

Urgent Return receipt Expand Group Restricted Prevent Copy

Submission Number:
TPB/R/S/I-DB/5- S9

From: brian bunker [REDACTED]
Sent: 2024-06-10 星期一 21:12:48
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: [REDACTED]
Subject: Discovery Bay Amendment B1-B6

Dear Sir/Madam,

As an owner and resident of a property in [REDACTED] Discovery Bay, I attended the public consultation on 10 June 2024 attended by your staff.

I would hereby like to object to the proposed development by HKRI for the following reasons:

1. An increase of 3-4,000 residents will profoundly affect the quality of life of existing residents and will entail issues of noise, overcrowding of leisure facilities and congestion of schools.
2. The current transport services are at or near full capacity, such an increase will greatly erode their operability and fitness for purpose.
3. Construction is planned to end in 2034, thus residents will be subjected to 10 years of noise and environmental pollution.
4. Large numbers of itinerant construction workers may give rise to an increase in the crime rate.
5. Construction will entail the cutting of 150 trees which will have an adverse impact on the environment.
6. Many residents have invested in buying their properties and now face loss of views and a drop in prices.

I have expressed my opposition to this project twice in the last few years without result. I would urge Walter and his colleagues at the Town Planning Board to take the views of Discovery Bay residents into consideration.

Yours faithfully,
Brian Bunker

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| Submission Number: TPB/R/S/I-DB/5- S11 |
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From: Me In [REDACTED]
Sent: 2024-06-10 星期一 22:36:45
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: S/I-DB/5 amendments to approved plan no-S/I-DB/4
OBJECTION

Sirs,

Yet again I have to write in objection to this proposed plan.

The goal of town planning is to balance the needs of communities, the environment and the economy in order to create livable and sustainable communities.

Several aspects of this development do not conform to these ideals.

The photo montages presented by the developer were either from Nim Shu Wan or Peng Chau and do not realistically depict the visual impact that will result.

The main objection of course is to the number of units proposed with an estimated increase in population of 2150.

I do not doubt that the developer has done impact assessments and determined that the existing ferry service can cope with an increase in passengers.

As residents we know that to be the case.

We also know that the **bus services to access the ferries is woefully inadequate even in 2024**. Buses are **overcrowded** as it is and in **many instances at peak times impossible to board at all**.

HKR have complained how difficult it is to recruit drivers so I have no idea how they can expect to accommodate MANY extra passengers on the internal and external bus route.

Please do not just consider the impact assessments provided by the developer., listen to people who actually live in DB. Reduce the number of permitted units.

D Giles

resident in DB for 32 years

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Submission Number:

TPB/R/S/I-DB/5- S13

From: Renu Malani [REDACTED]
Sent: 2024-06-10 星期一 23:07:09
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: S/I-DB/5

Dear Sirs

I would like to add my voice to the growing number of concerned residents regarding the proposed development of Nim Shue Wan in Discovery Bay.

Please, we beg you to reconsider your approval of this project. There is an oversupply of property already in Discovery Bay and we do not have the infrastructure to support the residents that already live in the area. There are many problems that exist with transportation links and services available. It is impossible to see how this project will do anything but add strain to our already failing services. It is terrifying to think of the noise and other types of pollution this project will create. The crime rate is already increasing every time scaffolding is even erected around any of the buildings. The height of the buildings proposed will block out so many existing residents' views as well. It will destroy our peaceful and tranquil environment which is the reason most of us chose to live here in the first place. Please don't approve a request to make it like any other mainland city. Most of the current residents I have spoken with say they will leave Discovery Bay if the project is approved, there is no point in being here if there are thousands more people, failing services and total disregard for the environment we live in.

Please reconsider.

Yours faithfully

Renu Malani

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Submission Number:
TPB/R/S/I-DB/5- S14

From: Itb Tham [REDACTED]
Sent: 2024-06-11 星期二 00:19:14
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: [REDACTED]
Subject: Fwd: Discovery Bay Amendment B1-B6

>
>
> Dear Sir/Madam,
> As an owner and resident of a property in [REDACTED] Discovery Bay, I attended the public consultation on 10 June 2024 attended by your staff.
> I would hereby like to object to the proposed development by HKRI for the following reasons:
> 1. An increase of 3-4,000 residents will profoundly affect the quality of life of existing residents and will entail issues of noise, overcrowding of leisure facilities and congestion of schools.
> 2. The current transport services are at or near full capacity, such an increase will greatly erode their operability and fitness for purpose.
> 3. Construction is planned to end in 2034, thus residents will be subjected to 10 years of noise and environmental pollution.
> 4. Large numbers of itinerant construction workers may give rise to an increase in the crime rate.
> 5. Construction will entail the cutting of 150 trees which will have an adverse impact on the environment.
> 6. Many residents have invested in buying their properties and now face loss of views and a drop in prices.
>
> I have expressed my opposition to this project twice in the last few years without result. I would urge Walter and his colleagues at the Town Planning Board to take the views of Discovery Bay residents into consideration.
> Yours faithfully,
> Tham Moo Cheng
>

From: Manpreet Chadha [REDACTED]
Sent: 2024-06-11 星期二 00:34:29
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Objection to the Proposed Amendment to the Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4 and the Minutes of 738th MPC Meeting on 15 March 2024

10 June 2024

To: The Town Planning Board

Dear Members of the Town Planning Board,

As a long-time resident of Discovery Bay, I am writing to express my strong objection to the proposed amendments to the Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4, as well as to raise serious concerns regarding the proceedings and decisions documented in the Minutes of the 738th Meeting of the Rural and New Town Planning Committee (RNTPC) held on 15 March 2024.

Concerns Regarding the Proposed Amendments:

- 1. Environmental Impact:** The proposed amendments, particularly the reclamation projects (Amendment Items B1 to B6), will have significant adverse impacts on the local marine environment. The method of reclamation, which involves decking over piles, still requires excavation and could disturb the seabed, leading to potential ecological damage to marine life and habitats. The nearby Nim Shue Wan beach, a cherished natural resource, could also be adversely affected by these developments.
- 2. Lack of Comprehensive Environmental Impact Assessment (EIA):** It is unclear whether a thorough EIA has been conducted for these proposed amendments. Given the scale of the reclamation and its potential consequences, it is imperative that a comprehensive EIA be undertaken and publicly reviewed before any further steps are taken.
- 3. Impact on Local Infrastructure and Services:** The proposed rezoning for residential and other specified uses will put additional strain on Discovery Bay's existing infrastructure and services. The current transport infrastructure, social services, and community facilities are already stretched thin. Further development without significant upgrades to these services will degrade the quality of life for current residents.
- 4. Inadequate Consultation with Stakeholders:** The documentation indicates that there has been insufficient consultation with local residents and stakeholders. The decision-making process appears to have overlooked the voices and concerns of the community, raising questions about the transparency and inclusiveness of the planning process.

Concerns Regarding the Minutes of the 738th RNTPC Meeting

- 1. Procedural Irregularities:** The minutes reveal several procedural concerns. For instance, the Vice-chairman took over the Chairmanship due to the Chairman's absence, which could have affected the meeting's proceedings and decisions. Additionally, the abrupt joining of Dr. Conrad T.C. Wong during the meeting raises questions about the quorum and the integrity of the decision-making process.

2. Deferred Decisions and Lack of Resolution: The meeting noted numerous deferrals (34 cases) and renewal cases, indicating a lack of decisive action. This pattern of deferrals suggests an inefficiency within the committee, potentially delaying critical planning decisions and undermining public trust in the planning process.

3. Handling of Public Objections: The letter from Legislative Council Member Hon. Michael Tien Puk-sun, which raised valid concerns regarding application No. A/YL/316, was dismissed on technical grounds. This dismissal undermines public participation and disregards legitimate community objections, reflecting poorly on the committee's commitment to democratic and inclusive decision-making.

In light of these concerns, I urge the Town Planning Board to reconsider the proposed amendments to the Discovery Bay Outline Zoning Plan and to address the procedural issues highlighted in the 738th RNTPC meeting. It is crucial that the planning process be transparent, inclusive, and environmentally responsible to ensure the sustainable development of Discovery Bay.

Thank you for your attention to this matter. I look forward to your prompt and thoughtful response.

Sincerely,

Mr Manpreet Singh CHADHA
Discovery Bay


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Submission Number:
TPB/R/S/I-DB/5- S16

From: Gurpreet Bawa [REDACTED]
Sent: 2024-06-11 星期二 06:17:15
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Discovery bay

Just to share some concerns we need to address on the recent developments. Thank you for your show and tell

- 1.) Internal bus transport has not gone back to full time table, what will be the time table when the developments are finished ? (Every 15 minutes opposed to 10 for 9 &4 buses)
- 2.) is the recreation area open to all of the public? Or just the Lant au club which is invitation only.
- 3.) how will the trucks for construction will be managed?

Gurpreet Bawa



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Submission Number:

TPB/R/S/I-DB/5- S17

From: Alex Uhlmann [REDACTED]
Sent: 2024-06-11 星期二 09:30:40
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Discovery Bay development plans 6A and Nim Shue Wan

Dear Sir or Madam,

I am a 10 year resident of discovery bay and I am writing to you in concern of the proposed Discovery Bay development plans 6A (near Parkvale Village) and Nim Shue Wan by developer HKR.

The plans are so large that I believe there would be a damage to the discovery bay brand, which wouldn't be in the long term interest of neither the developer nor the hk administration. Discovery bay today is such a worldwide unique residential area that offers something different to talents from everywhere. It's exactly that low density and calm and greenery that differentiates it. Without it, hk would loose something big and make it more like everyone else, unable to justify our high costs and harder to attract more talent back to the city.

Also I wonder if you know of a way to get developer HKR to work more openly with the community and actively search for a win win. The current games around beaurocratic processes just aren't leading to the conclusion all sides can live with effectively and creates unnecessary tension. DB is part of HK public life too, even if a private developer manages more than elsewhere. More transparency on these public matters can lead to a greater HK.

