



寄件者: CW [REDACTED]
寄件日期: 07日04月2016年星期四 23:49
收件者: Tpbpd@pland.gov.hk
主旨: 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)

My comments as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name: Wong Ka Yun

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 23:58
 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)

2080

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.

- o 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.

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

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

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

- o 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.

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

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

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

- o 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.

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

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

1. The Schedule of Uses proposed for the Promenade at Area 10b states that "This zone is intended primarily for the provision of outdoor open-air space at the foreshore promenade, for active and/ or passive recreational uses serving the needs of the local residents and visitors." Under the DMC, there is no provision to allow public access to the Lot, nor is there any requirement for

the residential owner pay for the maintenance of public areas. Public access is only allowed if an area is declared to be Public Recreation or Master Plan, and HKR undertakes to pay for management and maintenance of the public area.

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name: Lue Bo Kong Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address [REDACTED]

tpbpd

寄件者: [REDACTED]
寄件日期: 08日04月2016年星期五 4:50
收件者: tpbpd@pland.gov.hk
主旨: Discovery bay planning
附件: ATT00082.pdf

2081

To the secretary, town planning board

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name:

Owner/Resident of:

Tel.

Fax

Email Address:



tpbpd

寄件者: [REDACTED]
寄件日期: 08日04月2016年星期五 5:07
收件者: tpbpd@pland.gov.hk
主旨: Fwd: RE-SEND: Discovery bay planning
附件: ATT00061.pdf

To the secretary, town planning board.

RE-SEND: Michael Bowling, [REDACTED]. Tek

From: [REDACTED]
Sent: Thursday 7 April 21:49
Subject: Discovery bay planning
To: tpbpd@pland.gov.hk

To the secretary, town planning board

2082

 e mail as attached

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

Dear Sirs,

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

I have the following comments:

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

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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 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:

Owner/Resident of:

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Email Address:

tpbpd

寄件者: Tom Yam ([REDACTED])
寄件日期: 08日04月2016年星期五 7:27
收件者: tpbpd@pland.gov.hk
主旨: Objection to Application No.: TPB/Y/1-DB/3
附件: Submission to TPB on Area 10b Service Area at Peninsula Village.docx

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.

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

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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.

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

tpbpd

寄件者: Tom Yam [REDACTED]
寄件日期: 08日04月2016年星期五 7:28
收件者: tpbpd@pland.gov.hk
主旨: Objection to Application No.: TPB/Y/I-DB/3
附件: Submission to TPB on Area 6f (behind Parkvale) Development.docx

2084

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.

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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: Thomas H. Yam

Tel. [REDACTED]

Email Address [REDACTED]

bpd

作者: Melanie Hnetka [REDACTED]
件日期: 08日04月2016年星期五 7:40
作者: tpbpd@pland.gov.hk
目: Discovery Bay: TPB/Y/I-DB/3

2085

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, not to existing villages.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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I demand 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: Melanie Hnetka Owner/Resident of: 

tpbpd

寄件者: Melanie Hnetka
寄件日期: 08日04月2016年星期五 7:41
收件者: tpbpd@pland.gov.hk
主旨: Discovery Bay: TPB/Y/I-DB/3

2086

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.

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

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

Yours sincerely

Name: Melanie Hnetka

Owner/Resident of: 

pbpd

寄件者: Sanae Suzuki [REDACTED]
寄件日期: 08日04月2016年星期五 8:10
收件者: tpbpd@pland.gov.hk
主旨: Town Planning of DB
附件: DB town meeting.docx

2087

Dear Sirs,

Please see the attached file.

Regards,

Suzuki Sanae

[REDACTED]
--
Suzuki (Access)

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 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: SUZUKI SANAE

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

tpbpd

寄件者: Grazyna Bobrowska
寄件日期: 08日04月2016年星期五 8:39
收件者: tpbpd@pland.gov.hk
主旨: Discovery Bay development plan

2088

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

Grazyna Bobrowska

[REDACTED]

[REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: Helen Lavender
寄件日期: 08日04月2016年星期五 8:39
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)

2089

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.

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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: Helen LAVENDER

Owner of: [REDACTED]

Tel: [REDACTED]

Email Address: [REDACTED]



寄件者: Anne Tunesi [REDACTED]
寄件日期: 08日04月2016年星期五 8:47
收件者: tpbpd@pland.gov.hk
主旨: Letter re Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

2090

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)

As both an owner and resident in Discovery Bay I am appalled by the disregard HKR has for our rights and continues to fail to meet its obligations under the law. I strongly object to the application for development as outlined below.

