaction of the Commissioner for Transport or of the TPB; and

- (f) the provision of water supplies for fire-fighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB.

The TPB also agreed to advise you :

- (a) that the approval of the application does not imply that the proposed non-domestic plot ratio of the proposed hotel developments and the proposed gross floor area (GFA) exemption for the back-of-house facilities, voids and covered areas would be granted by the Building Authority. You should approach the Buildings Department direct to obtain the necessary approval. If GFA exemption for the proposed facilities/spaces is not granted by the Building Authority and the proposed plot ratio exceeds that in the approved scheme, a fresh planning application to the TPB would be required;
- (b) to apply to the District Lands Officer/Hong Kong West and South of Lands Department for lease modification to permit the applied use;
- (c) to note the comments of the Commissioner of Police regarding the traffic impacts arising from the construction works and special events and to liaise with him in implementing the traffic management measures;
- (d) to note the comments of the Chief Engineer/Hong Kong and Islands of Drainage Services Department regarding the drainage reserve near the entrance of the proposed Ocean Hotel;
- (e) to note the comments of the Director of Environmental Protection that the proposed hotels may potentially constitute a Material Change to the exempted Designated Project of the Ocean Park Redevelopment Project;
- (f) to note the comments of Director of Fire Services regarding the compliance of Code of Practice for Means of Access for Firefighting and Rescue;
- (g) to note that comments of the Chief Town Planner/Urban Design and Landscape of Planning Department on the layout and design of the proposed hotel developments, the design of the waterfront promenade at Fisherman's Wharf Hotel, the use of green roof at the Ocean Hotel and the transplanting proposal; and
- (h) to consider allowing the general public to have free access to the waterfront promenade at Fisherman's Wharf Hotel.

If you wish to seek an extension of the validity of this permission, you may submit an application to the TPB for renewal of the permission no less than six weeks before its expiry. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for renewal of permission if the time limit for commencement of development specified in the permission has already expired at the time of consideration by the TPB. Please refer to the TPB Guidelines No. 35A and 36 for details. The Guidelines and application forms are available at the TPB's website (www.info.gov.hk/tpb/), the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

For amendments to the approved scheme that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36 for details.

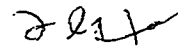
A copy of the TPB Paper in respect of the application and the relevant extract of minutes of the TPB meeting held on 19.12.2008 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter. I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Mr. David Lam of Hong Kong District Planning Office at 2231 4945. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

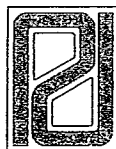
Yours faithfully,



(Miss Loretta LUK)
for Secretary, Town Planning Board

規 劃 署

香港北角渣華道 333 號
北角政府合署



Planning Department
North Point Government Offices
333 Java Road,
North Point, Hong Kong

來函檔號 Your Reference

本署檔號 Our Reference () in TPB/A/H15/232-2

電話號碼 Tel. No.: 2231 4930

傳真號碼 Fax No.: 2895 3957

30 November 2012

Tourism Commission,
22/F West Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong
(Attn.: Mr. Vincent FUNG)

By Registered Post and Fax

(Fax No.: 2121 8791) ✓

Dear Mr. FUNG,

Application for Extension of Time for Commencement of Development

**Proposed Hotel in "Other Specified Uses"
annotated "Ocean Park" Zone, Ocean Park
(Application No. A/H15/232-2)**

I refer to your application of 22.10.2012 seeking planning permission for a Class B amendment to an approved development proposal under Application No. A/H15/232.

After giving consideration to your application, the Director of Planning, under the delegated authority of the Town Planning Board (TPB), approved your application for amendment to permission under section 16A of the Town Planning Ordinance on 30.11.2012 on the terms of the application as submitted to the TPB. The amended permission is subject to the following conditions and shall be valid until 19.12.2016, and after the said date, the permission shall cease to have effect unless before the said date, the development hereby permitted is commenced:

- (a) the building form, layout, design, disposition and building height of the proposed hotel developments to the satisfaction of the Metro Planning Committee of the TPB;
- (b) the submission of a revised visual impact assessment taking into account approval condition (a) above to the satisfaction of the Director of Planning or of the TPB;
- (c) the design and provision of the waterfront promenade at Fisherman's Wharf Hotel to the satisfaction of the Director of Planning or of the TPB;
- (d) the submission and implementation of a tree preservation scheme and a landscape master plan for the proposed hotel developments to the satisfaction of the Director of Planning or of the TPB;

- (e) the design and provision of an access road to the Spa Hotel, and the access arrangement, car parking and loading/unloading spaces for the proposed hotel developments to the satisfaction of the Commissioner for Transport or of the TPB; and
- (f) the provision of water supplies for fire-fighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB.

You are also advised:

- (a) that the approval of the application does not imply that any proposal on building design elements to fulfill the requirements under the Sustainable Building Design Guidelines and any GFA concession, hotel concession and the non-domestic plot ratio (PR) of the proposed hotel will be granted by the Building Authority. The applicant should approach the Buildings Department direct to obtain the necessary approval. If the proposed building design elements, GFA concession, hotel concession and non-domestic PR, are not approved/granted by the Building Authority and major changes to the current scheme are required, a fresh planning application to the Board may be required;
- (b) to apply to the District Lands Officer/Hong Kong West and South of the Lands Department for lease modification to permit the applied use;
- (c) to note the comments of the Commissioner of Police regarding the traffic impacts arising from the construction works and special events and to liaise with him in implementing the traffic management measures;
- (d) to note the comments of the Chief Engineer/Hong Kong and Islands of Drainage Services Department regarding the drainage reserve near the entrance of the proposed Ocean Hotel;
- (e) to note the comments of the Director of Environmental Protection that the proposed hotels may potentially constitute a Material Change to the exempted Designated Project of the Ocean Park Redevelopment Project;
- (f) to note the comments of the Director of Fire Services regarding the compliance of Code of Practice for Means of Access for Firefighting and Rescue;
- (g) to note the comments of the Chief Town Planner/Urban Design and Landscape of Planning Department on the layout and design of the proposed hotel developments, the design of the waterfront promenade at Fisherman's Wharf Hotel, the use of green roof at the Ocean Hotel and the transplanting proposal;
- (h) to consider allowing the general public to have free access to the waterfront promenade at Fisherman's Wharf Hotel; and

- (i) to note the comments of the Chief Engineer/Development(2), Water Supplies Department to ensure that the 6m wide waterworks reserve at the north-west corner of the site will not be affected.

This permission will expire on 19.12.2016, i.e. permission extended by 48 months as you have applied for. According to the TPB Guidelines No. 35B, any extension of time for commencement of development shall not result in an aggregate extension period longer than the original duration for commencement of the approved development proposal, i.e 4 years for application No. A/H15/232. As such, you are reminded to **strictly** adhere to the time limit for commencement of the approved development. Any further extension of the validity of this permission will be outside the scope of Class B amendments.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform the Secretariat of the TPB (15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong – Tel. No. 2231 4810 or 2231 4835) within 21 days from the date of this letter. The Secretariat of the TPB will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend.

If you have any queries regarding this permission, please contact Miss Isabel YIU of the Hong Kong District Planning Office at 2231 4945.

