

Form No. S12A
表格第 S12A 號

APPLICATION FOR
AMENDMENT OF PLAN UNDER SECTION 12A OF
THE TOWN PLANNING ORDINANCE
(CAP.131)

根據《城市規劃條例》(第131章)
第12A條遞交的修訂圖則申請

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：
https://www.info.gov.hk/tpb/tc/plan_application/apply.html

2022年10月14日
此文件在 收到。城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

This document is received on 14 OCT 2022
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

General Note and Annotation for the Form
填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made.
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y/I-DB/4
	Date Received 收到日期	14 OCT 2022

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件(倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載(網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處(香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線: 2231 5000)(香港北角渣華道 333 號北角政府合署 17 樓及新界沙田土禾輦路 1 號沙田政府合署 14 樓)索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Hong Kong Resort Company Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Masterplan Limited

3. Application Site 申請地點

(a) Whether the application directly relates to any specific site?
申請是否直接與某地點有關?

Yes 是 ☒

No 否 ☐ (Please proceed to Part 6 請繼續填寫第 6 部分)

(b) Full address/ location/ demarcation district and lot number (if applicable)
詳細地址/地點/丈量約份及地段號碼(如適用)

Discovery Bay Area 10B and Area 22 (based on the Discovery Bay Master Plan), Lantau Island

Lot 385 RP (Part) in D.D. 352 and Exts. thereto.

(c) Site Area 申請地點面積

78,848

.....sq.m 平方米 ☒ About 約

(d) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	n/asq.m 平方米 <input type="checkbox"/> About 約
(e) Current use(s) 現時用途	<p>Other Specified Uses: Flat (Staff Quarters only); Boat Servicing Facility; Helicopter Landing Pad, Vehicle and Golf Cart Depot, Warehouse (excluding Dangerous Goods Godown); Dangerous Goods Store/Liquefied Petroleum Gas Store; Pier; Petrol Filling Station; Marina; Place of Recreation, Sports, or Culture; Private Club; Horticultural Nursery;</p> <p>Government, Institution or Community uses: Government Refuse Collection Point, Utility Installation for Private Project, Public Utility Installation (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)</p>

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- ☒ is the sole "current land owner"[#] (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」[#] (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"[#] (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」[#] (請夾附業權證明文件)。
- ☐ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。
- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification 就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 –

- ☐ has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"#
已通知 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼/處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)"# on (DD/MM/YYYY)
於 (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書*

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers* on (DD/MM/YYYY)
於 (日/月/年)在指定報章就申請刊登一次通知*
- ☐ posted notice in a prominent position on or near application site/premises* on (DD/MM/YYYY)
於 (日/月/年)在申請地點/申請處所或附近的顯明位置貼出關於該申請的通知*
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee* on (DD/MM/YYYY)
於 (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會*

Others 其他

- ☐ others (please specify)
其他(請指明)

Note: May insert more than one "✓".
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註: 可在多於一個方格內加上「✓」號
申請人須就申請涉及的每一地段(倘適用)及處所(倘有)分別提供資料

6. Plan Proposed to be Amended 擬議修訂的圖則

(a) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Discovery Bay Outline Zoning Plan (No.S/I-DB/4)
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	"Other Specified Uses" annotated "Marina"; "Sub-Area B of Other Specified Uses" annotated "Sports and Recreation Club (4)"; "Other Specified Uses" annotated "Staff Quarters(1)"; "Other Specified Uses" annotated "Petrol Filling Station"; "Other Specified Uses" annotated "Service Area"; "Other Specified Uses" annotated "Dangerous Goods Store/Liquefied Petroleum Gas Store"; "Other Specified Uses" annotated "Pier(3)"; "Residential (Group D)", "Green Belt"; and "Government, Institution or Community".

7. Proposed Amendments 擬議修訂

- (a) Propose to rezone the application site to the following zone(s)/use(s)
(May insert more than one 「✓」) (Please illustrate the details on plan)
建議將申請地點的用途地帶改劃作下列地帶 / 用途
(可在多於一個方格內加上「✓」號)(請在圖則顯示詳情)

- | | |
|--|---|
| <input type="checkbox"/> Comprehensive Development Area []
綜合發展區 [] | <input type="checkbox"/> Commercial [] 商業 [] |
| <input checked="" type="checkbox"/> Residential (Group <input type="checkbox"/> A/ <input type="checkbox"/> B/ <input checked="" type="checkbox"/> C/ <input type="checkbox"/> D/ <input type="checkbox"/> E) []
住宅 (<input type="checkbox"/> 甲類 / <input type="checkbox"/> 乙類 / <input type="checkbox"/> 丙類 / <input type="checkbox"/> 丁類 / <input type="checkbox"/> 戊類) [] | <input type="checkbox"/> Village Type Development []
鄉村式發展 [] |
| <input type="checkbox"/> Agriculture [] 農業 [] | <input type="checkbox"/> Industrial [] 工業 [] |
| <input type="checkbox"/> Industrial (Group D) [] 工業 (丁類) [] | <input type="checkbox"/> Open Storage [] 露天貯物 [] |
| <input type="checkbox"/> Government, Institution or Community []
政府、機構或社區 [] | <input type="checkbox"/> Open Space [] 休憩用地 [] |
| <input type="checkbox"/> Recreation [] 康樂 [] | <input checked="" type="checkbox"/> Green Belt [] 綠化地帶 [] |
| <input type="checkbox"/> Country Park [] 郊野公園 [] | <input type="checkbox"/> Coastal Protection Area []
海岸保護區 [] |
| <input type="checkbox"/> Conservation Area [] 自然保育區 [] | <input type="checkbox"/> Site of Special Scientific Interest []
具特殊科學價值地點 [] |
| <input checked="" type="checkbox"/> Other Specified Uses (<input type="checkbox"/> Business/ <input type="checkbox"/> Industrial Estate/ <input type="checkbox"/> Mixed Use/ <input type="checkbox"/> Rural Use/ <input type="checkbox"/> Petrol Filling Station/
<input checked="" type="checkbox"/> Others (please specify <u>Marina</u>)) [] "OU(Service Area with Residential Development Above)"
其他指定用途 (<input type="checkbox"/> 商貿 / <input type="checkbox"/> 工業邨 / <input type="checkbox"/> 混合用途 / <input type="checkbox"/> 鄉郊用途 / <input type="checkbox"/> 加油站 /
<input type="checkbox"/> 其他 (請註明: _____)) [] | |
| <input type="checkbox"/> Road 道路 | <input type="checkbox"/> Others (please specify _____)
其他 (請註明: _____) |

Please insert subzone in [] as appropriate. "Sub-Area B of Other Specified Uses" annotated "Sports and Recreation Club (4)";
請於 [] 內註明支區, 如適用。 "Residential (Group C)13";
"Residential (Group C)14"; and
"Residential (Group C)15".

(b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》

☐ Covering Notes 《註釋》說明頁☒ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》

Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows:

(Please use separate sheets if the space below is insufficient)

建議修訂圖則的《註釋》的詳情，如適用：

(如下列空間不足，請另頁說明)

Please see the attached description of the proposed amendments to the Notes to the Plan.

☒ Proposed Notes of Schedule of Uses of the zone attached
夾附對《註釋》的擬議修訂

8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)

☒ Particulars of development are included in the Appendix.
附錄包括一個擬議發展的細節。☐ No specific development proposal is included in this application.
這宗申請並不包括任何指定的擬議發展計劃。

9. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要請另頁說明。

Detailed justification provided in the enclosed Planning Statement of the submission.

A large rectangular area, likely a table or form, with a solid diagonal line running from the bottom-left corner to the top-right corner. The area is filled with horizontal dotted lines, suggesting it is a template for data entry or a ledger.

10. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Kira Whitman

Director

Name in Block Letters

Position (if applicable)

姓名 (請以正楷填寫)

職位 (如適用)

Professional Qualification(s) ☒ Member 會員 / ☐ Fellow of 資深會員

專業資格

☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會

☐ RPP 註冊專業規劃師

Others 其他



on behalf of
代表

Masterplan Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章 (如適用)

Date 日期 19 September 2022

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
- (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

**APPLICATION FOR AMENDMENT OF PLAN UNDER
SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)**

根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

Development Proposal (only for indicative purpose)

擬議發展的發展計劃 (只作指示用途)

1. Development Proposal 擬議發展計劃

<input checked="" type="checkbox"/>	Proposed Gross floor area (GFA) 擬議總樓面面積	78,000	sq.m. 平方米	<input checked="" type="checkbox"/>	About 約
<input checked="" type="checkbox"/>	Proposed plot ratio 擬議地積比率	Area 4a - PR 0.6; Area 10b - PR 1.6; Area 22(Area B) - PR 0.2		<input checked="" type="checkbox"/>	About 約
<input checked="" type="checkbox"/>	Proposed site coverage 擬議上蓋面積	Area 4a - 13%; and Area 10b - 51%	%	<input checked="" type="checkbox"/>	About 約
<input checked="" type="checkbox"/>	Proposed number of blocks 擬議座數	Area 4a - 4 blocks; Area 10b (mid-rise) 5 blocks, (low-rise) 11 blocks, and (houses) 34 blocks			
<input checked="" type="checkbox"/>	Proposed number of storeys of each block 每座建築物的擬議層數 (low-rise) 6 storeys, (houses) 2 storeys; and Area 22(B) - 5 storeys	Area 4a - 5 storeys; Area 10b - (mid-rise) 16 to 18 storeys, storeys 層		<input type="checkbox"/>	include 包括.....storeys of basements 層地庫
				<input checked="" type="checkbox"/>	exclude 不包括.....storeys of basements 層地庫
<input checked="" type="checkbox"/>	Proposed building height of each block 每座建築物的擬議高度	Area 4a - 37.2 mPD; Area 10b - (mid-rise) 88.2 mPD, (low-rise) 38.2 mPD, (houses) 16.65 mPD; and Area 22(Area B) 15m	m 米	<input checked="" type="checkbox"/>	About 約
			mPD 米(主水平基準上)	<input checked="" type="checkbox"/>	About 約
<input checked="" type="checkbox"/>	Domestic part 住用部分				
	GFA 總樓面面積	61,200	sq.m. 平方米	<input checked="" type="checkbox"/>	About 約
	number of units 單位數目	Area 4a - 72 flats; Area 10b - 786 flats...			
	average unit size 單位平均面積	Area 4a - 62 sqm; Area 10b - 71	sq.m. 平方米	<input checked="" type="checkbox"/>	About 約
	estimated number of residents 估計住客數目	2,145			
<input type="checkbox"/>	Non-domestic part 非住用部分				
<input type="checkbox"/>	hotel 酒店		sq.m. 平方米	<input type="checkbox"/>	About 約
			sq.m. 平方米	<input type="checkbox"/>	About 約
		(please specify the number of rooms 請註明房間數目:			
<input type="checkbox"/>	office 辦公室		sq.m. 平方米	<input type="checkbox"/>	About 約
<input type="checkbox"/>	shop and services/eating place 商店及服務行業/食肆		sq.m. 平方米	<input type="checkbox"/>	About 約
<input type="checkbox"/>	Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)			
				
				
<input checked="" type="checkbox"/>	other(s) 其他	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)			
		Various Service Area Including Transport Terminus, Vehicle Depot and Repair Workshop within the precinct levels of Area 10b comprise residential developments. GFA of 11,300 sqm and Service Area for OU (Sports and Recreation Club)(4) -GFA of 5,500 sqm.			
<input checked="" type="checkbox"/>	Open space 休憩用地	(please specify land area(s)) (請註明面積)			
<input checked="" type="checkbox"/>	private open space 私人休憩用地	Area 4a 180 sq.m.; Area 10b- 1,965	sq.m. 平方米	<input checked="" type="checkbox"/>	Not less than 不少於
<input type="checkbox"/>	public open space 公共休憩用地		sq.m. 平方米	<input type="checkbox"/>	Not less than 不少於

☒ Transport-related facilities 與運輸有關的設施

☒ parking spaces 停車位

Private Car Parking Spaces 私家車車位
Motorcycle Parking Spaces 電單車車位
Light Goods Vehicle Parking Spaces 輕型貨車泊車位
Medium Goods Vehicle Parking Spaces 中型貨車泊車位
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位
Others (Please Specify) 其他 (請列明)

(please specify type(s) and number(s))

(請註明種類及數目)

10 golf cart parking spaces
44 Discovery Bay buses parking spaces

☒ loading/unloading spaces 上落客貨車位

Taxi Spaces 的士車位
Coach Spaces 旅遊巴車位
Light Goods Vehicle Spaces 輕型貨車車位
Medium Goods Vehicle Spaces 中型貨車車位
Heavy Goods Vehicle Spaces 重型貨車車位
Others (Please Specify) 其他 (請列明)

(please specify type(s) and number(s))

(請註明種類及數目)

Area 4A - 2 spaces; Area 10b - 10 spaces; Area 22 - 3 spaces for on street goods vehicle parking bays for furniture/goods delivery.

