

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

Further Information Submission – Responses to Departmental Comments

February 2023

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Y/I-DB/4

Department comments to the applicant to follow-up

	Departments Comments	Responses
1.	Marine Department Contact Person: Mr. Tony LI (Tel: 2852 4381)	
	As the rezoning application may interfere the operation of kaito serving Discovery Bay, the applicant should also consult Blue Sea Ferry Company Limited who provides kaito service for the route "Discovery Bay - Peng Chau/Trappist Monastery".	The current kaito landing point is owned by HKR. Blue Sea Ferry Company Limited is permitted by HKR to use the landing non-exclusively. HKR will liaise with the Blue Sea Ferry Company. The proposed new landing point is further to the east where water is deeper. Design of proposed landing won't be interior to the existing one. No adverse impact to the ferry operation is expected.
2.	Chief Architect, Central Management Division 2, Architectural Services Department Contact Person: Mr. Calvin CHAN (Tel: 2154 2398)	
	<p>It is noted that the architectural drawings provided by the Applicant are too small in scale (e.g. 1:2500) plans in A4 size) and are illegible. Layout Plans, sections in proper scale showing clearly the disposition, extent and building height of <u>each tower</u> shall be provided.</p> <p>The building length of all towers appears to be exceeded 60m, which may have adverse impact on the air ventilation and visual permeability. The applicant is advised to comply with the building separation requirements of the design guidelines stipulated in PNAP APP-152.</p> <p>The applicant shall provide an overall block plan and sections showing the clearly the building height of every towers in proper scale for review.</p>	<p>Layout Plans and sections have been included showing the disposition, extent and building height are included in this document in Annex 1.</p> <p>As no specific street is abutting the proposed development in Discovery Bay, therefore, building separation requirement under PNAP APP-152 does not apply. A Visual Impact Assessment is included to show there is no adverse impact on visual permeability in Annex 2.</p> <p>According to Revised Air Ventilation Assessment as attached in Annex 3, the Proposed Scheme would induce similar ventilation performance along the site boudnary and assessment area under annual condition, and sligher clamer</p>

		ventilation performance along the site boundary and assessment area under summer condition as compared with Baseline Scheme (OZP compliant Scheme). Various wind enhancements measures has been provided by Proposed Scheme to alleviate the ventilation impact, such as 15m air paths with NE-SW and NW-SE alignment, 15m tower separation, 15m building separation, 30m pier acting as wind entrance, and naturally ventilated carpark at G/F.
3.	<p>Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) Contact Person: Ms. Amy MAK (Tel: 3565 3940)</p> <p><u>Comments on AVA Perspective:</u></p>	
	<p>Applicant's proposed development parameters of the new zones for the Site (which were not included in the previous pre-submission for AVA) indicate that development(s) of building height of 5 storeys/15m, and Gross Floor Area of 5,500sq.m is permitted in the "Other Specified Uses" annotated "Sports and Recreations Club(4)" zone at Area 22. Such permitted development has not been featured in the layout plans for both Visual Impact Assessment and Air Ventilation Assessment, and the concerned impacts upon full development of the Site could not be appraised. As such, we could not proceed with vetting the reports until the consultants have rectified them or DPO could confirm that the proposed layout is acceptable.</p>	<p>The permitted development in the "Other Specified Uses" annotated "Sports and Recreations Club(4)" zone at Area 22 has now been featured in the layout plans. The Revised Visual Impact Assessment included in Annex 2 and the Revised Air Ventilation Assessment included in Annex 3.</p>
4.	<p>CTP/UD&L, PlanD Contact Person: Ms. Isabella TSUI (Tel: 3565 3951)</p> <p><u>Comments on Landscape Perspective:</u></p>	
	Planning Statement - Full Master Layout Plan (Figure S3)- Delineation of	The open space including the waterfront promenade will be