I have the following comments:

1. (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. (2) If the Town Planning Board insists on approving the Applications, I further request that the following issues be addressed.
3. 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. (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 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: ANNE M. TUNESI Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: Darryl Tunesi
寄件日期: 08日04月2016年星期五 9:36
收件者: tpbpd@pland.gov.hk
主旨: Letter re Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

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

Dear Sirs,

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

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I have the following comments:

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

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

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

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

Yours sincerely

Name: Darryl Mark TUNESI Owner of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

寄件者: P. Gobec
寄件日期: 08日04月2016年星期五 9:56
收件者: tpbpd@pland.gov.hk
副本: Mauro Fieni
主旨: DEVELOPMENT DISCOVERY BAY PENINSULA VILLAGE - OBJECTION

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)

We are very shocked learning about the planned development in area 10b in Peninsula Village which is right in front of our property. We have put our life savings into a flat due to the low density and beautiful environment in Discovery Bay. This is now threatened and I hope that the objections will be seriously considered and the project stopped or reduced to a lower density which does not require a reclamation of land.

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

P E T R A G O B E C / Mauro Fieni

[REDACTED] (owner)

ph: (852) [REDACTED]
[REDACTED]

寄件者: wankwong kwok [REDACTED]
寄件日期: 08日04月2016年星期五 10:00
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)

2093

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

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I demand that Government 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: KWOK Wan-kwong

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address:

tpbpd



寄件者: Tsai Murphy
寄件日期: 08日04月2016年星期五 10:28
收件者: tpbpd@pland.gov.hk
主旨: Re: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)
附件: Application No. TPBYI-DB3 - comment.pdf

2094

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

(07-04-2016)

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

敬啟者，

本人反對香港興業申請於(10 b) 現有服務設施用地上改變土地用途，用以興建更多高密度住宅。

- 1) 香港興業所建議的(10b 區)增建規模將為 峰蘆區域 帶來過於繁重的交通負擔，人口突然數以千計增加，將對現有該區居民帶來嚴重不便。現有居民的休閒生活方式亦將受到不必要及破壞性的影響。
- 2) 現有(10b 區) 的服務設施用地包括街渡碼頭，以及稔樹灣一帶是眾多愉景灣居民的後花園及休閒去處，過於發展將影響該區的自然景觀，同時亦會對現時自然環境帶來破壞。
- 3) 現有稔樹灣往梅窩方向海岸綫，及坪州一帶海景自然景觀為公眾的自然資產，人人均可享有。而跟據香港興業的發展建議，大部分 10b 區 的公眾海岸綫都將被樓高 8 米的低層住宅佔據，變相將公共自然景觀變成私人海景，完全不符合公眾利益。公共及自然海岸綫絕對應該屬於公眾，不應被私有化。
- 4) 根據香港興業發展建議，10b 區將需要填海，發展範圍將超出現有海堤位置。作為現有愉景灣居民，本人極力反對於現有 10b 區有任何填海工程。現有坪州方向海景不應被破壞和被私人樓宇遮擋；現有稔樹灣一帶生態環境及居民經常會享用的水上活動亦不應被影響。
- 5) 香港興業建議興建的樓宇高度將嚴重影響及阻擋現有四期(彩輝閣、霞輝閣及旭輝閣) 的自然海景，導致部份家庭的現有生活質素受到影響。亦都將令到部分小業主的樓宇價值受損。
- 6) 現有的愉景灣人口密度已畢飽和，大量人口及住宅密度的增加將對現有交通、自來水及排污系統造成更大壓力。

敬安

蔡少欽 (██████████ 業主)

Tel: ██████████

Email - ██████████

To: Secretary, Town Planning Board

(07-04-2016)

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

Application No. : TPB/Y/1-08/3

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

敬啟者，

本人反對香港興業申請於(10 b) 現有服務設施用地上改變土地用途，用以興建更多高密度住宅。

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敬安

蔡少欽 ([REDACTED])

Tel: [REDACTED]

Email [REDACTED]



d

者: Robin Yang ([REDACTED])
日期: 08日04月2016年星期五 23:56
者: tpbpd@pland.gov.hk
: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)
: RY Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

2095

ar sir,

m writing to object the application as attached. Thank you.

st Regards,
bin Yang.