Best regards,
Alex Uhlmann

From: Flora Fraser [REDACTED]
Sent: 2024-06-11 星期二 10:03:28
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 強烈反對愉景灣項目 S/I-DB/5 動工

城市規劃委員會：

本人為愉景灣常住居民，獲悉香港興業將於檢樹灣地區大肆改建擴建住宅樓，特提出深切關切和強烈抗議。

愉景灣現有居民 2 萬，已經多年在不同程度上經歷人口飽和及設施匱乏之苦：公共交通不足、主幹道道路狹窄無擴展空間、巴士不能準點出發、巴士在上下學高峰期人滿為患、機場巴士只得 1 小時一班且重大公眾假日期間常常爆滿、高爾夫球車停車位不足、渡輪多番加價卻斬斷夜間服務、學校學位不足、已規劃的學校多年擱置未建、青少年公眾康樂設施不足、多個兒童遊樂場所器械設施年久失修等問題。

現香港興業欲將愉景灣人口，在已開工建設的 19 期工程項目之後，再次陡然提升 20-25%，然而沒有將愉景灣小區內的配套設施和服務提升，完全沒有同時考慮現有人口的生活質量在現有的交困局面之下將進一步嚴重受損。

此外，建設項目並沒有開展環境影響評價，填海工程將對海洋生物和附近居民生活造成嚴重影響，陸地工程將需要大量工程卡車、吊車、水泥車、重型機械進出愉景灣雙車道唯一交通幹道，將會給現有居民造成極大的生活不便、衛生噪聲和安全隱患。

此工程位於檢樹灣，工程將改造進出檢樹灣的小徑出入口，同樣將對檢樹灣居民造成極大的影響。目前檢樹灣居民大多是為愉景灣服務的人群，他們屬於社會弱勢群體，無法為自己的生存利益發聲。如此之大的建設項目就在家門口展開卻未曾問及任何一位檢樹灣居民意見，香港的公平法治是在要貽笑大方！

最後，香港興業欲將現有的廢物處理轉運設施、巴士維修設施、高爾夫球車維修設施、車輛船隻加油設施等全部轉入地下，這將造成極大的公眾衛生和安全隱患。直昇機坪需移位，然而附屬道路卻要建在防波堤上，這是何等草率敷衍？！當年宗地時是為了給愉景灣小區居民提供配套服務設施才填海了這塊地塊，現如今卻說是已發展區域香港興業急於變現。作為愉景灣常住居民，我們多年來多次親身體驗到香港興業的低效率、低成本管治：新建巴士總站長年路面破損積水，多次拆掉重修、修了又拆，工期拖了又拖。這種問題一定會在新工程項目上不斷重演，給現有居民和新居民帶來無數煩惱和不便。

總之，香港興業在未答覆現有居民的種種問題之前急於加速工程上馬，實屬不仁不義。因此，我們有充分理由反對此莊項目通過政府批准。

Flora Fraser
[REDACTED]

From: John Rempel [REDACTED]
Sent: 2024-06-11 星期二 13:40:32
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: [REDACTED]
Subject: DB Development - many flaws in the plan

I am very concerned about the following issues:

1, Traffic concerns. The busses are already overloaded at peak times. Doubling the population of Peninsula Will put an even bigger strain on the transport and make a terrible situation even worse. Before this is even considered HKRI should address the current shortcomings of the existing transport situation. I have brought this issue up numerous times and have said the ONLY solution is to restrict the Speed in DB to 30KPH. And the only effective way to police this would be to install speed cameras that would automatically issue speeding tickets to violators. At the very least the school zones should have speed limits restricted from 7 AM to 5PM and speed cameras installed. This was made clear by the fatal accident at DC a couple of months ago.

2.The current plan calls for a "WALL" of buildings to be constructed. AS mentioned at the meeting one of the TP's senior executives criticized the plan as being not in keeping with the DB environment and there should be breaks between the building and a promenade along the waterfront. Will this be addressed and will HKRI be held to account?

3. Poor planning and execution on the part of HKRI. There was a height restriction on the school (DC) and it was promised that it would not obstruct the view of the residential development behind. It seems the Architect did not know the meaning of "mPD" and the building ended up 10 M higher than promised completely obscuring the view of those behind. Nothing was done to address this. Will a similar situation occur in the new developments? I believe the buildings should be limited to a level that will not obstruct the view of ANY building behind the new buildings. The new bus depo is another example of not building for the people who will live there. There was no protection from the rain in the original plan and what was built after is pretty hopeless.

4. I was brought up that 178 mature trees will be destroyed because of this development. Plain and simple, this is NOT acceptable. Where will the trees be relocated to?

5. There was a mention of taxi ranks in the new development. As already mentioned the traffic situation particularly at school opening and closing are well BEYOND capacity. Allowing taxis into DB would completely defeat the whole purpose of DB. This should NOT be allowed as it would cause total chaos on the roads and undoubtedly result in more fatalities - for which HKRI should be held responsible.

Respectfully
John Rempel
Resident of DB since 2003
Visitor in DB since 1983

From: Serena Sank [REDACTED]
Sent: 2024-06-11 星期二 16:06:02
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: S/I-DB/5

Dear Sir or Madam

I am writing to express my disagreement with the proposed development plans of Discovery Bay.

This community is already suffering from a severe lack of infrastructure which will only be exasperated if more units are built. This includes, but is not limited to,

- regular ferries and buses (which now run every 30 minutes whereas they used to run every 10-15 minutes when the development opened)
- cancellation of overnight ferries
- lack of any transport options in case of emergency
- unsuitable Transportation transfer hub which is regularly closed for heavy-duty repairs as it is not fit for purpose
- unsanitary refuse disposal facilities (with rat infestation) which have been 'covered' up by a line of trees being planted by the developer

In addition, and more serious, the community has suffered fatal accidents due to the fact that the roads are not 'public' and therefore not controlled. Adding more units will increase traffic and until such time as the development has pedestrian crossings etc., there will be more fatal accidents.

Discovery Bay is a beautiful destination and if managed correctly, there is no reason why further properties should not be built for more people to enjoy it.

However, at the moment, there are far too many issues at stake that should be addressed prior to increasing the population.

Thank you

Sincerely

Mrs Serena Clarke

From: Jane Hyde [REDACTED]
Sent: 2024-06-11 星期二 16:48:15
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Town Planning Board Proposed Development in Discovery Bay

REF S/I - DB/5

I am contacting you after I have learnt of a further proposed development plan in Discovery Bay which is SHOCKING to hear about and as a long term resident want to express my objection to another development.

I have lived in Discovery Bay for 30 years and I moved here originally for the beautiful scenery, the good quality air and environment and a different type of living and environment to the City. My understanding from HK Resorts is that the plan was to keep the lifestyle as a green and healthy living environment, with limited transport (originally there was not even a tunnel for traffic, only ferries), but in the last few years we keep seeing more and more **unnecessary** development in Discovery Bay.

The main reasons for my objection are as follows:

Supply v Demand for housing and new apartments - we have much more supply of apartments than current demand and this has been the same for several years now. Unfortunately, Hong Kong suffered a massive exodus during Covid and it is fact that Hong Kong is not seeing the influx in population may have been estimated several years ago. We are seeing many new housing developments not being populated.

Infrastructure - the current road infrastructure cannot cope with the increase in population that Discovery Bay has been experiencing over the last 10 years (before Covid). As an example, the "new" bus terminus has had to have resurfacing work done approximately 10 times (or maybe more?) since it was installed just a couple of years ago. It cannot cope with the number of buses that use it and it is a constant inconvenience to passengers when the terminus is regularly closed for resurfacing.

Transport and frequency of bus services - since around 2020, the number of ferries servicing Discovery Bay has been reduced (originally due to Covid) and also the bus services have been greatly reduced. As an example, where I live we used to have bus services every 10 minutes and 3 different bus "lines" - the No.4, No.3 and No.9 servicing the area. Now we have buses every 15 minutes and only 2 "lines" - the No.4 (and 4A) and No.9 (9A). Buses are continually overcrowded, they then run late, bus drivers get stressed because they are not on their scheduled timetable, and there are DANGEROUS. I regularly catch a bus between 2.45pm/3.30pm in the afternoon to get to work and these buses are always overcrowded, with many small children and I have notified DB Transport many times that this is an accident waiting to happen. Many many people standing and several occasions I have not been able to board the bus because it is FULL.

Environment - Discovery Bay has always been "sold" as a resort style living, with a clean healthy environment. It is tragic and disappointing that there is more and more building work that is not required and is ruining the countryside and clean living. Not only is it destroying natural habitat of many animals (including barking deer), it is causing a lot of disruption of noise and building works

Safety -We have had much building work in Discovery Bay over the past few years and this brings external issues, mainly the increase in thefts and break ins. We live in a community so to have many external daily workforce arriving into Discovery Bay, it changes the safe environment that we live in.

As this is the only transport within Discovery Bay, this is not acceptable that we don't have enough buses to serve the current population so if we have more apartments with more people how is this going to work?

In summary, the transport cannot cope with the current population, we have many apartments that are not populated and we do not need anymore further development as the Discovery Bay environment is at it's capacity!

I am an owner and the value of my property has decreased over the last few years due to the above issues and I am very disappointed to learn of further development proposals which will devalue the living environment.

Please consider these pointers.

Thank you

Jane Hyde

Long term resident and OWNER in 

Urgent Return receipt Expand Group Restricted Prevent Copy

Submission Number:
TPB/R/S/I-DB/5- S22

From: Darren Wong [REDACTED]
Sent: 2024-06-11 星期二 17:40:47
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Representation for Statutory Plans S/I-DB/5
Attachment: DB.pdf

Dear Town Planning Board,

I wish to submit my representation for Statutory Plans S/I-DB/5 under the attached pdf in this email.

