

Y/I-DB3

tpbpd

寄件者: Felicity Shaw  
寄件日期: 07日04月2016年星期四 17:12  
收件者: Town Planning Board; Brian Shaw  
主旨: Comments on HKR development plans  
附件: Comments to TCB on HKR development applications.pdf; Submission to TPB re Area 6f behind Parkvale Village, Discovery Bay.pdf; Submission to TPB re Area 10b Service Area at Peninsula Village, Discovery Bay.pdf

1891

Dear Planning Department,

With reference to your letter TPB/Y/I-DB3 of March 13, I have attached my submissions concerning various aspects of Hong Kong Resorts applications.

The documents attached comprise the following:

1. Comments to TCB on HKR development application (this is your 2 page form which I have completed)
2. Submission to TPB re Area 6f behind Parkvale Village, Discovery Bay
3. Submission to TCB re Area 10b Service Area at Peninsula Village, Discovery Bay

If there is any problem in connection with my documents, please let me know immediately since the deadline for comments falls tomorrow, April 8, 2016.

With thanks,

Felicity M. Shaw (Mrs)

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates

Y/I-DB/3

and also Y/I-DB/2

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

Please see the separately attached letters in which I have set out my comments on these applications.

- Submission to TPB on Area 6f behind Parkvale Village, Discovery Bay

- Submission to TPB on Area 10b service area at Peninsula Village, Discovery Bay

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「提意見人」姓名/名稱 Name of person/company making this comment Felicity M. SHAW

簽署 Signature Felicity M. Shaw 日期 Date 7 April, 2016

(這部分不會公開予公眾查閱)

(This part will not be made available for public inspection)

「提意見人」詳細資料  
Particulars of "Commenter"

Residential address

通訊地址 Postal Address

電話號碼 Tel No.

傳真號碼 Fax No. n/a

電郵地址 E-mail address

個人資料的聲明 Statement on Personal Data

1. The personal data submitted to the Board in this comment will be used by the Secretary of the Board and Government departments for the following purposes:
  - (a) the processing of this application which includes making available the name of the "commenter" for public inspection when making available this comment for public inspection; and
  - (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departmentsin accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

委員會就這份意見所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) 處理這宗申請，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
- (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。

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

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

April 7, 2016

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

I have the following comments to make:

(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. Also, now the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

**I demand that Government disclose details of 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 unwillingness 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 solely 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 as it does for all other residential developments 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 also demand that Government review the sustainability of capping golf carts at the current level while at the same time increasing DB’s 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 that 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 currently 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 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.**

(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 to support 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 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.**

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

**I demand the undertaking of proper studies to show how dangerous goods should be handled in the future.**

(9) 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 addressed, I object to the above-mentioned development application.

Yours sincerely

*Felicity M. Shaw*

Name: (Mrs) Felicity M. Shaw      Owner & Occupier of: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

dbpd

发件者: Paula Lam(HKBN) [REDACTED]  
发件日期: 07日04月2016年星期四 16:56  
发件者: tpbpd@pland.gov.hk  
主题: Proposed development in Discovery Bay

Y/1-DB/3 1892

Dear Sir/ Madam,

I'm writing to express my concerns over the development proposals by Hong Kong Resort, in both areas 6f and 10b.

Already Discovery Bay has recently built many residential as well as commercial buildings in Discovery Bay close to the tunnel area. Hong Kong Resort has done a terrible job in planning the road & pedestrian access to the new development in the North Plaza. There isn't even a proper pedestrian footpath to link up the narrow road leading from Siena Avenue to the North Plaza. This lack of insight demonstrate poor city planning and leaves a terrible track record.

The proposed development in area 6f shows another poorly planned city development that spells disaster. The winding road that leads to area 6f from the bottom of the hill up to the top is very narrow, and already shows signs of ageing and overly used by heavy vehicles such as the buses. It's a cul de sac at the end of the narrow road, and the local buses have to do dangerous 3 point turns to go back out onto the main road. How can that road support the additional traffic of more residents of two other high rises? How can that even support heavy construction vehicles? They'd be vying for the use of the road with buses, school buses for children, hire cars and golf carts. It is not only highly inconvenient, but outright dangerous.

What's more, it's in the direct path of the hiking trail in coming down from the pagoda at the look out point up the hill. More buildings there simply means our green space is infringed upon, and our quality of life further & further compromised. Enough is enough!

The other proposed space for development, area 10b, is even worse. It means more landfill & destroying the lovely Nim Shue Wan, another popular hiking trail loved by DB residents. There's the children's favourite organic farm which they lovingly call "Grandpa's Garden", and the trail leading to Mui Wo is heavily used by residents year round. A space that is not developed does not mean it's "useless" or "lay waste"; it actually provides a relaxed place for people to enjoy, and animals to live in. I've seen more species of beautiful butterflies in that strip of land than the Butterfly House in Ocean Park! And there are countless other insects and birds, trees and plants. Must all land be developed into money-making housing & commercial centres?!

Discovery Bay is already crowded as it is, it has reached it's maximum capacity. Already the many commercial ventures run by Hong Kong Resort to attract more people to Discovery Bay in the South Plaza space, at the beach, and in the North Plaza have compromised, at our expense, the quality of life in Discovery Bay. I strongly oppose the proposed building developments.

Thank you for your kind attention to this matter, please reject their proposal.

Yours Truly,  
Paula Poon

[REDACTED]

tpbpd

寄件者: [REDACTED]  
寄件日期: 07日04月2016年星期四 16:12  
收件者: tpbpd@pland.gov.hk  
主旨: Hong Kong Resort Ltd Planning Applications  
附件: Parkvale Objections 4-2016.docx; Peninsular Village Objections 4-2016.docx

1893

Dear Sir

Please find attached, my comments and objections to the above planning applications.

Yours faithfully  
Barbara So



To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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-own***

(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: Barbara So

Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbd

发件者:

发件日期:

发件者:

主题:

附件:

07日04月2016年星期四 16:04

tpbd@pland.gov.hk

Discovery Bay Town Planning

160404\_submission\_to\_town\_planning\_board\_on\_area\_10b\_service\_area\_at\_peninsular\_village\_2.doc;

160404submission\_to\_town\_planning\_board\_on\_area\_6f\_%28behind\_parkvale%29\_development\_2.doc

1894

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To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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 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 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: Esther Na

Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者:

寄件日期:

收件者:

副本:

主旨:

附件:

[REDACTED]  
07日04月2016年星期四 13:39

tpbpd@pland.gov.hk

Ben Lau

Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale); and Areas 10b (Waterfront near Peninsula Village)

10b - 6C Greenery.pdf; 6f - 6B Greenery.pdf; 6f - 6C Greenery.pdf; 10b - 6B Greenery.pdf

1895

Dear Sir, .

Please find attached letters with my comments and as stated therein.

Trust these will be taken into account when considering the captioned applications.

Regards,

Lau Yau Wah

Ben Y. W. Lau C.Eng. MRINA. MHKIE. MHSIMT. B.Eng (Hons). MBA

[REDACTED]



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

Dear Sirs,

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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 the LPG supply agreement with San Hing be made public.***

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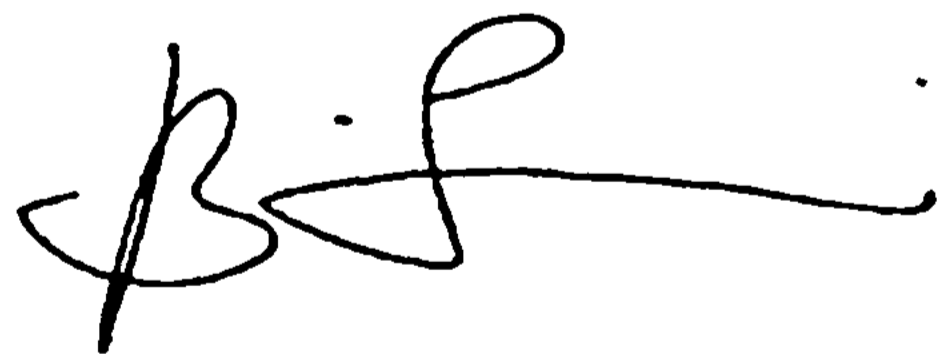
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***I demand that the Government and HKR first update the existing Master Plan and OZP to ensure that they are properly aligned, before considering any amendments to the OZP.***

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



Yours sincerely

Name: LAU Yau Wah (Ben)

Owner/Resident of: [REDACTED]

[REDACTED]  
Fax : nil

Email Address: [REDACTED]

tpbpd

寄件者: Lau, Ben  
寄件日期: 07日04月2016年星期四 15:39  
收件者: tpbpd@  
副本: Ben Lau  
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale); and Areas 10b (Waterfront near Peninsula Village)  
附件: 10b - 6C Greenery.pdf; 6f - 6B Greenery.pdf; 6f - 6C Greenery.pdf; 10b - 6B Greenery.pdf

1896

Dear Sir,

Please find attached letters with my comments and as stated therein.

Trust these will be taken into account when considering the captioned applications.

Regards,  
Lau Yau Wah

Ben Y. W. Lau C Eng., MRINA, MHKIE, MHKIMT, P. Eng (Hons), MBA

Tel:  
Tel:

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

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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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Yours sincerely

Name: LAU Yau Wah (Ben)

Owner/Resident of 

Tel. 

Fax : nil

Email Address: 

tpbpd

寄件者: Eva Leung [REDACTED]  
寄件日期: 07日04月2016年星期四 15:31  
收件者: tpbpd@pland.gov.hk  
副本: Amy Yung (DB)  
主旨: Discovery Bay  
附件: 160404\_submission\_to\_town\_planning\_board\_on\_area\_10b\_service\_area\_at\_peninsular\_village\_2.doc;  
160404submission\_to\_town\_planning\_board\_on\_area\_6f\_%28behind\_parkvale%29\_development\_2.doc

1897



To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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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Name: Lau Bing Mun

Owner/Resident

Fax

Email Address: nil

tpbpd

---

寄件者: Eva Leung [REDACTED]  
寄件日期: 07日04月2016年星期四 15:29  
收件者: tpbpd@pland.gov.hk  
副本: Amy Yung (DB)  
主旨: Discovery Bay  
附件: 160404\_submission\_to\_town\_planning\_board\_on\_area\_10b\_service\_area\_at\_peninsular\_village\_2.doc;  
160404submission\_to\_town\_planning\_board\_on\_area\_6f\_%28behind\_parkvale%29\_development\_2.doc

1898

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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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Name: Lau Kong Yu

Owner/Resident of: [REDACTED]

Fax [REDACTED]

Email Address: nil

tpbpd

寄件者: Jenseaman [REDACTED]  
寄件日期: 07日04月2016年星期四 17:08  
收件者: tpbpd@pland.gov.hk  
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10B (Waterfront near Parkvale Village)  
附件: Application to develop areas 10B Waterfront - 9F The Premier Pg 1.jpg: Application to develop areas 10B Waterfront - 9F The Premier Pg 2.jpg:  
Application to develop areas 10B Waterfront - 9F The Premier Pg 3.jpg

Dear Sirs,

Please see my attached submission in objection to the proposed above development.

Please confirm receipt.

Yours sincerely,

Jennifer Seaman  
[REDACTED]



Jennifer Seaman

Mobile: [REDACTED]

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

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*Beaman*

*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: *JENNIFER SEAMAN*

Owner/Resident of:

Tel.

Fax

Email Address:

*J Seaman*

tpbpd

寄件者: David White [REDACTED]  
寄件日期: 07日04月2016年星期四 15:15  
收件者: tpbpd@pland.gov.hk  
主旨: Application No.: TPB/Y/I-DB/3 - Objection  
附件: TPB\_Y\_I-DB\_3 Objection.pdf

1900

Please see attached

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))  
Application No.: TPB/Y1-DB/3

7 April, 2016

Dear Sirs,

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

I am an owner and resident in [REDACTED]

I object to the Application generally as I believe it is an inappropriate extension of the Discovery Bay development, and specifically on the following grounds:

***1) The proposed development substantially detracts from the low-density character of the area and if accepted would result in a material increase in population density in the most sensitive waterside zone.***

The current Outline Zoning Plan No. S/I-DB/4 (the "OZP") reflects a height restriction of 9m for much of the area comprised in the Application and generally contemplates population increase

*"mainly from the future phases of the Discovery Bay development in Yi Pak" (Para 6.2 of the Explanatory Statement).*

Moreover

*"The general planning intention of the Area is for conservation of the natural environment and to provide for low-density developments compatible with the surrounding natural setting" (Para 7.1).*

It also provides that

*"the unique sub-urban low-density ... of the development should be maintained" (Para 7.2).*

Any relaxation of the general planning intention would open the way to greater density in this and future planning applications and profoundly alter the intended nature of the development as previously established and the planning intention enunciated in the OZP.

***2) The planning principle of a stepped approach and low-rise development on coastal lowland is ignored.***

The OZP notes that

*"a stepped height approach with low-rise on the headland and coastal lowland and high-rise further inland is adopted" (Para 7.3).*

Both M1 and M2 are higher above principal datum than Twilight Court, and also the adjacent high-rise buildings at Capevale Drive. Moreover they are situated on the coastal lowland area. This important principle is therefore completely disregarded by the proposal.

In fact M2 extends several meters higher than both Verdant Court and Jovial Court, the most closely adjacent buildings, despite these being situated uphill from M2. Similarly M1 is significantly higher than Twilight Court.

Approval of the Application would constitute a major change to the OZP in this respect and challenge the legitimate expectation of existing owners that the principles set out in the existing OZP would be applied fully and consistently, and not treated as a voluntary or infinitely variable guideline to be disregarded or amended to suit the developer to the detriment of the residential environment.

**3) The total population of Discovery Bay was set at 25,000, but together with existing approvals this would increase to 29,000 if this Application were approved, placing an unsupportable burden on existing water and sewerage infrastructure, and contravening the Land Grant.**

Under the Land Grant Discovery Bay is required to be self-sufficient in water and sewerage services. However the reservoir was built for a maximum population of 25,000. The Government has declined to provide services to cater for a population above this number. The total population of 25,000 should not be increased as a result of this Application.

**4) The proposed development appears to exceed building height restrictions**

Para 8.1.3 of the OZP states that

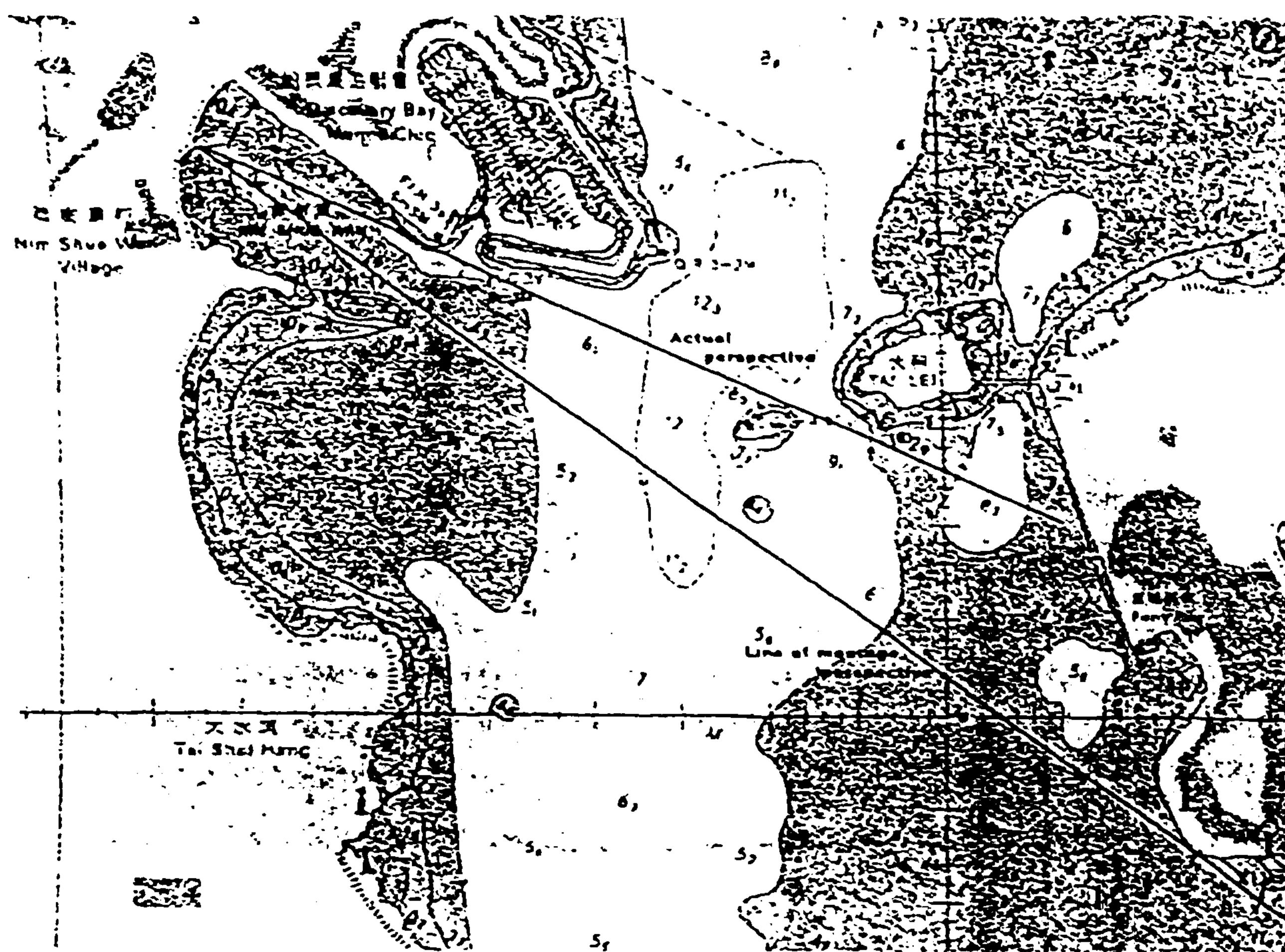
*"To preserve the existing amenity and character, and to avoid excessive development overburdening the infrastructure provisions and external transport capacity of the Area, on land under this zoning, no new development or addition, alteration and/or modification to or redevelopment of an existing building (including structure) shall result in a total development or redevelopment in excess of the gross floor area (GFA) and building height restrictions set out in the Notes of the Plan."*

The two main high-rise blocks M1 and M2 appear to exceed these building height restrictions at 86m and 79m above principal datum respectively.