☒ other transport-related facilities 其他與運輸有關的設施

(please specify type(s) and number(s))

(請註明種類及數目)

1 Kaito Pier, Helicopter Landing Pad

Use(s) of different floors (if applicable) 各樓層的用途(如適用)

[Block number]	[Floor(s)]	Area 4A -	[Proposed use(s)]
[座數]	[層數]		[擬議用途]
Please refer to the supplemented sheet for the use of different floors, attached to this application form.			

Proposed use(s) of uncovered area (if any) 露天地方(倘有)的擬議用途

Service Area for boats (Area 22)

Any vehicular access to the site? 是否有車路通往地盤?

Yes 是

☒ There is an existing access. (please indicate the street name, where appropriate)
有一條現有車路。(請註明道路名稱(如適用))
Discovery Bay Road, Marina Drive, and Capevale Drive
☐ There is a proposed access. (please illustrate on plan and specify the width)
有一條擬議車路。(請在圖則顯示，並註明車路的闊度)

No 否

For Development involving columbarium use, please complete the table in the Annex to this Appendix.

如發展涉及靈灰安置所用途，請填妥於此附件後附錄的表格。

2. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures
如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	<input type="checkbox"/> Please provide details 請提供詳情
	No 否	<input checked="" type="checkbox"/>

Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	<input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 20,000 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of excavation 挖土深度 3 m 米 <input checked="" type="checkbox"/> About 約
	No 否	<input type="checkbox"/>

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	Tree Felling 砍伐樹木	Yes 會 <input checked="" type="checkbox"/>	No 不會 <input type="checkbox"/>
	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/>

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)
	Please refer to the appendices of the planning statement for the technical assessments.

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

[@] Ash interment capacity in relation to a columbarium means --

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；

- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
the total number of sets of ashes that may be interred in the columbarium.
在該靈灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	Discovery Bay Areas 10B and Area 22 (based on the Discovery Bay Master Plan), Lantau Island Lot 385 RP (Part) in D.D. 352 and Exts. thereto		
Site area 地盤面積	78,848	sq. m 平方米 <input checked="" type="checkbox"/> About 約	(includes Government land of 包括政府土地 sq. m 平方米 <input type="checkbox"/> About 約)
Plan 圖則	Approved Discovery Bay Outline Zoning Plan (No.S/I-DB/4)		
Zoning 地帶	"Other Specified Uses" annotated "Marina"; "Sub-Area B of Other Specified Uses" annotated "Sports and Recreation Club (4)"; "Other Specified Uses" annotated "Staff Quarters (1)"; "Other Specified Uses" annotated "Petrol Filling Station"; "Other Specified Uses" annotated "Service Area"; "Other Specified Uses" annotated "Dangerous Goods Store/Liquefied Petroleum Gas Store"; "Other Specified Uses" annotated "Pier (3)"; "Residential (Group D)"; "Green Belt"; and "Government, Institution or Community".		
Proposed Amendment(s) 擬議修訂	<input type="checkbox"/> Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁 <input checked="" type="checkbox"/> Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 <input checked="" type="checkbox"/> Rezone the application site from <u>The above listed zones</u> to _____ 把申請地點由_____地帶改劃為_____		

Development Parameters (for indicative purpose only) 發展參數(只作指示用途)

(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	61,200 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	Area 4a - PR 0.6; <input type="checkbox"/> About 約 Area 10b - PR 1.4; <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	16,800 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	Area 10b - PR 0.3; Area 22 <input type="checkbox"/> About 約 (Area B) - PR 0.2 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用	Area 4a - 4 blocks; Area 10b (low-rise) 3 blocks, and (houses) 34 blocks	
	Non-domestic 非住用		
	Composite 綜合用途	Area 10b (mid-rise) 5 blocks, (low-rise) 8 blocks	

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 <input type="checkbox"/> (Not more than 不多於)
		Area 4a - 37.2 mPD ; Area 10b - (low-rise) 38.2 mPD, and (houses) 16.65 mPD.	mPD 米(主水平基準上) <input checked="" type="checkbox"/> (Not more than 不多於)
		Area 4a - 5storeys ; Area 10b - (low-rise) 6 storeys, (houses) 2 storeys ;	Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input checked="" type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input checked="" type="checkbox"/> Podium 平台)
	Non-domestic 非住用	15	m 米 <input checked="" type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		5	Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途		m 米 <input type="checkbox"/> (Not more than 不多於)
		Area 10b - (mid-rise) 88.2 mPD, (low-rise) 38.2 mPD	mPD 米(主水平基準上) <input checked="" type="checkbox"/> (Not more than 不多於)
		Area 10b - (mid-rise) 16 to 18 storeys, (low-rise) 6 storeys,	Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input checked="" type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input checked="" type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積	Area 4a -13%; and Area 10b - 51% % <input type="checkbox"/> About 約		
(v) No. of units 單位數目	Area 4a - 72 flats; Area 10b - 786 flats		
(vi) Open space 休憩用地	Private 私人	Area 4a 180 sq.m.; Area 10b- 1,965 sq.m 平方米 <input checked="" type="checkbox"/> Not less than 不少於	
	Public 公眾	sq.m 平方米 <input type="checkbox"/> Not less than 不少於	

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) 10 golf cart parking spaces, 44 Discovery Bay Bus parking spaces	54
	Total no. of vehicle loading/unloading bays/lays 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Area 4a - 2 spaces; Area 10b - 10 spaces; Area 22 - 3 spaces for on street goods vehicle parking bays for furniture/goods delivery.	15

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
Note: May insert more than one '✓'. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

Your Ref. Y/I-DB/4

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point
Hong Kong.
(Attn.: Ms. LIU Mei Fong, Kennie (DPO/SKIs, PlanD))

27 July 2023

Dear Madam,

Section 12A Rezoning Application No. Y/I-DB/4
Rezoning Application for Discovery Bay Outline Zoning Plan,
Proposed Development Areas 10b, 22 and 4a
Consolidated Planning Statement

We submit herewith a consolidated planning statement, which contains the latest version of the development scheme and technical assessments previously submitted to the Town Planning Board (the Board). Our previous responses to departmental comments are incorporated in this submission. This consolidated version is to supersede the previous further information submissions dated 19.9.2022, 20.9.2022, 7.10.2022, 11.10.2022, 26.10.2022, 27.2.2023, 10.3.2023, 19.5.2023 and 19.7.2023, and to facilitate consideration of the application by the Board.

The submission has been prepared in accordance with the Town Planning Board Guideline No. 32A on submission of further information in relation to applications for amendment of Plans under the Town Planning Ordinance. It contains no new information other than that already accepted by the Board. As such, it should be exempted from the publication and recounting requirements. 70 copies are submitted with this letter.

Yours faithfully,



Ian Brownlee
For and on behalf of
Masterplan Limited

cc: Clients and Consultants (by email)



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

Consolidated Planning Statement

July 2023

Hong Kong Resort Company Limited

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Service Area with Residential Development Above"</u>	
Bus Depot	Government Use
Flat	Warehouse (excluding Dangerous
House	Goods Godown)
Petrol Filling Station	
Public Utility Installation	
Recyclable Collection Centre	
Refuse Disposal Installation	
Transport Terminus or Station	
Utility Installation for Private Project	
Vehicle and Golf Cart Depot	
Vehicle Repair Workshop	

Planning Intention

This zone is intended primarily for residential complex, with Service Area to serve the development and surrounding area.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure) shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 36,100m², non-domestic GFA of 11,330m², and a maximum building height for residential building of 18 storeys not exceeding 89mPD (excluding maximum 2 storeys podium for plant rooms, ancillary facilities and/or other non-domestic uses permitted in this zone directly related to the development or redevelopment), or the GFA, site coverage and height of the existing building, whichever is the greater.
- (b) In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as plant room, caretaker/management staff's office, rest area, storage space, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Eating Place
Government Use (Police Reporting Centre only)	Educational Institution
House	Government Refuse Collection Point
Utility Installation for Private Project	Government Use (not elsewhere specified)
→ Pier	Institutional Use (not elsewhere specified)
	Place of Recreation, Sports or Culture
	Private Club
	Public Convenience
	Public Utility Installation
	Recyclable Collection Centre
	Religious Institution
	Residential Institution
	School
	Shop and Services
	Social Welfare Facility

Planning Intention

This zone is intended primarily for low-density residential developments.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure) shall result in a total development and/or redevelopment in excess of the maximum gross floor area (GFA) and building height specified below, or the GFA, site coverage and height of the existing building (including structure), whichever is the greater, and provided that (insofar as is applicable) addition, alteration and/or modification to or redevelopment of an existing building (including structure) to the same height of the existing building (including structure) shall only be allowed if the existing GFA of the building (including structure) is not exceeded :

(please see next page)

RESIDENTIAL (GROUP C) (Cont'd)

Remarks (Cont'd)

<u>Sub-area</u>	<u>Maximum GFA (m²)</u>	<u>Maximum Building Height</u>		
			<u>Number of Storeys</u>	<u>Metres above Hong Kong Principal Datum (mPD)</u> <u>Metres (m)</u>
R(C)1	117,438	Area A	25	114
		Area B	25	102
		Area C	24	116
		Area D	20	99
R(C)2	157,100	Area A	25	132
		Area B	15	95
		Area C	5	60
		Area D	18	94
R(C)3	30,643		22	112
R(C)4	110,784	Area A	22	120
		Area B	5	64
R(C)5	158,178	Area A	25	129
		Area B	25	123
		Area C	25	114
		Area D	18	103
		Area E	18	101
		Area F	13	65
		Area G	7	60
		Area H	2	38
R(C)6	24,319	Area A	19	74
		Area B	6	35
		Area C	2	20
R(C)7	135,684	Area A	18	75
		Area B	6	65
R(C)8	60,369	Area A	5	62
		Area B	5	40
		Area C	3	31
R(C)9	33,715	Area A	14	104
		Area B	6	74
R(C)10	49,543		3	64
R(C)11	5,000		2	9
R(C)13	14,100		18*	89
R(C)14	6,500		2	17
R(C)15	4,500		5	38

(please see next page)

RESIDENTIAL (GROUP C) (Cont'd)

Remarks (Cont'd)

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

- (b) In determining the relevant maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as plant room, caretakers' office and caretakers' quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Sports and Recreation Club" Only</u>	
Place of Recreation, Sports or Culture	Dangerous Goods Godown (Liquefied
Private Club	Petroleum Gas Store only)
→ Marine Fuelling Station	Eating Place
Boat Services Facilities	Government Refuse Collection Point
Pier	Government Use (not elsewhere specified)
	Religious Institution
	Shop and Services
	Social Welfare Facility
	Utility Installation for Private Project

Planning Intention

This zone is intended to designate land for sports and recreation club development.