My full name is Wong Chung Ming Darren.

HKID is [REDACTED]

Address: [REDACTED]

Regards,
Darren Wong

Representation for Statutory Plans S/I-DB/5

Representer: Wong Chung Ming Darren.

HKID [REDACTED]

Address: [REDACTED]

I strongly object to the rezoning listed in Item A & Item B1 to B6 of the proposed amendment under S/I-DB/5

I would like to make reference to a recent judgement presented by the Department of Justice in August 2020 concerning a similar rezoning case whether the Applicant (HKR) asked the TPB to amend the OZP by rezoning Area 6f therein (the "Site") from "Other Specified Uses" annotated "Staff Quarters (5)" (OU(SQ)) to "Residential (Group C)(12)", under HCAL 645/2017; [2020] HKCFI 1956.

Under the Court's Ruling, Ground 4, the following points were mentioned, which I would like to draw the board's attention on text underlined below:

QUOTE

12. *The Court agreed with the Applicant's contention that there was no basis for the TPB to say that the Application would form an undesirable precedent for "other similar applications", as the TPB had failed to appreciate the difference between the Site and the other five sites which were also zoned for staff quarters use. The Applicant had made representations that the other five sites were different from the Site, and the Applicant had no present intention to rezone the other five sites. However, these representations had not been challenged or disputed, nor had they even been discussed by the members of the TPB. Therefore, the TPB did not have proper factual or reasonable basis to conclude that the Application to rezone the Site would be "similar" to any subsequent applications*

13. *. Further, if and when the Applicant does make another subsequent rezoning application in the future, the baseline and circumstance would have been changed. That would involve different considerations as to whether the subsequent application (and the materials presented) could meet the existing infrastructure and environmental capacities. As the present Application had involved an increase in the estimated population from 25,000 to 26,190, any future applications would be harder to meet such requirements and succeed. Thus, there was no proper legal basis for the TPB to say that approval of the Application would constitute an undesirable precedent for other similar applications.*

UNQUOTE

As HKR has submitted this subsequent new rezoning application since the 2020 verdict, following the court's consideration set out above, shouldn't this application be harder to succeed based on the above grounds? Especially considering that the population capacity will now be at a much higher 28,300 compared to 26,190 (8% increase), and the environmental capacities shared much more densely for the existing population (development expansion in such a small area, with narrow roads and pavements, and no traffic lights) with significant construction and landscaping involved that has major environmental impact compared to rezoning of Area 6F. Have traffic and pollution problems been adequately assessed and addressed for rezoning Items B1-4?

To draw an example, Bus no 4 serving the concerned rezoning area is at max capacity at peak hour times (7:45-8:15 a.m.) already. Residents sometimes cannot get onto the buses as only a single decker operates for this bus route. The situation will be worse when new developments are under construction and when the population are moved in. This needs serious consideration by HKR.

Furthermore, there are simply not enough space to fit in more population. Take an example for the DB South Plaza bus terminals. Residents are already overflowing out of the bus terminal (e.g. standing on the roads) for bus routes 4A and 9A due to the bus stops simply being too small (ie it was not planned for so many people). Any more people adding to this area causes safety concerns during peak hours. Please see attached photo below.



Furthermore, on Item B3, is it reasonable to rezone this area given there are no other “Sports and Recreation Club” zones available (other than Lantau Yacht Club, which is an exclusive luxury club not readily available to residents) in Peninsula Village. Noted the area is not available for further development by Lantau Yacht Club, but then shouldn’t HKR take the responsibility to enhance this area to offer more Sports and Recreation to local residents to be in line with the its general planning. The new rezoning gives new private gardens that are not accessible to existing residents and takes away otherwise a recreational botanical garden.

Quoting 5.4 DRAFT DISCOVERY BAY OUTLINE ZONING PLAN NO. S/I-DB/5:

QUOTE

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. This intention is still maintained by the existing and planned provision of a diversity of recreation facilities including golf courses, sports and recreation clubs, beaches and marina, etc. Such resort type recreation functions would be further enhanced by the planned open spaces, public recreation facilities and golf course in the southern upland, reinforcing the area as a leisure place for both local residents and visitors.

UNQUOTE

Looking at the underlined bolded phrase in the quote above, the new proposed plan is in contrary of the following:

- **Low density**
- **Planned open spaces**
- **Public recreation facilities**

From: Chris Fraser [REDACTED]
Sent: 2024-06-11 星期二 11:12:26
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: [REDACTED]
Subject: Opposition to plan S/I-DB/5

Dear Town Planning Board (cc to Jonathan Chow, DC representative),

I write to oppose the proposed plan to build residential housing in Discovery Bay in areas B1-B2-B3-B4 in the plan S/I-DB/5, along the coast adjacent to Nim Shue Wan and the Discovery Bay Marina, for the following reasons:

Population, services, and infrastructure. Because of its limited transport routes, schools, and retail services, Discovery Bay cannot sustain a population much larger than it already has. Discovery Bay has no direct access to the MTR, no private cars, and no access to bus services other than the limited routes of DB transport. Access to Tung Chung, Sunny Bay, and the airport is by crowded buses with limited schedules. Discovery Bay has only three large schools, all of which are full and have wait lists for enrolment. The internal bus routes (4 and 9) at peak hours are already inadequate to handle passenger loads from Peninsula Village (phase 4), which the proposed housing would be located. Peninsula Village has also recently had sewage and water supply problems, which would be compounded by the increased population.

The proposal would increase the population of Discovery Bay by an estimated 2145 persons, approximately 10% of the present population. Construction already underway in Discovery Bay Phase 19 will add 1400 housing units, increasing the population by approximately 3500. Combined with the ongoing phase 19, the proposed plan would increase the population by a total of 25% or more. The project would create a significant new burden on services that Discovery Bay is not prepared to handle. Discovery Bay is simply not prepared for such a high increase in population.

It appears that the Town Planning Board has neglected to consider how the proposed plan will combine with other recent development plans to negatively affect the quality of life in Discovery Bay.

Public safety, sanitation, and hygiene. The location of the proposed development is effectively a “brownfield” site, which is currently used for services and utilities, including bus parking, bus repair and maintenance, golf cart repair and maintenance, waste management, a vehicle fueling station, and a marine fueling station. These services create noise, odors, and hazardous waste. They were segregated from the residential areas of Discovery Bay for good reason. The proposed housing development will be built above the sanitation and vehicle maintenance services and immediately adjacent to vehicle and marine fueling depots. This concentration of hazardous service and maintenance sites should not be located under and adjacent to residential buildings.

Environmental impact. The proposal will completely destroy an extensive green area currently containing hundreds of trees. Replanting elsewhere cannot compensate for turning a forested area into a massive block of concrete and pavement.

Impact on residents of nearby communities. The plan would seriously inconvenience residents of Nim Shue Wan and passengers of the DB-Peng Chau-Mui Wo ferries, who need to travel through the proposed development area to reach their homes.

Urgent Return receipt Expand Group Restricted Prevent Copy

Road safety and noise pollution. The only access to the planned site is via Discovery Bay Road, a narrow two-lane road that runs through residential neighbourhoods, past children's playgrounds and schools. The plan will entail a huge volume of heavy vehicle traffic traveling along DB Road for several years, creating a safety hazard and noise pollution for residents and schools.

The plan would reduce the quality of life in Discovery Bay and create many more new town management problems. It should be rejected.

Sincerely

Chris Fraser



From: Chris Fraser <[REDACTED]>
Sent: 2024-06-11 星期二 11:06:17
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Opposition to plan S/I-DB/5

I write to oppose the proposed plan to build residential housing in Discovery Bay in areas B1-B2-B3-B4 in the plan S/I-DB/5, along the coast adjacent to Nim Shue Wan and the Discovery Bay Marina, for the following reasons:

Population, services, and infrastructure. Because of its limited transport routes, schools, and retail services, Discovery Bay cannot sustain a population much larger than it already has. Discovery Bay has no direct access to the MTR, no private cars, and no access to bus services other than the limited routes of DB transport. Access to Tung Chung, Sunny Bay, and the airport is by crowded buses with limited schedules. Discovery Bay has only three large schools, all of which are full and have wait lists for enrolment. The internal bus routes (4 and 9) at peak hours are already inadequate to handle passenger loads from Peninsula Village (phase 4), which the proposed housing would be located. Peninsula Village has also recently had sewage and water supply problems, which would be compounded by the increased population.

The proposal would increase the population of Discovery Bay by an estimated 2145 persons, approximately 10% of the present population. Construction already underway in Discovery Bay Phase 19 will add 1400 housing units, increasing the population by approximately 3500. Combined with the ongoing phase 19, the proposed plan would increase the population by a total of 25% or more. The project would create a significant new burden on services that Discovery Bay is not prepared to handle. Discovery Bay is simply not prepared for such a high increase in population.

It appears that the Town Planning Board has neglected to consider how the proposed plan will combine with other recent development plans to negatively affect the quality of life in Discovery Bay.

Public safety, sanitation, and hygiene. The location of the proposed development is effectively a “brownfield” site, which is currently used for services and utilities, including bus parking, bus repair and maintenance, golf cart repair and maintenance, waste management, a vehicle fueling station, and a marine fueling station. These services create noise, odors, and hazardous waste. They were segregated from the residential areas of Discovery Bay for good reason. The proposed housing development will be built above the sanitation and vehicle maintenance services and immediately adjacent to vehicle and marine fueling depots. This concentration of hazardous service and maintenance sites should not be located under and adjacent to residential buildings.

Environmental impact. The proposal will completely destroy an extensive green area currently containing hundreds of trees. Replanting elsewhere cannot compensate for turning a forested area into a massive block of concrete and pavement.

Impact on residents of nearby communities. The plan would seriously inconvenience residents of Nim Shue Wan and passengers of the DB-Peng Chau-Mui Wo ferries, who need to travel through the proposed development area to reach their homes.