Yours sincerely,



(Ms. Ginger KIANG)

for and on behalf of Director of Planning

Detailed comments of the Chief Architect/Central Management Division 2, Architectural Services Department:

based on the information provided, he has the following comments from architectural point of view for the applicant to note and follow up at the detailed design stage:

- (a) on Figure 3.11, the clear width of pedestrian walkway at grade seems too narrow. The applicant should rationalize the spatial allowance for the planter, utility services, walkway and the structural columns such that a reasonable width of the pedestrian pavement is provided;
- (b) the elevated promenade will have a podium effect along the seafront. It is advised to review and soften the design of the edge beam, railing and elevation at 1/F, for example provision of planters with overhang plants at the edge or/and designing a profile edge beam to avoid the bulkiness, etc.;
- (c) the applicant should elaborate the fire fighting strategy and provision of Emergency Vehicular Access (EVA) for the hotel development. Comment from FSD should be sought;
- (d) the proposed 20 nos. of parking spaces at 2/F will block the sea view and restrain the hotel guests' enjoyment of the waterfront landscape;
- (e) the public grand stairs, escalators and accessible lifts linking the promenade and ground level should preferably be covered and connected to the indoor common area at 1/F. Pedestrian aid crossing at the G/F access road near the public grand stair and hotel lift lobby should be provided;
- (f) the required restrooms for the F&B/retail use at 1/F and refuse storage/chamber of the hotel at G/F are not shown. The parking space for the disabled and access to main lobby should be identified on the plans;
- (g) the floor to floor height at G/F and 2/F seems excessive;
- (h) the applicant should review and indicate the provisions of planters/balconies/architectural fins at the guest rooms on the perspective in Figure 3.12;
- (i) sitting benches with or without shelter should be provided at the promenade. Layouts and detailed design of the promenade including street furniture, lighting, paving pattern/materials and landscaping should be provided; and
- (j) the visual sensitivity and visual impact at the new Viewpoint 4 may not be low and slightly adverse respectively as there is a major vessel channel to the Aberdeen South Typhoon Shelter and Aberdeen Marina Club. In order to lessen the visual impact of the building and introduce more visual interests of it, articulations on the south elevation of the hotel towers and roof features may be reviewed and improved at the detailed design stage.

Advisory Clauses

- (a) the applicant should comply with the remaining parts of approval conditions (a) and (b) for the remaining Spa Hotel, and other remaining approval conditions under Application No. A/H15/232-2; and
- (b) the applicant should note the comments of the Director of Architectural Services, including the clear width of at-grade pedestrian walkway, podium effect along the seafront, fire fighting strategy, location of parking spaces at 2/F, stairs/escalators/lifts linking the promenade and ground level, the floor heights at G/F and 2/F, the detailed design of planters, balconies, architectural fins, articulations, roof features and waterfront promenade, at the detailed design stage.