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

Dear Sirs,

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

I am writing to raise doubts on the application as per Hong Kong Law Cap. 295 Dangerous Goods Ordinance, as below:

1. Per the application, there will be a enclosed warehouse in area 10b for storage of dangerous goods (DG), what category of DG is it (among the categories, Category 1 explosives shall be handled by public warehouse and transported by Fire Services Department Vehicles which is very unlikely)?
2. Is the warehouse a fully enclosed one? Whether affirmative or not , what is its area (in Sq. Ft) ?
3. What are the quantity intended to be stored?
4. Under the specified land use (presumably this is for residential than for industrial use) of the area 10b in this application, is DG warehouse allowed?
5. If the quantity falls into the one specified in the relevant ordinance, namely Cap. 295, does HKR need to have relevant warehouse license for that particular category of DG ? if affirmative, is HKR having it currently or will apply for it ?
6. What type of construction materials required for the such DG category ? Does HKR capable of having it fulfilled?
7. Will this application to your department pending for the granting of such DG license?
8. Will the DG in the intended warehouse involving international transportation, if yes, what mode (by air / sea or any other mode) ? If so, does HKR have qualified personnel (such as a IATA DG certificate holder) to handle such DG goods?
9. Per the Occupational Safety legislation, any site safety officer(s) required for the intended warehouse? If so, does HKR have qualified one(s) to fulfill the statutory requirement?
10. In the unlikely case of emergency, is there any contingency plan, given the warehouse is close to residential blocks?

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 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.

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

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

Discovery Bay and other places.

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

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

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

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

Yours sincerely

Name: Robin Yang

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address [REDACTED]

pbpd

寄件者: John Harries [REDACTED]
寄件日期: 08日04月2016年星期五 23:47
收件者: Town Planning Board
主旨: Comments on the Section 12A Application to amend DB OZP

2096

To: Secretary, Town Planning Board

I present my objection to Applications Y/I-DB2 and Application No. Y/I-DB/3 (the Applications) for the following reasons:-

1. Hong Kong Resort Company Limited's (HKR) states that it has a long term vision to better utilize the existing land resources at Discovery Bay (Executive Summary S1). Unfortunately HKR's vision has not been shared with the DB community (DBC) of owners and residents. The DBC has no idea of HKR's future plans to provide residences to support a population of 25,000 and the captioned submissions shed no light on what is intended.
2. HKR states that it has conducted "site analysis" to determine development potentials at "Area 6f" and "Area 10b". Again information about HKR's site analysis has not been shared with the DBC. While a potential for residential development at "Area 10b" has always been apparent, it would be hard to find a more difficult location in Discovery Bay than Area 6f on which to develop buildings containing a total of 475 flats.
3. The constraints on development of residential buildings on Area 6f are onerous and have been either ignored or superficially mentioned in the Applications. Thorough, detailed studies are required to be undertaken for provision of utilities, water supply, sewage systems, drainage, local traffic requirements, slope stability and environmental impact. HKR claims that the submission proposals are supported by technical studies quantifying the infrastructure requirements to accommodate the "population increase". Yet again the claim is not supported by detailed information and analysis.
4. As regards access to the Area 6f the proposal would appear to suggest access through Parkvale Village passageways. This access route is not available as it lies on Parkvale Village land. The pathway along the three Woods buildings services the Woods buildings only.

There is no detail provided as to how access would be provided from the Discovery Bay Valley Road. It would need a massive feat of engineering to construct access routes from above and below the site. No detail of the infrastructure specifications and design is given in the Application. Area 6f is simply the wrong site for such large residential buildings. The Applications are the result of an ad hoc approach to reviewing the future DBC and a clear case of in-fill housing.

5. Discovery Bay is a Community of residents both owners and renters. Village Owners Committees (VOC) regularly to enhance the community life and maintain the villages areas and properties in sound condition. Chairpersons of the VOC meet regularly to discuss matters affecting Discovery Bay as a whole as well as their individual villages. Unfortunately both the Village Owners Committees and Chairpersons Owners Committee (COC) have not been given sufficient information and time to review the Applications.