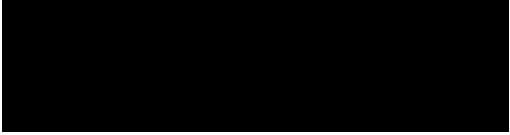
Road safety and noise pollution. The only access to the planned site is via Discovery Bay Road, a narrow two-lane road that runs through residential neighbourhoods, past children’s playgrounds and schools. The plan will entail a huge volume of heavy vehicle traffic traveling along DB Road for several years, creating a safety hazard and noise pollution for residents and schools.

Urgent Return receipt Expand Group Restricted Prevent Copy

The plan would reduce the quality of life in Discovery Bay and create many more new town management problems. It should be rejected.

Sincerely

Chris Fraser



From: Yasmin Jiwa [REDACTED]
Sent: 2024-06-11 星期二 16:57:58
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Fwd: Discovery Bay new building S/I-DB/5

>
>

> Dear Sirs /Madam

>
>

> I am opposed to the planned new building site at Nim Shue Wan for the following reasons :

>

> A lack of space

>

> B noise pollution

>

> C reclaiming land

>

> D lack of sewage pipelines

>

> E poor current infrastructure

>

> F of people /land ratio

>

> G lacking green

>

> H plaza bus terminal already way poorly developed and planned for current population of 25 k .

>

> I Where are playground areas for children planned no space for those ?

>

J no more cars please Db should remain car free and not have taxi ' s coming in to have more traffic

>

> Please consider my objections and try to improve current situation in Discovery bay

>

> Thank you ,

>

> Kind regards ,

>

> Dr Jiwa

>

>

>

> Hk ID [REDACTED]

Yasmin Susan Jiwa

>

>

>

Urgent Return receipt Expand Group Restricted Prevent Copy

From: Yasmin Jiwa [REDACTED]
Sent: 2024-06-11 星期二 16:36:08
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Discovery Bay new building S/I-DB/5

Dear Sirs /Madam

I am opposed to the planned new building site at Nim Shue Wan for the following reasons :

A lack of space

B noise pollution

C reclaiming land

D lack of sewage pipelines

E poor current infrastructure

F of people /land ratio

G lacking green

H plaza bus terminal already way poorly developed and planned for current population of 25 k .

I Where are playground areas for children planned no space for those ?

Please consider my objections and try to improve current situation in Discovery bay

Thank you ,

Kind regards ,

Dr Jiwa

Regards,
Yasmin Jiwa

MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

Submission Number:

TPB/R/S/I-DB/5- S25

11 June 2024

By Email and By Hand

The Secretary
Town Planning Board
15 Floor, North Point Government
Offices, 333 Java Road
North Point, Hong Kong

Dear Sir/ Madam,

**Representation in Relation to the Amendments to the
Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4**

We are authorized by "Hong Kong Resort Company Limited", the Representer, to lodge a representation to the Town Planning Board in relation to the amendments shown on Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 (the "OZP") gazetted on 12 April 2024.

This submission is made under Section 6(1) of the Town Planning Ordinance (the Ordinance). A Representation Statement and an authorization letter from the Representer are attached to this letter.

Under Section 6B of the Ordinance, a representer is entitled to attend and to be heard either in person or by an authorized representative at a meeting. We intend to present in the hearing of the OZP in support of this representation.

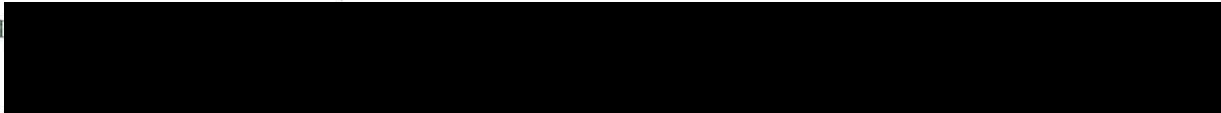
Yours faithfully,



Kira Whitman
For and On Behalf of
Masterplan Limited

Encl.

cc. Clients (By Email)



Hong Kong Resort Company Limited
Representation to Town Planning Board : Discovery Bay

1. Introduction

- 1.1 On 12 April 2024 the Town Planning Board gazetted changes to the Discovery Bay Outline Zoning Plan. Representations have been invited in relation to the changes included on the Draft Outline Zoning Plan No. S/I-DB/5 under section 6(1) of the Town Planning Ordinance.
- 1.2 This Representation is prepared and submitted on behalf of Hong Kong Resort Company Limited in relation to their development, Discovery Bay. This Representation relates to the amendments to matters shown on the Plan; Items A-B6, and also amendments to the Notes of the Plan (a)-(h), (l) and (n). The Representation also relates to the amendments to the Explanatory Statement. The location of the sites relating to this Representation are indicated on **Figures 1 and 2** which are extracts from the RNTPC Paper No.1/24 for consideration on 15 March 2024.
- 1.3 The Representation generally supports the related Amendments to the Discovery Bay OZP as outlined in **Table 1** below, there are however some proposed amendments suggested. There is one item that is objected to, the proposed amendment to the Notes of the Plan (n) relating to the incorporation of “Country Park” under Column 1 of the “Conservation Area” (“CA”) zone. These points are discussed in detail later in this Representation, as are comments relating to the amendments to the Explanatory Statement.

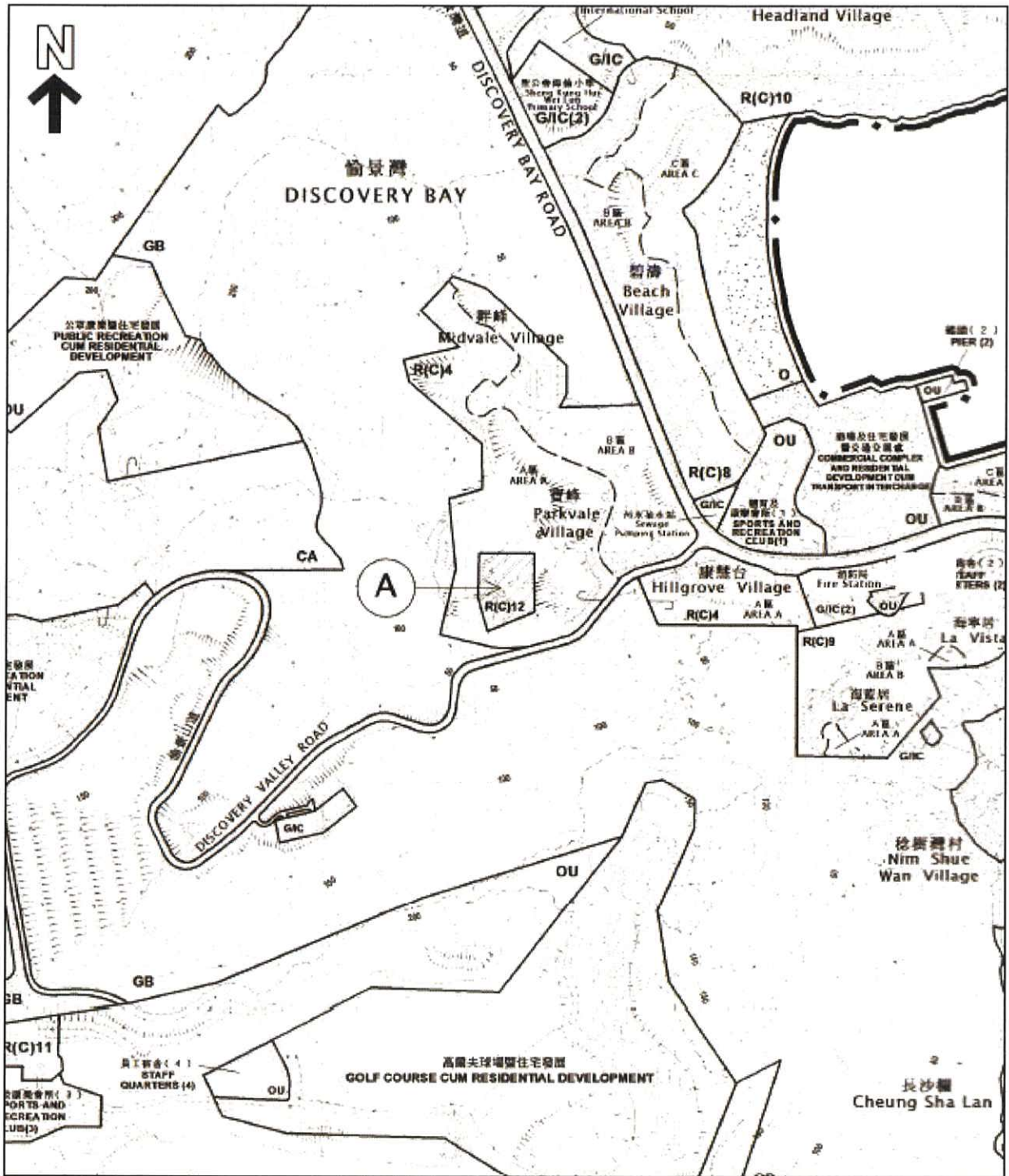
Table 1 : Summary of Representer’s position in relation to the Proposed Amendments

| Proposed Amendment to the OZP or Notes to the Plan | The Representation is in support or objects to the amendment | Summary Notes |
|---|--|---|
| <u>Amendments to Matters shown on the Plan</u> | | |
| <u>Amendment Item A:</u> Rezoning of a site to the north of Discovery Valley Road from “Other Specified Uses” (“OU”) annotated “Staff Quarters (5)” to “Residential (Group C) 12” (“R(C)12”). | Support | This reflects the Approved s12A Application No. Y/I-DB/2, which was made by the Representer. |
| <u>Amendment Item B1:</u> Incorporation of a sea area in Nim Shue Wan into the planning scheme area and zoning it to “R(C)13”, and rezoning of a site to the south of Discovery Bay Road from “Government, Institution or Community” (“G/IC”), | Support | This reflects a portion of the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. |