	<p>maintenance responsibility of the proposed open space including the waterfront promenade should be clarified.</p> <p>The applicant is reminded that approval of Section 12A Application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under APP PNAP-152 and/or under the lease. The site coverage of greenery calculation should be submitted separately to BD 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.</p>	<p>maintained by Discovery Bay Services Management Limited, estate management company of Discovery Bay.</p> <p>Noted.</p>
5.	<p>Head of Geotechnical Engineering Office, Civil Engineering and Development Office Contact Person: Mr. K W CHOI (Tel: 2762 5371)</p>	
	<p>We note from the Excavation Plan of the submission that two steep natural hillslopes (one between Feature No. 10SW-B/F23 and Feature No. 10SW-B/C172 and the other one to the east of Feature No. 10SW-B/C167) meeting the natural terrain hazard study (NTHS) alert criteria are adjoining or affected by the by the development. Moreover, there are existing man-made features with slope angle steeper than 30 degrees and height greater than 6m existing on the subject site or within 6 m of the subject site. The applicant is required to submit a Geotechnical Planning Review Report (GPRR) in supporting of the Planning Application and to assess the geotechnical feasibility of the proposed development. The GPRR should include a preliminary geotechnical review of the slopes, including natural terrain, and where necessary, indicate the recommended extent of the NTHS study area and a commitment to undertake the NTHS and to carry out any necessary mitigation measures as part of the proposed development. Other essential contents of a GPRR are given in the attached GEO Advice Note.</p>	<p>A Geotechnical Planning Review Report is included in Annex 4.</p>
	<p>Geo Advice note for Planning Applications under Town Planning Ordinance (CAP. 131)</p> <p>Requirements for a Geotechnical Planning Review Report in support of planning applications.</p>	

1. For developments that may affect, or be affected by, natural terrain or man-made slopes or retaining walls, applicants should submit a Geotechnical Planning Review Report will be required if any of the following criteria apply:-

- (i) where the maximum gradient across a site from boundary to boundary, or for a large site across any 50m long strip, is greater than 15 degrees,
- (ii) where a slope steeper than 30 degrees, or retaining wall, or combination of the two with the height greater than 6m exists on the site or within 6m of the site, or
- (iii) Where there is ground outside the site but in the same catchment that is an angular elevation of more than 20 degrees from the site and there is ground sloping at more than 15 degrees within 50m upslope of the site.

2. The essential contents of a Geotechnical Planning Review Report are:-

- (i) The appropriate portion of the published 1:5000 – scale topographical map or maps marked up to show the site boundary, the location of the features referred to in paragraph 1 above, and details of the proposed development and in relation to this, an assessment of the geotechnical feasibility of the proposed development including an outline of any further studies that may be required, and

- (iii) a list of data sources used in compiling the Report.

- (iii) a list of data sources used in compiling the Report. Common data sources normally include the GEO's Slope Information System, the Natural Terrain Landslide Inventory maps, the published 1:20,000- scale geological maps and the relevant Geotechnical Area Studies Programme (GASP) Report, all of which are available in the Civil Engineering Library which is situated within the Civil Engineering and Development Building.

3. Applications will not normally be accepted if there is very steeply sloping ground next to the site. For guidance, this should be taken as ground outside the site which is at an angular elevation of greater than 35 degrees from the site and which is also more than 50m higher than the site. Sites subject to major past

Noted. A Geotechnical Planning Review Report is included in **Annex 4.**

	instability will also not generally be accepted for development.	
	4. Further information can be obtained from the Geotechnical Engineering Office, Civil Engineering and Development Building, 101 Princess Margaret Road, Homantin, Kowloon, fax 2714 0247.	
	District Lands Office/Islands, Lands Department Contact Person: Ms. Charley SHUN (Tel: 2852 3571) Ms. Stephanie CHONG (Tel: 2852 4285)	
	(1) The Planning Statement does not contain detailed survey data of the Application Site. ... the Application Site (including the area not covered by the approved Discovery Bay Outline Zoning Plan No. S/I-DB/4) is within Lot No. 385 R.P. in D.D. 352 & the Extensions thereto ("the Lot") which is granted to Hong Kong Resort Company Limited ("HKR") under New Grant No. 6122 as extended by three extension letters deposited and registered in the Land Registry as New Grant Nos. 6620, 6788 and 6947 (hereinafter collectively referred to as "the New Grant"). Pursuant to Special Condition No. 6 of the New Grant, the Lot shall be developed in accordance with the approved Master Layout Plan and the latest approved one is Discovery Bay Master Plan ("MP") 7.0E.	Noted.
	(2) The Application Site appears to comprise a minor portion of Area 4, Area 10b and the adjoining sea, a portion of Area 22 (Land) and a portion of Area 22 (Marina) under MP 7.0E. Since the planning proposal should only cover Area 10b and Area 22 but not Area 4, HKR should avoid encroaching onto Area 4 and revise the boundary of the Application Site as appropriate. According to MP 7.0E, Area 10b has a gross site area of about 50,950m ² and is designated as (i) "SERVICE AREAS" for accommodating various servicing facilities including godowns, bus depot, sewage treatment plant, refuse collection point, LPG storage, telephone exchange, boat servicing facilities, petrol filling station and staff quarters; and (ii) "TEMPORARY MARINA CLUB". Area 22 has a gross site area of about 18,850m ² (Land) and 98,735m ² (Marina) and is designated as "MARINA CLUB" under MP 7.0E. The permitted users and the	The Application Site is not intended to include any part of Area 4. The application site boundary has been amended to exclude Area 4 in Annex 1 .

