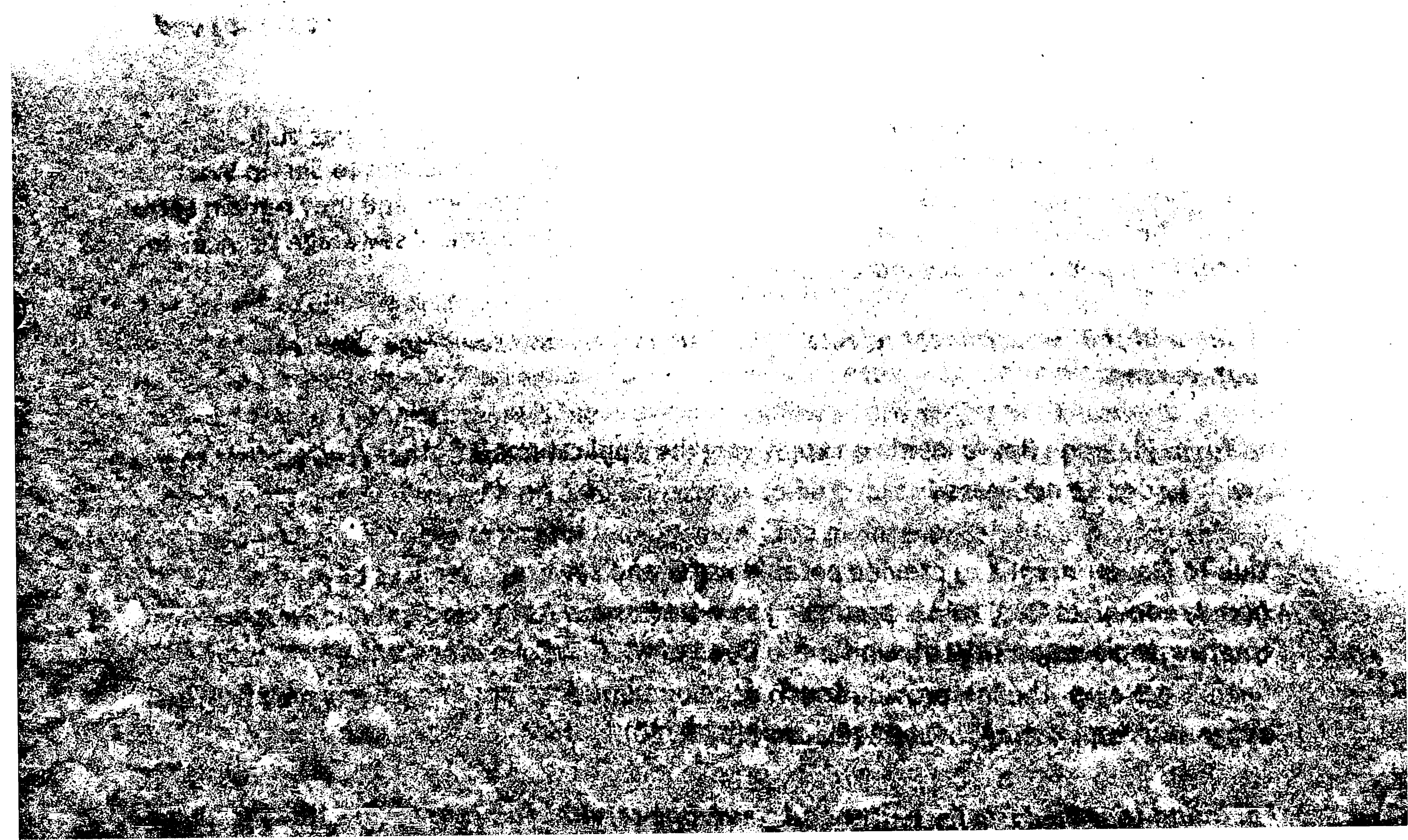


寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 9:03
收件者: tpbpd@pland.gov.hk
主旨: discovery bay
附件: ADB_A_1.pdf; ADB_A_2.pdf; ADB_X_3.pdf

see attached.



To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

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I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

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I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

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Yours sincerely

Name: CHIU YU

Owner/Resident of:

Tel.

Fax

Email Address:

tpbpd

1311

寄件者: [REDACTED]
寄件日期: 07日(4月)2016年星期四 09:00
收件者: tpbpd@pland.gov.hk
主旨: discovery bay
附件: ADB_A_1.pdf; ADB_A_2.pdf; ADB_X_1.pdf

Please refer to the enclosed.

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Yours sincerely

Name: *CHIN YUEN KWONG. GEORGE* Owner/Resident of: [REDACTED]

Tel. [REDACTED] Fax [REDACTED]

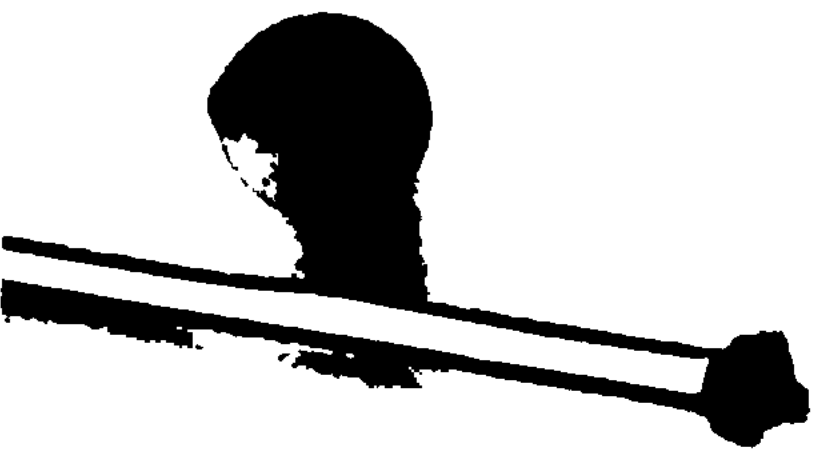
Email Address: [REDACTED]

tpbpd

寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 9:01
收件者: tpbpd@pland.gov.hk
主旨: discovery bay
附件: ADB_A_1.pdf; ADB_A_2.pdf; ADB_X_2.pdf

1312

see attached



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(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Yours sincerely

Name: *CHAN LUI PAI Ying, Vivien* Owner/Resident of: [Redacted]

Tel. [Redacted]

Fax [Redacted]

Email Address:

寄件者: HongKi-Sook [REDACTED]
寄件日期: 07日04月2016年星期四 0:38
收件者: tpbpd@pland.gov.hk
主题: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay

1313

Y/E-DB/3

Dear Town Planning Board members,

Considering HKR plan to extend the residential flats by over 1,600 units is totally unacceptable when it will bring in another 5,000 inhabitants and so many more visitors on the week ends.

Discovery Bay is already quite crowded and road safety is a concern. There has also been more flat burglaries and more transportation related issues in the last few years.

I am a responsible mother and do not wish to worry about pollution and safety increased risks in Discovery Bay, so I do not approve this extension plan at all.

Discovery Bay should remain at the population levels agreed with the government when it was developed.

We do not want to see this place grow endlessly and worry about our health and safety.

If we need to worry about water, air or noise pollution, we might as well move outside of Discovery Bay as this is not what we want for our residential area.

In the name of responsible mothers, I urge you not to accept this extension.

If you have any questions, please do not hesitate to contact me.

Kind regards,

 Hong Ki-Sook

tpbpd

1314

寄件者: Garwei Ho [REDACTED]
寄件日期: 06日04月2016年星期三 20:42
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)
附件: Submission to Town Planning Board on Area 10b Service Area at Peninsular Village for boys.docx; Submission to Town Planning Board on Area 6f (behind Parkvale) Development.docx

[REDACTED]
[REDACTED]
[REDACTED]
6 April 2016

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Unless and until my demands are acceded to I object to the above-mentioned development application.

I also request an acknowledgment that my objection has been received.

The lack of transparency from HKR as well as government's inadequate distribution of the proposed development to the other Owners in Discovery Bay leaves me with great concern that this will be another white wash with the concerns of the owners and residents of Discovery Bay ignored.

Yours sincerely

Name: Garwei Ho

Resident of: [REDACTED]

Email Address: [REDACTED]

[REDACTED]

Sent on

附件:

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

Ho, Susan [REDACTED]
06日04月2016年星期三 21:19
tpbpd@pland.gov.hk
Planning Objection
Submission to Town Planning Board on Area 10b Service Area at Peninsular Village DK.docx; Submission to Town Planning Board on Area 6f
(behind Parkvale) Development DK.docx

1315

Sent on behalf of Daniel Kennedy who does not have an email account – he is my father and lives with me

[REDACTED]
[REDACTED]
[REDACTED]
6 April 2016

To: Secretary, Town Planning Board
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Application No.: TPB/Y/I-DB/3

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I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

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I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

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I demand proper studies showing how dangerous goods will be handled in the future.

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I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

I also request an acknowledgment that my objection has been received.

The lack of transparency from HKR as well as government's inadequate distribution of the proposed development to the other Owners in Discovery Bay leaves me with great concern that this will be another white wash with the concerns of the owners and residents of Discovery Bay ignored.

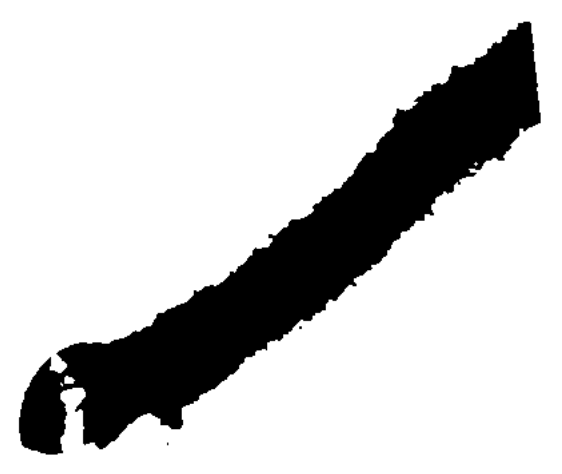
Yours sincerely Daniel Kennedy

寄件者: BAI MARINA [REDACTED]

寄件日期: 06日04月2016年星期三 22:31

收件者: tpbd@pland.gov.hk

附件: 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development_M5A1.pdf; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village_M5C1.pdf; ATT00284.txt; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village_M5C.pdf; ATT00287.txt; 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development_M5C.pdf; ATT00290.txt; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village_P5C.pdf; ATT00293.txt; 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development_P5A1.pdf; ATT00296.txt; 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development_P5C1.pdf; ATT00299.txt; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village_P5A1.pdf



To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

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I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

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I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

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Yours sincerely

Name: MR. BAI MARINA

Tel. 

Email Address: 


Fax

tpbpd

寄件者:
收件日期:
收件者:
主旨:
附件:

Siu Wai Suen [REDACTED]
06日04月2016年星期三 23:38
tpbpd@pland.gov.hk; Siu Wai Suen
against Hong Kong Resort town planning
HKR160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc; HKR
160404submission_to_town_planning_board_on_area_6f_(behind_parkvale)_development_2.doc

1317

Dear sir,
I strongly against Hong Kong Resort town planning
of area 10b and area 6F

pls find the attached signed letter

suen

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: suen siu wai

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

tpbpd

寄件者: Itb Tham [REDACTED]
寄件日期: 07日04月2016年星期四 5:23
收件者: tpbpd@pland.gov.hk
主旨: OBJECTION TO HKR PROPOSED DEVELOPMENTS OF LOTS 10B AND 6F DISCOVERY BAY
附件: 6F-1.jpeg; 6F-2.jpeg; 6FTham1.jpeg; 6FTham2.jpeg; 10B-1.jpeg; 10B-2.jpeg; 10BsignedTham.jpeg

1318

For your attention.

Yours faithfully,

Tham Moo Cheng

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Yours sincerely *Than Moo Cheng*

Name: *Than moo Cheng*

Owner/Resident of:

Tel. [REDACTED]

Fax [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: kobi janssen [REDACTED]
寄件日期: 07日04月2016年星期四 8:06
收件者: tpbpd@pland.gov.hk
主旨: some things to consider
附件: town planning 1.docx; ATT00034.txt; town planning 2.docx

1319

Dear,

Attached are some considerations/objections to the new plans for Discovery bay.

Thanks and best regards,

kobi janssen

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
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(6) *Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.*

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I demand proper studies showing how dangerous goods will be handled in the future.

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I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: kobi janssen

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]



mbpd

发件者: Annie Tang Johns [REDACTED]
发件日期: 07日04月2016年星期四 9:01
收件者: tpbpd@pland.gov.hk
主题: Oppose HKR application: Further development in Discovery Bay
附件: 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development.docx; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

1320

Hi

Please kindly find the attached two documents for our opinions; As a DB resident, we strongly disagree that HKR has the intention to further destroy our greenery living environment by increasing the population density and build more construction, to ruin the nature.

Thank you
Annie

[REDACTED]

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.*

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

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Yours sincerely

Name: Annie Tang

Owner/Resident of: [REDACTED]

Tel.: [REDACTED]

Fax

Email Address: [REDACTED]

tpbpd

寄件者: Chu Ritar K. [REDACTED]
寄件日期: 07日04月2016年星期四 9:14
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)
附件: 2016 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village b.pdf; 2016 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village c.pdf

1321

Attn.: Secretary, Town Planning Board

Dear Sir / Madam,

Enclosed please find objection letters of the captioned application.

Yours faithfully,
R. CHU and M. Chu

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

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Yours sincerely

Name: Ritar, CHU

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax: Nil

Email Address: [REDACTED]

tpbd

寄件者: Chu Ritar K. [REDACTED]
寄件日期: 07日04月2016年星期四 9:14
收件者: tpbd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)
附件: 2016 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village b.pdf; 2016 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village c.pdf

1322

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Application No.: TPB/Y/I-DB/3

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Yours sincerely

Name: Matthew, CHU

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax: Nil

Email Address: Nil

tpbpd

寄件者: Hans-Peter Stadelmann [REDACTED]
寄件日期: 07日04月2016年星期四 10:31
收件者: tpbpd@pland.gov.hk
主旨: DISCOVERY BAY NEW DEVELOPMENT PLANS BY HKR
附件: 160404submission_to_town_planning_board_on_area_6f_%28behind_parkvale%29_development_2.doc; 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc

1323

Dear Sir/Madam

please see attached our comments and objection to the plans laid out by HKR for expansion of Discovery Bay.

Kind regards

Ms. Li Pui Fung and Mr. Hans Peter Stadelmann, owners-residents of 20B Caperidge Drive, Peninsula Village, DB

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

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Yours sincerely

Name: **STADELMANN HANS PETER/LI PUI FUNG**

Owners/Residents of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

tpbpd

寄件者: Edmond Lee [REDACTED]
寄件日期: 07日04月2016年星期四 10:39
收件者: tpbpd@pland.gov.hk
主旨: Discovery Bay
附件: 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development.docx; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

1324

To: Secretary, Town Planning Board
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- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

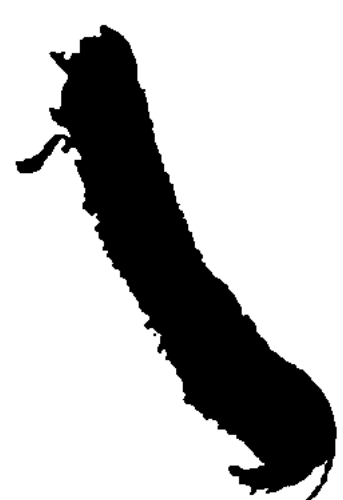
I Demand that Government review vehicle parking before any population increase.