| | | |
|---|---|--|
| “OU” annotated “Staff Quarters (1)”, “Residential (Group D)” and “Green Belt” to “R(C)13”. | | |
| <u>Amendment Item B2:</u> Incorporation of a sea area in Nim Shue Wan into the planning scheme area and zoning it to “R(C)14”, and rezoning of a site near Nim Shue Wan from “OU” annotated “Staff Quarters (1)”, “Service Area”, “Pier (3)” and “Petrol Filling Station” to “R(C)14”. | Support | This reflects a portion of the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. |
| <u>Amendment Item B3:</u> Rezoning of a site to the northwest of the marina from “OU” annotated “Sports and Recreation Club (4)” and “R(C)7” to “R(C)15”. | Support | This reflects a portion of the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. |
| <u>Amendment Item B4:</u> Rezoning of a site to the south of Discovery Bay Road from “OU” annotated “Staff Quarters (1)”, “Service Area”, “Dangerous Goods Store/Liquefied Petroleum Gas Store”, “Pier (3)” and “Petrol Filling Station”, “G/IC” and “R(C)7” to “OU” annotated “Residential Development with Service Area Below” and stipulating sub-areas on the Plan. | Support the Amendment - with some additional comments | This relates to a portion of the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. The Representer supports the Amendment in general, however, has some additional comments. See Paragraphs 3.4 – 3.6 below. |
| <u>Amendment Item B5:</u> Incorporation of a sea area in Nim Shue Wan into the planning scheme area and zoning it to “OU” annotated “Sports and Recreation Club (4)” and stipulating as Area B, and rezoning of a site to the west of the marina from “OU” annotated “Service Area”, “Marina” and “Petrol Filling Station” to “OU” annotated “Sports and Recreation Club (4)” and stipulating as Area B. | Support | This reflects a portion of the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. See Paragraph 3.8. below |
| <u>Amendment Item B6:</u> Incorporation of a sea area in Nim Shue Wan into the planning scheme area and zoning it to “OU” annotated “Helicopter Landing Pad”. | Support | This reflects a portion of the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. |
| <u>Amendments to the Notes of the Plan</u> | | |
| (a) Revision to “R(C)” zone to incorporate ‘Pier (on land designated “R(C)14” only)’ under Column 1. | Support | This relates to the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. |
| (b) Revision to the Remarks for “R(C)” zone to incorporate “R(C)12”, “R(C)13”, “R(C)14” and “R(C)15” sub-areas with development restrictions. | Support the Amendment with some additional | This relates to the Approved s12A Applications Nos. Y/I-DB/4 and Y/I-DB/2 which were made by the |

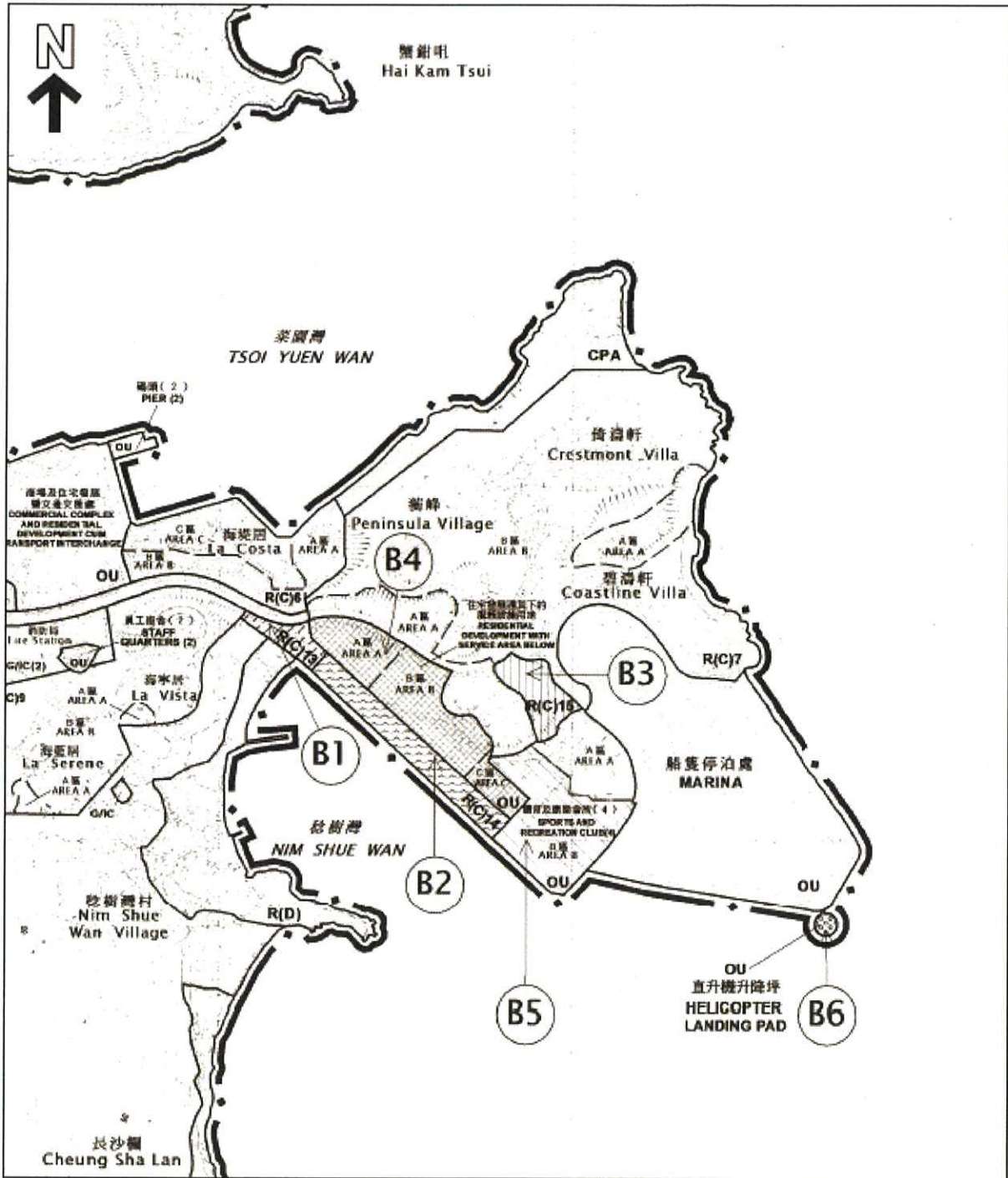
| | | |
|---|---|--|
| | comments | Representer. The Representer supports the Amendment in general, however, has some additional comments. See Paragraphs 3.9-3.13 below. |
| (c) Incorporation of a new set of Notes for "OU" annotated "Residential Development with Service Area Below" zone. | Support the Amendment with some additional comments | This relates to the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. The Representer supports the Amendment in general, however, has some additional comments. See Paragraphs 3.4-3.6 and 3.9-3.13 below. |
| (d) Incorporation of a new set of Notes for "OU" annotated "Helicopter Landing Pad" zone. | Support. | This relates to the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. |
| (e) Revision to "OU" annotated "Sports and Recreation Club (4)" zone to incorporate 'Boat Services Facility', 'Marine Fuelling Station' and 'Pier' under Column 1. | Support | This relates to the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. The Representer supports the Amendment in general, however, has some additional comments. See Paragraph 3.7 below. |
| (f) Revision to the Remarks for "OU" annotated "Staff Quarters" zone to delete sub-areas (1) and (5). | Support | This relates to the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. |
| (g) Revision to the Remarks for "OU" annotated "Pier" zone to delete sub-area (3). | Support | This relates to the Approved s12A Application No. Y/I-DB/4, which was made by the Representer. |
| (h) Revision to the Remarks for "OU" annotated "Pier" zone to revise the development restrictions and incorporate 'Eating Place' as an ancillary use. | Support | |
| (l) Revision to the plot ratio/gross floor area exemption clause to clarify the provision related to caretaker's quarters in the Remarks for "R(C)", "OU" annotated "Commercial Complex and Residential Development | Support | |

| | | |
|--|--------|---|
| cum Transport Interchange”, “Public Recreation cum Residential Development” and “Golf Course cum Residential Development” zones. | | |
| (n) Revision to “CA” zone to incorporate ‘Country Park’ under Column 1. | Object | All of the “CA” zone land in the OZP is private property and not appropriate for further Country Park expansion. Please see Paragraph 3.14 below for further discussion. |



愉景灣分區計劃大綱核准圖編號 S/I-DB/4 的擬議修訂
 PROPOSED AMENDMENT TO THE APPROVED DISCOVERY BAY OUTLINE ZONING PLAN No. S/I-DB/4

Figure 1 : Plan Showing the location and proposed zoning of Amendment Item A. (Excerpt of the Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 – as shown in Plan 1a of the RNTPC Paper No. 1/24 for consideration on 15 March 2024)



檢閱灣分區計劃大綱核准圖編號 S/I-DB/4 的擬議修訂
 PROPOSED AMENDMENTS TO THE APPROVED DISCOVERY BAY OUTLINE ZONING PLAN No. S/I-DB/4

Figure 2 : Plan Showing the location and proposed zoning of Amendment Items B1-B5. (Excerpt of the Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 – as shown in Plan 2a of the RNTPC Paper No. 1/24 for consideration on 15 March 2024)

2. Background

- 2.1 The Representer is the sole developer of Discovery Bay and submitted the two s.12A applications (numbers Y/I-DB/2 and Y/I-DB/4) which were approved on 14.1.2022 and 11.8.2023 respectively. Those approvals have necessitated these amendments to the Discovery Bay OZP. The Representer is updating a “back-of-house” area to a standard more in fitting with the rest of the Discovery Bay development and also providing more residential flats through these two approved applications and the resulting amendments to the OZP.