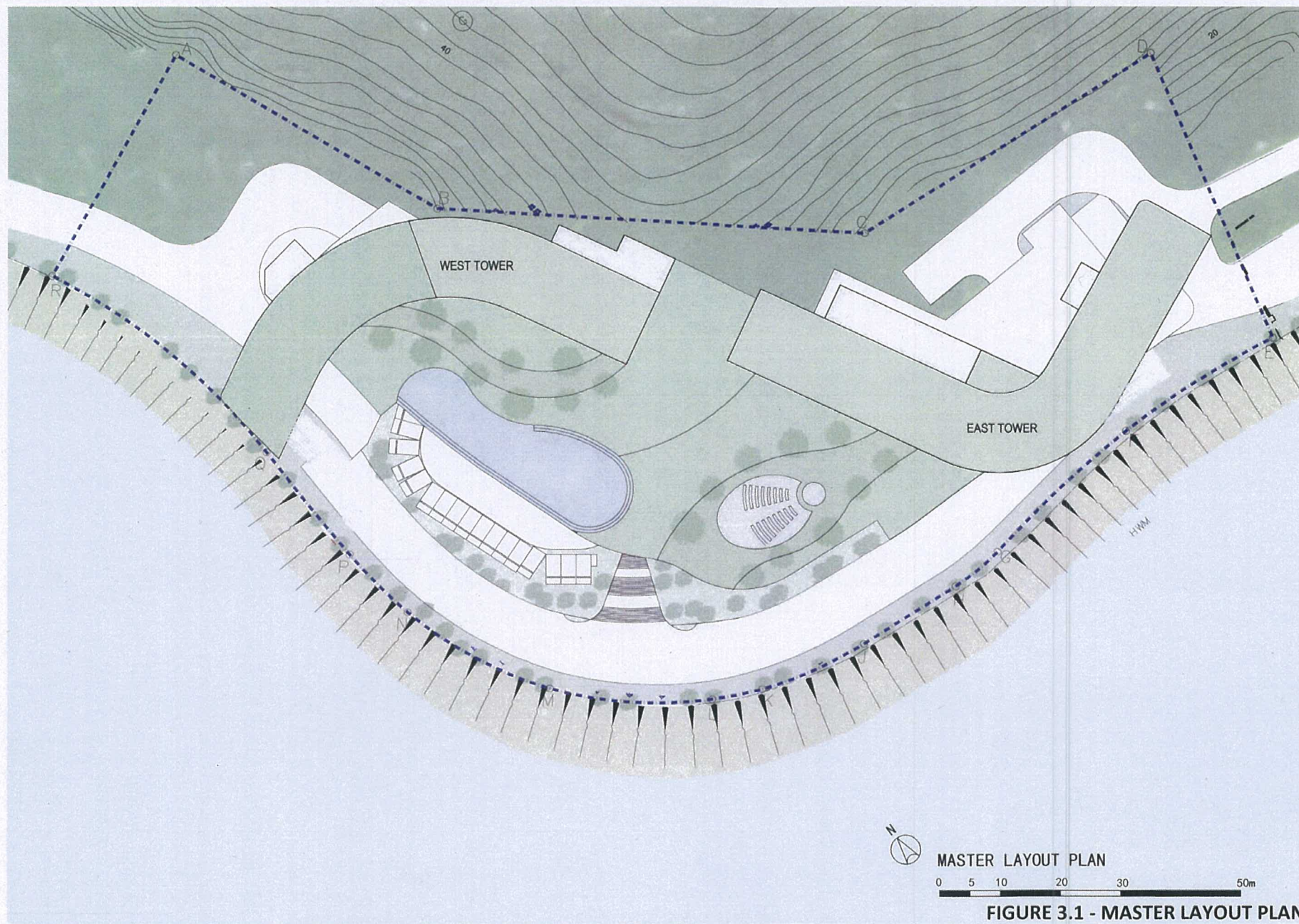


FIGURE 3.1 - MASTER LAYOUT PLAN

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 1b

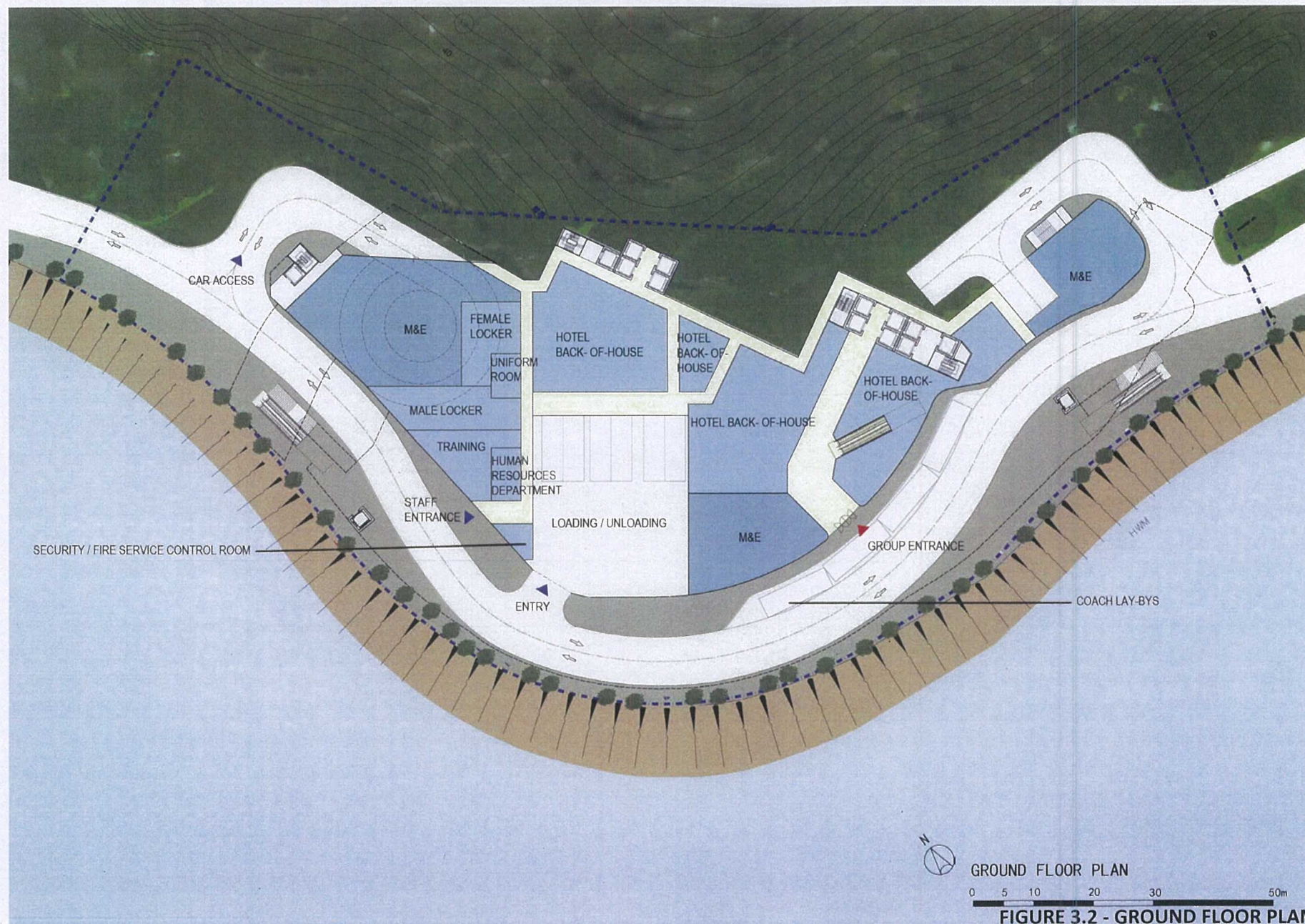
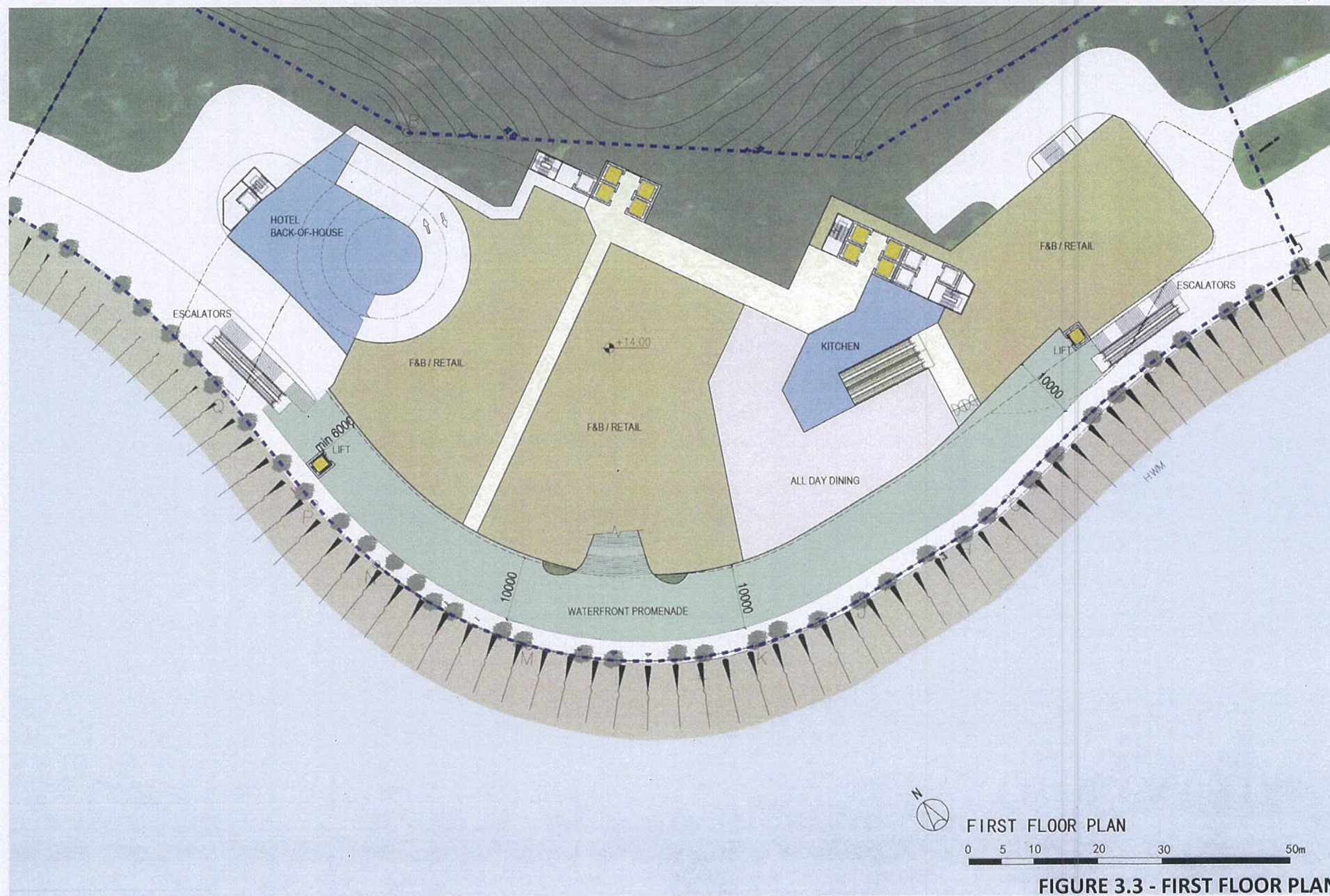