(4) *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.*

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) *HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.*

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.



(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry.

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Lee Yu Fan

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

pbpd

寄件者: Gogo [REDACTED]
寄件日期: 07日04月2016年星期四 10:43
收件者: tpbpd@pland.gov.hk
主旨: objections to Hong Kong Resort Co Ltd' s Application to Develop Areas 6f (behind Parkvale) & Areas 10b (Waterfront near Peninsula Village)
附件: 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development.doc; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.doc

1325

Dear Dir,

Attached please find the details of my objections/comments to the captioned.

Regards,

TK Yung

[REDACTED]

12

To: Secretary, Town Planning Board

(Via email: tpbpd@pland.gov.hk)

Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

- The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.
- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

- If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

- *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*
- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

- *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.*

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

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I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

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I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

- *The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry.*

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

- The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

- The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Yung Tak Ko

Owner/Resident of: [REDACTED]
[REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

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tpbpd@pland.gov.hk

OBJECTION TO HKR PROPOSED DEVELOPMENTS OF LOTS 10B AND 6F DISCOVERY BAY
6F-1.jpeg; 6F-2.jpeg; 6FAnt.jpeg; 6FAnt2.jpeg; 10B-1.jpeg; 10B-2.jpeg; 10BAnt.jpeg

1326

For your attention.
Yours faithfully,
Antony Bunker

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

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I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC); HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the

tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

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I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK \$2 million.

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I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

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I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely *Anthony Bunker*

Name: ANTHONY BUNKER

Owner/Resident of:

Tel. [REDACTED]

Fax [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

07日04月2016年星期四 10:55
tpbpd@pland.gov.hk
OBJECTION TO HKR PROPOSED DEVELOPMENTS OF LOTS 10B AND 6F DISCOVERY BAY
10B-1.jpeg; 10B-2.jpeg; 10Bjames.jpeg; 6F-1.jpeg; 6F-2.jpeg; 6FJames.jpeg; 6FJames2.jpeg

1327

For your attention.
Yours faithfully,
James Bunker

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

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I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely James

Name: James Burkner

Owner/Resident of:

Tel. [REDACTED]

Fax [REDACTED]

Email Address: [REDACTED]

tpbpd

1328

寄件者: Goh Peter [REDACTED]
寄件日期: 07日04月2016年星期四 11:00
收件者: tpbpd@pland.gov.hk
主旨: Some Comment for HKR to further develop Discovery Bay
附件: Submission to Town Planning Board on Area 6f (behind Parkvale) Development - Peter Goh.docx; Submission to Town Planning Board on Area 10b Service Area at Peninsular Village - Peter Goh.docx
重要性: 高 Y/I-DB/3

Dear Sir

Please find suggestion to the new project application by Hong Kong Resort.

Peter Goh

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

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I Demand that Government review vehicle parking before any population increase.

(4) *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.*

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) *HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.*

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.



(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Peter O.K. Goh

Tel. [REDACTED]

Email Address: [REDACTED]

Owner/Resident of: [REDACTED]

Fax: [REDACTED]

1329

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

Challen John [REDACTED]
07日04月2016年星期四 11:25
tpbpd@pland.gov.hk
Application Nos.: TPB/Y/I-DB/2 and TPB/Y/I-DB/3
Letter of objection to TPB .doc

Dear Sir or Madam,

Please find enclosed letter of my objection to the proposed developments.

Kind regards,

John A CHALLEN

To: Secretary, Town Planning Board

(Via email: tpbpd@pland.gov.hk)

Application No.: TPB/Y/I-DB/2 (and Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village))

Dear Sirs,

I wish to object most strongly to the proposed developments within Discovery Bay.

I perceive these two applications to be a gross over-development of the area of Discovery Bay, and unsustainable because of the limited infrastructure. When we have an influx of visitors at weekends and holiday times, the public toilets and washroom facilities are already totally inadequate.

Also, I find the concept of a new bus station to be located above retail units to be bizarre in the extreme. The burning of fossil fuels (in this case mostly LPG) releases carbon monoxide, an odourless, colourless gas which is **POISONOUS** and **DEADLY** if inhaled. This gas, being **HEAVIER** than air would undoubtedly seep into the retail units below either through gaps in the structures or, worse, drawn in by the air conditioning units that would be required for each unit. The noise level in the retail units would also undoubtedly be unbearable at times and render the retail units unuseable. Nearby residential units would also be adversely affected by an increase in noise and polluting fumes.

I would add to my comments the following compiled by other residents, with which I agree.

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale)

I have the following comments:

- (1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential

fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to

connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- **Golf carts are the primary mode of personal transport, and are capped at the existing number.**

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- **No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.**

I demand that Government review vehicle parking before any population increase.

(4) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I demand that HKR withdraw the Applications and make revisions to recognise the co-owners.



(5) *Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which the owners have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.*

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

I also have concerns on the following issues:

Given the fact that the only access to Area 6f is through Parkvale Drive which is a Village Passage way of Parkvale Village, HKR should explain the ways to deliver Construction Materials and to dispose Construction Wastes.

How will HKR minimize the disturbance to existing residents and hikers during construction and operation periods?

Spaces for parking and loading/unloading facilities are not provided in the proposal.

Existing open area at Woodland Court, Woodgreen Court and Woodbury Court is already very tight. Any new residential developments must take into account present-day requirements under the Planning Standards and Guidelines.

If Staff Quarter is no longer required in DB, the vacant sites for such uses should consider to release for enjoyment of the existing residents so as to enhance the livability of the area.

The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 2000. It is not compatible with either the current outline zoning plan or the current development on the lot. In



order to protect the interests of the current 8,300+ assigns of the developer, it is essential that the existing Master Plan and OZP are aligned with the existing development on the lot before consideration of any proposal to amend the OZP. Otherwise there is simply too much risk that the rights of the other owners of the lot will be interfered with. Problems that need to be addressed include incursion on Government land; recognition of the Existing Public Recreational Facilities; size and surrounding area of the land designated GI/C on the current OZP; configuration of the Area N2 at the inclined lift, etc.

Unless and until my demands are acceded to and my concerns are addressed I object to the above-mentioned development application.

Yours sincerely

Name: CHALLEN John Anthony

Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

Submitted 07April2016

tpbpd

寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 10:42
收件者: tpbpd@pland.gov.hk
主旨: Objection to town planning in Dbay - Peninsula Village (10b)
附件: s12a_Y_I-DB_3_0_gist - 10b.pdf

1330

Dear Sirs,

I would like to voice out my objection to the town planning in Dbay, please find the attached file for your info.

Grist of
Y/1-DE/13

Thanks for your kind consideration.

Warm Regards,
Jenny Yeung

Agency Operations
Agency Administration Department
Prudential Hong Kong Limited

PRUDENTIAL 
英國保誠

Direct [REDACTED] x [REDACTED]

www.prudential.com.hk

寄件者: KH Lau [REDACTED]
寄件日期: 07日04月2016年星期四 0:24
收件者: tpbpd@pland.gov.hk
副本: Amy Yung
主旨: HKR's application : Area 10b, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay

Y / I-DB / 3

1331

Dear Sir,

I write to object to the above mentioned application by Hong Kong Resort on a proposed change to the use of Area 10b, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay.

Discovery Bay has been planned to be a residential area where one can enjoy leisure living without city crowds. Its population size is now nearing the capacity of its original design. The infrastructure of Discovery Bay would not be able to cope with the significant increase in population of some 60% more if this proposal is accepted by the Town Planning Board.

If the proposal is implemented, residents will lose the life style that the developer has promised. A metal plaque commemorating the opening of the first phase of such a development in Discovery Bay, unveiled by Mr. Ford in 1983, had been set up opposite to the main entrance of the Resident's Club next to the beach. This plaque has recently been replaced by a plastic plate noting only the planting of the trees in the same year. It is an attempt to wipe out the original promise by the developer for a different style of leisure living here in Discovery Bay. All residents here expect this promise to be kept by the developer when they first moved here.

I strongly object to this proposal by the developer to drastically reduce the quality of living in Discovery Bay.

KH Lau

tpbpd

寄件者: Deborah Wan [REDACTED]
寄件日期: 07日04月2016年星期四 10:48
收件者: tpbpd@pland.gov.hk
主旨: TPB/YI-DB/3
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

1332

Dear Sir,

I submit my objection to the application and enclose is the full document.

Deborah Wan

agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade,*

To: Secretary, Town Planning Board

(Via email: tpbpd@pland.gov.hk)

Application No.: TPB/Y/I-DB/3

7 April 2016

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

Being a Discovery Bay resident and owner for more than 30 years and knowing both benefits and deficits of the existing Discovery Bay, being a private development in Hong Kong. I have gone through this application in detail and I have to object this application for reasons stated below. In addition, the present City Management is the subsidiary of Hong Kong Resort which carried out management on behalf of all owners did not disclose full transactions between Hong Kong Resort and the related parties including the government and we as small owners are at the discretion of the City Management. A concrete example is the STT for water and sewage agreements. We cannot form Incorporated Owners Committees due to inability to obtain the full consent from existing owners so we are as small owners in a way "handicapped" over the management of Discovery Bay. I demand for transparency and fairness in Discovery Bay, selection of management company and land transport operators. This application of re-zoning Other Specified Uses into Residential and Other Specified Uses is purely on huge increase of residential units (1125) which is almost double the present (1408) residential units of the Peninsula Village and the Discovery Bay population will exceed the limit of 25000 and reach 29000.

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services

for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) *HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.*

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) *Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.*

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) *The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry.*

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) *The Area 10b Application removes the existing dangerous goods store and vehicular pier.*

I demand proper studies showing how dangerous goods will be handled in the future.

(8) *The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.*

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Wan Lai Yau Deborah, [redacted]

Tel. [redacted]

Email Address: [redacted]

Owner of: [redacted]

附件者:
附件日期:
附件者:
主旨:
附件:

To: Secret
Via email
Application
Re: Hong 1

Please refer

Janna Ku

[redacted]

tpbpd

寄件者: joanna ku [REDACTED]
寄件日期: 07日04月2016年星期四 11:39
收件者: tpbpd@pland.gov.hk
主旨: New Development Plans for Discovery Bay
附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc

1333

To: Secretary, Town Planning Board

(Via email: tpbpd@pland.gov.hk)

Application No.: TPB/Y/I-DB/3

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

Please refer to attachment. Thanks.

Joanna Ku

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.



- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

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I Demand that Government review vehicle parking before any population increase.

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I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

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I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Joanna Ku

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax. nil

Email Address: [REDACTED]

tpbpd

寄件者: joanna ku [REDACTED]
寄件日期: 07日04月2016年星期四 11:44
收件者: tpbpd@pland.gov.hk
副本: Alfred Wong
主旨: New Development Plans for DB
附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc

1334

To: Secretary, Town Planning Board

(Via email: tpbpd@pland.gov.hk)

Application No.: TPB/Y/I-DB/3

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

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I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.*

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) *HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.*

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Alfred Wong

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax. nil

Email Address: [REDACTED]

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

Marie-Christine Merkly [REDACTED]
07日04月2016年星期四 11:17
tpbpd@pland.gov.hk
Submission to Town Planning Board on Area 10b
16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

1335

To whom it may concern.

Thank you.

M.C Merkly



Marie-Christine Merkly
Director Sales APAC
Traiana, Inc., an ICAP Company

Direct: [REDACTED]
Mobile: [REDACTED]
Email: [REDACTED]
[REDACTED]

To: Secretary, Town Planning Board

(Via email: tpbpd@pland.gov.hk)

Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

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- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.



- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

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Yours sincerely

Name: M.C Merkly

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax N/A

Email Address: [REDACTED]

tpbpd

寄件者: Mari Tsai [REDACTED]
寄件日期: 07日04月2016年星期四 11:04
收件者: tpbpd@pland.gov.hk
主旨: Comment for HKR application for further development at Discovery Bay
附件: Submission to Town Planning Board on Area 10b Service Area at Peninsular Village - Mari Goh.docx

1336

Dear Sir

Please find the attachment. Thanks.

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With best regards
Mari Goh

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

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I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Mari S.W. Tsai

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax: [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: David Lohse
寄件日期: 07日04月2016年星期四 11:02
收件者: tpbpd@pland.gov.hk
主旨: Objection Letter to HKR's Application to Develop Areas 10b
附件: DB Area 10b Objection Letter.pdf

1337

To Whom it May Concern,

Please find attached my letter objecting to HKR's Application to Develop Areas 6f in Discovery Bay. For your consideration. Rgds,

David Lohse

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

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I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

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I demand that Government release the existing water and sewerage services agreements.

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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: DAVID BRUCE LOHSE

Tel. [REDACTED]

Email Address: [REDACTED]

Owner/Resident of: [REDACTED]

Fax [REDACTED]

tpbpd

寄件者:
寄件日期:
收件者:
主旨:

Lisa [REDACTED]
07日04月2016年星期四 9:52
tpbpd@pland.gov.hk
Y1-DB-3

I strongly object to the application made by HKRI to re zone the area in Discovery Bay around the marina club.

As a 15 year resident of DB I believe it is vital to the community to remain as a medium sized community and not over build and not over crowd the community. I also believe the building will completely demolish the marina club both in terms of noise/view/crowding/less public space.

Thank you
Lisa Tarrant

tpbpd

寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 0:52
收件者: tpbpd@pland.gov.hk
主旨: Discovery Bay - Comments on HK Resort's Application
附件: Town Planning Board_10b (44 2B).doc; Town Planning Board_10b (59 3A).doc; Town Planning Board_10b.doc

1339

Dear Sir,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

Please see three letters attached.

Patty Lo

[REDACTED]
[REDACTED]
[REDACTED]
T: [REDACTED]
F: [REDACTED]
[REDACTED]

www.freseniusmedicalcare.asia

To: Secretary, Town Planning Board

(Via email: tpbpd@pland.gov.hk)

Application No.: TPB/Y/I-DB/3

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Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

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I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

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I demand proper studies showing how dangerous goods will be handled in the future.

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I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Patty Lo

Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 0:52
收件者: tpbpd@pland.gov.hk
主旨: Discovery Bay - Comments on HK Resort's Application
附件: Town Planning Board_10b (44 2B).doc; Town Planning Board_10b (59 3A).doc; Town Planning Board_10b.doc

1340

Dear Sir,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

Please see three letters attached.

Patty Lo

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

www.freseniusmedicalcare.asia

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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I have the following comments:

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- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

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- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

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I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

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Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

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寄件日期: 07日04月2016年星期四 0:52
收件者: tpbpd@pland.gov.hk
主旨: Discovery Bay - Comments on HK Resort's Application
附件: Town Planning Board_10b (44 2B).doc; Town Planning Board_10b (59 3A).doc; Town Planning Board_10b.doc

1341

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[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

www.freseniusmedicalcare.asia

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Owner & Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Kooiker [REDACTED]
寄件日期: 06日04月2016年星期三 23:56
收件者: tpbpd@pland.gov.hk
主旨: Recommendations to HKR application Discovery Bay, AREA 10b
附件: 16 04 04 Submission to Town Planning Board.docx

1342

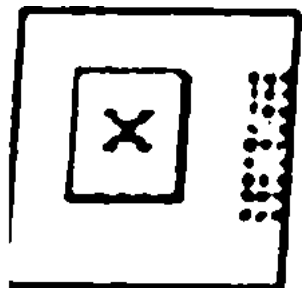
Dear Sirs,

Please see and take note of my enclosed letter.