respective maximum gross building area ("GBA") of the facilities in Area 10b and Area 22 under MP 7.0E are listed below:-

Permitted User	Max. GBA (m ²)
Area 10b	
Godowns	3,710
Bus depot	500
Sewage treatment plant	39
Refuse collection point	1,000
LPG storage	500
Telephone exchange	700
Boat servicing facilities	1,100
Petrol filling station	240
Staff quarters	1,300
Temporary marina club	185
Pumping station	No restriction in Area 10b, 4,885m ² in the Lot.
Temporary helipad	N/A
Vehicular ferry pier	N/A
Area 22	
Marina Club	5,315

(3) The proposed developments do not conform to MP 7.0E.

Noted. New master plan submission will be made after OZP rezoning approval.

(4) The development proposal involves reclamation of water to the south of Area 10b and within Area 22 (Marina). The proposed reclamation area is within the areas previously gazetted under the then Foreshores and Sea-bed Ordinance ("FSBO") (subsequently repealed by the Foreshore and Sea-bed (Reclamations) Ordinance ("FSRO")) via G.N. 710 of 2.4.1976 and G.N. 593 of 10.3.1978. Both G.N. 593 and G.N. 710 stated that the

Noted.

	<p>purpose of the grant of the lease of the areas of foreshore and seabed is for the purposes of a leisure and resort centre. To carry out reclamation of the un-reclaimed portions of the gazetted reclamation areas for the current proposed developments (i.e. not for the purposes of a leisure and resort centre) is outside the scope of the authorisation under the FSBO. If HKR wishes to carry out reclamation for housing/residential development, HKR may need to obtain authorisation of the proposed reclamation works under the existing FSRO. Further legal advice has to be sought upon receipt of HKR's formal application under lease to LandsD.</p>	
	<p>(5) SC 41 of the New Grant requires HKR to provide a helicopter landing site which shall be located at the position that have been agreed previously with the Government and HKR shall make the helicopter landing site available for the Government to use it at all times. If the existing temporary helipad at Area 10b is to be relocated to Area 22 (Marina), this would involve reclamation. As mentioned in para. 4 above, HKR may need to obtain authorisation of the reclamation works under the existing FSRO for relocation of the existing helipad. Besides, the provision of a helicopter landing site within Area 22 is not permissible under MP 7.0E. HKR is required to apply for approval to amend the MP to effect the relocation of helipad.</p>	<p>Noted.</p>
	<p>(6) It is noted that HKR intends to relocate the existing LPG compound at Area 10b to Area 10d and that HKR will submit a planning application to PlanD under s.16 of the Town Planning Ordinance. This Office reserve our comments and will provide our views upon receipt of PlanD's referral of HKR's formal s.16 application.</p>	<p>Noted.</p>
	<p>(7) SC 25 of the New Grant requires HKR to provide space within the Lot to the satisfaction of the Government for the parking, loading and unloading of motor vehicles.</p>	<p>Noted.</p>