6. Only after submitting the Applications, did HKR present its Application paragraphs, plans and photomontages to the COC and to some of the VOC. No further information was provided. Questions were asked by committee members and more widely by the DBC. The representatives of HKR, for submission to their seniors, duly recorded them. No responses have been received to date.

7. What is needed is for HKR to present to the COC, VOC and the DBC its "long term vision to better utilize the existing land resources at Discovery Bay to serve a larger population (of 25,000) while retaining the character of the development". This requires preparation of a comprehensive plan detailing all of the sites that HKR considers suitable and the sequence of development together with the required infrastructure plans for roads, drainage, utilities, community facilities, landscaping. Details should be given of how the population will gradually increase year by year as the sites are developed. With this information the DBC can respond with suggestions and proposals of their own.

Given the lack of information provided in the Applications I reserve the right to submit further comments at a later date when further information is available and a thorough planning process can be undertaken.

Yours sincerely,

John Harries

Owner [REDACTED]
[REDACTED]

tpbpd

寄件者: Agnes Ma [REDACTED]
寄件日期: 08日04月2016年星期五 23:45
收件者: tpbpd@pland.gov.hk
主旨: Two applications by Hong Kong Resort to further develop Discovery Bay
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.pdf; 16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development.pdf

2097

Please refer to the attached submissions.

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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(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: Agnes Ma

Tel: [REDACTED]

Owner & resident of: [REDACTED]

Email Address: [REDACTED]

寄者: Kenny Yu [REDACTED]
 寄日期: 08日04月2016年星期五 23:44
 寄者: tpbpd@pland.gov.hk
 寄: Application No.: TPB/Y1-DB/3

2098

o: Secretary, Town Planning Board

Dear Sirs,

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

have the following comments:

(1) The Applications TPB/Y1-DB/2 and TPB/Y1-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 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 recurrently 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 owner 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 Application that it is the sole owner of the Lot. This is untrue. There are presently over 8,300 assigns of the developer who co-own the Lot together with HKR.

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

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

I demand that the LPG supply agreement with San Fing 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 release 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.

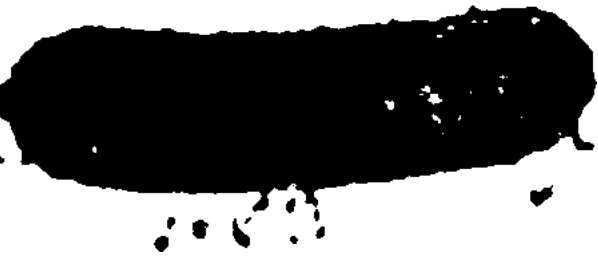
I demand proper studies showing how dangerous goods will be handled in the future.

(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.

