

tpbd

寄件者: Lily Kwa [REDACTED]
寄件日期: 08日04月2016年星期五 22:23
收件者: tpbd@pland.gov.hk
主旨: Discovery Bay Project
附件: submission 1.docx; submission 2.docx; submission 1A.docx; submission 2A.docx

1930

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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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.

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Yours sincerely

Name: Lily Kwa

Owner/Resident

Fax

Email Address:



寄件者: Samson Yau
 寄件日期: 08日04月2016年星期五 22:15
 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)

1991

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

Yours sincerely

Name: Samson Yau

Owner/Resident

[REDACTED]

[REDACTED]

Fax

Email Address:

[REDACTED]



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tpbpd

寄件者: ng sophie
寄件日期: 08日04月2010年星期五 21:40
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)

1992

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 21 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,



tpbpd

寄件者: Jamie Choi
寄件日期: 08日04月2016年星期五 21:40
收件者: tpbpd@pland.gov.hk
主旨: Submission to Town Planning Board on Area 10b Service Area at Peninsular Village
附件: Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf

1993

Dear Sirs,

Attached please find my submission.

Regards,
Jamie Choi



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。偷隧通車，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：Jamie Choi

磁郵

地址

日期：二零一六年四月八日

tpbpd

寄件者: Dima Lorenz
寄件日期: 08日04月2016年星期五 21:35
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)

1994

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

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Yours sincerely

Name: Vadim Lorenz
DB

Owner/Resident of: Owner

[Redacted]

Tel. [Redacted] Fax

Ema [Redacted]

tpbpd



寄件者: Wong Carol [REDACTED]
寄件日期: 08日04月2016年星期五 21:32
收件者: tpbpd@pland.gov.hk
主旨: Submission to Town Planning Board on Area 10b Service Area at Peninsular Village
附件: Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf

1995

Dear Sirs,

Attached please find my submission.

Regards,
Carol Wong

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。偷隧通車，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：Carol Wong



5
電郵: [REDACTED]

地址: [REDACTED]

日期: 二零一六年四月八日

tpbpd

寄件者: John Fung [REDACTED]
寄件日期: 08日04月2016年星期五 21:28
收件者: tpbpd@pland.gov.hk
主旨: Objection to application Y/I-DB/2, Y/I-DB/3
附件: 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development (1).docx; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village (1).docx

1996

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name:

John Fung

Owner/Resident of:

Tel.

Fax

Email Address:

[REDACTED]



tpbpd

寄件者: Choi K. C. [REDACTED]
寄件日期: 08日04月2016年星期五 21:25
收件者: tpbpd@pland.gov.hk
主旨: Submission to Town Planning Board on Area 10b Service Area at Peninsular Village
附件: Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf

1997

Dear Sirs,

Attached please find my submission.

Regards,
KC Choi

致： 城市規劃委員會秘書

電郵：tpbpd@pland.gov.hk

申請號：TPB/Y/1-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，是否因為後動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。
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- 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，檢樹灣大壩及配渠，常有，嚴重的漏水及人員，造成房屋及財物損失，10b 方案的填海部份，似可避免，將造成檢樹灣大壩，及配渠，堵塞，管道愈窄，其水壓力相對更甚更急，建議委員會諮詢有關檢樹灣村居民，以舉報合行政長官施政綱領，倡議照顧弱勢社群，審實填海會否能利於檢樹灣，免致威脅村民生命財產。

6) 10b 方案，要求填海造地，參照方案資料，申請人指填海地均屬其管轄範圍；然而，根據憲報通告 710 号 14/1976 文件，公告並無填海部份，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？

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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。

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此致

反對人：Choi Kwok Chak

每

地址：



日期：二零一六年四月八日

tpbpd

寄件者: O Chan [REDACTED]
寄件日期: 08日04月2016年星期五 21:09
收件者: tpbpd@pland.gov.hk
主旨: 申請編號 Y/I-DB/3 的反對意見
附件: 反對改劃申請編號 TPB_Y_I-DB_3.docx; 圖一, 圖三, 圖四及圖五.pdf; 圖二.pdf

1998

致城規會各委員,

附件為反對 Y/I-DB/3 改劃申請的意見, 請城規會委員仔細考慮!

專此
偷發灣居民陳先生

反對改劃申請編號 TPB/Y/I-DB/3

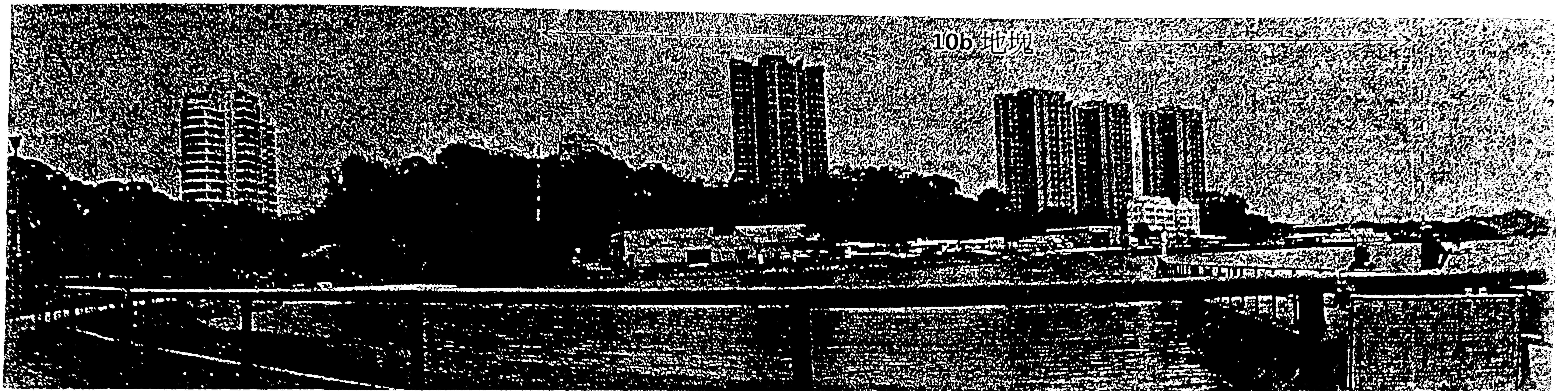
「愉景灣發展」是香港罕有的住宅組群小社區，居民接受長期以轉接按時出入的交通運輸模式，來換取一個有別於香港其他生活住宅社區的環境。「城規會」及各政府部門有需要，也有責任維護及保持這小社區的現有特質、特性和規劃發展原意。香港不能夠，也不應把自身獨有的、自豪的、聚集眾多外國人及本地居民的生活小社區徹底變身，推向成為另一個「新市鎮」模式的發展，這絕對不是香港之福。

反對 TPB/Y/I-DB/3 理由如下：

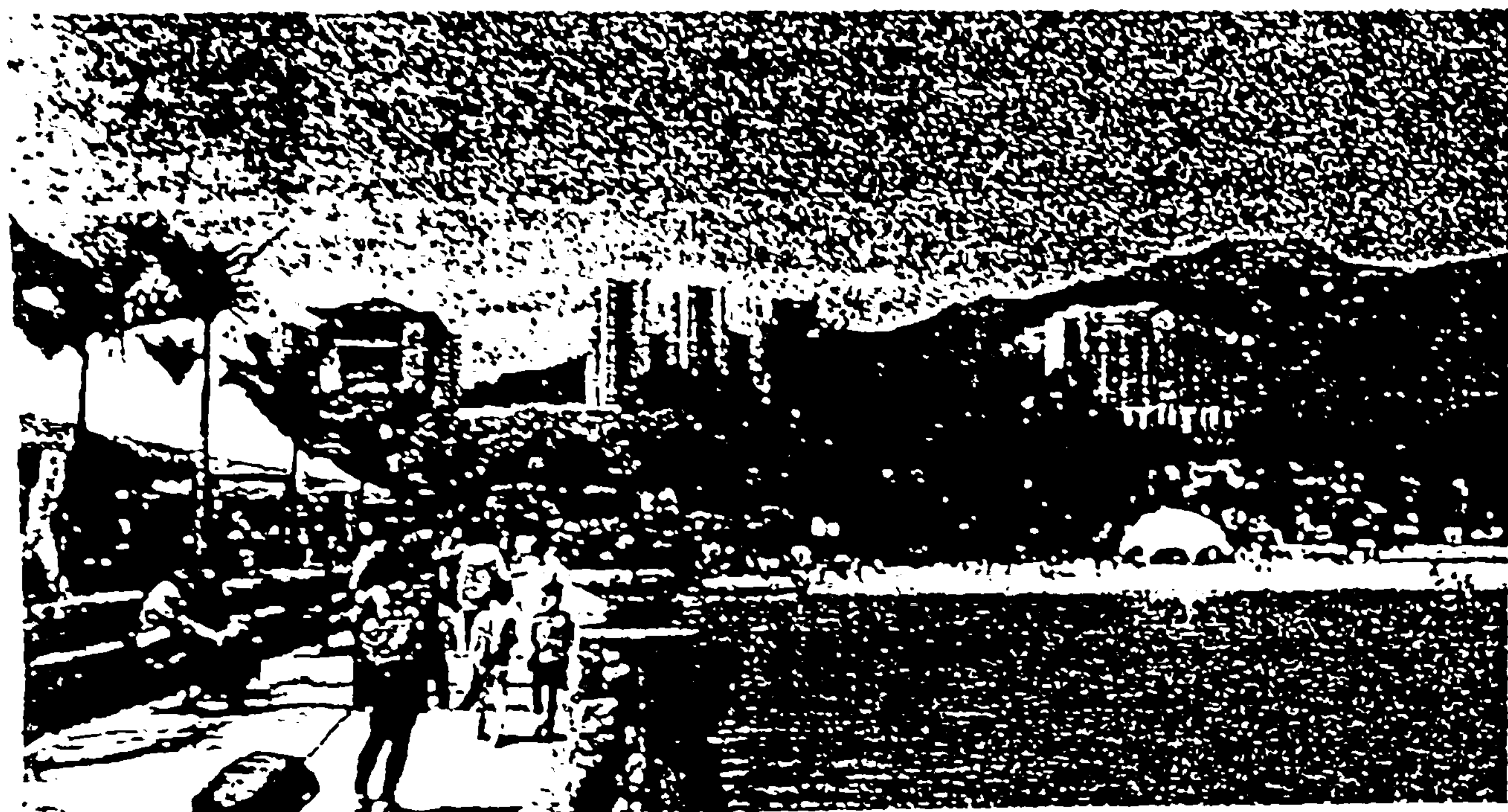
1. 整個申請方案計劃從未在愉景灣進行任何公眾諮詢，對現有居民和業主是不負責任，不公義，完全脫離了今天城市規劃發展最基本的考慮。
2. 改劃地塊佔地超過 6.2 公頃，周邊有住宅樓群及區內康樂會所，是一片難得的開放空間，與稔樹灣自然海岸非常協調(見圖一及圖二)，是應該得到保護和保留。這也是愉景灣未被石屎森林化的一片空間。
3. 申請人擬議在愉景灣新增合共 4,003 人(Area 6f 為 1,190 人，Area 10b 為 2,813 人)，但申請書沒有交代為何建造第二個碼頭的方案，在 30 年來也是紙上談兵，導致今天愉景灣道出現極繁多的車輛，交通流量增加，產生極大的噪音，特別在零晨時段；這是失衡的發展導向，如沒有第二個碼頭，愉景灣根本沒有條件增加額外人口。
4. 愉景灣雖然看來有很多休憩空間，但可用的或未被佔用的生活休憩空間實在不多。特別在假日期間，愉景灣廣場及沙灘也會被大業主(申請人)用作商業活動。(見圖三及圖四)
5. 擬議的平台式 (podium) 發展，完全破壞現有的發展特色，對稔樹灣自然海岸環境帶來永久性的視覺破壞，是格格不入的發展模式，不應該，也不能支持。
6. 擬議發展規模龐大，對愉景灣原有的優質空間佈局，即時變成「東涌新市鎮」的格局，是不合情，不合理的發展計劃。
7. 愉景灣有合共 498 輛高爾夫球車，也有區內商業車輛和巴士，都是加油站的常客，擬議的加油站位於愉景灣道和遊艇徑交界位置，文件也沒有交代這方面的交通管制和管理安排；如何防止及避免

- 塞車情況，及提出任何相關的交通流動「應急計劃」(Contingency Plan)。
8. 街渡碼頭是離島(坪洲、愉景灣和神學院及梅窩)居民的生活設施，不能夠也不應該隨意更改其位置，必需以公眾方便為首要考慮，原有位置是應該保留不變。
 9. 申請內容未交代，如果處理填海事宜，在工程進行中，如果處理街渡碼頭設施及現有岸邊小艇停泊上落安排，如何防止海水污染，破壞稔樹灣現有自然水域和沙灘，不影響使用者享受這自然資源。
 10. 沒有交代現有的加油站是否存在「土地污染」(Land Contamination)的問題。
 11. 申請報告書未交代，也未提出任何對愉景灣渡輪服務，因擬議方案可能發生的「應急方案」(Contingency Plan)。
 12. 申請報告書未交代如何在施工其間，如何處理每日大量垃圾收棄問題，區內車輛加油需求，以及建築廢料和物料的運送安排；如何避免滋擾附近居民(特別在光污染，噪音污染，空氣污染及水質污染問題上)。
 13. 沒有交代海濱走廊的寬度和綠化空間的想法。
 14. 這宗是改劃申請，不能以 s.16 規劃申請方案形式向申請人提出規劃條件，作為監控落實方案規劃手法，「城規會」又如何監控申請人，不會更進一步作出更不合社區接受的發展手法？
 15. 懇請「城規會」各委員，能夠在維護愉景灣的原有發展特色和特質的原則下，拒絕同意這改劃申請，讓愉景灣繼續成為香港罕有特色的小社區。

專此！
愉景灣居民心聲！



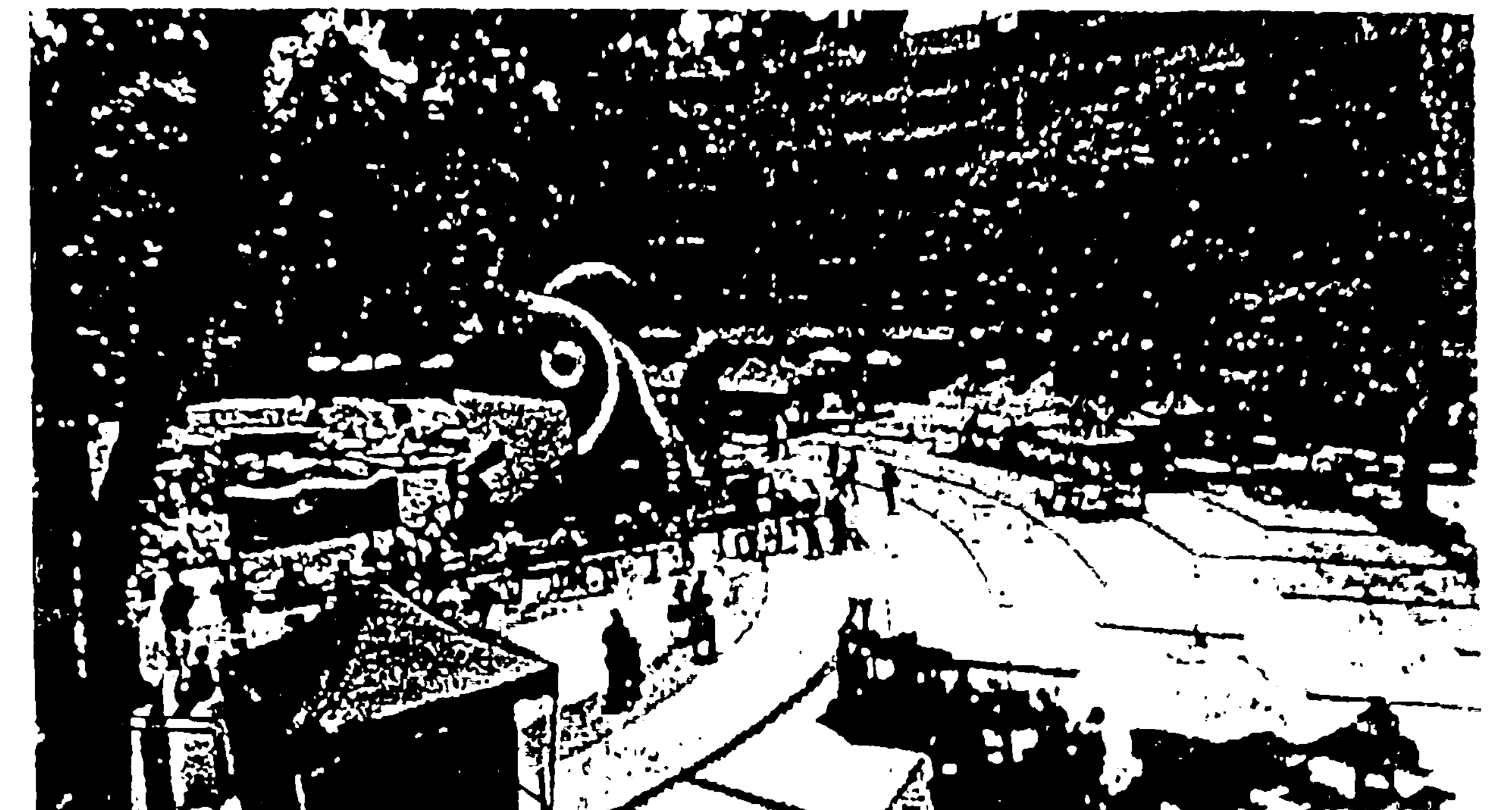
圖一 稔樹灣望向 10b 地塊



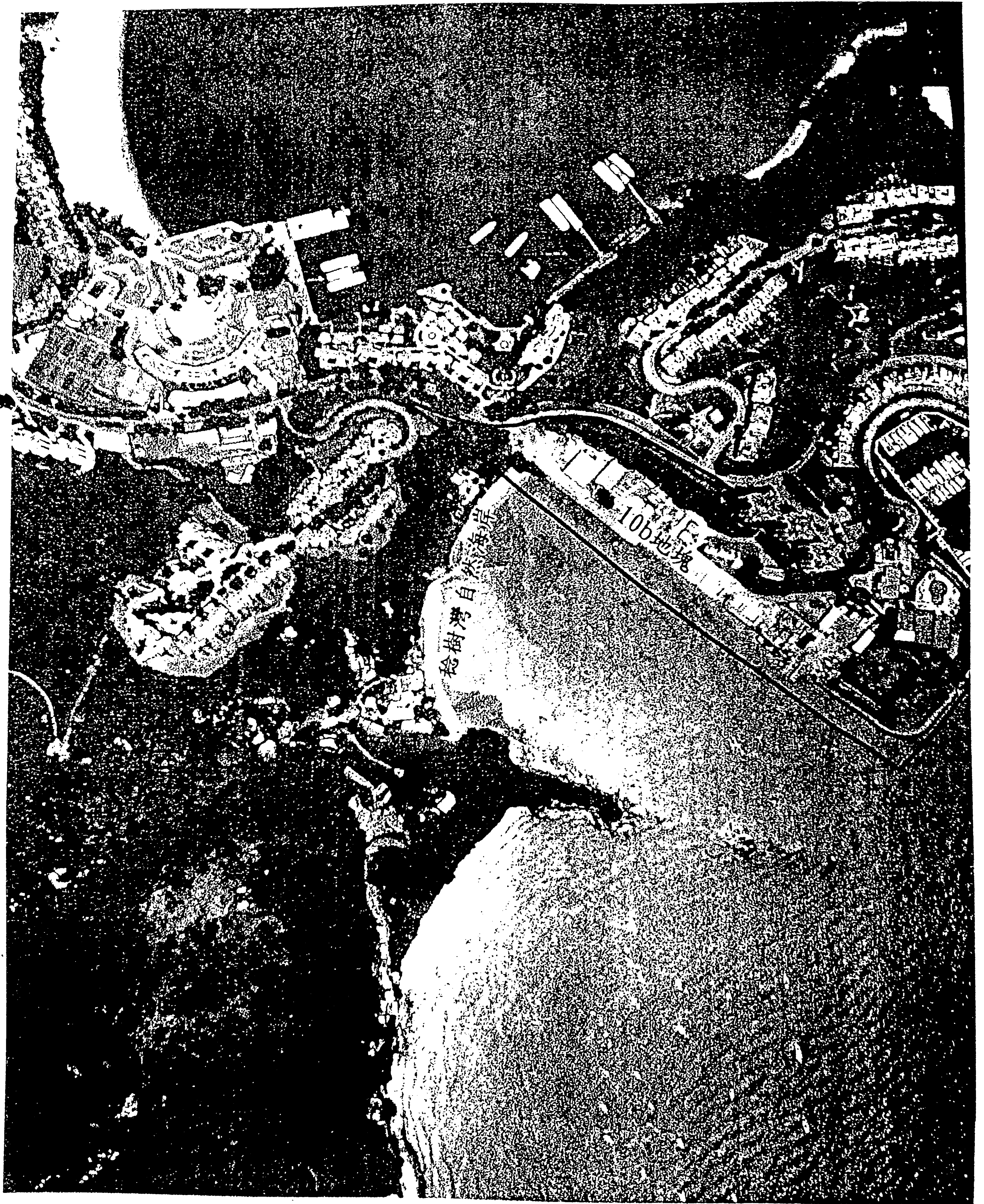
圖三 愉景灣沙灘



圖四 愉景灣廣場商業活動



圖五 愉景灣廣場商業活動



圖二 10b地塊與周邊自然環境

tpbpd

寄件者: Marec Baker
寄件日期: 08日04月2016年星期五 21:05
收件者: tpbpd@pland.gov.hk
主旨: 10B NO WAY
附件: 10B No WAY.doc

1999

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name: Maree Baker
Discovery Bay

Resident of

Tel.

Fax

Email Address:

tpbpd

寄件者: Helen Roeth [REDACTED]
寄件日期: 08日04月2016年星期五 21:04
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b

2000

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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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.

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Yours sincerely

A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes.

tpbpd

寄件者: t chu [REDACTED]
寄件日期: 08日04月2016年星期五 20:58
收件者: tpbpd@pland.gov.hk
主旨: TPB/Y1-DB/2 and TPB/Y1-DB/3
附件: TPB Y 1-DB 2.doc; ~~TPB Y 1-DB 3.doc~~

2001

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

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Yours sincerely

Name: Teresa Chu

Owner of: [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Suren Safaya [REDACTED]
寄件日期: 08日04月2016年星期五 20:56
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

2002

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

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I demand that the 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: Suren Safaya

Owner/Resident of: 

Tel: [REDACTED]

Fax

Email Address: [REDACTED]



tpbpd

寄件者: Edwin Tam [REDACTED]
寄件日期: 08日04月2016年星期五 20:54
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3

2003

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

Due to Government's 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.

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

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

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

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

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

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

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

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Yours sincerely

Name: Tam Sin Ming

Owner/Resident of: [REDACTED]

Tel: [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Dave [REDACTED]
寄件日期: 08日04月2016年星期五 20:43
收件者: tpbpd@pland.gov.hk
主旨: Letter of objection (Hong Kong Resort)
附件: IMG_6767.jpg; IMG_6768.jpg; ATT00613.txt

2004

Dear sir,

Here is a letter of expressing my strongly objection to the HKR ridiculous development of the land of Discovery Bay affecting our daily peaceful life. Please look into the matter seriously, thank you!

To: Secretary, Town Planning Board
(Mail email: tpb@pland.gov.hk)
Application No: TPBY/HDB/3

Dear Sirs,

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

I have the following comments:

The Application that all reclamation in Area 10b 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 residential buildings as in the case of the Application.

The petrol filling station will be relocated to a site next to a high-rise tower block and podium, which will have apartments above it.

Whereas standards 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, the buildings surrounding the petrol filling station are only low-rise.

The application does not state where it will be re-provisioned or if it will be re-provisioned.

The application does not state how the unloading point will change considerably and how the density of the surrounding area will change. Also, as the LPG store will be in a different location, the application does not state how the unloading point will change. Guidance Note relating to transporting LPG states that unloading points should be sited away from places where

The application does not state how the unloading point will change considerably and how the density of the surrounding area will change. Also, as the LPG store will be in a different location, the application does not state how the unloading point will change. Guidance Note relating to transporting LPG states that unloading points should be sited away from places where

The application does not state how the unloading point will change considerably and how the density of the surrounding area will change. Also, as the LPG store will be in a different location, the application does not state how the unloading point will change. Guidance Note relating to transporting LPG states that unloading points should be sited away from places where

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 100,000m³. 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:

Tel:

Email Address:

Owner / Resident of:

WR:

result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

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

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

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

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

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

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

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

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

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寄件者: Beatrice De Magistris
 寄件日期: 08日04月2016年星期五 20:38
 收件者: tpbpd@pland.gov.hk
 主旨: Develop Areas 10b

2005

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

Dear Sirs,

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

I have the following comments:

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

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

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

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I demand that 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.