Remarks


- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure) shall result in a total development and/or redevelopment in excess of the maximum gross floor area (GFA) and building height specified below, or the GFA, site coverage and height of the existing building (including structure), whichever is the greater:

<u>Sub-area</u>	<u>Maximum GFA</u> (m ²)	<u>Maximum Building Height</u>	
		Number of Storeys	Metres (m)
Sports and Recreation Club (1)	5,500	2	13
Sports and Recreation Club (2)	6,000	2	13
Sports and Recreation Club (3)	5,500	2	9
Sports and Recreation Club (4)	5,500 Area A	8	25
	Area B	5	15

- (b) In determining the relevant maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as plant room and caretakers' office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Marina" Only</u>	
 Marina Helicopter Landing Pad	Government Use Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is intended for a marina for the berthing of pleasure vessels.

Remarks

No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure) shall result in a total development and/or redevelopment in excess of a maximum building height of 6m, or the height of the existing building (including structure), whichever is the greater.

(please see next page)



Dafydd ANGUS <angusdais@gmail.com>
27/03/2023 13:14

To [REDACTED]
cc
Subject Y/I-DB/4 Plan Area Discovery Bay District Sai Kung & Islands District

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt

Attn: Miss Amy YEUNG, JP District Office

Dear Madam,

I write to you in dismay at the captioned Town Planning Application which will in my humble opinion be an absolute desecration of the current environmental situation of Discovery Bay.

The proposal fails on so many levels not least infrastructure; adverse and deleterious impact on the existing flora and fauna not least the marine life. The population density is such that the development will result in an over burdening of existing and proposed facilities. Whilst I am not hopeful that the proposal will be voted down I feel I must register my consternation.

Thank you for your time and consideration in reading this and I trust that the views herein will be reflected to the powers that be.
yours faithfully,

Dafydd L. Angus

[REDACTED]

Detailed departmental comments

1. Land Administration

Comments of District Lands Officer/Islands, Lands Department:

Deed of Restrictive Covenant

- the Site is within the land affected by the Deed of Restrictive Covenant dated 10.12.1999 as varied and modified by the Deed of Variation of Deed of Restrictive Covenant dated 25.8.2017 (hereinafter collectively referred to as “the DRC”) entered into between the Director of Lands on behalf of the Government of the Hong Kong Special Administrative Region of the one part and Hongkong International Theme Parks Limited of the other part and registered in the Land Registry by Memorial Nos. IS278911, TW1325552 and 17092601830018. The applicant’s development proposal shall be subject to the DRC to the intent and to the extent that the covenants as contained in the DRC shall be applicable to the Site. Detailed examination of the development proposal will be conducted upon receipt of HKR’s formal application under lease;

Others

- the existing fresh water mains and sewer main outside the boundary of the Lot are covered by separate short term tenancies. Incidentally, it is noted that the alignments of the fresh water mains and sewer main as shown in the applicant’s development proposal are slightly different from the tenancy records of this Office;
- the applicant’s development proposal will result in modification or removal of permitted/existing servicing facilities in the Site. The applicant should provide to the satisfaction of the concerned departments full justifications on the deletion of the facilities and advise on the adequacy of the re-provisioned facilities; and
- the alignment of fresh water and sewer mains are different from the tenancy records of his office. The applicant should further review them.

2. Drainage

Comments of Chief Engineer/Hong Kong & Islands, Drainage Services Department (DSD):

- Corrigendum No. 1/2022 of Stormwater Drainage Manual has recently been promulgated to reflect climate change design considerations taken into account the Sixth Assessment Report published by the United Nations Intergovernmental Panel on Climate Change (IPCC AR6) and findings of relevant studies conducted by Civil Engineering and Development Department and the Hong Kong Observatory, in particular with respect to the forecast for sea level rise and extreme rainfall. Project proponent is advised to observe this Corrigendum No. 1/2022 to prepare the planning and design of the stormwater drainage system. The Corrigendum can be viewed on webpage: https://www.dsd.gov.hk/EN/Technical_Documents/Technical_Manuals/index.html; and

- to relieve the increasing pressure on the drainage system due to development and ensure sustainable development in Hong Kong in face of climate change, provision of blue-green drainage infrastructure according to Section 3.2.2 of DSD's Stormwater Drainage Manual and Development Bureau Technical Circular (Works) No. 9/2020 is strongly encouraged to be incorporated in the development with a view to reducing the quantity as well as improving the quality of site runoff. In fact, similar concept is already embraced in the stormwater management section of BEAM Plus Neighborhood in which credits will be granted for promotion of infiltration and provision of temporary storage.

3. Landscape

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

- the applicant is reminded that approval of the application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP APP-152) and/or under the lease. The site coverage of greenery calculation should be submitted separately to Buildings Department for approval. Similarly for any proposed tree preservation/removal scheme and compensatory planting proposal, the applicant is reminded to approach relevant authority direct to obtain the necessary approval, where appropriate.

4. Buildings Matter

Comments of the Chief Building Surveyor/New Territories East 1 and Licensing, Buildings Department (BD):

- if the existing structures are erected on leased land without approval of the BD (not being New Territories Exempted Houses), they are unauthorised under the Buildings Ordinance (BO) and should not be designated for any use under the application;
- before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the Site, the prior approval and consent of BD should be obtained, otherwise they are Unauthorised Building Works (UBWs). An Authorised Person should be appointed as the coordinator for the proposed building works in accordance with the BO;
- for UBWs erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with BD's enforcement policy against UBWs as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBWs on the Site under the BO;
- if the proposed use under application is subject to the issue of a licence, please be reminded that any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority;
- the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access (EVA) in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;

- if the Site does not abut a specified street of not less than 4.5m wide, its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at the building plan submission stage;
- according to the proposed amendments to existing Notes of the approved Discovery Bay Outline Zoning Plan, 'petrol filling station and vehicle repair workshop' is included for the proposed "OU(Service Area with Residential Development Above" zone. In this connection, the applicant's attention is drawn to compliance with Regulation 49 of the B(P)R; and
- street/right of way giving access to neighboring site should be excluded from site area for the purpose of plot ratio and site coverage calculations. Regulation 23(2)(a) of the B(P)R refers.

5. **Fire Safety**

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

EVA

- the provision of EVA shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under B(P)R 41D which is administered by BD;

Petrol Filling Station (PFS)

- the applicant should be reminded of the following regarding PFS:
 - (i) the wall forming part of an occupied building should not be located within 12m of the filling points of PFS and the fire resistance for wall separating vulnerable populations from dangerous substance should be a minimum of 60 minutes;
 - (ii) opening windows or any other opening to a building should not be within 3m in any direction of the vent discharge points systems;
- comments on the location/site for any store for Dangerous Goods (DG) Storage/manufacture must be obtained from D of FS via general building plan submission to the BD before formal dangerous goods storage/manufacture licence application could be processed and licence would only be granted subject to fully compliance of relevant fire safety requirement issued to the applicant; and

Proposed Relocation of the Existing Helipad

- the requirement on the access road for the proposed helicopter landing pad will be formulated upon receipt of formal submission of general building plans.

6. **Aviation**

Comments of the Director-General of Civil Aviation:

- although the nearest residential development is located beyond 300m from the relocated helipad, any helicopter operations will still be audible, particularly to those existing and planned residential developments which are in close proximity to the proposed relocated site; and
- complaints from residents in DB area regarding aircraft/helicopter noise have been received by his Department from time to time. It is, therefore, suggested that future residents should be alerted of the potential helicopter operations of the helipad. Adequate mitigation measures (using acoustic insulation/specific building designs, etc.) to enhance the indoor living environment should be adopted. Relevant district council(s) shall also be consulted on this helipad relocation.

7. Environmental Hygiene

Comments of the Director of Food and Environmental Hygiene (DFEH):

- the Lot owner will be responsible for street cleansing including management of refuse collection facilities within the Lot. Subject to favourable comment to the waste collection plan and successful trial run of refuse collection vehicles, Food and Environmental Hygiene Department (FEHD) may consider to provide regular domestic refuse collection services;
- if the proposal involves any commercial/trading activities, no environmental nuisance should be generated to the surroundings. For any wastes generated from the commercial/trading activities, the applicant should be responsible for the proper disposal at his own expenses; and
- proper licence/permit issued by FEHD is required if there is any catering services or other activities regulated by the DFEH under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public. The operation of such businesses should not cause any obstruction and environmental nuisance.

城市規劃委員會秘書
香港北角渣華道 333 號
北角政府合署 15 樓

經傳真發送：2877-0245/ 2522-8426

敬啟者：

關於申請編號：Y/I-DB/4 [地點：愉景灣第 10b 區及 22 區(部分) (根據愉景灣總綱圖) 丈量約份第 352 約地段第 385 號餘段(部分)及增批部分]

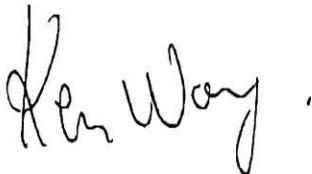
正如行政長官李家超先生在 2022 年施政報告中表示，解決住屋問題乃本屆政府施政的重中之重。要解決這項重要的民生問題，必須突破性增加房屋供應，以打破房屋短缺的長期困局。

本人認為城市規劃委員會應加快審批及通過題述申請，以助釋放愉景灣未被善用和發揮的私人土地資源，此舉既可積極回應和支持香港特區政府的政策方針，亦有助提升愉景灣的生活環境及配套設施，改善市民的生活質素。

事實上，坪洲與愉景灣只有一水之隔，我們亦期望相關新發展項目可以為坪洲居民帶來更多同區的就業機會，並加速大嶼山的經濟發展。

因此，本人十分支持通過題述申請！

坪洲鄉事委員會主席
黃漢權



二零二二年十一月二十三日

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221109-112941-70761

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

09/11/2022 11:29:41

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. YUE HONG YU

意見詳情

Details of the Comment :

(A) 一般意見：

1. 垃圾收集站、巴士泊車、及維修工場令這區的環境缺乏吸引力。擬議計劃能改善這區的衛生和安全狀況，並提升整體吸引力。
2. 擬議基座平台能提供巴士通宵泊車位，美化這區的市容價值。
3. 擬議建築物高度及其高度分級設計能融入附近環境。
4. 擬議發展能美化此區的市容價值，使愉景灣居民受益。
5. 新建的海濱能將公眾和水體的距離拉近，並為公眾和愉景灣居民提供康樂活動。
6. 申請地盤有足夠的基建容量，而且公共交通便利，適合房屋發展。
7. 擬議海濱和園景休憩用地將會成為公眾的主要活動地點，增添此區的朝氣活力。
8. 這項申請透過開發及充分利用棕地的發展潛能以提供房屋供應。
9. 擬議修訂項目能滿足的大嶼山愉景灣游艇會運作需要。有鑒於政府正在續漸放寬社交距離措施，擬議修訂能為未來的游艇會使用者帶來益處。
10. 自從愉景灣隧道落成，此區不再需要額外員工宿舍。
11. 擬議發展為這區提供各種房屋類別，包括中層住宅大廈、低層住宅大廈以及屋宇。
12. 申請人提出的擬議發展配合施政報告，增加本地私人房屋供應。

(B) 視覺、環境或其他方面的意見：

1. 擬議發展與愉景灣現時的环境特色相容，不會造成不良的視覺影響。
2. 擬議修訂項目能優化棕地的環境質素，而且不會對環境造成不良的影響。
3. 擬議發展有顧及現時愉景灣居民的觀景廊，而且不會影響山脊線。
4. 擬議建築物和配套設施能提升這區的市容價值。
5. 技術評估指出擬議修訂項目不會對交通、排污、及環境造成不良的影響。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221122-120508-36806

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

22/11/2022 12:05:08

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 張衡燁

意見詳情

Details of the Comment :