<p>(8) The Principal Deed of Mutual Covenant ("PDMC") dated 30.9.1982 has notionally divided the Lot into 250,000 undivided shares. The Memorandum on Allocation of Undivided Shares in respect of Discovery Bay City dated 17.7.2020 further sets out the allocation of undivided shares of Discovery Bay according to the PDMC and the sub-allocation of the undivided shares under various Sub-DMCs and Sub-Sub-DMCs, and the total number of undivided shares retained by HKR. HKR shall demonstrate with justifications that there are sufficient undivided shares retained by HKR for allocation to the current proposed developments and substantiate HKR's right/capacity to develop the Application Site without prejudicing the provisions in the PDMC.</p>	<p>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.</p>
<p>(9) The Application 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. HKR'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 Application Site. Detailed examination of the development proposal will be conducted upon receipt of HKR's formal application under lease.</p>	<p>Proposed building heights are all below 90mPD. DRC height limits in Area 10b is in the range of 100 to 110mPD. Proposed building heights comply with DRC height limits.</p>
<p>(10) 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 HKR's development proposal are slightly different from the tenancy records of this Office.</p>	<p>Noted.</p>
<p>(11) Should the Town Planning Board approve the captioned rezoning application and the proposed amendment to the relevant outline zoning plan has successfully gone through the necessary town planning</p>	<p>Noted.</p>

	<p>procedures, the owner of the Application Site has to apply to LandsD for approval to amend the MP before implementation of the proposed developments under the captioned rezoning application. Upon receipt of such application, LandsD will process the application according to established practice and consult the relevant stakeholders on, inter alia, the need of seeking endorsement of the Executive Council if the proposed developments will result in a change of development concept of the Lot. The applicant is also required to demonstrate and prove that he is the legal owner of the application site under lease and has the capacity to execute the relevant approval letter with the Government. There is however no guarantee that such approval will be given by LandsD. LandsD's approval, if given, will be subject to such terms and conditions (including but not limited to payment of premium and administrative fee) as imposed by LandsD.</p>	
	(12) (not provided to the applicant)	
	<p>(13) HKR's development proposal will result in modification or removal of permitted / existing servicing facilities in the Application Site. HKR 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.</p>	All existing servicing facilities will be re-provided in 10b or other DB area.
7.	<p>Transport Department Contact Person: Mr. Gavin CHAN (Tel: 2399 2227) Ms. Suman WONG (Tel: 2399 2730)</p>	
	<p>(a) To maintain the operation of the existing Kaito service and license ferry service, the new landing steps with a ramp served as a barrier-free access shall be provided in order to accommodate the safe berthing of the servicing vessels and to facilitate passengers' embarkation and disembarkation.</p>	Noted. Landing steps with ramp will be provided.

	(b) The applicant shall also include the service of PC 6 and the licensed ferry service (Discovery Bay – Mui Wo) in the Traffic Impact Assessment.	Please refer to the supplementary information included in Annex 6 regarding the service of PC 6 and the licensed ferry service (Discovery Bay – Mui Wo) on the replacement pages 12 - 13, and 18 - 21 of the TIA report.
	(c) Please advise the number of bus loading/unloading bays, bus parking spaces, golf cart parking spaces, vehicle loading/unloading bays to be affected under the proposed application. Please also provide a layout plan showing details of reprovisioning including numbers, locations and size of the affected traffic and transport facilities.	There is no vehicle and bus loading/unloading bay. There are no designated golf carts parking spaces, they park in an ad hoc manner. There are existing 30 designated overnight bus parking spaces. In the proposed scheme 39 such bus parking spaces and 10 golf carts parking, excluding spaces reserved for carts requiring repair and maintenance, are provided.
9.	DSD Land Drainage Division, Sewage Treatment Division 2 and Hong Kong and Islands Division. Ms. Penny LAM (E/L6, Hong Kong and Islands Division, Drainage Services Department, tel: 3101 2370).	
	Please find our comments as follow:-	
	1. Section 5.4.2.1 - The existing SHWSTW has a design capacity of 180,000 m ³ /day, but the UV disinfection facilities limits the existing capacity to 60,000 m ³ /day.	As clarified by EPD in their email dated 5 January 2023 (copy attached in Annex 7), the capacity of SHWSTW should base on the design capacity of 180,000 m ³ /d.
	2. Section 5.5.2 - Apart from Tung Chung New Town Extension, 3-runway and existing catchment, Siu Ho Wan STW will also receive sewage from MTR Oyster Bay development, Tai Ho - Sunny Bay Road P1 and other projects. Please confirm with SIG/EPD on the <u>latest</u> flow projection and flow build-up by years.	As clarified by EPD in their email dated 5 January 2023 (copy attached), we should review and provide the flow build-up of our proposed development in the SIA report so that DSD and EPD could have a full picture of the overall flow build-up of SHWSTW and timely raise the treatment capacity of the plant. These are included in Annex 8 .
	3. Section 5.5.3 - Again, the existing SHWSTW has a design capacity of 180,000 m ³ /day, but the UV disinfection facilities limits the existing capacity to 60,000 m ³ /day. The flow build up and the spare capacity of Siu Ho Wan STW shall be critically reviewed to timely raise the treatment capacity of the plant.	As clarified by EPD in their email dated 5 January 2023 (copy attached in Annex 7), the capacity of SHWSTW should base on the design capacity of 180,000 m ³ /d.