In particular note my additions to the letter which are dealing with the some of the broader significant consequences of the plans of HKR.

Thanks and regards,

Hendrik Kooiker, owner of [REDACTED]



Virus-free. www.avast.com

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

In the alternative, if more people are still allowed to live in DB, the flat apartments should be much lower than HKR has planned, so the number of new people can be less and view conservation for present apartments would be achieved. This is relevant in particular for the Flat M1, which would be located on a very dangerous cross road location where too many people would otherwise need to cross the road, which is just at that spot on its lowest point, where traffic so has highest speed. Deadly accidents can be expected.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

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treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

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I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

Government should also be aware that HKR is planning to relocate the present golfcart parking place and lift the bus station one floor higher. Although lifting the bus station would be fine from a safety and capacity point of view, the golf carts need continue to be stationed below the bus station where it presently is: no dangerous cross-overs for people and efficient walking distance to Plaza and Pier.

(4) *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and*

visitors.” Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

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I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

Attention needs also to be given to appropriate relocation places for bus depot, gasoline station and golf cart repair shops.

- (7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

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I demand proper studies showing how dangerous goods will be handled in the future.

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Unless and until my demands are acceded to I object to the above-mentioned development

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Name:

Owner/Resident of:

Tel.

Email Address: 

PS: please note my additions to this letter



tpbpd

寄件者: [REDACTED]
寄件日期: 06日04月2016年星期三 22:51
收件者: tpbpd@pland.gov.hk
主旨: Objection to DB developments
附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.pdf

1343

I object to the outlined proposal, as detailed in the letter attached.

Thank you.

Meg Sterling

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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

Owner/Resident of:

Tel.

Fax

Email Address:

1344

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

J.S. Hofstede [REDACTED]
06日04月2016年星期三 22:08
tpbpd@pland.gov.hk
objection to HKR developments in Discovery Bay
160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc

Sent from Mail for Windows 10

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Name: Jan Hofstede

Owner/Resident of: [REDACTED]
[REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

tpbpd

寄件者: Claude Follonier [REDACTED]
寄件日期: 06日04月2016年星期三 21:00
收件者: tpbpd@pland.gov.hk
主旨: TR: Application No. TPB/Y/I-DB/3
附件: 06042016163154-0001.pdf

1345

To: Secretary, Town Planning Board

(Via email: tpbpd@pland.gov.hk)

Application No.: TPB/Y/I-DB/3

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Name: C.N. FOLLONIER

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

tpbpd

寄件者: Huw Watkin [REDACTED]
寄件日期: 06日04月2016年星期三 21:05
收件者: tpbpd@pland.gov.hk; Huw Watkin; [REDACTED]
主旨: Objection to Discovery Bay 10b Waterfront Development App No TPB/Y/1-DB/3
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

1346

Dear Sir/Madam,

I am writing to object to the development application for Area 10b, the waterfront near Peninsula Village in Discovery Bay.

Please find attached some specific objections regarding the legality of this application, but please also note my objection to the underhanded way in which the developer has proceeded with this proposal to date.

Indeed, the developer has shown no commitment to genuine transparency, has circulated misleading information to the public regarding the full extent of the development, and has generally acting in poor faith and in contempt of existing residents of the area and of Discovery Bay in general.

I would also observe that the short time period for objections to be submitted to you works in the interests of the developer which has shown no sincere consideration of such issues as the provision of adequate education and other essential public services which will be required should it be allowed to increase the overall population of Discovery Bay to the extent proposed.

Please acknowledge receipt of this objection.

Your Sincerely,

Huw Watkin

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Owner/Resident of: [REDACTED]

Tel.: [REDACTED]

Fax

Email Address: [REDACTED]

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

代理 Andy Wong
07日04月2016年星期四 0:13
tpbpd@pland.gov.hk
Objection to application TPB/Y/I-DB/3
DB_area_10B.doc

1347

Andy Wong

email: [redacted]

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I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

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I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

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I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: **LO WING CHEONG**

Owner/Resident of:

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Re: Hc
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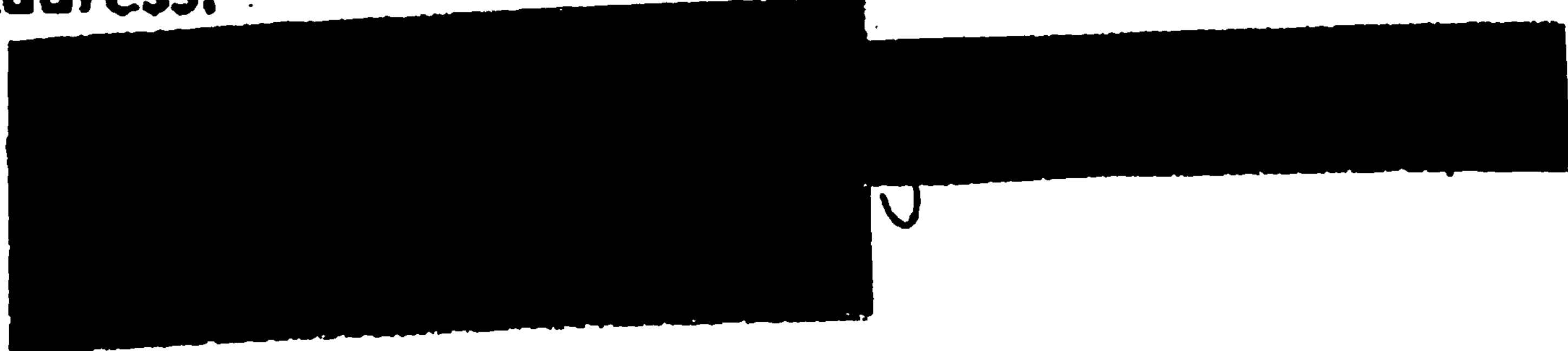
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To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

RECEIVED
2016 APR -7 P 2: 12
TOWN PLANNING BOARD

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

- (1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.
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I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

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- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

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I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

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I Demand that Government review vehicle parking before any population increase.

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I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) *HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.*

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Yours sincerely

Name: Celine Chan

Owner/Resident of:

Tel.

Fax ----

Email Address:

RECEIVED

2016 APR -7 P 2: 12

TOWN PLANNING BOARD

[REDACTED]

Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point

6 April 2016

Dear Town Planning Board Members,

Rezoning Application No. Y/I-DB/3 - Comment

I am writing to raise our strong objection to the rezoning application no. Y/I-DB/3 regarding the developer's proposal to rezone Area 10b in Discovery Bay (DB) from various specified uses to "Residential (Group C) 13", "Government, Institution or Community", "Other Specified Uses" annotated "Residential Above Service Area" and "Other Specified Uses" annotated "Promenade" and to extend the Outline Zoning Plan boundary beyond the existing seawall and zone it as "Residential (Group C) 13" and "Other Specified Uses" annotated "Promenade""Other Specified Uses". Our reasons and consideration are as follows.

Developer's Proposal is against the general planning intention

- According to para. 7.1 and 7.2 of the Explanatory Statement of Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4, the strategic planning context of Discovery Bay provided in the SWNT Development Strategy Review is to provide for low-density developments compatible with the surrounding natural setting. And the unique sub-urban low-density and car-free character of the development should be maintained in keeping with the surrounding natural setting. We cannot agree with the absurd arguments in the planning statements that the application complies with the planning intention. The proposed significant intensification of the subject site with two 18-storey tower blocks and other 3 to 12-storey buildings on the waterfront resembles the current undesirable development mode in the rest of Hong Kong, i.e. to crazily build whether there is space. This proposal also requires reclamation of

the sea to accommodate 1,125 units with about 2,800 population. Members must note that the developer has submitted another rezoning application (No. Y/I-DB/2) for another additional 1200 population in Area 6f as well as building plans to intensify the commercial space in the DB Plaza. There will be a total increase of 4,000 population! Further increase in DB population beyond the ultimate planned population of 25,000 as set out in the Explanatory Statement violates the planning intention and deviates from the Land Grant which is unacceptable. The developer's proposed intensifications are unreasonable and unjustified.

- While the developer states that the proposal would meet Hong Kong's housing supply, one must consider that the imminent housing needs should be satisfied by supply of public housing units, not private units in DB where only very few people would choose to live. The supply of type of housing and living style in DB does not match the unit demand in Hong Kong in general. Also, the Policy Address only refers to Tung Chung New Town Extension and development on northern side of Lantau, not DB, for housing supplies. The developer has not provided sufficient justifications to support the rezoning proposal.

Lack of Air Ventilation Assessment

- The subject site is located at the waterfront with lot frontage longer than 100m. According to the joint HPLB-ETWB Technical Circular on Air Ventilation Assessment, an AVA should be required to assess the air ventilation impact of proposals on such lots. Planning Department is requested to explain why the developer has not submitted a quantitative AVA to justify its proposal.

Developer fails to deliver GIC facilities, yet wants further intensifications

- For many years, the developer has delayed the delivery of various GIC facilities to serve the DB community. The residents and the DC Member have been fighting for these facilities to be realized. Till this day, the two planned primary cum secondary schools and the indoor games hall are yet to be built. The DB residents have to also rely on the public medical services in Tung Chung the closest, and we still do not have a public library. Yet, the developer wants to add more units and more population BEFORE they fulfil their obligations. If the current application is approved, about 2,800 population will be added. If both

applications (Y/I-DB/2 and 3) are approved, there will be a total increase of more than 4,000 people in DB. There is little justification for the further intensifications. The pure greed of the developer is very obvious. Why would the Town Planning Board yield to agree to these rezoning applications?

Approval of the applications would disrupt the DB Way of Living

- Why would us choose to live in DB? DB is a unique community with the natural environment close by. Unlike the other areas in Hong Kong, we have more spaces between buildings, it is a car-free environment and neighbours know and help each other out. We however pay the price in terms of longer travelling time and higher travel expenses. One has to note that the ferry costs around \$37 per trip now. Also, we are already putting up with flocks of outside visitors on special / festive occasions throughout the year as the developer uses OUR facilities funded by the residents and flat owners to run events and make money. We, who really live here, have to compete with outside visitors for eating places, use of public spaces, even to get onto ferries and buses. The unjustified intensification will further deteriorate the special way of living in DB. We have had enough of the greed of the developer.

Details of the Proposal are Unclear

- The proposed blocks are situated on a massive podium. The height and length of the podium are not provided.
- It is not clear whether the waterfront promenade will be public open space. The width of the promenade affects its effectiveness as a good usable space, as well as feasibility to have all the proposed landscaping work. However, the information is not provided.
- In relation, it is noted that there will not be a promenade along the frontage facing the open sea. It will just be the garden of the 3-storey houses. The developer should justify using reclaimed land all for private uses.
- In Figure 5a, it is not clear why only a few houses around the kaito pier are outlined as maximum 3 storeys. As indicated, all the houses along the waterfront should be 3 storeys. It implies that the developer has the intention to increase building height of the other houses later?
- In Figure 5b, the developer should explain the use of space marked "Extra Storage" and "Open storage & Container". All spaces should be

justified for the need of such a massive podium structure.

Traffic Impact

- DB is a car-free community. However, the image of a private car has appeared in some section plans including Figures 7c, 7d, 7f, 8b and 8c. Also, the developer has not provided details on the shuttle bus arrangements for this area. Does it imply that this area will be served by private cars? Should the developer indicate the relationship in the figures with the bus rather than a car?
- Transport Department is requested to provide input on the transportation policy of a car-free environment for DB.

Adverse Visual Impact

- The 18-storey tower block on top of the podium is too tall. The developer should provide explanations of why such a tall building is needed.

Landscape Proposal

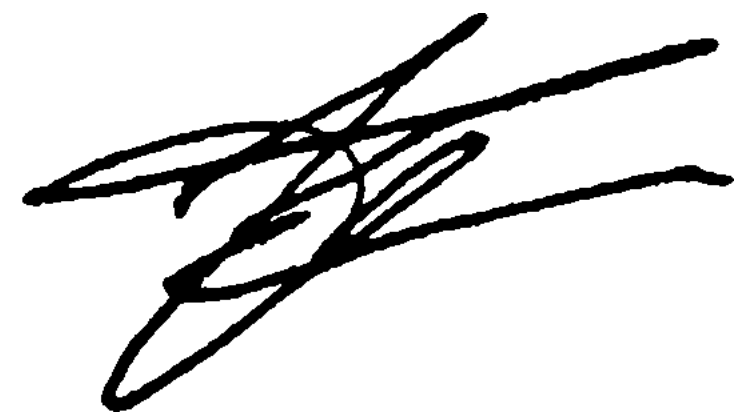
- As mentioned, there should be clarifications of a bus using the roads and whether the proposed landscape plan is still feasible with a bus running.

Environmental Study

- The developer should clarify and indicate where the on-site sewage treatment works would be placed if it is required by DSD as mentioned in Para. 7.4(iii) of the Planning Statement.

We have lived in DB for almost 20 years now. We love it as a very unique community with nature close by and the low density environment. Unfortunately, we have a very rapacious conscienceless developer who only has its mind on money-making but never its obligation on sustaining DB as a unique community and welfare of the residents. We insist that the maximum population in DB cannot be further increased. The rezoning application should not be approved.

Yours sincerely,



Wesley CHAN

tpbpd

寄件者: KFBG EAP ([REDACTED])
寄件日期: 06日04月2016年星期三 16:18
收件者: tpbpd
主旨: KFBG's comments on ~~Y1-DB2, Y1-DB3, A/SK-TMT56 & A/NP-KLH506~~
附件: 160406 s12a DB 2 & 3.pdf; 160406 s16 TMT 56.pdf; 160406 s16 KLH 506.pdf

1351

Dear Sir/ Madam,

Attached please see our comments regarding the captioned.

Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

6th April, 2016.

By email only

Dear Sir/ Madam,

To rezone the application site from "Other Specified Uses" annotated
"Staff Quarters (5)" to "Residential (Group C) 12"
(Y/I-DB/2)

&

To rezone the application site from "Other Specified Uses" annotated "Staff Quarters
(1)", "Other Specified Uses" annotated "Service Area", "Other Specified Uses"
annotated "Dangerous Goods Store/Liquefied Petroleum Gas Store", "Other Specified
Uses" annotated "Pier (3)", "Other Specified Uses" annotated "Petrol Filling Station",
"Other Specified Uses" annotated "Marina" and "Government, Institution or
Community" to "Residential (Group C) 13", "Government, Institution or Community",
"Other Specified Uses" annotated "Residential Above Service Area" and "Other
Specified Uses" annotated "Promenade" and to extend the Outline Zoning Plan
boundary beyond the existing seawall and zone it as "Residential (Group C) 13" and
"Other Specified Uses" annotated "Promenade"
(Y/I-DB/3)

1. We refer to the captioned.
2. As can be seen from an aerial photograph taken in 2016 (Figure 1), the site for the first application (Y/I-DB/2) is quite well-vegetated and would be ecologically linked with the surrounding hillside vegetation. According to the AFCD, there are also seagrasses present at Nim Shue Wan¹. In addition, we would like the Board to clarify with the applicant as to whether reclamation of the foreshore is required for the second application (Y/I-DB/3). If the answer is 'Yes', we are highly concerned that the seagrass beds will be seriously affected by

¹https://www.afcd.gov.hk/english/conservation/con_wet/con_wet_sea/con_wet_sea_dis/images/ThecurrentdistributionofseagrassesinHongKong201402EngMP.jpg

Contact 聯絡方式(電郵/傳真/地址):



嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

the future scale of engineering works associated with this application.