本人支持這項申請，因為以上原因：

1. 垃圾收集站、巴士泊車、及維修工場令這區的環境缺乏吸引力。擬議計劃能改善這區的衛生和安全狀況，並提升整體吸引力。
2. 擬議基座平台能提供巴士通宵泊車位，美化這區的市容價值。
3. 擬議建築物高度及其高度分級設計能融入附近環境。
4. 擬議發展能美化此區的市容價值，使愉景灣居民受益。
5. 新建的海濱能將公眾和水體的距離拉近，並為公眾和愉景灣居民提供康樂活動。
6. 申請地盤有足夠的基建容量，而且公共交通便利，適合房屋發展。
7. 擬議海濱和園景休憩用地將會成為公眾的主要活動地點，增添此區的朝氣活力。
8. 這項申請透過開發及充分利用棕地的發展潛能以提供房屋供應。
9. 擬議修訂項目能滿足的大嶼山愉景灣游艇會運作需要。有鑒於政府正在續漸放寬社交距離措施，擬議修訂能為未來的游艇會使用者帶來益處。
10. 擬議發展為這區提供各種房屋類別，包括中層住宅大廈、低層住宅大廈以及屋宇。
11. 申請人提出的擬議發展配合施政報告，增加本地私人房屋供應。
12. 擬議發展與愉景灣現時的环境特色相容，不會造成不良的視覺影響。
13. 擬議修訂項目能優化棕地的環境質素，而且不會對環境造成不良的影響。
14. 擬議發展有顧及現時愉景灣居民的觀景廊，而且不會影響山脊線。
15. 擬議建築物和配套設施能提升這區的市容價值。
16. 技術評估指出擬議修訂項目不會對交通、排污、及環境造成不良的影響。

基於這些原因，這規劃申請應被接納。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221109-163422-74198

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

09/11/2022 16:34:22

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Winnie Wong

意見詳情

Details of the Comment :

支持原因 (供參考用，可選多項)

支持這項申請計劃。垃圾收集站、巴士泊車、及維修工場令這區的環境缺乏吸引力。擬議計劃能改善這區的衛生和安全狀況，並提升整體吸引力。擬議基座平台能提供巴士通宵泊車位，有助美化這區的市容價值。

申請地盤有足夠的基建容量，而且公共交通便利，適合房屋發展。本人支持這項計劃。

支持這項申請計劃。新建的海濱能將公眾和水體的距離拉近，並為公眾和愉景灣居民提供康樂活動。擬議海濱和園景休憩用地將會成為公眾的主要活動地點，增添此區的朝氣活力。

自從愉景灣隧道落成，此區不再需要額外員工宿舍。擬議的發展可配合施政報告，增加本地私人房屋供應，有利公眾，十分支持這方案。

這項申請透過開發及充分利用棕地的發展潛能以提供房屋供應。擬議發展為這區提供各種房屋類別，包括中層住宅大廈、低層住宅大廈以及屋宇，有助解決本港房屋短缺問題，是一個利民方案。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221112-115129-53841

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

12/11/2022 11:51:29

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Keith Yu

意見詳情

Details of the Comment :

支持原因 (參考)

· 香港地少人多，寸金尺土。6f區這幅私人土地平整了接近四十年卻一直未被善用，白白浪費珍貴土地資源。希望城規會加快審批上述申請，釋放未被善用的私人土地資源，以協助增加本港土地及房屋供應。

· 支持題述申請，因為計劃有助增加優質及多元化私人樓宇的供應，為市民提供更多住屋選擇，從而提升生活質素。

· 我認為計劃有利持續優化愉景灣的整體建設及設施，改善社區環境之餘，亦同時為物業增值，因此我十分支持這項申請。

· 作為商戶，我十分支持這項申請。因為新發展計劃將吸引更多人口遷入愉景灣，以及在愉景灣消費，增加生意商機，帶來更多經濟效益。

· 「明日大嶼願景」是香港政府的重點工作之一，關乎香港未來數十年的整體規劃以及多項大型基建的推行。希望城規會能夠配合政府積極發展大嶼山的步伐，加快批核6f區的發展計劃，提升大嶼山及愉景灣的競爭力。

· 愉景灣的生活環境與外地來港專才的原居生活接近，有助吸引各個專業範疇的專才來港工作及生活，為本港經濟及科技等發展作出貢獻，本人十分支持這項申請。

· 香港政府成日話無地、又話樓宇供應緊張，呢幅私人土地閒置咗幾十年，根本浪費珍貴土地資源。城規會應加快處理這宗申請，協助增加房屋供應，急市民之所急。

· 我十分支持這個計劃。因為愉景灣起新樓，東涌、坪洲、檢樹灣等離島居民就有多些就業機會，跨區返工車費好貴、長途跋涉、搭車時間又長，影響家庭生活。

· 據此諮詢文件顯示，6f區屬員工宿舍用途。隨著愉景灣隧道於2000年啟用，這宿舍用途的需要大大減少。如城規會拒絕是項申請，發展商並沒有誘因發展該地，形成雙輸局面。所以城規會應只考慮這四百多伙住宅是否會引致愉景灣基本設施超出所能負荷，而作出批准或拒絕。

· 據了解，發展商已為這項申請作出多種承諾，從而使現時愉景灣的設施不受太大影響。城規會應考慮這些承諾是否足夠保障現時業主權益而作出決斷。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221118-231744-55364

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

18/11/2022 23:17:44

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Agnes ma

意見詳情

Details of the Comment :

Create more working opportunities to pengchau residents

透過電郵

致：城市規劃委員會

tpbpd@pland.gov.hk

Y/I-DB/4

敬啟者：

坪洲填海關注組反對題述規劃申請，理由如下。

不符整體規劃意向並帶來負面影響

是項申請所屬計劃大綱圖的「整體規劃意向是保護自然環境，並提供機會進行與四周自然環境協調的低密度發展」，城市規劃委員會有必要檢視本申請及其所帶來的影響會否抵觸上述整體規劃意向。申請人指本申請符合「施政報告」等提高房屋供應的官方政策，然而這並不表示實踐上可以在任何有其特定規劃意向的規劃區不加區別地增加人口及居住密度。

倘要優化申請地點人工海濱地帶及後勤服務用地環境（諸如改善市容等等），可以在現有設施及其運作上施加工程及管理手段；提出申請改劃有關地帶並大興土木建設住宅樓宇因而並非必須。

委員會在年初已重新考慮並同意本計劃大綱圖範圍內另一個改劃申請（Y/I-DB/2），這是否意味類似申請陸續有來？就當時而言，申請人表示未有其他計劃（no plan），並表示每一申請亦應個別處理。但綜合考慮申請人短期內先後申請改劃「其他指定用途」地帶的行動，及連續的申請個案對整體規劃意向的累積影響，上述 Y/I-DB/2 應已成為「下不為例」的個案，其他「其他指定用途」地帶的改劃不應支持。

欠缺詳細生態影響評估

當「整體規劃意向是保護自然環境」時，嚴謹及詳細的生態影響評估是必不可少，可惜本申請只在其「環境報告」（Environmental Study）用簡短篇幅提及附近生態環境如稔樹灣的海草床和鷺鳥活動等等。申請文件嘗試引導委員會相信生態影響評估將在本申請獲支持後，由有待進行的巴士車廠「法定環境影響評估」處理。然而，在現階段巴士車廠法定環評的範圍(scope)是不確定，它是否能夠全面回應整個申請項目的生態事宜並無保證。再者，按城市規劃委員會行事程序而言，要履行法定環評不妨礙現時提供一份環境影響評估，申請人應在提出申請同時，向委員會提交詳細「生態影響評估」。

忽略工程期間街渡運作及保障乘客安全往返的說明

申請文件沒有詳細交代工程期間街渡泊岸位置，及如何保障乘客需在整個工程期間在岸上穿過地盤往返泊岸處的安全保障。再者，基於稔樹灣水深限制和生態敏感，在任

何情況下——無論臨時或永久——稔樹灣碼頭及灣內除申請位置人工海岸外都不應作為往來坪洲街渡的停靠上落客處。

妨礙進入稔樹灣村通道

申請文件沒有詳細交代項目建造及營運期間，原在污水泵房附近連接稔樹灣村的行人徑／出入口的路線變化和安排、行人是否需穿過構築物方可進入該小徑等等事宜均無解釋。

對直升機坪應作出限制

申請文件指在防波堤重置的直升機坪是備用作緊急救援用途，因而對周圍環境造成噪音等影響機會極細。為免生疑問，委員會如同意是項申請，應制定以下條件：直升機坪只供緊急救援用，不得用作私人用途及商業載客、旅遊觀光、遊覽及運輸等等用途，不論是否獲取報酬。

坪洲填海關注組

2022 年 11 月 25 日

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221111-204125-68449

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

11/11/2022 20:41:25

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Ricard

意見詳情

Details of the Comment :

- 1) 愉景灣沒有足夠的基礎設施來承擔這項發展,會導致我們的生活質素大大受損
計劃會增加愉景灣的人口至多 25,000人, 整體增加13%, 所以會對基礎設施和服務造成額外壓力。例如: 巴士和渡輪網絡、污水處理和供水系統, 學校、醫療和緊急服務。又會加迫擠塞現有的體育設施、區內交通、和遠足徑等等
- 2) 蘅峯人口 將增加 61% 和愉景灣廣場以南的人口 將增加 38%
這會明顯地改變和損毀現時蘅峯的生活環境和質素
- 3) 計劃將會阻擋旭暉閣、霞暉閣、和 彩暉閣由 1樓到8樓的海景視線
計劃沒有考慮現在居 的視覺
- 4) 計劃工程會對現在蘅峯的和周圍居 造成極大的騷擾
 - 工程會大大增加區域車流
 - 工程會製造灰塵煙霧,污染空氣, 對有小孩子、寵物、老人的家庭不安 - 工程會製造 時間的噪音污染

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221124-132437-98462

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

24/11/2022 13:24:37

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lau Pok Man

意見詳情

Details of the Comment :

反對關於申請編號Y/I-DB/4的擬議發展計劃

致：城市規劃委員會秘書

(通過電郵：tpbpd@pland.gov.hk)

作為愉景灣的居民，我對此地區的可持續發展深表關注。我在此呼籲城市規劃委員會拒絕關於申請編號Y/I-DB/4的擬議發展計劃。

擬議的發展計劃將主要有利於香港興業有限公司（「香港興業」），而犧牲愉景灣及坪洲居民的福祉，其計劃及聘請顧問所撰寫的報告內，均完全忽視環境、交通、諮詢流程上對坪洲居民之影響。該發展計劃將對附近的自然環境帶來不可逆轉的破壞。為此，我謹此反對該發展計劃（申請編號：Y/I-DB/4）以保護香港這個獨特的寶貴地區。本人重申反對愉景灣10B區和22區的發展計劃。

我對該發展計劃申請有以下評論和反對意見。

1. 交通問題

對街渡服務的不利影響

坪洲和梅窩的街渡，由碧海船務有限公司經營。碧海船務有限公司和坪洲街渡有限公司分別為愉景灣、坪洲和梅窩的居民提供了寶貴的服務。對眾多愉景灣、坪洲及梅窩的居民而言，現時碼頭位置已經十分不便，到廣場巴士總站路程遙遠。而香港興業對於在填海和施工期間，街渡和其他使用該碼頭的船隻運輸如何能夠運作，沒有向相關人士提供任何解釋。

擬議的開發項目將使街渡碼頭移至更遠位置。這將阻礙使用，並對街渡公司的業務產生負面影響。香港興業理應諮詢受影響地區的居民、街渡的乘客和經營者、離島區議會或運輸署後，城規會不應在其充分諮詢持份者前通過此規劃申請。

2. 環境問題

填海造成的不利影響

自2012年底以來，香港已通過立法禁止所有拖網捕魚，以重建我們的海洋生態系統和建立可持續的漁業。擬議的填海工程，可能導致稔樹灣甚至坪洲周邊漁場的損失，影響漁民的生計和可持續漁業的發展。猖獗的沿海開發，破壞了許多海洋物種的產卵地、育苗地和覓食地，是漁業不斷減少的一個主要原因。填海將使情況惡化，阻礙漁業資源的恢復。此外，它將可能影響目前的水流模式，加速沉積物和污染物的積累，對海洋環境和