	4. Please note that the comments of this department on the sewerage aspect are subject to the views and agreement of the Environmental Protection Department, as the planning authority of sewerage infrastructure.	Noted.
	<p>5. In estimating the sewage flows in accordance with the Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning published by the EPD, all proposed parameters and assumptions should be subject to the agreement of the EPD. However, the following is observed -</p> <p>i. Table 5.1 - Please explain what are the commercial activities S1-S19 referring to respectively.</p> <p>ii Table 5.3 and section 5.3.2 - The estimated sewage flow of the existing school with GFA increase only includes additional student flow. Please review and clarify if the numbers of teachers would also be increased, and estimate the corresponding flow of the additional teachers if any.</p>	<p>Revised Report Table 5.1 amended to follow GESF Table T-2 in Annex 8.</p> <p>This is to confirm that the increase in GFA in existing school will not create increase in school staff. Note added to Table 5.3 for clarification.</p>
	6. Section 5.6.1 - Please be reminded that the sewage flow provided in this study is just a ballpark estimate. The sizes of the sewers should be subject to further review when there are more details of the estimated sewage flow, and the alignment of the proposed sewerage.	Noted and agreed.
	<p>7. Section 4.1.2.3 - 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 CEDD and HKO, 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 in the following webpage: https://www.dsd.gov.hk/EN/Technical_Documents/Technical_Manuals/index.html</p>	Noted Corrigendum No. 1/2022 followed in the revised report and calculation accordingly in Annex 8 .
	8. 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 DevB TC(W) No. 9/2020 is strongly encouraged to be incorporated in the development with a view to reducing the	Noted.

	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.	
10.	Port Works Division Civil Engineering and Development Department Contact Person: Mr. Alan LO (Tel: 2762 5578)	
	Please find the comments from marine engineering point of view.	
	1. The design and construction of new and modified marine works should meet fully the latest requirements in the Port Works Design Manual and its associated corrigenda.	Noted.
	2. The new and modified marine works and proposed works should not cause any adverse impact to the structural integrity and stability of the existing marine structures.	Noted.
	3. In the event of any damage arising from or out of the works or activities in connection with the proposed work to the existing marine structures / seawall, please make good the same at your own cost to the satisfaction of the Chief Engineer/Port Works, Civil Engineering and Development Department.	Noted.
	4. Design allowance with progressive adaptive approach should be considered in design to cater for a severe climate change scenario such that the proposed structures and facilities can be enhanced progressively in the future if needed. For example, adequate foundation will be reserved in the design of wave wall for further increase of crest level of wave wall. Please refer to PWDM and the corrigendum regarding the Design Allowance with Progressive Adaptive Approach.	Noted.