3. We urge the Board to clarify with the applicant and the relevant authorities as to whether ecological impact assessments have been carried out to identify and evaluate the ecological value of the application sites and their surroundings as well as the potential ecological impacts of the proposals. If not yet done, we urge the Board to consult with the Conservation Authority and request for such assessments for these applications. Relevant mitigation measures should also be clearly articulated if ecological impacts are identified for these sites and their surroundings.

4. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

cc. Designing Hong Kong
WWF – Hong Kong



嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 1. The application site (Y/I-DB/2) approximately marked by the red circle.



寄件者:
寄件日期:
收件者:
副本:
主旨:
附件:

Denis Ho [REDACTED]
06日04月2016年星期三 12:11
tpbpd@pland.gov.hk
Denis
Expression of our opinion to object Hong Kong Resort Applications to develop Discovery Bay in areas of 6f and 10b (20160406)
HK Resort Application to develop Areas 6F (20160406).pdf; HK Resort Application to develop Areas 10b (20160406).pdf

1352

Dear Sir/Madam:

Enclosed are our opinion for your further processing.

Thanks and regards

Denis

Tel: [REDACTED]

IMPORTANT NOTICE :

The contents of this email and any attachment are confidential to the intended recipient. They may not be disclosed to or used by or copied in any way by anyone other than the intended recipient. If this email is received in error, please contact the sender and delete the email accordingly. Although this email and any attachments are believed to be free of any virus or other defect that might affect any computer system into which it is received opened, it is the responsibility of the recipient to ensure that it is virus free and no responsibility is accepted by us for any loss or damage arising in any way from its use.

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

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Yours sincerely

Name: *Mr. Ho Wai Keung* Owner/Resident of:

Tel. [REDACTED]

Email Address: [REDACTED]

6/4/2018

tpbpd

寄件者: Evelyn Shepherd ([REDACTED])
寄件日期: 07日04月2016年星期四 6:01
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3

1353

To: Secretary, Town Planning Board

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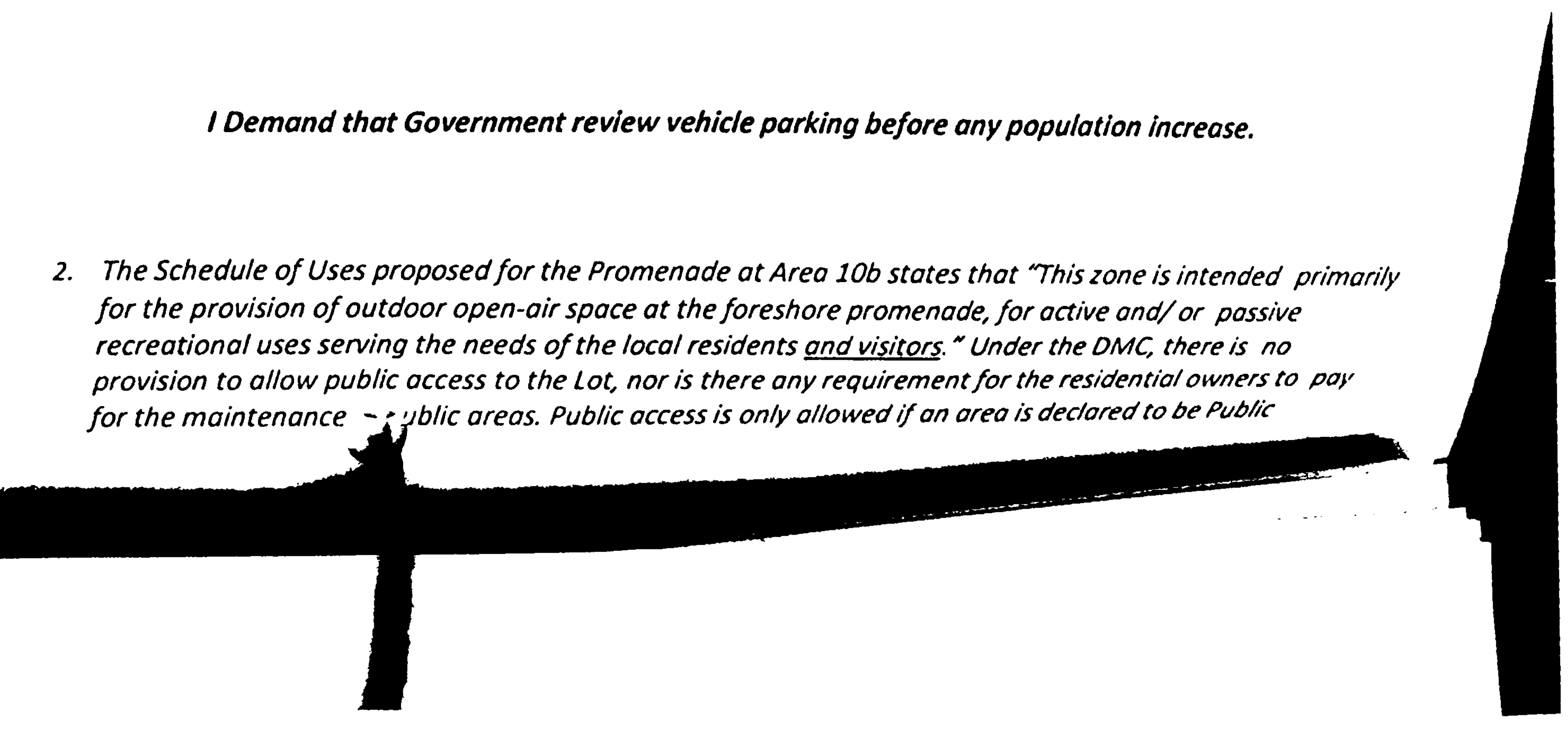
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- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

2. The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public



I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

1. ***HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.***

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

1. ***Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.***

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

1. ***The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).***

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

1. ***The Area 10b Application removes the existing dangerous goods store and vehicular pier.***

I demand proper studies showing how dangerous goods will be handled in the future.

2. ***The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.***

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Evelyn Shepherd Owner/Resident of: [REDACTED]

Tel. [REDACTED] Fax: [REDACTED]

Email Address: [REDACTED]

Contact 聯絡方式(電郵/傳真/地址): [REDACTED]

tpbpd

寄件者: David Thomas ([REDACTED])
寄件日期: 07日04月2016年星期四 6:41
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3

1354

Dear Sirs,

Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government' s to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I

demand that the proposed bus depot at Area 10b be declared a public bus depot, and that henceforth franchise bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Finally, HKR continues to plan, under a different development proposal, to redevelop the land in the recreation club currently zoned for "Recreational use" as a parking lot for golf carts. The proper parking of golf carts is necessary but HKR should provide alternative plans.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: David Thomas

Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

1. The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

1. The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

1. The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Stephen Pill

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: Stephen Pill [REDACTED]
 寄件日期: 06日04月2016年星期三 23:15
 收件者: tpbpd@pland.gov.hk
 主旨: TPB/Y/I-DB/3

1355

To: Secretary, Town Planning Board
 (Via email: tpbpd@pland.gov.hk)
 Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

- The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

- If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

- The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

- The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

- HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

- Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that herewith franchised bus operators have the right to run bus services between Discovery Bay and other places.

寄件者: Raymond [REDACTED]
寄件日期: 06日04月2016年星期三 23:24
收件者: tpbpd@pland.gov.hk
主旨: Re: Hong Kong Resort Co Ltd.'s Application to Develop Areas 10b (Waterfront near Peninsula Village)

1356

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd.'s Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognize the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Raymond Tsui

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax [REDACTED]

Email Address: [REDACTED]

Raymond Tsui 徐锡彬

Off: [REDACTED]
Hong Kong Mob: +[REDACTED]
China mobile: [REDACTED]
Email : [REDACTED]

Yowa International Ltd.

[REDACTED]

中国工场·
阳荣塑胶制品有限公司

[REDACTED]

寄件者: Bryan Ko [REDACTED]
寄件日期: 06日04月2016年星期三 22:36
收件者: tpbpd@pland.gov.hk
主旨: Development

1357

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Ko Shiu Leung Bryan

Owner of [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

tpbpd

寄件者: Jeanice de La Grandiere
寄件日期: 06日04月2016年星期三 22:34
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3 - Waterfront near Peninsula, Discovery Bay

1358

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sir/Madam,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

- *The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.*
- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

- *If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.*
- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

- The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.
- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

- The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

- HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners

- Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

- The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

- The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

- The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Owner & Resident of: [REDACTED]

Tel. Fax [REDACTED]

Email Address: [REDACTED]

Jeanice
+852 [REDACTED]
[REDACTED]

tpbpd

寄件者:
寄件日期:
收件者:
主旨:

Alice Pin [REDACTED]
07日04月2016年星期四 0:12
tpbpd@pland.gov.hk

Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

1359

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments and strongly object the develop due to the following views:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government' s to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run

pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewerage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Alice Pin

Owner of: [REDACTED]

Tel: [REDACTED]

Email Address: [REDACTED]

Sent from my iPad

寄件者: charlie estcourt [REDACTED]
寄件日期: 06日04月2016年星期三 22:40
收件者: tpbpd@pland.gov.hk
主旨: Development in DB must not happen...here is why

1360

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that,

under the existing OZP, DB is declared to be “primarily a car-free development”. As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that “This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors.” Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely. Charlie Ko

Name: Owner/Resident of: [REDACTED]

Tel. Fax [REDACTED]

寄件者: Aymeric de La Grandiere [REDACTED]
寄件日期: 06日04月2016年星期三 22:41
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3 - Waterfront near Peninsula, Discovery Bay

1361

**To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3**

Dear Sir/Madam,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

- *The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.*
- *Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.*

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- *In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.*

I demand that Government release the existing water and sewerage services agreements.

- *If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.*
- *Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).*

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

- The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be “primarily a car-free development”. As such, road capacity is irrelevant.
- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

- The Schedule of Uses proposed for the Promenade at Area 10b states that “This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors.” Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

- HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

- Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

- The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

- The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

- The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Aymeric de La Grandiere

Owner of: 

million per year to Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

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I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

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I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

寄件者: Natalie Regazzoni
寄件日期: 06日04月2016年星期三 22:56
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3

1362

**To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3**

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Natalie Regazzoni

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax: N/A

Email Address: [REDACTED]

City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

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4. If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's refusal to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

tpbpd

寄件者: [REDACTED]
寄件日期: 06日04月2016年星期三 23:02
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3

1363

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I am the owner of [REDACTED]

I currently hold the position of Chair of the "Greenvale Village Owners Committee" in Discovery Bay (consisting of 9 blocks, 1344 residential units).

I have the following comments / objections:

1. The Main Discovery Bay Road (which runs past Greevale Village) forms part of the only route from the DB Tunnel to this site. This road was build before the current tunnel was envisaged and never designed to handle the current level of traffic, never mind the additional heavy construction traffic that this development is likely to require.

The road is already badly in need of repair and would need to be completely relaid to handle additional traffic.

Until such time as the road has been relaid I would appose heavy construction vehicles using it.

2. As Chair of my "Village Owners Committee", I also sit on the "City Owners Committee" in Discovery Bay. In this capacity I have raised several questions with the Developer and have not as yet received a reply.

Until satisfactory replies are forth coming, I would ask that no amendments be made to Discovery Bay Outline Zoning Plan.

3. The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the

5. *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

- *Golf carts are the primary mode of personal transport, and are capped at the existing number.*

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- *No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.*

I Demand that Government review vehicle parking before any population increase

6. *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.*

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

7. *HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.*

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

8. *Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management*

ent of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

9. The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

10. The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

11. The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Thanks and Regards
Niall Greenan

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: Yannick Hefti [REDACTED]
寄件日期: 06日04月2016年星期三 16:01
收件者: tpbpd@pland.gov.hk
主旨: Re HK Resort Application (Area 10B)

Y / I-DB/3

1364

To Whom It May Concern:

I am writing to express my views on Hong Kong Resort's ("HKR") recent application to develop Area 10B, Lot 385 RP & Ext. (Part) in D.D. 352, which is in the Peninsula Village ("the Site").

Whilst I agree with HKR that the Site is currently "unsightly", I do not agree with the way in which HKR proposes to change this. I have several concerns:

(1) Size: The proposed development of the Site is too large in scale. Discovery Bay's current infrastructure has only been designed to support a maximum population of 25,000 people. The development of 1,125 flats represents a significant increase in population, especially considering the additional development proposed for Area 6f (Parkvale Village). The added burden on infrastructure and increase in costs, which will have to be borne by all residents of Discovery Bay, is not addressed in the application.

(2) Pollution: The development of the Site will cause air, noise and visual pollution, both during the works and once they have been completed. The 18-storey tower in particular does not fit in with Discovery Bay's architectural design and would spoil the consistent and harmonious design of buildings in the community.

(3) Lack of public, open spaces: I note that HKR's proposed plan has designated (not less than) 2,800 square metres of open space, none of which will be open to the public. In the context of a total site area of almost 63,000 square metres, the percentage of open space is minimal. I remember spending much of my childhood afternoons playing in the large field next to the Old Marina Club House. Future children will not have this same pleasure, and the lack of appropriate areas nearby, even before one adds over 1,000 units, would be regrettable.

I of course appreciate HKR's wishes to continue developing Discovery Bay and would suggest that fewer units be developed on the Site. I would be happy to support a reconsidered application, which (i) does away with the high-rise blocks and only permits the construction of under 6-storey housing; and (ii) allocates more green, open spaces accessible by the general public. Such changes would reduce the concerns that I have noted above.



I thank you for taking the time to consider these views.

Yours faithfully,

Yannick Hefti (Resident of Discovery Bay since 1993)

tpbpd

寄件者: James Lambert ([REDACTED])
寄件日期: 06月04日2016年星期三 20:36
收件者: tpbpd@pland.gov.hk

1365

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

1. The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.
 - Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

2. If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.
 - Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10)

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

3. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

4. The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

5. HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 11,000 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

6. Under the DMC, City Management is supposed to represent the Owners (including HKR) all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

7. The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

7. The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

8. The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Eleanor Lambert

Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

3. *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

4. *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.*

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

5. *HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.*

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

tpbpd

寄件者: James Lambert
寄件日期: 06日04月2016年星期三 20:37
收件者: tpbpd@pland.gov.hk
主旨: ong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

1366

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

1. The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.
 - Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

2. If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.
 - Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

6. Under the DMC, City Management is supposed to represent the Owners (including HKR) all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

7. The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

7. The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

8. The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Joseph Lambert

Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: Sandra Johnston [REDACTED] 代理 sandra [REDACTED]
 寄件日期: 06日04月2016年星期三 20:39
 收件者: tpbpd@pland.gov.hk
 主旨: OBJECTION - Application No. TPB/Y/I-DB/3

1367

To: Secretary, Town Planning Board
 (Via email: tpbpd@pland.gov.hk)
 Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

1. The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

1. If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.
 - Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

1. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.
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I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

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for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

1. HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

1. Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

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I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

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I demand proper studies showing how dangerous goods will be handled in the future.