3. Planning Assessment of the Proposed Amendments to the Discovery Bay OZP

- 3.1 Amendment Item A relates to the rezoning of Area 6F (application No. Y/I-DB/2) in Discovery Bay from “OU(Staff Quarters)5” to “R(C)12”. This site is owned by the Representer and the amendment is supported.
- 3.2 Amendment Items B1-B6 relate to the incorporation of two sea areas in Nim Shue Wan into the planning scheme area, and rezoning the adjoining site at Areas 10b and 22 (part) in Discovery Bay for residential development with servicing facilities, sports and recreational facilities and a helipad. The sites are owned by the Representer.
- 3.3 Generally the Representer is supportive of the amendments proposed in Amendments B1 - B6. However, there are some concerns relating to the specifics of some of the Amendments to the Notes of the Plan relating to Amendment Item B4 and Amendment (b). These concerns are explained in the following paragraphs and for each item of concern.

Amendment Item B4: Concerns and Comments

- 3.4 The Representer is concerned that some of the uses indicated in the s12A application are not explicitly permitted in the current “OU(Residential Development with Service Area Below)” zone. The Representer would like to propose some minor amendments to ensure that everything proposed in the s.12A is permitted as of right upon the OZP being approved.
- 1) Amend the existing Column 1 use “Transport Terminus and Stations” to “Transport Terminus and Station (including Transport Office and Transport Staff Rest Area)” The “Transport Office” and “Transport Staff Rest Area” are identified in the s.12A application as being included in the Service Area. The Representer would like to make it very clear that they are permitted within the Podium levels of the development to ease implementation of the scheme.

- 2) Amend the "Remarks" to include an additional Paragraph (c) to permit the City Management Office and Workshop, Golf Cart Repair Offices, the City Management Staff Area, Transport Office and Transport Staff Rest Area. These six uses were included in the podium of the s.12A Application, however the services provided relate to the whole of Discovery Bay and not simply the proposed development within which they are to be located. The City Management Office and Workshop, and the Transport Office service the entire management and transport provision within Discovery Bay. The City Management Rest Area is for staff who work across the whole Discovery Bay Development in the management, maintenance and upkeep, while the Transport Staff Rest Area is for transport staff who work across the whole of Discovery Bay. An additional paragraph is proposed to be included in the "Remarks":

"(c) In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as transport office, transport staff rest area, management office and workshop or management staff rest area provided the uses and facilities are ancillary and directly related to the management of Discovery Bay, may be disregarded."

Larger than a standard caretakers office

The amount of GFA that can be disregarded for a caretakers office is specified in a Practice Note for Authorized Persons and Registered Structural Engineers (PNAP). The role and services provided by a caretaker is substantially different to the services provided in the City Management Office and Workshop, the Golf Cart Repair Offices, the City Management Staff Area, and the Transport Office and Transport Staff Rest Area. As caretakers office is not the same in function or scale as these uses and the maximum area exempted from GFA under a caretakers office by Buildings Ordinance is inadequate for this purpose. These uses need to be significantly larger due to the fact that they are serving the whole of Discovery Bay and not simply a single residential development. Therefore, it would be appropriate to state that these uses are disregarded from GFA. The inclusion of the proposed clause "c" above would also resolve this issue.

Clarification of Ancillary Uses:

- 3.5 There are a number of uses that have been approved in the Planning Applications that are not specifically included in the Column 1 uses. Should the proposed amendments in paragraph 3.4 of this Representation not be adopted, the Representer would like the TPB to clarify that the following uses would be considered ancillary to the Column 1 uses and would not necessitate a section 16 application in order to implement the schemes. These uses reflect those proposed in the approved applications Y/I-DB/2 and Y/I-DB/4 some of

the terms in Column 1 do not have established definitions in the TPB's "Definition of Terms". This is not intended to be an exhaustive list of all of the potential ancillary uses for this zone, and clarification that these uses are ancillary uses should not limit the possibility of other ancillary uses in the future.

3.6 Under the "OU(Residential Development with Service Area Below)" zone we would like the TPB to clarify that the following uses are permitted as ancillary uses and would not require a section 16 Application:

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

3.7 Under the "Sports and Recreation Club (4)" zone we would like the TPB to clarify that the following uses are permitted as ancillary uses and would not require a section 16 Application:

- Dry racks for boats (covered and uncovered);
- Boat hoists;
- Repair Workshops;
- Crew Quarters;
- Canteen for Crew;
- Marine office; and
- Storage/Warehouses relating to Boating.

Amendment Item B5: Move "Utility Installation for Private Project" to Column 1 from Column 2

3.8 In the "Sports and Recreation Club" zone "Utility Installation for Private Project" is included in Column 2. There would be greater flexibility provided by the inclusion of this in Column 1 for what are practical facilities.

Amendments (b) and (c) to the Notes of the Plan :

(b) "Revision to the Remarks for "R(C)" zone to incorporate "R(C)12", "R(C)13", "R(C)14" and "R(C)15" sub-areas with development restrictions."

(c) "Incorporation of a new set of Notes for "OU" annotated "Residential Development with Service Area Below" zone."

The "R(C)" zone should be updated in accordance with JPN 5: the Number of Storeys Restriction Should be Removed

- 3.9 It is supported that the new sub-zones "R(C)12", "R(C)13", "R(C)14" and "R(C)15", as well as the "OU(Residential Development with Service Area Below)" zone are in alignment with the Joint Practice Note Number 5 ("JPN5") in that they only specify the building height in mPD and do not include a number of storeys restriction as well. It is unclear why the zones "R(C)"1-11 were not similarly updated to conform to the current planning practices at the same time. While there were no amendments to those specific zones, there is no restriction on what can be updated when PlanD propose an amended OZP. The TPB have made a number of amendments to the OZP in the Draft which are not related to the approved s.12A Applications. During this process it would seem good practice to update the whole R(C) zone to conform with the Joint Practice Notes.

Remove "including structure"

- 3.10 Similarly to Paragraph 3.9 above, it would be in line with JPN5 to remove the "including structure" building height restriction from paragraph (a) of the Remarks of the "R(C)" zone as well as from the OU" annotated "Residential Development with Service Area Below" zone. Ideally, this would be done in all zones but would seem at least it should be done in the major zones amended in this Draft Plan.
- 3.11 JPN5 specifies that "including structure" should only be used where there is a specific reason to do so and that reason should be stated in the OZP. That has not been done in the Discovery Bay OZP, and there is no justification given for the use of "including structure". The following is an extract from footnote 2 of JPN5 which demonstrates how "including structure" should be used in an OZP under current practices.

"Such explicit specifications on the OZP could be for serving special purposes. E.G. not to exceed the level of Tai Tam Road, Island Road or Repulse Bay Road, for which the total building height including the roof-top structures should not exceed the stipulated BHR"

- 3.12 When including the new sub-zones, and updating the R(C) zone portions which relate to "R(C)12", "R(C)13", "R(C)14" and "R(C)15", as well as incorporating the new "OU(Residential Development with Service Area Below)" zone, it is proposed that "including structure" be removed from paragraph (a) in the Remarks to these two zones.

Minor Relaxation Clause

- 3.13 It would be appropriate in the proposed “R(C)” zones and the newly proposed “OU(Residential Development with Service Area Below)” zone, to incorporate a minor relaxation of GFA and building height clause within the “Remarks” to the Notes. This would be in line with current practices and promote the Green and Innovative Buildings incentives set out in the Joint Practice Notes (JPN1, JPN2 and JPN8). This clause could read:

“Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.”

Exempt “Bus Shelter” and “Pier Shelter” from GFA calculations

- 3.14 There will be bus shelters in the “OU(Residential Development with Service Area Below)” zone and the “R(C)12” to “R(C)15” zones, and a pier shelter in the “R(C)14” zone. If these elements are not exempted from GFA calculation under the OZP they will take up residential GFA, which is not the original proposed residential GFA intention. Bus and Pier shelters are not something usually provided by a private developer, but as all the roads in Discovery Bay are private roads, they need to be provided in this unique case. The OZP should reflect this unique situation, to allow for the appropriate facilities to be provided without negatively impacting the approved and intended residential development GFA. It could be easily resolved by amending paragraph (b) in the “R(C)” zone and OU(Residential Development with Service Area Below)” zone, as shown below:

*“(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, or caretakers’ quarters, **or bus shelters and similar public shelters**, and 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.”*

Objects to Amendment “(n)” to the Notes of the Plan: Revision to “CA” zone to incorporate “Country Park” under Column 1

- 3.15 All of the land zoned “CA” in the OZP is privately owned, by the Representer. It is not suitable to make “Country Park” a Column 1 use in this situation. The North Lantau Country Park Extension has already been Gazetted and there has been no discussion with the Representer about the further expansion of the Country Park into the private property zoned “CA”.