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

Yours sincerely

Name: Beatrice De Magistris

Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

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tpbpd

寄件者: [REDACTED]
寄件日期: 08日04月2016年星期五 20:37
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

2006

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

Dear Sirs,

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

I have the following comments:

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

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

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I demand that 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: Soshima Safaya

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

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tpbpd

寄件者: Nerida Kiprotch [REDACTED]
寄件日期: 08日04月2016年星期五 20:22
收件者: tpbpd@pland.gov.hk
主旨: Application in discovery bay

2007

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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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: Nerida Kiprotich Resident of [REDACTED]

Tel: [REDACTED]

Email Address: [REDACTED]

Sent from my iPhone

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\$2million.

- 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 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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tpbpd

寄件者: Vamsi Potukuchi
寄件日期: 08日04月2016年星期五 20:20
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b

2008

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

- Due to Government's 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 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: Venkata Vamsi Krishna Potukuchi

Owner of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

(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 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 moves the existing dangerous goods store and vehicular pier.*

寄件者: Amy Yung
寄件日期: 08日04月2016年星期五 20:19
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)

2009

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

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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.

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

YUNG Wing Sheung Amy

Owner and resident of

Tel.

Fax:

Email Address:

tpbpd

寄件者: pdesloge
寄件日期: 08日04月2016年星期五 20:01
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y1-DB/3
附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2-1.pdf

2010

Dear Sir/Madam

Attached please find my comments regarding the above captioned application to the Town Planning Board.

Best regards

Patrick Desloge

Patrick Desloge
Senior Lecturer / IT Coordinator
Centre for Applied English Studies
University of Hong Kong

Sent from a mobile device

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

(5) HKR claims in the Applications that it is the sole owner of the Lot. This is

untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

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

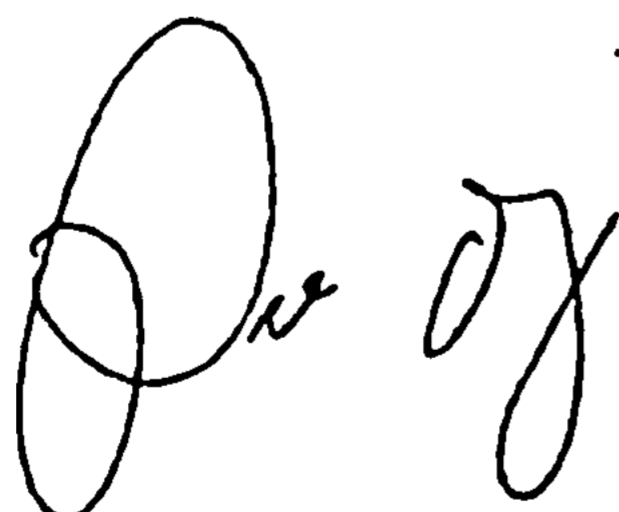
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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely



Name: **PATRICK DESLOGE**

Owner/Resident of:



Tel. 

Fax 

tpbpd

寄件者: Craig Thomson [REDACTED]
寄件日期: 08日04月2016年星期五 19:51
收件者: tpbpd@pland.gov.hk
主旨: Objection letter 10B
附件: Submission 10B.doc

2011

Dear Sirs,

Please find attached my letter of objection to the proposed massive residential expansion of Discovery Bay.

Thank you for your consideration.

Regards,

Craig Thomson and family
[REDACTED]

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

Yours sincerely

Craig Thomson

Owner occupier of [REDACTED]

[REDACTED] or [REDACTED]

tpbpd

寄件者: Elena Thomson [REDACTED]
寄件日期: 08日04月2016年星期五 19:48
收件者: tpbpd@pland.gov.hk
主旨: Objection letter 10B
附件: Submission 10B.doc

2012

Dear Sir or Madam,

Please see attached letter of objection.

I along with my townfolk here in Discovery Bay object to these proposed developments in the strongest of terms.

Thank you for taking the time to read.

Kind regards,

Elena Thomson
[REDACTED]

To: Secretary, Town Planning Board
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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(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 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

Elena Thomson

Owner occupier of [REDACTED]
[REDACTED] or [REDACTED]

tpbpd



寄件者: Craig Thomson [REDACTED]
寄件日期: 08日04月2016年星期五 19:45
收件者: tpbpd@pland.gov.hk
主旨: Objection letters
附件: Submission 6F.doc; Submission 10B.doc; ATT00700.txt

2013

Dear Sirs,

Please find attached my letters of objection to the proposed massive residential expansion of Discovery Bay.

Thank you for your consideration.

Regards,

Craig Thomson and family
[REDACTED]

To: Secretary, Town Planning Board
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

Craig Thomson

Owner occupier of [REDACTED]
[REDACTED] or [REDACTED]

tpbpd

寄件者: Elena Thomson [REDACTED]
寄件日期: 08日04月2016年星期五 19:42
收件者: tpbpd@pland.gov.hk
主旨: Objection letters
附件: Submission 6F.doc; Submission 10B.doc

2014

Dear Sir or Madam,

Please see attached letters of objection.

I along with my townsfolk here in Discovery Bay object to these proposed developments in the strongest of terms.

Thank you for taking the time to read.

Kind regards,

Elena Thomson
[REDACTED]

To: Secretary, Town Planning Board
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.

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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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Yours sincerely

Elena Thomson

Owner occupier of

[REDACTED] or [REDACTED]

tpbpd

寄件者: Jim Baker [REDACTED]
寄件日期: 08日04月2016年星期五 19:36
收件者: tpbpd@pland.gov.hk
主旨: Section 10B objection to HKR
附件: 10B No WAY.doc: ATT00715.txt

2015

My attached objection to HKR development plans

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

Dear Sirs,

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

I have the following comments:

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

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

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

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Yours sincerely

Name: Jim Baker
Discovery Bay

Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

mpbd

寄件者: Stewart Aldcroft [REDACTED]
寄件日期: 08日04月2016年星期五 19:30
收件者: mpbd@pland.gov.hk
主旨: Hong Kong Resort Development Area 10b (waterfront near Peninsula Village)
附件: Sony.vcf; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

2016

Dear Sirs,
Please see my letter as attached OBJECTING to the above development.

Best wishes
Stewart Aldcroft
HK [REDACTED]

[REDACTED]

The Secretary,
Town Planning Board
(Via email: 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 OBJECT to the above Development Plans and have the following comments:

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

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Resident of: [REDACTED]

T: HK [REDACTED]

寄件者: Kate Lorenz [REDACTED]
寄件日期: 08日04月2016年星期五 19:27
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

2017

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

Dear Sirs,

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

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I demand that the 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.

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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: Katherine Mary Lorenz

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

Kate Lorenz
Managing Director
Ark Relocation

[REDACTED]
Office: [REDACTED] x 16

Fax: [REDACTED]

New China Mobile: [REDACTED]

HK Mobile: [REDACTED]

Skype: Kate.Lorenz

[REDACTED]
www.Ark-Relocation.com

tpbpd

寄件者: Rohan Baker [REDACTED]
寄件日期: 08日04月2016年星期五 19:08
收件者: tpbpd@pland.gov.hk
主旨: Objection to 10B
附件: 10B No WAY.doc

2018

Please find my objection to DB resorts application

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

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Name: Rohan Baker
Bay

Owner of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]


tpbpd

寄件者: Vicki S [REDACTED]
寄件日期: 08日04月2016年星期五 19:03
收件者: tpbpd@pland.gov.hk
主旨: Fwd: Objection to DB developments area 10b
附件: ATT00751.docx; ATT00754.txt

2019

Dear Town Planning board,

>
> Owner [REDACTED]
>
> Too many questions unanswered, in below. Would like to register my objection.
>
> Regards
> Vicki Stapleton
>



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

Owner/Resident of:

Tel.

Fax

Email Address:

tpbpd

寄件者: Alexander Kling [REDACTED]
寄件日期: 08日04月2016年星期五 18:58
收件者: tpbpd@pland.gov.hk
主旨: Letter to Town Planning Board Area 10b

2020

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

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: Nonko [REDACTED]
寄件日期: 08日04月2016年星期五 18:42
收件者: tpbpd@pland.gov.hk
主旨: About DB

2021

7th April, 2016

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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.

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: Yamamoto Noriko

Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

P

tpbpd

寄件者: Yiu Fai Eddie Chak ([REDACTED])
寄件日期: 07日04月2016年星期四 23:26
收件者: tpbpd@pland.gov.hk
主旨: Re: HK Resort Co Ltd's application to develop areas 10b(waterfront near Peninsula Village) TPB/Y/I-DB/3
附件: ChakTszFung1.pdf; YungKaYi1.pdf; ChakTszLam1.pdf; Eddie1.pdf

2022

To: Secretary, Town Planning Board

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

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

Dear Sirs,

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

I have the following comments:

(1) The Applications TPB/Y/T-DB/2 and TPB/Y/T-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 statements 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 Sky 10 Water. 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 failure to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to resort to 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 2(b)).

I demand that all costs for water and sewerage services, including the purchase, installation and operation of all treatment plants, sewerage 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 "The zone is intended primarily for the provision of outdoor open-air space at the fore-hare promenade for active and/or passive recreational uses serving the needs of the local residents and visitors." Under the DMG, 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 the 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 owners of the developer who co-owns the Lot.

I Demand that HKR withdraw the Applications and make a return to the Government of the co-owners.

(6) Under the D&C, 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 55788, 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 of 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 accepted, I object to the above-mentioned development application.

Yours sincerely

Name: CHAK YIU FU, Chairman of [redacted]

Tel. [redacted]

Email Address: [redacted]

Addie

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

Yiu Fai Eddie Chak [REDACTED]
07日04月2016年星期四 23:26
tpbpd@pland.gov.hk
Re: HK Resort Co Ltd's application to develop areas 10b(waterfront near Peninsula Village) TPB/Y1-DB/3
ChakTszFung1.pdf; YungKaYi1.pdf; ChakTszLam1.pdf; Eddie1.pdf

To: Secretary, Town Planning Board
(Via email: tpbod@pland.gov.hk)
Application No.: TPB/Y/T-D8/3

Dear Sirs,

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

I have the following comments:

(1) The Applications TPB/Y/T-D8/2 and TPB/Y/T-D8/3 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 Shu 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 re-site the water treatment and wastewater treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not increase any financial obligations on existing owners (Clause 5(b), p. 10).

I demand that all costs for water and sewerage services to areas 5f and 10a, 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 any public area.

- (5) HKR claims in the Applications that it is the sole owner of the Lot. In fact, HKR is presently over 8,300 owners of the development who own shares in the development.

I Demand that HKR withdraw the Applications and make available to residents the Co-owners

(4) 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 Ming 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 14/1978. 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 26788 registered in the Land Register).

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 of Nim Shue Wan.

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

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, and the current Master Plan 6.0E1, and the current OZP are not signed.

I demand that the Government and HKR sign on the existing Master Plan and OZP to ensure that they are properly signed before making any amendments to the OZP.

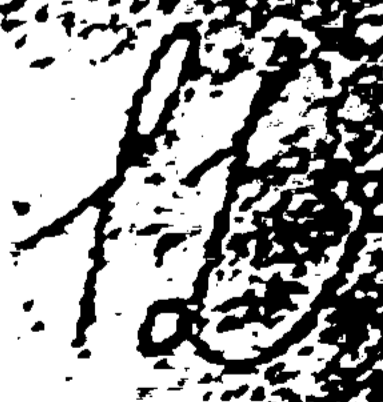
Unless and until my demands are accepted in whole or in part, I will not proceed with my application.

Yours sincerely

Name: Chak [redacted]

Tel. [redacted]

Email Address: [redacted]



tpbd

寄件者:
寄件日期:
收件者:
主旨:
附件:

Yiu Fai Eddie Chak [REDACTED]
07日04月2016年星期四 23:26
tpbd@pland.gov.hk
Re: HK Resort Co ltd's application to develop areas 10b(waterfront near Peninsula Village) TPB/YI-DB/3
ChakTszFung1.pdf; YungKaYi1.pdf; ChakTszLam1.pdf; Eddie1.pdf

2024

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

Dear Sirs,

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

I have the following comments:

(1) The Applications TPB/Y/T-DB/2 and TPB/Y/T-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 SU 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 failure to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to install the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC) HKR may not further develop the lot provided such development does not constitute a breach of obligations on existing owners (Clause 20.1.1.1).

I demand that all costs for water and sewerage services to areas 6/ and 10a, 10b, 10c, 10d, 10e, 10f, 10g, 10h, 10i, 10j, 10k, 10l, 10m, 10n, 10o, 10p, 10q, 10r, 10s, 10t, 10u, 10v, 10w, 10x, 10y, 10z, 10aa, 10ab, 10ac, 10ad, 10ae, 10af, 10ag, 10ah, 10ai, 10aj, 10ak, 10al, 10am, 10an, 10ao, 10ap, 10aq, 10ar, 10as, 10at, 10au, 10av, 10aw, 10ax, 10ay, 10az, 10ba, 10bb, 10bc, 10bd, 10be, 10bf, 10bg, 10bh, 10bi, 10bj, 10bk, 10bl, 10bm, 10bn, 10bo, 10bp, 10bq, 10br, 10bs, 10bt, 10bu, 10bv, 10bw, 10bx, 10by, 10bz, 10ca, 10cb, 10cc, 10cd, 10ce, 10cf, 10cg, 10ch, 10ci, 10cj, 10ck, 10cl, 10cm, 10cn, 10co, 10cp, 10cq, 10cr, 10cs, 10ct, 10cu, 10cv, 10cw, 10cx, 10cy, 10cz, 10da, 10db, 10dc, 10dd, 10de, 10df, 10dg, 10dh, 10di, 10dj, 10dk, 10dl, 10dm, 10dn, 10do, 10dp, 10dq, 10dr, 10ds, 10dt, 10du, 10dv, 10dw, 10dx, 10dy, 10dz, 10ea, 10eb, 10ec, 10ed, 10ee, 10ef, 10eg, 10eh, 10ei, 10ej, 10ek, 10el, 10em, 10en, 10eo, 10ep, 10eq, 10er, 10es, 10et, 10eu, 10ev, 10ew, 10ex, 10ey, 10ez, 10fa, 10fb, 10fc, 10fd, 10fe, 10ff, 10fg, 10fh, 10fi, 10fj, 10fk, 10fl, 10fm, 10fn, 10fo, 10fp, 10fq, 10fr, 10fs, 10ft, 10fu, 10fv, 10fw, 10fx, 10fy, 10fz, 10ga, 10gb, 10gc, 10gd, 10ge, 10gf, 10gg, 10gh, 10gi, 10gj, 10gk, 10gl, 10gm, 10gn, 10go, 10gp, 10gq, 10gr, 10gs, 10gt, 10gu, 10gv, 10gw, 10gx, 10gy, 10gz, 10ha, 10hb, 10hc, 10hd, 10he, 10hf, 10hg, 10hh, 10hi, 10hj, 10hk, 10hl, 10hm, 10hn, 10ho, 10hp, 10hq, 10hr, 10hs, 10ht, 10hu, 10hv, 10hw, 10hx, 10hy, 10hz, 10ia, 10ib, 10ic, 10id, 10ie, 10if, 10ig, 10ih, 10ii, 10ij, 10ik, 10il, 10im, 10in, 10io, 10ip, 10iq, 10ir, 10is, 10it, 10iu, 10iv, 10iw, 10ix, 10iy, 10iz, 10ja, 10jb, 10jc, 10jd, 10je, 10jf, 10jg, 10jh, 10ji, 10jj, 10jk, 10jl, 10jm, 10jn, 10jo, 10jp, 10jq, 10jr, 10js, 10jt, 10ju, 10jv, 10jw, 10jx, 10jy, 10jz, 10ka, 10kb, 10kc, 10kd, 10ke, 10kf, 10kg, 10kh, 10ki, 10kj, 10kl, 10km, 10kn, 10ko, 10kp, 10kq, 10kr, 10ks, 10kt, 10ku, 10kv, 10kw, 10kx, 10ky, 10kz, 10la, 10lb, 10lc, 10ld, 10le, 10lf, 10lg, 10lh, 10li, 10lj, 10lk, 10ll, 10lm, 10ln, 10lo, 10lp, 10lq, 10lr, 10ls, 10lt, 10lu, 10lv, 10lw, 10lx, 10ly, 10lz, 10ma, 10mb, 10mc, 10md, 10me, 10mf, 10mg, 10mh, 10mi, 10mj, 10mk, 10ml, 10mm, 10mn, 10mo, 10mp, 10mq, 10mr, 10ms, 10mt, 10mu, 10mv, 10mw, 10mx, 10my, 10mz, 10na, 10nb, 10nc, 10nd, 10ne, 10nf, 10ng, 10nh, 10ni, 10nj, 10nk, 10nl, 10nm, 10nn, 10no, 10np, 10nq, 10nr, 10ns, 10nt, 10nu, 10nv, 10nw, 10nx, 10ny, 10nz, 10oa, 10ob, 10oc, 10od, 10oe, 10of, 10og, 10oh, 10oi, 10oj, 10ok, 10ol, 10om, 10on, 10oo, 10op, 10oq, 10or, 10os, 10ot, 10ou, 10ov, 10ow, 10ox, 10oy, 10oz, 10pa, 10pb, 10pc, 10pd, 10pe, 10pf, 10pg, 10ph, 10pi, 10pj, 10pk, 10pl, 10pm, 10pn, 10po, 10pp, 10pq, 10pr, 10ps, 10pt, 10pu, 10pv, 10pw, 10px, 10py, 10pz, 10qa, 10qb, 10qc, 10qd, 10qe, 10qf, 10qg, 10qh, 10qi, 10qj, 10qk, 10ql, 10qm, 10qn, 10qo, 10qp, 10qq, 10qr, 10qs, 10qt, 10qu, 10qv, 10qw, 10qx, 10qy, 10qz, 10ra, 10rb, 10rc, 10rd, 10re, 10rf, 10rg, 10rh, 10ri, 10rj, 10rk, 10rl, 10rm, 10rn, 10ro, 10rp, 10rq, 10rr, 10rs, 10rt, 10ru, 10rv, 10rw, 10rx, 10ry, 10rz, 10sa, 10sb, 10sc, 10sd, 10se, 10sf, 10sg, 10sh, 10si, 10sj, 10sk, 10sl, 10sm, 10sn, 10so, 10sp, 10sq, 10sr, 10ss, 10st, 10su, 10sv, 10sw, 10sx, 10sy, 10sz, 10ta, 10tb, 10tc, 10td, 10te, 10tf, 10tg, 10th, 10ti, 10tj, 10tk, 10tl, 10tm, 10tn, 10to, 10tp, 10tq, 10tr, 10ts, 10tt, 10tu, 10tv, 10tw, 10tx, 10ty, 10tz, 10ua, 10ub, 10uc, 10ud, 10ue, 10uf, 10ug, 10uh, 10ui, 10uj, 10uk, 10ul, 10um, 10un, 10uo, 10up, 10uq, 10ur, 10us, 10ut, 10uu, 10uv, 10uw, 10ux, 10uy, 10uz, 10va, 10vb, 10vc, 10vd, 10ve, 10vf, 10vg, 10vh, 10vi, 10vj, 10vk, 10vl, 10vm, 10vn, 10vo, 10vp, 10vq, 10vr, 10vs, 10vt, 10vu, 10vv, 10vw, 10vx, 10vy, 10vz, 10wa, 10wb, 10wc, 10wd, 10we, 10wf, 10wg, 10wh, 10wi, 10wj, 10wk, 10wl, 10wm, 10wn, 10wo, 10wp, 10wq, 10wr, 10ws, 10wt, 10wu, 10wv, 10ww, 10wx, 10wy, 10wz, 10xa, 10xb, 10xc, 10xd, 10xe, 10xf, 10xg, 10xh, 10xi, 10xj, 10xk, 10xl, 10xm, 10xn, 10xo, 10xp, 10xq, 10xr, 10xs, 10xt, 10xu, 10xv, 10xw, 10xx, 10xy, 10xz, 10ya, 10yb, 10yc, 10yd, 10ye, 10yf, 10yg, 10yh, 10yi, 10yj, 10yk, 10yl, 10ym, 10yn, 10yo, 10yp, 10yq, 10yr, 10ys, 10yt, 10yu, 10yv, 10yw, 10yx, 10yy, 10yz, 10za, 10zb, 10zc, 10zd, 10ze, 10zf, 10zg, 10zh, 10zi, 10zj, 10zk, 10zl, 10zm, 10zn, 10zo, 10zp, 10zq, 10zr, 10zs, 10zt, 10zu, 10zv, 10zw, 10zx, 10zy, 10zz

- 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 QZP, 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 or 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 any public areas.

- (5) HKR claims in the Applications that it is the sole owner of the Lot. This is false. There are presently over 8,300 owners of the development who own shares in the development.

I Demand that HKR withdraw the Applications and make revisions to the Applications.

15) 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 Loc, 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 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.

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

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.OE1, and the current OZP are not aligned.

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

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

Yours sincerely

Name: *Yung Kai Yi*

Owner/Resident of [REDACTED]

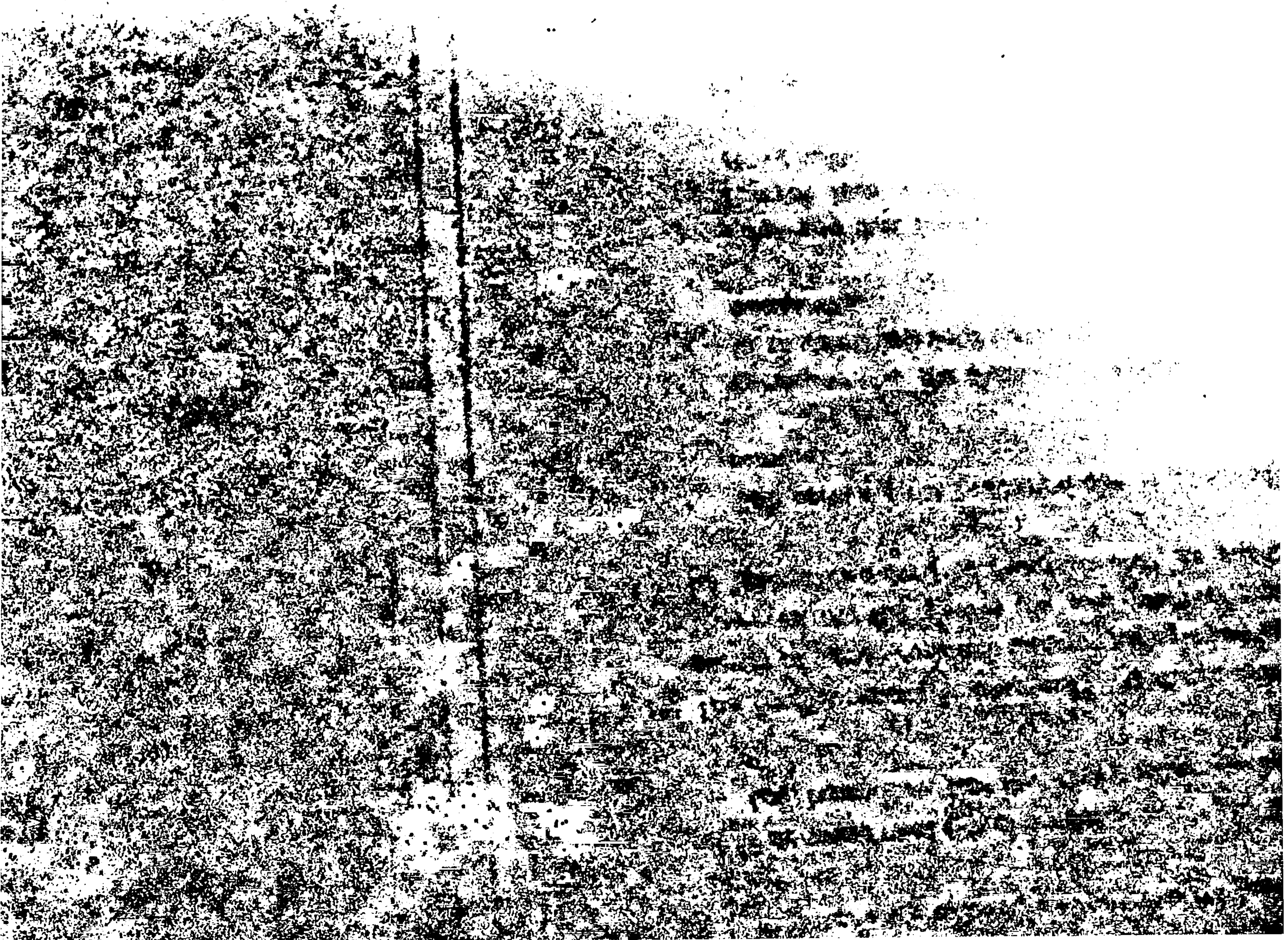
Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Yiu Fai Eddie Chak [REDACTED]
寄件日期: 07日04月2016年星期四 23:26
收件者: tpbpd@pland.gov.hk
主旨: Re: HK Resort Co Ltd's application to develop areas 10b(waterfront near Peninsula Village) TPB/Y/L-DB/3
附件: ChakTszFung1.pdf; YungKaYi1.pdf; ChakTszLam1.pdf; Eddie1.pdf

2025



To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TP8/Y/1-DB/3

Dear Sirs,

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

I have the following comments:

(1) The Applications TP8/Y/1-DB/2 and TP8/Y/1-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 May, 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 San 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 resort to water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may not further develop the lot, provided such development does not increase any legal financial obligations on existing owners (Clause 8(b) & 10).