FIGURE 3.2 - GROUND FLOOR PLAN

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 2b



(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 3b



FIGURE 3.4 - SECOND FLOOR PLAN

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 4b

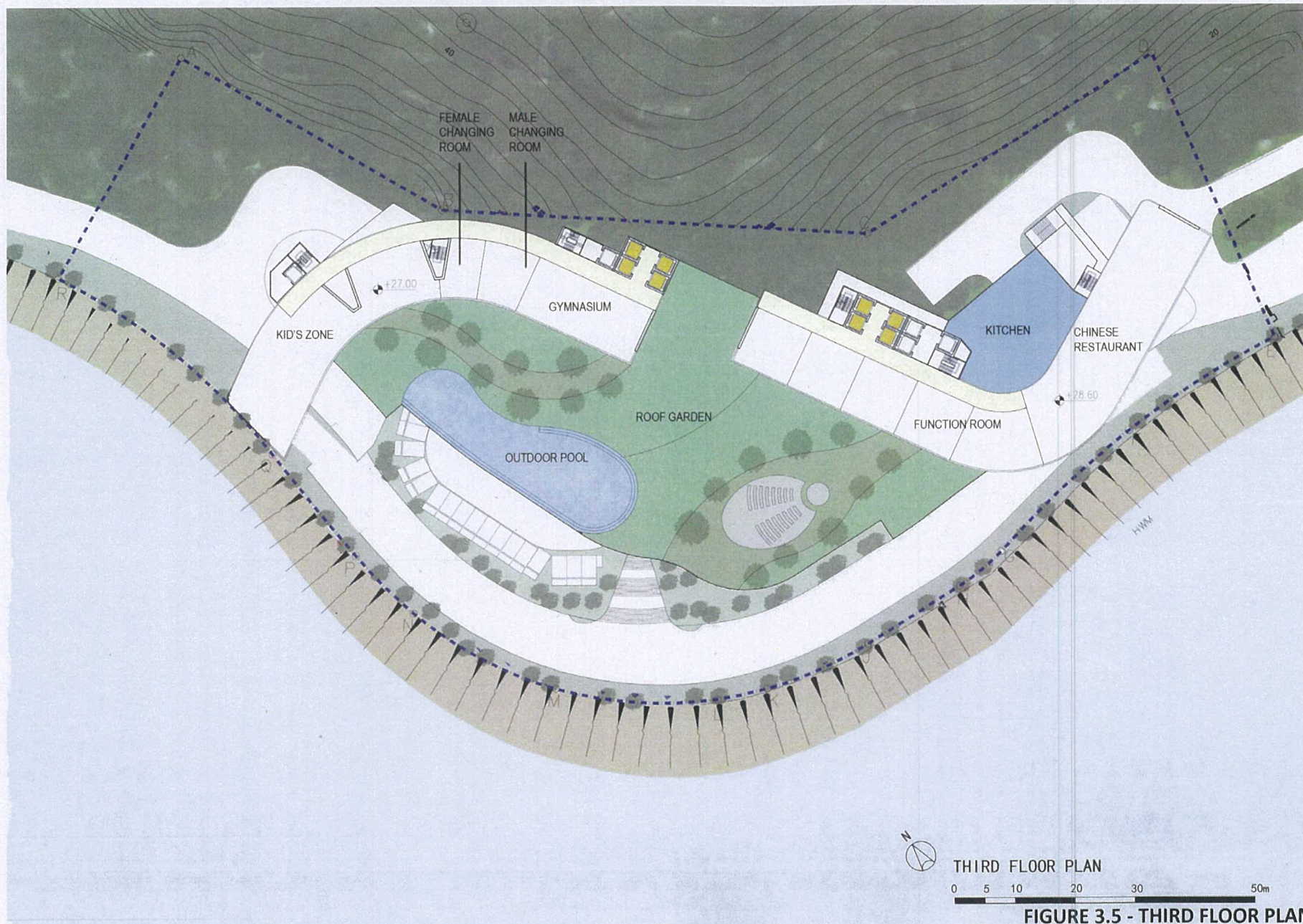
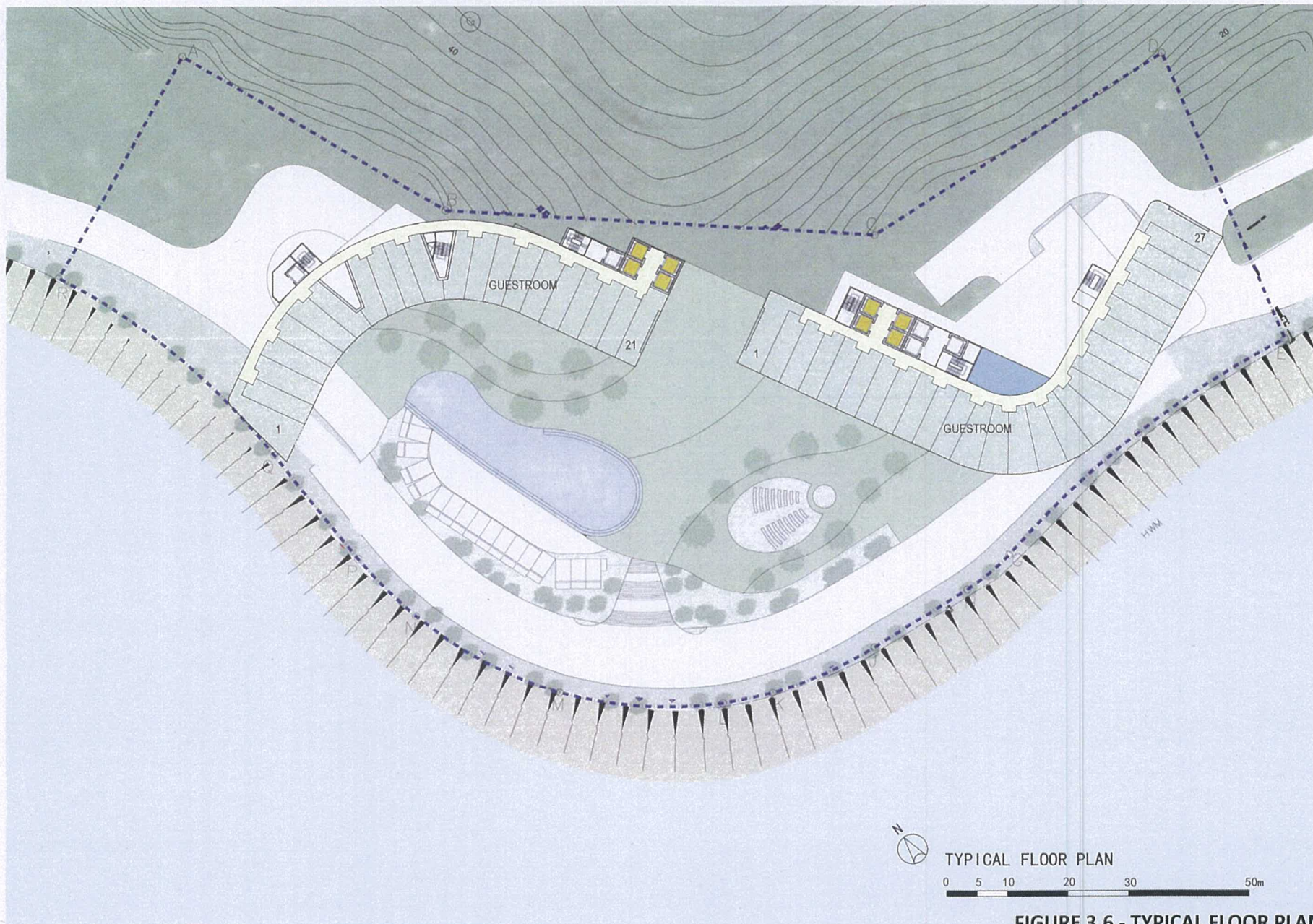