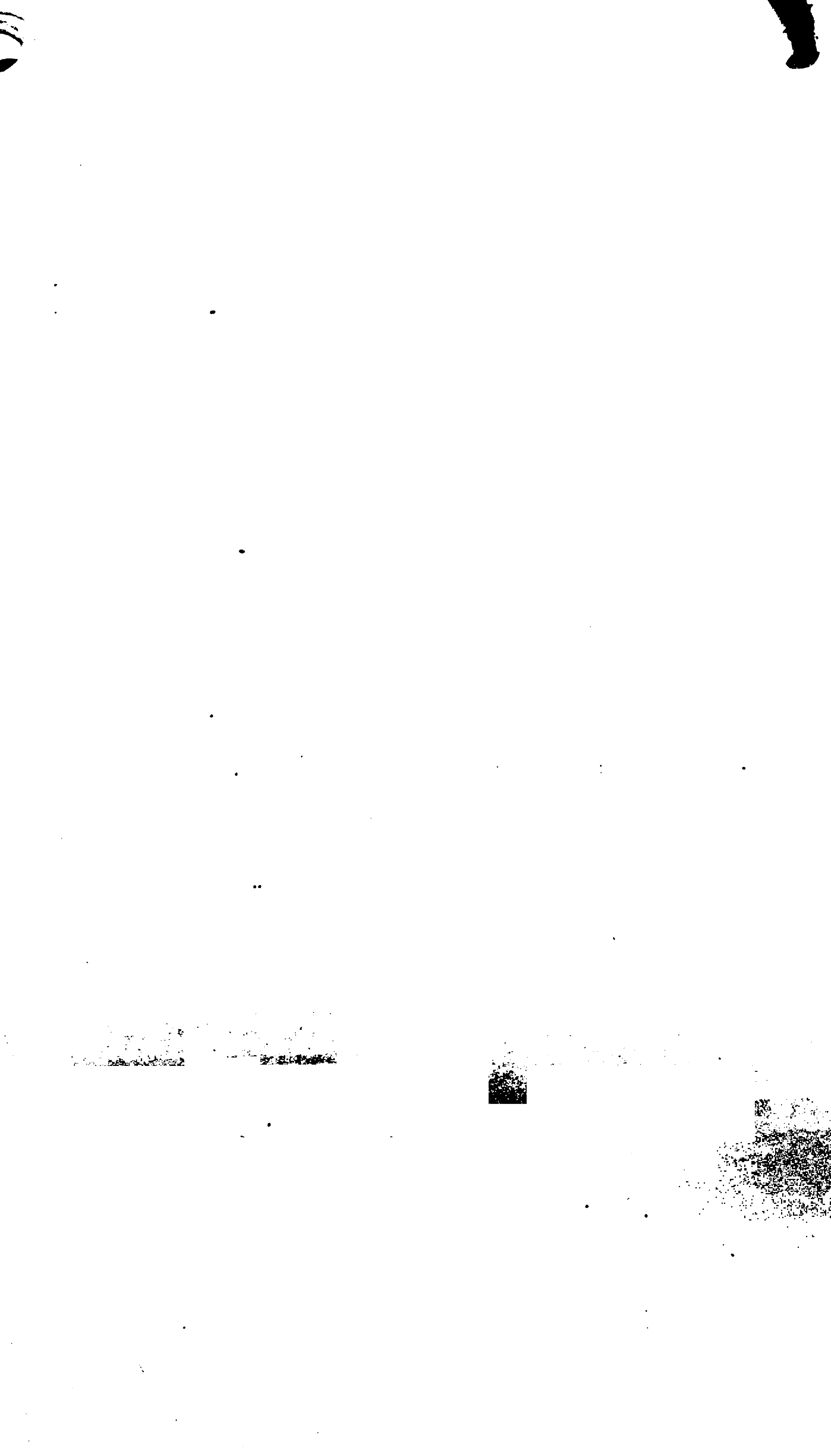
Unless and until my demands are acceded to I object to the above-mentioned development application.

Yours sincerely

Kenny, resident of 

--
Kenny

Personal Website



tpbpd

寄件者: Patrick Wong [REDACTED]
寄件日期: 08日04月2016年星期五 23:44
收件者: tpbpd@pland.gov.hk
主旨: Objections to HKR's Application to Develop Areas 10b
附件: H_11. WOODGREEN, NEO HORIZONObjections (TPB) _a.jpg; H_11. WOODGREEN, NEO HORIZONObjections (TPB) _b.jpg; H_11. WOODGREEN, NEO HORIZONObjections (TPB) _c.jpg; H_11. WOODGREEN, NEO HORIZONObjections (TPB) _d.jpg