**5) The building concentration in the M2, M3, M4 building development is substantially greater than that portrayed in the Application photo-montage.**

A simple comparison of the moored craft in the photo-montage in Annex B.2 of the Application shows that the perspective is misleading and misrepresents the relative position of the old and new buildings. The construction area shown in the montage has been extended well out into the bay - to the extent

that the island of Peng Chau is obscured completely. The extent of this distortion is demonstrated by the red and blue lines below – the red line representing the angle of the perspective shown in Annex B.2 and the blue line showing the true perspective.



To achieve the perspective shown in Annex B.2 the sea-frontage would have to be moved approximately 100m out from the current wall line.

This distortion has the effect of creating a misleading impression of greater separation between buildings and also distorts the relative heights. An adjusted montage reflecting more accurately the extent of the proposed seaward encroachment is attached as Annex 1, and demonstrates the much greater building concentration comprised in the proposal. This contravenes the expressed planning intention *“for low-density developments compatible with the surrounding natural setting.”*

**6) The Environmental Impact Assessment (“EIA”) is incomplete and misleading in regard to the marine light diesel refueling facility**

Para 4.2.4.6 of the EIA refers to a *“marine based filling station outside Discovery Bay”* but is non-specific about its location. Para. 4.2.4.7 states that

*“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.”*

However figure 4.3 of the EIA makes it clear that the intention is to locate the facility within Nim Shue Wan, only a few meters from the revised sea wall,

and therefore well within the 500m Assessment Area. Any ferries based in Tsoi Yuen Wan and travelling to the proposed refueling facility would of necessity travel through the Assessment Area, and refueling would take place within that area. The EIA is incomplete and misleading in this respect.

**7) Any fuel barge situated in Nim Shue Wan – which is not included in the Application but would be a direct consequence of its approval - would be unsightly and a potential source of pollution.**

Moreover it would be inconsistent with the stated “general planning intention of the Area ... for conservation of the natural environment” (OZP para 7.1) and would detract from the general amenity of the bay.

**8) Current small boat moorings in Nim Shue Wan along the existing sea-wall leading to the Kai-to pier (outside the current boundary of the Discovery Bay Development) will be lost to the encroachment.**

There is no indication of any plan to relocate these or provide alternative facilities.

Yours sincerely,

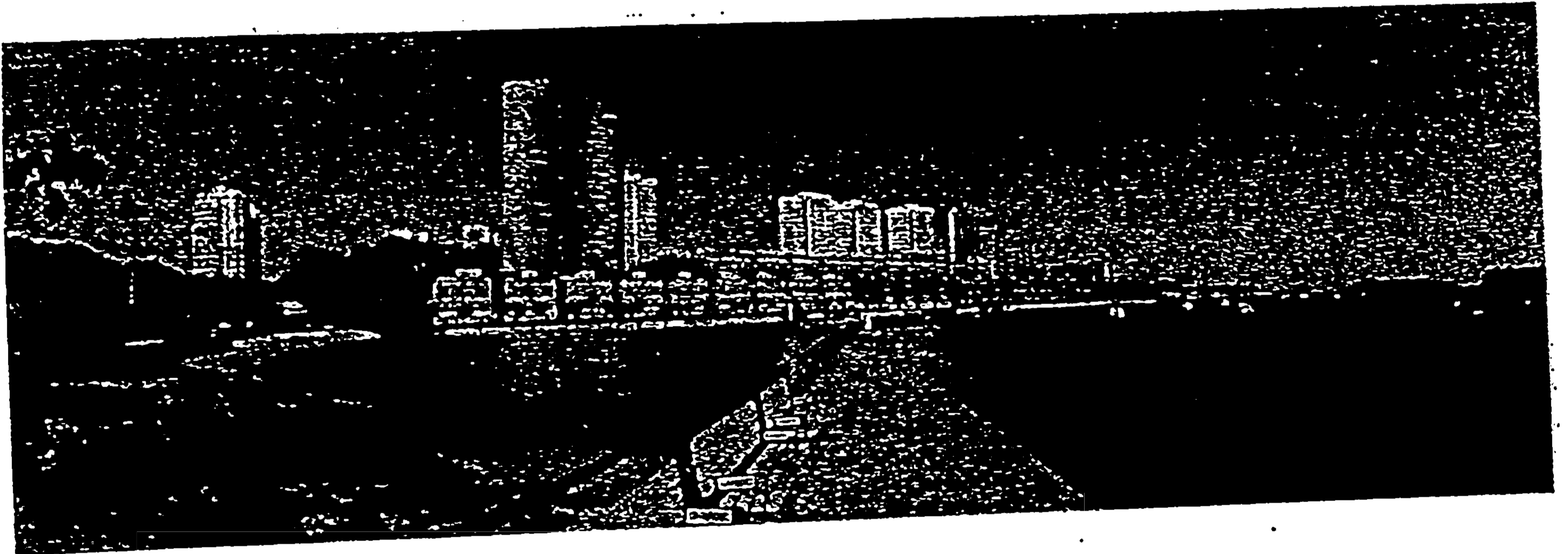
David Alexander WHITE

Tel:  
Email



ANNEX 1

Adjusted photo-montage showing more accurately the relationship between the proposed development and the existing residential buildings



寄件者: barry cheng  
 寄件日期: 07日04月2016年星期四 15:21  
 收件者: tpbpd@pland.gov.hk  
 主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

1901

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

Dear Sirs,

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.

- 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.*

1. 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.*

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.*

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: Barry Cheng

Owner/Resident of:

Tel.

Fax

Email Address:

寄件者: Chiu Kitty [REDACTED]  
寄件日期: 07日04月2016年星期四 15:22  
收件者: tpbpd@pland.gov.hk  
主旨: comments on Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

1902

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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.*

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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.***

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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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  
Chiu Kit Yee Owner

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: Lulu Bechgaard Lisse [REDACTED]  
寄件日期: 07日04月2016年星期四 15:23  
收件者: tpbpd@pland.gov.hk  
主旨: Objection to HKR planning for Discovery Bay

1903

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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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- 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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Yours sincerely

Name: [REDACTED]

Tel. [REDACTED]

寄件者: Morten Lisse  
 寄件日期: 07日04月2016年星期四 15:28  
 收件者: tpbpd@pland.gov.hk  
 主旨: Objection to Discovery Bay town planning

1904

To: Secretary, Town Planning Board  
 (Via email: [tpbpd@pland.gov.hk](mailto: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 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: Morten Lisse Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

Sent from my iPhone

pbpd

---

寄件者: Ruby Tong [REDACTED] Y/R-  
寄件日期: 07日04月2016年星期四 15:41  
收件者: tpbpd@pland.gov.hk  
主旨: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay.  
附件: SKM\_654e16040715390.pdf

Dear Sir

Please kindly find attached files for your further action.

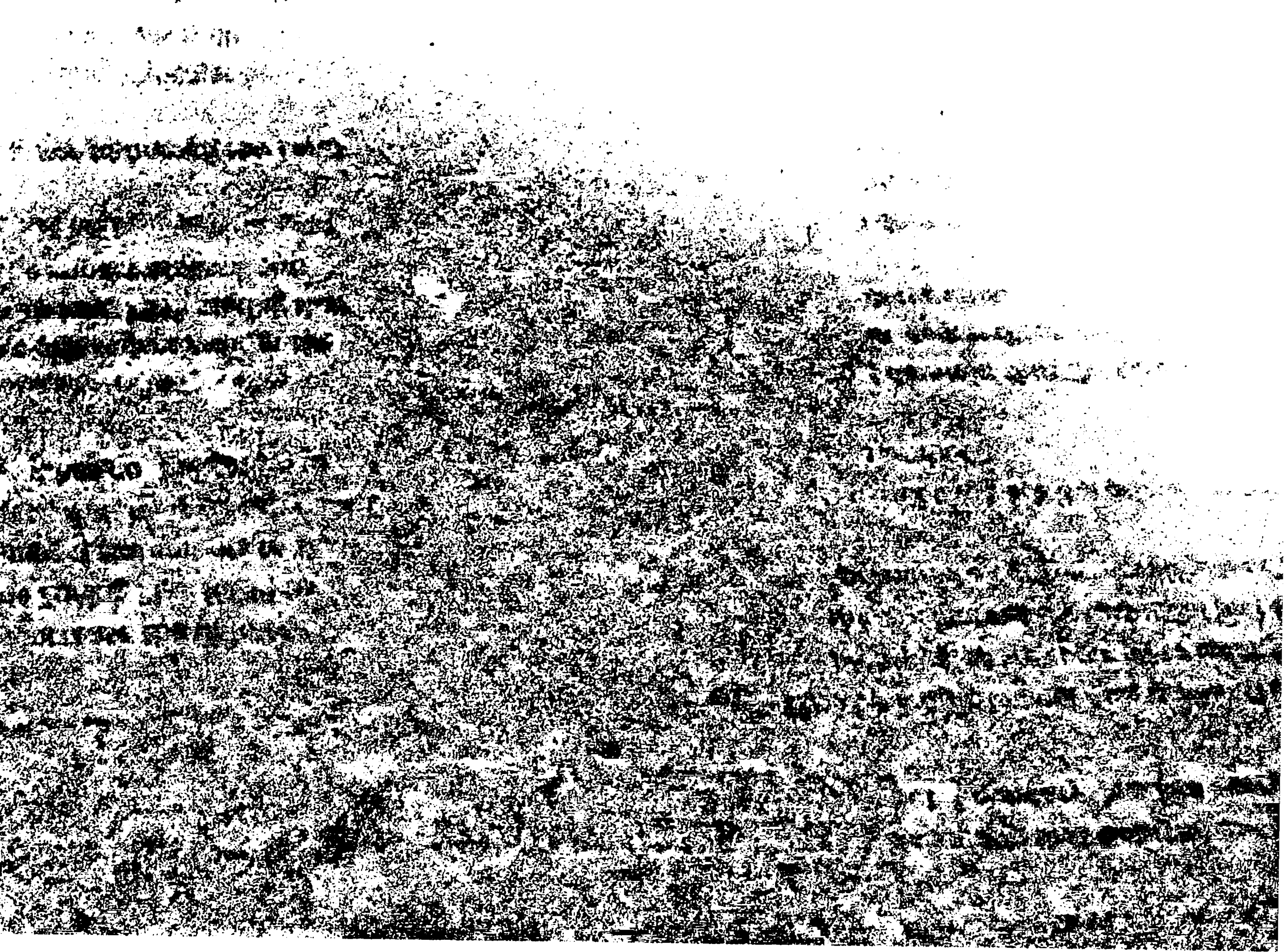
Best Regards

Ruby TONG

---

DB/3

1905



To: Secretary, Town Planning Board

(Via email: [tpbpd@pland.gov.hk](mailto: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.***



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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.**

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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: HO Man Ki

Owner/Resident 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 15:47  
收件者: tpbpd@pland.gov.hk  
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

1906

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 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: COLLADO Eric Francois Henri Max

Owner of:

Tel.

Fax

Email Address:

tpbpd

寄件者: Alexandra Malara  
寄件日期: 07日04月2016年星期四 15:45  
收件者: tpbpd@pland.gov.hk  
主旨: letter of disapproval of the Development Areas 10b

1907

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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- 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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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.

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

Yours sincerely

Name: Aleksandra Collado

Owner of:

Tel.

Email Address:

tpbpd

---

寄件者: psf White [REDACTED]  
寄件日期: 07日04月2010年星期四 10.14  
收件者: tpbpd@pland.gov.hk  
主旨: Application No. TPB/Y/I-DB/3-Objection  
附件: TPB\_Y\_I-DB\_3 PSFW Objection .pdf

Dear Sirs,

I attach my objection to the captioned application for your attention.

Your sincerely,

Patricia So Fong White.

[REDACTED]

[REDACTED]



1908

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))  
Application No.: TPB/Y1-DB/3

7 April, 2016

Dear Sirs,

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

I am an owner and resident in [REDACTED]

I object to the Application generally as I believe it is an inappropriate extension of the Discovery Bay development, and specifically on the following grounds:

***1) The proposed development substantially detracts from the low-density character of the area and if accepted would result in a material increase in population density in the most sensitive waterside zone.***

The current Outline Zoning Plan No. S/I-DB/4 (the "OZP") reflects a height restriction of 9m for much of the area comprised in the Application and generally contemplates population increase

*"mainly from the future phases of the Discovery Bay development in Yi Pak" (Para 6.2 of the Explanatory Statement).*

Moreover

*"The general planning intention of the Area is for conservation of the natural environment and to provide for low-density developments compatible with the surrounding natural setting" (Para 7.1).*

It also provides that

*"the unique sub-urban low-density ... of the development should be maintained" (Para 7.2).*

Any relaxation of the general planning intention would open the way to greater density in this and future planning applications and profoundly alter the intended nature of the development as previously established and the planning intention enunciated in the OZP.

***2) The planning principle of a stepped approach and low-rise development on coastal lowland is ignored.***

The OZP notes that

*"a stepped height approach with low-rise on the headland and coastal lowland and high-rise further inland is adopted" (Para 7.3).*

Both M1 and M2 are higher above principal datum than Twilight Court, and also the adjacent high-rise buildings at Capevale Drive. Moreover they are situated on the coastal lowland area. This important principle is therefore completely disregarded by the proposal.

In fact M2 extends several meters higher than both Verdant Court and Jovial Court, the most closely adjacent buildings, despite these being situated uphill from M2. Similarly M1 is significantly higher than Twilight Court.

Approval of the Application would constitute a major change to the OZP in this respect and challenge the legitimate expectation of existing owners that the principles set out in the existing OZP would be applied fully and consistently, and not treated as a voluntary or infinitely variable guideline to be disregarded or amended to suit the developer to the detriment of the residential environment.

**3) The total population of Discovery Bay was set at 25,000, but together with existing approvals this would increase to 29,000 if this Application were approved, placing an unsupportable burden on existing water and sewerage infrastructure, and contravening the Land Grant.**

Under the Land Grant Discovery Bay is required to be self-sufficient in water and sewerage services. However the reservoir was built for a maximum population of 25,000. The Government has declined to provide services to cater for a population above this number. The total population of 25,000 should not be increased as a result of this Application.

**4) The proposed development appears to exceed building height restrictions**

Para 8.1.3 of the OZP states that

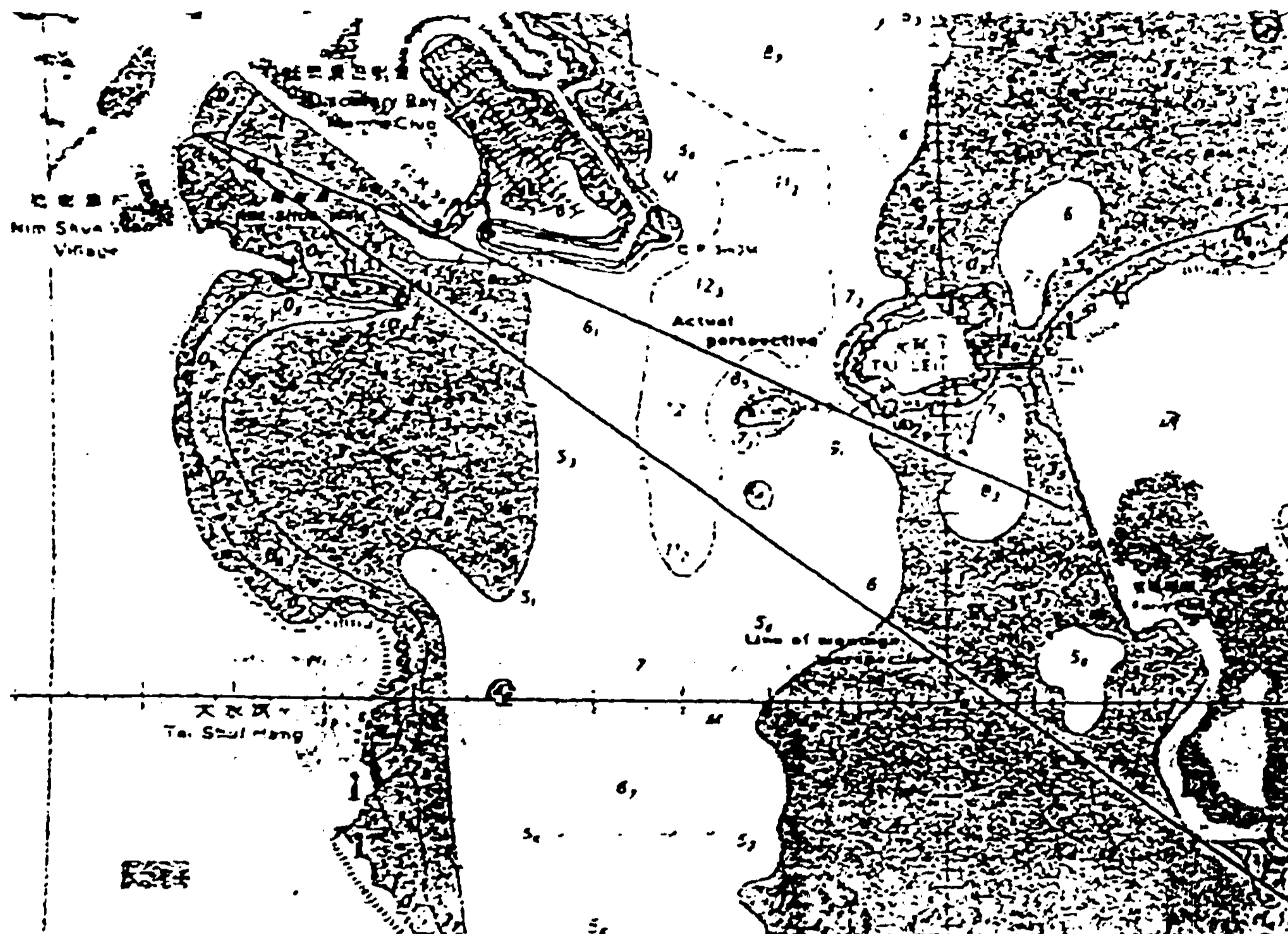
*"To preserve the existing amenity and character, and to avoid excessive development overburdening the infrastructure provisions and external transport capacity of the Area, on land under this zoning, no new development or addition, alteration and/or modification to or redevelopment of an existing building (including structure) shall result in a total development or redevelopment in excess of the gross floor area (GFA) and building height restrictions set out in the Notes of the Plan."*

The two main high-rise blocks M1 and M2 appear to exceed these building height restrictions at 86m and 79m above principal datum respectively.