物種產生長期負面影響。在制定任何填海計劃之前，城規會必須要求香港興業需要進行海洋空間規劃。

3. 長遠規劃問題

根據香港興業之計劃，發展之其中一個原因為支持「香港2030+」；而且在香港興業有限公司於2016年4月1日就大嶼山發展策略建議提交的意見書，早已有意染指坪洲發展，建議建設道路接駁愉景灣及中部水域人工島。若此計劃得到城規會通過，將造成骨牌效應，對愉景灣南部、稔樹灣及坪洲之發展造成深遠而不可逆轉之影響。本人謹此強烈反對香港興業在未徵詢廣泛持份者的情況下，單方面對愉景灣及坪洲申請改劃。

4. 合法性問題

根據《城市規劃條例》第12A條第3(a)款的規定，申請人在提出申請之前，必須徵得所有現有土地所有者的同意或以書面形式通知他們。目前有超過8,300名與土地所有者興業共同擁有該地段，而香港興業在提交第Y/I-DB/4號申請之前，並沒有舉行任何居民大會、通知或地區諮詢會議。由於香港興業仍然沒有諮詢該地段的共同擁有人，其應立即撤回申請，對申請作出合理兼廣泛之諮詢以承認所有共同擁有人。

此改劃的計劃缺乏全面的信息，窒礙了公眾及愉景灣居民了解項目牽涉的工程及對居民帶來的直接與間接影響。相關規劃報告僅直接提交給城市規劃委員會，愉景灣的居民以及其他利益持份者對開發項目的信息不甚了解，在目前的諮詢程序和管理下，意見被嚴重忽視。

Lau Pok Man

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221124-201912-21068

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

24/11/2022 20:19:12

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Jeffrey Vella

意見詳情

Details of the Comment :

I have lived and owned in Discovery Bay now for 12yrs. I have been a member of the village owners committee (VOC) now for 10yrs. The infrastructure around the proposed development is not suitable for the size of this development. HKRI are notorious for pushing ahead developments and then abandoning responsibility for solving additional community issues resulting from these developments to the existing residents to solve. Right now all services including roads, public transport, landscaping and maintenance of city areas remain unsuitable for the current residential population let alone a drastic population increase. HKRI, as demonstrated previously, will simply build and sell the development and immediately absolve themselves of any responsibility to support any additional public services required. Unlike most residents in HK, the residents of Discovery Bay do not benefit from the support of independent and well run government departments to ensure basic services are maintained (such as roads, village water supply, local care and maintenance etc). These responsibilities fall to HKRI who have been remiss for many years in meeting these responsibilities as they are a business only focused on maximum profit.

The street along this development is already small and tight. The roads along to this development are in need of repair and will suffer far greater damage from heavy construction vehicles used to build this development... Yet HKRI requires the residents - WHO THEMSELVES DO NOT OWN CARS - to pay for repair of the roads themselves through management fees and to pay for beautification of the area... Just so HKRI can profit from these funds spent by residents in selling more units.

Any approvals for this development should come with a caveat that HKRI should be solely held responsible for repair and upgrade of roads leading to and around this development which will receive substantial damage from these construction activities, along with upgrades required for the additional road usage caused by a substantial population increase being well above what these roads, in their current form, were designed to service.

Additionally HKRI should be required to upgrade parks and facilities in the area that right now current residents pay themselves directly to maintain, considering HKRI now expects these parks in Peninsula village to service a much greater population despite the fact the current Peninsula village residents are the ones who have paid directly for their repair and maintenance.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221115-125656-15389

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

15/11/2022 12:56:56

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Siegfried Verheijke

意見詳情

Details of the Comment :

Hong Kong Resorts plan to build 858 new residential units housing 2,145 additional people in Peninsula Village in Discovery Bay.

As an inhabitant of Discovery Bay, I am very much against this proposal for the following reasons:

The Discovery Bay population will rise above the planned 25,000 population. This will put too much pressure on:

- the transport infrastructure: bus, ferry
- sewerage and water system
- medical facilities
- availability of schools
- sporting facilities
- increased traffic = more dangerous roads
- more environmental and noise pollution
- crowded supermarkets

Discovery Bay has been designed as a relaxed, clean living environment. This project will destroy that and will turn the area into an overcrowded place that its infrastructure cannot handle.

I do hope that no permission is given to allow more than 25,000 people to live in Discovery Bay.

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Objection to the Development Proposal in Respect of Application No. Y/I-DB/4
19/11/2022 22:16

From: [REDACTED]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

Objection to the Development Proposal in Respect of Application No.
Y/I-DB/4

To: Secretary, Town Planning Board
(via email: tpbpd@pland.gov.hk)

Application: Y/I-DB/4

As a resident of Discovery Bay, I am deeply concerned about sustainable development in the area. I join in hereby calling upon the Town Planning Board to refuse the development proposal in respect of application no. Y/I-DB/4.

The proposed development is set to principally benefit Hong Kong Resort Company Limited ("HKR"), in the expense of residents' well-being while increasing the burden on the traffic network nearby, exacerbating the potential for unpredictable safety problems. Furthermore, the development plan would bring irreversible damage to the nearby natural environment. I believe that provision of additional housing capacity and protection of residents' living quality are not mutually exclusive.

I therefore hereby oppose the development plan for Discovery Bay Area 10B and Area 22 (Application no.: Y/I-DB/4).

I have the following comments and objections to the application:

1. LEGITIMACY CONCERNS

Under the Town Planning Ordinance, Section 12A, Clause 3(a), the applicant is required to seek the consent of or notify in writing all current land owners before an application is made. There are presently over 8,300 assignees who co-own the Lot together with HKR, while no town hall meetings, notices nor consultation sessions were given by HKR prior to the submission of application no. Y/I-DB/4. As HKR continues to fail to consult with the co-owners of the lot, it should withdraw the application and make revisions to recognize the co-owners.

There is a lack of comprehensive information about this rezoning plan. This hinders the citizens from understanding the proposal and development project. However, the report was directly submitted to the Town Planning Board to apply for the amendment of OZP for this proposal. The residents of Discovery Bay, and other stakeholders of the community are poorly informed of the development projects and their opinions are disregarded under the current consultation procedures and administrations.

2. ENVIRONMENTAL CONCERNS

(a) Screen-like buildings' impact to natural landscape and ventilation: According to Figure 6: of the Full Master Layout Plan as contained thereunder application no.: Y/I-DB/4, the increase in residential density would lead to a "resurrection" of walled effect buildings, blocking ventilation in the area. The gap between each of the 5 proposed mid-rise is seriously inadequate. The wall-like mid-rises block the sunlight from reaching indoors and weaken air ventilation, while such wall of development is not consistent with the best practice as advocated by the prevailing sustainable building guidelines.

The proposed height of 'mid-rises', being 88.2 mPD, is even higher than the nearby high-rises, which will severely affect the existing sea view of

multiple villages in Discovery Bay, especially Peninsula Village and La Costa. The living quality and property valuation will endure irreversible and permanent damage by the proposed development.

(b) Noise emitted from the bus terminus:

If the new developments were to go ahead the houses on the right would have at least 40 buses exiting in the morning and returning to the garage at night. This will take all present bus terminus traffic, rubbish traffic and buses to the Area 10B. The present bus fleet exerts noise impacts of 75 decibels at residential facades along coastline, which is 5 decibels over what is acceptable to EPD. In the form of remediation all new development must conform to the 70 decibels standard. There is no proof of noise mitigation measures applied to the proposed layout.

(c) Unknown Safety of LPG

Numerous concerns were raised about the deletion of the LPG store/dangerous goods store in the first round of public comments on the redevelopment proposals. However, HKR did not respond to these comments, nor has it provided any information on the location of replacement facilities. This omission is particularly glaring given that the proposed new developments at Areas 10b and 22 will greatly expand the need to transport, handle and store dangerous goods. Therefore, Town Planning Board must insist that a necessary Quantitative Risk Assessment is carried out showing the appropriateness of the proposed LPG unloading area and transport arrangements before approving the LPG unloading site proposed in the Application.

(d) Detrimental Impact from Reclamation

Since the end of 2012, Hong Kong has passed legislation to ban all trawling to rebuild our marine ecosystems and to establish sustainable fisheries. The proposed reclamation, which could lead to loss of fishing grounds, affecting the livelihoods of fishermen and the development of sustainable fisheries. Rampant coastal development, which damages the spawning, nursery and foraging grounds of many marine species, is a major reason for the dwindling fishing industry. Reclamation will worsen the situation and hamper the recovery of fisheries resources. In addition, it will affect the current speed and hydrological patterns, and contribute to the accumulation of sediments and pollutants, having long-term impact on the marine environment and species. Marine spatial planning needs to be conducted prior to any development of reclamation plan.

3. TRANSPORTATION CONCERNS

(a) Heavier Traffic on the Road:

Under the existing Outline Zoning Plan ("OZP"), Discovery Bay is declared and supposed to be a primarily a car-free development. Golf carts at Discovery Bay are the primary mode of owners personal transport, and are capped at the existing number. It remains a question whether it is safe to allow increased traffic generated by proposed 858 new residential units to compete with slow moving golf carts that offer no collision protection to both drivers or pedestrians.

(b) Continuously Inadequate Bus Services:

Bus services in Discovery Bay have been a letdown for years. Residents receive frequent notifications from Discovery Bay's transportation app in relation to the cancellation of bus services due to shortage of drivers or other reasons on an almost daily basis. With the influx of tourists outside Discovery Bay, buses are frequently packed and passengers have to stand right next to the entrance and exit of buses. HKR has failed to address the matter. With the tremendous increase of population in the Area 10B, the situation will be worsened. The Town Planning Board should not approve the development proposal until HKR has shown a proven track record of alleviating the overload of passengers.

(c) Adverse Impact to Kaito Services:

The kaito to Peng Chau and Mui Wo, operated by Blue Sea Ferry Co. Ltd. and Peng Chau Kaito Ltd respectively, provides a valuable service to the residents of Discovery Bay, Peng Chau and Mui Wo. The kaito pier is already inconveniently located for many residents, being a long walk from the plaza and bus station. There has been no explanation as to how the kaito and other boat transport using the pier will be able to operate while reclamation and construction are taking place.

The proposed development would move the kaito pier even further away. This would likely discourage use and have a damaging impact on the kaito company's business. HKR has not consulted with the residents of the affected districts, passengers and operators of the kaito, with the Islands District Council nor the Transport Department.

Conclusion

There is a clear need to have a comprehensive view and legitimate consensus of future development in Discovery Bay, in order to set out the full infrastructure needs accordingly. Any increase beyond the approved population limit of 25,000 must be fully justified and supported with proper engineering and impact studies.

Best regards,
Hana Hesova

Sent from my iPhone

11th, Nov., 2022

Miss Wong Wei
21st Floor., Unit A, Tak Lee Comm., Bldg.,
113-117, Wanchai Road,
Wanchai, Hong Kong.

Tel : [REDACTED]

Town Planning Board

Re: Objection to the OZP application of TPB/Y/I-DB/4

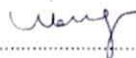
Attention is made to the above captioned, we object to the above application for the followings :

Master plan layout of area 10b has 5 mid-rise blocks that we have the followings objection :

1. 5 mid-rise residential block that forming a 88.2 m height of walled buildings that block prevailing wind. (refer Appendix 2)
2. They are blocking the only available Venturi effect in the peninsula thereby deteriorating the natural cross ventilation of the area. (refer Appendix 1)
3. They defied the planning principle of building mass that gradually descending to the water front thereby breaking the coastal shore line. (refer Appendix 3 and 4)

We hereby attached following appendix diagram for further clarification.

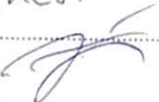
Yours faithfully,

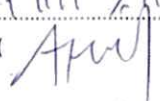


Wong Wei

Appendix 5


With Joint petitions of:

TAE DIM HAN
()

HILL APH
()

吳汶鴻
(NG Man Hung Edward)

William Kueh
()

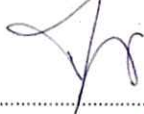

(C. K. Ma)


Chorin Chan
(Christine Yim Chan)


Chiao Zhang
(Y. Z.)