I demand that all costs for water and sewerage services in areas 10a and 10b, including the operation of all treatment plants, storage, pumps 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, which is currently presently over 8,300 owners of the development, and that the Lot is currently vacant.

I Demand that HKR withdraw the Applications and make provision to recognize the owners.

(6) Under the DMC, City Management is supposed to represent the Owners (including HCR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HCR 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 HCR 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. HCR only secured the relevant seabed and foreshore lease in 1980 (see New Grant 156788, registered in the Land Registry).

I demand that HCR 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 park.

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 HCR 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 developments application.

Yours sincerely

Name:

Tel:

Email Address:

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

Chris [REDACTED]
07日04月2016年星期四 17:48
tpbpd@pland.gov.hk
Fwd: Comments on HK Resort Co. Ltd's application to develop areas 6f / 10b
Application to Develop areas 6f (behind parkvale).pdf: ATT00007.htm: ATT00010.pdf: ATT00013.htm

Y/Z-DB/3

2026

Dear Sirs

Please find two attached comments.

Best,
Chao, Hui Hua

Subject: Comments on HK Resort Co. Ltd's application to develop areas 6f / 10b

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

Yours sincerely

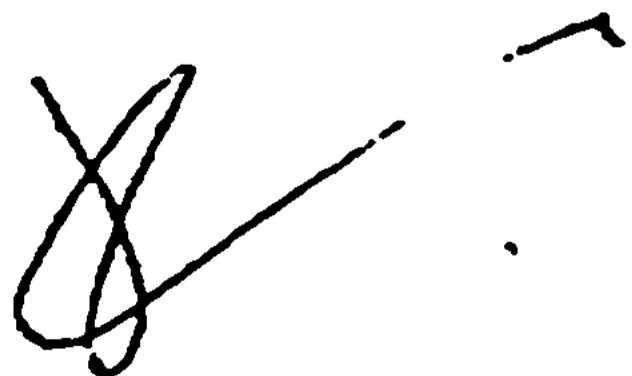
Name: *CHAO, Hui Yuen*

Owner/Resident of:

Tel.

Fax

Email Address:



tpbpd

寄件者: Rick tong [REDACTED]
寄件日期: 07日04月2016年星期四 18:31
收件者: tpbpd@pland.gov.hk
主旨: HKR's two applications to develop Areas 6f and 10b in Discovery Bay

Y/I-DB/3

2027

Dear Sirs,

Being a resident in DB of over 25 years, I would advise my total objection of these two applications and TPB should also object and only consider those applications until and unless the following information are provided and to the satisfaction of DB residents:

- the increased 4,000 population is a significant increase in view of existing DB population, is there any plan for more public recreation facilities (up to now there is no public basketball court) available in DB;
- is there enough parking space in the new developments (particularly in 10b) for golf carts near the new pier for Kaito to and from Ping Chau.

With kind regards
Rick Tong
A resident in DB
Sent from my iPhone

tpbd

发件者: Trevor Fitzpatrick [REDACTED]
 发件日期: 07日04月2016年星期四 19:09
 收件者: tpbd@pland.gov.hk
 主题: Proposed New Developments in Discovery Bay
 附件: 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development Completed.pdf; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village Completed.pdf

Y/L-DB/3

2028

To Whom It May Concern – Town Planning Department,

Please find attached my submissions for your consideration with regard to the proposed new developments in Discovery Bay by Hong Kong Resorts.

I look forward to your reply.

Kind regards,

Trevor Fitzpatrick

Trevor & Christine Fitzpatrick

[REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 P: [REDACTED]
 E: [REDACTED]

To: Secretary, Town Planning Board

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

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name: **TREVOR FITZPATRICK** Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 20:56
收件者: tpbpd@pland.gov.hk
主旨: objection to Dbay planning
附件: Elsa_Waterfront.pdf; Elsa_Develop_Area.pdf

2029

Y/I-DB/3

Dear Sir/Madam,

I am a Dbay resident and owner. I object to the Dbay planning and attached pls find the signed feedback form.

Regards,

Elsa Lee

Tel. [REDACTED]

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name:

Elson Lee

Owner/Resident of:

[REDACTED]

Tel.

[REDACTED]

Fax

Email Address:

[REDACTED]



tpbpd

寄件者: Erin Bowland [REDACTED]
寄件日期: 07日04月2016年星期四 21:00
收件者: tpbpd@pland.gov.hk
主旨: MKR applications to TPB
附件: 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development.docx; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

2030

Please see attached documents.

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)

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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(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: Erin Bowland

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbd

发件者: Jerker Berthou [REDACTED]
发件日期: 07月04月20:6年星期四 22:04
收件者: tpbd@pland.gov.hk
副本: Lingyi Zou
主旨: HKR applications to TPB 6f and 10b
附件: JB Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf; JB Submission to Town Planning Board on Area 6f (behind Parkvale) Development.pdf

2031


Y/I-D13/3

Dear Sir/Madame,

As an owner and resident ([REDACTED]), I am writing to you concerning HKR's two applications to the Town Planning Board (TPB) to develop Areas 6f (behind Parkvale) and 10b (Service Area at the waterfront of Peninsula Village) in Discovery Bay. Please see attached 2 files for a list of my concerns regarding both applications. Please get back to me if anything is unclear. I look forward to your reply and feedback. Thanks in advance.

Regards,

Jerker Berthou
[REDACTED]



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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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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.

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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.

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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: Jerker Berthou

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Eri Onami [REDACTED]
寄件日期: 07月04日2016年星期四 22:13
收件者: tpbpd@pland.gov.hk
主旨: Application No. TPB/Y1-DB/2 and 3
附件: DB letter1.docx; DB letter2.docx

2032

Dear Sirs,

Regarding to the development of Discovery Bay, Please find the letter attached.
Thank you very much.

Eri Onami

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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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: Eri Onami
Owner/Resident of:

Tel. ;

Email Address:

tpbpd

寄件者: WONG Sai Ho
寄件日期: 07日04月2016年星期四 23:27
收件者: tpbpd@pland.gov.hk
主旨: Rc: Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale) and 10b (Waterfront near Peninsula Village)

2033

Dear Sirs,

Y/I-DB/3

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,

WONG Sai Ho

owner and resident of

[REDACTED]

Tel:

[REDACTED]

[REDACTED]

tpbpd

寄件者: Hiroe Ambo [REDACTED]
寄件日期: 07日04月2016年星期四 23:28
收件者: tpbpd@pland.gov.hk
主旨: Application nos TPB/Y1-DB/2 and TPB/Y1-DB/3
附件: letter to town planning board -area 6f.pdf; letter to town planning board -area 10b.pdf

2034

Town Planning Board

Dear Sirs,

I would be grateful if you could consider my comments as per attached with regard to the subjected applications.

Best regards,
Hiroe Ambo (Ms)

7 April 2016

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) I understand that 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, I also understand that 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.

- I understand that 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 to the residents. 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 owners of only areas 6f and 10b and not to owners of all 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, I understand that 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) *I understand that 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, I understand that 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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presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

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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.

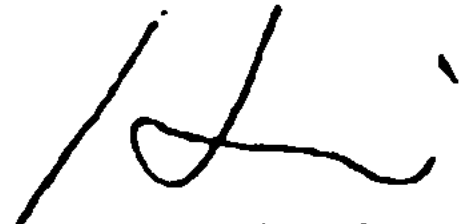
I also have concerns on the following issues:

If Staff Quarter which is currently located in area 10b 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.

I understand that 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 I object to the above-mentioned development application.

Yours sincerely



Hifoe Ambo(Ms)

Owner and Resident of [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Hiroe Ambo [REDACTED]
寄件日期: 07日04月2016年星期四 23:29
收件者: tpbpd@pland.gov.hk
主旨: Application nos TPB/Y1-DB/2 and TPB/Y1-DB/3
附件: letter to town planning board -area 6l.pdf; letter to town planning board -area 10b.pdf

2035

Town Planning Board

Dear Sirs,

I would be grateful if you could consider my comments as per attached with regard to the subjected applications.

Best regards,
Hiroe Ambo (Ms)

7 April 2016

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

(3) I understand that 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, I understand that 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." I understand that 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) *I understand that 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, I understand that 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 where to be kept in the future.

(8) I understand that 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.

I also have concerns on the following issues:

If Staff Quarter which is currently located in area 10b 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.

I understand that 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 I object to the above-mentioned development application.

Yours sincerely



Hifoe Ambo(Ms)

Owner and Resident of Haven Court

Email Address: 



寄件者: Shalen Shivpun [REDACTED]
寄件日期: 08日04月2016年星期五 7:12
收件者: tpbpd@pland.gov.hk
副本: Bhavna
主旨: Application No.: TPB/Y/I-DB/3 - Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

2036

Dear Sirs,

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

I have the following comments re the application and objections stated under each to place on the record:

(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.

(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-n golf carts that offer no collision protection to occupants.

- As the population increases there will be increased pressure on bus and hire car services which are already pushed to the limit. Any increase in these services will mean an increase in costs to be covered by residents in the form of higher fares.

I demand that the Government consider the impact of increased population on bus and hire car services and their associated costs.

- 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 current vehicle parking before any population increase.

- Should the proposed development of Area 10b take place the buses and other service vehicles parked there will need to be relocated to other parts of the Lot, thereby increasing congestion in other areas or else using existing green areas.

I Demand that Government review how in future vehicles will be parked if population is increased.

(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.

(9) HKR has the area 10b allocated for staff quarters and service areas for buses and other vehicles and for storage of dangerous goods. All these are also essential for the quality of life of the residents and its important to know how these will be relocated should the development go ahead.

I demand that the Government review the impact on quality of life for residents should this development proceed.

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

Yours sincerely

Name: Shalen Shivpuri & Bhavna Shivpuri

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

tpbd

寄件者: Natalie Raso [REDACTED]
寄件日期: 08日04月2016年星期五 7:51
收件者: tpbd@pland.gov.hk
主旨: Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay
附件: 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development.docx; 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

2037

Dear TPB

Please find attached.

Regards
Natalie Raso
[REDACTED]



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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name: Natalie Raso

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

tpbpd

寄件者: Jill Walgren [REDACTED]
寄件日期: 08日04月2016年星期五 8:57
收件者: tpbpd@pland.gov.hk
主旨: Obj
附件: 16 04 04 JLW Submission to Town Planning Board on Area 6f (behind Parkvale) Development.docx; ATT00597.htm; 16 04 04 JLW Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx; ATT00600.htm

2038

Dear Town Planning Board,

Please find enclosed 2 documents pertaining to the 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.

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name: Jillian Walgren

Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

bad

件者: Pansy Goh [REDACTED]
件日期: 08日04月2016年星期五 10:34
件者: tpbd@pland.gov.hk
旨: Objection to Hong Kong Resort expanding
件: Submission to Town Planning Board on Area 6f (behind Parkvale) Development - Pansy Goh.docx; Submission to Town Planning Board on Area 10b Service Area at Peninsular Village - Pansy Goh.docx

2039

To whom it may concern,

I am strongly against Hong Kong Resort expanding the land for other than the green environment development. I have attached two documents to this email explaining the reasons as to why I am against the expansion.

Sincerely,

Pansy.

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

- Due to Government's 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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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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(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: Pansy K.L. Goh

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax: [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Andrew Burns [REDACTED]
寄件日期: 07日04月2016年星期四 17:43
收件者: tpbpd@pland.gov.hk
主旨: Application No. Y/I-DB/3. Area 10b, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay
附件: Submission to Town Planning Board Area 10b Reclamation.pdf

2040

To: Secretary, Town Planning Board

Date: 7 April, 2016

Dear Sirs,

I take pleasure in forwarding the attached submission to the Town Planning Board in respect of the subject Application.

Yours sincerely,
Andrew Burns

To: Secretary, Town Planning Board

From: Andrew Burns
[REDACTED]

Email: [REDACTED]

Date: 7 April, 2016

Dear Sirs,

Re: Application No. Y/I-DB/3. Area 10b, Discovery Bay – Reclamation

I object to Application No. Y/I-DB/3 on the grounds that the Applicant has NOT shown that it has any right to reclaim portions of the seabed at Nim Shue Wan. The Applicant, Hong Kong Resort Company Limited ("HKR"), 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.

I attach three documents:

- 1) Gazette Notice 710, dated 2 April, 1976 ("Exhibit A").
- 2) A detail from the plan attached to New Grant No. 6122, dated 10 September, 1976, by which the Discovery Bay Lot was granted to HKR ("Exhibit B").
- 3) New Grant 6788, dated 19 August, 1980, involving an exchange of marine works areas for newly-granted seabed leases (Exhibit C).

GN 710 of 1976 pre-dates the grant of land at Discovery Bay. Hence, the plan attached to New Grant 6122 incorporates the seabed leases referred to in GN 710. As may be seen from this plan, two narrow strips at Nim Shue Wan had been granted to HKR as at the date of New Grant 6122.

Plan I of New Grant 6788, titled Proposed Lease, shows that an additional area of seabed at Nim Shue Wan was granted to HKR on 19 August, 1980. The area granted on this date includes the area now proposed for reclamation under the present application to the Town Planning Board.

As the area now proposed for reclamation was not included in Gazette Notice 710 of Gazette 14/1976, the following claim made at Paragraph 3.3 of the Introduction to "Planning Statement: Optimisation of land use at Area 10b, Discovery Bay," cannot be true.

This water has been previously gazetted under Foreshores and Sea Bed Ordinance (G.N.710 of Gazette No.14 dated in 1976) and approved for reclamation.

The Town Planning Board should therefor reject the current proposal, and cite as a reason that the application shall not be considered until such time as the Applicant shows that it has the right to carry out the proposed reclamation at Nim Shue Wan.

As a condition of granting approval, should it so decide, the Town Planning Board should require the Applicant to complete all statutory environmental impact assessments for the proposed reclamation.

Yours sincerely,
Andrew Burns

上述物業之判定補償項乃根據地契字(遺址實行發展)條例第九條而公佈者。

號數	住者姓名	與會住用之樓宇部份	判定補償額
(一)	吳君財 (合興隆祥記)		四萬七千四百九十五
(二)	區鏡其經營 廣祥源任陳杏記		二萬八千八百九十九
(三)	區新		三千四百零八
(四)	李錦英		一千五百九十八
(五)	吳照榮		二千零八十一
(六)	吳芳		一千九百七十二
(七)	陳愛		二千六百六十六
(八)	蔡光		四千一百九十一
(九)	王平波		二千六百一十五
(十)	駱偉文		一千三百六十二
(十一)	孔樹寬		一千三百七十一
(十二)	張炳		九百五十一
(十三)	郭興		一千六百八十二
(十四)	許樹棠		一千八百九十六
(十五)	張麗芳		四千一百九十一
(十六)	張富興		四千四百一十八
(十七)	區樹岳		三千零四十三
(十八)	區志明		一千七百八十七
(十九)	呂家雄		一千六百六十四
(二十)	陳廷珍		—
(二十一)	余翠玉		一千七百八十七
(二十二)	李耀強		一千八百零五
(二十三)	王振明		三千一百二十九

一九七六年四月二日

工務司 麥德霖
(羅明士代印)

G.N. 710

PUBLIC WORKS DEPARTMENT

FORESHORES AND SEA BED ORDINANCE
(Chapter 127)

NOTICE OF INTENTION TO GRANT A LEASE OF
FORESHORE AND SEA BED

1. Notice is hereby given under section 4 of the Foreshores and Sea Bed Ordinance, Chapter 127, that it is proposed to grant a lease within the areas stated in the particulars in accordance with the terms specified below.

2. All persons having objections to the granting of such lease, and also all persons who deem that their property may be injuriously affected by reason of the access of such property to the sea being interfered with by the granting of such lease and who claim compensation in respect thereof, must send their objections or claims in writing to the Director of Public Works before the expiration of two months from the date of this notice.

3. Particulars

Description and Lot No.	Location	Area	Remarks
Areas 1 and 3: proposed land reclamation.	Discovery Bay, Lantau	A total area of approximately 20.81 acres as delineated and shown edged red on Plan No. P. 6767.	Plan may be seen at the District Office, Islands, N.T.A., International Building, 4th Floor, 141, Des Voeux Road Central, Hong Kong or at Port Works Division, 5th Floor, Murray Building, Garden Road, Hong Kong.
Area 2: proposed marina (Lot Nos. not yet allocated)			

4. Terms and Conditions of Proposed Lease

Lease to be granted within the areas edged red on the plan for the residue of a term of 99 years less the last three days commencing from the 1st July, 1898 for the purposes of the Ta Yue Shan Leisure and Resort Centre.

2nd April, 1976.

D. W. McDONALD,
Director of Public Works.

憲示第七一零號
工務司署佈告
海濱及海床條例
(香港法例第一二七章)

關於擬發給海濱及海床官契事
現擬按照下列條件，發給有關上述土地之官契。茲特根據香港法例第一二七章之規定，公佈通知。

任何人士，如反對發給官契，或認爲發給官契足以對其產業之出海邊有所妨礙，以致損害其產業，因而要求賠償者，須自本佈告之日期起兩個月內，用書面向工務司署提出反對或提出

土地詳情
第一及第三區：進行填海工程。第二區：興建船塢泊處(地段號碼將於日後公佈)。
地段號碼：大嶼山大嶼。
地段面積：約二〇點八一英畝。其範圍是在P.六七六七號圖則內用紅線畫出。
香港海濱道中一四一號圖則大區五號。新界民政署離島區及香港花園道與利大區六號海濱工程區均備有圖則，可供查閱。

EXHIBIT B

LANE ISLAND

SCALE 1:100,000

WATERWAY
WATERWAY



NO. 100
WATERWAYS

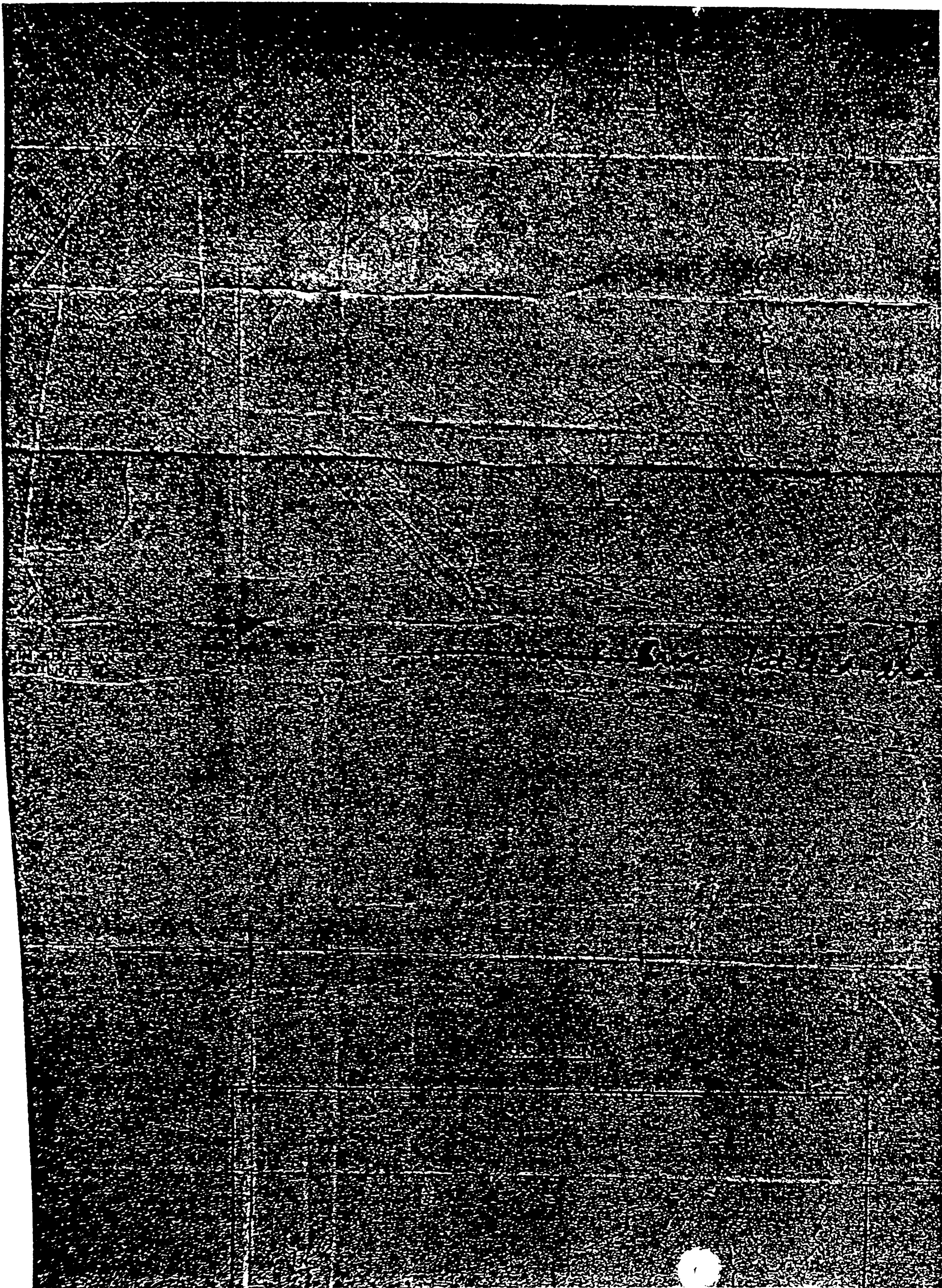


Exhibit C

Ref.: LNT: 98/CLT/61 (FF)

Ref.: L-1/346

Ref.: 5-445661

(GRANT)

6780
DISTRICT OFFICE, ISLANDS
International Building, 4th Floor
141, Des Voeux Road Central,
Hong Kong.

Date : 19th August, 1980

Hong Kong Resort Company Limited

Dear Sirs,

Further Extension to [REDACTED] R.F.
in [REDACTED] the Extension thereto

I have to inform you that Government has approved that the areas of Crown land foreshore and seabed (hereinafter referred to as "the extension areas") delineated and shown hatched red on the attached Plan I containing 23.03 hectares or thereabouts be granted as a further extension to Lot No. [REDACTED] and the Extension thereto (the said [REDACTED] R.F. in D.D. 352 and the Extension thereto is hereinafter referred to as "the parent lot") on the following terms and conditions, subject to your acceptance thereof in the manner indicated in paragraph 2 below :-

- (a) You, the grantee, shall pay to Government within 28 days from the date hereof the sum of 3165,000.00 being premium for the extension areas. Demand Note No. 001652-2 for this amount is forwarded herewith for settlement by you accordingly.
- (b) Possession of the extension areas shall be deemed to have been given to you on the date specified in a letter from the Secretary for New Territories.
- (c) You shall on execution of this letter surrender to the Crown all those pieces or parcels of ground known and registered in the District Land Office, Islands as [REDACTED] Section A in Demarcation District No. 352 at Lantau Island in the New Territories (which said pieces or parcels of ground are shown coloured blue on Plan II annexed hereto).
- (d) Subject to the Land Officer being satisfied as to your title to the parent lot, you will be entitled to a Crown lease of a new lot (hereinafter referred to as "the new lot") comprising the parent lot and the extension areas. Such Crown lease will be for the same term and commence from the same date as is laid down in the New Grant No. 6122 and in the Extension Letter dated 1st August 1979 and registered in the District Land Office, Islands by New Grant No. 6620 (New Grant No. 6122 and New Grant No. 6620 are hereinafter collectively referred to as "the said New Grant") under which the parent lot is held. Pending the issue of the Crown lease for the new lot the tenancy of the parent lot and the extension areas shall be deemed to be upon and subject to, and the Crown lease of the new lot when issued shall contain, all the terms and conditions contained in this letter

Deed Register 435 TX. 50

... / P. 2

and in the said New Grant except as hereby modified. Within one month of being required by the Land Officer so to do, you shall take up the Crown lease of the new lot and pay the prescribed fees therefor.