**5) The building concentration in the M2, M3, M4 building development is substantially greater than that portrayed in the Application photo-montage.**

A simple comparison of the moored craft in the photo-montage in Annex B.2 of the Application shows that the perspective is misleading and misrepresents the relative position of the old and new buildings. The construction area shown in the montage has been extended well out into the bay - to the extent

that the island of Peng Chau is obscured completely. The extent of this distortion is demonstrated by the red and blue lines below – the red line representing the angle of the perspective shown in Annex B.2 and the blue line showing the true perspective.



To achieve the perspective shown in Annex B.2 the sea-frontage would have to be moved approximately 100m out from the current wall line.

This distortion has the effect of creating a misleading impression of greater separation between buildings and also distorts the relative heights. An adjusted montage reflecting more accurately the extent of the proposed seaward encroachment is attached as Annex 1, and demonstrates the much greater building concentration comprised in the proposal. This contravenes the expressed planning intention "for low-density developments compatible with the surrounding natural setting."

**6) The Environmental Impact Assessment ("EIA") is incomplete and misleading in regard to the marine light diesel refueling facility**

Para 4.2.4.6 of the EIA refers to a "marine based filling station outside Discovery Bay" but is non-specific about its location. Para. 4.2.4.7 states that

*"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."*

However figure 4.3 of the EIA makes it clear that the intention is to locate the facility within Nim Shue Wan, only a few meters from the revised sea wall,

and therefore well within the 500m Assessment Area. Any ferries based in Tsoi Yue Wan and travelling to the proposed refueling facility would of necessity travel through the Assessment Area, and refueling would take place within that area. The EIA is incomplete and misleading in this respect.

**7) Any fuel barge situated in Nim Shue Wan – which is not included in the Application but would be a direct consequence of its approval - would be unsightly and a potential source of pollution.**

Moreover it would be inconsistent with the stated “general planning intention of the Area ... for conservation of the natural environment” (OZP para 7.1) and would detract from the general amenity of the bay.

**8) Current small boat moorings in Nim Shue Wan along the existing sea-wall leading to the Kai-to pier (outside the current boundary of the Discovery Bay Development) will be lost to the encroachment.**

There is no indication of any plan to relocate these or provide alternative facilities.

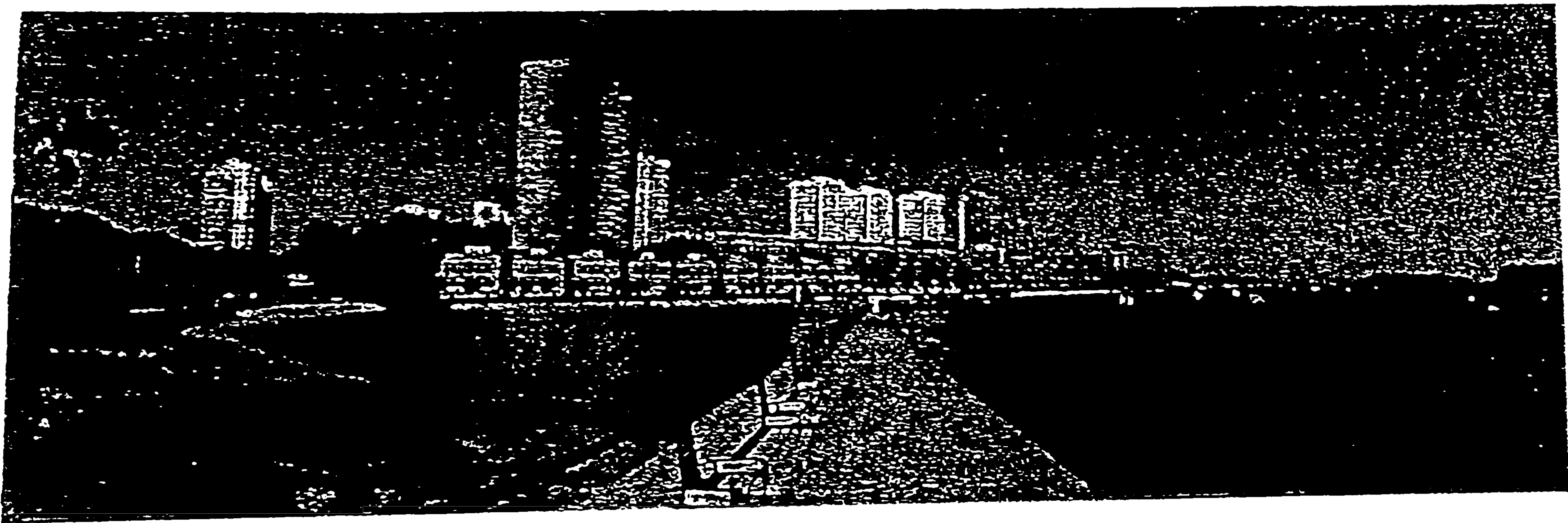
Yours sincerely,

Patricia So Fong WHITE

[REDACTED]

ANNEX 1

Adjusted photo-montage showing more accurately the relationship between the proposed development and the existing residential buildings



tpbpd

寄件者: GregoryOlivia  
寄件日期: 07日04月2016年星期四 16:22  
收件者: tpbpd@pland.gov.hk  
主旨: Discovery Bay

1909

Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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.

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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.*

(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: Olivia Gregory

Owner/Resident of:

Tel.

Fax

Email Address:

tpbpd

寄件者: Michael Cowell [REDACTED]  
寄件日期: 07日04月2016年星期四 16:35  
收件者: tpbpd@pland.gov.hk  
主旨: Discovery Bay - TPB // Y / I-DB / 3  
附件: MC Letter to Town Planning Board 20160407.pdf

1910

To Whom It May Concern

Attached please find my comments with regards to Hong Kong Resort Co. Ltd's application to develop waterfront near Peninsula Village. will look forward to a reply at your earliest convenience.

Yours sincerely

Michael Cowell  
[REDACTED]

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

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Yours sincerely

Name: Michael Cowell

Owner: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

ppd

件者: Yoko Bridge [REDACTED]  
件日期: 07日04月2016年星期四 16:36  
件者: tpbpd@pland.gov.hk  
本: yoko bridge  
旨: RE: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay

1911

i, I've made changes to the Office doc "16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsula Village.docx" stored on OneDrive.

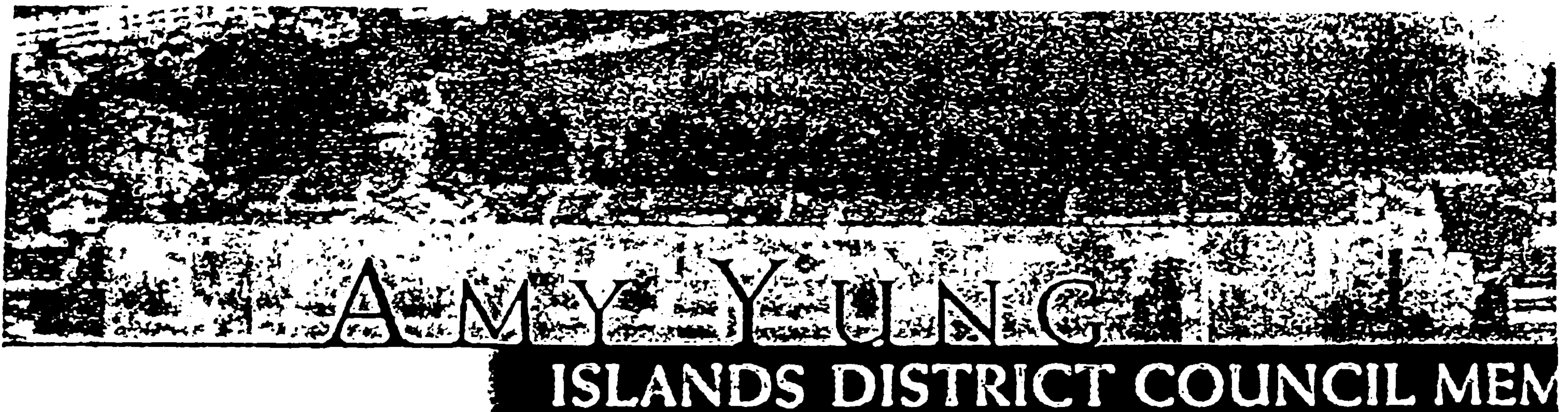
To review the changes I've made, click this link.

<https://onedrive.live.com/redir.aspx?cid=c34c7cae22e89c58&page=view&resid=C34C7CAE22E89C58!428&authkey=!AHoQs4L8woKCi9E>

From: [REDACTED]

To: [REDACTED]

Subject: Re: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay  
Date: Wed, 6 Apr 2016 12:50:44 +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, 3<sup>rd</sup> 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:

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](http://www.info.gov.hk/tpb/tc/plan_application/Attachment/20160318/s12a_Y_I-DB_2_0_gist.pdf)

For 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/tc/plan\\_application/Attachment/20160318/s12a\\_Y\\_I-DB\\_3\\_0\\_gist.pdf](http://www.info.gov.hk/tpb/tc/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 comment 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 [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk) on or before Friday, 8<sup>th</sup> 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](http://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.*

To: Secretary, Town Planning Board

(Via email)

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

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tpbpd

寄件者: Christine Gebauer  
寄件日期: 07日04月2016年星期四 16:38  
收件者: Tpbpd  
主旨: Fw: Application No.TPB/Y/I-DB/3

1912

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

To: Secretary, Town Planning Board  
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The podium-like construction with certain enclosed service-areas, on which residential housing is supposedly placed, like 1. Bus-Depot 2. Bus-and Motor-Vehicle -Repair-Facilities 3. Garbage-/Refuse-Sorting and -Transfer Facility, the vehicle-traffic and the various operations will create air-pollution, noise-pollution, odours/stench.

Any ventilation systems still will need an outlet which will be directly in the residential area; together with the very close-by planned

4. substantial sewage-treatment works and 5. a petrol-filling station, they will create a cluster of environmental hazards which in the 21st Century should not be planned close-by or within residential housing areas.

**I demand that none of the above mentioned 5 service facilities should be close-by residential areas as to avoid above mentioned environmental - hazards and degradation.**

Last not least, the TPB cannot dismiss that Discovery Bay has been planned as environmentally- friendly-development.

The attention of the TPB must be drawn to a 2015 Population Census which to my knowledge has concluded approx. 12.000 Discovery Bay inhabitants, however this Census took place during the summer-holidays, a very large number of residents were absent. This Census must be considered as being highly misleading. The number of residents in Discovery Bay is much higher !! The TBP must by all means not be guided by any population figures of this "botched" census!

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

Yours sincerely

Name:

Owner:

Email:

寄件者: Nils Cornelius [REDACTED]  
 寄件日期: 07日04月2016年星期四 16:46  
 收件者: tpbpd@pland.gov.hk  
 主旨: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay

To: Secretary, Town Planning Board  
 (Via email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))  
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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. In addition the existing main road - Discovery Bay Road - is in bad condition with large pot-holes that are cause a cause of concern to many drivers.*

- *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 Shu 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 vehicle 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:

Owner

Tel.

Ema

Mit freundlichen Grüßen / with kind regards

Nils Cornelius

Nice Connexion Ltd.

[www.nice-connection.com](http://www.nice-connection.com)

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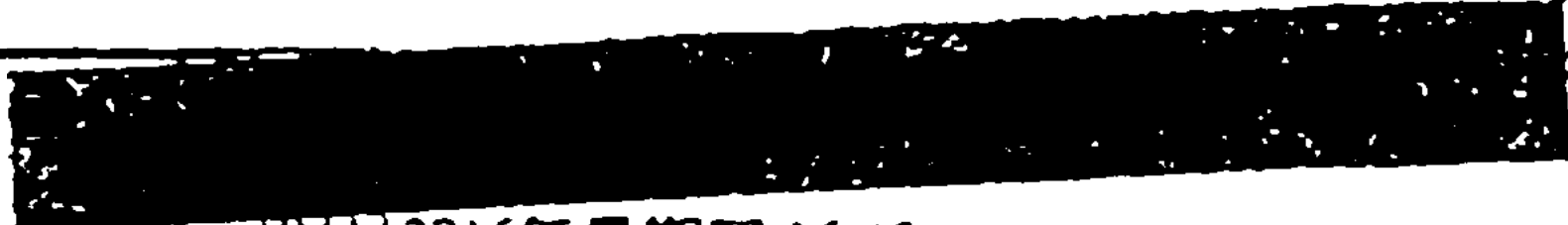
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tpbpd



寄件者: [Redacted]  
寄件日期: 07日04月2016年星期四 16:45  
收件者: tpbpd@pland.gov.hk  
主旨: Application No:TPB/Y/1-DB/3  
附件: image1.JPG; image2.JPG; image3.JPG; ATT00048.txt

1914





To: Secretary, Town Planning Board  
(Via email: tpbpl@pland.gov.hk)  
Application No. TPH/7-DB/3

Dear Sir,

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

I have the following comments:

(1) The Applications TPH/7-DB/2 and TPH/7-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, the Government agreed to allow potable water and sewerage connections to Sun 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 rates 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:

How the Government's refusal to provide potable water and sewerage services beyond a population of 25,000, HKR's promise to retain the water treatment and waste water treatment plants on the Lot under the Decree of Mutual Covenant (DMC), HKR may further be required to provide the services, or does not impose any financial obligations on the Government (Clause 3(b) & (c)).

How the Government will ensure that the water and sewerage services provided under the DMC include the cost of all treatment plants, storage facilities and pipelines, be charged to users of the Lot and not to existing tenants.

How the Government will provide water and sewerage services to the public when the

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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 fair 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 in the Shau Wan, and cites Gazette Notice 110 of Gazette 14/1976. However, this Notice does not include the area of the proposed development. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant 156785 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 Nin 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, OZP 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: Crazon Debra

Owner/Resident of:

Tel:

Fax:

Email Address:

tpbpd

寄件者: Martin Lister  
寄件日期: 07日04月2016年星期四 16:48  
收件者: mbd@pland.gov.hk  
副本:  
主题: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

1915

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

Dear Sir,

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

We refer to the above application and would state that the proposed development is grossly disproportionate to the existing scale and density of Peninsula Village, both as to the size of the principal buildings and their imposition on the environment of the village and as to the proposed number of occupants to be accommodated on the site. This development if implemented would have a significant adverse impact on the amenity and appearance of the village and is contrary to the general low density residential environment of Discovery Bay ("DB").

We demand that the application be revised to create a more suitable development consistent with the site, the village and with DB generally.

We also have the following comments and demands on the specific features of the above application:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at DB 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.

• DB is required to be self-sufficient in water and sewerage services under the Land Grant, and Hong Kong Resort Company Limited ("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.

We 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 to DB 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.

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

(2) If the Town Planning Board decides to approve the Applications (despite the concerns and demands expressed in this letter), we 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).

We 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 within DB.

• 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.

We 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.

We 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.

We demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts within DB are already re-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.

We 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.

We 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 (including ourselves).

We 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 the remaining Owners (including ourselves) 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.

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

(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).

We 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.

We 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.

We 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 our concerns and demands expressed above are acceded to we object to the above-mentioned development application.

Yours faithfully,

Martin C.v.M. Lister,  
Director,  
For and on behalf of

Bright Hill (Coastline) Limited

Bay

Owner of

---

Simmons & Simmons  
13th Floor One Pacific Place  
88 Queensway  
Hong Kong

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simmons-simmons.com

A list of partners may be inspected at each of our offices.

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寄件者: Sunny Ng [REDACTED]  
 寄件日期: 07日04月2016年星期四 16:56  
 收件者: tpbpd@pland.gov.hk  
 主题: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

1916

To: Secretary, Town Planning Board  
 (Via email: [tpbpd@pland.gov.hk](mailto: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 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.

- 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 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: Ng Pui San Owner/Resident of: [REDACTED]

tpbpd

寄件者: [Redacted]  
收件日期: 07日04月2016年星期四 16:57  
收件者: tpbpd@pland.gov.hk  
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Watertroit 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 (Watertroit 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 the 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 the 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 start the water treatment and wastewater treatment plant 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 obligation on existing owners (Clause 8(b), P. 10).

1917

*I demand that all costs for water and sewerage services to areas of and 10b, including operation of all treatment plants, storage facilities and pipelines, be charged to areas of 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 of Cundy, 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 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 carrying 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 Fromenade Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the shore promenade, for active and/or passive recreation uses serving the needs of the local residents and visitors." Under the DM, 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 under takes to pay for management and maintenance of the public area.

*I demand that either (i) the former visitor 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 Application 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 anyway concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and concludes 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.

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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:

[REDACTED]

[REDACTED]

Email Address:

[REDACTED]

[REDACTED]

tpbpd

---

寄件者: Jenseaman [REDACTED]  
寄件日期: 07日04月2016年星期四 17:04  
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: Application to develop areas 10B Waterfront - A19 DB Marina Pg 1.jpg; Application to develop areas 10B Waterfront -  
2.jpg; Application to develop areas 10B Waterfront - A19 DB Marina Pg 3.jpg

Dear Sirs,

Please see attached my submission in objection to the above proposed development.  
Please confirm receipt.

Yours sincerely,  
Jennifer Seaman

[REDACTED]

1918

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A19 DB Marina Pg

Jennifer Seaman

Mobile

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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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*Jennifer Seaman*



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*Beaman*

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Yours sincerely

Name: *JENNIFER SEAMAN*

Owner/Resident of:

Tel.

Fax

Email Address:

*J Seaman*

tpbpd

寄件者: Mura Whyte  
寄件日期: 07日04月2016年星期四 17:16  
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)  
附件: Peninsular Villagemw.docx

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

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Name: Mura Whyte

Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: suzy lambert  
寄件日期: 07日04月2016年星期四 17:23  
收件者: tpbpd@pland.gov.hk  
主旨: Fw: Fw: 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

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Name: Suzanne Barnett Co-Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Mura Whyte ([REDACTED])  
寄件日期: 07日04月2016年星期四 17:22  
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)  
附件: Peninsular VillageLT.docx

1921

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

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Name: Lawrence Tsui

Email Address:

opd

作者:  
日期:  
作者:  
目:  
注:

07日04月2016年星期四 17:36

tpbd

16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village  
ATT00106.docx: ATT00109.txt

1922

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

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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.***

(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.***

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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: dinh thi bich hanh

Fax

tpbpd

1923

寄件者: [REDACTED]  
寄件日期: 07日04月2016年星期四 15:01  
收件者: Tpbpd  
主旨: Application No.TPB/Y/I-DB/3

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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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.**

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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.**

The podium-like construction with certain enclosed service-areas, on which residential housing is supposedly placed, like 1. Bus-Depot 2. Bus and Motor-Vehicle -Repair-Facilities 3. Garbage-/Refuse-Sorting and -Transfer Facility, the vehicle-traffic and the various operations will create air-pollution, noise-pollution, odours/stench.