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I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Mrs. Sandra Johnston

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]



寄件者: Michael John Bishop
寄件日期: 06日04月2016年星期三 20:52
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

1368

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I object strongly to the above application and have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

Due to Government's refusal to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

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I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Michael J. Bishop I.D.S.

Owner/Resident

of:

[REDACTED]

Tel.

[REDACTED]

Fax

Email Address:

[REDACTED]

寄件者: lara street ([REDACTED])
寄件日期: 06日04月2016年星期三 21:13
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3

1369

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b(Waterfront near Peninsula Village)

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Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

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Although Government agreed to provide water and sewerage services to [redacted] when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

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Yours sincerely

Name: Laura Shepherd

Owner of:

Tel. [REDACTED]

Email Address: [REDACTED]

Sent from my iPhone

tpbpd

寄件者: Thomas G. van Duinen [REDACTED]
 寄件日期: 07日04月2016年星期四 13:47
 收件者: tpbpd@pland.gov.hk
 副本: ctvduinen@hotmail.com
 主题: 160407 Letter to Town Planning Board
 附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2 TvD.doc
 重要性: 高

Y/1-DB/3

1370

Dear Sirs,

Enclosed please find my objections to the expansion plans of HKR as enclosed.
 Please study and revert with your comments,

w. best regards,
 Thomas G. van Duinen



Trimex Holdings Ltd

Please note our new address as per August 12 2015:

[REDACTED ADDRESS]

Tel: (852) [REDACTED]
 Fax: (852) [REDACTED]
www.trimex.com.hk

~~~~~  
 This E-mail is confidential. It may also be legally privileged. If you are not the addressee you may not copy, forward, disclose or use any part of it. If you have received this message in error, please delete it and all copies from your system and notify the sender immediately by return E-mail. Internet communications cannot be guaranteed to be timely, secure, error or virus-free. The sender, Trimex Holdings Limited does not accept liability for any errors or omissions.  
 ~~~~~

Before printing, think about the environment

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Yours sincerely

Name:

Thomas van Duinen

Tel.

Email Address:

Owner/Resident of:

Fax

1371

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

Ebba Lo [REDACTED]
07日04月2016年星期四 12:06
tpbpd@pland.gov.hk
Re application no: TPB/Y/1-DB/3 (Development area 10b, waterfront near Peninsula Village)
Re HK Resport application to develop areass 10B (Waterfront near Peninsual Village).pdf

Deair Sir/Madam,

See attached with our signature.

Best Regards,
Ebba Lo
Lo, Yiu Hung

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Yours sincerely

Name: Bob Lo / Lo Yu Hing Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbd

寄件者: gst
寄件日期: 07日04月2016年星期四 12:07
收件者: tpbd@pland.gov.hk
主旨: Application No. Y/I-DB/3
附件: ATT00059.docx

1372

Dear Sirs,

Please find attached my objection to the subject planning application in respect of Area 10b, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay.

Grateful for your consideration of same.

Yours faithfully,

Geraldine Taylor-Thomas

Owner: [REDACTED]

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Yours sincerely

Name: TAYLOR-THOMAS Geraldine Sylvia

Owner of: [REDACTED]

HKID [REDACTED]

Tel. Mobile [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Olga Schiffers HK-SFT
寄件日期: 07日04月2016年星期四 12:11
收件者: tpbpd@pland.gov.hk
主旨: 10 B development objection
附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc

1373

Please see attached objection letter to the developments 10b for your further action.

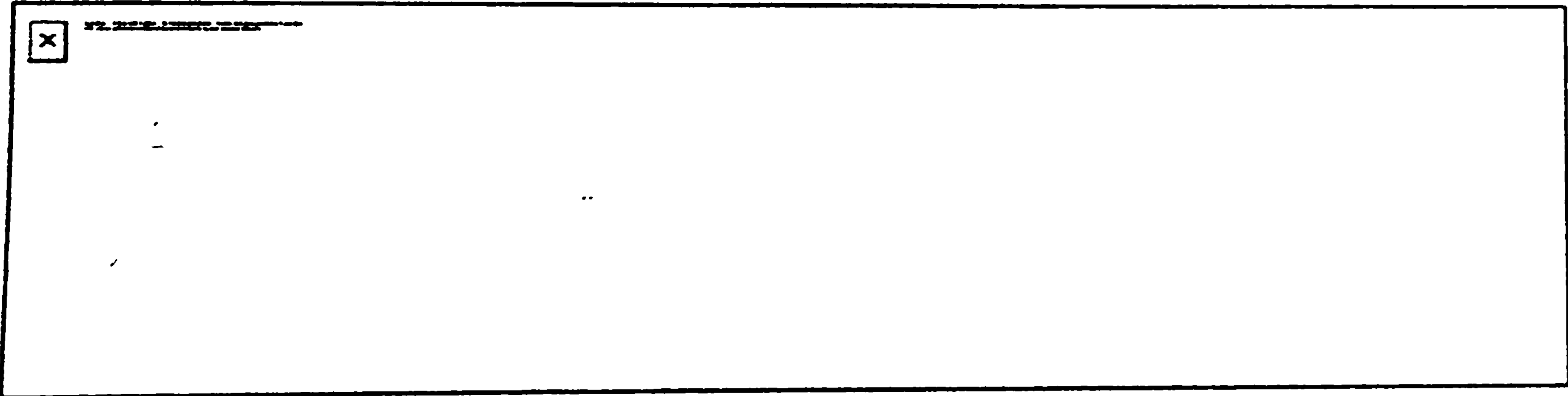
Kindly let me know if you have any questions.

Best regards,

Olga Schiffers
Education Specialist
Santa Fe Relocation Services



www.santaferelo.com



Please consider your environmental responsibility before printing this e-mail

NOTICE: The contents of this e-mail message and any attachments are confidential and intended solely for the addressee. If you have received this transmission in error, please immediately notify the sender by return e-mail and delete this message and its attachments. Any unauthorized use, copying or dissemination of this transmission is prohibited.

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.*

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

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I demand proper studies showing how dangerous goods will be handled in the future.

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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Olga Schiffers

Tel. [REDACTED]

Email Address: [REDACTED]

Owner/Resident of: n/a

Fax

寄件者: Joanne Goh [REDACTED]
寄件日期: 07日04月2016年星期四 12:40
收件者: tpbpd@pland.gov.hk
主旨: Object to Application No.: TPB/Y/I-DB/3

1374

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
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Yours sincerely
Joanne Goh

Name: Joanne Goh

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

1375

tpbpd

寄件者:

Robin Gawler [REDACTED]

寄件日期:

07日04月2016年星期四 12:52

收件者:

tpbpd@pland.gov.hk

主题:

Application for Discovery BAY

附件:

掃描0001.pdf

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Name: **ROBIN GAWLER**

Owner/Resident of:

Tel. [REDACTED]

Fax [REDACTED]

Email Address: [REDACTED]

寄件者: Kate Farr
寄件日期: 07日04月2016年星期四 13:20
收件者: tpbpd@pland.gov.hk
主旨: To: Secretary, Town Planning Board (Via email: tpbpd@pland.gov.hk) Application No.: TPB/Y/I-DB/3

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Name: Kate Farr

Resident of: [REDACTED]

Tel: [REDACTED]

Email Address: [REDACTED]

Kate Farr

English writer and editor

(852) [REDACTED]

www.editorsinkhk.com

www.accidentaltaitai.com

寄件者: John Brennan [REDACTED]
寄件日期: 07日04月2016年星期四 13:27
收件者: tpbpd@pland.gov.hk
主旨: To: Secretary, Town Planning Board re Application No.: TPB/Y/I-DB/3

1377

Application No.: TPB/Y/I-DB/3

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I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

John Brennan

Name: John Brennan Owner:

[REDACTED]

[REDACTED]

Tel: [REDACTED] Email Address: [REDACTED]

1378

tpbpd

寄件者: Alex [REDACTED]
寄件日期: 07日04月2016年星期四 13:31
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3
附件: tpbpd@pland.gov.hk.odt

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: CHAN HO CHING ALEX

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

1379

tpbpd

寄件者: Lynda Aurora ([REDACTED])
寄件日期: 07日04月2016年星期四 13:35
收件者: tpbpd@pland.gov.hk
主旨: HKR proposed development of DB
附件: IMG_20160407_0002.pdf

重要性: 高

Above is my objection to the plans submitted to the Town Planning Board

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

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Yours sincerely

Name: *L. Auva*

Owner/Resident of: 

Tel. 

Fax 

Email Address:

tpbpd

寄件者: John Brennan [REDACTED]
寄件日期: 07日04月2016年星期四 13:36
收件者: tpbpd@pland.gov.hk
主旨: To: Secretary, Town Planning Board re Application No.: TPB/Y/I-DB/3

1380

Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: HongKongResort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications included detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

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I demand that Government release the existing water and sewerage services agreements.

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John Brennan

Name: John Brennan

Owner: [REDACTED]

Tel: [REDACTED]

Email Address: [REDACTED]

寄件者: ahmm1213
寄件日期: 07日04月2016年星期四 13:37
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas in Discovery Bay

1381

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

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Yours sincerely

Name: Amy Hung Owner/Resident of: 



Tel. [REDACTED] Fax

Email Address: [REDACTED]

寄件者: nicholas [REDACTED]
寄件日期: 07日04月2016年星期四 10:53
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3 Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)
附件: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village) Submitted to HKTPB 7th April 2016.pdf

To whom it may concern,
Please find attached a signed submission and also details below.

7th April 2016

Dear Sirs,

Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

As a 5 year resident of [REDACTED] in Discovery Bay- I noticed the submission to the town planning board for rezoning along Nim Shue wan waterfront. I took an active interest in what the proposals were as there was not any additional information apart from the sign near the bay. From my research the desire HKRI is to rezone to Residential (group c) which from the government website defines as:

"Planning Intention This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board."

I have subsequently found that that HKRI wish to have two 18 story towers and over 1000 new flats- This is contradictory to both- 18 stories is certainly not low rise and over 1000 units does not make it low density. Therefore I object to the above-mentioned development application.

Upon further research I also have the following comments

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

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- Due to Government's failure to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 3(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this

condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely,

Name: Nicholas Jackson Owner of:

Tel. [REDACTED]

Email Address: [REDACTED]

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

7th April 2016

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

As a 5 year resident of Haven Court in Discovery Bay- I noticed the submission to the town planning board for rezoning along Nim Shue wan waterfront. I took an active interest in what the proposals were as there was not any additional information apart from the sign near the bay. From my research the desire HKRI is to rezone to Residential (group c) which from the government website defines as:

"Planning Intention This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board."

I have subsequently found that that HKRI wish to have two 18 story towers and over 1000 new flats- This is contradictory to both- 18 stories is certainly not low rise and over 1000 units does not make it low density.

Therefore I object to the above-mentioned development application.

Upon further research I also have the following comments

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain
-

secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

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I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

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(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

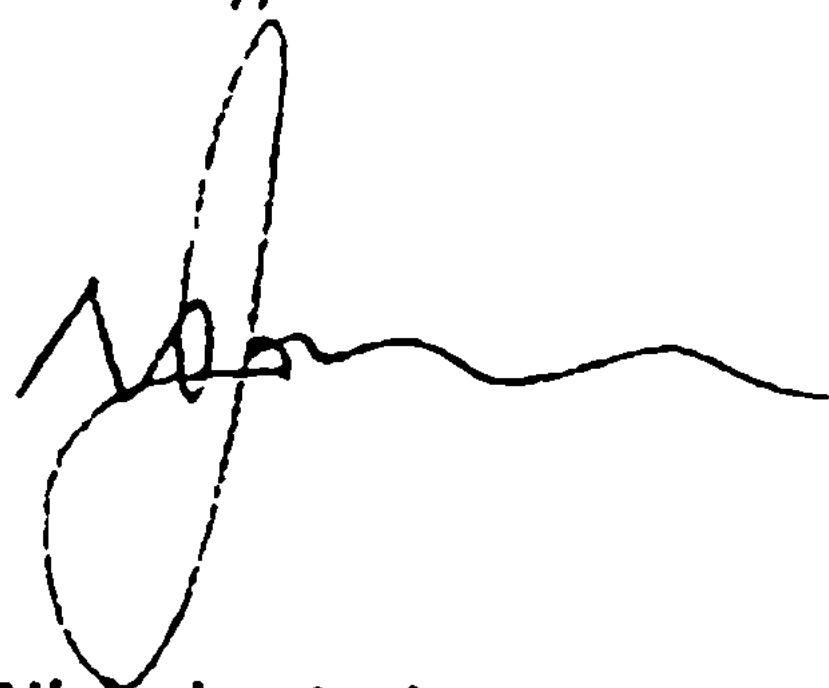
I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely,



7 April 2016

Name: Nicholas Jackson

Owner of:



Tel. 

Email Address: 

寄件者: Gerwin Co [REDACTED]
寄件日期: 07日04月2016年星期四 11:12
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village) [Application No.: TPB/Y/I-DB/3]

1383

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government' s to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

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I demand that the LPG supply agreement with San Hing be made public.

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I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Gerwin Co

Resident of: 

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

Dear Sirs,

Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government' s to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR

may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

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I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Caroline hood

Owner of:

Email

Tel:

寄件者: Y N Yiu [REDACTED]
寄件日期: 07日04月2016年星期四 11:12
收件者: tpbpd@pland.gov.hk
主题: Application No.: TPB/Y/I-DB/3

1385

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Secretary,

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I have the following comments:

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I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

:

It is note that this lot should have been used as open area in the whole Discovery Bay development therefore the plot ratio should be governed by the ratio of this whole development and should not be treated separately and independently.. It is understood that the plot ratio for the whole development is 0.4.

Unless and until my demands are acceded to and my concerns are satisfactorily addressed I object to the above-mentioned development application.

Yours sincerely

Name: YIU YAN NANG

Owner Resident of [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

_____ Information from ESET Smart Security, version of virus signature database 13295 (20160406)

The message was checked by ESET Smart Security.

<http://www.eset.com>

tpbpd

寄件者: Euan Nicol [REDACTED]
寄件日期: 07日04月2016年星期四 11:32
收件者: tpbpd@pland.gov.hk
副本: [REDACTED]
主旨: Application No.: TPB/Y/I-DB/3

1386

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Madam/Sir,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

1. The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.
- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

2. If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.
- Due to Government's refusal to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for new and/or extended water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged exclusively to newly developed areas 6f and 10b future owners and not to existing villages.

- Although the Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong. The expected resulting savings should be made effective to existing owners accordingly by HKR

3. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic (commercial, buses, construction etc.) in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million. Also the allocation of licenses and sales process should be made public to ensure a fair access process if new licenses should be added and avoid benefitting solely the developer as a reseller.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase as well as identify clearly what private vehicles are permitted and for what purpose.