(P. M.)


(Man Yui Shan Thwebe)


(Janet Mui)

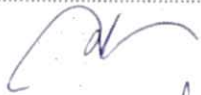

(Way Mun)


(Geay Li Yi Tso)


(Ilya Gavrilin)


(KEN GERRARD)

(Joe Wong)



(MONETTE MARCELO)

(Mrs W)

(Jada K)


(Kwik Puz Yin)
(Costa)
(Costa)

(Kwik Puz Yin)
(Costa)
(Costa)

(Lina)
(Costa)
(Costa)

(Maddy Barakane)

(Dan Teng)



(AMIR BENNE GAD)



(Zsin)


(Jy)

(Jody)

(BULBUL CHARM)

(Jy)

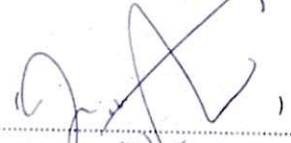
(Edwin Ng)
EDWIN NG



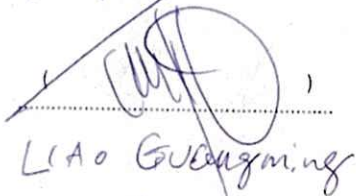
LINDA RURURERU ()



Leung Kwai Sang
Andy



Ho Hak Kan 何卓勤



LIAO Guangming



Yi Jun

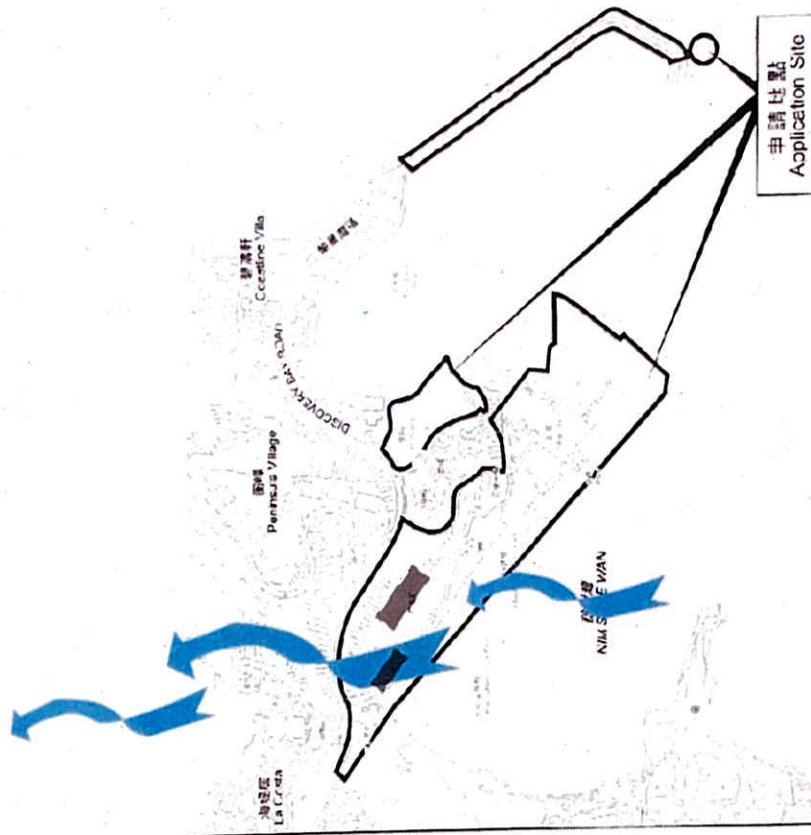


Zhang Guo Ru

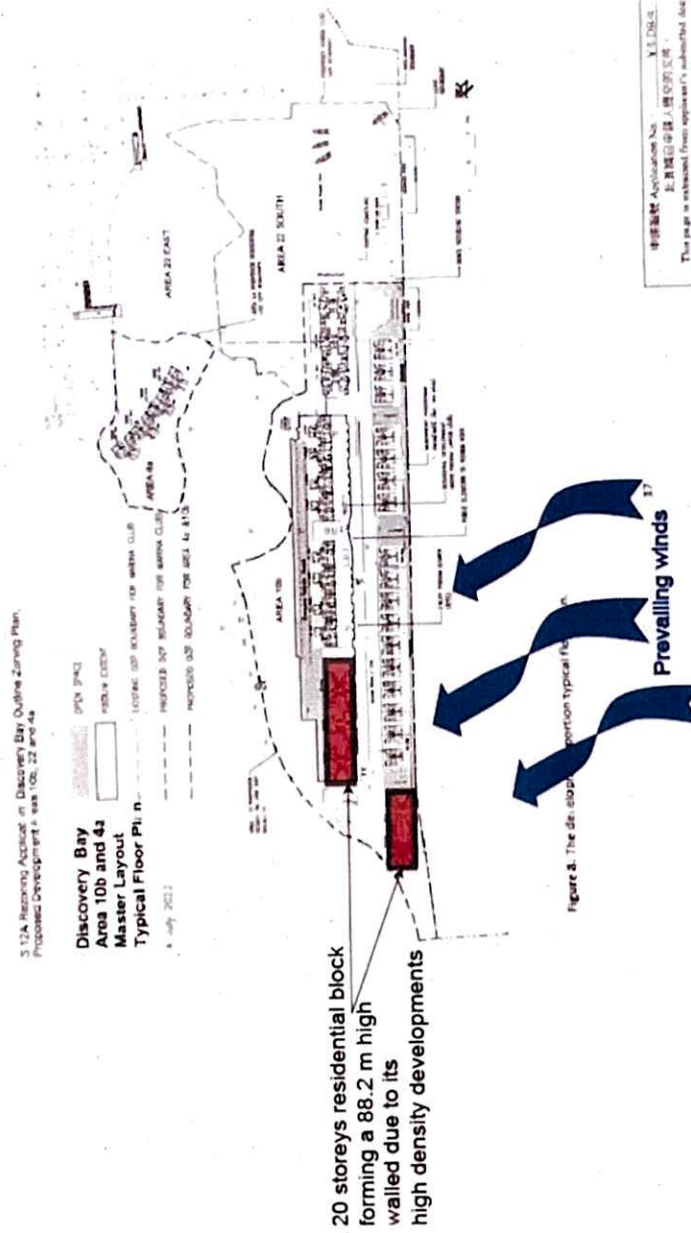


FOK Wai Chun

Appendix 1

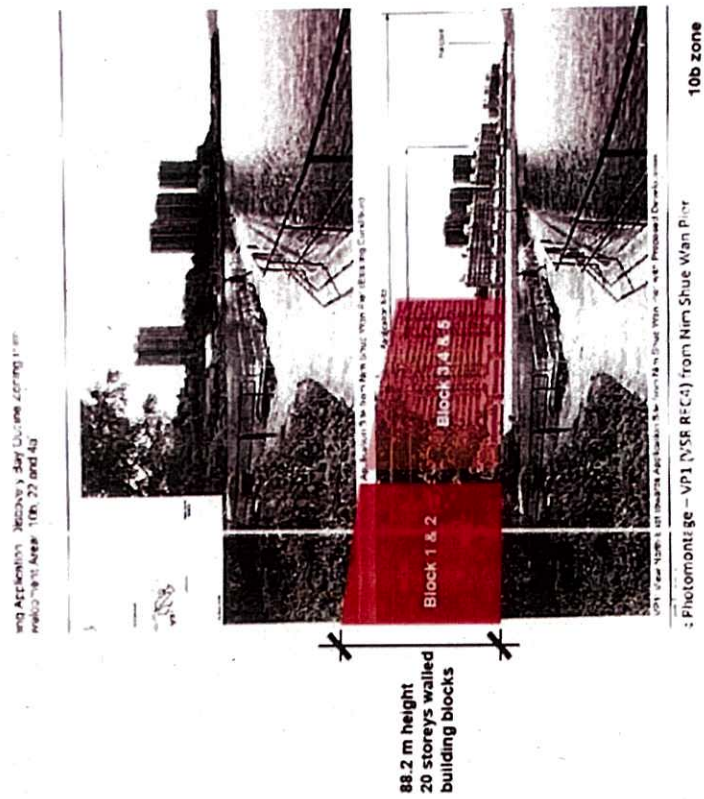


The only venturi wind break in the peninsula region will be blocked by the proposed walled buildings causing undesirable micro climatic condition.



5 Blocks Mid Rise of 20 storeys 88.2 mPD that forms a specific Walled Building that will block prevailing winds and affected ventilation of micro environment to the surrounding neighborhood

Appendix 3 :

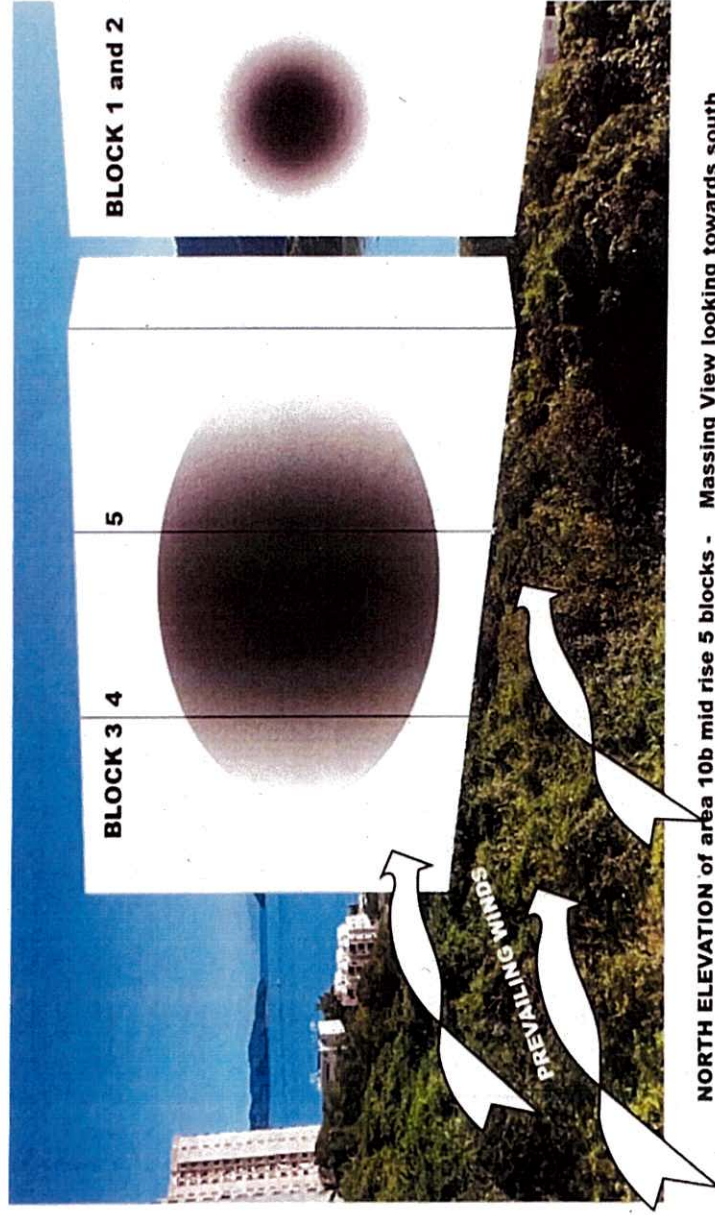


1/ 20 storeys blocks that defy planning principle of gradual descends to the water front