- (e) The boundaries of the new lot will be determined before the issue of the Crown lease.
- (f) You shall pay to Government on demand the cost of providing and fixing each additional boundary stone required to define the new lot and the cost of refixing any boundary stones which through being lost, damaged, or removed, require replacement.
- (g) You shall open and keep open to the general public free of charge part of the extension areas for the purpose of giving access at all times to all existing beach areas and to any additional beach areas reclaimed by you, it being agreed and declared that you may close this part of the extension areas for a period of one day during each calendar year in order to preserve your right as the grantee relating thereto.
- (h) Notwithstanding anything herein contained and for the avoidance of doubt the extension areas shall not be developed, redeveloped or used except in accordance with the Master Layout Plan approved by the Secretary for the New Territories pursuant to Special Condition 6 of the said New Grant and any plan amending the same or substituted for the same from time to time and in accordance with the General and Special Conditions contained in the said New Grant.
- (i) You shall indemnify the Government against all actions, claims and demands that may arise as a result of the development of the extension areas or any part thereof, both during construction and thereafter; and shall further indemnify the Government against any action, claims and demands that may arise as a result of injurious affection that may be caused to adjoining or neighbouring lands.
- (j) Except as hereby modified all the terms and conditions contained in the said New Grant shall remain in full force and effect.
- (k) You shall, if required by the Land Officer so to do and within such time as he may stipulate, execute a formal agreement incorporating the terms and conditions herein contained in such form as he may require.
- (l) In the event of the breach, non-observance or non-performance of any of the foregoing terms and conditions or of any of the terms and conditions contained in the said New Grant the Crown shall be entitled to re-enter upon the parent lot or the extension areas or both as it shall deem fit.

If the foregoing terms and conditions are acceptable, I shall be glad if you will signify your acceptance thereof by executing, under seal in accordance with your Articles of Association (a) the docket endorsed below on both copies of this letter and (b) both copies of the plan. Such execution must be duly witnessed.

After execution, please return both copies of this letter and plans to the District Officer, Islands, for registration together with the receipt for the aforesaid premium of \$155,000.00. Thereafter, the original copy of this letter and plans will be returned to you for retention with the documents of title relating to the parent lot until the Crown lease is issued.

Yours faithfully,



(LO Kar-chun)
District Officer, Islands

We hereby agree to and accept the foregoing terms and conditions.

Abraham Sam Tin Chung
.....

Witness to the affixing of the
Common Seal of the Grantee to
the signatures of attesting
officers

Abraham Sam Tin Chung

Payson Cha
.....

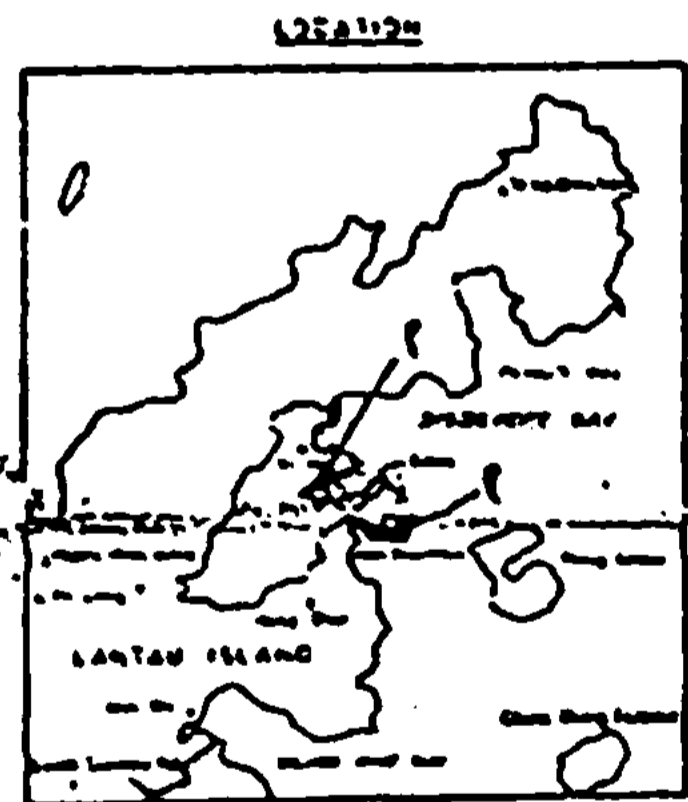
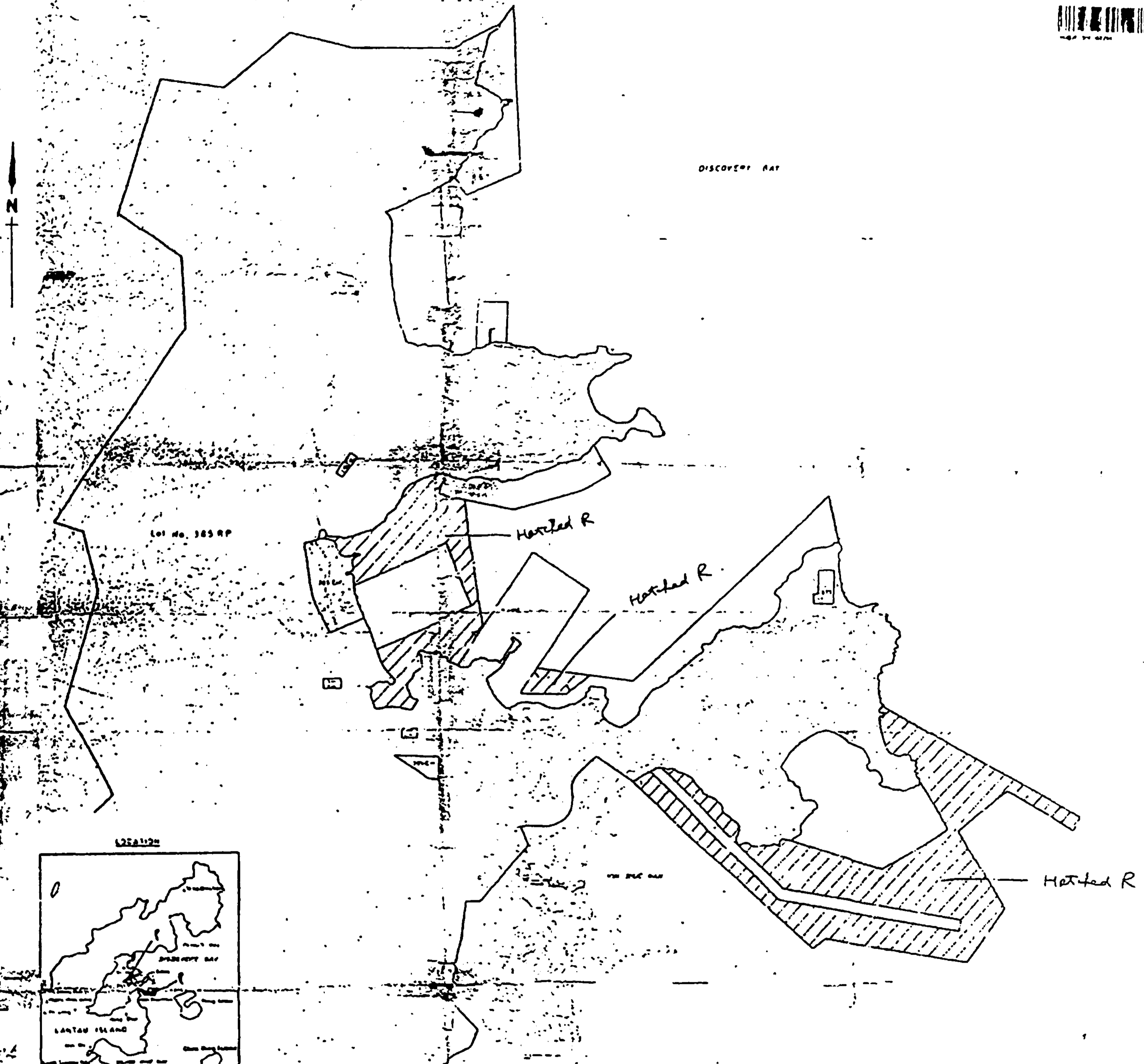
Seal of the Grantee and
signature of
Payson Cha, its Director

Address : 

Occupation : Chief Accountant

IS NG6788

WITH REFERENCE TO



Scale 1:25000

Subject to Survey
margins in feet

HATCHED RED AREA 2303 HA (ABOUT)

SCALE 1:1000



Seal of the Grantor
and Signature of *[Signature]*
Date 21 AUG 1988



[Signature]
District Officer, Islands

SURVEY SHEET No. 176/178 193/193
DIMENSIONED PLAN No
LAYOUT PLAN No
REFERENCE PLAN No MS04/27/815 B

PROPOSED LEASE
2ND EXTENSION TO LOT No. 385 R.P. IN D.D. 352 - LANTAU ISLAND

DISTRICT OFFICE ISLANDS NEW TERRITORIES	
FILE No LNT 98/CLT/61 1988	DATE 11 8 1988
DRAWING No. CG 2214A	

PLAN II

Is NG 6786

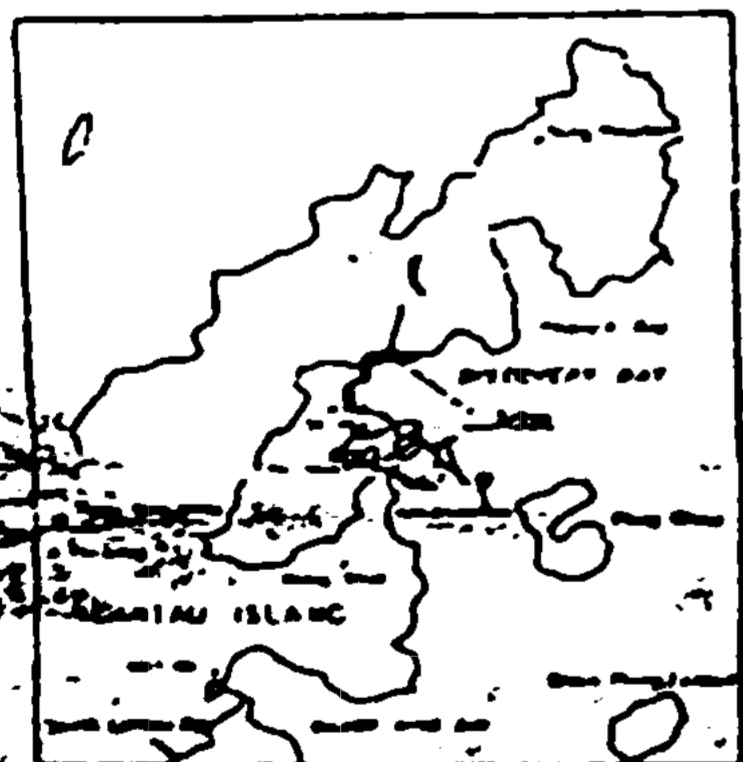
NEW TERRITORIES
LAND OFFICE



DISCOVERY BAY

LOT NO. 385 AP

LOCATION



WAGNE BAY AREA TO BE SURVEYED AREA 210, 000 SQ. FT. (APPROX.)

Seal of the Government
and Signature
Date 21 AUG 1960



SURVEY SHEET No. 175/135 197/101
ORDERED PLAN No.
LAYOUT PLAN No.
REFERENCE PLAN No. NS04/77/015B

SURRENDER PLAN
LOT NO. 385 Sec. A IN D.D. 352 - LANTAU ISLAND

DISTRICT OFFICE, ISLANDS NEW TERRITORIES	
FILE No. LRT/DACT/101/100	DATE 11.8.1960
DRAWING No. CS617A	

bpd

发件者: Brendan Roscoe
发件日期: 07日04月2016年星期四 18:09
收件者: Tpbpd@pland.gov.hk
副本: Jim F; Sharon Roscoe
主旨: Additional Objection to Discovery Bay Planning proposal TPB/Y/DB/3

2041

Dear Sir,

1. Does HKR have permission to develop the littoral area between the natural high and low water marks?
 2. I object to the removal of the boat lift out and hardstand facility. This is essential for the correct maintenance of boats in the bay and for safety reasons if boats have to be removed from the water in an emergency.
 3. I object to the shoreline path being removed and private houses being built over with high walls. The replacement promenade areas do not allow promenading one. Walking along to enjoy the sea view as they are too small and are for commercial activities such as Kaito docking and the berthing of HKR's private commercial boat 'Bounty'.
 4. I object to the removal of other leisure facilities connected with the Marina Club, such as the tennis courts and green area along the headland.
 5. I object to the removal of marine refuelling facilities.
- I ask whether a proper environmental assessment has been done for the change of use of the petroleum station and hardstand where copper antifouling has been used.

Brendan Roscoe
Permanent Resident

tpbpd

寄件者: Andrew Burns [REDACTED]
寄件日期: 07日04月2016年星期四 18:09
收件者: tpbpd@pland.gov.hk
主旨: Application No. Y/I-DB/3. Area 10b, Discovery Bay -- Water & Sewage
附件: Application No Y-I-DB-3 Area 10b Discovery Bay Water and Sewage.pdf

2042

To: Secretary, Town Planning Board

Date: 7 April, 2016

Dear Sirs,

Re: Application No. Y/I-DB/3. Area 10b, Discovery Bay -- Water & Sewage

I take pleasure in forwarding the attached submission to the Town Planning Board in respect of the subject Application.

Yours sincerely,
Andrew Burns

To: Secretary, Town Planning Board

From: Andrew Burns
[REDACTED]
[REDACTED]

Email: [REDACTED]

Date: 7 April, 2016

Dear Sirs,

Re: Application Nos. Y/I-DB/2 and Y/I-DB/3, Discovery Bay – Water and Sewage

The Applications 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 preliminary 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 New Grant No. 6122 ("Land Grant"), the Government has no obligation to provide potable water and sewage services to the Lot.

Special Condition 36(a) of the Land Grant states: "Government does not undertake to supply water to the lot."

Furthermore, Special Condition 5(b) states: "The Grantee shall ... maintain and keep in use on the lot ... a dam, a reservoir, salt and fresh water storage and treatment areas, a sewage treatment plant..." These are all identified as part of "the minimum associated facilities" under the Land Grant.

Both of these conditions remain in force, and the Grantee – which now includes all of the 8,300+ assigns of the developer under the Deed of Mutual Covenant dated 30 September, 1982 – is bound by these terms.

As such, the Grantee must ensure that these conditions can continue to be met throughout the term of the Land Grant. The proposal to increase the population beyond the current target of 25,000 compromises the ability of the Grantee to meet the conditions of the Land Grant.

Capacity of the Discovery Bay Reservoir

As stated above, the Discovery Bay Reservoir is one of "the minimum associated facilities" under the Land Grant. On 10 July, 1995, the then Executive Director of Hong Kong Resort Company Limited ("HKR"), Mr. Jeremy Marriott, wrote to the City Owners' Committee ("COC"), the owners' committee under the Principal Deed of Mutual Covenant ("PDMC") for Discovery Bay, regarding the capacity of the reservoir:

The DB reservoir was planned from the outset for a population of 25,000. However, to increase the yield of the reservoir in order to supply that number of people, it will be necessary to implement lowland flood pumping to catch the main run-off from the indirect catchments within DB's boundary and to substitute saltwater for flushing.

Hence, the reservoir is not built for a population beyond 25,000. Even then, supporting a population of 25,000 would require significant modification to the existing infrastructure on the Lot, including extending the catchment area to the lowland areas within Discovery Bay and substituting salt water for flushing. A copy of Mr. Marriott's letter is attached to this submission.

It is evident that it would be impossible to supply fresh water for a population of 29,000 from the reservoir, placing the Grantee – the developer and the 8,300+ assigns – at risk of breach of the Land Grant if the population is increased to this level.

Supply of Government Water and Sewage Services

The 1995 letter from Mr. Marriott to the COC further advised that:

"Water Supplies Department (WSD) has no objections in principle to supply potable water for DB's planned population of 25,000." Furthermore, "Diversion of DB sewage to Siu Ho Wan is in accordance with Government's Outlying Islands Sewage Master Plan. Government further proposes to route Peng Chau sewage through DB and to take over the main trunk sewer, and the associated pumping stations, through which both Peng Chau and DB sewage will run."

HKR then proceeded to enter into agreements with Water Supplies Department and Drainage Service Department for supply of potable water and sewage services to the Lot. Both services were connected in the early 2000s. However, the agreements were signed between HKR and government departments, and not between the Manager and government departments. This is in direct violation of the terms of the PDMC, which state that the powers and duties of the Manager include:

To represent the Owners in all matters and dealings with Government or any utility or other competent authority or any other person whomsoever in any way touching or concerning the due management of the City.

HKR is one of the Owners. As such, HKR had no authority under the PDMC to enter into the agreements for supply of water and sewage services to the Lot. Because HKR acted outside the PDMC, the content of the agreements is not available to the other owners of the Lot. Given the obligations of the Grantee under the Land Grant, the existence of secret agreements covering water and sewage services is highly undesirable, and leaves the assigns of the developer unsure of their legal liabilities vis-à-vis their obligations under the Land Grant.

From the current Applications in respect of Areas 6f and 10b at Discovery Bay, we now learn that the Government has not agreed to provide water and sewage services beyond a population of 25,000. In fact, it is flatly stated that, in May 2015, the Environmental Protection Department advised that there was "no spare capacity to cater for the sewage arising from any proposed Discovery Bay further development." Similarly, Water Supplies Department has not agreed to provide additional potable water to support a population beyond 25,000.

Alternate Supply Proposal

As Government has not agreed to provide additional water and sewage services to the Lot, HKR is proposing in the Applications for Areas 6f and 10b to restart the water treatment and waste water treatment plants on the Lot in order to cater for the increase in population to 29,000.

Under the PDMC, HKR may further develop the Lot, provided that such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10). As there would be no need to restart the water treatment and waste water treatment plants, or to operate new pipelines, if not for the current proposals, it is self-evident that all costs of running and maintaining the infrastructure requirements to support these new developments must be borne by the developments themselves and not by the other owners.

Additional Concerns

Although the 1995 letter from Mr. Marriott advised that the Government would take over the main sewage trunk line in Discovery Bay, this never materialised. All sewerage infrastructure within the Lot is maintained by the owners. HKR never formally informed the COC of this change and, as mentioned above, the agreement between HKR and the Government for the supply of sewage services remains secret.

Although the Government agreed to provide water and sewage services to DB when the tunnel was built, it refused to pay for and maintain the connections to the Government infrastructure at Siu Ho Wan. As a result, the Owners are currently 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 maintenance of all pipelines and pumping systems. HKR did not inform the COC of the need for Short Term Tenancies for the potable water, sewage and pumping stations until 2004, long after the connections had gone into service. As mentioned above, the agreement between HKR and the Government for the supply of potable water services remains secret.

Given that the Grantee remains liable under the Land Grant to be self-sufficient in the provision of potable water, it is essential that the capability to provide water to a population of 25,000 (and beyond) is maintained. As stated in Mr. Marriott's letter, to provide supply for 25,000 people it will be necessary to collect water from the lowland catchment areas and pump the water back up to the reservoir. Area 6f lies

within the proposed catchment area. As such, it is imperative that a statutory Environmental Impact Assessment be undertaken to consider the impact of the proposed development on the ability of the lowland catchment area to supply the required additional capacity.

The existing water supply and sewerage systems on the Lot were designed in the late 1970s, and did not envision future connection to the Government services at Siu Ho Wan. For potable water, the original system allowed water from the reservoir to flow by gravity to the water treatment and storage facilities below the reservoir, and then to be supplied by gravity to the entire development. Since the conversion to Government water, water flow along the main trunk line along Discovery Bay Road is reversed at least once per day. At times, water is pumped up from Siu Ho Wan to the storage reservoir below the main reservoir. At other times, water flows down from the service reservoir through the same main pipeline to the development. This places much greater strain on the pipeline network than planned at the original design stage.

Town Planning Board

In assessing the viability of the Area 6f and 10b applications, the Town Planning Board should request the release of all relevant documents. This should include the heretofore secret agreements between HKR and the government departments for the supply of water and sewage services to the Lot. The Town Planning Board should require additional public consultation following the release of these documents.

Before considering the Applications for Areas 6f and 10b, the Town Planning Board should also require that the Applicant produce detailed engineering studies on the current potable water and sewerage infrastructure to show that the proposed increase to a population of 29,000 would not place undue strain on the infrastructure. This study should also include a full statutory assessment of the impact of the Area 6f development on the ability of the lowland catchment area to supply the required additional fresh water to the reservoir.

Any catastrophic failure of the potable water and sewerage infrastructure would leave the residents of Discovery Bay without basic services. Given the remote location, providing alternate services would be very difficult. A full risk assessment should be carried out and made available for public inspection prior to consideration of the proposals by the Town Planning Board.

If the Town Planning Board accepts that the increase in population to 29,000 is viable, it should attach the following conditions to its approval:

- 1) Government should remove the requirement that the Lot remain self-sufficient in water and sewage services from the Land Grant, and undertake to provide water and sewage service to the Lot to support any and all development on the Lot.

- 2) Government should provide water and sewage services to the Lot boundary, similar to all other residential developments in Hong Kong. The Government should take over responsibility for all pipeline, pumping systems and land outside the Lot boundary.
- 3) Government should review the internal water supply and sewerage infrastructure, to ensure that it meets all current construction and operation standards. If it does not, it should be the responsibility of the developer to upgrade the system to the required standard.

Should the Town Planning Board consider that it is not appropriate to remove the population cap on supply of water and sewage services, it should ensure that the existing agreements to supply water and sewage to the Lot are recognised in the Land Grant, and require that:

- 1) Government should remove the requirement that the Lot remain self-sufficient in water and sewage services from the Land Grant, and recognise its existing commitment to provide water and sewage services to the Lot to support a population of up to 25,000. This will provide minimum assurance that, supplemented by the existing water catchment and reservoir, the Lot is able to support a population of 29,000.
- 2) Government should provide water and sewage services to the Lot boundary, similar to all other residential developments in Hong Kong. The Government should take over responsibility for all pipeline, pumping systems and land outside the Lot boundary.
- 3) All costs of maintaining and operating the additional potable water and sewage services to Areas 6f and 10b, including the potable water treatment; waste water treatment and new pipeline infrastructure, as well as all related security and supply requirements, should be borne by the new Villages to be erected at Areas 6f and 10b.

Yours sincerely,
Andrew Burns

CM/L386/95

10th July, 1995

To: All VOC Chairman

Dear Chairman,

Future development of Discovery Bay

HKR's plans for additional development in the Yi Pak area and a road link to North Lantau are now being scrutinised in detail by the relevant Government departments. At the start of the City Owners Committee meeting on 17 July we have arranged a presentation, with the aid of a model, and we propose to discuss future arrangements for water supply and sewage disposal, on which commitments must soon be made soon.

The model corresponds with the most recent Master Plan (MP6.0A) which was submitted to Government in May. However, it should not be assumed that MP6.0A will be approved in its present form. The model merely illustrates what the completed development may look like if MP6.0A is implemented.

The road link, partly via tunnel, to the service road running alongside the North Lantau Expressway is an integral part of HKR's proposals. Without it DB would remain isolated and cut off from the new airport and property values would decline because of the proximity of the Lantau Port. HKR is prepared to pay for the road link in anticipation of recovering the capital outlay through future sales. Recurrent costs will have to be recovered from vehicles making use of it. There will be external bus services, initially at least to Tung Chung, but the ferry service will remain the principal external transport mode. If at a later stage Government permits private cars in DB, they will be restricted to the new development in Yi Pak. The unique character of the existing DB will be preserved, so far as the changed environment created by the new port and airport allows.

The road link provides the opportunity for DB to connect up with the water and sewage treatment plants that Government is now building at Siu Ho Wan, 2 Km. from DB. Built to serve the new port and airport, both plants have ample capacity for DB. Because the Lantau Port will seriously affect the flushing capability of local waters, Government wants the sewage connection to be made as soon as possible. Government is prepared to supply DB with potable water. The implications are set out in the following paragraphs.

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The existing DB infrastructure has been provided by HKR and written off against HKR's profit and loss account. HKR will similarly write off the cost of any expansion of the infrastructure required for the increasing population. Once built, the infrastructure has to be operated and maintained out of management fees. The capital cost of any upgrading (as opposed to expansion) that is required as a result of stricter Government regulations is shared between the City Fund and HKR in proportion to the ratio of completed Management Units to uncompleted Management Units at the time (1 MU = 10 m² gross floor area).

Water

Water Supplies Department (WSD) has no objections in principle to supply potable water for DB's planned population of 25,000 and the associated commercial and community demands, including water for firefighting. City Management (CM) would continue to supply unfiltered water for flushing and irrigation from the existing reservoir.

There is no absolute necessity for Government water because the DB reservoir was planned from the outset for a population of 25,000. However, to increase the yield of the reservoir in order to supply that number of people, it will be necessary to implement lowland flood pumping to catch the main run-off from the indirect catchments within DB's boundary and to substitute saltwater for flushing. The capital cost of this planned expansion of the infrastructure would be payable by HKR.