FIGURE 3.5 - THIRD FLOOR PLAN

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 5b



TYPICAL FLOOR PLAN

0 5 10 20 30 50m

FIGURE 3.6 - TYPICAL FLOOR PLAN

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 6b

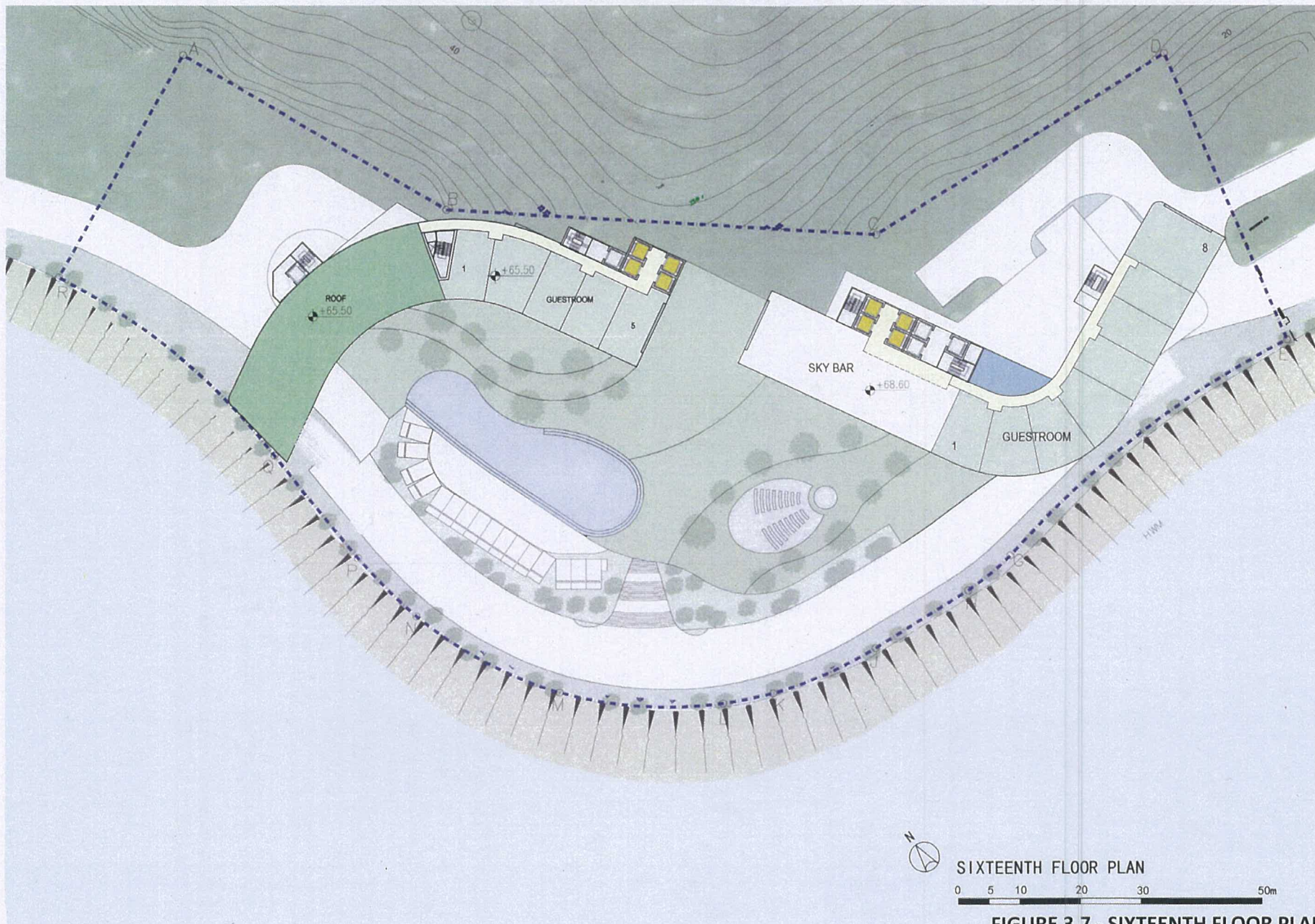


FIGURE 3.7 - SIXTEENTH FLOOR PLAN

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/H15/232-2	AA - 7b