2099

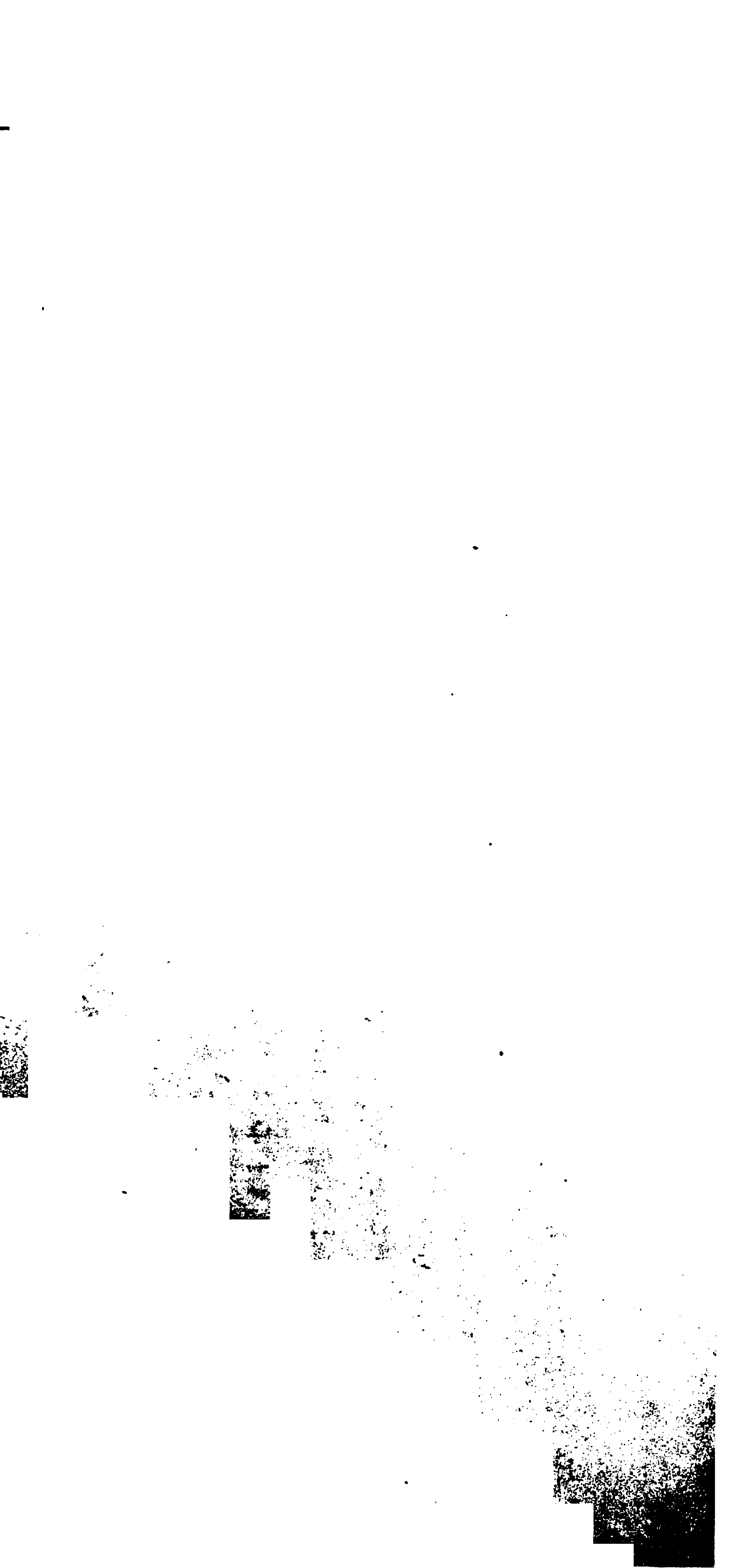
Dear Sir,

Attached please find my objections to HKR's Application to Develop Areas 10b.

Thanks for your attention.

Patrick Wong

Owner, [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.

Yours sincerely

S/S. Wong

Name: WONG SHIU SANG PATRICK

Owner/Resident of:

Tel.

Fax

Email Address:

tpbpd



寄件者: Angela Mok [REDACTED]
寄件日期: 08日04月2016年星期五 23:39
收件者: tpbpd@pland.gov.hk
主旨: Objections on Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

2100

Date: April 8, 2016

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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I demand that 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,
Ernest Yiu

Name: Angela Mok

Owner/Resident of: [REDACTED]

Tel: [REDACTED]

Email Address: [REDACTED]

tpbd

发件者: MM van de Wiel [REDACTED]
发件日期: 08日04月2016年星期五 23:37
收件者: tpbd@pland.gov.hk
主题: Areas 10b & 6f in Discovery Bay
附件: DB_Area10b.pdf; DB_Area6f.pdf

Dear Sir/Madam

Please find the attached regarding areas 10b and 6b in Discovery Bay.

Kind regards,

Martin van de Wiel

[REDACTED]
[REDACTED]

2101

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

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

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

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

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

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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: *Martin van de Vrie* Owner/Resident of: 

Tel.  Fax

Email Address: 

tpbpd

寄件者: P1586 HKPF ([REDACTED])
寄件日期: 08日04月2016年星期五 23:34
收件者: tpbpd@pland.gov.hk
主旨: Objection to the Hong Kong Resort Co Ltd' s Application to Develop Areas 6f and 10b

2102

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application Nos.: TPB/Y/I-DB/2 and TPB/Y/I-DB/3

Dear Sir / Madam,

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

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

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

Thank you very much for your attention into this matter.