Any ventilation systems still will need an outlet which will be directly in the residential area; together with the very close-by planned

4. substantial sewage-treatment works and 5. a petrol-filling station, they will create a cluster of environmental hazards which in the 21st Century should not be planned close-by or within residential housing areas.

**I demand that none of the above mentioned 5 service facilities should be close-by residential areas as to avoid above mentioned environmental - hazards and degradation.**

Last not least, the TPB cannot dismiss that Discovery Bay has been planned as environmentally- friendly-development.

The attention of the TPB must be drawn to a 2015 Population Census which to my knowledge has concluded approx. 12.000 Discovery Bay inhabitants, however this Census took place during the summer-holidays, a very large number of residents were absent. This Census must be considered as being highly misleading. The number of residents in Discovery Bay is much higher !! The TBP must by all means not be guided by any population figures of this "botched" census!

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

Yours sincerely

Name

Own

Tel.

Ema

Thomas Gebauer

tpbpd

寄件者: kwok ping lee  
寄件日期: 07日04月2016年星期四 15:02  
收件者: tpbpd@pland.gov.hk

1924

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

I have the following comments:

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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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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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*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: LEE KWOK PING. Owner, [REDACTED]

Tel. [REDACTED]

Email Address [REDACTED]

tpbpd

1925

寄件者: Corry, Sarah [REDACTED]  
 寄件日期: 08日04月2016年星期五 18:13  
 收件者: 'tpbpd@pland.gov.hk'  
 副本: [REDACTED]  
 主旨: [REDACTED] Application to Develop Areas 10b (Waterfront near Peninsula Village); and Hong Kong Resort Co  
 Ltd's Application to Develop Areas 6f (behind Parkvale)  
 附件: Objections-owners-S.Corry-Apt 1B, 49 Crestmont-8 April 2016.PDF

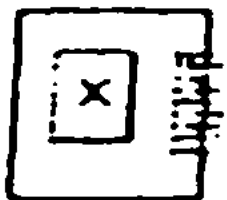
Please see the attached objections.

**Sarah Corry**  
 Marketing and Business Development Manager  
 Locke Lord

[REDACTED]

D: [REDACTED]  
 F: [REDACTED]

[www.lockelord.com](http://www.lockelord.com)



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8th April 2016

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

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Owners: Sarah & Stephen Corry

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Yours sincerely

Name: Sarah & Stephen Corry

Owner/Resident of:

Tel.

Email

tpd



1926

件者: Ken Lam  
件日期: 08日04月2016年星期五 18:11  
件者: tpbpd@pland.gov.hk  
旨: TPB/Y/I-DB/3 ( 10b development discovery bay)  
件: TPB\_Y\_I-DB\_3.doc

Dear Secretary of Town Planning Board,

Please find the attachment about my comment in your reference TPB/Y/I-DB/3 ( 10b development discovery bay) for your record.

Best regards,

Ken Lam



致： 城市規劃委員會秘書

電郵：tpbpd@pland.gov.hk

申請號：TPB/Y/ I-DB/3

## 關於：香港興業有限公司申請 10b 用地發展

香港興業申請修訂的分區大綱圖及 10 b 地段方案 ("方案")，與其過往的設計大異其趣，描述海灣的美麗房屋，以配合政府的房屋施政。建議興建的 1,125 單位，粗略估算，假設每單位 7 佰萬，總值 78.75 億，弔詭是，申請人以優化 10b 地段和配合政府房屋施政為申請綱領，要求修改分區大綱規劃。這個百億的地產夢，不僅是一個房地產項目，其特殊的個案背景，項目最終能否通過，從某角度，可反映由梁特首管治的政府施政面貌。容我直率向委員會表達我反對方案申請意見如下：

- 1) 目前 10b 區的大部份用地均為區內公共設施用地，建議委員會須審視究竟 10b 區的用地是否已就過往的物業發展以公共空間或公用設施納入為某發展項目的其中一個條件批准，倘若用地已就先前發展物業已納入申請條件取得優惠，申請人是否可重複以 10b 用地，以分割方式，重複申請發展，重複享有優惠，重複謀利。
- 2) 10b 區的大部份用地均為居民生活公共設施用地，是不可分割的。目前的車廠、員工宿舍、加油站、遊艇維修中心，垃圾站，貨物海旁運輸方便用地，均為申請人過往向當局申請立項的批租用地，獲得優惠條件使用。上述的社區配套運作一直行之有效；然而、申請人指不理想或不適用是否一時一樣，是否因為後勤社區的公共設施景觀不理想便可推出百億地產夢？事實上優化的方案可以植樹、可以綠化、可以提升設施，毋須填海造地，毋需推翻分區規劃。
- 3) 方案的填海部份上蓋 10 年後落成的是一幢幢海灣豪華房屋，這些 10 年後落成的房屋與目前公型房屋短缺有何關係？與梁特首倡議多建房屋類別有何關係？申請人以配合梁特首施政申請發展 10b 區是否客觀事實，要求修改分區大綱圖是否有事實基礎？申請人的百億地產夢是否客觀事實。
- 4) 建議政府保留 10b 區緊急救援的停機坪用地。愉隧通車，便捷對外救援，

惟倘若隧道發生事故，或山泥傾瀉影響救援車輛進出，停機坪將是居民需要緊急飛行救援服務的最後屏障。

5) 近年，稔灣村遇大潮及颱風，均有大量的海水湧入村內，造成房屋及財物損失。10b 方案的填海部份，無可避免，將造成稔樹灣海口進水入口收窄。理論上，管道愈窄，其水壓力相對更速更急。建議委員會諮詢有關稔灣村村代表，此舉配合行政長官施政綱領，倡議照顧弱勢社群，審實填海會否加劇稔村水災風險，威脅村民生命財產。

6) 10b 方案，要求填海造地。參照方案資料，申請人指的填海地段屬其管轄範圍；然而，根據憲報通告 710 号 14/1976 文件，公告並無擬填海部份。除非申請人在填海部份已取得准許，否則建議委員會須考慮申請人方案申請，是否符合諮詢程序？

7) 申請人指已根據前濱及海床條例 (127 章) 授權填海，毋需環評報告，建議委員會審視有關填海是指其當年申請的項目批准，該等批准是否涵蓋目前方案填海適用。

8) 申請人的報告書表示填海規模約 0.8 公頃，參照環境影響評估條例 (499 章) 條款 4, 5 及表 C，鑑於條款 C2 c 訂明填海一公頃需要提供環評報告申請。建議委員會注意申請人所提交的填海面積只屬初步估算，其假設的依據是否已獲政府部門確認合理。

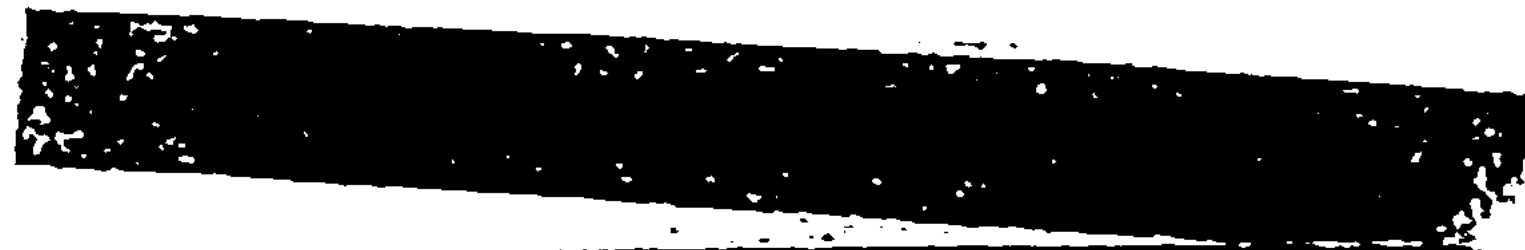
9) 根據過往的分區大綱計劃及發展配套設施的歷史記錄，愉景灣容納的人口量上限為 25000 人已是不爭事實。鑑於政府部門已明確表示小蠔灣的污水處理廠已沒預留愉景灣人口增長的污水配額，申請人建議在 10b 區的現有污水廠擴大其排污產能。根據城規條例條款 (3) 及 (4)，委員會的職能是促進社區衛生及安全便利；因此，建議委員會要求申請人進一步提供污水廠的具體可行性方案，以便委員會有實質依據執行其法定職能，審定其排污方案是否對附近居民的影響後，才考慮申請人方案申請。

10b 項目究竟為甚麼需要建？為誰而建？誰是利益者？如果特區首長對愉景灣及稔樹灣居民有關懷有擔當；如果委員會對愉景灣及稔樹灣居民有關懷有擔當，請否決更改分區大綱圖申請，政府把關公正廉明，不傷害居民感情。

此致

反對人：LAM TSZ CHING

電郵：



電話



日期：二零一六年四月八日



tpbpd

寄件者: Yuen Lam Chrsty NG  
寄件日期: 08日04月2016年星期五 18:15  
收件者: tpbpd@pland.gov.hk  
主旨: Opposition to Hong Kong Resort Co Ltd's Application for Developing Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)

Dear Sir,

**Opposition to Hong Kong Resort Co Ltd's Application for Developing Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)**

I have been living in Discovery Bay ("DB") for over 25 years. Please take note of the anger and grievances of the DB residents demonstrated in various meetings or seminars held in DB if the said applications are approved by the Government Departments.

1. DB is a low-density, tranquil and nature-friendly zone. Residents here value these properties.
2. Parkvale village has only 606 units and Plan 6f applies for 476 units, over 75% increase.
3. A big pine tree at the center of the site 6f has to be cut and removed for the development, not to mention other trees and woods.
4. The projects are against the intention of the original town-planning and the interests of the residents and property owners here.

***WE STRONGLY OPPOSE TO THE CONSIDERATION OF THE GOVERNMENT DEPARTMENTS FOR APPROVING SUCH UNREASONABLE PROJECTS.***

To ensure my opinion are received proper attention, please acknowledge the receipt of the e-mail.

Yours sincerely,

[Redacted signature block]



tpbpd

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寄件者: candythomas van Duinen [REDACTED]  
寄件日期: 08日04月2016年星期五 16:06  
收件者: tpbpd@pland.gov.hk  
附件: ATT00033.doc; ATT00036.txt

1928

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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/vehicle 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:

Candy Wong

Tel.

Owner/Resident of:

[Redacted signature and contact information]

tpbpd

---

寄件者: candythomas van Duinen  
寄件日期: 08日04月2016年星期五 13:10  
收件者: tpbpd@pland.gov.hk  
主旨: Town planning board  
附件: ATT00042.doc; ATT00045.txt

1929

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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.***

5

- 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/vehicle 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:

Thomas van Duinen

Owner/Resident of:



tpbd

发件者: Colin Boshier [REDACTED]  
发件日期: 08日04月2016年星期五 18:05  
收件者: tpbd@pland.gov.hk  
主旨: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay  
附件: Town Planning Board on Area 6f (behind Parkvale) Development.docx; Town Planning Board on Area 10b Service Area at Peninsular Village.docx

1930

Dear Sirs,

Hong Kong Resort Ltd. 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. I hereby submit my comments on the two planning applications.

Please acknowledge receipt.

Yours faithfully,

Colin Boshier  
[REDACTED]

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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 a joint owner of four properties in Discovery Bay and have been a resident there since the year 2000. I invested in Discovery Bay and moved to live there with my family, because like many others I was promised a quiet low density district in which to live. I bought my first property from a plan together with sales literature provided by the developer. I have the following comments:

- (1) In the technical appendices to the Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 the developer suggests the possibility of increasing 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, including a proposal to restart, if necessary, the water treatment and waste water treatment plants on the Lot.
- (2) I understand that the OZP population is calculated by multiplying the number of residential units by 2.5. The developer has already completed 8,326 units and is in the process of completing an additional 190 units. Thus according to the OZP the developer has scope to build another 1,484 units. Planning permission has already been obtained to build six highrise blocks at Area N1 North and some low rise residencies at Area 2A near to the Discovery Bay reservoir. When these developments are completed Discovery Bay will already have more than 10,000 residential units.

At the same time the developer is required by the government to expand the number of public recreational facilities on the lot.

I strongly object to proposing a population increase in such a haphazard way. Even the limit of 25,000 will be exceeded when Area N1 North and Area 2A are completed. On no account should this application lead directly to a further increase in the OZP population. Instead if any development is approved in this area the same number of units should be deducted from within the two undeveloped areas that already have planning permission.

Without going into detail the Discovery Bay infrastructure is already under severe strain with its current population and the regular influx of visitors using the public recreational facilities.

Town Planning Board members are also reminded of the special character of Discovery Bay as a low density residential area with recreational facilities open to the public.

- (3) 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." However, the bulk of the so called promenade is no more than a narrow lane or path. The only plaza areas are piers for the "Bounty" and the residents' kaito services.

The waterfront area opposite to Nim Shue Wan is a valuable natural resource and should not be used up for private housing in order to maximise the developer's profit from land sales. Instead the whole area should be developed as a public open space with gardens and parks. Such an area could allow small food stalls licensable under the government's new food stall scheme. Residential development in this area should be restricted to the midrise elements only.

Therefore, I strongly object to the proposal to use up the seafront in this area for the construction of garden houses and request the government require the developer to turn the area into public open space instead.

- (4) The Area 10b Application removes the existing dangerous goods store and vehicular pier, which have been used for handling dangerous goods.

I object to the application, because the applicant has not shown how dangerous goods will be handled in the future.

- (5) 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 object to the application, because it is the Government's duty to require HKR first update the existing Master Plan and OZP, ensure that they are properly aligned and make them available to the public for scrutiny.

Yours faithfully,

Colin Boshier

Name: Colin Stuart Tristram Boshier

Owner of:

Email Address:

tpbpd

寄件者: Nick Thomas  
寄件日期: 08日04月2016年星期五 18:03  
收件者: tpbpd@pland.gov.hk  
主旨: Submission to Town Planning Board re Discovery Bay  
附件: 16 04 04 Submission to Town Planning Board on Arca 10b Service Area.docx

1931

Dear Sir/Madam,

Please find attached my submission to the Town Planning Board's review of the proposed developments in Discovery Bay.

Thank you for your consideration.

Yours sincerely,

Dr Nicholas Thomas  
Associate Professor  
Department of Asian and International Studies City University of Hong Kong Hong Kong SAR  
<https://cityu-hk.academia.edu/NicholasThomas>

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To: Secretary, Town Planning Board

(Via email: [tpbpd@pland.gov.hk](mailto: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 and that the provision of water and sewerage services matches the population.***

(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.***

***I demand that the City Management be the recognised body for all negotiations with the Government or any utility on any matter that concerns the management of Discovery Bay***

(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.***

***I demand that an independent EIA is conducted to ascertain the environmental impact of the proposed development on the marine environment.***

(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.***

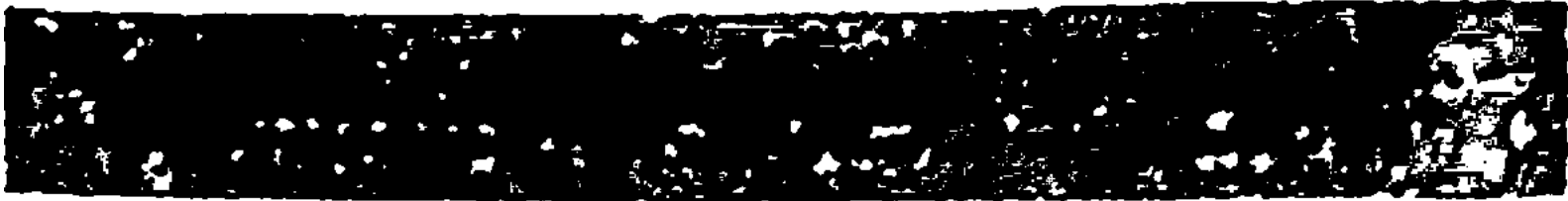
Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Nicholas Thomas

Owner/Resident of 





Fax: N/A

Email Address



tpbpd

寄件者: Christian Chasset [REDACTED]  
寄件日期: 08日04月2016年星期五 13:02  
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: Signed letter.pdf

1932

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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 scale of the project: 1100 units.**

At present the whole of Peninsula village which is the largest village in Discovery Bay comprises 1400 units. What HKR is therefore proposing is to physically nearly double the size of Peninsula village on a piece of land which is at least five times smaller.

I object to this and demand that HKR limit the number of units to about 400-500 with more areas devoted to landscaping, to retain the same nice, quiet and green living environment and the same ratio of construction.

**2. The size of the buildings: 2 x 18 floors towers + other buildings of different sizes.**

With such high buildings many residents will lose their sea view.

With so many units and such big towers, the whole area will look very busy and a lot like a city. It will be an eyesore.

I object to this and demand that HKR limit the size of the buildings to only low and mid rises so that the image of peaceful village-like environment is retained.

**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.**

I believe it is untrue: the capacity of the lot, with the same ratio of construction and landscaping as other area of Discovery Bay is well over the capacity of that small piece of land (including the stilts reclamation). (see point 1. above)

Furthermore this proposed increase of the number of residents will stretch the whole capacity of our means of transport over its limit with already full buses and ferries at peak hours.

I object to this and demand that the population cap of 25,000 be raised by only 1,000 to 2,000 more maximum.

I view of the above 1, 2 and 3. I demand that this project is scaled down.