Comments on the Amendments to the Explanatory Statement

Planned Population in the Explanatory Statement Should be Revised and Population Cap Removed

- 3.16 Amending the planned population figure to 28,500 in paragraph 6.2 of the Explanatory Statement is supported. However, there are no longer any exceptional infrastructural constraints after the construction of the tunnel and the provision of water supply and the provision of sewerage treatment outside Discovery Bay.
- 3.17 The change to a planned population figure is consistent with what is commonly included in OZP's. However, previously the limited external links and limited infrastructure constraints meant that the "total population of about 25,000", was effectively treated as a population cap. There is no practical need for continuing the population cap approach, and the planned population for Discovery Bay can be managed in the same way as it is across the rest of Hong Kong.
- 3.18 It is noted that while the population figure in paragraph 6.2 of the Explanatory Statement has been updated to 28,500, the population figure in paragraph 5.4 is still "planned for a total population of about 25,000". This should be amended to read "planned for a population of 28,500".
- 3.19 Similarly in paragraph 7.2 the first sentence should be deleted as the remainder of the paragraph adequately covers the situation for future development, as shown below:-

~~*"Having regard to the character of the Area, environmental considerations and the existing and planned infrastructure provision, in particular the limited capacity of external links, the Plan was originally provided for a planned total population of about 25,000 persons for the Discovery Bay development."*~~

Comments on Further Amendments to the General Planning Intention

- 3.20 The General Planning Intention has been amended in a minor way, but is out of date in significant ways. It should be properly updated to reflect the current situation. For example, it refers to the 'strategic planning context provided by the South West New Territories Development Strategy Review', which was published in 2001 and is no longer relevant for strategic planning. Recent strategic studies relating to the future development of Lantau Island help determine a role for Discovery Bay in the future and would be more appropriate to be referenced in the General Planning Intention. The "Sustainable Lantau Blueprint" of 2017, the "Recreation & Tourism Development Strategy for Lantau" of 2018 and the "Hong Kong 2030+" study of 2021 all support a recreational and sustainable development approach. Paragraph 7.1 in the Explanatory Statement should be amended to include these more relevant references.

Note on the District Councils Comments Regarding Nim Shui Wan

3.21 As an additional comment and point of clarification, the Representer would ensure that access to Nim Wan village zone would be retained in a similar way to that which exists at present. Discovery Bay land grant Special Condition 52 reserves to the owners of the lots within Discovery Bay or immediately adjoining Discovery Bay free and uninterrupted right to pass and re-pass the pathways and roadways within Discovery Bay and shown in the approved Master Plan. Access right to Nim Shue wan is protected by the Discovery Bay land grant. Additional control under the OZP is not necessary.

4. Proposed Actions and Amendment to the Plan to meet the Representation

4.1 The action to meet the Representation : -

- Retain Amendment Item A as part of the Approved Plan, i.e. no change.
- Retain Amendment Items B1-B6 (with additional items included in B4)
- Retain Amendments to the Notes to the Plan (a)-(m) and (o)(with additional items included in (b) and (c)).
- Remove Proposed Amendment (n) to the Notes to the Plan – Delete Country Park from Column 1 of the “CA” zone.

4.2 The additional amendments proposed to the Plan to meet the Representation :-

- Amendment B4:
 - 1) Amend “Transport Terminus and Stations” to “Transport Terminus and Station (including Transport Office and Transport Staff Rest Area)”
 - 2) Amend the “Remarks” to include an additional Paragraph (c) to permit the City Management Office and Workshop, the City Management Staff Area, Transport Office and Transport Staff Rest Area:

“(c) In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as transport office, transport staff rest area, management office and workshop or management staff rest area provided the uses and facilities are ancillary and directly related to the management of Discovery Bay, may be disregarded.”
- Amendments (b) and (c) to the Notes of the Plan
 - 1) Remove “including structure” from paragraph (a) of the Remarks of both the “R(C)” zone and the “OU(Residential Development with Service Area Below)” zone.
 - 2) Include a minor relaxation clause for GFA and Building Height Restriction, to both the “R(C)” zone and the “Residential Development with Service Area Below” zone.
 - 3) Include “bus shelter and similar public shelter” into paragraph (b) of the “R(C)” zone:

*“(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, or caretakers’ quarters, **or bus and similar public shelters**, and 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.”*

- Amend the references to population in the Explanatory Statement
- Remove the “Number of Storeys” Restriction in all of the R(C) zone.

5. Conclusion

- 5.1 In general the Representer is supportive of the proposed amendments to the OZP. However, there have been some minor changes proposed to ensure the Representer is able to implement the schemes put forward in the Approved s.12A applications and also to bring the amended sections of the OZP in line with current Practice Notes.

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| | Date Received 收到日期 | |

- The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會(下稱「委員會」)提出, 填妥的表格及支持有關申述的文件(倘有), 必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Processing of Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong – Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters (PECs) 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), or downloaded from the Board's website at <http://www.tpb.gov.hk/>.
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**1. Person Making this Representation (known as "Representer" hereafter)
提出此宗申述的人士 (下稱「申述人」)**

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organization* 先生/女士/公司/機構*)

Hong Kong Resort Company Limited

(Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided)
(注意: 若個人提交, 須填上與香港身份證/護照所載的全名)

2. Authorized Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organization* 先生/女士/公司/機構*)

Masterplan Limited

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* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Representation (use separate sheet if necessary)#

申述詳情(如有需要，請另頁說明)#

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| The plan to which the representation relates (please specify the name and number of the plan) 與申述相關的圖則 (請註明圖則名稱及編號) | Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 | |
| Nature of and reasons for the representation 申述的性質及理由 | | |
| Subject matters 有關事項@ | Are you supporting or opposing the subject matter? 你支持還是反對有關事項? | Reasons 理由^ |
| Draft Discovery Bay Outline Zoning Plan No. S/I-DB/4A | <input checked="" type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對 | Generally supportive with some comments. Please refer to the accompanying Representation Statement. |
| Proposed amendment to the Notes of the Plan (n) relating to the incorporation of "Country Park" under Column 1 of the "Conservation Area" ("CA") zone | <input type="checkbox"/> support 支持 <input checked="" type="checkbox"/> oppose 反對 | The Representation objects to the proposed amendment to the Notes of the Plan (n) relating to the incorporation of "Country Park" under Column 1 of the "Conservation Area" ("CA") zone. Please refer to the accompanying Representation Statement. |
| | <input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對 | |
| Any proposed amendments to the plan? If yes, please specify the details. 對圖則是否有任何擬議修訂? 如有的話，請註明詳情。 Please refer to the accompanying Representation Statement. | | |

If the representation contains more than 20 pages, or any page larger than A4 size, 4 hard copies and 1 soft copy are required to be provided for the submission. Provision of email address is also required.

若申述超過 20 頁或有任何一頁大小超過 A4，則須提交硬複本一式四份和一份軟複本。另須提供電郵地址。

@ Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Proposed Amendments. 請形容圖則內與申述有關的指定事項，如申述與圖則的修訂有關，請註明在修訂項目附表內的修訂項目編號。

^ Please also note that section 6(3A) of the Ordinance provides that any representation received under section 6(1) **may be treated as not having been made** if, in the opinion of the Board that, the reason for the representation is a reason concerning compensation or assistance relating to, or arising from resumption/acquisition/clearance/obtaining vacant possession of any land by the Government. The above matters should be dealt with in accordance with the relevant statutory provisions on compensation and/or promulgated policy on compensation. Should you have any views on compensation or assistance matters, you may separately raise your views to the Director of Lands or the relevant authority. 請注意，條例第 6(3A)條訂明，如委員會認為根據第 6(1)條收到的任何申述所提出的理由是與政府收回/徵用/清理/取得任何土地的空置管有權而引起的補償或援助有關，則有關申述可被視為不曾提出。上述事項應該按照相關補償的法律條文和/或已公布的補償政策處理。如對補償或援助事宜有意見，可另行向地政總署署長或有關當局提出。

Please fill "NA" for not applicable item 請在不適用的項目填寫「不適用」

at the appropriate box 請在適當的方格內加上 號

MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

Submission Number:

TPB/R/S/I-DB/5- S26

11 June 2024
By Email and By Hand

The Secretary
Town Planning Board
15 Floor, North Point Government
Offices, 333 Java Road
North Point, Hong Kong

Dear Sir/ Madam,

**Representation in Relation to the Amendments to the
Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4**

We are authorized by "Discovery Bay Services Management Limited", the Representor, to lodge a representation to the Town Planning Board in relation to the amendments shown on Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 (the "OZP") gazetted on 12 April 2024.

This submission is made under Section 6(1) of the Town Planning Ordinance (the Ordinance). A Representation Statement and an authorization letter from the Representor are attached to this letter.

Under Section 6B of the Ordinance, a representor is entitled to attend and to be heard either in person or by an authorized representative at a meeting. We intend to present in the hearing of the OZP in support of this representation.

Yours faithfully,



Kira Whitman
For and On Behalf of
Masterplan Limited

Encl.

cc. Clients (By Email)

1.1 The Town Planning Board gazetted changes to the Discovery Bay Outline Zoning Plan on 12 April 2024. Representations have been invited in relation to the changes included on the Draft Outline Zoning Plan No. S/I-DB/5 under section 6(1) of the Town Planning Ordinance.

1.2 This Representation is prepared and submitted on behalf of Discovery Bay Services Management Limited (DBSML) generally in support of the following amendment items, with some additional comments below:

- Amendment Item B4: Rezoning of a site to the South of Discovery Bay Road from “OU” annotated “Staff Quarters (1)”, “Service Area”, Dangerous Goods Store/Liquefied Petroleum Gas Store”, “Pier (3)” and “Petrol Filling Station”, “G/IC” and “R(C)7” to “OU” annotated “Residential Development With Service Area Below” and stipulating sub-areas on the Plan.
- Amendment to the Notes of the Plan (c): Incorporation of a new set of Notes “OU” annotated “Residential Development With Service Area Below” zone.

1.3 Discovery Bay is one large development, and this includes roads and services provided privately. DBSML must manage the whole of Discovery Bay, not simply the individual residential complexes within Discovery Bay. As a result of this there are a larger number of staff employed by DBSML and they need a larger staff resting area and offices. The duties covered by DBSML are much wider in scope than a traditional residential development and include:

- Manage the roads and associated facilities among all residential or other developments in Discovery Bay;
- Manage the special facilities, e.g. the reservoir in Discovery Bay;
- Provide 24-hour customer hotline service to any enquiries in relation to Discovery Bay but not merely for residential management;
- Engage with different stake holders for community relations by forming different interest groups (e.g. for senior citizens or those interested in environmental protection) in Discovery Bay with activities arranged;
- Self-planting and cultivating landscape including trees, seasonal flowers, crops in the designated farm lands in Discovery Bay.