Flood pumping and saltwater flushing would add about \$2 m. to CM waterworks' annual overheads which are currently about \$8 million. Some 75% of total overheads are attributable to the water treatment works, which will become more expensive to operate as the plant ages and because of anticipated stricter Government requirements, for example with regard to chlorine storage. All CM waterworks recurrent costs are part of management expenses and are recovered through metered charges (for potable water) and through management fees (non-potable water).

If DB continues to rely solely on the present single source of supply, problems could arise in future if there is a succession of exceptionally dry years or if the WSD tunnel being built between Siu Ho Wan and Mui Wo lowers the local water table. Although some residents have expressed disquiet about the long-term impact of the golf course on the reservoir, stringent precautions are always taken by the golf-course management and periodic sampling and testing by overseas laboratories, WSD and Environmental Protection Department has revealed no traces of contamination to date.

The implications for residents of a Government potable water supply are :-

- *HKR would bear the entire capital cost of the connection.
- *CM water meters would be replaced by WSD water meters, probably at a charge of \$140 per meter including installation. Resident would also probably have to pay a \$250 deposit to WSD (as against \$50 deposit to CM at present) although these points have yet to be confirmed by WSD.
- *based on current average consumption, 90% of housing units would pay lower metered charges than at present. WSD's charging system incorporates a free initial allowance and 3 tiers to discourage high consumption. WSD's metered charges are higher than CM's once consumption exceeds 74m³ over a 4 month period. WSD's current charging rates are attached herewith.

- DB rate payers would lose their current 15% reduction in rates for no Government water, which would mean paying an extra \$0.10 per sq.ft. per month in rates on average.
- DB consumers would have to observe the Waterworks Ordinance and Regulations with regard to usage of potable water, etc. HKR would pay for any modification of the potable water distribution system outside housing units that may be required by WSD.
- Residents would continue to pay through management fees for maintaining the dam, for unfiltered water used for flushing and irrigating common areas, for maintaining the potable and non-potable distribution systems and for maintaining the connection to Siu Ho Wan (estimated to total about \$5 m. a year). As explained previously annual savings of about \$6 m. will result from the closure of the DB water treatment plant.

Sewage

Diversion of DB sewage to Siu Ho Wan is in accordance with Government's Outlying Islands Sewage Master Plan. Government further proposes to route Peng Chau sewage through DB and to take over the main trunk sewer, and the associated pumping stations, through which both Peng Chau and DB sewage will run.

Because the Lantau Port will create an embayment and drastically reduce the flushing effect of local waters, removal of all sewage discharges from local waters is the preferred option. Model testing by Government in 1993 showed that, but for the Port, water quality in this area would not deteriorate markedly even if 50,000 people lived in DB and all sewage continued merely to be screened and discharged via the existing submarine outfall into deep water between the marina and Peng Chau.

However, despite this model testing and although Government previously approved the existing arrangements for screening and discharging DB sewage, Government is now enforcing higher standards in local waters under the Water Pollution Control Ordinance. As an interim measure, pending diversion of sewage to Siu Ho Wan, starting from this month DB sewage will be disinfected prior to discharge. The capital cost (\$3.7 m.) is being shared equally between HKR and the City Fund, following discussion in the COC meeting on 1 Feb 1993, while the recurrent cost (estimated to be about \$2 m. a year) will be met out of management fees, approximately doubling the recurrent costs of the sewage disposal system.

If the proposal to divert DB sewage to Siu Ho Wan is dropped, Government will immediately demand a much higher treatment standard, probably at least secondary treatment. The capital cost of a secondary treatment plant (about \$80 m.) would have to be shared between HKR and individual owners. Recurrent costs (about \$4 m. a year) would have to be met out of management fees, offset by annual savings of about \$2 m. from closure of the disinfection plant which would no longer be needed.

The implications for residents of a Government sewage connection are :-

- HKR would bear the entire capital cost of the connection.
- DB domestic premises would be subject to Government sewage charges, currently \$1.20 per m³ of potable water consumed, less the initial free allowance of 12m³ over a 4 month period. Sewage charges would be billed together with WSD metered charges.

...../Pg. 4

Pg. 4
CM/L386/95

- *the main trunk sewer and pumping stations would be taken over by Government but residents would continue to pay through management fees for the maintenance of the branch sewers and minor pumping stations.
- *the submarine outfall and disinfection plant would be abandoned, saving about \$2.5 m. a year in recurrent costs.

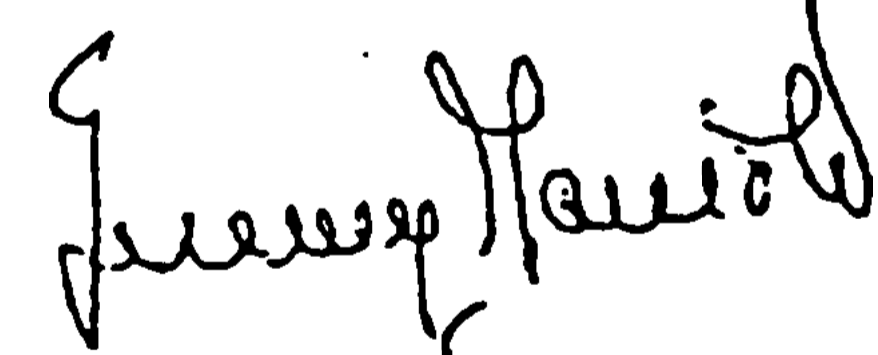
Conclusion

When the road link is built, it is HKR's view that water and sewage connections should be incorporated so that the opportunity for integrating DB with the nearby Government infrastructure is not lost. DB would remain somewhat vulnerable if it continued to rely solely on its own infrastructure, due to the major Government developments all around and increasingly stringent Government requirements. Since HKR's responsibility is limited to providing the infrastructure, residents would have to pay for the bulk of any such upgrading and higher operating costs through management fees.

Government has the advantage of economies of scale. It is obliged by public opinion to keep its charges for essential public services like water and sewage to acceptable levels. It is unlikely that CM can provide comparable services at lower cost in the long run. Government has many diverse sources of revenue, while CM's options are very limited.

Before making any commitment, HKR would like to be sure that DB residents, as represented by the COC, understand the full implications and that they support HKR in principle in this matter. It will be appreciated that capital and recurrent cost estimates in this letter are approximations at this stage. Chairmen will be informed if there are any significant changes.

Yours sincerely,
HONG KONG RESORT CO. LTD.



Jeremy Marriott
Executive Director

Enc.

JCHM/aw

b.c.c. LH
MWT/KLC
PWSC
AP
BT
CDM (Mr. Paul Chung)
Mr. K.L. Wong, K.L. Wong & Associates

tpbpd

寄件者: James Young [REDACTED]
寄件日期: 07日04月2016年星期四 18:10
收件者: tpbpd@pland.gov.hk
主旨: Discovery Bay Development Application
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf

2043

Please refer to the attached files.

Best regards,

James Young

Telephone: [REDACTED]

Email: [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

(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: James Young

Owner & Resident of: [REDACTED]

Telephone: [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Isa and Iain ([REDACTED])
寄件日期: 07日04月2016年星期四 18:36
收件者: tpbpd@pland.gov.hk
主旨: Planning area 10b
附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc

Please find attached my letter of inquiry/complaint.

Isabelle Shortt

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Iain and Isabelle Shortt

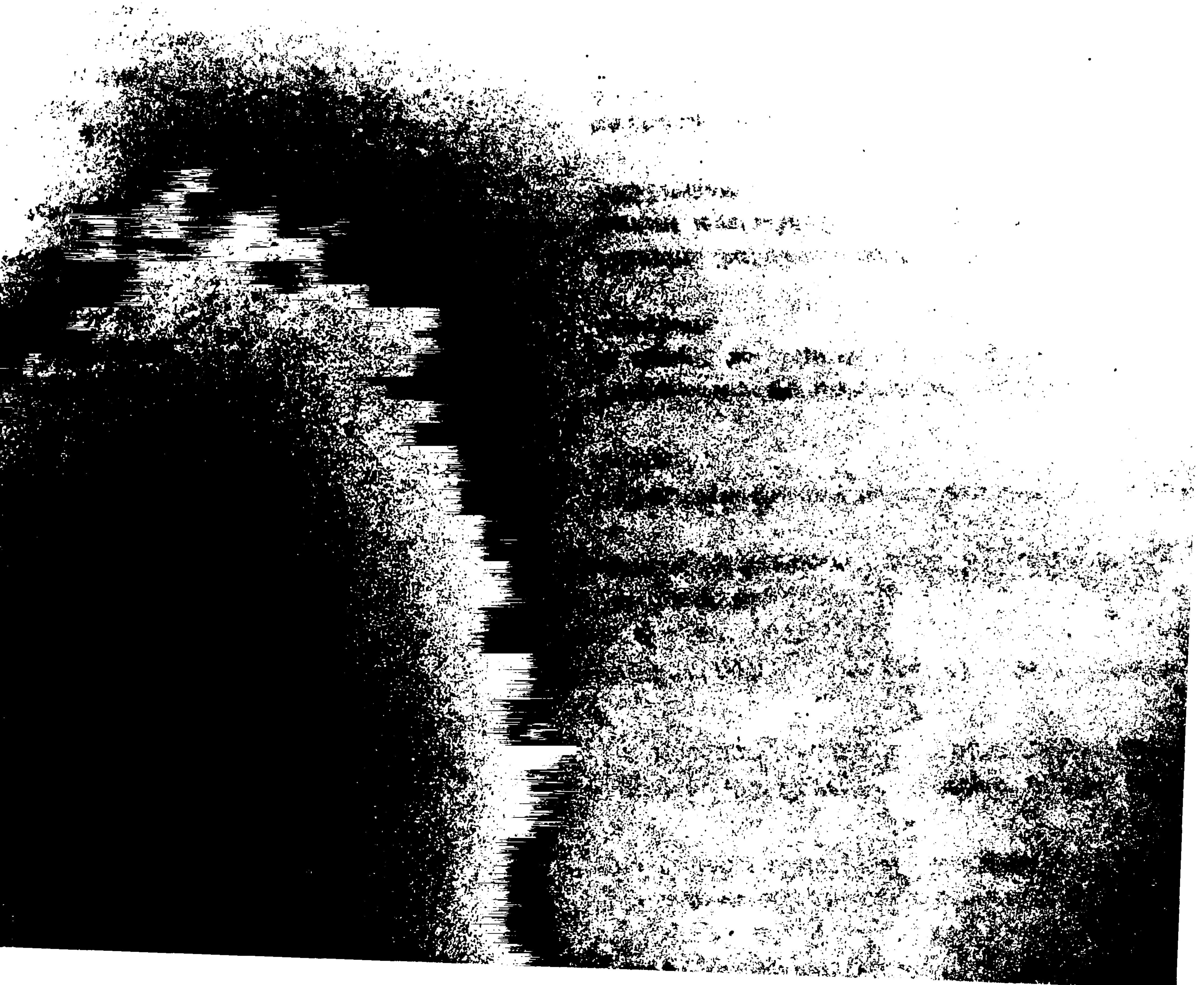
[REDACTED]

[REDACTED]

[REDACTED]

Skype: [REDACTED]

2044



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

Dear Sirs,

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Yours sincerely

Name: Isabelle Shortt

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]



寄件者: Tony Tong
寄件日期: 07日04月2016年星期四 18:55
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/3

2045

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

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Yours sincerely

Tony Tong

Owner of [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]



寄件者: Anne Fraser's iPad
寄件日期: 07日04月2016年星期四 19:01
收件者: tpbpd@pland.gov.hk
主旨: Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b

2046

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

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I have the following comments:

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- 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 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

Anne Fraser

Owner of: [REDACTED]

Tel: [REDACTED]

Email: [REDACTED]

Sent from my iPad

tpbpd

寄件者: Justin Kan [REDACTED]
寄件日期: 07日04月2016年星期四 19:07
收件者: tpbpd@pland.gov.hk
主旨: TPB/Y1-DB/3
附件: 1367_001.pdf; ATT00544.htm

2047

7th April 2016

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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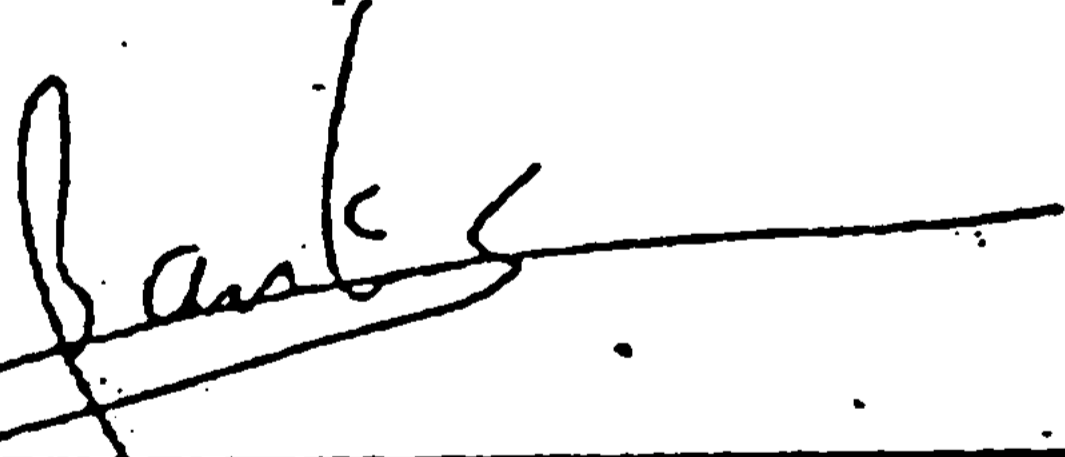
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Yours sincerely



Name: Chan Kwok Wah, Banks & Kan Mun Kiu, Justin

Owner of [REDACTED]

Contact details:

Tel. [REDACTED]

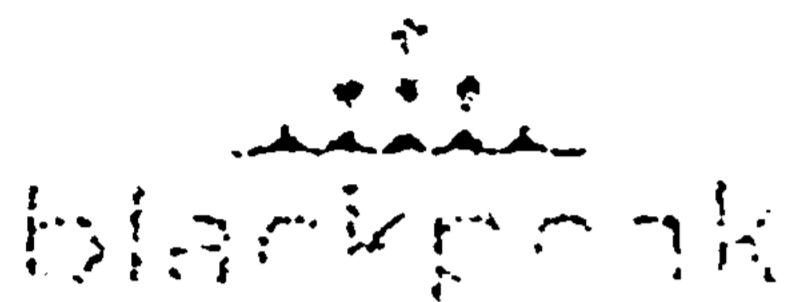
Email Address: [REDACTED]

pbpd

寄件者: Jack Clode [REDACTED]
寄件日期: 07日04月2016年星期四 19:20
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y1--DB/3
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf

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Jack Clode



[REDACTED]
Direct: +852 [REDACTED] Mobile: +852 [REDACTED] | Email: [REDACTED]

www.blackpeakgroup.com | [LinkedIn](#) | [Twitter](#)

The contents of this email (including any attachments) are confidential and privileged and only intended for the recipient(s) addresses above. If you received this email by error, please notify the sender immediately and destroy it (and all attachments) without reading, storing and/or disseminating any of its contents (in any form) to any person. Email communication is not secure. Blackpeak is not liable for any losses arising out of any errors or omissions in the contents resulting from email transmission or any illegal or unauthorised usage of or tampering with its email system.

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

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

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

Yours sincerely



Name: Jack Clode

Owner of: 

Tel. 

Email Address: 

tpbpd

寄件者: PAUL LAM [REDACTED]
寄件日期: 07日04月2016年星期四 20:02
收件者: tpbpd@pland.gov.hk
主旨: Application No: Y/I-DB/3 by Hong Kong Resort in Discovery Bay
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village-A.docx

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Town Planning Board,

I attach my OBJECTION to the above proposed development.

Regards,
LAM TAK SHUN PAUL
[REDACTED]

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

Dear Sirs,

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

I have the following comments:

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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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Accordingly, I OBJECT to the above-mentioned development application.

Yours sincerely

Name: LAM TAK SHUN, PAUL (Mr.)

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

Date: 7 April, 2016

tpbpd

寄件者: Donald cheung [REDACTED]
寄件日期: 07日04月2016年星期四 20:08
收件者: tpbpd@pland.gov.hk
主旨: Against the applications TPB/Y/1-DB/2 and TPB/Y/1-DB/3
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

2050

Dear Sir,

Please find the letter to comment on the captioned applicaton.

To: Secretary, Town Planning Board
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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: Donald CHEUNG

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]





tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

[REDACTED]
07日04月2016年星期四 20:14

tpbpd@pland.gov.hk

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

Kevin_Waterfront.pdf

2051

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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Yours sincerely

Name: *Kevin Lee*

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 20:16
收件者: tpbpd@pland.gov.hk
主旨: Kong Kong Resort Co Ltd's Application to Develop Area 10b (Waterfront near Peninsula Village)
附件: Lec_Fai_Ming_Waterfront.pdf

2052

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

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

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

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

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

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

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

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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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Name: LEE FAI MING

Owner/Resident of:

Tel.

Fax

Email Address:

tpbpd

寄件者: dinh hanh [REDACTED]
寄件日期: 07日04月2016年星期四 20:29
收件者: tpbpd@pland.gov.hk
主旨: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village
附件: ATT00451.docx; ATT00454.txt

2053

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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Yours sincerely

Name: Declan Watkin

Resident of: [REDACTED]

Tel: [REDACTED]

Fax: [REDACTED]

发件者: BIGA957 [REDACTED]
 发件日期: 07日04月2016年星期四 20:40
 收件者: tpbd@pland.gov.hk
 主旨: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village (2)
 附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village (2).pdf

2054

To: Secretary, Town Planning Board
 (Via email: tpbd@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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Yours sincerely

Name: GIANFRANCO BIGAZZI

Owner/Resident of:

[REDACTED]
[REDACTED]
[REDACTED]

Tel. [REDACTED]

Email Address:

[REDACTED]

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

Dear Sirs,

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

I have the following comments:

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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: GIANFRANCO BIGAZZI

Owner/Resident of:

Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Isa and Iain [REDACTED]
寄件日期: 07日04月2016年星期四 21:07
收件者: tpbpd@pland.gov.hk
主旨: Rc: HKR land development application
附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc

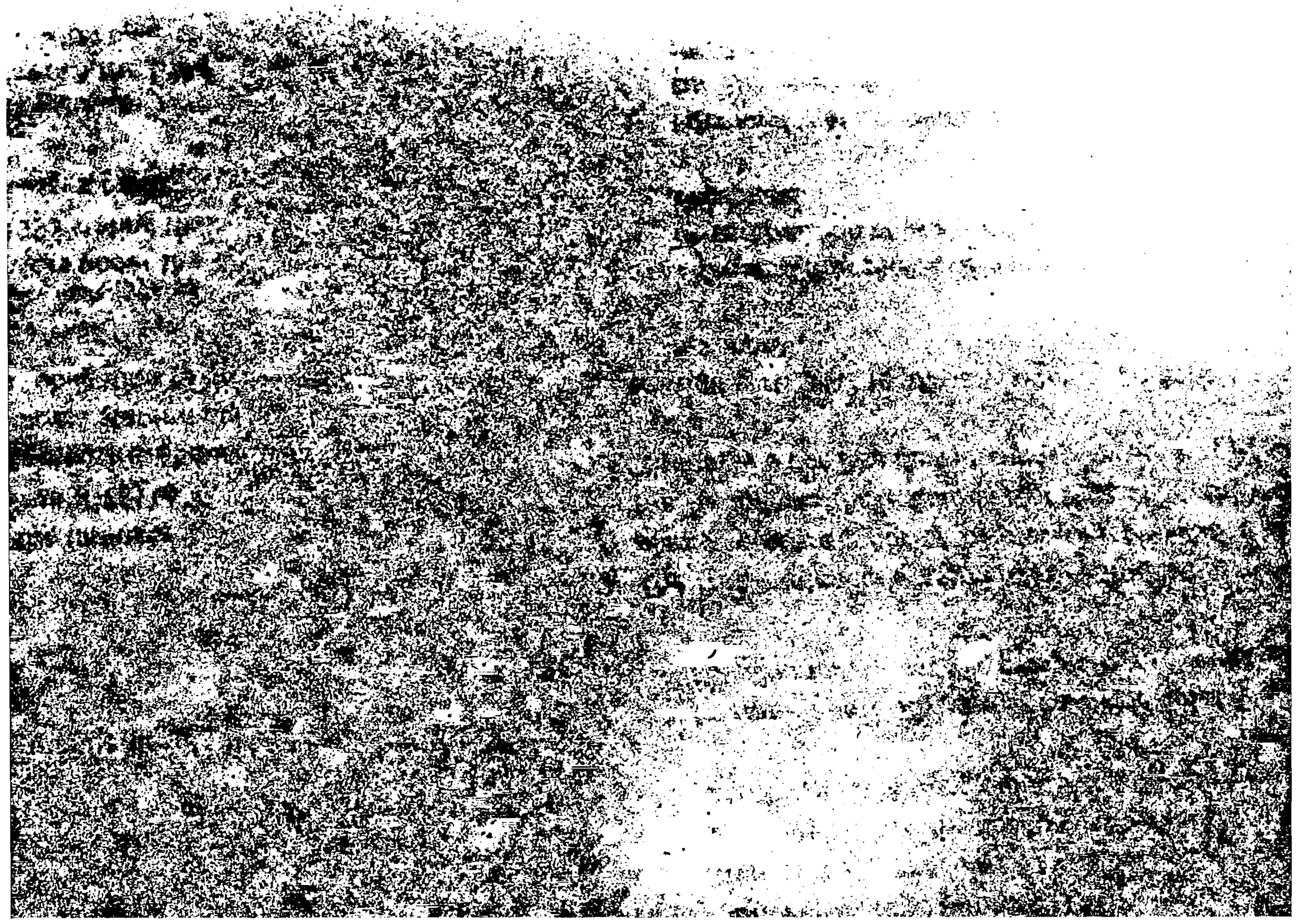
Dear Sir/Madame,

Please see attached objection letter.

Regards

Iain Shortt

2055



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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Yours sincerely

Name: **Iain Shortt**

Owner/Resident of: **[REDACTED]**

Tel. **[REDACTED]**

Fax

Email Address: **[REDACTED]**

pbpd

寄件者: Nicoletta NUNZIATI [REDACTED]
寄件日期: 07日04月2016年星期四 21:12
收件者: tpbpd@pland.gov.hk
主旨: Fwd: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

2056

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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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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Name: NICOLETTA NUNZIATI

Owner/Resident of:

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: Paul Willsher
 寄件日期: 07日04月2016年星期四 21:31
 收件者: tpbpd@pland.gov.hk
 主旨: Further Discovery Bay development

2057

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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Name: Paul Willsher

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax [REDACTED]

Email Address: [REDACTED]

tpbd

发件者: Kam Fung Chee [REDACTED]
发件日期: 07日04月2016年星期四 21:35
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)

2058

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

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Name: Kam Fung Chee Owner/Resident of 

寄件者: Paul Willsher
寄件日期: 07日04月2016年星期四 21:36
收件者: tpbpd@pland.gov.hk
主旨: Further Discovery Bay Development

2059

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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- (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.

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.

(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 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.

(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 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.

(6) 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.

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

Yours sincerely

Name: Paul Willsher

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax [REDACTED]

Email Address: [REDACTED]

寄件者: macbook [REDACTED]
寄件日期: 07日04月2016年星期四 21:36
收件者: tpbpd@pland.gov.hk
主旨: Further Discovery Bay Development

2060

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to

which we have no input or access. The water and sewerage agreements, plus the lot 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: Rika Sugimoto

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

寄件者: Samantha Chan [REDACTED]
 寄件日期: 07日04月2016年星期四 21:38
 收件者: tpbpd@pland.gov.hk
 主旨: Application No.: TPB/Y/I-DB/3 Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)
 附件: 20160407_00002.pdf; ATT00376.txt

2061

To whom it may concern,
 Please find attached a signed submission and also details below.

7th April 2016

Dear Sirs,

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

As a 10 year resident of [REDACTED] in Discovery Bay- I noticed the submission to the town planning board for rezoning along Nim Shue wan waterfront. I took an active interest in what the proposals were as there was not any additional information apart from the sign near the bay. From my research the desire HKRI is to rezone to Residential (group c) which from the government website defines as:

"Planning Intention This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board."

I have subsequently found that that HKRI wish to have two 18 story towers and over 1000 new flats- This is contradictory to both- 18 stories is certainly not low rise and over 1000 units does not make it low density. Therefore I object to the above-mentioned development application.