Yours sincerely,

Christian P. CHASSET

Owner and resident of:

Tel:

Email Address:

PS: I attach a signed copy of this email

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

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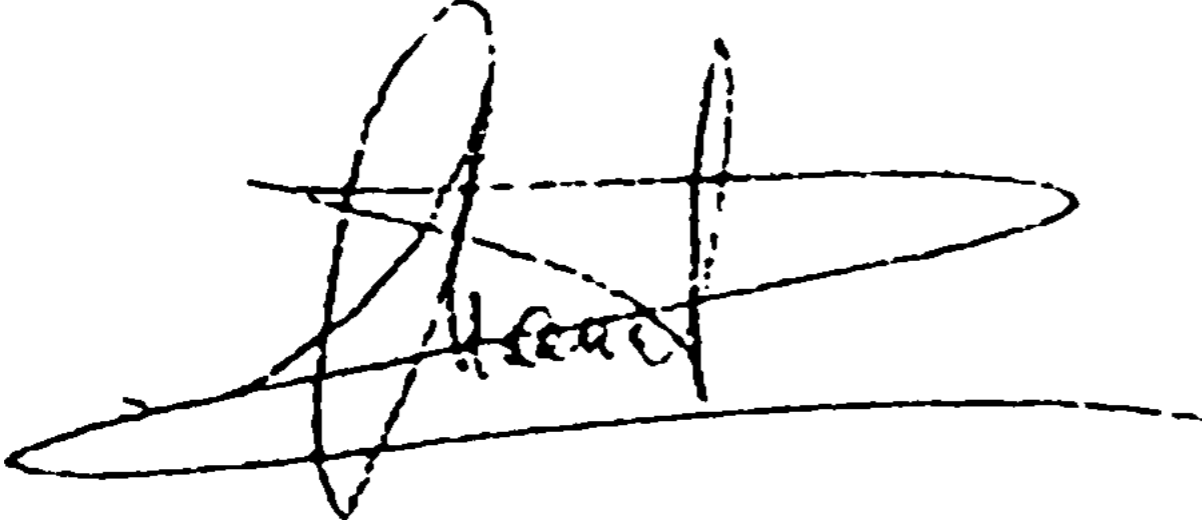
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I object to this and demand that the population cap of 25,000 be raised by only 1,000 to 2,000 more maximum.

I view of the above 1, 2 and 3. I demand that this project is scaled down.

Yours sincerely

A handwritten signature in black ink, appearing to read "Chasset", with several large, sweeping loops and a horizontal line underneath.

Name: Christian P. CHASSET

Owner of:

A large black rectangular redaction box covering the text following "Owner of:".A black rectangular redaction box covering a line of text.

Email Address:

A large black rectangular redaction box covering the email address.A large black rectangular redaction box covering the bottom of the page, including a small circular mark.

tpbpd

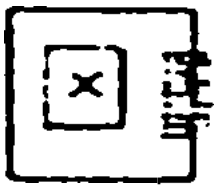
寄件者: Leonard Lam  
寄件日期: 08日04月2016年星期五 17:50  
收件者: tpbpd@pland.gov.hk  
主旨: Proposed Housing for Service Area at Peninsula Village

1933

Dear TPBPD

Please see my submission and opinion on the proposed housing for the service area at Peninsula Village.

Best regards  
Leonard



LL 16 04 04 Submission to Town Planning Board o...

To: Secretary, Town Planning Board

(Via email: [tpbpd@pland.gov.hk](mailto: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.***



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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.***

(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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***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: Leonard Lam

Resident of: [REDACTED]

Tel. [REDACTED]

Email Address [REDACTED]

tpbpd

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寄件者: nicola barguss  
寄件日期: 08日04月2016年星期五 17:37  
收件者: tpbpd@pland.gov.hk  
主旨: Planning application 10b  
附件: 10b Planning application 2016.doc

1934

Dear Sir / Madam,

Please find attached my objection to the planning application 10b by Hong Kong Resorts. I hold PR status and am a long term DB resident.

Yours sincerely,  
Nicola Barguss

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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 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 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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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Nicola Barguss

Ow 

Tel. 

Fax: n/a

Email Address: 

寄件者: PEACE [REDACTED]  
 寄件日期: 08日04月2016年星期五 17:36  
 收件者: tpbpd@pland.gov.hk  
 主旨: AGAINST ANY CHANGE ON DB (10b) (RE-SEND...FORGOT TO MENTION WHICH FLAT IN 18TH FLOOR...FULL PROPER ADDRESS BELOW!)

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

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Yours sincerely

Name:

**CELINE JOSEPH**

[REDACTED]

Email Address:

[REDACTED]

tpbpd

寄件者: Mario Yat Man Liu  
寄件日期: 08日04月2016年星期五 17:09  
收件者: tpbpd@pland.gov.hk  
主旨: Application No.: TPB/Y/I-DB/3 (HKR's Application to Develop Areas 10b (Waterfront near Peninsula Village))

1936

**To: Secretary, Town Planning Board**

(Via email: [tpbpd@pland.gov.hk](mailto: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. However, the applications ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- (a) *I demand that the population cap of 25,000 be preserved, so as not to breach the Land Grant.*
- (b) *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.***
  - a. ***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.***
  - b. ***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.***

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 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 dealing 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.

(a) *I demand that the LPG supply agreement with San Hing be made public.*

a. *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: Mario Liu

Owner of: [REDACTED]

Email Add: [REDACTED]

tpbpd



1937

寄件者: Vivian Ng  
寄件日期: 08日04月2016年星期五 17:06  
收件者: tpbpd@pland.gov.hk  
主旨: Concern over Discovery Bay's new development  
附件: DB\_1.doc; DB\_2.doc

Please see the attached letter!

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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.***

(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.***

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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: Vivian Ng

Owner/Resident of: resident

Fax

Email Address:

tpbpd

寄件者: June Tong  
寄件日期: 08日04月2016年星期五 17:05  
收件者: tpbpd@pland.gov.hk  
主旨: Application No.: TPB/Y/I-DB/3

1938

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

8 April 2016

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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.**

(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.**



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June Tong  
Owner of

Email /



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tpbpd

寄件者: Joseph Kui Lau  
寄件日期: 08日04月2016年星期五 17:01  
收件者: tpbpd@pland.gov.hk  
主旨: Objection to Hong Kong Resort Co Ltd's Application to Develop Areas 10b ( Application No.: TPB/Y/I-DB/3 )

1939

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))  
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Name: Owner/Resident of:

Mr. Joseph Lau/

Tel. Fax

pbpd

寄件者: mmj  
寄件日期: 08日04月2016年星期五 16:59  
收件者: tpbpd@pland.gov.hk  
主旨: Application No. : TPB/Y/1-DB/2 & TPB/Y/1-DB/3  
附件: Area 6f.doc; Area 10b.doc

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Please refer to the attached.



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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: CHU Kwai-fung

Resident of: [REDACTED]

Email Address: [REDACTED]



tpbpd

寄件者: Matthew Neale  
寄件日期: 08日04月2016年星期五 16:47  
收件者: tpbpd@pland.gov.hk  
主旨: DB Expansion Issues  
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village (1).docx

1941

Hello,  
I have attached a document expressing my concerns about the proposed DB expansion plans.  
Thank you, Matthew

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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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Yours sincerely

Name: Matthew Neale

Owner/Resident of [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

寄件者: James Lo  
寄件日期: 08日04月2016年星期五 16:44  
收件者: tpbd@pland.gov.hk  
主旨: Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay Application No.: TPB/Y/I-DB/3

Dear 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 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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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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***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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Yours sincerely

Name: LO KAM WA, Owner

tpbpd

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寄件者: Michelle Chan [REDACTED]  
寄件日期: 08日04月2016年星期五 16:43  
收件者: tpbpd@pland.gov.hk  
主旨: Peninsula Village development  
附件: Letter to TPB on 8.4.2016.pdf

Dear Sirs,

Please kindly see my attached letter to Town Planning Board. Thanks.

Regards,  
Chan Mi Seung

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1943

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

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I have the following comments:

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Name: Chan Mi Seung

Owner of [REDACTED]

[REDACTED]  
[REDACTED]  
Email Address: [REDACTED]

寄者: Pushkar Sam  
 寄日期: 08日04月2016年星期五 16:43  
 寄者: tpbpd@pland.gov.hk  
 寄: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

1944

寄: Secretary, Town Planning Board  
 寄 via email: tpbpd@pland.gov.hk  
 寄 application No.: TPB/Y/I-DB/3

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Pushkar Sane



Francis  
08日04月2016年星期五 16:34  
tpbpd@pland.gov.hk  
Letter to Town Planning Board Area 10b

1945

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

Sirs,

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

re the following comments:

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(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.*

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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.*

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: Frances Fong

Owner/Resident of:

Tel.

Email Address:

日期:

08日04月2016年星期五 16:25

tpbpd@pland.gov.hk

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

1946

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

Sirs,

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

re 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 Government. 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 reported 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.

***mand 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.

***mand 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 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).

***mand 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 is required to be used 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 responsible for all maintenance of the pipelines and pumping systems.

***mand 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.*

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

ours sincerely

ame: Joel A. Hurewitz

Owner/Resident of:

el.

Fax

mail Address:

Joel Hurewitz | Global Head of Broker Dealer Strategy  
Instinet Pacific Limited

**INSTINET**  
A NOMURA COMPANY

<<<< Disclaimer >>>>

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发件者: Carmen Li [REDACTED]  
 发件日期: 08日04月2016年星期五 16:20  
 发件者: tpbpd@pland.gov.hk  
 主题: Objection to Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

1947

Dear Sir

Please kindly attached the objection letter for your attention and action.

Li Ho Ching Carmen

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)

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.

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

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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.

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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.

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 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.



The Area 10b Application claims that HKR has the right to reclaim additional land from the sea at Nim Shue Wan, 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).

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

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

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

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Require 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: Li Ho Ching Carmen

Email Address: [REDACTED]

Scanned from Yahoo Mail on Android

April

08日04月2016年星期五 15:56

tpbpd@pland.gov.hk

HK Resort Co Ltd's application to Develop area 10b (waterfront near peninsula village)

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1948



DD

件者: corcoran m [REDACTED]  
件日期: 08日04月2016年星期五 15:55  
件者: tpbpd@pland.gov.hk  
旨: Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village) and Re: Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale)  
件: Planning Objection 1.doc; Planning objection 2.doc

1949

Dear Sirs  
Please see planning objections attached re Hong Kong Resort Co Ltd's proposed developments in Discovery Bay  
Please acknowledge receipt of both objection letters and confirm next steps in the process.

Regards  
Mary Corcora

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

8 April 2016

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

Yours sincerely

Name: Mary Corcoran

Resident of:

Tel.

Fax

bpd

件者: MONITA TSANG [REDACTED] 1950  
件日期: 08日04月2016年星期五 15:46  
件者: tpbpd@pland.gov.hk  
旨: Objection to the Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)

o: Secretary, Town Planning Board

via email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

pplication Nos.: TPB/Y/I-DB/2 and TPB/Y/I-DB/3

Dear Sir / Madam,

**Subject: Objection to the Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)**

As a long-term resident of Discovery Bay, I would like to preserve Discovery Bay as a natural, low density and private car free residential area, which was the original philosophy of living style and town planning of this area.

Hong Kong Resort Co Ltd plans to further develop this place with substantial increase of buildings, population and traffic which exceed the existing Master Plan and OZP are not to the benefits of the residence. I now write to object to the above-mentioned development application.

At present, the total number of units in the whole Parkvale Village is 606. However, the 6f project aims to build 476 units more. It represents that there will be an increase of 78.5% density within this small village. The proposed buildings are closely opposite to the Crystal and Coral Courts. The Crystal and Coral Courts are mainly facing east and west. If the 6f project is approved, the side facing west (half of the view) will be entirely blocked. Also, the natural environment around that area is destroyed. Therefore, the proposal is unacceptable.

Even worse, the project 10b plans to drastically increase the total number of units in the Peninsula Village which represents that the population density will be highly increased. The natural environment will be seriously damaged too.

People choosing Discovery Bay as home are fond of the natural, quiet and low density environment. For enjoying the environment, we spend for the long traveling time and pay for the high traveling expenses. If the project is approved, we will be betrayed. Besides, all the pledges of the Hong Kong Government previously made to DB residents are overturned.

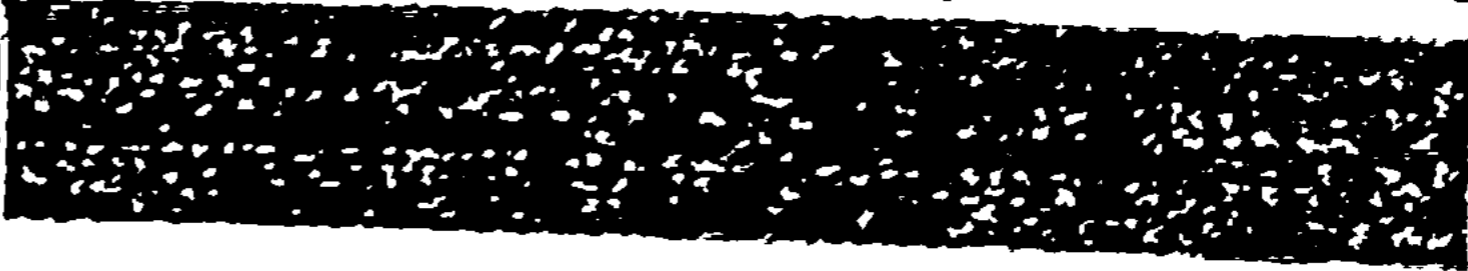
At the meeting of Parkvale Village Owners Committee which was held on 5 March 2016, the presentations of the Lantau Overall Development Plan by representatives from the Development Bureau, Planning Department and Civil Engineering and Development Department held on 2 April 2016 and the Hong Kong Resort's application to the Town Planning Board for the development of 6f and 10b held at the DB Community Hall on 3 April 2016, the projects of 6f and 10b were strongly opposed by the participants. It reflects that DB residents regard the projects as unwelcome.

In view of the aforesaid, I strongly object the 6f and 10b projects. Hope you can understand and consider not approving the above-mentioned projects.

Thank you very much for your attention into this matter. I should be grateful if you would give me a reply and acknowledge the receipt of my e-mail.

Yours sincerely,

TSANG Yun Nin Monita



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寄:  
日期:  
寄:

Holly Sum  
08日04月2016年星期五 15:40  
tpbpd@pland.gov.hk  
Hong Kong Resort  
Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf

1951

r sir,  
ise see attached.  
nks.

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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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***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: SUM WAI MING

Tel. [REDACTED]

Fax [REDACTED]

Email Address: [REDACTED]



tpbpd

寄件者: Silke Preussker  
寄件日期: 08日04月2016年星期五 15:34  
收件者: tpbpd@pland.gov.hk  
主旨: Fwd: Application No.: TPB/Y/I-DB/3

1952

To: Secretary, Town Planning Board

(Via email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))

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

Dear Sir or Madam,

I am an owner and resident of

With respect to the above application, I would like to inform you that I fully share all objections and all comments which have been made to you in the e-mail your Chair of our Village Owners Committee, which I am attaching below for your reference.

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

Kind regards,  
Silke Preussker

----- Weitergeleitete Nachricht -----  
Betreff: Application No.: TPB/Y/I-DB/3  
Datum: Wed, 6 Apr 2016 23:01:55 +0800 (HKT)

An: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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

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 Greenvale Village) forms part of the only route from the DB Tunnel to this site. This road was built 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 oppose 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 forthcoming, I would ask that no amendments be made to the 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 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 the 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.***

4. 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 a surplus 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 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 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.

*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 OZ*

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

Thanks and Regards  
Michael Greenan

el. [REDACTED]  
mail Address: [REDACTED]

Silke Preussker  
08日04月2016年星期五 15:21  
tpbpd@pland.gov.hk  
Fwd: Application No.: TPB/Y/I-DB/3

1953

Secretary, Town Planning Board

via email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)  
Application No.: TPB/Y/I-DB/3

Dear Sir or Madam,

I am an owner and [REDACTED]

In respect to the above application, I would like to inform you that I fully share the objections and comments which have been outlined to you in the e-mail your Chair of our Village Owners Committee, which I am attaching below for your reference.

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

Kind regards,  
Silke Preussker

----- Weitergeleitete Nachricht -----  
Betreff: Application No.: TPB/Y/I-DB/2  
Datum: Wed, 6 Apr 2016 23:12:52 +0800 (HKT)  
Von: [REDACTED]  
An: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

To: Secretary, Town Planning Board

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

Dear Sirs,

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

I am the owner [REDACTED] and [REDACTED]

[REDACTED] 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 built 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 forthcoming, I would ask that no amendments be made to the 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 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 the 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.***

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 De

ed 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.*

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. 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.*

7. 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.*

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?

Will access to the hiking trails be maintained during the entire construction period?

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

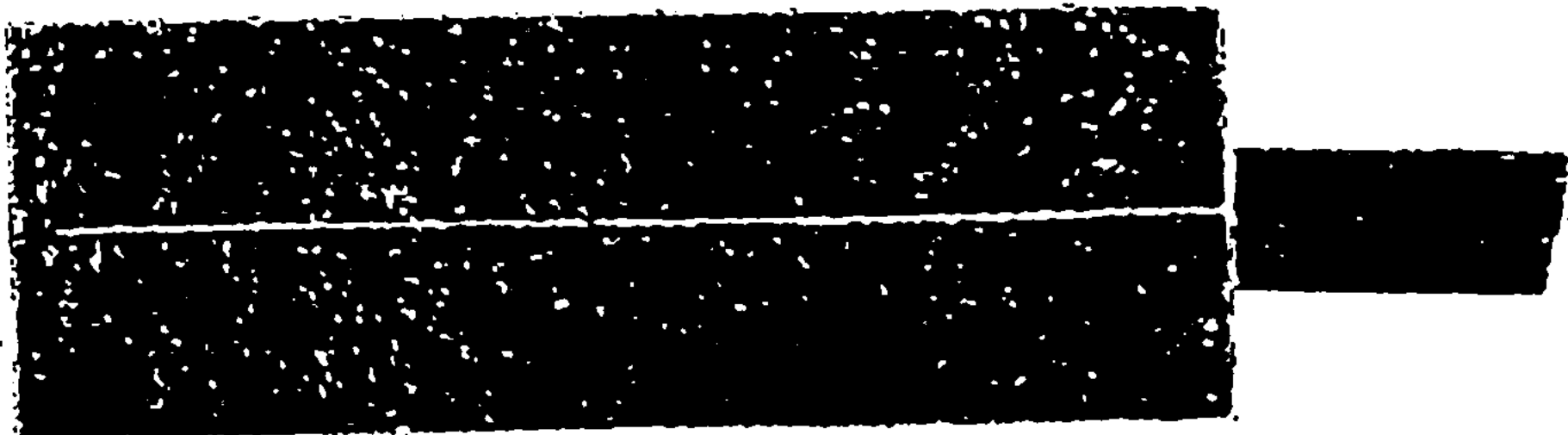
Existing open area at Woodland Court, Woodgreen Court and Woodbury Court is already very tight. Any new residential developments must take into account present-day requirements under the Planning Standards and Guidelines.

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 site is already used extensively as a dog exercise area and forms part of a very popular hiking trail.

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 in connection with 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.