	<p>5. Given the proximity to the coastal area, for marine structures or facilities situated along the coast, the Consultants shall assess the coastal risks arising from storm surge and waves taking into account the effects of climate change and extreme weather, if necessary, with reference to CEDD's Port Works Design Manual and its associated corrigenda. The Consultants shall also assess the impact on the proposed structures and facilities during the construction, operational and maintenance stage with reference to the findings of coastal assessment, and shall take appropriate mitigation measures to enhance the resilience of their structures and facilities including hard engineering (e.g. wave wall and elevated E&M equipment to a higher level) and management measures (e.g. alert system and placement of water pump) where applicable.</p>	<p>Noted.</p>
	<p>6. If the works involve opening of the existing seawall, you are required to ensure every possible step and measure will be taken to prevent earth, debris, spoil of whatever nature or building materials from the site or other areas affected by the works on the site being eroded and washed down on to the sea and the foreshore and seabed. In the event of earth, debris, spoil of whatever nature or building materials from the site or other areas affected by the works on the site being eroded and washed down on to the sea and the foreshore seabed, you shall be responsible for removal of the same at your own cost. You should also ensure survey will be carried out to monitor any possible silting up of the adjoining seabed.</p>	<p>Noted.</p>
<p>11.</p>	<p>Director of Fire Services Contact Person: Mr. WONG Ho-yin (Tel: 2733 7737) Mr. LI Shing-to (Tel: 2733 7758)</p>	
	<p>1) Please be informed that I have no objection in principle to the captioned submission subject to water supplies for fire fighting being provided to the satisfaction of Director of Fire Services and relevant requirements of Highways Department and Water Supplies Department for the provision of fire mains and hydrants being complied with. Detailed fire safety requirements will be formulated upon receipt of formal submission of</p>	<p>Noted</p>

	general building plans or referral from relevant licensing authority.	
	2) The EVA provision shall comply with the standard as stipulated in Section 6, Part D or the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by the Buildings Department.	Noted.
	3) Regarding the petrol filling stations, the applicant should be reminded of the following: <ul style="list-style-type: none"> 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; and ii. Opening windows or any other opening to a building should not be within 3m in any direction of the vent discharge points system. 	Noted.
	4) In addition, siting comment for any store for DG storage/manufacture must be obtained from this Department via GBP submission to the Building Department before formal DG 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.	Noted.
	5) As there is not enough information on the access road for the proposed Helicopter Landing Pad, the requirements will only be formulated upon receipt of formal submission of general building plans.	Noted.
12.	Chief Building Surveyor/NTE1&l, Buildings Department Contact Person: Mr. YUE Chak-sang (Tel: 2626 1478) Mr. LEE Ki-yuek (Tel: 2626 1278)	
	The applicant's attention is drawn to the following points:	

	(i) If the existing structures are erected on leased land without approval of the BD (not being a New Territories Exempted House), they are unauthorized under the Buildings Ordinance (BO) and should not be designated for any approved use under the captioned application.	Noted.
	(ii) Before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the application site, the prior approval and consent of the BD should be obtained, otherwise they are Unauthorized Building Works (UBW). As Authorized Person (AP) should be appointed as the co-ordinator for the proposed building works in accordance with the BO.	Noted.
	(iii) For UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under the BO.	Noted.
	(iv) If the propose use under application is subject to the issue of a licence, please be reminded that any existing structures on the application 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.	Noted.
	(v) In connection with (ii) above, the site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively.	Noted.
	(vi) If the site does not abut on 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.	Noted.
	(vii) According to the proposed amendments to existing Notes of the Approved Discovery Bay Outline Zoning Plan, "petrol filling station and vehicle repair workshop" have been added for Other Specified Uses (Service Area with Residential Development Above). In this connection, the applicant's attention is drawn to compliance with Regulation 49 of the B(P)R.	Noted.

	(viii) Street/right of way giving access to neighbouring 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.	Noted.
	(ix) Detailed comments under the BO on individual sites for private developments such as permissible plot ratio, site coverage, means of escape, fire resisting construction, emergency vehicular access, private streets and/or access roads, etc. will be formulated at the building plan submission stage.	Noted.
	Comments from CE/C, WSD contact Mr. Eddie HE direct (Tel: 3101 2370)	
	<u>Appendix 4 - Study on Drainage, Sewerage and Water Supply System for Area 4a, 10b and 22</u> Para. 6.6.1.5 to 6.6.1.10, 6.7 and 6.8 - The Discovery Bay Fresh Water Booster Pumping Station, fresh water / flushing water service reservoirs and associated water mains at Discovery Bay are private water supply system of Discovery Bay. The developer is reminded to review the adequacy of their own system and plan / implement any necessary improvements works for their own system in a timely manner in order to secure water supply for their proposed development.	Noted.