FIGURE 3.8 - ROOF PLAN

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/H15/232-2	AA - 8b

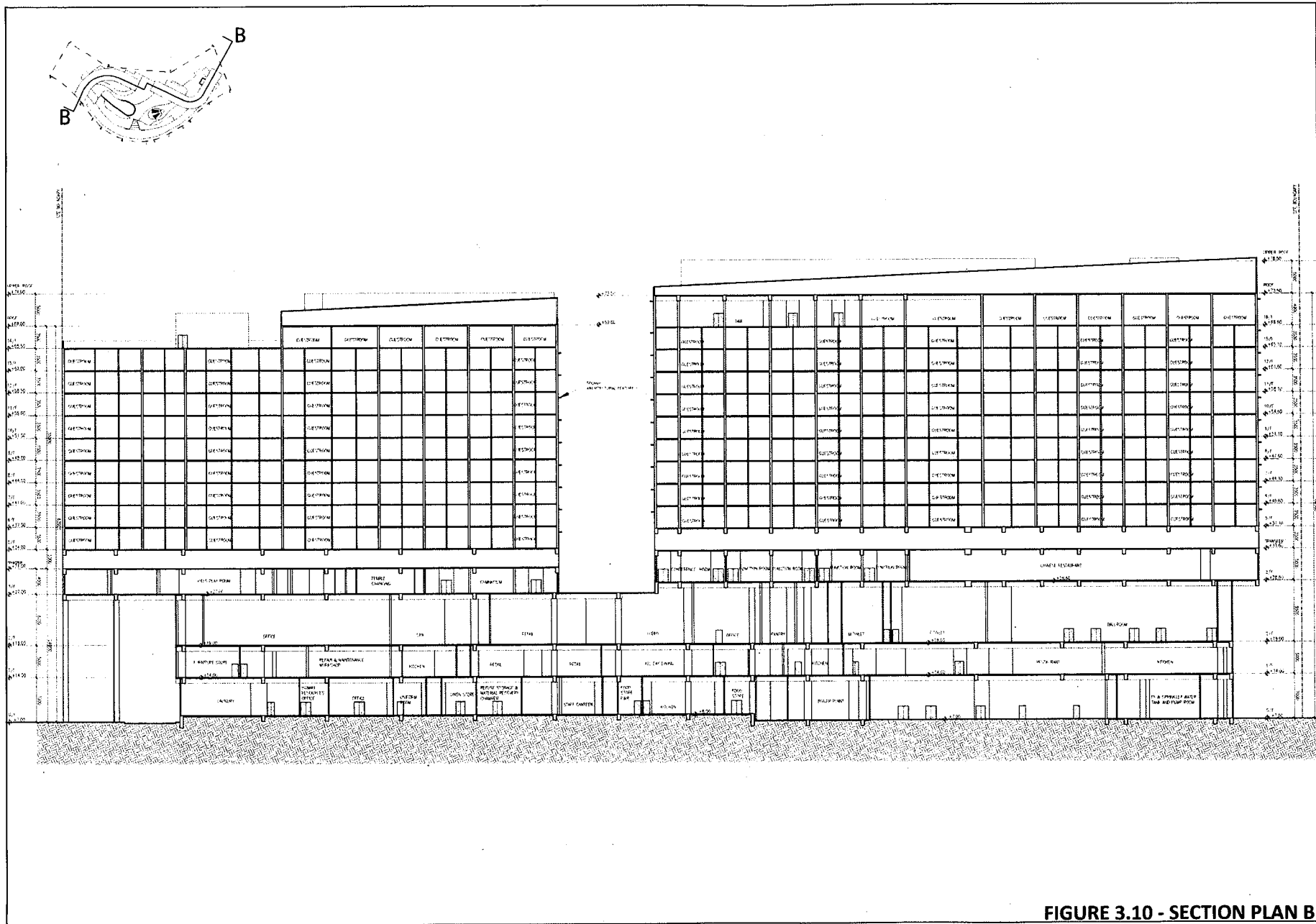


FIGURE 3.10 - SECTION PLAN B

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 9b

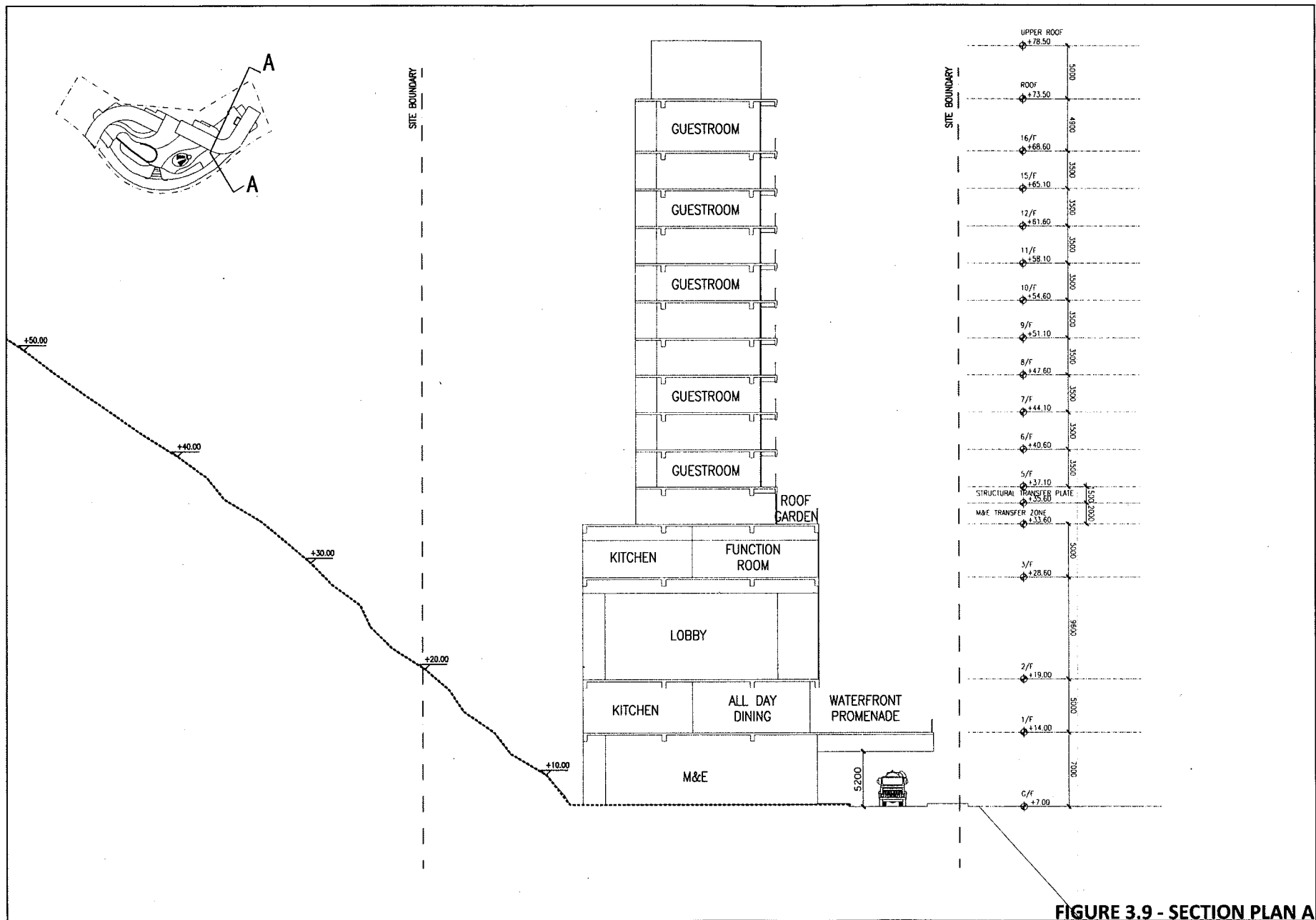
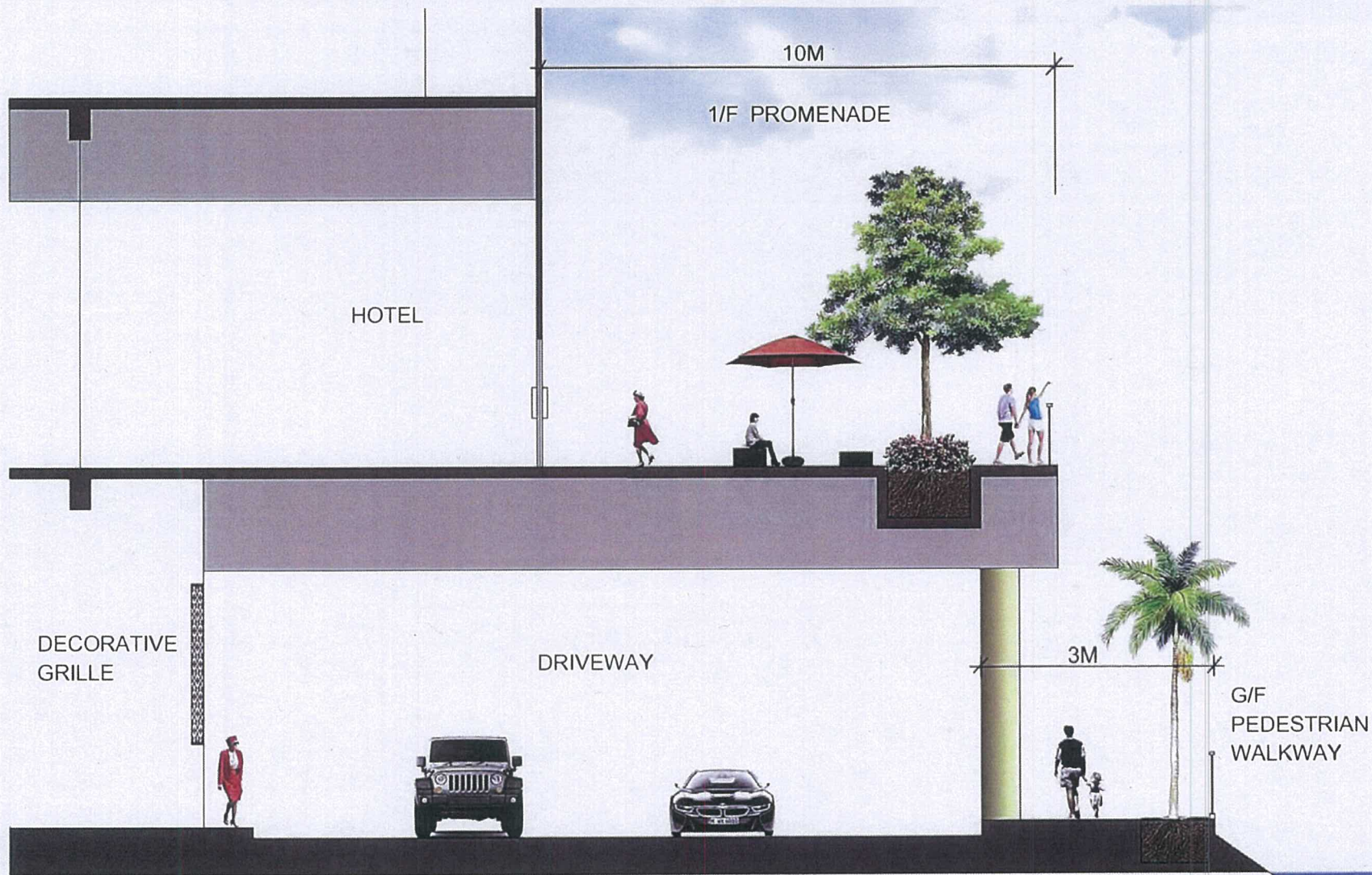