Thanks and Regards  
Niall Greenan

A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes or dates that might have been present.

寄: Iza M. Rainbow  
日期: 08日04月2016年星期五 15:16  
寄: tpbpd@pland.gov.hk  
Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

1954

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

Dear Sirs,

I, the owner [REDACTED] have lived in Discovery Bay for almost twenty years. I have seen Discovery Bay transformed from a place only accessible by ferry and not taken seriously by most as a place to live, to optimum balance of residential and commercial development, which is now no longer considered as a joke. Improvements are desirable, one being to cover the service area at 10b, but any plans to raise the population above 25,000 or attract more tourists, will destroy the extraordinary lifestyle that makes Discovery Bay a unique asset to Hong Kong, the mainland and even the world. Discovery Bay will become like everywhere else and lost as a benchmark for green residential development, without private cars. It has become part of Hong Kong heritage and must be preserved. Discovery Bay must be protected and not allowed to grow into another concrete jungle.

Following from the meeting, several points became clear to me.

I have shares assigned to me through the DMC, that I signed along with 8000+ owners. I am therefore a part Owner of Discovery Bay and I object to Hong Kong Resorts declaring themselves as the sole owner.

Furthermore the blanket announcements about the above development have ALL been confused misleading and highly economical with the truth". High rise buildings, particularly the one which would block my view, are not featured in the artists impressions \* I object on the grounds that I have not been properly communicated with.

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

In my personal objections above, I have the following objections and demands, which were explained and discussed at the well attended public meetings (principally owners) held in Discovery Bay on 2nd and 3rd April and which I attended:

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 adequate 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.*

*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.

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

operation and operation

*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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*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.*

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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 intended to include the seabed area at Nim Shue Wan.*

(7) The Area 10b Application moves 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: Owner of:

[REDACTED]

[REDACTED]

[REDACTED]

' I take particular note that the Chairman of the COC, the Chair and Vice Chair of the Peninsula Village VOC did not attend meetings and have been quiet. The Vice Chair Alan McDonald works for URBIS who provided the artist impressions

bpd

件者: Marcos Pereira  
件日期: 08日04月2016年星期五 15:11  
件者: tpbpd@pland.gov.hk  
旨: AGAINST ANY CHANGE ON DB (10b)

1955

To: Secretary, Town Planning Board  
Via email: [tpbpd@pland.gov.hk](mailto: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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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.

- 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.*

1. 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.

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 156788, 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: Marcos Pereira

Owner/Resident of

Email Address:

Marcos Pereira

tpbpd

寄件者: Frank Stewart  
寄件日期: 08日04月2016年星期五 15:09  
收件者: tpbpd@pland.gov.hk  
副本: hiroko stewart  
主旨: [Possible SPAM] Concerns about Discovery Bay

1956

The development plans by HKR for Discovery Bay are causing serious concerns. Please let me explain. My wife and I moved to Hong Kong about 17 years ago. We located our home in DB because of the promise of an excellent life style: low population density, cleaner air and water, hiking, beautiful views, and a overall better quality of life. We have never been disappointed over all of these years, we love living in DB.

We live in Verdant Court near the Marina Club, the ocean, hiking trails, open spaces and wonderful views. The plans that we have seen from HKR appears to take all of this away from us. Our quality of life, our investment, and peace of mind all seem to be put at serious risk. You can understand why we are very upset with the plans that we have seen. For example the population density is set to explode far beyond anything that we could have ever anticipated.

You have all the data in the plan, so I do not need to rehash the statistics. The new 18 story high rise buildings will block our views. These views represent a huge value to our flat. We expect that our property value to drop precipitately, who will compensate us for the lost value? How much will it be? We are very worried!

Our fears are well founded. The land to be developed is far to small for the plan being promoted. Crowding will become the way of life, just like Hong Kong. Please do not take away our right to have the freedom of SPACE TO LIVE A QUALITY OF LIFE THAT DISCOVERY BAY WAS CREATED FOR IN THE FIRST PLACE!

Sincerely, Hiroko & Frank Stewart,

Sent from my iPad



bpd

作者: [REDACTED]  
件日期: 08日04月2016年星期五 14:59  
作者: tpbpd@pland.gov.hk  
目: (Resend) Objection to the Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)

1957

cc: Secretary, Town Planning Board  
(via email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))  
Application Nos.: TPB/Y/I-DB/2 and TPB/Y/I-DB/3

Dear Sir / Madam,

**Subject: Objection to the Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)**

As a resident of Discovery Bay for more than 20 years, I would like to express my thought to preserve Discovery Bay as a natural, low density and private car free residential area, which was the original philosophy of living style and town planning of this area.

Hong Kong Resort Co Ltd plans to further develop this place with substantial increase of buildings, population and traffic which exceed the existing Master Plan and OZP are not to the benefits of the residence. I now write to object to the above-mentioned development application.

At present, the total number of units in the whole Parkvale Village is 606. However, the 6f project aims to build 476 units more. It represents that there will be increasing 78.5% density within this small village. The proposed buildings are closely opposite to the Crystal and Coral Courts. The Crystal and Coral Courts are mainly facing east and west. If the 6f project is approved, the side facing west (half of the view) will be entirely blocked. Also, the natural environment around that area is destroyed. Therefore, the proposal is unacceptable.

Even worse, the project 10b plans to drastically increase the total number of units in the Peninsula Village which represents that the population density will be highly increased. The natural environment will be seriously damaged too.

People choosing Discovery Bay as home are fond of the natural, quiet and low density environment. For enjoying the environment, we spend for the long traveling time and pay for the high traveling expenses. If the project is approved, we will be betrayed. Besides, all the pledges of the Hong Kong Government previously made to DB residents are overturned.

At the meeting of Parkvale Village Owners Committee which was held on 5 March 2016, the presentations of the Lantau Overall Development Plan by representatives from the Development Bureau, Planning Department and Civil Engineering and Development Department held on 2 April 2016 and the Hong Kong Resort's application to the Town Planning Board for the development of 6f and 10b held at the DB Community Hall on 3 April 2016, the projects of 6f and 10b were strongly opposed by the participants against the projects. It reflects that DB residents regard the projects as unwelcome.

In view of the aforesaid, I strongly object the 6f and 10b projects. Hope you can understand and consider not approving the abovementioned projects.

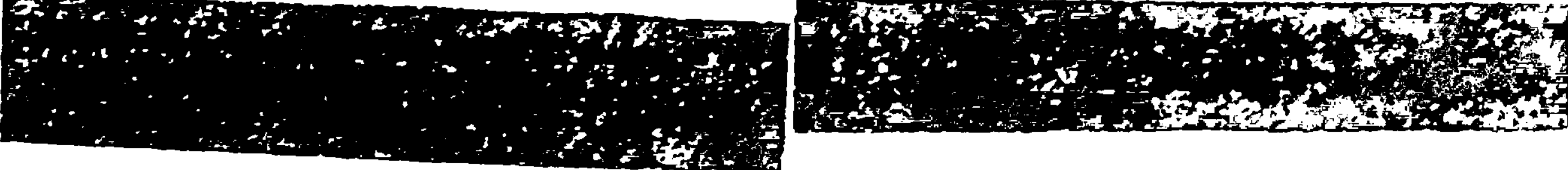
Thank you very much for your attention into this matter.

Yours faithfully,

WONG Wai Man

Address :

Tel. No. :



寄件者: Kaspar BÜchi  
寄件日期: 08日04月2016年星期五 14:39  
收件者: tpbpd@pland.gov.hk  
主旨: Application No.: TPB/Y/I-DB/3

1958

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.*

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.*

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

ours sincerely

Name: Dorothea M. Büchi-Janett

Frequent Visitor to I

Fax

mail Address:

tpbd

1959

发件者: [REDACTED]  
 发件日期: 08日04月2016年星期五 14:25  
 收件者: tpbd@pland.gov.hk  
 副本: [REDACTED]  
 主题: Opposition to Hong Kong Resort Co Ltd's Application for Developing Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)

to: [tpbd@pland.gov.hk](mailto:tpbd@pland.gov.hk)

subject: Re: Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)

Dear Sir,

**Opposition to Hong Kong Resort Co Ltd's Application for Developing Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)**

have been living in Discovery Bay ("DB") for over 25 years. Please take note of the anger and grievances of the DB residents demonstrated in various meetings or seminars held in DB if the said applications are approved by the Government Departments.

1. DB is a low-density, tranquil and nature-friendly zone. Residents here value these properties.
2. Parkvale village has only 606 units and Plan 6f applies for 476 units, over 75% increase.
3. A big pine tree at the center of the site 6f has to be cut and removed for the development, not to mention other trees and woods.
4. The projects are against the intention of the original town-planning and the interests of the residents and property owners here.

**WE STRONGLY OPPOSE TO THE CONSIDERATION OF THE GOVERNMENT DEPARTMENTS FOR APPROVING SUCH UNREASONABLE PROJECTS.**

To ensure my opinion are received proper attention, please acknowledge the receipt of the e-mail.

Yours sincerely,  
 CHENG Fung Kuen

[REDACTED SIGNATURE]

\*The Asset - Best Bank - Domestic (Hong Kong) 2015

\*\*\*\*\*

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for any errors or omissions.

\*\*\*\*\*

"SAVE PAPER - THINK BEFORE YOU PRINT!"

wpd



寄件者:  
寄件日期:  
收件者:  
主旨:  
附件:

Mura Whyte  
08日04月2010年星期五 14:25  
wpd@pland.gov.hk  
Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village) - Discovery Bay  
environmental objections.docx

1960



To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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 Application that all reclamation in Area10b must comply with the EIAO (environmental Impact Assessment Ordinance).

HKR's Environmental Statement notes that the study will be "formally initiated subject to a rezoning approval and prior to implementation".

The Town Planning Board must make it a requirement to comply with the EIAO process before approving the Application.

The Environmental 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 that they should be located away from residential areas either in purpose-designed buildings or on the lower floors of industrial buildings, not as proposed here in the lower floors of multi-story premium residential buildings as in the case of the Application.

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.

We can see that LPG store will be removed but does not state where it will be re-provisioned or if it will be re-provisioned.

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. 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.

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 "Installations and associated road tanker

unloading points should be sited away from places where people would congregate in order to reduce risk."

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 the LPG.

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. Studies should cover inter alia risk relating to fuel storage and spillage and other concerns.

The bay is a clam fishing area. Nim Shue Wan is a scheduled archaeological site so a marine archaeological study should be carried out prior to the inevitable dredging being permitted.

The Environmental Statement is totally misleading. While there might be no industrial chimney near Area 10b there will be concentrated 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. The new residences are closer and add to the population density. It is a step in the wrong direction and a reversal of what Discovery Bay is all about according to our contract with HKR - the DMC.

The Environmental Statement notes that dredging work "may be required" outside the approved area and this might be as much as 100,000m<sup>3</sup>. 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."

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

Yours sincerely

Name: Lawrence Tsui

Email Address

tpbd



寄件者: Mura Whyte  
寄件日期: 08日04月2016年星期五 14:22  
收件者: tpbd@pland.gov.hk  
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village) - Discovery Bay  
附件: environmental objections.docx

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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 Application that all reclamation in Area10b must comply with the EIAO (environmental Impact Assessment Ordinance).

HKR's Environmental Statement notes that the study will be "formally initiated subject to a rezoning approval and prior to implementation".

The Town Planning Board must make it a requirement to comply with the EIAO process before approving the Application.

The Environmental 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 that they should be located away from residential areas either in purpose-designed buildings or on the lower floors of industrial buildings, not as proposed here in the lower floors of multi-story premium residential buildings as in the case of the Application.

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.

We can see that LPG store will be removed but does not state where it will be re-provisioned or if it will be re-provisioned.

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. 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.

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 "Installations and associated road tanker

unloading points should be sited away from places where people would congregate in order to reduce risk."

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 the LPG.

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. Studies should cover inter alia risk relating to fuel storage and spillage and other concerns.

The bay is a clam fishing area. Nim Shue Wan is a scheduled archaeological site so a marine archaeological study should be carried out prior to the inevitable dredging being permitted.

The Environmental Statement is totally misleading. While there might be no industrial chimney near Area 10b there will be concentrated 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. The new residences are closer and add to the population density. It is a step in the wrong direction and a reversal of what Discovery Bay is all about according to our contract with HKR - the DMC.

The Environmental Statement notes that dredging work "may be required" outside the approved area and this might be as much as 100,000m<sup>3</sup>. 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."

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

Yours sincerely

Name: Mura Whyte

Email Address:

pbrd

寄件者: Francisco A. Da Roza  
寄件日期: 08日04月2016年星期五 14:09  
收件者: tpbpd@pland.gov.hk  
主旨: Submission Application No.: TPB/Y/1-DB3  
附件: Submission TPB 8 Apr 2016.pdf

1962

To:

The Secretary, Town Planning Board

(Via email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))

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

Dear Sirs,

**Hong Kong Resort Co. Limited's Application to Develop Areas 10b  
Waterfront located at the Peninsula Village, Discovery Bay, Lantau Island**

I am an owner of a residential property at the [REDACTED]

[REDACTED] am also a member of the Peninsula Village Owners' Committee. The particulars of my residential property are shown below after my signature.

I am writing to submit my comments in respect of the captioned application (the "Application").

- (1) First and foremost, the time between the public announcement of the Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 (the "Applications") and the deadline for the parties with an interest, that is, mainly the owners of the residential properties, to submit their comments *is too practicably short. The issues and the implications are complex and this deadline is simply not practicable for a proper and a thorough consideration for any of the affected parties to be able give considered comments to protect their interests. This gives the strong impression of attempting to bar a proper discussion and review of the all the issues and the potential implications were the Applications approved.*
- (2) The Applications seek approval to increase the population in Discovery Bay from the 25,000 stipulated in the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. Included with the Applications are the required impact statements. These show that the increase will be within the capacity limit of the lot. *Not included in the impact statements is the fact of the Government not being obligated to provide the essential facilities of potable water and sewage services to the Discovery Bay Lot under the Land Grant.*
  - The developer, HKR, wrote to the City Owners' Committee on 10 July, 1995 representing and affirming that on account of the Discovery Bay Lot having to be self-sufficient, the reservoir have been designed and built for a maximum population of 25,000 to comply with the relevant condition of the Land Grant.

*Please take note that any increase in the population of Discovery Bay to over 25,000 will breach the condition of the Land Grant.*

Notwithstanding the condition in the Land Grant, the Government approved to allow potable and sewage connections to the Siu Ho Wan facilities when the Discovery Bay Tunnel was built. The agreements reached between HKR and the Government and the conditions attaching therewith were never made public. All the other interested parties, that is, the owners of the residential properties, have been deliberately kept uninformed.

*The issue of the provision of potable water and sewage connections is fundamental and the affected parties, the individual residential property owners, must know the agreements and the conditions reached between HKR and the Government to be able assess and to comment properly on the Applications because the issue of the potable and sewage service is such a constituent element of further developments and increases in the population of Discovery Bay.*

*It is incumbent on the part of the Government to disclose and explain the agreements and the conditions in order for the affected parties to be able to partake in the public consultation in respect of the Applications.*

(3) In considering the Applications, the Town Planning Board must see to it that the following issues shall be resolved properly.

- On account of the Government not being obligated to provide potable water and sewerage services above a population of 25,000, HKR is therefore proposing to restart the water treatment and waste water treatment plants on the Lot as set out in the Applications. Under the Deed of Mutual Covenant ("DMC"), HKR may develop the lot further conditional upon such further development shall not impose any additional financial obligations on the existing owners of the residential properties (re. Clause 8(b), P. 10).

*Accordingly, any approval by the Town Planning Board must impose the condition that all the costs for potable water and sewage services, capital and running, are to be charged to the proposed development areas of 6f and 10b, and not to the existing villages so as to comply with the condition in the DMC.*

- Although the Government agreed to provide water and sewerage services to Discovery Bay when the Discovery Bay Tunnel was built, the Government refused to pay for the connections and the maintenance thereof. As a result, the owners of the residential properties are paying over \$1 million per annum to the Government to lease the land and to run the pipelines outside the Lot connected to the Siu Ho Wan plants. The owners are also paying for all of the charges for the maintenance of the pipelines and the pumping systems.



*The owners have been made to bear all the costs of the water and sewage connections. Thus, it is self-evident as to the reason for the Government and the developer conspiring to conceal the agreements and the conditions for the approval by the Government of the connections. The strong impression is that the Government and the developer have concocted for expediency that favoured and benefited the developer.*

*Please would the Town Planning Board review and advise whether there is any preceding or subsequent case or cases where the individual properties owners of a development have been made to bear all the charges of the potable water and sewage connections outside and up to the lot.*

*It would be fair to the owners of the residential properties in Discovery Bay to have this issue revived to be able to renegotiate whatever agreements and conditions agreed surreptitiously between the Government and the developer that have resulted in a massive financial penalty being inflicted on the owners.*

- (4) The Traffic Impact Assessment (TIA) states that there is spare capacity in the roads within and in the connecting roads outside of Discovery Bay to cater for a population increase from 25,000 to 29,000.

*The TIA does not disclose that Discovery Bay is "primarily a car-free zone" and therefore, the issue of road capacity is irrelevant.*

- No provision is being made for vehicle parking (distinct from golf cart parking) on the Lot and as a result, vehicles are parked illegally at different locations in the Lot.

*This issue needs to be taken into account and resolved.*

- (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." Under the DMC, there is no provision that allows for 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 Area on the Master Plan, and HKR undertakes to pay for management and maintenance of the said public area.

*The reference to "visitors" must be removed or the Master Plan is to be revised to allow for "visitors" conditional upon HKR undertaking to pay for all of the management and maintenance costs of the new public areas.*

- (6) In the Applications, HKR is claiming to be the sole owner of the Lot. This is factually incorrect.

The developer has up to now made over 8,300 assignments of the Lot and thus, the assignees co-own the Lot with HKR.

*Consequently, the Applications are fundamentally flawed ad initio as to the identity and the capacity of the applicant, HKR. In the event of approval being given by the Town Planning Board and any consequent legal action disputing the proposed developments, the Town Planning Board will be enjoined to account because the Town Planning Board had been put on notice as to this fundamental flaw.*

- (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 in the Application. HKR has only secured the relevant seabed and foreshore lease in 1980 (see New Grant IS6788, registered in the Land Registry).

*HKR must 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.*

- (8) The Application proposes to re-site and to re-house all the utilities that are located at the present time on the land that is being proposed to be re-developed.