4. The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be for Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas. The associated costs is not to be borne by current owners and clearly segregated from management fees structures in place today.

5. HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

6. Under the DMC, City Management is supposed to represent the Owners (Including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

I particularly demand that transport arrangements (ferry, buses) and pricing are brought in line with comparable services across Hong Kong. It is unacceptable that bus fares for very short distances in fully utilized buses are significantly more expensive than most bus services across the SAR (eg. 4.40\$ internal rises, 10.00\$ for external rises). Likewise ferry prices are well beyond acceptable levels and represent a burden to families with multiple users.

7. The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

7. The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

8. The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Name: Euan A. Nicol & Katja Thomas

Owners of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

Best Regards,

Euan Nicol

mail: [REDACTED]

HK mobile: +852-[REDACTED]

寄件者: Brendan Dellino
寄件日期: 07日04月2016年星期四 11:16
收件者: tbbod@pland.gov.hk
主题: Area 10b

1387

To: Secretary, Town Planning Board
(Via email: tbbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

1. The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

2. If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, sewage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

3. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

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I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

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I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

6. Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

7. The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

7. The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

7. The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely,
Brendan Delfino

HK

寄件者: Andrew Nuttall
寄件日期: 07日04月2016年星期四 11:55
收件者: tpbpd@pland.gov.hk
主旨: Objection of Hong Kong Resorts Expansion application in Discovery Bay

1388

y, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be “primarily a car-free development”. As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that “This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors.” Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Andrew Nuttall

Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: a [REDACTED]

Lane; when northbound traffic can stop all other northbound traffic while giving way to approaching southbound traffic. This limitation should have been recognised during on-site inspection. Even with the current population of 15,000 to 18,000 this situation gives rise to traffic problems at rush hours and school leaving times (cited several times every year in Islands District Council with little effect/improvement). The TIA does not recognise the reality of current traffic along a road that was designed in around 1980 for limited golf cart use, local buses and deliveries and no external traffic other than essential deliveries by vehicles arriving by twice weekly vehicle ferries. Today there is external traffic accessing Discovery Bay through the tunnel including but not limited to: single and double deck buses serving three public external routes (licensed by Transport Department as a Residents' Service); school buses; construction traffic; heavy lorries; and, light goods vehicles; in addition to a steady flow of other vehicles through the tunnel. **Town Planning Board must make solving real traffic issues with the current population (about 30% below the 25,000 planned under the current OZP and Master Plan) before considering any further population increase to 29,000 contemplated by the Area 10b and Area 6f Applications.**

Water Supply and Drainage

24. The Application for rezoning of Area 10b and Area 6f seeks approval to increase the population at Discovery Bay from 25,000 under the current OZP to 29,000 under the revised OZP. The Applications include detailed impact statements relating to Water Supply and Drainage to show that the increase is well within the capacity limits of the Lot. However, these impact statements ignore the fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot. Discovery Bay is required to be self-sufficient in water and sewerage services under the land Grant, and HKRCL has publicly acknowledged elsewhere that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact. **Therefore Government must demand that the population cap of 25,000 be preserved, so as not to breach Land Grant.**
25. In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKRCL and Government (and they remain secret to HKRCL's 8,000 or so co-owners) and Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000. **Therefore Government must release the existing water and sewerage services agreements so that HKRCL's co-owners are in a position to understand the implications.**
26. Due to Government's refusal to provide water to more than 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the lot. Under the DMC, HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10). **Therefore Town Planning Board must make HKRCL undertake that all costs for water and sewerage services to Areas 6f and 10b, including but not limited to operation of all treatment plants, storage facilities and pipelines, be charged to Areas 6f and 10b and not to existing villages a condition of approving the Application.**

27. Although Government agreed to provide water and sewerage services to Discovery Bay when the tunnel was built, it refused to pay for and maintain the connections as part of an Agreement reached with HKRCL (but not its 8,000 or so co-owners). As a result, we co-owners are paying over \$1million per year to Government to lease land to run pipelines outside the lot to connect to Siu Ho Wan. We are also paying for all maintenance of the pipelines and pumping systems. Therefore **HKRCL must withdraw the Application until such time as Government and HKRCL have agreed that Government will provide potable water and sewerage connections to the Lot boundary (just like every other residential development in Hong Kong) and such agreement must be a condition for approving the Application.**

Yours faithfully,



Name: G W Lovegrove

Tel: [Redacted]

Email: [Redacted]

Owner of: [Redacted]

Fax: [Redacted]

tpbd

寄件者: G W Lovegrove [REDACTED]
寄件日期: 07日04月2016年星期四 11:59
收件者: tpbd@pland.gov.hk
主旨: Application No. TPB/Y/I-DB/3
附件: 16.04.06 GL 10b comments Rev01.pdf

1389

Dear Sir,

Please find attached my comments/objections relating to Application No. TPB/Y/I-DB/3, Discovery Bay Area 10b re-zoning.

Yours faithfully,

G Lovegrove

- under the Deed of Mutual Covenant (DMC) to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is allowed only if an area is declared to be Public Recreation on the Master Plan and HKRCL undertakes to pay for management and maintenance of the public area. **Therefore either: (i) the reference to visitors must be removed; or (ii) the Master Plan must be revised and HKRCL undertake all management and maintenance of new public areas.**
6. Under the DMC, City Management is supposed to represent the Owners (including HKRCL) in all matters and dealings with Government or any utility company in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utility companies and conclude secret agreements to which the 8,000 or so co-owners of the Lot have no input or access. **Therefore the Application must be withdrawn until HKRCL makes all such agreements available to its co-owners of the Lot including *inter alia*: the water and sewerage agreements; the lease to run the water and sewage pipelines outside the Lot; the LPG supply agreement; and the fuel supply agreement.**
7. The Land Grant (No. 6122 dated 10 September 1976) requires HKRCL to provide *inter alia* a helicopter landing pad "*available at all times for use by Government*". Further, a landing pad is named "Other Specified Use" in the OZP (see para 8.5.13 of the Explanatory Statement in the Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4). The approved landing pad is in Area 10b and will be removed under the plans prepared for the Application and no reference has been made to re-provision this required facility for use by Government. **Therefore HKRCL must agree with Government (and with its co-owners) a new location for the landing pad that meets all Orders, Ordinances, and Regulations relating to or in connection with aircraft before this Application can be approved.**

Environmental Objections

8. Appendix C of the Planning Statement (Environmental Statement) prepared for this Application states that because the area of proposed reclamation is within the area the Applicant claims was gazetted (see above) before the Environmental Impact Assessment Ordinance (EIAO) came into existence (in 1998) it is exempt by virtue of the provision of Clause 9(2)(c). Clause 9(2) lists seven reasons for exempting a project from the EIAO, all in the context of them being in progress or about to start at the time the EIAO came into effect. It is unlikely that it foresaw the possibility of the clause being used to exempt reclamation 40 or more years after being gazetted under the Foreshore and Seabed Ordinance. This might not be an issue in the context of a piled deck of about 8,600m² as proposed in the Application however, it is possible that plans are afoot to reclaim the marina adjoining Area 10b (noting that Marina Club Debentures are not being renewed after 2018 and all hard standing and boat yard facilities are being removed under the Application). The marina was also gazetted under the Foreshore and Seabed Ordinance about 40 years ago and is about 68,000m² in area extendable to about twice that size if adjoining areas gazetted around the same time are added. If Town Planning Board agrees with the Applicant that the reclamation need not comply with the EIAO then it will be creating a precedent which might make it difficult to disagree with a similar argument

To: Secretary, Town Planning Board

(By email: tpbpd@pland.gov.hk)

Dear Sirs,

Re: Application No. TPB/Y/I-DB/3 - Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

My comments on/objections to Application TPB/Y/I-DB/3 are listed below.

General Objections

1. HKR claims in the Application that it is the sole owner of the Lot.

<p>4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」</p> <p>The applicant 申請人:</p> <p><input checked="" type="checkbox"/> is the sole "current land owner" (please proceed to Part 7 and attach documentary proof of ownership). 是唯一的「現行土地擁有人」(請繼續填寫第7部分, 並夾附業權證明文件)。</p> <p><input type="checkbox"/> is one of the "current land owners" (please attach documentary proof of ownership). 是其中一名「現行土地擁有人」(請夾附業權證明文件)。</p> <p><input type="checkbox"/> is not a "current land owner". 並不是「現行土地擁有人」。</p>
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This is untrue, there are over 8,000 assigns of the developer (of which my company is one) who co-own the Lot together with Hong Kong Resorts Company Ltd (HKRCL). Therefore HKRCL must withdraw the Application and make revisions to recognise co-owners.

2. The Application claims that HKRCL has the right to reclaim additional land from the sea at Nim Shue Wan and cites Gazette Notice 710 of Gazette 14/1976 in support of this. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant 156788) registered in the Land Registry. Therefore HKRCL must obtain the relevant permission for reclamation at Nim Shue Wan anew.
3. There have been at least five gazettals under the Foreshore and Seabed Ordinance (Cap 127) in: December 1974; January 1976; April 1976; and, two in March 1978. All are cited as being for the Ta Yue Shan Leisure and Resort Centre. Discovery Bay City, managed by HKRCL through City Management, is not the Ta Yue Shan Leisure and Resort Centre to which the foreshore and seabed leases were granted therefore HKRCL must obtain permissions to reclaim at Nim Shue Wan anew.
4. The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan 6.0E1 and the current OZP are not aligned. Therefore HKRCL must withdraw the Application until such time as Government and HKRCL have agreed on properly aligned documents before considering any amendments to the OZP.
5. The Schedule of Uses proposed for the Promenade at Area 10b states that "*This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/or passive recreational uses serving the needs of the local residents and visitors.*" There is no provision

in respect of 68,000m² or more of conventional reclamation in the future and this would be totally wrong in the SAR's current state of environmental awareness. **Therefore Town Planning Board must make it a condition of approval of the Application that all works in and related to Area 10b must comply with the EIAO.**

9. The Environmental Statement notes that the environmental study is not part of the Environmental Impact Assessment (EIA) report under the EIA Ordinance (EIAO) which will be "*formally initiated subject to a rezoning approval and prior to implementation*". The statutory process under EIAO is summarized in section 2.4.6.5 (p 10) and requires submission of a project profile to the Director of Environmental Protection (DEP) and use of a study brief for the EIA Report. Therefore, this Environmental Study would be regarded as only preliminary in scope, content and conclusions. The preliminary scope covers only noise, air quality, water quality, land contamination and ecology. Other key environmental issues may need to be assessed as part of the EIAO process. The Environmental Study is inconclusive in many respects for example: the conclusion on air quality states "*The planned air sensitive receivers would be unlikely to be subject to adverse air quality impact. They will be considered in the subsequent statutory EIA*". Similarly it states that noise and water quality will be considered in the statutory EIA. This illustrates the preliminary nature of the Environmental Study and, therefore, its conclusions cannot be used as a final basis on which to change the Zoning of Area 10b under the current Application. **Therefore Town Planning Board must make it a requirement to comply with the EIAO process before approving the Application.**
10. The Environmental Statement notes that the key objectives for the Environmental Study included "*a summary of the relevant regulations and regulations that are applicable*". However, there is no summary of key requirements under the Hong Kong Planning Standards and Guidelines so **Town Planning Board must make it a condition for the summary of key requirements to be provided and be the subject of environmental study before approving the Application.**
11. The Planning Statement indicates that the golf cart repair workshop and bus repair workshop will be located at ground level under the planned podium. Standards for Vehicle Repair Workshops (VRW) state they should be located away from residential areas or sensitive receivers so VRWs in the main urban area and new towns are generally accommodated on the periphery of industrial areas, either in purpose-designed buildings or on the lower floors of industrial buildings, not on the lower floors of multi-storey premium residential buildings as in the case of the Application. The noise and air quality issues directly relating to the VRWs have not been assessed so **Town Planning Board must make it a condition for the location of the VRWs to be approved by the relevant authorities and for all impacts to be fully assessed before approving this Application.**
12. The Planning Statement shows that the petrol filling station will be re-located to a site next to a high rise tower block and podium which will have apartments above it. Standards state that for petrol filling stations within built up areas, they should preferably be located in relatively open areas and not be surrounded by developments. Where such requirement cannot be met, it is desirable that the buildings surrounding the petrol filling station are only low-rise. **Therefore Town Planning Board**

must make it a condition that the petrol filling station is located in an area compliant with the Planning Standards and Guidelines before approving the Application.

13. The Planning Statement states that the LPG store will be removed but does not state where it will be reprovisioned to or if the reprovisioned LPG store will be included in the EIAO submission. The Environment Statement states "*Based on the latest development layout plan, the unloading/unloading point will be slightly relocated from its current location*". However, the buildings and population density surrounding the unloading point will change considerably and have a much higher population density than at present. Also, as the LPG store will be in a different location there will be a change to transport risk. The Electrical & Mechanical Services Department Guidance Note http://www.emsd.gov.hk/filemanager/en/content_287/Guidance_Notes_Gas_Supply_Installation.pdf states "*for bulk LPG storage installations where replenishment of LPG by road tanker is necessary, careful consideration should be given to the location of the installation. Factors to be considered include the estimated population in the vicinity, the capacity of the storage containers, the arrangements for road tanker access and unloading. A Quantitative Risk Assessment (QRA) report should normally be submitted to the Gas Authority with the application ... to demonstrate that the installation will not present undue risks to society*". Quite apart from the need to properly and safely provide an alternative location for LPG storage, the specific requirement of the Guidance Note relating to transporting LPG states "*Installations and associated road tanker unloading points should be sited away from places where people would congregate in order to reduce risk.*" This important requirement is manifestly not complied with by locating the unloading point for tankers within the new residential area and at a passenger embarking/disembarking location of the Kaito service. **Therefore Town Planning Board must insist that a necessary Quantitative Risk Assessment is carried out showing the appropriateness of the proposed LPG unloading area and transport arrangements before approving the LPG unloading site proposed in the Application.**
14. It is stated in the Water Assessment (Appendix A of the Planning Statement) that the reservoir and water treatment works might be re-activated. This will necessitate bringing chlorine into Discovery Bay, presumably landed at the proposed Service Pier like LPG. **Therefore Town Planning Board must insist that a necessary Quantitative Risk Assessment is carried out showing the appropriateness of the proposed chlorine unloading area and transport arrangements before approving the unloading site.**
15. Paragraph 4.2.4.6 of the Environmental Statement is misleading. [Tsoi Yuen Wan is the main ferry pier in Discovery Bay]. While it is correct to say that the marine based filling station for ferries will be located outside Discovery Bay, it is clearly shown in Figure 4.3 of the Statement to be within Nim Shue Wan Bay about 50m offshore from premium housing in Area 10b. No assessments relating to risk, air quality, water quality, noise, ecology or marine archaeology have been carried out relating to this facility.

4.2.4.6 The current marine light diesel (MLD) refilling facility is located at Marina Avenue next to the Discovery Bay Marine Club. In order to cater for the future residential development, ferry diesel refilling will be conducted on marine based filling station outside Discovery Bay. There will be no emission from the ferries during MLD refilling, and no traveling between the ferry pier at Tsoi Yuen Wan and the refilling facility within the assessment area in the future. Hence, marine emission due to the refilling activity would not be included in this assessment.