1.4 DBSML would like to propose an additional paragraph be included in the “Remarks” to the “OU” annotated “Residential Development With Service Area Below” zone to ensure that the services that were proposed in the approved s.12A rezoning application are permitted under the OZP. Similarly to DBSML, these other uses relate to services provided to the whole of Discovery Bay and not simply the proposed development within which they are to be located.

- (1) Amend the “Remarks” to include an additional Paragraph (c) to permit the Office of DBSML and Workshop, Golf Cart Repair Offices, the Staff Area of DBSML, Transport Office and Transport Staff Rest Area. These six uses were included in the podium level of the s.12A Application, however the services provided relate to the whole of Discovery Bay and not simply the proposed development within which they are to be located. An additional paragraph should be included in the “Remarks”:

“(c) In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as transport office, transport staff rest area, management office and workshop or management staff rest area provided the uses and facilities are ancillary and directly related to the management of Discovery Bay, may be disregarded.”

(2) The GFA for these uses should be disregarded from GFA calculations

The amount of GFA that can be disregarded for a caretakers office is specified in a Practice Note for Authorized Persons and Registered Structural Engineers (PNAP). The role and services provided by a caretaker is substantially different to the services provided in the Office of DBSML and Workshop, the Golf Cart Repair Offices, the Staff Area of DBSML, Transport Office and Transport Staff Rest Area. As a caretakers office is not the same in function or scale as these uses and the maximum area disregarded for GFA under a caretakers office is inadequate for this purpose. These uses need to be significantly larger due to the fact that they are serving the whole of Discovery Bay and not simply a single residential development. Therefore, it would be appropriate to state that these uses are disregarded from GFA. The inclusion of the proposed clause “c” above would also resolve this issue.

- 1.5 Discovery Bay is a unique site in Hong Kong and the inclusion of this clause for the GFA to be disregarded would not set a precedent in other developments. Discovery Bay is controlled through not only the normal planning restrictions as set out in the OZP, but also through a unique master plan process with Lands Department. This master plan process requires that all development be further approved by Lands Department and that the master plan is updated to incorporate any additional changes. This adds an additional layer of control on top of the lease conditions. The Discovery Bay situation can be distinguished from any other development in Hong Kong due to the unique nature of its ownership/management, scale, and master plan control.
- 1.6 The amendments suggested in this Representation would enable DBSML to have the space and resources necessary to operate in a professional manner and improve the quality of care for its workers when they are on their breaks. It is hoped that the Town Planning Board can further amend the “Remarks” to the OZP in favour of the proposed changes relating to the “OU” annotated “Residential Development With Service Area Below” zone.

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**1. Person Making this Representation (known as "Representer" hereafter)
提出此宗申述的人士(下稱「申述人」)**

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organization* 先生/女士/公司/機構*)

Discovery Bay Services Management Limited

(Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided)
(注意:若個人提交,須填上與香港身份證/護照所載的全名)

2. Authorized Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organization* 先生/女士/公司/機構*)

Masterplan Limited

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* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

| 3. Details of the Representation (use separate sheet if necessary)# 申述詳情(如有需要, 請另頁說明)# | | |
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| The plan to which the representation relates (please specify the name and number of the plan) 與申述相關的圖則 (請註明圖則名稱及編號) | Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 | |
| Nature of and reasons for the representation 申述的性質及理由 | | |
| Subject matters 有關事項@ | Are you supporting or opposing the subject matter? 你支持還是反對有關事項? | Reasons 理由^ |
| Amendment Item B4 | <input checked="" type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對 | Generally supportive with some comments. Please refer to the accompanying Representation Statement. |
| Amendment to the Notes of the Plan (c): | <input checked="" type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對 | Generally supportive with some comments. Please refer to the accompanying Representation Statement. |
| | <input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對 | |
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Please fill "NA" for not applicable item 請在不適用的項目填寫「不適用」

at the appropriate box 請在適當的方格內加上 號

MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

Submission Number:

TPB/R/S/I-DB/5- S27

11 June 2024

By Email and By Hand

The Secretary
Town Planning Board
15 Floor, North Point Government
Offices, 333 Java Road
North Point, Hong Kong

Dear Sir/ Madam,

Representation in Relation to the Amendments to the Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4

We are authorized by "Discovery Bay Marina Club Limited" (trading as Lantau Yacht Club), the Representer, to lodge a representation to the Town Planning Board in relation to the amendments shown on Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 (the "OZP") gazetted on 12 April 2024.

This submission is made under Section 6(1) of the Town Planning Ordinance (the Ordinance). A Representation Statement and an authorization letter from the Representer are attached to this letter.

Under Section 6B of the Ordinance, a representer is entitled to attend and to be heard either in person or by an authorized representative at a meeting. We intend to present in the hearing of the OZP in support of this representation.

Yours faithfully,



Kira Whitman
For and On Behalf of
Masterplan Limited

Encl.

cc. Clients (By Email)



- 1.1 The Town Planning Board gazetted changes to the Discovery Bay Outline Zoning Plan on 12 April 2024. Representations have been invited in relation to the changes included on the Draft Outline Zoning Plan No. S/I-DB/5 under section 6(1) of the Town Planning Ordinance.
- 1.2 This Representation is prepared and submitted on behalf of Discovery Bay Marina Club Limited (trading as Lantau Yacht Club) in support of the following amendment items:
- Amendment Item B5: Incorporation of a sea area in Nim Shui Wan into the planning scheme area and zoning it to “OU” annotated “Sports and Recreation Club (4)” and stipulating as Area B, and rezoning of a site to the Area west of the marina from “OU” annotated “Service Area”, “Marina”, and “Petrol Filling Station” to “OU” annotated “Sports and Recreation Club (4)” and stipulating as Area B.
 - Amendment to the Notes of the Plan (e) Revision to “OU” annotated “Sports and Recreation Club (4)” zone to incorporate “Boat Services Facility”, Marine Fuelling Station” and “Pier” under Column 1.

Clarification of Ancillary Uses:

- 1.3 There are a number of uses that have been approved in the Planning Application number Y/I-DB/4 that are not specifically included in the Column 1 uses of the “OU” annotated “Sports and Recreation Club (4)” zone. The Representer would like to clarify that the following uses would be considered ancillary to the Column 1 uses and would not necessitate a section 16 application in order to implement them:
- Dry racks for boats (covered and uncovered);
 - Boat hoists;
 - Repair Workshops;
 - Crew Quarters;
 - Canteen for Crew;
 - Marine office; and
 - Storage/Warehouses relating to Boating.

- 1.4 These uses reflect those proposed in the Approved Application and some of the terms in Column 1 do not have established definitions in the TPB's "Definition of Terms". This is not intended to be an exhaustive list of all of the potential ancillary uses for this zone, and clarification that these uses are ancillary uses should not limit the possibility of other ancillary uses in the future.
- 1.5 The amendments would allow the Discovery Bay Marina Club Limited (trading as Lantau Yacht Club) to expand its operations and improve its current operations and services. It is hoped that the Town Planning Board can provide clarity on the ancillary uses and if necessary amend the OZP in favour of the changes relating to the "OU" annotated "Sports and Recreation Club (4)" zone.

| | | |
|---------------------------------|-----------------------|--|
| For Official Use Only 請勿填寫此欄 | Reference No. 檔案編號 | |
| | Date Received 收到日期 | |

- The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Processing of Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong – Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters (PECs) 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), or downloaded from the Board's website at <http://www.tpb.gov.hk/>.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及處理申述及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（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 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：<http://www.tpb.gov.hk/>）。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the PECs of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
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。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視為不曾提出論。
- In accordance with the Town Planning Ordinance (the Ordinance), the Board will make available all representations received for public inspection as soon as reasonably practicable at the Board's website and the PECs. The representations will be available for public inspection until the Chief Executive in Council has made a decision on the plan in question under section 9 of the Ordinance.
根據《城市規劃條例》（下稱「條例」），委員會會在合理地切實可行的情況下，盡快將所有收到的申述上載至委員會的網頁及存放於規劃資料查詢處供公眾查閱，直至行政長官會同行政會議根據條例第 9 條就有關圖則作出決定為止。

1. Person Making this Representation (known as "Representer" hereafter)
提出此宗申述的人士（下稱「申述人」）

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organization* 先生/女士/公司/機構*)
Discovery Bay Marina Club Limited

(Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

2. Authorized Agent (if applicable) 獲授權代理人(如適用)

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organization* 先生/女士/公司/機構*)
Masterplan Limited

(Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」

3. Details of the Representation (use separate sheet if necessary)#**申述詳情(如有需要，請另頁說明)#**

| | |
|--|--|
| The plan to which the representation relates (please specify the name and number of the plan) 與申述相關的圖則 (請註明圖則名稱及編號) | Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 |
|--|--|

Nature of and reasons for the representation 申述的性質及理由

| Subject matters 有關事項@ | Are you supporting or opposing the subject matter? 你支持還是反對有關事項? | Reasons 理由^ |
|--|--|---|
| • Amendment Item B5: | <input checked="" type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對 | Generally supportive with some comments. Please refer to the accompanying Representation Statement. |
| • Amendment to the Notes of the Plan (e) | <input checked="" type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對 | Generally supportive with some comments. Please refer to the accompanying Representation Statement. |
| | <input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對 | |

Any proposed amendments to the plan? If yes, please specify the details.

對圖則是否有任何擬議修訂? 如有的話，請註明詳情。

Please refer to the accompanying Representation Statement.

If the representation contains more than 20 pages, or any page larger than A4 size, 4 hard copies and 1 soft copy are required to be provided for the submission. Provision of email address is also required.

若申述超過 20 頁或有任何一頁大小超過 A4，則須提交硬複本一式四份和一份軟複本。另須提供電郵地址。

@ Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Proposed Amendments. 請形容圖則內與申述有關的指定事項，如申述與圖則的修訂有關，請註明在修訂項目附表內的修訂項目編號。

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at the appropriate box 請在適當的方格內加上 號