*No details are being given as to how the re-siting and re-housing are to be proceeded, particularly as regards the handling and the minimising of the massive disturbances and the resulting and inevitable pollutions. Of grave concern is the removal of the oil depot. The removal will cause all sorts of physical and legal implications, including compliance with the relevant legal requirements. What has been missed out is all so fundamental. It is thus beyond mere negligence on the part of the applicant not to set out proposals in detail, including the employment of independent specialists to certify as to compliance with whatever that needed to be complied with.*

*Please would the Town Planning Board take note and consider how to deal with these issues.*

- (9) The Master Plan forms part of the Discovery Bay Land Grant.

*Please take note that the current Master Plan, 6.0E1, and the current OZP are not aligned.*

*In the interest of all the parties with an interest, the Government and HKR must first update the existing Master Plan and OZP to ensure that they are properly aligned before any applications to amend the OZP could be considered and proceeded with.*

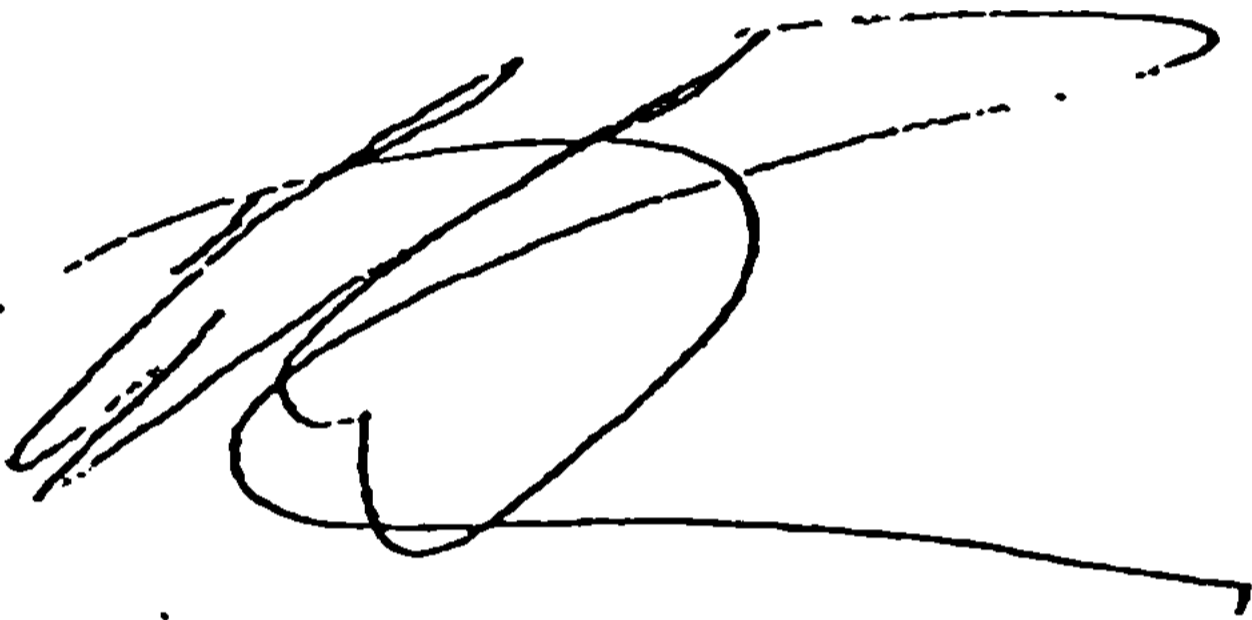
*On a related subject issue – Discovery Bay is a low-density zone. In the event of the proposed*

*developments being approved and proceeded with, the Peninsula Village will be turned into a high-density area in breach of the designation. The owners of the properties located at the Peninsula Village objects to the area being turned forcibly into a high-density area.*

(10) Will there be a public hearing?

Please note and note for the public records that I, as an owner of a residential property located at the Peninsula Village and thus having a vested and legitimate interest, object to the proposed Application No.: TPB/Y/I-DB/3 made by the Hong Kong Co. Limited. This is until and unless the issues I have brought to your attention have been discussed and resolved to my full satisfaction and that of my fellow owners of the residential properties at the Peninsula Village.

Yours faithfully,



Name: Francisco António Da Roza

Owner

Tel. No.

Email

xd

者: Conti Timothy Paul  
日期: 08日04月2016年星期五 13:58  
者: tpbpd@pland.gov.hk  
: Discovery Bay - Applications Nos. TPB/Y1-DB/2 and TPB/Y1-DB/3  
: DB - Town Planning Board (8.4.16).pdf

1963

Dear Sir/Madam,

Please see the attached documents.

Yours faithfully,

Timothy Paul Conti.

To:

8th April, 2016

The Secretary,  
Town Planning Board,  
Hong Kong

e-mail: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

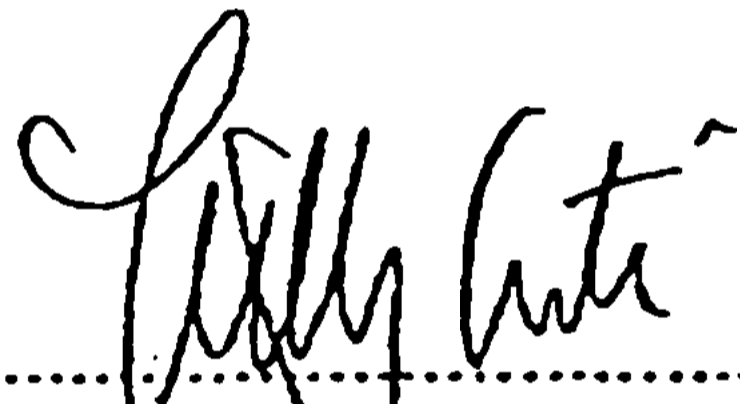
Dear Sir/Madam,

**Discovery Bay, Lantau, New Territories; Application No. TPB/Y/I-DB/2 - Proposed Development of Area (Area 6f) behind Parkvale Village**

I am a resident of Discovery Bay living at the above address.

I hereby give you notice that I object to the captioned application. Points of objection are attached to this letter.

Yours faithfully,



.....  
Timothy Paul Conti

## Area 6f – Objections

1. The applicant wishes to construct two 18-storey tower blocks with a total of 476 flats. Such flats would accommodate more than 1,000 new residents. It is wrong to categorise area 6f as a “small scale residential development”.
2. Construction of the area 6f blocks would cause serious noise disturbance to the occupants of Crystal Court and Coral Court given their close proximity. Residents of Woodland, Woodgreen and Woodbury Courts are also likely to be affected. The developer has not offered any explanation of how occupants’ right to peace and quiet can be preserved.
3. Access to area 6f both during and after construction poses many problems. If heavy equipment and materials are to be taken to area 6f via Parkvale Drive and Woodvale Village, the additional traffic may result in congestion and pose risks to those living in the vicinity, particularly golf cart users, children and the elderly.
4. The volume of traffic expected for a project of this magnitude will subject Parkvale Drive and the access road to Woodvale Village to considerable wear and tear. It is wrong in principle for the owners of Woodvale flats to be required ( as provided by the relevant sub-DMC) to pay for necessary maintenance and repairs to such access road given that such persons will reap no benefit from the development of area 6f. The developer should be required to undertake to bear all such costs, including damage to Parkvale Drive, occasioned by vehicles moving to and from area 6f. In the absence of such undertaking, the developer and its contractors should be refused access to such roads.
5. An alternative access road should be constructed from Discovery Valley Road to area 6f to minimise inconvenience to residents of Woodvale, Midvale and Parkvale Villages. Such access road should become the permanent link to area 6f after completion of the project. Use of Parkvale Drive would result in additional traffic and disturbance for existing residents, including those living in Midvale. The developer should explain what steps will be taken to ensure that area 6f will not result in additional traffic ( buses, commercial vehicles, golf carts or any other type of vehicle) after completion.
6. Assurances must be given by the developer that any works at area 6f will not interfere with residents’ existing access to walking trails. Such amenities are, and have for a long time been, an intrinsic part of the existing lifestyle in Discovery Bay. It is arguable that such trails have become legally enforceable public rights of way and that the developer has no right to block or re-route any of them.
7. The developer must also explain what steps (if any) will be taken to minimise adverse effects on the flora and fauna at area 6f and the vicinity.

*W*

8. It is noted that the works at area 6f may well involve the removal of rock formations at Woodvale Village to improve vehicular access. Such works may necessitate the use of explosives. The developer should be asked to comment on appropriate safety measures and compensation arrangements in the event of damage to neighbouring flats.
9. The proposed two new tower blocks will mean extra demands on existing water supplies and sewage facilities within Discovery Bay. How does the developer propose to address these issues without compromising water supplies to existing residents and will additional sewage treatment facilities be required within Discovery Bay ( and, if so, where) ?
10. The cost of any additional water pumping and piping and/or sewage treatment facilities should be borne solely by the developer and/or owners of units at area 6f, not by any other owner in Discovery Bay.
11. Neither the proposed development at area 6f nor any other projects within Discovery Bay should result in the population exceeding 25,000 and thereby contravening the original Land Grant in 1976. Appropriate undertakings to such effect should be given by the developer.
12. Unless and until all the above issues can be addressed to the complete satisfaction of Discovery Bay owners and residents, the Town Planning Board should refuse to approve development of area 6f.



tbbpd

寄件者:  
寄件日期:  
收件者:  
主旨:

08日04月2016年星期五 13:54

tbbpd@pland.gov.hk

Fwd: Re: Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)

1964

To: [tbbpd@pland.gov.hk](mailto:tbbpd@pland.gov.hk)

Subject: Re: Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)

Dear Sirs,

Objection to the Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village) \*

As a resident of Discovery Bay for many years, I would like to express my request to preserve Discovery Bay as a natural, low density and private car free residential area, which was the original philosophy of living style and town planning of this area. New plans to further develop this place with substantial increase of buildings, population and traffic which exceed the existing Master Plan and OZP are not to the benefits of the residence and I would object to the above-mentioned development application.

At present, the total number of units in the whole Parkvale Village is 606. However, the 6f project aims to build 476 units more. It represents that there will be an increase of 78.5% density of the small Village. The proposed buildings are closely opposite to the Crystal and Coral Court. The Crystal and Coral court are mainly facing east and west. If the 6f project is approved, the side facing west (half of the view) will be entirely blocked. Therefore, the proposal is absolutely unacceptable.

Even worse, the project 10b plans to drastically increase the total number of units in the Peninsula Village which represents that the population density will be highly increased. The natural environment will be seriously damaged.

People choosing Discovery Bay as home are fond of the natural, quiet and low dense environment. For enjoying the environment, they pay for the long traveling time and the high traveling expenses. If the project is approved, they will be betrayed. Besides, all the pledges of the Hong Kong Government previously made to DB residents are overturned.

In the \*Meeting of the Parkvale Village Owners Committee on 5 March 2016\*, \*the Presentations of the Lantau Overall Development Plan by representatives from the Development Bureau, Planning Department and Civil Engineering and Development Department on 2 April 2016\* and \*the Hong Kong Resort's application to the Town Planning Board for the development of 6f and 10b held at the DB Community Hall on 3 April 2016\*, the project of 6f and 10b were strongly opposed by most of the participants against the projects. It reflects that DB residents regard the projects as \*unwelcome\*.

In view of the aforesaid, I strongly \*oppose\* the above projects.

To ensure that my opinions are received proper attention, please acknowledge the receipt of this e-mail.

Yours sincerely,



NG Hin Chiu Jackie



tpbd

发件者: [REDACTED] 代理 Peter [REDACTED]  
发件日期: 08月04日 2016年 星期五 13:42  
发件者: tpbd@pland.gov.hk  
主题: Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)  
附件: Siddall Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

1965

Please find attached my comments concerning

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

Regards

Peter Siddall

Peter Siddall [REDACTED]

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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

*P. Siddall*

Name:

Tel.

Email Address:

tpbpd



寄件者: Janice Fung [REDACTED]  
寄件日期: 08日04月2016年星期五 13:26  
收件者: tpbpd@pland.gov.hk  
主旨: Responses to Hong Kong Resort Development Plan in Discovery Bay  
附件: Letter to Town Planning Board on Area 6f (behind Parkvale) Development.pdf; Letter to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx; 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development.docx

1966

Dear Sir,

In response to the Development Plan proposed by Hong Kong Resort, I would like to submit my comments. Would you please refer to the attached letters.

Thank you for your attention.

Best regards,  
Fung Ka Po

8 April 2016

To: Secretary, Town Planning Board

(Via email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))

Application No.: TPB/Y/I-DB/2

Dear Sirs,

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: FUNG KA PO**

**Own**

**Ema**

**Tel.**



tpbpd

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寄件者: Paul Hancock [REDACTED]  
寄件日期: 08日04月2016年星期五 13:20  
收件者: tpbpd@pland.gov.hk  
主旨: Submission re Peninsular village  
附件: 16 08 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

1967

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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 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 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.*

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

Yours sincerely

Name: Paul Hancock

Owner/Resident of:

Tel.

Fax

Email Address:

tpbpd

寄件者:  
寄件日期:  
收件者:  
主旨:

chun angela  
08日04月2016年星期五 13:12  
tpbpd@pland.gov.hk  
new development projects Discovery Bay

1968

I represent [REDACTED] and wish to raise my objections to the constructions in relations to the projects Peninsular Village and Parkvale.

Chun Bo yuk Angela

tpbpd

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寄件者: eric D'Haene [REDACTED]  
寄件日期: 08日04月2016年星期五 13:08  
收件者: tpbpd@pland.gov.hk  
主旨: 160404 submission to town planning board  
附件: 160404\_submission\_to\_town\_planning\_board\_on\_area\_10b\_service\_area\_at\_peninsular\_village\_2.doc

1969



To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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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Yours sincerely

Name: Eric DHaene

Owner and Reside

Tel.

Fax

Email

PR

tpbpd



寄件者: Pickles, Andy [REDACTED]  
 寄件日期: 08日04月2016年星期五 13:03  
 收件者: tpbpd@pland.gov.hk  
 主旨: Planning application Area 10b at Peninsular Village and 6f behind Parkvale  
 附件: 20160408124615337.pdf; 20160408124600688.pdf

1970

Dear Sir,

Please find attached copies of letters in connections with the captioned developments.

Regards

Andy Pickles

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Andy Pickles (PhD, MICE, MHKIE, RPE) | Principal | Golder Associates (HK) Limited

[REDACTED]

*[Faint, illegible text, likely a signature or contact information]*

*[Faint, illegible text, likely a signature or contact information]*

高達集團國際(香港)工程顧問有限公司

Please consider the environment before printing this email.

To: Secretary, Town Planning Board

(Via email: [tpbpd@pland.gov.hk](mailto: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 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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Yours sincerely

Name: Dr A R PICKLES

Email Address: [REDACTED]

作者: Margarita Boterc  
件日期: 08日04月2016年星期五 12:43  
作者: tpbpd@pland.gov.hk  
目: Application TPB/Y/I-DB/3  
件: Scan 2016-4-6 15:56:13.pdf: ATT00074.htm

1971

Dear Sirs,

am writing to you regarding Hong Kong resort Co Ltd for application to develop area 10B (Waterfront near Peninsula Village)

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.***

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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Yours sincerely

Margarita Botero



Begin forwarded message:

From: Margarita Botero <

Subject: Application TPB/Y/I-DB/3

Date: 6 April 2016 15:58:41 GMT+8

To: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

Dear Sirs,

Here enclosed is my letter regarding application TPB/Y/I-DB/3. I hope you take into account residents' comments as the proposed plan will damage the quality of life of our community as well as the environment.

Best regards

Margarita Botero

Quantum



To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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:

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Yours sincerely

Name: *Margarita Botero F.*

Owner/Resident of: 

Fax 

Email: 

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ipd

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寄者: kennic [REDACTED]  
寄日期: 08日04月2016年星期五 11:57  
寄者: tpbpd@pland.gov.hk  
寄: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay  
寄: Submission to Town Planning Board on Area 6f (behind Parkvale) Development.pdf; Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf

1972

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

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: CHEUNG NGAN  
KWOK KA FAT

Owner/Resident of:

Tel.

Email A

寄件: Tomoko R  
 寄日期: 08日04月2016年星期五 11:51  
 寄件: tpbd@pland.gov.hk  
 主题: Fwd: FW: 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

ear Town Planning Board (TPB),

re: Application No.: TPB/Y/I-DB/3 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, 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](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](http://www.info.gov.hk/tpb/en/plan_application/Y_I-DB_3.html) <[http://www.info.gov.hk/tpb/en/plan\\_application/Y\\_I-DB\\_3.html](http://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 (TLA) 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 recreational 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

MC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

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.

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.

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.

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.

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).

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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.



tpbpd

寄件者: Deborah Wan [REDACTED]  
寄件日期: 08日04月2016年星期五 11:39  
收件者: tpbpd@pland.gov.hk  
主旨: TPB/Y/L-DB/2  
附件: Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

1974

Dear Sirs,

I submit my objection to the change of land uses.

Kevin Chan

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

8 April 2016

Dear Sirs,

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

I have stayed in Discovery Bay for 30 years ever since when I was a boy and now I am a resident and owner of a flat in Discovery Bay. I raised my objection for re-zoning the Other Specified Uses to Residential Units and below are also the main reasons for objection:

(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.***

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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: [REDACTED]

owner [REDACTED]

[REDACTED] F

Email Address: [REDACTED]

发件者: Elizabeth Vella  
发件日期: 08日04月2016年星期五 11:36  
收件者: tpbpd@pland.gov.hk  
主题: 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 - Elizabeth Vella.pdf

1975

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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) In the near future all residential owners in Discovery Bay are going to receive a significant charge for the renovation and rectification of all roads in Discovery Bay. Yet the owners in Discovery Bay do not drive normal motor vehicles on these roads, and those that do drive a vehicle, drive a small, light golf cart which has negligible impact on the road surface. Most wear and tear is caused by large commercial vehicles operated for profit by HKR. Many of the passengers on these transport services are visitors and tourists riding on roads subsidized by the owners, yet any profit made from visitors and tourists goes back to HKR. No additional contribution is made by the visitor activity for the upkeep of the roads. Many of the features of the development at 10f revolve around the attraction of more visitors and tourists, which will further degrade our roads paid for by owners. HKR is planning on making a commercial profit from tourism at the development at 10f with no additional contribution by HKR or these tourists for the upkeep of these roads.