No information is provided to show that the proposed new location of the facility is technically feasible so appropriate risk and environmental studies must be carried out before the assumed new location can be accepted. Studies should cover *inter alia* risk relating to fuel storage and spillage; dredging of access channels for ferries and fuel lighters; noise during fuelling operations; ecology (the bay is a clam fishing area); light pollution (if refuelling is to take place within the hours of darkness); archaeology (Nim Shue Wan is a scheduled archaeological site so a marine archaeological study should be carried out prior to dredging being permitted); and, visual impact (the facility will be directly in front of premium residential accommodation). **Town Planning Board must insist on these essential studies being carried out before approving the Application.**

16. The Planning Statement shows the frequently used cargo loading/unloading service pier being re-provisioned to the area of the Kaito pier. However, there is no reasonable provision for access and temporary storage for transshipping cargo nor is there any comment on the appropriateness of locating this facility in the middle of a premium residential area. **Town Planning Board must make the provision of appropriate cargo loading/unloading facilities a condition for the approval of this Application.**
17. Section 4.2.3 of the Environmental Statement is totally misleading. While there might be no industrial chimney near Area 10b there will be industrial emissions from the vehicle depot and workshops below the podium that will vent through the open ends. Emissions from below the podium where a refuse area, bus parking and vehicle repair workshops will be located are not accounted for in the Air Quality assessment reported in the Planning Statement. It is apparent from Figures 5a and 5b that Units L6, L7, L14, M1 and seafront houses near the ends of the covered area will be most affected so **Town Planning Board must insist that this essential study is carried out before approving the Application.**
18. Section 7.2 of the Environmental Statement states in paragraph 7.2.1.2 (and contrary to everywhere else in the documents) that dredging works are required for the development at Area 10b and that these will be within the boundary approved under the Foreshore and Seabed Ordinance in 1976 so will not be subject to the EIAO (see above). This is totally misleading because the proposals indicate that the only material to be removed within the gazetted area will be for bored piles (if these are used) and this would never be termed dredging. So is dredging going to be carried out in Area 10b or not?

The Environmental Statement notes that dredging work "*may be required*" outside the approved area and this might be as much as 100,000m³. It is most probable that dredging work **WILL** be required since the marine approaches to the Kaito/Service pier, the Bounty pier and the MLD marine refuelling facility are outside Area 10b and the area gazetted under the Foreshore and Seabed Ordinance referred to in the Statement. **Town Planning Board must insist that the necessary environmental, ecological and marine archaeological studies normal for such work are carried out before approving the Application.**

19. The Environmental Statement misleadingly omits any reference to noise resulting from the MLD marine refuelling facility located about 50m offshore from premier residential houses. **Town Planning Board must insist that this study is carried out before approving the Application.**
20. Nim Shue Wan is a listed Archaeological site where artefacts of the Bronze Age, Han and Song Dynasties have been found. This makes Nim Shue Wan Bay an area of archaeological interest. **Town Planning Board must make carrying out appropriate Marine Archaeological Impact Assessments a condition of approving the Application.**

Traffic

21. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000 (considering Applications for Area 10b and 6f rezoning together). However, the TIA ignores the essential fact that, under the existing OZP, Discovery Bay is declared to be "primarily a car-free development". Golf carts are the primary mode of personal transport, and are capped at the existing number of nearly 500. As such, road capacity is irrelevant except in respect of requirements for additional public transport. The Traffic Impact Assessment does not address the key issue of whether it is safe to allow increased usage by heavy vehicles in competition with slow-moving golf carts that offer no collision protection to occupants. **Therefore before approving the Application Town Planning Board must consider the road safety issues with regard to golf carts arising from an increase in population.**
22. Issues relating to parking are not fully addressed in the TIA. There is no legal provision for vehicle parking (distinct from golf cart parking) on the Lot so vehicles are currently parked illegally at different locations. **Town Planning Board must make a Government review of vehicle parking issues in relation to the Master Plan a prerequisite to considering any population increase under this Application.**
23. The TIA does not address a feature of traffic peculiar to Discovery Bay that is, the flow of traffic north and southbound on Discovery Bay Road is often controlled by very slow moving golf carts (frequently about 15kph) travelling uphill from the Discovery Bay Road/Discovery Valley Road junction to the Discovery Bay Road/Headland Drive junction northbound and from Discovery Bay Tunnel/Discovery Bay Road roundabout to Discovery Bay Road/Headland Drive junction southbound. The situation is compounded by northbound traffic turning east at uncontrolled junctions into: Siena Two Drive; Siena Avenue; Headland Drive, Discovery Bay International School/Wei Lun School; Seabee Lane; Seabird Lane/Seahorse Lane (three junctions). and, Plaza

tpbpd

寄件者: Victoria Gagarina (Mikhaylenko) [REDACTED]
寄件日期: 07日04月2016年星期四 8:15
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3

1390

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sir or Madam,

Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

My family is deeply concerned about those plans of development. Discovery Bay is already very populated and overpriced. With the new plans it will make the living for residents not attractive.

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government' s to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (irrespective of HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate directly with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I

demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Victoria Gagarina Mikhaylenko

Resident of [REDACTED]

Tel [REDACTED]

Email Address: [REDACTED]

寄件者: Judy [REDACTED]
寄件日期: 07日04月2016年星期四 8:30
收件者: tpbpd@pland.gov.hk

1391

o: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government' s to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other

residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

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I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

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(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely. Judy Estcourt

Name: Resident of: [REDACTED]

Sent from my iPad

tpbpd

寄件者: Laura Hampfe [REDACTED]
寄件日期: 07日04月2016年星期四 8:32
收件者: tpbpd@pland.gov.hk
主旨: Town Planning - Discovery Bay

1392

**To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3**

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

1. The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.
- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

2. If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

3. *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

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I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

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I Demand that Government review vehicle parking before any population increase.

4. *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.*

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7. The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (Lease Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

7. The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Laura Hampfe

Resident of: [REDACTED]

Tel. +852 [REDACTED]

Email Address: [REDACTED]

寄件者: Mai [REDACTED]
 寄件日期: 07日04月2016年星期四 8:37
 收件者: tpbpd@pland.gov.hk
 主旨: Objection to HK resorts development area

1393

To: Secretary, Town Planning Board
 (Via email: tpbpd@pland.gov.hk)
 Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government' s to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and

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sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Ms. Mai Mai Lee

Owner: [REDACTED]
[REDACTED]

Tel: [REDACTED]

Email: [REDACTED]

Be Happy :P

tpbpd

寄件者: Rossiter, Kent (AllianzGI) [REDACTED]
寄件日期: 07日04月2016年星期四 9:39
收件者: tpbpd@pland.gov.hk
主旨: Application by Hong Kong Resort (HKR) to Town Planning Board (TPB) to develop Area 10b (Service Area at the waterfront of Peninsula Village) in Discovery Bay - Application No.: TPB/Y/I-DB/3

1394

Dear Town Planning Board (TPB),

Re: Application No.: TPB/Y/I-DB/3 by Hong Kong Resort (HKR) to Town Planning Board (TPB) to develop [REDACTED] (Service Area at the waterfront of Peninsula Village) in Discovery Bay, with reference to HKR's application briefs on the Town Planning Board website:

http://www.info.gov.hk/tpb/tc/plan_application/Attachment/20160318/s12a_Y_I-DB_3_0_gist.pdf

Comments Specific to 10b, Service Area near Nim Shu Wan:
www.info.gov.hk/tpb/en/plan_application/Y_I-DB_3.html

Regarding the mix of housing ranging from 4 stories to 18 stories with a total of 1,125 flats.

I agree this area is currently an eyesore so some minimal redevelopment would be welcome - particularly for increased garden and green areas, and the promenade. But the current plan for so many living units is excessive. Some minor low-rise and house-style units is the only thing I would support, say 1/4 the proposed unit numbers (which would be more in-line with population density of surrounding Peninsula village), lower density, and not as tall - and with many reasonable restrictions mentioned later in this response. It is important to keep the density of South Discovery Bay low as to protect the excellent harmony and balance we residents currently enjoy.

The Applications seeks approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. I do NOT see how an increased population can be supported with existing stretched infrastructure and until this has been rectified don't support increasing our population plans.

The EPD itself has indicated reluctance & concern that it won't be able to accommodate the additional development needs of DB.

Additionally, with more residents in DB, they'll have the need to get to other areas like Tuen Mun, HKIA, the HZMB, and Border Crossing facility, something that is very inefficient at the moment. The only access residents have is to take Cheung Tung Road a significant distance out of the way instead of being able to get onto the North Lantau Highway (or over it to the aforementioned destinations) more directly. It's critical we get the support from the TPB to look into getting DB Residents direct access from Discovery Bay Tunnel Road over the MTR and highway to the area near Siu Ho Wan & Sham Shui Kok Drive.

Under HKR's executive summary, Point S1, it states:

"Hong Kong Resort Company Limited has a long term vision to better utilize the existing land resources at Discovery Bay to serve a larger population while retaining the character of the development. It has conducted site analysis, and subsequently identified development potentials at Area 10b which is the subject site of this application, and Area 6f for which a separate application is made concurrently. The Concept Plan for the two areas will create about 1,601 units for 4,003 persons in total."

I don't see how further development will benefit any party other than HKR, and unless this new development comes with significant conditions for improving the environment for current residents, then the residents will be hard-pressed to support it.

Under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot 10b, including operation of all treatment plants, storage facilities and pipelines, so current DB owners would need assurance that we will not be paying for any of the investment needed for this project. We also need to protect current owners rights to excellent sewage and water services as they currently enjoy, and that this new development would not jeopardize that, nor increase the cost. To understand better how this may be possible we request the government release the existing water and sewerage services agreements.

For more info see Page 1 & 2 of document 235926-REP-OOWJ2 JRavi 02 January 2016.

I understand a Traffic Impact Assessment (TIA) confirms spare capacity for a population increases from 25,000 to 29,000. We need the government to declare that DB will continue to be "primarily a car-free development", and that they will not allow an increase in the number of slow-moving golf carts which would only increase congestion. Additionally the government should implore HKR to insist all new golf cart purchases are for electric golf carts, and begin electric charging station installations. We also request that Government review vehicle parking throughout DB before any population increase. Will this new 10b development support private golf cart electric charging stations?

Another anticipated impact I can foresee is the worsening chance of getting school spaces for children. We already have a acute shortage of spaces for children, with long waiting lists. I have many friends who've had to move out of DB to other areas because this was such a problem, while others who've expressed interest in living in DB have not been able to do so because their children can't get spaces. The TPB should enquire with the Education Bureau (EDB) as to how on the one hand Hong Kong's population is set to grow above 8m, yet they claim the demand for school spaces is decreasing. That's certainly not the case in DB.

As the Schedule of Uses proposed for the Promenade at Area 10b states:

"This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors."

Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area. We need HKR to either (i) remove the reference to visitors or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas. This is important so that those benefiting from this space can pay for it.

Make sure any reclamation is required receives all relevant permissions before proceeding. The application makes it look like there's between 20 - 40m of land reclamation, depending on the area.

It's my understanding that the Master Plan 6.0E1 (which forms part of the Land Grant at DB and the current OZP are inconsistent, so request the Government and HKR update the existing Master Plan and OZP before considering any amendments to the OZP. This is an important document of understanding for current residents and future condo buyers to understand.

On the TPB application for Y/I-DB/3 the proposed amendments listed are far too vague for anybody to make a reasonable guess as to the extent of the redevelopment. We ask the Government to require HKR to provide impacted residents of DB more details.

A project of the magnitude proposed would take a number of years to complete. We ask that details of HOW this construction will be done be declared. We do NOT think thousands of trucks and heavy equipment coming back and forth through the tunnel, and the main road of DB is appropriate. Is it the intention of HKR to do most of the construction transport planning via sea and barges? The amount of disruption to residents, through increased pollution, noise, traffic, and safety risks if not done by ship is significant.

While construction is under progress how will residents get to other islands, like Peng Chau and Mui Wo (currently use Kaito Pier)? Would HKR in the meantime plan for residents to catch the ferries closer to the main DB Pier side? What arrangements are there?

Will the new 10b area support some minimal mooring facilities of recreation - boats and yachts that want to onboard and off board passengers there?

Does HKR's plans include any water sports recreational area around 10b, such as kayaking, paddle-boarding, canoe rental, etc, or is this planned for elsewhere in Discovery Bay?

The site is immediately next to a wonderful marina, so would like HKR to declare their intentions for these hundreds of residents when the HKR owned marina debentures are set to expire in Dec 2018. Keeping residents uncertain about their future and way of life is inappropriate.

Will HKR be paying for the extra wear and tear of the project on DB's roads?

As you know, our District Councilor Amy Yung also has some valid comments which I paste here for your consideration:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million. (Personal note: I am NOT in favor of increased golf carts on the roads of Discovery Bay).

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners. (Personal note: I don't know how this claim works, but if we property owners are also considered owners not only of our individual units in different villages, but for small parts as a whole in Discovery Bay, then the application should be amended).

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

~~**I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.**~~

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

This mail has been classified as internal by the sender.

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寄件者: wendy clarke [REDACTED]
寄件日期: 07日04月2016年星期四 10:27
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

1395

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

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I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate directly with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

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I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Wendy Clarke

Owner of: [REDACTED]

Email Address: [REDACTED]

Tel: [REDACTED]

寄件者: Ulf Anders Olsson [REDACTED]
寄件日期: 07日04月2016年星期四 11:17
收件者: tpbpd@pland.gov.hk
副本: Amy Yung
主旨: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay
附件: Submission to Town Planning Board on Area 6f+10B.docx

1396

Dear Sirs/Madams,

Re: Hong Kong Resort Co Ltd 's Application to Develop Areas 6f (behind Parkvale) &
Re: Hong Kong Resort Co Ltd 's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant. Any additional water and sewerage services cost cannot and should not fall on existing owners in Discovery Bay, therefore making any additional development beyond Discovery Bay 's 25,000 capacity forbiddingly expensive.

Regarding water and sewerage services, I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

I demand that the Government consider whether it is fair to increase traffic in Discovery Bay. I as an owner, was willing to invest in Discovery Bay because it was sold to me as "primarily a car-free development". I bought my flat in Discovery Bay, ONLY because I knew how dangerous vehicle emission is and that is is a source of cancer. This unwritten agreement should not be breached.

I demand that Government review vehicle parking in Discovery Bay before any decision regarding Population Increase, is made. HKR cannot and should not use land for parking space already allocated to the DBRC and its members.

I demand that HKR withdraw the Applications and make revisions to recognise the co-owners.
I demand that the LPG supply agreement with San Hing be made public.

I also have concerns on the following issues:

Given the fact that the only access to Area 6f is through Parkvale Drive which is a Village Passage way of Parkvale Village, HKR should explain the ways to deliver Construction Materials and to dispose Construction Wastes.

How will HKR minimize the disturbance to existing residents and hikers during construction and operation periods?

Spaces for parking and loading/unloading facilities are not provided in the proposal.

Existing open area at Woodland Court, Woodgreen Court and Woodbury Court is already very tight. Any new residential developments must take into account present-day requirements under the Planning Standards and Guidelines.