Upon further research I also have the following comments

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

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 to a population of 25,000,

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

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

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

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

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

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

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

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

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

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

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

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

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

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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: Samantha Chan
[Redacted]

Owner of: [Redacted]

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

7th April 2016

Dear Sirs,

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

As a 10 year resident of Haven Court in Discovery Bay- I noticed the submission to the town planning board for rezoning along Nim Shue wan waterfront. I took an active interest in what the proposals were as there was not any additional information apart from the sign near the bay. From my research the desire HKRI is to rezone to Residential (group c) which from the government website defines as:

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Therefore I object to the above-mentioned development application.

Upon further research I also have the following comments

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

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

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

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain

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

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

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

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

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

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

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

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

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

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

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

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

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

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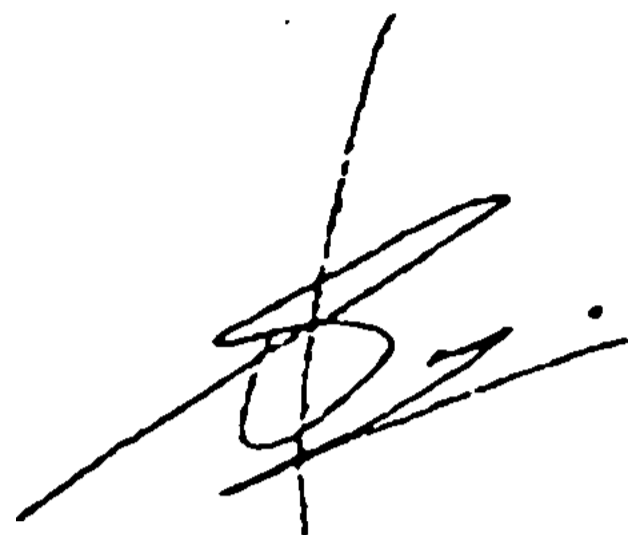
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Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely,



7 APRIL 2016

Name: Samantha Win Suen Chan

Owner of:



Tel. 

Email Address: 

tpbpd

寄件者: Timothy Li 李焯明 [REDACTED]
寄件日期: 07日04月2016年星期四 21:44
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

2062

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

Dear Sirs,

Re:

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 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 HKR show proof that it has the right to reclaim the area of the seabed 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

LI Sung-ming

Owner of: [REDACTED]

Tel. [REDACTED]

tpbpd

寄件者: Dominic Ho at Yahoo [REDACTED]
寄件日期: 07日04月2016年星期四 21:49
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 6f and 10b

2063

To: Secretary, Town Planning Board
Application No.: TPB/Y/I-DB/2 and TPB/Y/I-DB/3

Dear Sirs,

Re: 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.

Yours sincerely,

Ho Wai Ming D.S.

owner and resident of [REDACTED]

Tel: [REDACTED]

寄件者: Jenny Buck [REDACTED]
寄件日期: 07日04月2016年星期四 21:56
收件者: tpbpd@pland.gov.hk
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)

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

Jennifer Buck

Owner and Resident of Flat [REDACTED]

tpbpd

寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 21:57
收件者: tpbpd@pland.gov.hk
主旨: Re: TPB/Y/I-DB/3
附件: 16.04.07 DCL 10b comments 19F GC.pdf

2064

Dear Sir,

Please find attached my comments/objections relating to Application No. TPB/Y/I-DB/3, Discovery Bay Area 10b re-zoning.

Yours faithfully,

G Lovegrove

[REDACTED]
[REDACTED]
7 April 2016

To: Secretary, Town Planning Board

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

Dear Sirs,

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

My comments on/objections to Application TPB/Y/I-DB/3 are listed below.

General Objections

1. HKR claims in the Application that it is the sole owner of the Lot.

<p>4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」</p> <p>The applicant 申請人:</p> <p><input checked="" type="checkbox"/> is the sole "current land owner" (please proceed to Part 7 and attach documentary proof of ownership). 是唯一的「現行土地擁有人」(請繼續填寫第7部分, 並夾附業權證明文件)。</p> <p><input type="checkbox"/> is one of the "current land owners" (please attach documentary proof of ownership). 是其中一名「現行土地擁有人」(請夾附業權證明文件)。</p> <p><input type="checkbox"/> is not a "current land owner". 並不是「現行土地擁有人」。</p>
--

This is untrue, there are over 8,000 assigns of the developer (of which my company is one) who co-own the Lot together with Hong Kong Resorts Company Ltd (HKRCL). Therefore HKRCL must withdraw the Application and make revisions to recognise co-owners.

2. The Application claims that HKRCL has the right to reclaim additional land from the sea at Nim Shue Wan and cites Gazette Notice 710 of Gazette 14/1976 in support of this. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant 156788) registered in the Land Registry. Therefore HKRCL must obtain the relevant permission for reclamation at Nim Shue Wan anew.
3. There have been at least five gazettals under the Foreshore and Seabed Ordinance (Cap 127) in: December 1974; January 1976; April 1976; and, two in March 1978. All are cited as being for the Ta Yue Shan Leisure and Resort Centre. Discovery Bay City, managed by HKRCL through City Management, is not the Ta Yue Shan Leisure and Resort Centre to which the foreshore and seabed leases were granted therefore HKRCL must obtain permissions to reclaim at Nim Shue Wan anew.
4. The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan 6.0E1 and the current OZP are not aligned. Therefore HKRCL must withdraw the Application until such time as Government and HKRCL have agreed on properly aligned documents before considering any amendments to the OZP.

5. The Schedule of Uses proposed for the Promenade at Area 10b states that "*This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and or passive recreational uses serving the needs of the local residents and visitors.*" There is no provision under the Deed of Mutual Covenant (DMC) to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is allowed only if an area is declared to be Public Recreation on the Master Plan and HKRCL undertakes to pay for management and maintenance of the public area. Therefore either: (i) the reference to visitors must be removed; or (ii) the Master Plan must be revised and HKRCL undertake all management and maintenance of new public areas
6. Under the DMC, City Management is supposed to represent the Owners (including HKRCL) in all matters and dealings with Government or any utility company in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utility companies and conclude secret agreements to which the 8,000 or so co-owners of the Lot have no input or access. **Therefore the Application must be withdrawn until HKRCL makes all such agreements available to its co-owners of the Lot including *inter alia*: the water and sewerage agreements; the lease to run the water and sewage pipelines outside the Lot; the LPG supply agreement; and the fuel supply agreement.**
7. The Land Grant (No. 6122 dated 10 September 1976) requires HKRCL to provide *inter alia* a helicopter landing pad "*available at all times for use by Government*". Further, a landing pad is a named "Other Specified Use" in the OZP (see para 8.5.13 of the Explanatory Statement in the Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4). The approved landing pad is in Area 10b and will be removed under the plans prepared for the Application and no reference has been made to re-provision this required facility for use by Government. **Therefore HKRCL must agree with Government (and with its co-owners) a new location for the landing pad that meets all Orders, Ordinances, and Regulations relating to or in connection with aircraft before this Application can be approved.**

Environmental Objections

8. Appendix C of the Planning Statement (Environmental Statement) prepared for this Application states that because the area of proposed reclamation is within the area the Applicant claims was gazetted (see above) before the Environmental Impact Assessment Ordinance (EIAO) came into existence (in 1998) it is exempt by virtue of the provision of Clause 9(2)(c). Clause 9(2) lists seven reasons for exempting a project from the EIAO, all in the context of them being in progress or about to start at the time the EIAO came into effect. It is unlikely that it foresaw the possibility of the clause being used to exempt reclamation 40 or more years after being gazetted under the Foreshore and Seabed Ordinance. This might not be an issue in the context of a piled deck of about 8,600m² as proposed in the Application however, it is possible that plans are afoot to reclaim the marina adjoining Area 10b (noting that Marina Club Debentures are not being renewed after 2018 and all hard standing and boat yard facilities are being removed under the Application). The marina was also gazetted under the Foreshore and Seabed Ordinance about 40 years ago and is about 68,000m² in area

extendable to about twice that size if adjoining areas gazetted around the same time are added. If Town Planning Board agrees with the Applicant that the reclamation need not comply with the EIAO then it will be creating a precedent which might make it difficult to disagree with a similar argument in respect of 68,000m² or more of conventional reclamation in the future and this would be totally wrong in the SAR's current state of environmental awareness. **Therefore Town Planning Board must make it a condition of approval of the Application that all works in and related to Area 10b must comply with the EIAO.**

9. The Environmental Statement notes that the environmental study is not part of the Environmental Impact Assessment (EIA) report under the EIA Ordinance (EIAO) which will be "*formally initiated subject to a rezoning approval and prior to implementation*". The statutory process under EIAO is summarized in section 2.4.6.5 (p 10) and requires submission of a project profile to the Director of Environmental Protection (DEP) and use of a study brief for the EIA Report. Therefore, this Environmental Study would be regarded as only preliminary in scope, content and conclusions. The preliminary scope covers only noise, air quality, water quality, land contamination and ecology. Other key environmental issues may need to be assessed as part of the EIAO process. The Environmental Study is inconclusive in many respects for example: the conclusion on air quality states "*The planned air sensitive receivers would be unlikely to be subject to adverse air quality impact. They will be considered in the subsequent statutory EIA*". Similarly it states that noise and water quality will be considered in the statutory EIA. This illustrates the preliminary nature of the Environmental Study and, therefore, its conclusions cannot be used as a final basis on which to change the Zoning of Area 10b under the current Application. **Therefore Town Planning Board must make it a requirement to comply with the EIAO process before approving the Application.**
10. The Environmental Statement notes that the key objectives for the Environmental Study included "*a summary of the relevant regulations and regulations that are applicable*". However, there is no summary of key requirements under the Hong Kong Planning Standards and Guidelines so **Town Planning Board must make it a condition for the summary of key requirements to be provided and be the subject of environmental study before approving the Application.**
11. The Planning Statement indicates that the golf cart repair workshop and bus repair workshop will be located at ground level under the planned podium. Standards for Vehicle Repair Workshops (VRW) state they should be located away from residential areas or sensitive receivers so VRWs in the main urban area and new towns are generally accommodated on the periphery of industrial areas, either in purpose-designed buildings or on the lower floors of industrial buildings, not on the lower floors of multi-storey premium residential buildings as in the case of the Application. The noise and air quality issues directly relating to the VRWs have not been assessed so **Town Planning Board must make it a condition for the location of the VRWs to be approved by the relevant authorities and for all impacts to be fully assessed before approving this Application.**
12. The Planning Statement shows that the petrol filling station will be re-located to a site next to a high rise tower block and podium which will have apartments above it. Standards state that for petrol

filling stations within built up areas, they should preferably be located in relatively open areas and not be surrounded by developments. Where such requirement cannot be met, it is desirable that the buildings surrounding the petrol filling station are only low-rise. Therefore Town Planning Board must make it a condition that the petrol filling station is located in an area compliant with the Planning Standards and Guidelines before approving the Application.

13. The Planning Statement states that the LPG store will be removed but does not state where it will be reprovisioned to or if the reprovisioned LPG store will be included in the EIAO submission. The Environment Statement states "*Based on the latest development layout plan, the unloading point will be slightly relocated from its current location*". However, the buildings and population density surrounding the unloading point will change considerably and have a much higher population density than at present. Also, as the LPG store will be in a different location there will be a change to transport risk. The Electrical & Mechanical Services Department Guidance Note http://www.emsd.gov.hk/filemanager/en/content_287/Guidance_Notes_Gas_Supply_Installation.pdf states "*for bulk LPG storage installations where replenishment of LPG by road tanker is necessary, careful consideration should be given to the location of the installation. Factors to be considered include the estimated population in the vicinity, the capacity of the storage containers, the arrangements for road tanker access and unloading. A Quantitative Risk Assessment (QRA) report should normally be submitted to the Gas Authority with the application ... to demonstrate that the installation will not present undue risks to society*". Quite apart from the need to properly and safely provide an alternative location for LPG storage, the specific requirement of the Guidance Note relating to transporting LPG states "*Installations and associated road tanker unloading points should be sited away from places where people would congregate in order to reduce risk.*" This important requirement is manifestly not complied with by locating the unloading point for tankers within the new residential area and at a passenger embarking/disembarking location of the Kaito service. **Therefore Town Planning Board must insist that a necessary Quantitative Risk Assessment is carried out showing the appropriateness of the proposed LPG unloading area and transport arrangements before approving the LPG unloading site proposed in the Application.**
14. It is stated in the Water Assessment (Appendix A of the Planning Statement) that the reservoir and water treatment works might be re-activated. This will necessitate bringing chlorine into Discovery Bay, presumably landed at the proposed Service Pier like LPG. **Therefore Town Planning Board must insist that a necessary Quantitative Risk Assessment is carried out showing the appropriateness of the proposed chlorine unloading area and transport arrangements before approving the unloading site.**
15. Paragraph 4.2.4.6 of the Environmental Statement is misleading. [Tsoi Yuen Wan is the main ferry pier in Discovery Bay]. While it is correct to say that the marine based filling station for ferries will be located outside Discovery Bay, it is clearly shown in Figure 4.3 of the Statement to be within Nim Shue Wan Bay
- 4.2.4.6** The current marine light diesel (MLD) refilling facility is located at Marina Avenue next to the Discovery Bay Marina Club. In order to cater for the future residential development, ferry diesel refilling will be conducted on marine based filling station outside Discovery Bay. There will be no emission from the ferries during MLD refilling, and no travelling 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.

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.



No information is provided to show that the proposed new location of the facility is technically feasible so appropriate risk and environmental studies must be carried out before the assumed new location can be accepted. Studies should cover *inter alia* risk relating to fuel storage and spillage; dredging of access channels for ferries and fuel lighters; noise during fuelling operations; ecology (the bay is a clam fishing area); light pollution (if refuelling is to take place within the hours of darkness); archaeology (Nim Shue Wan is a scheduled archaeological site so a marine archaeological study should be carried out prior to dredging being permitted); and, visual impact (the facility will be directly in front of premium residential accommodation). **Town Planning Board must insist on these essential studies being carried out before approving the Application.**

16. The Planning Statement shows the frequently used cargo loading/unloading service pier being re-provisioned to the area of the Kaito pier. However, there is no reasonable provision for access and temporary storage for transshipping cargo nor is there any comment on the appropriateness of locating this facility in the middle of a premium residential area. **Town Planning Board must make the provision of appropriate cargo loading/unloading facilities a condition for the approval of this Application.**
17. Section 4.2.3 of the Environmental Statement is totally misleading. While there might be no industrial chimney near Area 10b there will be industrial emissions from the vehicle depot and workshops below the podium that will vent through the open ends. Emissions from below the podium where a refuse area, bus parking and vehicle repair workshops will be located are not accounted for in the Air Quality assessment reported in the Planning Statement. It is apparent from Figures 5a and 5b that Units L6, L7, L14, M1 and seafront houses near the ends of the covered area will be most affected so **Town Planning Board must insist that this essential study is carried out before approving the Application.**
18. Section 7.2 of the Environmental Statement states in paragraph 7.2.1.2 (and contrary to everywhere else in the documents) that dredging works are required for the development at Area 10b and that these will be within the boundary approved under the Foreshore and Seabed Ordinance in 1976 so will not be subject to the EIAO (see above). This is totally misleading because the proposals indicate

that the only material to be removed within the gazetted area will be for bored piles (if these are used) and this would never be termed dredging. So is dredging going to be carried out in Area 10b or not? The Environmental Statement notes that dredging work "*may be required*" outside the approved area and this might be as much as 100,000m³. It is most probable that dredging work **WILL** be required since the marine approaches to the Kaito/Service pier, the Bounty pier and the MLD marine refuelling facility are outside Area 10b and the area gazetted under the Foreshore and Seabed Ordinance referred to in the Statement. **Town Planning Board must insist that the necessary environmental, ecological and marine archaeological studies normal for such work are carried out before approving the Application.**

19. The Environmental Statement misleadingly omits any reference to noise resulting from the MLD marine refuelling facility located about 50m offshore from premier residential houses. **Town Planning Board must insist that this study is carried out before approving the Application.**
20. Nim Shue Wan is a listed Archaeological site where artefacts of the Bronze Age, Han and Song Dynasties have been found. This makes Nim Shue Wan Bay an area of archaeological interest. **Town Planning Board must make carrying out appropriate Marine Archaeological Impact Assessments a condition of approving the Application.**

Traffic

21. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000 (considering Applications for Area 10b and 6f rezoning together). However, the TIA ignores the essential fact that, under the existing OZP, Discovery Bay is declared to be "primarily a car-free development". Golf carts are the primary mode of personal transport, and are capped at the existing number of nearly 500. As such, road capacity is irrelevant except in respect of requirements for additional public transport. The Traffic Impact Assessment does not address the key issue of whether it is safe to allow increased usage by heavy vehicles in competition with slow-moving golf carts that offer no collision protection to occupants. **Therefore before approving the Application Town Planning Board must consider the road safety issues with regard to golf carts arising from an increase in population.**
22. Issues relating to parking are not fully addressed in the TIA. There is no legal provision for vehicle parking (distinct from golf cart parking) on the Lot so vehicles are currently parked illegally at different locations. **Town Planning Board must make a Government review of vehicle parking issues in relation to the Master Plan, a prerequisite to considering any population increase under this Application.**
23. The TIA does not address a feature of traffic peculiar to Discovery Bay that is, the flow of traffic north and southbound on Discovery Bay Road is often controlled by very slow moving golf carts (frequently about 15kph) travelling uphill from the Discovery Bay Road/Discovery Valley Road junction to the Discovery Bay Road/Headland Drive junction northbound and from Discovery Bay Tunnel/Discovery Bay Road roundabout to Discovery Bay Road/Headland Drive junction southbound. The situation is compounded by northbound traffic turning east at uncontrolled

junctions into: Siena Two Drive; Siena Avenue; Headland Drive; Discovery Bay International School/Wei Lun School; Seabee Lane; Seabird Lane/Seahorse Lane (three junctions); and, Plaza Lane; when northbound traffic can stop all other northbound traffic while giving way to approaching southbound traffic. This limitation should have been recognised during on-site inspection. Even with the current population of 15,000 to 18,000 this situation gives rise to traffic problems at rush hours and school leaving times (cited several times every year in Islands District Council with little effect/improvement). The TIA does not recognise the reality of current traffic along a road that was designed in around 1980 for limited golf cart use, local buses and deliveries and no external traffic other than essential deliveries by vehicles arriving by twice weekly vehicle ferries. Today there is external traffic accessing Discovery Bay through the tunnel including but not limited to: single and double deck buses serving three public external routes (licensed by Transport Department as a Residents' Service); school buses; construction traffic; heavy lorries; and, light goods vehicles; in addition to a steady flow of other vehicles through the tunnel. **Town Planning Board must make solving real traffic issues with the current population (about 30% below the 25,000 planned under the current OZP and Master Plan) before considering any further population increase to 29,000 contemplated by the Area 10b and Area 6f Applications.**

Water Supply and Drainage

24. The Application for rezoning of Area 10b and Area 6f seeks approval to increase the population at Discovery Bay from 25,000 under the current OZP to 29,000 under the revised OZP. The Applications include detailed impact statements relating to Water Supply and Drainage to show that the increase is well within the capacity limits of the Lot. However, these impact statements ignore the fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot. Discovery Bay is required to be self-sufficient in water and sewerage services under the land Grant, and HKRCL has publicly acknowledged elsewhere that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact. **Therefore Government must demand that the population cap of 25,000 be preserved, so as not to breach Land Grant.**
25. In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKRCL and Government (and they remain secret to HKRCL's 8,000 or so co-owners) and Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000. **Therefore Government must release the existing water and sewerage services agreements so that HKRCL's co-owners are in a position to understand the implications.**
26. Due to Government's refusal to provide water to more than 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the lot. Under the DMC, HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10). **Therefore Town Planning Board must make HKRCL undertake that all costs for water and sewerage services to Areas 6f and 10b, including but not**

limited to operation of all treatment plants, storage facilities and pipelines, be charged to Areas 6f and 10b and not to existing villages a condition of approving the Application

27. Although Government agreed to provide water and sewerage services to Discovery Bay when the tunnel was built, it refused to pay for and maintain the connections as part of an Agreement reached with HKRCL (but not its 8,000 or so co-owners). As a result, we co-owners are paying over \$1million per year to Government to lease land to run pipelines outside the lot to connect to Siu Ho Wan. We are also paying for all maintenance of the pipelines and pumping systems. Therefore HKRCL must withdraw the Application until such time as Government and HKRCL have agreed that Government will provide potable water and sewerage connections to the Lot boundary (just like every other residential development in Hong Kong) and such agreement must be a condition for approving the Application.

Yours faithfully,

Jouise P. Lovegrove

Name: G W Lovegrove

Tel: [REDACTED]

Email: [REDACTED]

Owner of: [REDACTED]

Fax: [REDACTED]

tpbpd

寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 21:57
收件者: tpbpd@pland.gov.hk
主旨: Re: TPB/Y/I-DB/3
附件: 16.04.07 DCL 10b comments Rev01a.pdf

2065

Dear Sir,

Please find attached my comments/objections relating to Application No. TPB/Y/I-DB/3, Discovery Bay Area 10b re-zoning.

Yours faithfully,

D C Lovegrove

7 April 2016

To: Secretary, Town Planning Board

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

Dear Sirs,

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

My comments on/objections to Application TPB/Y/I-DB/3 are listed below.

General Objections

1. HKR claims in the Application that it is the sole owner of the Lot.

<p>4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」</p> <p>The applicant 申請人:</p> <p><input checked="" type="checkbox"/> is the sole "current land owner" (please proceed to Part 7 and attach documentary proof of ownership). 是唯一的「現行土地擁有人」(請繼續填寫第7部分, 並夾附業權證明文件)。</p> <p><input type="checkbox"/> is one of the "current land owners" (please attach documentary proof of ownership). 是其中一名「現行土地擁有人」(請夾附業權證明文件)。</p> <p><input type="checkbox"/> is not a "current land owner". 並不是「現行土地擁有人」。</p>
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This is untrue, there are over 8,000 assigns of the developer (of which my company is one) who co-own the Lot together with Hong Kong Resorts Company Ltd (HKRCL). Therefore HKRCL must withdraw the Application and make revisions to recognise co-owners.

2. The Application claims that HKRCL has the right to reclaim additional land from the sea at Nim Shue Wan and cites Gazette Notice 710 of Gazette 14/1976 in support of this. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant 156788) registered in the Land Registry. Therefore HKRCL must obtain the relevant permission for reclamation at Nim Shue Wan anew.
3. There have been at least five gazettals under the Foreshore and Seabed Ordinance (Cap 127) in: December 1974; January 1976; April 1976; and, two in March 1978. All are cited as being for the Ta Yue Shan Leisure and Resort Centre. Discovery Bay City, managed by HKRCL through City Management, is not the Ta Yue Shan Leisure and Resort Centre to which the foreshore and seabed leases were granted therefore HKRCL must obtain permissions to reclaim at Nim Shue Wan anew.
4. The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan 6.0E1 and the current OZP are not aligned. Therefore HKRCL must withdraw the Application until such time as Government and HKRCL have agreed on properly aligned documents before considering any amendments to the OZP.

5. The Schedule of Uses proposed for the Promenade at Area 10b states that "*This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and or passive recreational uses serving the needs of the local residents and visitors.*" There is no provision under the Deed of Mutual Covenant (DMC) to allow public access to the Lot, nor is there any requirement for the residential owners to pay for the maintenance of public areas. Public access is allowed only if an area is declared to be Public Recreation on the Master Plan and HKRCL undertakes to pay for management and maintenance of the public area. Therefore either: (i) the reference to visitors must be removed; or (ii) the Master Plan must be revised and HKRCL undertake all management and maintenance of new public areas.
6. Under the DMC, City Management is supposed to represent the Owners (including HKRCL) in all matters and dealings with Government or any utility company in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utility companies and conclude secret agreements to which the 8,000 or so co-owners of the Lot have no input or access. Therefore the Application must be withdrawn until HKRCL makes all such agreements available to its co-owners of the Lot including *inter alia*: the water and sewerage agreements; the lease to run the water and sewage pipelines outside the Lot; the LPG supply agreement; and the fuel supply agreement.
7. The Land Grant (No. 6122 dated 10 September 1976) requires HKRCL to provide *inter alia* a helicopter landing pad "*available at all times for use by Government*". Further, a landing pad is named "Other Specified Use" in the OZP (see para 8.5.13 of the Explanatory Statement in the Approved Discovery Bay Outline Zoning Plan No. S/T-DB/4). The approved landing pad is in Area 10b and will be removed under the plans prepared for the Application and no reference has been made to re-provision this required facility for use by Government. Therefore HKRCL must agree with Government (and with its co-owners) a new location for the landing pad that meets all Orders, Ordinances, and Regulations relating to or in connection with aircraft before this Application can be approved.