Furthermore, and more importantly, these roads are going to be seriously further degraded by the developer driving heavy vehicles and machinery along these roads for the purpose of construction at these developments at 10b and 6f. Heavy construction activity, with the transport of heavy construction vehicles and heavy machinery to these developments at 10b, 6f, and 'the plaza' is going to cause excessive deterioration to roads paid for by the owners and residents of Discovery Bay.

We the owners and residents find ourselves in the position that we will be 'footing the bill' to renovate and maintain the roads in Discovery Bay that will be severely deteriorated by the developer, so that the developer can make a huge profit from development and commercial tourist activity with no compensation back to the existing owners paying for upkeep.

I demand that if this development is to go ahead, that it be made contingent on HKR paying for the upcoming renovation, and later upkeep, on all roads in Discovery Bay that are affected by their development and commercial activity.

(2) The current owners/shareholders of Discovery Bay are going to be put through significant hardship and inconvenience throughout the many years of this development. Many owners are going to have their lifestyle detrimentally changed both throughout and following this development. Many owners are going to lose water views and

experience a significant drop in the value of their properties. However, whilst the developer stands to make a huge profit from the development (and through later commercial tourist activity), there is nothing in the current plans for existing owners/shareholders of Discovery Bay. The current owners/shareholders stand to profit nothing, receive no compensation, and no tangible benefit from this development.

- Discovery Bay, at its heart, is a residential community. We have been told numerous times by various government departments (such as the Transport Department) that all services are considered residential services. As such, the majority of the service and facilities in Discovery Bay are either paid for, or subsidized, by the residents of Discovery Bay, despite the fact that HKR carries out significant commercial tourist activity here.

I demand that if this development is to go ahead, that all zoning for tourist activities (such as visitor centers, and 'the bounty' ) be removed from the plans, and the public spaces be designated for the benefit of existing Discovery Bay residents such as, for example, restaurants, coffee shops, and other resident services, which will be in short supply once the population of Discovery Bay reaches 29,000.

(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.

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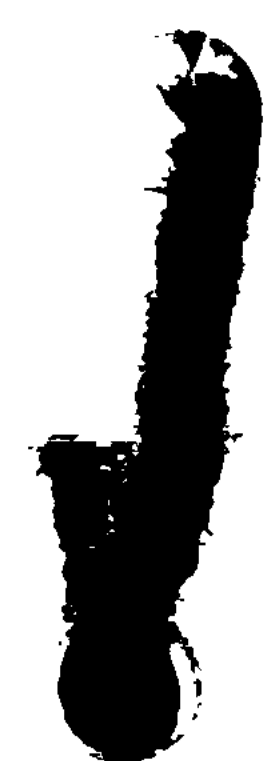
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Yours sincerely

Name

Email Address:

Elizabeth Vella



To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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:

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- We the owners and residents find ourselves in the position that we will be 'footing the bill' to renovate and maintain the roads in Discovery Bay that will be severely deteriorated by the developer, so that the developer can make a huge profit from development and commercial tourist activity with no compensation back to the existing owners paying for upkeep.

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Yours sincerely

Name: Elizabeth Vella

Owner: [REDACTED]

Tel. [REDACTED]

Email Address [REDACTED]

pbpd

寄件者: Deborah Wan  
寄件日期: 08日04月2016年星期五 11:34  
收件者: pbpd@pland.gov.hk  
主旨: TPB/Y/1-DB/3  
附件: Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

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Dear Sirs,

I submit my objection to the change of land use.

Kevin Chan

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

8 April 2016

Dear Sirs,

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

I have stayed in Discovery Bay for 30 years ever since when I was a boy and now I am a resident and owner of a flat in Discovery Bay. I raised my objection for re-zoning the Other Specified Uses to Residential Units and below are also the main reasons for objection:

(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.***

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

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Name: Chan Kevin

Email Address

F

tpbd

You

发件者: Jeffrey Vella  
发件日期: 08日04月2016年星期五 11:31  
收件者: tpbd@pland.gov.hk  
主题: 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 - Jeffrey Vella.pdf

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To: Secretary, Town Planning Board  
(Via email: [tpbd@pland.gov.hk](mailto:tpbd@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:

[REDACTED]

[REDACTED]

Email Address:

[REDACTED]



To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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) In the near future all residential owners in Discovery Bay are going to receive a significant charge for the renovation and rectification of all roads in Discovery Bay. Yet the owners in Discovery Bay do not drive normal motor vehicles on these roads, and those that do drive a vehicle, drive a small, light golf cart which has negligible impact on the road surface. Most wear and tear is caused by large commercial vehicles operated for profit by HKR. Many of the passengers on these transport services are visitors and tourists riding on roads subsidized by the owners, yet any profit made from visitors and tourists goes back to HKR. No additional contribution is made by the visitor activity for the upkeep of the roads. Many of the features of the development at 10f revolve around the attraction of more visitors and tourists, which will further degrade our roads paid for by owners. HKR is planning on making a commercial profit from tourism at the development at 10f with no additional contribution by HKR or these tourists for the upkeep of these roads.

Furthermore, and more importantly, these roads are going to be seriously further degraded by the developer driving heavy vehicles and machinery along these roads for the purpose of construction at these developments at 10b and 6f. Heavy construction activity, with the transport of heavy construction vehicles and heavy machinery to these developments at 10b, 6f, and 'the plaza' is going to cause excessive deterioration to roads paid for by the owners and residents of Discovery Bay.

- We the owners and residents find ourselves in the position that we will be 'footing the bill' to renovate and maintain the roads in Discovery Bay that will be severely deteriorated by the developer, so that the developer can make a huge profit from development and commercial tourist activity with no compensation back to the existing owners paying for upkeep.

**I demand that if this development is to go ahead, that it be made contingent on HKR paying for the upcoming renovation, and later upkeep, on all roads in Discovery Bay that are affected by their development and commercial activity.**

(2) The current owners/shareholders of Discovery Bay are going to be put through significant hardship and inconvenience throughout the many years of this development. Many owners are going to have their lifestyle detrimentally changed both throughout and following this development. Many owners are going to lose water views and experience a significant drop in the value of their properties. However, whilst the developer stands to make a huge profit from the development (and through later commercial tourist activity), there is nothing in the current plans for existing owners/shareholders of Discovery Bay. The current

owners/shareholders stand to profit nothing, receive no compensation, and no tangible benefit from this development.

- Discovery Bay, at its heart, is a residential community. We have been told numerous times by various government departments (such as the Transport Department) that all services are considered residential services. As such, the majority of the service and facilities in Discovery Bay are either paid for, or subsidized, by the residents of Discovery Bay, despite the fact that HKR carries out significant commercial tourist activity here.

**I demand that if this development is to go ahead, that all zoning for tourist activities (such as visitor centers, and 'the bounty') be removed from the plans, and the public spaces be designated for the benefit of existing Discovery Bay residents such as, for example, restaurants, coffee shops, and other resident services, which will be in short supply once the population of Discovery Bay reaches 29,000.**

(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 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.**

(4) 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.***

(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.***

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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.***

(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.***

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

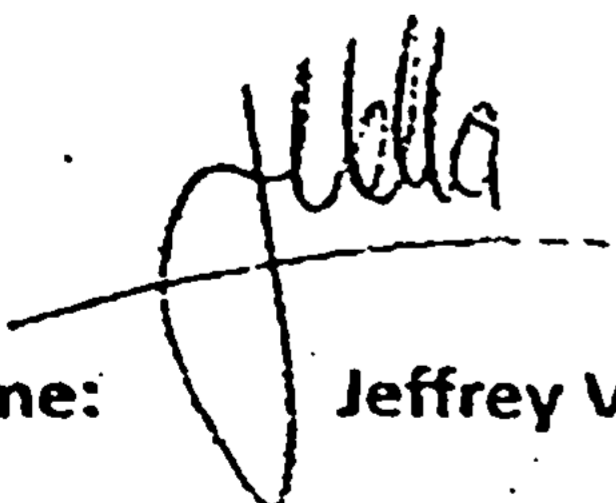
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Yours sincerely

  
Name: Jeffrey Vella

Owner: 

Tel. 

E 



tpbd



1978

发件者: Lam, Carmen (RIL)  
发件日期: 08日04月2016年星期五 11:31  
收件者: tpbd@pland.gov.hk  
主题: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village  
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

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To: Secretary, Town Planning Board

(Via email: [tpbpd@pland.gov.hk](mailto: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)

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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***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.***

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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: Carmen Wong

Owner/Resident

Tel. [REDACTED]

Fax

Email Address [REDACTED]

bpd

件者:

件日期:

件者:

目:

08日04月2016年星期五 11:51

tpbpd@pland.gov.hk

Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village) / Application No.: TPB/Y/I-DB/3

1979

To: Secretary, Town Planning Board

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village) / Application No.: TPB/Y/I-DB/3

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

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Kenjiro Ebihara



件者: Mr. HEBBLETHWAITE Mark [REDACTED]  
件日期: 08日04月2016年星期五 11:25  
件者: tpbpd@pland.gov.hk  
目: DB planning application

1980

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

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Yours sincerely

Name: Mark & Erika Hebblethwaite

Owner of

[Redacted]

Fax

Email Address:

[Redacted]

[Redacted]

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寄件者: T. Cui  
 寄件日期: 08/04/2016 星期五 11:22  
 收件者: tpbd@pland.gov.hk  
 主题: 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](mailto:tpbpd@pland.gov.hk))  
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- 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.

- 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 DivC, 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.*

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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:

Tony Chu

Ow

Discovery Bay

Tel.

Email Address:

tpbpd

寄件者:  
寄件日期:  
收件者:  
主旨:  
附件:

che chung francis lam  
08日04月2016年星期五 10:59  
tpbpd@pland.gov.hk  
Re: Hong Kong Resort Co. Ltd's Application to Develop Area 10b (Waterfront near Peninsula Village)  
16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

1982

Dear Sir,

I forward my objection to the captioned town planning application, detailed as per the attachment, for your consideration.

Yours Faithfully,

Lam Che Chung Francis





To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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.

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

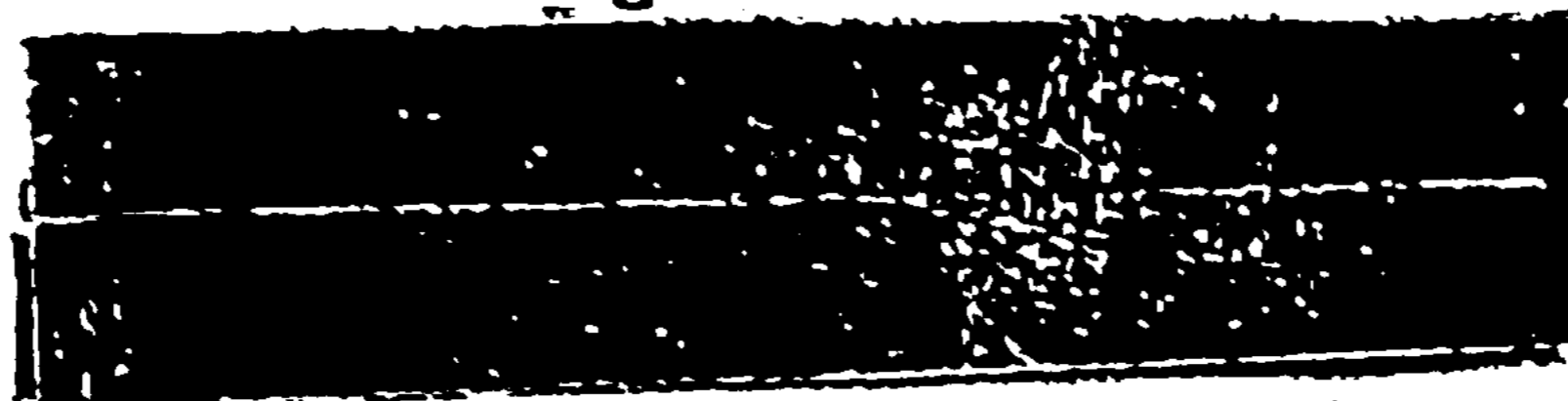
Yours sincerely

Name: Lam Che Chung Francis

Owner of:

Tel. :

Email Address:



tpbpd

1983

寄件者: Sheila Twinn [REDACTED]  
寄件日期: 08日04月2016年星期五 10:51  
收件者: tpbpd@pland.gov.hk  
主旨: Objections to developments in area 10b in Discovery Bay  
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

From: Sheila Twinn [REDACTED]  
To: "[tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)" <[tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)>  
Sent: Friday, April 8, 2016 10:41 AM  
Subject: Objections to developments in area 10b in Discovery Bay

Dear Sir

I attach a document outlining my objections to the proposed developments in area 10b in Discovery Bay.

Kind regards  
Dr Sheila Twinn

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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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Yours sincerely

Name: Dr Sheila Twinn

Email

bpd

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件:

Louis Ko [REDACTED]  
08日04月2016年星期五 10:49  
tpbpd@pland.gov.hk  
'Amy Yung'  
Re: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay  
16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village (003).docx

1984



To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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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Unless and until my demands are acceded to I object to the above-mentioned development application.

p.s. Whilst all transport mode in and out of Discovery Bay are being controlled by the same Owner/Developer though under different legal titles, the residents and small unit owners are entitled to know what are the ultimate development plans and the transport arrangements. As a matter of interest to consider, when few years ago, the fuel oil prices were high, the DB Transport cut the frequency of ferry services from 20 minutes to 30 minutes but when fuel oil prices dropped to a new low level in decades, - not a word to talk about the frequency that been cut!

Yours sincerely

Name: Louis Ko

Owner/ 





tpbpd

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寄件者: Chan Tom [REDACTED]  
寄件日期: 08日04月2016年星期五 10:37  
收件者: tpbpd@pland.gov.hk  
主旨: Objection to Application No.: TPB/Y1-DB/3  
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village\_T.docx

1985

To whom it may concern,

I object to the mentioned development application, please find the attached Word file for details.

Tom Chan  
[REDACTED]

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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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(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.***

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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: Chan Siu Kong

Owner of:

[REDACTED]  
[REDACTED]

[REDACTED]



寄件者: Sally Conti  
寄件日期: 08日04月2016年星期五 22:29  
收件者: tpbpd@pland.gov.hk  
主旨: Objection to HKRI to develop Areas 10b (Waterfront near Peninsula Village)

1986

To: Secretary, Town Planning Board  
(Via email: [tpbpd@pland.gov.hk](mailto: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: Sulawesi Limited

Owner/Resident of

Tel:

Email Address:

tpbd

寄件者: Maria Helena Ferro [REDACTED]  
寄件日期: 08日04月2016年星期五 22:24  
收件者: tpbd@pland.gov.hk  
主旨: Application to Develop Areas 10b  
附件: 160404\_submission\_to\_town\_planning\_board\_on\_area\_10b\_service\_area\_at\_peninsular\_village\_2.doc

1987



To: Secretary, Town Planning Board

(Via email: [tpbpd@pland.gov.hk](mailto: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).

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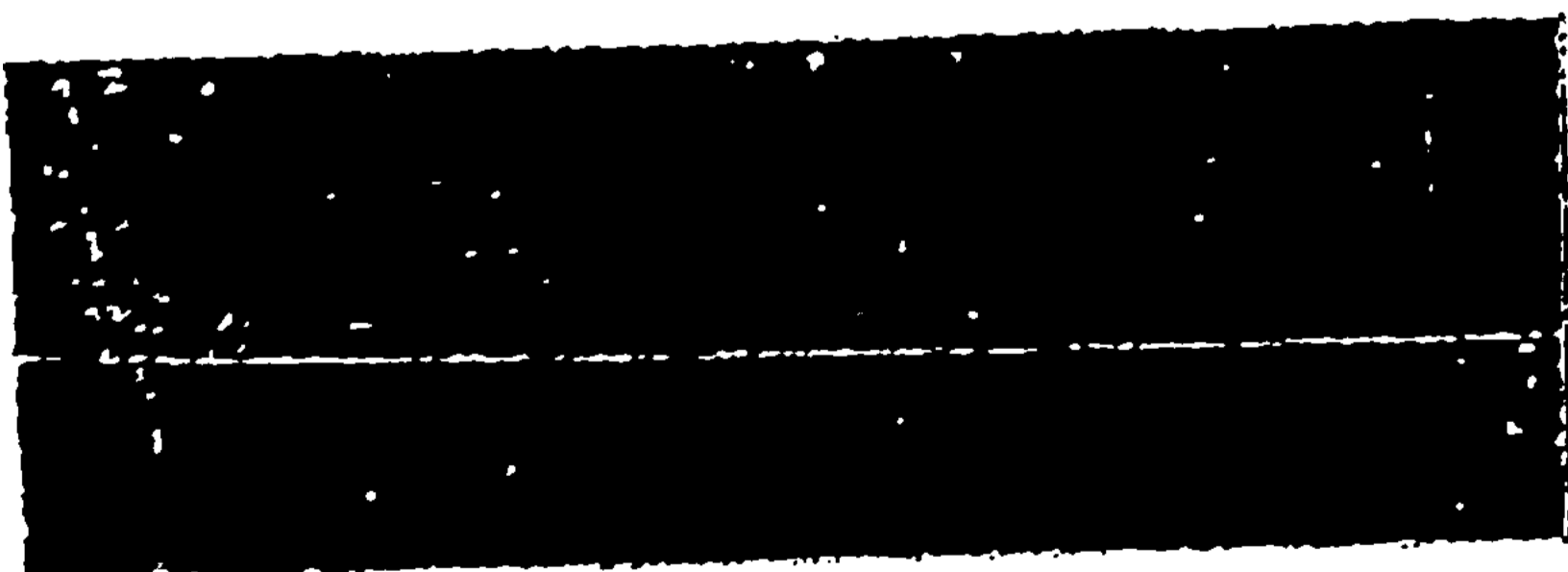
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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Name: Maria Helena Silva Euvaldo/ Inter China Co Ltd



Fax



寄件者: Smriti Safaya  
寄件日期: 08日04月2016年星期五 22:25  
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)

1988

Dear Sirs or Madam,

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

As a long time Discovery Bay resident, since 1992, 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 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.*

*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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Yours sincerely

Name:

[REDACTED]

Tel.

[REDACTED]

Email Address:

[REDACTED]

tpbpd



寄件者: Lily Kwa  
寄件日期: 08日04月2016年星期五 22:25  
收件者: tpbpd@pland.gov.hk  
主旨: Discovery Bay Project  
附件: submission 1.docx; submission 2.docx; submission 1A.docx; submission 2A.docx

1989

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

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Yours sincerely

Name: William kwa

Owner

Fax

Email Address