FIGURE 3.9 - SECTION PLAN A

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 10b



SCALE 1:100 (A4)

FIGURE 3.11 - SECTION OF WATERFRONT PROMENADE AND PEDESTRIAN WALKWAY

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 11b



FIGURE - 3.12 PERSPECTIVE DRAWING

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 12b



FIGURE - 3.13 PERSPECTIVE DRAWING

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 13b



FIGURE - 3.14 PERSPECTIVE DRAWING

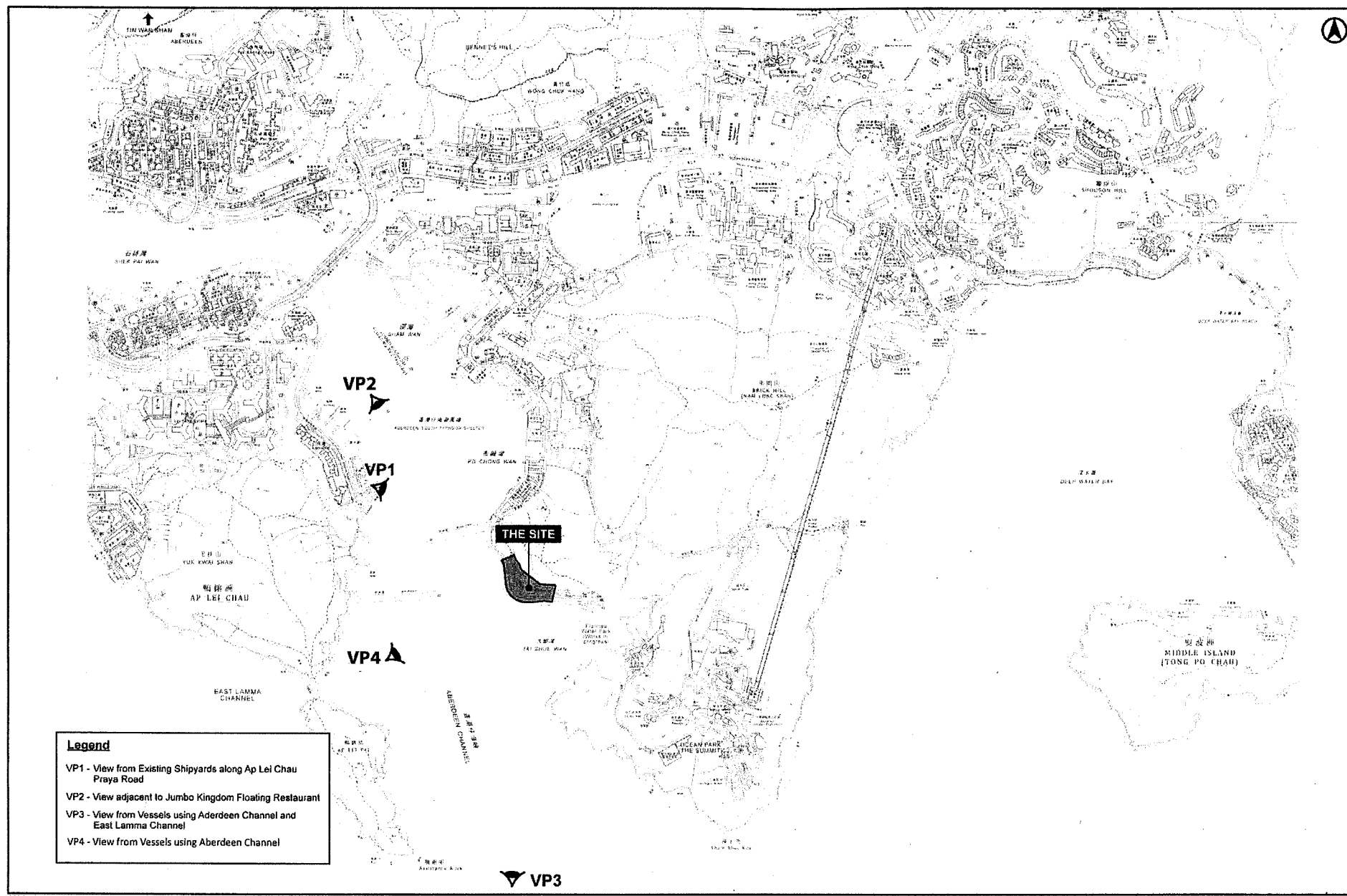


FIGURE 5.2 LOCATION OF VIEWPOINTS
NOT TO SCALE

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 15b

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

EXISTING CONDITION
BROADVIEW COURT



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)



OPHK/10

FIGURE 4 - VIEWPOINT 1 : VIEW FROM EXISTING SHIPYARDS ALONG AP LEI CHAU PRAYA ROAD

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 16b

EXISTING CONDITION



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)



OPHK/10

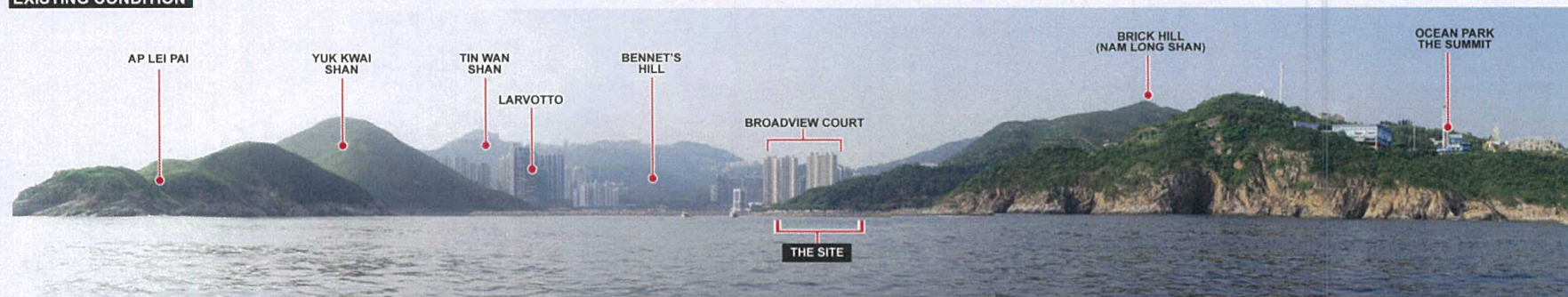
FIGURE 5 - VIEWPOINT 2 : VIEW ADJACENT TO JUMBO KINGDOM FLOATING RESTAURANT

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 17b

EXISTING CONDITION



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)