Environmental Objections

8. Appendix C of the Planning Statement (Environmental Statement) prepared for this Application states that because the area of proposed reclamation is within the area the Applicant claims was gazetted (see above) before the Environmental Impact Assessment Ordinance (EIAO) came into existence (in 1998) it is exempt by virtue of the provision of Clause 9(2)(c). Clause 9(2) lists seven reasons for exempting a project from the EIAO, all in the context of them being in progress or about to start at the time the EIAO came into effect. It is unlikely that it foresaw the possibility of the clause being used to exempt reclamation 40 or more years after being gazetted under the Foreshore and Seabed Ordinance. This might not be an issue in the context of a piled deck of about 8,600m² as proposed in the Application however, it is possible that plans are afoot to reclaim the marina adjoining Area 10b (noting that Marina Club Debentures are not being renewed after 2018 and all hard standing and boat yard facilities are being removed under the Application). The marina was also gazetted under the Foreshore and Seabed Ordinance about 40 years ago and is about 68,000m² in area

extendable to about twice that size if adjoining areas gazetted around the same time are added. If Town Planning Board agrees with the Applicant that the reclamation need not comply with the EIAO then it will be creating a precedent which might make it difficult to disagree with a similar argument in respect of 68,000m² or more of conventional reclamation in the future and this would be totally wrong in the SAR's current state of environmental awareness. **Therefore Town Planning Board must make it a condition of approval of the Application that all works in and related to Area 10b must comply with the EIAO.**

9. The Environmental Statement notes that the environmental study is not part of the Environmental Impact Assessment (EIA) report under the EIA Ordinance (EIAO) which will be "*formally initiated subject to a rezoning approval and prior to implementation*". The statutory process under EIAO is summarized in section 2.4.6.5 (p 10) and requires submission of a project profile to the Director of Environmental Protection (DEP) and use of a study brief for the EIA Report. Therefore, this Environmental Study would be regarded as only preliminary in scope, content and conclusions. The preliminary scope covers only noise, air quality, water quality, land contamination and ecology. Other key environmental issues may need to be assessed as part of the EIAO process. The Environmental Study is inconclusive in many respects for example: the conclusion on air quality states "*The planned air sensitive receivers would be unlikely to be subject to adverse air quality impact. They will be considered in the subsequent statutory EIA*". Similarly it states that noise and water quality will be considered in the statutory EIA. This illustrates the preliminary nature of the Environmental Study and, therefore, its conclusions cannot be used as a final basis on which to change the Zoning of Area 10b under the current Application. **Therefore Town Planning Board must make it a requirement to comply with the EIAO process before approving the Application.**
10. The Environmental Statement notes that the key objectives for the Environmental Study included "*a summary of the relevant regulations and regulations that are applicable*". However, there is no summary of key requirements under the Hong Kong Planning Standards and Guidelines so **Town Planning Board must make it a condition for the summary of key requirements to be provided and be the subject of environmental study before approving the Application.**
11. The Planning Statement indicates that the golf cart repair workshop and bus repair workshop will be located at ground level under the planned podium. Standards for Vehicle Repair Workshops (VRW) state they should be located away from residential areas or sensitive receivers so VRWs in the main urban area and new towns are generally accommodated on the periphery of industrial areas, either in purpose-designed buildings or on the lower floors of industrial buildings, not on the lower floors of multi-storey premium residential buildings as in the case of the Application. The noise and air quality issues directly relating to the VRWs have not been assessed so **Town Planning Board must make it a condition for the location of the VRWs to be approved by the relevant authorities and for all impacts to be fully assessed before approving this Application.**
12. The Planning Statement shows that the petrol filling station will be re-located to a site next to a high rise tower block and podium which will have apartments above it. Standards state that for petrol

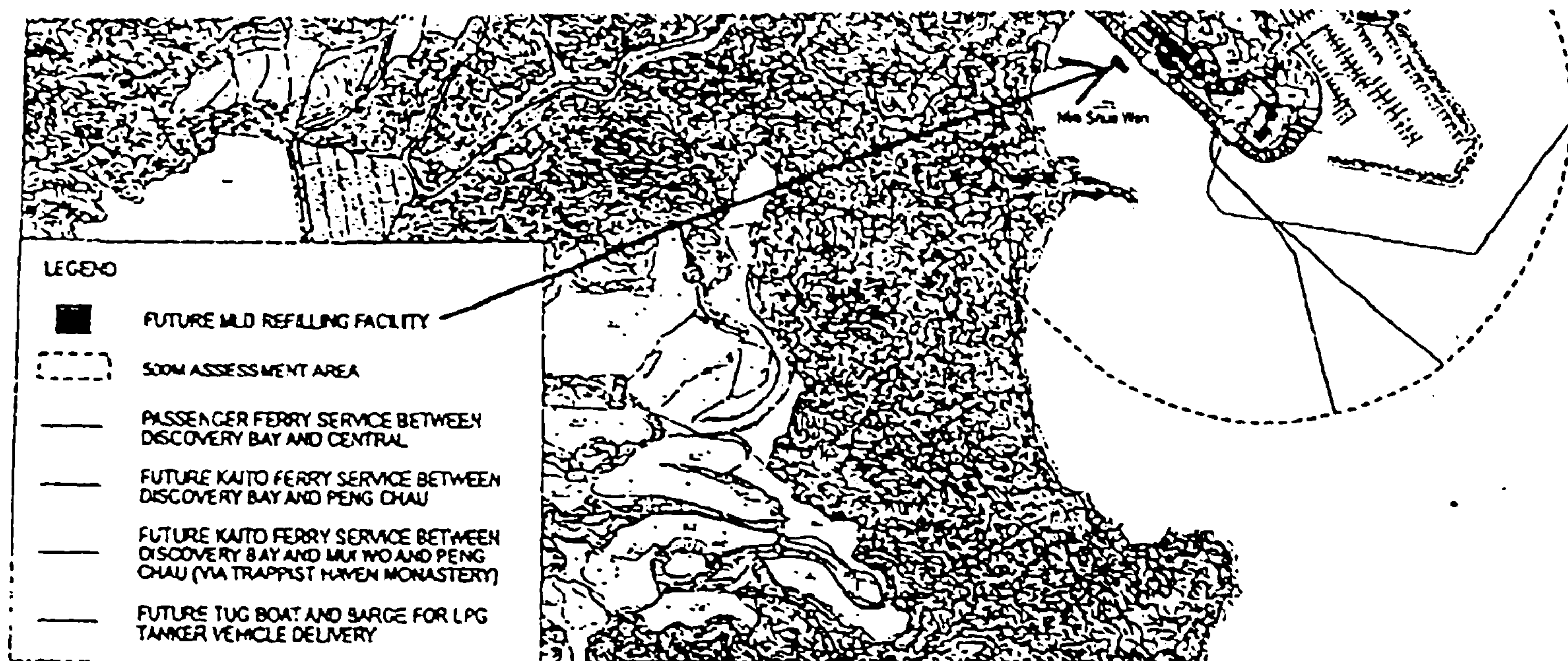
filling stations within built up areas, they should preferably be located in relatively open areas and not be surrounded by developments. Where such requirement cannot be met, it is desirable that the buildings surrounding the petrol filling station are only low-rise. Therefore Town Planning Board must make it a condition that the petrol filling station is located in an area compliant with the Planning Standards and Guidelines before approving the Application.

13. The Planning Statement states that the LPG store will be removed but does not state where it will be re-provisioned to or if the re-provisioned LPG store will be included in the EIAO submission. The Environment Statement states "*Based on the latest development layout plan, the unloading/unloading point will be slightly relocated from its current location*". However, the buildings and population density surrounding the unloading point will change considerably and have a much higher population density than at present. Also, as the LPG store will be in a different location there will be a change to transport risk. The Electrical & Mechanical Services Department Guidance Note http://www.emsd.gov.hk/filemanager/en/content_287/Guidance_Notes_Gas_Supply_Installation.pdf states "*for bulk LPG storage installations where replenishment of LPG by road tanker is necessary, careful consideration should be given to the location of the installation. Factors to be considered include the estimated population in the vicinity, the capacity of the storage containers, the arrangements for road tanker access and unloading. A Quantitative Risk Assessment (QRA) report should normally be submitted to the Gas Authority with the application ... to demonstrate that the installation will not present undue risks to society*". Quite apart from the need to properly and safely provide an alternative location for LPG storage, the specific requirement of the Guidance Note relating to transporting LPG states "*Installations and associated road tanker unloading points should be sited away from places where people would congregate in order to reduce risk*." This important requirement is manifestly not complied with by locating the unloading point for tankers within the new residential area and at a passenger embarking/disembarking location of the Kaito service. **Therefore Town Planning Board must insist that a necessary Quantitative Risk Assessment is carried out showing the appropriateness of the proposed LPG unloading area and transport arrangements before approving the LPG unloading site proposed in the Application.**

14. It is stated in the Water Assessment (Appendix A of the Planning Statement) that the reservoir and water treatment works might be re-activated. This will necessitate bringing chlorine into Discovery Bay, presumably landed at the proposed Service Pier like LPG. **Therefore Town Planning Board must insist that a necessary Quantitative Risk Assessment is carried out showing the appropriateness of the proposed chlorine unloading area and transport arrangements before approving the unloading site.**

15. Paragraph 4.2.4.6 of the Environmental Statement is misleading. [Tsoi Yuen Wan is the main ferry pier in Discovery Bay]. While it is correct to say that the marine based filling station for ferries will be located outside Discovery Bay, it is clearly shown in Figure 4.3 of the Statement to be within Nim Shue Wan Bay
- 4.2.4.6 The current marine light diesel (MLD) refilling facility is located at Marina Avenue next to the Discovery Bay Marina Club. In order to cater for the future residential development, ferry diesel refilling will be conducted on marine based filling station outside Discovery Bay. There will be no emission from the ferries during MLD refilling, and no traveling between the ferry pier at Tsoi Yuen Wan and the refilling facility within the assessment area in the future. Hence, marine emission due to the refilling activity would not be included in this assessment.

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.



No information is provided to show that the proposed new location of the facility is technically feasible so appropriate risk and environmental studies must be carried out before the assumed new location can be accepted. Studies should cover *inter alia* risk relating to fuel storage and spillage; dredging of access channels for ferries and fuel lighters; noise during fuelling operations; ecology (the bay is a clam fishing area); light pollution (if refuelling is to take place within the hours of darkness); archaeology (Nim Shue Wan is a scheduled archaeological site so a marine archaeological study should be carried out prior to dredging being permitted); and, visual impact (the facility will be directly in front of premium residential accommodation). **Town Planning Board must insist on these essential studies being carried out before approving the Application.**

16. The Planning Statement shows the frequently used cargo loading/unloading service pier being re-provisioned to the area of the Kaito pier. However, there is no reasonable provision for access and temporary storage for transshipping cargo nor is there any comment on the appropriateness of locating this facility in the middle of a premium residential area. **Town Planning Board must make the provision of appropriate cargo loading/unloading facilities a condition for the approval of this Application.**
17. Section 4.2.3 of the Environmental Statement is totally misleading. While there might be no industrial chimney near Area 10b there will be industrial emissions from the vehicle depot and workshops below the podium that will vent through the open ends. Emissions from below the podium where a refuse area, bus parking and vehicle repair workshops will be located are not accounted for in the Air Quality assessment reported in the Planning Statement. It is apparent from Figures 5a and 5b that Units L6, L7, L14, M1 and seafront houses near the ends of the covered area will be most affected so **Town Planning Board must insist that this essential study is carried out before approving the Application.**
18. Section 7.2 of the Environmental Statement states in paragraph 7.2.1.2 (and contrary to everywhere else in the documents) that dredging works are required for the development at Area 10b and that these will be within the boundary approved under the Foreshore and Seabed Ordinance in 1976 so will not be subject to the EIAO (see above). This is totally misleading because the proposals indicate

that the only material to be removed within the gazetted area will be for bored piles (if these are used) and this would never be termed dredging. So is dredging going to be carried out in Area 10b or not? The Environmental Statement notes that dredging work "*may be required*" outside the approved area and this might be as much as 100,000m³. It is most probable that dredging work **WILL** be required since the marine approaches to the Kaito/Service pier, the Bounty pier and the MLD marine refuelling facility are outside Area 10b and the area gazetted under the Foreshore and Seabed Ordinance referred to in the Statement. **Town Planning Board must insist that the necessary environmental, ecological and marine archaeological studies normal for such work are carried out before approving the Application.**

19. The Environmental Statement misleadingly omits any reference to noise resulting from the MLD marine refuelling facility located about 50m offshore from premier residential houses. **Town Planning Board must insist that this study is carried out before approving the Application.**
20. Nim Shue Wan is a listed Archaeological site where artefacts of the Bronze Age, Han and Song Dynasties have been found. This makes Nim Shue Wan Bay an area of archaeological interest. **Town Planning Board must make carrying out appropriate Marine Archaeological Impact Assessments a condition of approving the Application.**

Traffic

21. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000 (considering Applications for Area 10b and 6f rezoning together). However, the TIA ignores the essential fact that, under the existing OZP, Discovery Bay is declared to be "primarily a car-free development". Golf carts are the primary mode of personal transport, and are capped at the existing number of nearly 500. As such, road capacity is irrelevant except in respect of requirements for additional public transport. The Traffic Impact Assessment does not address the key issue of whether it is safe to allow increased usage by heavy vehicles in competition with slow-moving golf carts that offer no collision protection to occupants. **Therefore before approving the Application Town Planning Board must consider the road safety issues with regard to golf carts arising from an increase in population.**
22. Issues relating to parking are not fully addressed in the TIA. There is no legal provision for vehicle parking (distinct from golf cart parking) on the Lot so vehicles are currently parked illegally at different locations. **Town Planning Board must make a Government review of vehicle parking issues in relation to the Master Plan a prerequisite to considering any population increase under this Application.**
23. The TIA does not address a feature of traffic peculiar to Discovery Bay that is, the flow of traffic north and southbound on Discovery Bay Road is often controlled by very slow moving golf carts (frequently about 15kph) travelling uphill from the Discovery Bay Road/Discovery Valley Road junction to the Discovery Bay Road/Headland Drive junction northbound and from Discovery Bay Tunnel/Discovery Bay Road roundabout to Discovery Bay Road/Headland Drive junction southbound. The situation is compounded by northbound traffic turning east at uncontrolled

junctions into: Siena Two Drive; Siena Avenue; Headland Drive; Discovery Bay International School/Wei Lun School; Seabee Lane; Seabird Lane/Seahorse Lane (three junctions); and, Plaza Lane; when northbound traffic can stop all other northbound traffic while giving way to approaching southbound traffic. This limitation should have been recognised during on-site inspection. Even with the current population of 15,000 to 18,000 this situation gives rise to traffic problems at rush hours and school leaving times (cited several times every year in Islands District Council with little effect/improvement). The TIA does not recognise the reality of current traffic along a road that was designed in around 1980 for limited golf cart use, local buses and deliveries and no external traffic other than essential deliveries by vehicles arriving by twice weekly vehicle ferries. Today there is external traffic accessing Discovery Bay through the tunnel including but not limited to: single and double deck buses serving three public external routes (licensed by Transport Department as a Residents' Service); school buses; construction traffic; heavy lorries; and, light goods vehicles; in addition to a steady flow of other vehicles through the tunnel. **Town Planning Board must make solving real traffic issues with the current population (about 30% below the 25,000 planned under the current OZP and Master Plan) before considering any further population increase to 29,000 contemplated by the Area 10b and Area 6f Applications.**

Water Supply and Drainage

24. The Application for rezoning of Area 10b and Area 6f seeks approval to increase the population at Discovery Bay from 25,000 under the current OZP to 29,000 under the revised OZP. The Applications include detailed impact statements relating to Water Supply and Drainage to show that the increase is well within the capacity limits of the Lot. However, these impact statements ignore the fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot. Discovery Bay is required to be self-sufficient in water and sewerage services under the land Grant, and HKRCL has publicly acknowledged elsewhere that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact. **Therefore Government must demand that the population cap of 25,000 be preserved, so as not to breach Land Grant.**
25. In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKRCL and Government (and they remain secret to HKRCL's 8,000 or so co-owners) and Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000. **Therefore Government must release the existing water and sewerage services agreements so that HKRCL's co-owners are in a position to understand the implications.**
26. Due to Government's refusal to provide water to more than 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the lot. Under the DMC, HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10). **Therefore Town Planning Board must make HKRCL undertake that all costs for water and sewerage services to Areas 6f and 10b, including but not**

limited to operation of all treatment plants, storage facilities and pipelines, be charged to Areas 6f and 10b and not to existing villages a condition of approving the Application

27. Although Government agreed to provide water and sewerage services to Discovery Bay when the tunnel was built, it refused to pay for and maintain the connections as part of an Agreement reached with HKRCL (but not its 8,000 or so co-owners). As a result, we co-owners are paying over \$1million per year to Government to lease land to run pipelines outside the lot to connect to Siu Ho Wan. We are also paying for all maintenance of the pipelines and pumping systems. Therefore HKRCL must withdraw the Application until such time as Government and HKRCL have agreed that Government will provide potable water and sewerage connections to the Lot boundary (just like every other residential development in Hong Kong) and such agreement must be a condition for approving the Application.

Yours faithfully,

G W Lovegrove

Name: G W Lovegrove

Tel: [REDACTED]

Email: [REDACTED]

Owner of: [REDACTED]

Fax: [REDACTED]

寄件者: Kwok Gavin [REDACTED]
寄件日期: 07日04月2016年星期四 22:00
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)

2066

To: Secretary, Town Planning Board
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).

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,

Gavin Kwok, Resident of [REDACTED]

tpbpd

寄件者: G W Lovegrove [REDACTED]
寄件日期: 07日04月2016年星期四 21:02
收件者: tpbpd@pland.gov.hk
主旨: Application No. TPB/Y/I-DB/3
附件: 16.04.06 GL 10b comments 19F GC.pdf

2067

Dear Sir,

Please find attached my comments/objections relating to Application No. TPB/Y/I-DB/3, Discovery Bay Area 10b re-zoning.

Yours faithfully,

G Lovegrove

G W Lovegrove


7 April 2016

To: Secretary, Town Planning Board

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

Dear Sirs,

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

My comments on/objections to Application TPB/Y/I-DB/3 are listed below.

General Objections

1. HKR claims in the Application that it is the sole owner of the Lot.

<p>4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」</p> <p>The applicant 申請人:</p> <p><input checked="" type="checkbox"/> is the sole "current land owner" (please proceed to Part 7 and attach documentary proof of ownership). 是唯一的「現行土地擁有人」(請繼續填寫第7部分, 並夾附業權證明文件)。</p> <p><input type="checkbox"/> is one of the "current land owners" (please attach documentary proof of ownership). 是其中一名「現行土地擁有人」(請夾附業權證明文件)。</p> <p><input type="checkbox"/> is not a "current land owner". 並不是「現行土地擁有人」。</p>
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This is untrue, there are over 8,000 assigns of the developer (of which my company is one) who co-own the Lot together with Hong Kong Resorts Company Ltd (HKRCL). Therefore HKRCL must withdraw the Application and make revisions to recognise co-owners.

2. The Application claims that HKRCL has the right to reclaim additional land from the sea at Nim Shue Wan and cites Gazette Notice 710 of Gazette 14/1976 in support of this. However, this Notice does not include the area of the proposed reclamation. HKR only secured the relevant seabed and foreshore lease in 1980 (see New Grant 156788) registered in the Land Registry. Therefore HKRCL must obtain the relevant permission for reclamation at Nim Shue Wan anew.
3. There have been at least five gazettals under the Foreshore and Seabed Ordinance (Cap 127) in: December 1974; January 1976; April 1976; and, two in March 1978. All are cited as being for the Ta Yue Shan Leisure and Resort Centre. Discovery Bay City, managed by HKRCL through City Management, is not the Ta Yue Shan Leisure and Resort Centre to which the foreshore and seabed leases were granted therefore HKRCL must obtain permissions to reclaim at Nim Shue Wan anew.

4. The Master Plan forms part of the Land Grant at Discovery Bay, yet the current Master Plan 6.0E1 and the current OZP are not aligned. Therefore HKRCL must withdraw the Application until such time as Government and HKRCL have agreed on properly aligned documents before considering any amendments to the OZP.
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7. The Land Grant (No. 6122 dated 10 September 1976) requires HKRCL to provide *inter alia* a helicopter landing pad "*available at all times for use by Government*". Further, a landing pad is a named "Other Specified Use" in the OZP (see para 8.5.13 of the Explanatory Statement in the Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4). The approved landing pad is in Area 10b and will be removed under the plans prepared for the Application and no reference has been made to re-provision this required facility for use by Government. Therefore HKRCL must agree with Government (and with its co-owners) a new location for the landing pad that meets all Orders, Ordinances, and Regulations relating to or in connection with aircraft before this Application can be approved.

Environmental Objections

8. Appendix C of the Planning Statement (Environmental Statement) prepared for this Application states that because the area of proposed reclamation is within the area the Applicant claims was gazetted (see above) before the Environmental Impact Assessment Ordinance (EIAO) came into existence (in 1998) it is exempt by virtue of the provision of Clause 9(2)(c). Clause 9(2) lists seven reasons for exempting a project from the EIAO, all in the context of them being in progress or about to start at the time the EIAO came into effect. It is unlikely that it foresaw the possibility of the clause being used to exempt reclamation 40 or more years after being gazetted under the Foreshore



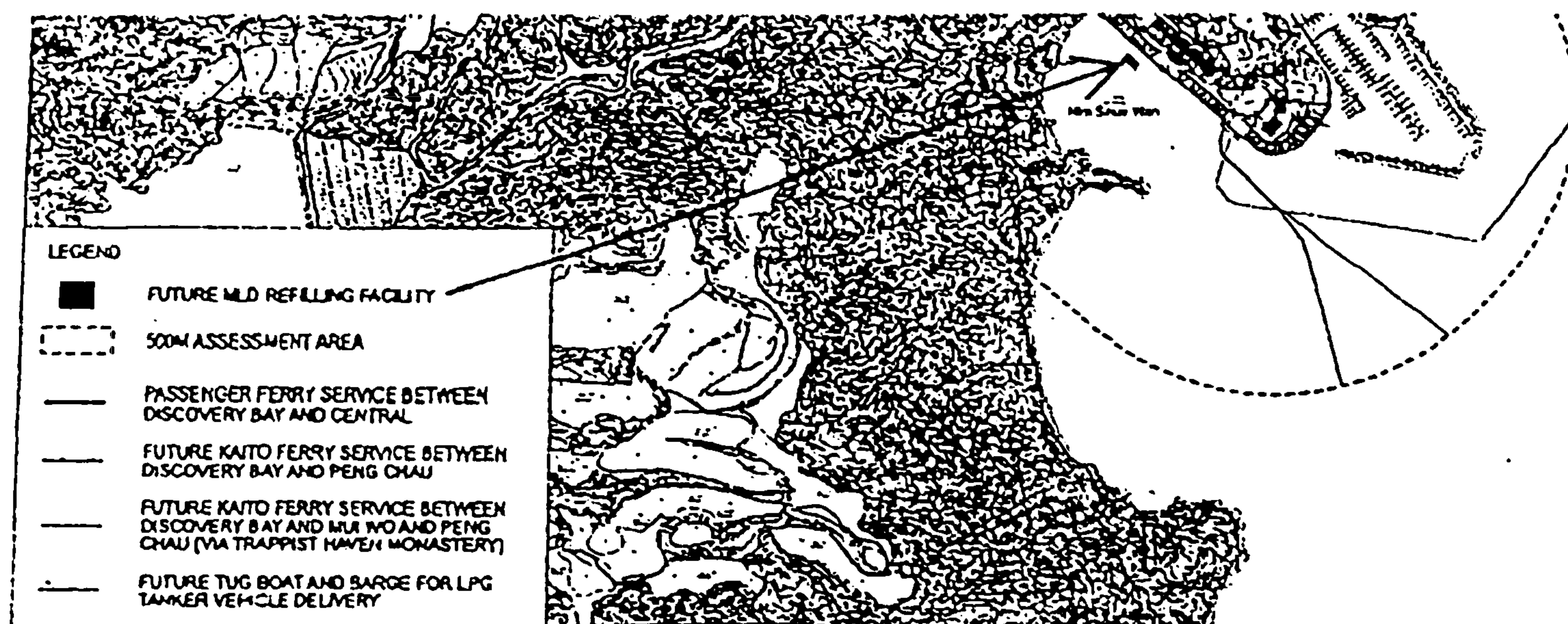
and Seabed Ordinance. This might not be an issue in the context of a piled deck of about 8,600m² as proposed in the Application however, it is possible that plans are afoot to reclaim the marina adjoining Area10b (noting that Marina Club Debentures are not being renewed after 2018 and all hard standing and boat yard facilities are being removed under the Application). The marina was also gazetted under the Foreshore and Seabed Ordinance about 40 years ago and is about 68,000m² in area extendable to about twice that size if adjoining areas gazetted around the same time are added. If Town Planning Board agrees with the Applicant that the reclamation need not comply with the EIAO then it will be creating a precedent which might make it difficult to disagree with a similar argument in respect of 68,000m² or more of conventional reclamation in the future and this would be totally wrong in the SAR's current state of environmental awareness. **Therefore Town Planning Board must make it a condition of approval of the Application that all works in and related to Area10b must comply with the EIAO.**