2/ It further breaks out the skyline silhouettes of the coastal environment

Appendix 4

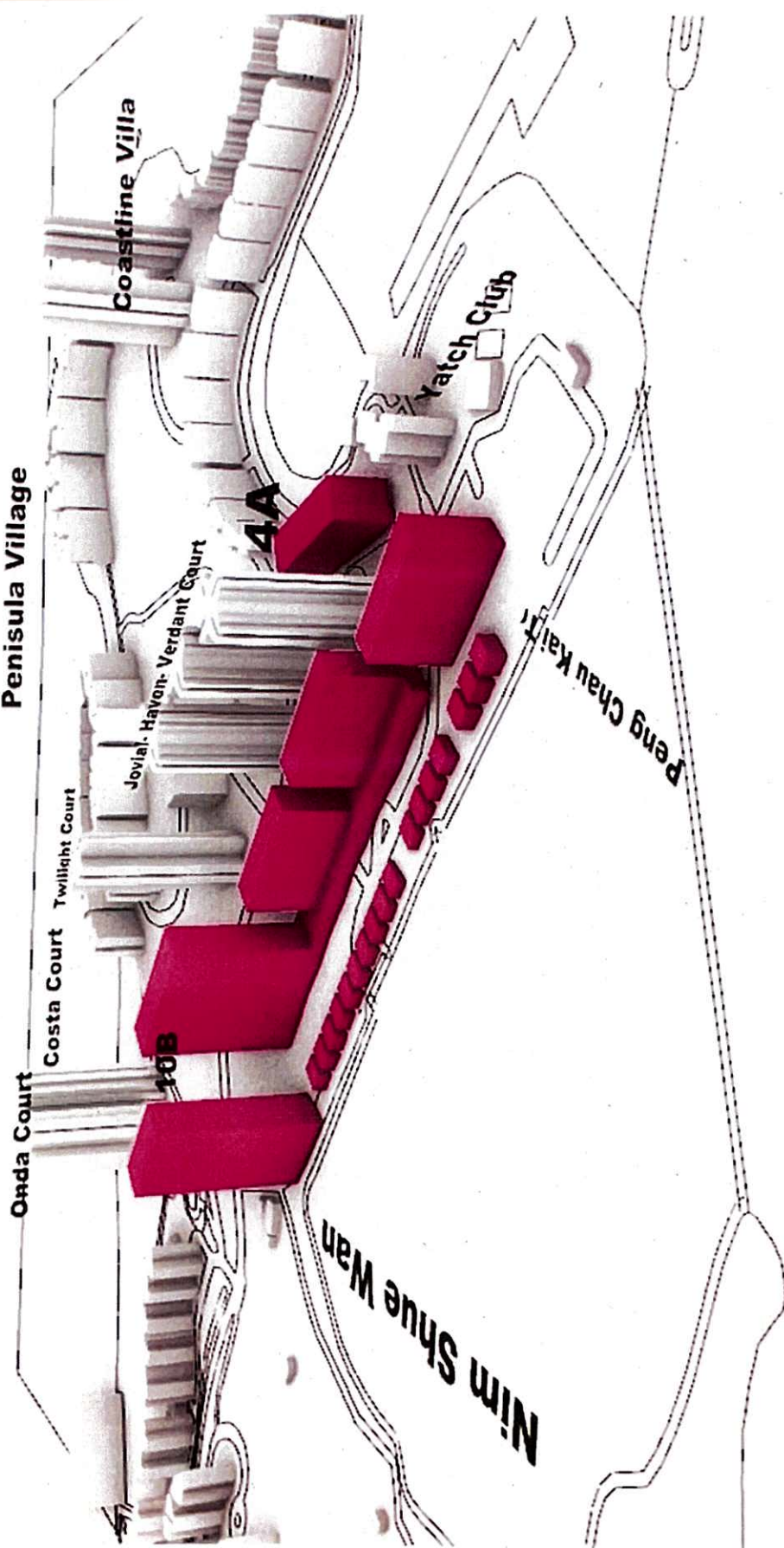
20 storeys Mid rise Residential Block



NORTH ELEVATION of area 10b mid rise 5 blocks - Massing View looking towards south

BREAKING THE COASTAL SHORE LINE AND THEY ARE WIND BREAKER

Peninsula Village



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Object to build

25/11/2022 20:26

From: Feon Sze [REDACTED]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

1 attachment



IMG_1618.jpg

Regards,
Feon & May
DB residents
[REDACTED]

Object to Build

	Name	Photo/Subject
1.	NIKOLAI POSTER	Object
2.	NAGIA BRONSON	Object
3.	K. VERMA	Object
4.	WILLIAM ROBERTSON	Object
5.	YOUNG TINA	Object
6.	JOE LEO	Object
7.	JOHN LEO	Object
8.	MORRIS LEO	Object
9.	MICHAEL BARRY	Object
10.	LEA MOGLIOTTI	Object
11.	MARCO MOGLIOTTI	Object
12.	MARCO MOGLIOTTI	Object
13.	VERONICA MOGLIOTTI	Object
14.	EVA KALMAR	Object
15.	TINA KALMAR	Object
16.	ERIN KALMAR	Object
17.	LEA KALMAR	Object
18.	JOHN KALMAR	Object
19.	JOHN KALMAR	Object
20.	JOHN KALMAR	Object
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33.	JOHN KALMAR	Object
34.	JOHN KALMAR	Object

35.	Roberto Oryezano	Object
36.	John Sancy	get
37.	Bambi Grayson	Atyanyu
38.	Pat Haddock 3A	Object
39.	Vance Haddock	Object
40.	Viggo Haddock	Object
41.	Van Lee	Object
42.	Don De Luca	Object
43.	Marie Marie	Object
44.	Don P. Fort	Object
45.	Victorickson	Object
46.	Walter Kooten	Object
47.	Johnnye Pato	Object
48.	Ch. MacLus	Object
49.	K. Higgins	Object
50.	Fabola	Object
51.	Rosella	Object
52.	PRIMA	Object
53.	Miles	Object
54.	Sandra Erika	Object
55.	FOGARTY	Object
56.	Chessa	Object
57.	Jyothi Rao	Object
58.	Tina Chen	Object
59.	Pravin Pillan	Object
60.	Dev S K	Object
61.	Tusha	Object
62.	Tanga	Object
63.	K. Cardare	Object
64.	NARE	Object
65.	Yonas Lymal	Object
66.	Richard Kozak	Object
67.	Mary Mhu	Object
68.	John	Object
69.	ROSEAN	Object
	CHARITO OYA AN	Object
	NICHOLAS DIPET	Object
	AGNES Cusht	Object
	Landine Eup	Object
	John	Object
	JUSTIN ROBINSON	Object
	MARIE TUN	Object
	S. J. Luman	Object
	MOKEEND MELI	Object
	BOEDMAN JOHN	Object

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Comments on Application S/I-DB/4 to the TPB

26/03/2023 21:10

Y/I-DB/4

From:

To: Charley Shun <sesis2@landsd.gov.hk>, "esis2@landsd.gov.hk" <esis2@landsd.gov.hk>

Cc: tpbpd <tpbpd@pland.gov.hk>

File Ref:

Dear Ms. Shun and Ms. Chong,

I write to thank you for your extensive comments on application S/I-DB/4, which proposes major amendments to the Discovery Bay Outline Zoning Plan. I also write to point out a serious error made in the Applicant's reply to your comment that the Applicant should show that there are sufficient undivided shares held by the Applicant for sub-allocation to the proposed development (Paragraph #8 under the District Lands Office/Islands section of the Responses to Department Comments Table in the Further Information Submission dated February 2023).

The Applicant's reply states:

> In Annex 5 is attached Summary of Undivided Shares of Discovery Bay City dated 7 Dec 2022. There are about 35,000 and 47,000 Reserved Shares and City & Village Retained Shares respectively held by HKR. 1 share is equivalent to 10sm residential GFA. They are sufficient for 820,000sm residential GFA, more than 10 times current proposed residential GFA.

The Applicant claims that the number of Undivided Shares available for sub-allocation to Residential Development is the combined total of the remaining Reserved Undivided Shares and the remaining City & Village Retained Area Undivided Shares. This is incorrect, and grossly overstates the number of Undivided Shares available for sub-allocation to Residential Development.

As I have explained to your office previously on several occasions, the sub-allocation of undivided shares to the development at Discovery Bay is covered by Section III of the Principal Deed of Mutual Covenant dated 30 September 1982. This section describes how the undivided shares allocated to different categories at Paragraph 6 on Page 7 of the PDMC are to be sub-allocated to the development on the lot.

Paragraph 1 of Section III specifies that, when the Residential Development Undivided Shares are fully utilised, the Applicant may draw from the Reserved Undivided Shares to make up any shortfall. No other share category may be used in this way.

Meanwhile, City Retained Area is defined at Page 2 of the PDMC, while Village Retained Area is defined at Page 4 of the PDMC. These definitions do not include Residential Development. Hence, as per Paragraph 5 of Section III of the PDMC, the Undivided Shares allocated to City & Village Retained Area at paragraph 6 on Page 7 of the PDMC may not be sub-allocated to Residential Development.

I would be grateful if you would advise the Applicant to correct the record.

Further, as you will be aware, I have taken legal action at the Lands

Tribunal (now transferred to the High Court as HCA 1446/2022) against the Manager and the Applicant to enforce the PDMC provisions on the sub-allocation of Undivided Shares to the Commercial Development, the Hotel and the Service Area, among other matters. If I am successful, this will have significant implications for the number of Reserved Undivided Shares available for sub-allocation to new Residential Development. I note that the Applicant makes no mention of this legal action in the reply to you.

As we have previously noted, the Undivided Shares allocated to Residential Development at Paragraph 6 on Page 7 of the PDMC were fully utilised by the time that Neo Horizon was developed in 2000. Since then, the Applicant has been drawing from the Reserved Undivided Shares to support Residential Development. Once the Reserved Undivided Shares are fully sub-allocated, no more Residential Development may take place on the lot.

Note that, according to Section III of the PDMC, Reserved Undivided Shares may also be sub-allocated to developments other than Residential Development. Therefore, it is essential to track all sub-allocation of Reserved Undivided Shares required under the terms of the PDMC to obtain an accurate count of the remaining Reserved Undivided Shares available for sub-allocation to Residential Development. No such record exists at present. The document Summary of Undivided Shares of Discovery Bay City, submitted at Annex 5 of the Applicant's reply, omits the Undivided Shares required to be sub-allocated to the City areas not covered by Sub-DMCs, as well as the Undivided Shares required to be sub-allocated to the Commercial Development, the Hotel and the Service Area.

The PDMC is a complex document. Given the complexity, it is especially important that we be very careful in the use of terms defined in the PDMC. In the Summary of Undivided Shares of Discovery Bay City at Annex 5 of the Applicant's reply it is correctly stated that Undivided Shares are sub-allocated to the development on the basis of GBA. However, in the quote from the reply to you above, the Applicant uses the term GFA. GBA (as defined in the PDMC) and GFA are not interchangeable, and the use of GFA in the quote above is incorrect. In addition, the Applicant has not included the Notes to the Summary of Undivided Shares of Discovery Bay City with the submission, which are necessary in order to understand the document properly.

I must also point out that, at Paragraph 2 of your comment, you abbreviate gross building area as GBA. Please note that GBA has never been used in the Master Plans or the Approval Letters approved by your department. Gross building area as used in these documents is not the same as GBA as defined in the PDMC (and which is used as the basis for sub-allocating undivided shares to the development). (Meanwhile, gross building area is not used in the PDMC. The term GBA is used exclusively.) Using GBA as an abbreviation for gross building area by you and others will inevitably create confusion. This issue has also been raised by me in the legal proceedings at the High Court.

Thank you for your kind attention to these matters.

Regards,
Andrew Burns
26 March, 2023

c.c. Town Planning Board Public Comments to ^Y~~S~~/I-DB/4

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi



Application Y/I-DB/4. Areas 10b, 22 and 4a, Discovery Bay

07/04/2023 20:06

From:

To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>

File Ref:

1 attachment



Application S-I-DB-4 Area 10b, 4a and 22 Discovery Bay.pdf

Dear Sirs,

Please find attached my comments on the adverse design, visual and air quality impacts of the proposed development.

Regards,
Andrew Burns

Area 4a, 10b and Area 22 Development Section 12 A Planning Application: An Assessment.