If Staff Quarter is no longer required in DB, the vacant sites for such uses should consider to release for enjoyment of the existing residents so as to enhance the livability of the area.

The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 2000. It is not compatible with either the current outline zoning plan or the current development on the lot. In order to protect the interests

of the current 8,300+ assigns [redacted] the developer, it is essential that the existing Master Plan and OZP are aligned with the existing developme[n]t [redacted] on the lot before consideration of any proposal to amend the OZP. Otherwise there is simply too much risk that the rights of the other owners of the lot will be interfered with. Problems that need to be addressed include incursion on Government land; recognition of the Existing Public Recreational Facilities; size and surrounding area of the land designated GI/C on the current OZP; configuration of the Area N2 at the inclined lift, etc.

Unless and until my demands are acceded to and my concerns are addressed I object to the above-mentioned development application.

Yours sincerely

Name: Ulf Anders Olsson

Owner: [redacted]

Tel. [redacted]

Email Address: [redacted]

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

Application No.: TPB/Y/I-DB/2

&

Application No.: TPB/Y/I-DB/3

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Re: Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale)
and Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b
(Waterfront near Peninsula Village)

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Regarding water and sewerage services, I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

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I demand that HKR withdraw the Applications and make revisions to recognise the co-owners.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

I also have concerns on the following issues:

Given the fact that the only access to Area 6f is through Parkvale Drive which is a Village Passage way of Parkvale Village, HKR should explain the ways to deliver Construction Materials and to dispose Construction Wastes.

How will HKR minimize the disturbance to existing residents and hikers during construction and operation periods?

Spaces for parking and loading/unloading facilities are not provided in the proposal.

Existing open area at Woodland Court, Woodgreen Court and Woodbury Court is already very tight. Any new residential developments must take into account present-day requirements under the Planning Standards and Guidelines.

If Staff Quarter is no longer required in DB, the vacant sites for such uses should consider to release for enjoyment of the existing residents so as to enhance the livability of the area.

The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 2000. It is not compatible with either the current outline zoning plan or the current development on the lot. In order to protect the interests of the current 8,300+ assigns of the developer, it is essential that the existing Master Plan and OZP are aligned with the existing development on the lot before consideration of any proposal to amend the OZP. Otherwise there is simply too much risk that the rights of the other owners of the lot will be interfered with. Problems that need to be addressed include incursion on Government land; recognition of the Existing Public Recreational Facilities; size and surrounding area of the land designated GI/C on the current OZP; configuration of the Area N2 at the inclined lift, etc.

Unless and until my demands are acceded to and my concerns are addressed I object to the above-mentioned development application.

Yours sincerely

Name: Ulf Anders Olsson

Owner: [REDACTED]

Tel.: [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Lingyi Zou Berthou [REDACTED]
寄件日期: 07日04月2016年星期四 9:40
收件者: tpbpd@pland.gov.hk
副本: Jerker Berthou; Jerker Berthou
主旨: HKR applications to TPB 6f and 10b

1397

Lingyi Zou Berthou has shared OneDrive files with you. To view them, click the links below.

 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development.pdf

 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf

Dear Sir/Madame,

As an owner and resident (Verdant court 17D, Peninsula village, Discovery Bay), I am writing to you concerning HKR's two applications to the Town Planning Board (TPB) to develop Areas 6f (behind Parkvale) and 10b (Service Area at the waterfront of Peninsula Village) in Discovery Bay. Please see attached 2 files for a list of my concerns regarding both applications. Please get back to me if anything is unclear. I look forward to your reply and feedback. Thanks in advance.

Regards,

Lingyi Zou

+852 [REDACTED]

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

I demand that Government release the existing water and sewerage services agreements.

(2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

I demand that all costs for water and sewerage services to areas 6f and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

(3) *The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.*

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

- No provision has been made for vehicle parking (distinct from golf cart parking) on the Lot, and vehicles are currently parked illegally at different locations.

I Demand that Government review vehicle parking before any population increase.

(4) *The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation on the Master Plan, and HKR undertakes to pay for management and maintenance of the public area.*

I Demand that either (i) the reference to visitors be removed or (ii) the Master Plan be revised and HKR undertake all management and maintenance of new public areas.

(5) *HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.*

I Demand that HKR withdraw the Applications and make revisions to recognise the co-owners.



(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more.

I demand that the LPG supply agreement with San Hing be made public.

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

(7) The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, and cites Gazette Notice 710 of Gazette 14/1976. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

I demand that HKR show proof that it has the right to reclaim the area of the seabed at Area 10b before the OZP is extended to include the seabed area at Nim Shue Wan.

(7) The Area 10b Application removes the existing dangerous goods store and vehicular pier.

I demand proper studies showing how dangerous goods will be handled in the future.

(8) The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan, 6.0E1, and the current OZP are not aligned.

I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.

Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Lingyi Zou

Owner/Resident of [REDACTED]

Village

Tel. [REDACTED]

Fax

Email Address. [REDACTED]

tpbd

寄件者: Li Haley
 寄件日期: 07日04月2016年 星期四 13:59
 收件者: tpbd@pland.gov.hk
 主题: RE: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay

Y/I-DB/3

Hello Hi

As one of the owner and resident of Discovery Bay, we are very concerned about the proposed two new applications by HKR here. With planned increasing population, the public facilities and transport clearly need to be addressed. Our supermarkets are crowded. Our ferry and DB01R bus to Tung Chung & DB03R bus to Sunny Bay, are very crowded, even not during non-rush hours!! The cap of population of 25,000 should be retained.

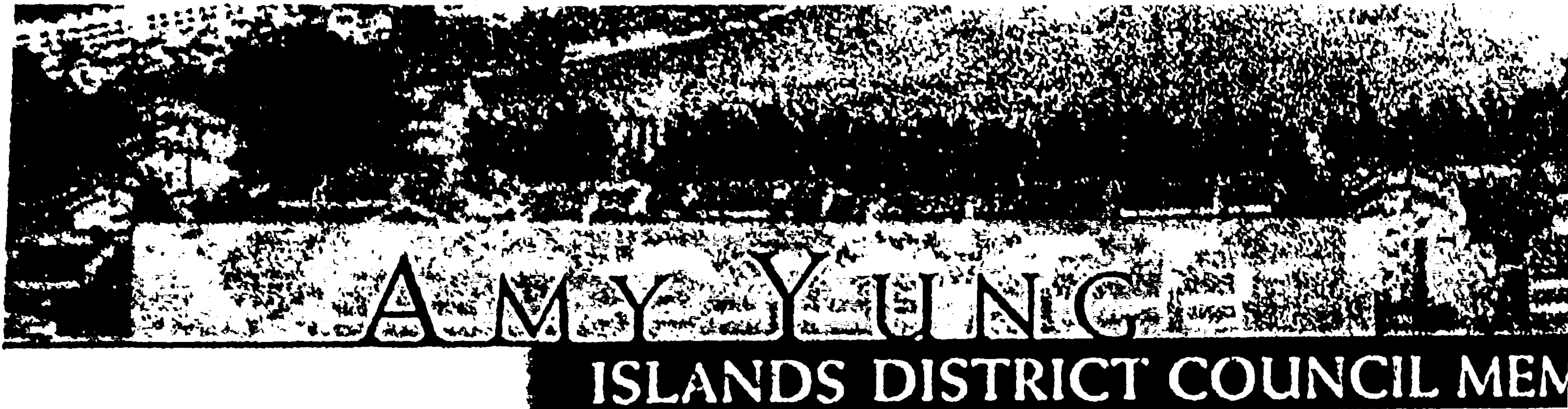
As residents in MidVale village which is next to Parkvale, the proposed construction will clearly impact our life quality going forward. Besides the noise, there is a nice hiking trail behind Parkvale. We are very concerned that this proposed construction will block this trail everybody loves!

Please carefully re-think of this proposed construction applications.



Haley

From: awsyung@netvigator.com
 To: awsyung@netvigator.com
 Subject: Re: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay
 Date: Wed, 6 Apr 2016 11:37:55 +0800



Dear DB owners/residents,

HKR has made two applications to the Town Planning Board (TPB) to develop Areas 6f (behind Parkvale) and 10b (Service Area at the waterfront of Peninsula Village) in Discovery Bay. A Town Hall Meeting was organized last Sunday, 3rd April 2016, to brief DB residents on HKR's applications and their impacts. The PowerPoint presentations may be downloaded from my website:

<http://amyung.org.hk/news.php?id=622>

Please click the following links for the application briefs on the Town Planning Board website:

At Parkvale, HKR proposes two 18-storey towers with a total of 476 flats.

http://www.info.gov.hk/tpb/tc/plan_application/Attachment/20160318/s12a_Y_I-DB_2_0_gist.pdf

At the Service Area at Peninsula Village, HKR proposes a mix of housing ranging from 4 storeys to 18 storeys with a total of 1,125 flats.

http://www.info.gov.hk/tpb/c/plan_application/Attachment/20160318/s12a_Y_I-DB_3_0_gist.pdf

At the end of the meeting, I was requested to prepare model submissions to TPB so that DB owners/residents can amend and add their opinions and tailor-make for their own replies to TPB. Please refer to the attached files for these two separate submissions. Kindly send them to the TPB by email at tpbd@pland.gov.hk on or before **Friday, 8th April 2016**.

As both the quality and quantity of your submissions count, please forward this email to your friends and neighbours and make as many submissions as possible to voice out your concerns and opinions.

Yours sincerely

Amy Yung

Islands District Council Member (Discovery Bay)

Tel: [REDACTED]

Fax: [REDACTED]

Address: [REDACTED]

Website: www.amyung.org.hk

**Please note that your name and email address is included in the mailing list maintained by the Office of Amy Yung, Islands District Council Member (Discovery Bay) because you have indicated in the past that you wish to receive news, reports and announcements relating to Discovery Bay. You may request that your personal information be removed from this list at any time by replying to this email with the word Unsubscribe in the subject line.*

tpbpd

寄件者: JENSEN - Jeff Bailly
寄件日期: 06日04月2016年星期三 23:36
收件者: tpbpd@pland.gov.hk
主旨: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay

Y/I-DB/3

Dear Town Planning Board,

It has come to my attention that HKR is planning to build another 476 flats in Parkvale and 1,125 flats in Peninsula Village.

This comes as a very disappointing surprise understanding that Discovery Bay has already changed a lot in the last 8 years we have moved here. It seems HKR is only concerned about extending the property market while forgetting that the reason why people chose this area is to avoid crowded places. I would like to remind you that in the recent few years there has been increases in road accidents, noise pollution and air pollution.

Building another 1,500 flats means an addition of about 4 to 5,000 people !!! Who will believe there will be no impact on the quality of life, the road safety and the environment ???

I was told that the population in Discovery Bay was limited in capacity since its creation, so this sudden large increase comes as very surprising and disappointing news.

There is enough pollution of all sorts in Hong Kong. Our choice as Discovery residents is to keep our area as clean as possible. By adding so many people, the impact on the water can not seriously be considered as minor. It will affect all of us.

There is no way I can agree to this move and therefore I object to this plan. As responsible town planning board members, I also sincerely hope that this plan will not be approved as it goes against all logic.

Furthermore, it is against what HKR promised when they developed the area. So I would also urged you to reject future Discovery Bay developments when the place does not have the capacity to swallow them, despite what HKR will say.

Discovery Bay's capacity should be limited to the originally agreed population capacity in order to remain a sustainable area and a pollution controlled zone.

Looking forward to your comments.

Best regards,

Jeff Bailly

寄件者: Waldron family [REDACTED]
寄件日期: 06日04月2016年星期三 22:51
收件者: tobpd@pland.gov.hk
主旨: Discovery Bay, Applications Y/1 - DB/2 and Y/1-DB/3

1400

Dear Sirs

We are the owners of and are resident at [REDACTED]
[REDACTED]. We wish to make the following comments regarding the above applications made by Hong Kong Resort Company Ltd.

1. The current OZP for DB permits a maximum population of 25,000, but HKR's applications seek to increase the population of DB to 29,000. This is a breach of the Land Grant and should not be permitted. DB is required to be self-sufficient in water and sewage services under the Land Grant and HKR admitted in writing to the City Owners' Committee on 10 July 1995 that the reservoir was built for a maximum population of 25,000.
2. (a) . The Government has refused to provide additional water and sewage services to DB. We understand that HKR may be intending to implement water and waste water treatment plants on the Lot. If this is permitted, the full cost, including operation of all treatment plants, storage facilities and pipelines should be allocated to areas 6f and 10b exclusively and not to existing villages, as under the Deed of Mutual Covenant (Clause 8b) it is provided that HKR may further develop the Lot provided such development does not impose any new financial obligations on existing owners.

(b) If the Government sees fit to grant these applications, despite opposition from existing owners of property in DB and the above mentioned breach of the Land Grant, then the Government should provide additional potable water and sewage services to cater for a population which exceeds 25,000. The property owners in DB already pay over HK\$1 million annually to the Government to lease land to run pipelines outside the Lot to connect it to Siu Ho Wan under agreements made between the Government and HKR which have never been publicly disclosed. DB owners also pay for the maintenance of the pipelines and pumping systems.
3. It would be totally perverse for the Government to permit HKR to increase the population of DB to 29,000 in breach of the terms of the Land Grant while at the same time refusing to provide additional water and sewage services to cater for a population of more than 25,000.
4. The Traffic Impact Assessment fails to take account of the fact that under the existing OZP DB is "primarily a car free development." An increase in population to 29,000, particularly in the two areas under application, as they feed into the far end and middle of the existing main access road in DB namely, Discovery Bay Drive, would change the whole nature of the development with the increase in the number of buses, visiting permitted vehicles such as delivery trucks, garbage collection trucks etc.
5. HKR has no existing legal right to reclaim additional land from the sea at Nim Shue Wan as the gazetted notice 710 of Gazette 14/1976 predates HKR's lease of the relevant seabed and foreshore in 1980.
6. The Schedule of Uses for the Promenade at Area 10b provides that the zone is intended primarily for the provision of outdoor open air space to serve both local residents and visitors. Under the DMC there is neither provision to allow public access to the Lot nor is there any requirement for DB owners to pay for the maintenance of public areas. Public access is only permitted if an area is declared to be a public recreation area on the Master Plan and HKR undertakes to pay for management and maintenance of such public areas. The reference to visitors should either be removed from the Schedule or the Master Plan should be revised, coupled with an undertaking on the part of HKR to manage and maintain all new public areas at their own expense.
7. The area 10 b application removes the existing dangerous goods and vehicular store. No permission to develop should be granted to HKR unless and until there is a proper transparent investigation of how dangerous goods will be transported, handled and stored.

8. HKR is not the sole owner of the Lot as stated in the applications. There are a large number of assigns of the developer who are co-owners and must be consulted before any development is permitted. The applications in their current form are therefore defective.

9. The current Master Plan 6.0E1 which forms part of the Land Grant at DB is not aligned with the current OZP. Again the applications are defective and these plans should be properly aligned before any amendments to the OZP can be properly considered.

10. Over the years there has been a significant lack of transparency in the dealings between HKR and the Government, with, more recently, it appears, pressure being exerted on the Planning Department from certain quarters. This is not acceptable.

Yours faithfully

Mrs Judith Ann Waldron
Mr Martin John Waldron