OPHK/10

FIGURE 6 - VIEWPOINT 3 : VIEW FROM VESSELS USING ABERDEEN CHANNEL AND EAST LAMMA CHANNEL

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

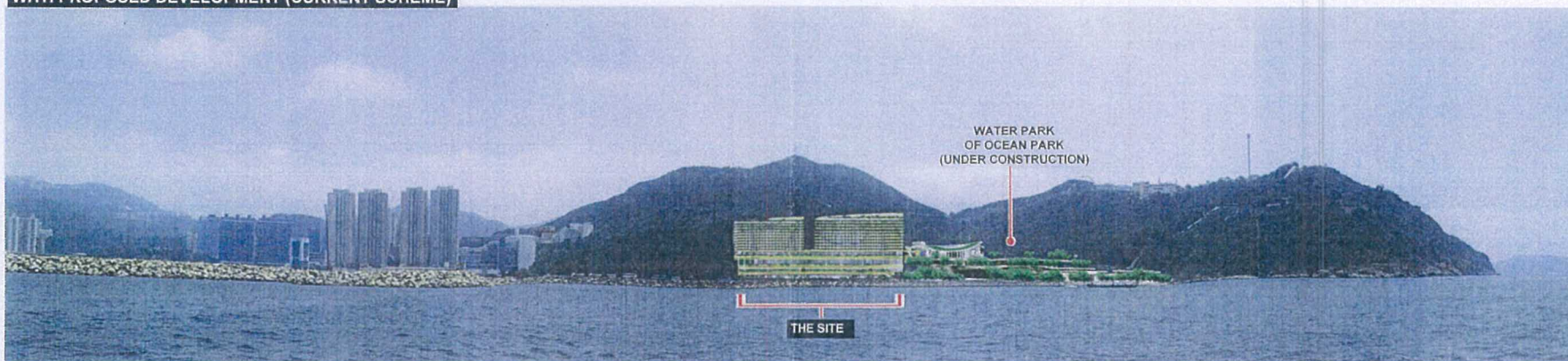
參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 18b

EXISTING CONDITION



WITH PROPOSED DEVELOPMENT (CURRENT SCHEME)



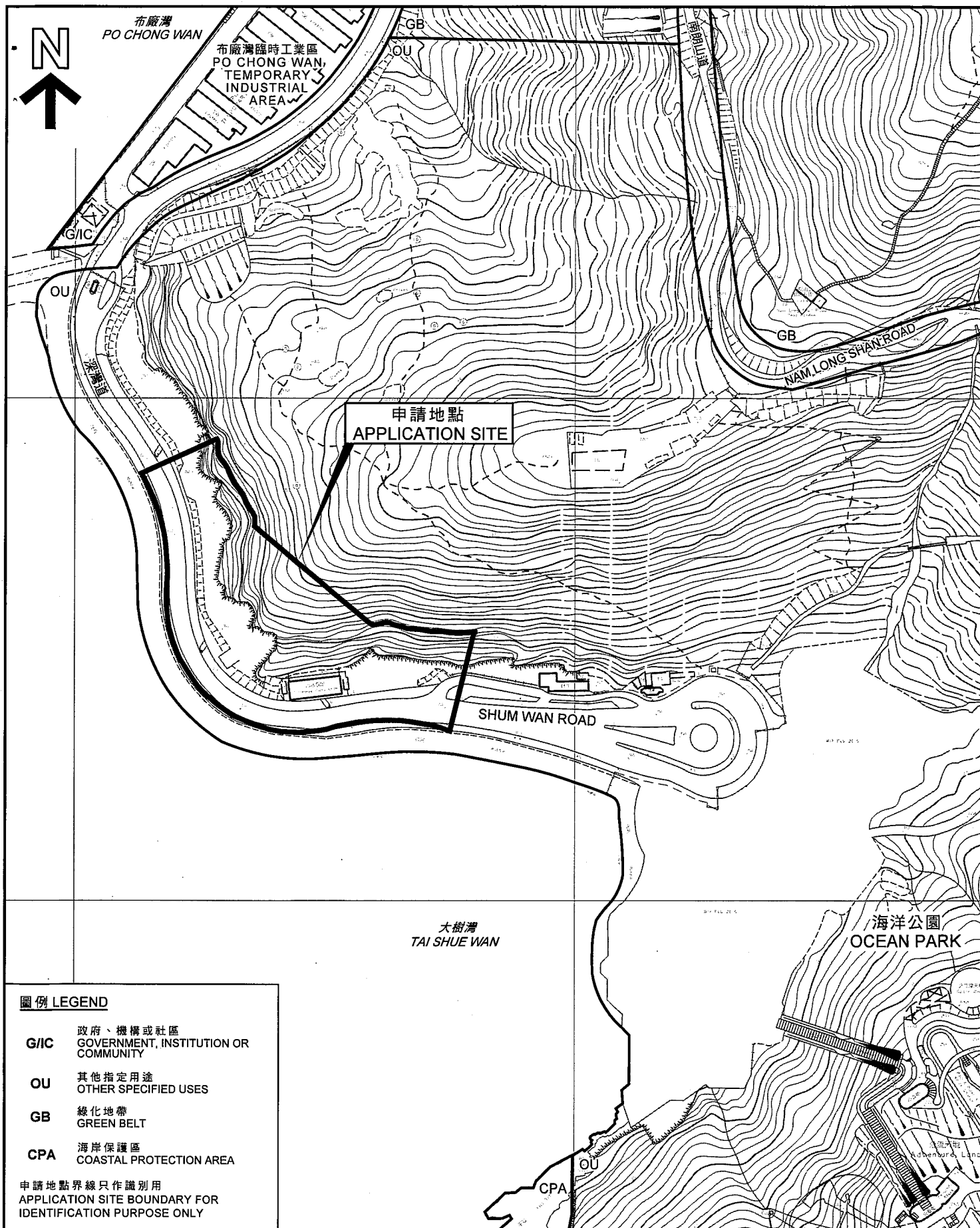
OP19K/10

FIGURE 7 - VIEWPOINT 4 : VIEW FROM VESSELS USING ABERDEEN CHANNEL

(資料來源：由申請人提供)
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號
REFERENCE No.
A/H15/232-2

繪圖
DRAWING
AA - 19b



平面圖 SITE PLAN

擬議酒店
海洋公園
(履行規劃許可附帶條件(a)部份)(漁人碼頭酒店)

PROPOSED HOTELS
OCEAN PARK

(COMPLIANCE WITH PART OF APPROVAL CONDITION (a))
(FISHERMAN'S WHARF HOTEL)

SCALE 1:2 500 比例尺

米 50 0 50 100 米
METRES

本摘要圖於2016年8月16日擬備，
所根據的資料為測量圖編號
15-NW-4C及D和15-NW-9A及B
EXTRACT PLAN PREPARED ON 16.8.2016
BASED ON SURVEY SHEETS No.
15-NW-4C & D AND 15-NW-9A & B

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

A/H15/232-2

圖 PLAN

AA - 2b



布廠灣臨時工業區
PO CHONG WAN
TEMPORARY
INDUSTRIAL
AREA

南朗山道

NAM LONG SHAN ROAD

申請地點
APPLICATION SITE

SHUM WAN ROAD

大樹灣
TAI SHUE WAN

海洋公園
OCEAN PARK

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

航攝照片 AERIAL PHOTO

本摘要圖於2016年8月16日擬備，所根據的資料為地政總署於2016年1月1日拍得的航攝照片編號CS62756

EXTRACT PLAN PREPARED ON 16.8.2016
BASED ON AERIAL PHOTO No.CS62756
TAKEN ON 1.1.2016 BY
LANDS DEPARTMENT

擬議酒店
海洋公園
(履行規劃許可附帶條件(a)部份)(漁人碼頭酒店)
PROPOSED HOTELS
OCEAN PARK
(COMPLIANCE WITH PART OF APPROVAL CONDITION (a))
(FISHERMAN'S WHARF HOTEL)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

A/H15/232-2

圖 PLAN

AA - 3b