9. The Environmental Statement notes that the environmental study is not part of the Environmental Impact Assessment (EIA) report under the EIA Ordinance (EIAO) which will be "*formally initiated subject to a rezoning approval and prior to implementation*". The statutory process under EIAO is summarized in section 2.4.6.5 (p 10) and requires submission of a project profile to the Director of Environmental Protection (DEP) and use of a study brief for the EIA Report. Therefore, this Environmental Study would be regarded as only preliminary in scope, content and conclusions. The preliminary scope covers only noise, air quality, water quality, land contamination and ecology. Other key environmental issues may need to be assessed as part of the EIAO process. The Environmental Study is inconclusive in many respects for example: the conclusion on air quality states "*The planned air sensitive receivers would be unlikely to be subject to adverse air quality impact. They will be considered in the subsequent statutory EIA*". Similarly it states that noise and water quality will be considered in the statutory EIA. This illustrates the preliminary nature of the Environmental Study and, therefore, its conclusions cannot be used as a final basis on which to change the Zoning of Area 10b under the current Application. **Therefore Town Planning Board must make it a requirement to comply with the EIAO process before approving the Application.**
10. The Environmental Statement notes that the key objectives for the Environmental Study included "*a summary of the relevant regulations and regulations that are applicable*". However, there is no summary of key requirements under the Hong Kong Planning Standards and Guidelines so **Town Planning Board must make it a condition for the summary of key requirements to be provided and be the subject of environmental study before approving the Application.**
11. The Planning Statement indicates that the golf cart repair workshop and bus repair workshop will be located at ground level under the planned podium. Standards for Vehicle Repair Workshops (VRW) state they should be located away from residential areas or sensitive receivers so VRWs in the main urban area and new towns are generally accommodated on the periphery of industrial areas, either in purpose-designed buildings or on the lower floors of industrial buildings, not on the lower floors of multi-storey premium residential buildings as in the case of the Application. The noise and air

quality issues directly relating to the VRWs have not been assessed so **Town Planning Board must make it a condition for the location of the VRWs to be approved by the relevant authorities and for all impacts to be fully assessed before approving this Application.**

12. The Planning Statement shows that the petrol filling station will be re-located to a site next to a high rise tower block and podium which will have apartments above it. Standards state that for petrol filling stations within built up areas, they should preferably be located in relatively open areas and not be surrounded by developments. Where such requirement cannot be met, it is desirable that the buildings surrounding the petrol filling station are only low-rise. **Therefore Town Planning Board must make it a condition that the petrol filling station is located in an area compliant with the Planning Standards and Guidelines before approving the Application.**
13. The Planning Statement states that the LPG store will be removed but does not state where it will be re-provisioned to or if the re-provisioned LPG store will be included in the EIAO submission. The Environment Statement states "*Based on the latest development layout plan, the unloading/unloading point will be slightly relocated from its current location*". However, the buildings and population density surrounding the unloading point will change considerably and have a much higher population density than at present. Also, as the LPG store will be in a different location there will be a change to transport risk. The Electrical & Mechanical Services Department Guidance Note http://www.emsd.gov.hk/filemanager/en/content_287/Guidance_Notes_Gas_Supply_Installation.pdf states "*for bulk LPG storage installations where replenishment of LPG by road tanker is necessary, careful consideration should be given to the location of the installation. Factors to be considered include the estimated population in the vicinity, the capacity of the storage containers, the arrangements for road tanker access and unloading. A Quantitative Risk Assessment (QRA) report should normally be submitted to the Gas Authority with the application ... to demonstrate that the installation will not present undue risks to society*". Quite apart from the need to properly and safely provide an alternative location for LPG storage, the specific requirement of the Guidance Note relating to transporting LPG states "*Installations and associated road tanker unloading points should be sited away from places where people would congregate in order to reduce risk*." This important requirement is manifestly not complied with by locating the unloading point for tankers within the new residential area and at a passenger embarking/disembarking location of the Kaito service. **Therefore Town Planning Board must insist that a necessary Quantitative Risk Assessment is carried out showing the appropriateness of the proposed LPG unloading area and transport arrangements before approving the LPG unloading site proposed in the Application.**
14. It is stated in the Water Assessment (Appendix A of the Planning Statement) that the reservoir and water treatment works might be re-activated. This will necessitate bringing chlorine into Discovery Bay, presumably landed at the proposed Service Pier like LPG. **Therefore Town Planning Board must insist that a necessary Quantitative Risk Assessment is carried out showing the appropriateness of the proposed chlorine unloading area and transport arrangements before approving the unloading site.**

15. Paragraph 4.2.4.6 of the Environmental Statement is misleading. [Tsoi Yuen Wan is the main ferry pier in Discovery Bay]. While it is correct to say that the marine based filling station for ferries will be located outside Discovery Bay, it is clearly shown in Figure 4.3 of the Statement to be within Nim Shue Wan Bay about 50m offshore from premium housing in Area 10b. No assessments relating to risk, air quality, water quality, noise, ecology or marine archaeology have been carried out relating to this facility.



- No information is provided to show that the proposed new location of the facility is technically feasible so appropriate risk and environmental studies must be carried out before the assumed new location can be accepted. Studies should cover *inter alia* risk relating to fuel storage and spillage; dredging of access channels for ferries and fuel lighters; noise during fuelling operations; ecology (the bay is a clam fishing area); light pollution (if refuelling is to take place within the hours of darkness); archaeology (Nim Shue Wan is a scheduled archaeological site so a marine archaeological study should be carried out prior to dredging being permitted); and, visual impact (the facility will be directly in front of premium residential accommodation). **Town Planning Board must insist on these essential studies being carried out before approving the Application.**
16. The Planning Statement shows the frequently used cargo loading/unloading service pier being re-provisioned to the area of the Kaito pier. However, there is no reasonable provision for access and temporary storage for transshipping cargo nor is there any comment on the appropriateness of locating this facility in the middle of a premium residential area. **Town Planning Board must make the provision of appropriate cargo loading/unloading facilities a condition for the approval of this Application.**
17. Section 4.2.3 of the Environmental Statement is totally misleading. While there might be no industrial chimney near Area 10b there will be industrial emissions from the vehicle depot and workshops below the podium that will vent through the open ends. Emissions from below the podium where a refuse area, bus parking and vehicle repair workshops will be located are not accounted for in the Air Quality assessment reported in the Planning Statement. It is apparent from Figures 5a and 5b that Units L6, L7, L14, M1 and seafront houses near the ends of the covered area

will be most affected so **Town Planning Board must insist that this essential study is carried out before approving the Application**

18. Section 7.2 of the Environmental Statement states in paragraph 7.2.1.2 (and contrary to everywhere else in the documents) that dredging works are required for the development at Area 10b and that these will be within the boundary approved under the Foreshore and Seabed Ordinance in 1976 so will not be subject to the EIAO (see above). This is totally misleading because the proposals indicate that the only material to be removed within the gazetted area will be for bored piles (if these are used) and this would never be termed dredging. So is dredging going to be carried out in Area 10b or not? The Environmental Statement notes that dredging work "*may be required*" outside the approved area and this might be as much as 100,000m³. **It is most probable that dredging work WILL be required since the marine approaches to the Kaito/Service pier, the Bounty pier and the MLD marine refuelling facility are outside Area 10b and the area gazetted under the Foreshore and Seabed Ordinance referred to in the Statement. Town Planning Board must insist that the necessary environmental, ecological and marine archaeological studies normal for such work are carried out before approving the Application.**
19. The Environmental Statement misleadingly omits any reference to noise resulting from the MLD marine refuelling facility located about 50m offshore from premier residential houses. **Town Planning Board must insist that this study is carried out before approving the Application.**
20. Nim Shue Wan is a listed Archaeological site where artefacts of the Bronze Age, Han and Song Dynasties have been found. This makes Nim Shue Wan Bay an area of archaeological interest. **Town Planning Board must make carrying out appropriate Marine Archaeological Impact Assessments a condition of approving the Application.**

Traffic

21. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000 (considering Applications for Area 10b and 6f rezoning together). However, the TIA ignores the essential fact that, under the existing OZP, Discovery Bay is declared to be "primarily a car-free development". Golf carts are the primary mode of personal transport, and are capped at the existing number of nearly 500. As such, road capacity is irrelevant except in respect of requirements for additional public transport. The Traffic Impact Assessment does not address the key issue of whether it is safe to allow increased usage by heavy vehicles in competition with slow-moving golf carts that offer no collision protection to occupants. **Therefore before approving the Application Town Planning Board must consider the road safety issues with regard to golf carts arising from an increase in population.**
22. Issues relating to parking are not fully addressed in the TIA. There is no legal provision for vehicle parking (distinct from golf cart parking) on the Lot so vehicles are currently parked illegally at different locations. **Town Planning Board must make a Government review of vehicle parking issues in relation to the Master Plan a prerequisite to considering any population increase under this Application.**

23. The TIA does not address a feature of traffic peculiar to Discovery Bay that is, the flow of traffic north and southbound on Discovery Bay Road is often controlled by very slow moving golf carts (frequently about 15kph) travelling uphill from the Discovery Bay Road/Discovery Valley Road junction to the Discovery Bay Road/Headland Drive junction northbound and from Discovery Bay Tunnel/Discovery Bay Road roundabout to Discovery Bay Road/Headland Drive junction southbound. The situation is compounded by northbound traffic turning east at uncontrolled junctions into: Siena Two Drive; Siena Avenue; Headland Drive; Discovery Bay International School/Wei Lun School; Seabee Lane; Seabird Lane/Seahorse Lane (three junctions); and, Plaza Lane; when northbound traffic can stop all other northbound traffic while giving way to approaching southbound traffic. This limitation should have been recognised during on-site inspection. Even with the current population of 15,000 to 18,000 this situation gives rise to traffic problems at rush hours and school leaving times (cited several times every year in Islands District Council with little effect/improvement). The TIA does not recognise the reality of current traffic along a road that was designed in around 1980 for limited golf cart use, local buses and deliveries and no external traffic other than essential deliveries by vehicles arriving by twice weekly vehicle ferries. Today there is external traffic accessing Discovery Bay through the tunnel including but not limited to: single and double deck buses serving three public external routes (licensed by Transport Department as a Residents' Service); school buses; construction traffic; heavy lorries; and, light goods vehicles; in addition to a steady flow of other vehicles through the tunnel. **Town Planning Board must make solving real traffic issues with the current population (about 30% below the 25,000 planned under the current OZP and Master Plan) before considering any further population increase to 29,000 contemplated by the Area 10b and Area 6f Applications.**

Water Supply and Drainage

24. The Application for rezoning of Area 10b and Area 6f seeks approval to increase the population at Discovery Bay from 25,000 under the current OZP to 29,000 under the revised OZP. The Applications include detailed impact statements relating to Water Supply and Drainage to show that the increase is well within the capacity limits of the Lot. However, these impact statements ignore the fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot. Discovery Bay is required to be self-sufficient in water and sewerage services under the land Grant, and HKRCL has publicly acknowledged elsewhere that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact. **Therefore Government must demand that the population cap of 25,000 be preserved, so as not to breach Land Grant.**
25. In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKRCL and Government (and they remain secret to HKRCL's 8,000 or so co-owners) and Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000. **Therefore Government must release the existing water and sewerage services agreements so that HKRCL's co-owners are in a position to understand the implications.**

26. Due to Government's refusal to provide water to more than 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the lot. Under the DMC, HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10). Therefore Town Planning Board must make HKRCL undertake that all costs for water and sewerage services to Areas 6f and 10b, including but not limited to operation of all treatment plants, storage facilities and pipelines, be charged to Areas 6f and 10b and not to existing villages a condition of approving the Application.
27. Although Government agreed to provide water and sewerage services to Discovery Bay when the tunnel was built, it refused to pay for and maintain the connections as part of an Agreement reached with HKRCL (but not its 8,000 or so co-owners). As a result, we co-owners are paying over \$1million per year to Government to lease land to run pipelines outside the lot to connect to Siu Ho Wan. We are also paying for all maintenance of the pipelines and pumping systems. Therefore HKRCL must withdraw the Application until such time as Government and HKRCL have agreed that Government will provide potable water and sewerage connections to the Lot boundary (just like every other residential development in Hong Kong) and such agreement must be a condition for approving the Application.


Yours faithfully,



Name: G W Lovegrove

Owner of: 

Tel: 

Fax: 

Email: 

tpbpd

寄件者: Rosanna Chan [REDACTED]
寄件日期: 07日04月2016年星期四 22:03
收件者: tpbpd@pland.gov.hk
主旨: 反对香港興業於愉景灣 10b 區的發展申請
附件: 10b反对.pdf

2068

Dear Sirs

RE:反对香港興業於愉景灣 10b 區的發展申請

Kindly please see the attached file for my objection to HKR submission of development in DB

Thanks & Best Regards

Rosanna Chan

NH [REDACTED]

7th April, 2016

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

Dear Sirs,

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

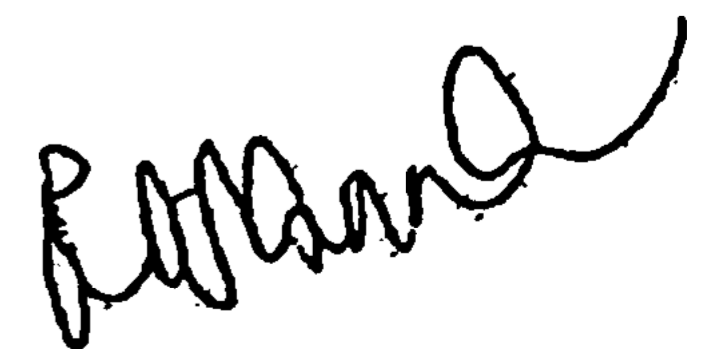
I have the following comments:

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

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

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

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



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

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

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

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

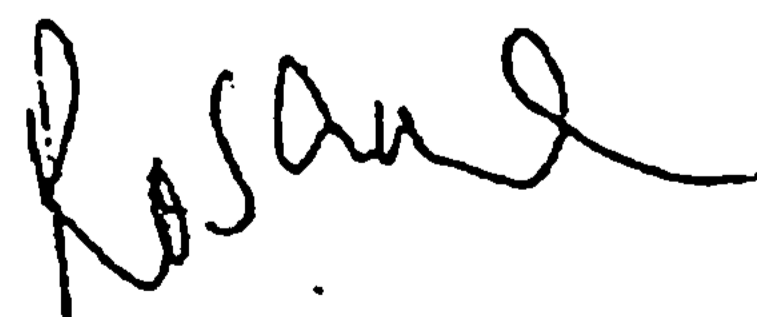
I demand that Government provide potable water and sewerage connections to the Lot boundary, just like every other residential development in Hong Kong.

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

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

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

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



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

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

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

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

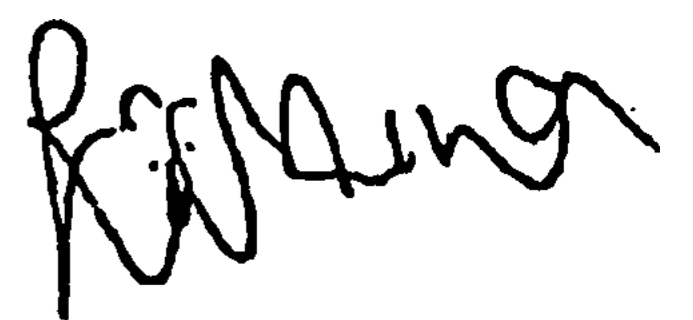
5. *HKR claims in the Applications that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.*

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

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

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

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



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

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

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

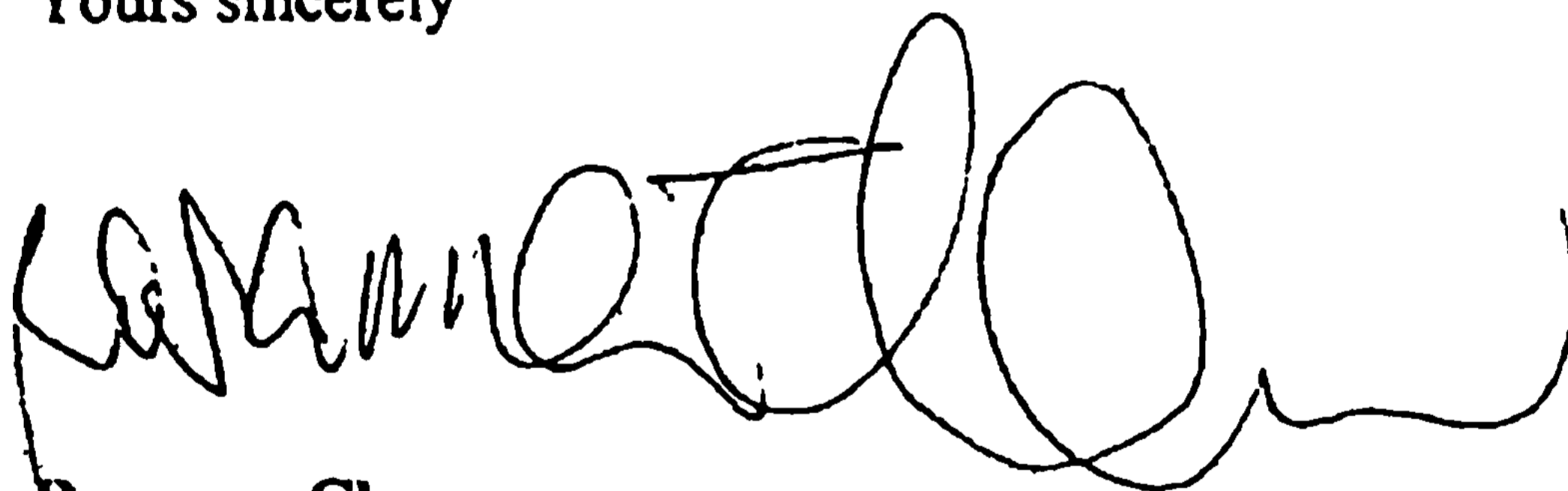
I demand proper studies showing how dangerous goods will be handled in the future.

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

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

Unless and until my demands are acceded to I object to the above-mentioned development application. Kindly please feedback to my email : Sd2rosanna@gmail.com

Yours sincerely



Rosanna Chan

[REDACTED] (owner)

[REDACTED]

[REDACTED]

L



tpbpd

寄件者: Chan Merrick [REDACTED]
寄件日期: 07日04月2016年星期四 22:39
收件者: tpbpd@pland.gov.hk
主旨: Objection to Application No.: TPB/Y/I-DB/3
附件: ATT00310.docx; ATT00313.htm

2069

Subject: Objection to 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)

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: Chan Yin Yat

Owner of: [REDACTED]

Tel. [REDACTED] Fax

Email Address: [REDACTED]

tpbd

寄件者: Yasmin Jiwa [REDACTED]
寄件日期: 07日04月2016年星期四 22:36
收件者: tpbd@pland.gov.hk
主旨: Town planning board

2070

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 included detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- 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.

(8) 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.

(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 acceded to I object to the above-mentioned development application.

Yours sincerely

Yasmin Jiwa

Name: Yasmin Jiwa

Owner: [REDACTED]

Tel: [REDACTED]

Email Address:
[REDACTED]

Sent from my iPhone

pbpd

寄件者: [REDACTED] 代理 Pam Hui [REDACTED]
寄件日期: 07日04月2016年星期四 22:51
收件者: pbpd@pland.gov.hk
主旨: Objection to application TPB/Y/1-DB/3
附件: DB_area_10B.doc

2071

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name: Hui Sau Ying

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 22:53
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)

2072

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name: Grace Cheung

Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: KW CHAI [REDACTED]
寄件日期: 07日04月2016年星期四 22:53
收件者: tpbpd@pland.gov.hk
主旨: Objection to Application No.: TPB/Y1-DB/3
附件: Submission to TPB on Area 10b Service Area at Peninsula Village.docx

2073

Please see objection letter attached.

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

Dear Sirs,

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

I strongly object to the captioned application on these grounds:

(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 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 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 fact.

The population cap of 25,000 should 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.

The Government should 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).

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

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

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

The Government should provide potable water and sewerage connections to the Lot boundary, as it does with 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 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.

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

The Government should 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.

The Government should 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.*

Either (i) the reference to visitors must 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 false. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.*

HKR should 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.

The LPG supply agreement with San Hing should be made public.

The proposed bus depot at Area 10b should be declared a public bus depot, and henceforth franchised bus operators should 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).*

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.

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

HKR must conduct 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.

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

For the above reasons, I object to the above-mentioned development application.

Yours truly,

Name: CHAI Kim Wah

Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbd

发件者: Joline Chun [REDACTED]
发件日期: 07日04月2016年星期四 22:56
收件者: tpbd@pland.gov.hk
主旨: HK Resort Co Application for new development in Discovery Bay
附件: Submission to Town Planning Board regarding development of Area 10b Service Area at Peninsular Village.docx

2074

Dear Town Planning Board,

Regarding HK Resort Co's application for new development in Discovery Bay TPB/Y/I-DB/2 and TPB/Y/I-DB/3, as a resident in the community, I would like to express my opinion as per attached letter.

I appreciate your kind attention on our opinion prior to your decision/ review on the development.

With Regards

Chun Yuk

Owner of [REDACTED]

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

I demand that the Government consider whether it is safe to allow increased traffic in a green community that the residents are used to light traffic.

Secondly with increase of traffic in recent years, the road in community has already suffered significant damages. With further increase of population/ traffic, I demand that the HKR/ developer should be responsible for and should set up separate long term repair funding for associated incremental maintenance and repair cost.

- (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) *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 has included relocation of the service facilities like existing centralized garbage collection point, bus repair depot to the service area below the podium of the new development. However with the current design of access to those service facilities, a lot of heavy vehicles are still sharing the same road to those low rise apartment near the water front. The design is not logical in view of the proximity and nuisance to be caused. Actually there is no need to have the 3 to 4 storey town houses along the water front. Without the town houses, there will be no need for extensive reclamation and our residents can have a wider promenade.

I demand to remove the "low rise town house development" along the water front from the proposal.

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

Yours sincerely

Name: Chun Yuk

Owner/Resident of:

[REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: Emily Clarke [REDACTED]
寄件日期: 07日04月2016年星期四 22:58
收件者: tpbpd@pland.gov.hk

2075

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

(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 franchise bus operators have the right to run bus services between Discovery Bay and other places.

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

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

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

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

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

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

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

Yours sincerely

Name: Emily Clarke 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 23:19
收件者: tpbpd
主旨: Y/ I-DB/3 Discovery Bay

2076

Y/ I-DB/3

Area 10b, Lot 385 RP & Ext . (Part) in D.D. 352, Discovery Bay
Site area : About 62,875 m² including 14,438 m² of area not covered OZP
Zoning : Multiple including GIC to Residential (Group C) 12"

Dear TPB Members,

Under the pretext of 'in response to the Policy Address 2015', the developer intends to turn every section of the enclave over to extensive development.

This is contrary to the original purpose of the community, as a low rise residential development with extensive public recreational amenities.

The development has been mired in controversy and irregularities since its inception with unresolved issues regarding the land grant etc.

It is obvious that the plan to develop the Nim Shue Wan section of the resort would effectively remove a large area from the public domain. Public access would be reduced to a narrow footpath along the waterfront next to a high wall. Further along the waterfront there would be no public access.

This is contrary to the original intention of the area to function as a 'resort', not only for residents but also for the general public. It is inconceivable that extensive development would be allowed on a section of waterfront that should be devoted to public use, both recreational and functional.

In view of the many issues raised by DB residents through their objections, I urge TPB to reject this application and to encourage the developer to consider an upgrade of the site appropriate to the needs of the community. An attractive waterfront esplanade is the only appropriate use for this area.

Mary Mulvihill

寄件者: Robbie Taylor [REDACTED]
 寄件日期: 07日04月2016年星期四 23:32
 收件者: tpbpd@pland.gov.hk
 主旨: Application No.: TPB/Y/I-DB/3

2077

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 included detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

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I demand that 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 wastewater 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 pipeline pumping systems.

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

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

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

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

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

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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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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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Name: Robbie Taylor Resident of: [REDACTED]

Tel: [REDACTED] Fax

Email Address: [REDACTED]

Sent from my iPad

tpbpd

寄件者: Patrick Chan [REDACTED]
寄件日期: 07日04月2016年星期四 23:37
收件者: tpbpd@pland.gov.hk
主旨: TPB-Y-I-DB-3 HKR
附件: TPB-Y-I-DB-3 HKR 10b.docx

2078

Dear Sir

Please see attached

Best regards

Patrick Chan



7 April 2016

To: Secretary, Town Planning Board
Application #: TPB/Y/I-DB/3

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Owner - 