Visual Impact and Development Configuration

The photomontage included in the Executive Summary reveals much.

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



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

32

申請編號 Application No.: YLDB04
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

The above photomontage is extracted from the applicants own visual impact assessment. The physical impacts are patently **adverse and severe**. They are not assessed as such in the applicant's planning submission.



View to Development from public path to Miu Wo Indicating current relative openness of development configuration in Discovery Bay South.

It is clear that the view for the purposes of Visual Impact Assessment have been highly selective. If superimposed on the above view the relative openness of development within Peninsula Village would in truth be total undermined. The level of impact would more realistically be “unacceptable” and “adverse” according to standard Visual Impact Assessment practice

In short, the visual impact assessment is neither comprehensive nor thorough.

Scheme Density and Current Views

The scheme is a highly dense residential development with small flat sizes, ranging from 62 sqm to 71 sqm. See table below). The density of development is at the root cause of creating the magnitude of unacceptable adverse visual impact.

Table S1 : Development Schedule

	Area 4a	Area 10b	Area 22	
			Area B	Marina – Helipad and Access Road
Site Area (Approximately)	7,112 m ²	41,983 m ²	21,415 m ²	7,975 m ²
Total GFA (Max)	4,500 m ²	68,000 m ²	5,500 m ² (in OZP Zone Area A & B)	0
Domestic GFA (MAX)	4,500 m ²	56,700 m ²	0	
Non-Domestic GFA (Max)	Nil	11,300 m ²	5,500 m ² (in OZP Zone Area A & B)	
Plot Ratio	0.6	1.6	0.2	
Domestic Plot Ratio	0.6	1.4	0	
Non-Domestic Plot Ratio	0	0.3	0.2	
Number of Storeys (Max)	5	Midrise : 16 to 18 Lowrise : 6 Houses : 2	5 storeys	N.A.
Building Height (Approximately) (including roof structures)	37.2 mPD	Midrise : 88.2 mPD Low-rise : 38.2 mPD Houses : 16.65 mPD	15 m	
Promenade Area (approximately)	N.A.	1,600 m ² (400 m long, 4 m wide)	N.A.	
Maximum Site Coverage	13%	51%	Follow Buildings Ordinance	
Number of Residential Blocks	4	Midrise : 5 Lowrise : 11 Houses : 34	N.A.	
Number of Flats	72	786	N.A.	
Average Flat Size	62 m ²	71 m ²	N.A.	
Car Parking Spaces	No private car parking spaces			
Loading/Unloading Spaces	2 (open air)	10 (open air)	3 (open air)	
Private Open Space	180 m ²	1,965 m ²	N.A.	

Residents of Jovial, Haven Verdant of Peninsula Village will have their sea views obliterated at lower level. Residents of Twilight light will have their sea views significantly compromised by the high rise blocks to the west of the applicant’s scheme.

Views from the lower floors of Jovial, Haven Verdant to the north will also be compromised (at least 6 storeys) by the inclusion of low-rise development in the present “Community Green” (NB the eradication of the “Community Green” removes a community asset and a site that is presently of some amenity value as it is used as a nursery and offers visual relief)

Urban Design

The Hong Kong Planning Standards and Guidelines Chapter 11 set out quite clear guidelines with respect to building density, building height arrangement and building disposition. The Guidelines have been largely ignored. The applicant’s scheme is a crude linear wall like arrangement of towers and low-rise structures which has no regard to context. There is similarly no attempt to establish a “fit” and relationship with the context of the proposed development area. The scheme is all about **maximising development volume** and income to the developer rather than producing good development that is positively conceived and thought out.

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



Figure 9: The Landscape Master Plan of the Application Site. This plan excludes the access road and helicopter pad as there is no landscaping proposed in that portion of the Application Site.

24

申請編號 Application No.: Y12DB4
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

As can be seen from the master plan the applicant’s layout offers no response to the prevailing layout and design of existing development in Peninsula Village and other adjacent areas of Discovery Bay.

The development will be serviced by a relocated Marina Drive. This will be located within a virtual development canyon within which air quality is likely to be poor given the passage of service vehicles and buses along its extent and the relocation of the bus depot / servicing facility and golf cart servicing facility to the area below the building podium. The creation of a canyon along Marina Drive again shows that little regard has been placed on the creation of a quality residential environment.

Traffic, Transportation and Pedestrian Circulation

Traffic generation will be significant. The scheme includes 858 apartments which could generate up to **2,574 residents** which would represent about a 60 % increase in the population of Peninsula Village.

Bus services are stretched in the peak at present. This would worsen the situation. The capacity of the Bus Station at Discovery Bay South Plaza is already stretched at present in terms of coping with services from and to Peninsula Village (queuing for existing services currently extends beyond current platforms). It is difficult to see where additional services might be accommodated and adequate and safe pedestrian queuing capacity secured. This is not addressed in the applicant's submission.

The junction of Marina Drive with Discovery Bay Road will be unable to cope (even now, this is a dangerous junction). The traffic situation and the stress on the aforesaid junction will be exacerbated by the inclusion of the following:

- ✚ 1 Transport terminus (Area 10b (including 44 Discovery Bay Bus parking spaces and 10 golf cart parking spaces, and
- ✚ 15 vehicle loading /unloading bays/lay-bys

This is a **significant increase** to current levels of parking and vehicles accommodated.

In an emergency the area will be highly reliant on Marina Drive. This is a poor and very limited form of service and provides only limited access.

Pedestrian Movement: The pedestrian environment along Marina Drive is unlikely to be attractive to pedestrians. The width of the road is limited. Pedestrian safety is likely to be compromised with the anticipated increase of service vehicles and buses etc. Pedestrians (and users of Kai To services) are likely to wish to use the proposed promenade. This, however is of limited width, has no shade planting and is not consistent with promenade widths elsewhere in Discovery Bay, and, moreover gives no regard to design parameters set out in the Hong Kong Planning Standards and Guidelines

Environmental Impacts

Noise and Air Quality

Noise and air quality impacts are likely to be severe. Vehicles will pass in very close proximity to the new residential development. The applicant largely ignores this situation.

Noise and air quality impacts to existing residents during construction are likely to be severe

Slope Works

The proposed development will require significant slope works below Jovial, Haven and Verdant residential Towers. Stabilisation works are likely to be necessary.

The applicant does not make it clear who will be responsible for future slope maintenance and the care of planted areas. This is an issue of great ambiguity and dispute within presently developed areas in Discovery Bay.

Trees and Compensatory Planting



Current Tree planting along Marina Drive and adjacent to Jovial, Haven Verdant Residential Towers

There is a **significant extent of tree planting** along Marina Drive and within the development area (there are also trees within the present Community Green Site). Much will be affected by the proposed development. The adequacy and ratio of compensatory tree planting (and possible transplantation) necessitated by the applicant proposals is not clear.

Helipad Development

Helipad: This to be relocated to the north east of the marina. The noise levels from helicopters taking off and landing will be contained at the facades of Coastline apartments around the Marina. As noise travels in an arc the eastern facades of the Blossom and Cherish Courts will also be adversely affected. The present helipad location is in a discrete area. The new location will increase the noise impacts from helicopter landing and taking off. Noise impacts will be particularly profound when the helicopters are in hover mode.

Access to the helipad will be via part of a pedestrian promenade. The passage of emergency vehicles may put promenade users in some danger.

Development Programme

Clearer details need to be provided of development phasing and interim measures that will occur during the construction period should the applicant proposals be approved (or under any future modified scheme).

The need to temporarily relocate bus parking, bus and vehicle maintenance and cleansing services combined with site preparation is likely to be a protracted and complex process. Works and their likely duration will severely impact upon the existing residential development and cause a degree of blight (as will be the case upon completion).

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Section 12a Application No. Y/I-DB/4 -- Traffic Impact Assessment

07/04/2023 20:32

From: [REDACTED]
To: "gavinkschan@td.gov.hk" <gavinkschan@td.gov.hk>, "shukmanwong@td.gov.hk" <shukmanwong@td.gov.hk>
Cc: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

Dear Mr. Chan and Ms. Wong,

I have noted the comments that you have submitted on behalf of Transport Department in respect of the subject application, and now open for public comment. The following issue has not been addressed.

You will be aware that, in addition to the points that you raised, Transport Department licenses some 500 golf carts (village vehicles) to operate on the private roads within Discovery Bay. According to the Explanatory Statement to the Approved Discovery Bay Outline Zoning Plan, the Discovery Bay development is envisioned as a primarily car-free low-density private housing estate with supporting retail, commercial and community facilities and recreational uses.

To quote from the Explanatory Statement:

The Discovery Bay development is a self-contained sub-urban residential development comprising mainly low-density private housing planned for a total population of about 25,000 with supporting retail, commercial and community facilities and recreational uses. It is primarily a car-free development evolved from the original concept of a holiday resort approved in 1973.

In keeping with this philosophy, private transport within the development is limited to golf carts, with some 500 carts licensed by Transport Department for use on local roads. The golf carts are classified as Village Vehicles, must be licensed under the provisions of the Road Traffic (Village Vehicles) Regulations (Cap. 374 section 12A), and are only permitted to be driven on specified "restricted roads". It shall be noted that these regulations do not require that the golf carts are fitted with seat belts.

The Traffic Impact Assessment submitted in support of the development proposal makes no reference to the fact that almost all roads in Discovery Bay are "restricted roads" that carry both golf cart and normal traffic. There is no discussion of whether the capacity of the road network is or should be limited in order to ensure the safety of all road users, including golf cart drivers and passengers who are not wearing seatbelts.

Current traffic conditions on the "restricted roads" already call into question the wisdom of continuing to allow golf carts and normal traffic to share the "restricted roads". According to Transport Department's Monthly Traffic and Transport Digest, one decade ago, in 2012, the *daily* one-way average vehicle traffic through the Discovery Bay Tunnel Link was 544. In 2021, the average vehicle traffic was 1,226, a rise of almost 130%.

The Traffic Impact Assessment estimates that some 380 vehicles will use the Discovery Bay Tunnel Link *per hour* in 2037, after the proposed developments at Areas 10b, 22 and 4a are completed. Yet the Assessment makes no comment on the impact of this dramatic increase in vehicle traffic on traffic flow and safety, should golf carts continue to be allowed to operate on Discovery Bay roads. This is a fatal shortcoming, and Transport Department and the members of the Town Planning Board must ask for a full review and assessment of the wisdom of allowing golf carts to continue to be allowed on the "restricted roads" before there is any alteration to the current Outline Zoning

Plan.

Yours sincerely,
Andrew Burns



7 April 2023

c.c. Public Comments on application Y/I-DB/4

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 221105-164100-20183

提交限期
Deadline for submission: 25/11/2022

提交日期及時間
Date and time of submission: 05/11/2022 16:41:00

有關的規劃申請編號
The application no. to which the comment relates: Y/I-DB/4

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. Joseph Hung

意見詳情
Details of the Comment :

The antennas / radio emitters on the existing telephone exchange building roof must be removed for the health sake of nearby residents .

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221125-234814-20455

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

25/11/2022 23:48:14

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Thomas Gebauer

意見詳情

Details of the Comment :

The heliport should only be used by helicopters when on emergency-assignments , such as medical, for the fire-department or the like.
Helicopterservices for residents of or visitors to Discovery Bay should be prohibited, same goes for visitors to or members of the Marina Club.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221122-133827-63116

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

22/11/2022 13:38:27

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Caro

意見詳情

Details of the Comment :

垃圾收集站

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

221115-135743-67347

提交限期

Deadline for submission:

25/11/2022

提交日期及時間

Date and time of submission:

15/11/2022 13:57:43

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/4

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lam

意見詳情

Details of the Comment :

To quote the District Lands Officer "The Principal Deed of Mutual Covenant (PDMC) dated 30.9.1982 has notionally divided the Lot into 250,000 undivided shares." It is not clear "that the development will not prejudice the provisions in the PDMC and that they have sufficient undivided shares retained by them for allocation to the proposed development."

As an owner of these shares, this is very important to me.