Yours sincerely,
Henry SEE

bpd

件者: Miranda Wong
件日期: 08日04月2016年星期五 23:28
件者: tpbpd@pland.gov.hk
旨: Objection to the Hong Kong Resort Co Ltd's Application to Develop Areas 6f and 10b

2103

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

Dear Sir / Madam,

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

I strongly object the 6f and 10b projects!!!

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

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

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

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

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

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

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

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

Yours sincerely,

Miranda WONG



寄件者: Yiu Ernest [REDACTED]
寄件日期: 08日04月2016年星期五 23:28
收件者: tpbpd@pland.gov.hk
主旨: Objections on Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

Date: April 8, 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.

Yours sincerely,
Ernest Yiu

Name: Ernest Yiu

Owner/Resident of:

Tel:

Email Address:

tpbpd



2105

寄件者: fy leung [REDACTED]
寄件日期: 08日04月2016年星期五 23:27
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)
附件: FY Submission to Town Planning Board on Area 10b Service Area at Peninsular Village (1).docx

Dear Sir,

I am writing to object the application, as attached letter.Thank you.

Rdgs / FY Leung.

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

Yours sincerely

Name: Fung Yuk Leung

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]

tpbpd

2106

寄件者: Andrew Burns [REDACTED]
寄件日期: 08日04月2016年星期五 23:26
收件者: tpbpd@pland.gov.hk
主旨: Application No. Y/I-DB/3. Area 10b, Discovery Bay - Master Plan and Undivided Shares
附件: Submission to Town Planning Board Area 10b Master Plan and Undivided Shares.pdf

To: Secretary, Town Planning Board

Date: 8 April, 2016

Dear Sirs,

Re: Application No. Y/I-DB/3. Area 10b, Discovery Bay – Master Plan and Undivided Shares

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
46 Headland Drive
Discovery Bay

Email: andrew@symba.com

Date: 8 April, 2016

Dear Sirs,

Re: **Application No. Y/I-DB/3. Area 10b, Discovery Bay
Master Plan and Undivided Shares**

Master Plan

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. Unfortunately, it has not been updated to reflect either the current outline zoning plan ("OZP") 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.

The Town Planning Board must note that the OZP cannot exist independent of the Master Plan. The Master Plan is part of the Land Grant. It is recognized as the sole authority for the permitted development on the Lot under the Principal Deed of Mutual Covenant ("PDMC"). **In order to preserve this connection, the Town Planning Board should stipulate that the Notes to the Outline Zoning Plan state that all uses permitted under the OZP are subject to those same permissions being included in the relevant zone on an approved Master Plan.**

Undivided Shares

There is no limit to the development on the Lot under the Land Grant and Master Plan. The final determinant of the ultimate development potential of the Lot is the number of undivided shares remaining for allocation to any new development on the Lot.

When the Discovery Bay PDMC was drafted in 1982, no one could know how development would proceed in the future. Therefore, the PDMC had to provide both flexibility (for the developer) and certainty (for the assigns of the developer). This was achieved through the unique share regime described in the PDMC. In fact, it is only through the share regime that limits are set on the ultimate gross floor area of each given land use allowed on the Lot under the Master Plan.

At page 7 of the PDMC, the Lot is notionally divided into 250,000 undivided shares. These undivided shares were immediately allocated to various uses. For example, 56,500 undivided shares were allocated to the Residential Development, 4,850 to the Commercial Development, 2,150 to Clubs and public recreation activities and 3,500 to Hotel use. In addition, 55,000 undivided shares were defined as "Reserve Undivided Shares".

It is important to recognise that the undivided shares shown at Page 7 have not been associated with any specific area or development on the Lot. They are simply associated with future uses. To create an association with a specific area or development, the developer must follow Paragraph 7 on Page 7 of the PDMC. This requires that: "The said 250,000 equal undivided shares shall be allocated to the City and the Villages as provided by this Deed and any Sub-Deeds of Mutual Covenants."

The detail of the regime for allocation of undivided shares is provided at Section III of the PDMC, titled "Undivided Shares". Allow me to quote the section for Residential Development in full:

1. The said 56,500 Undivided Shares allocated to the Residential Development shall be sub-allocated to the Residential Units of each Village (as it is completed in conformity with the Master Plans) by the Registered Owner in the Sub-Deed of Mutual Covenant governing that Village and in the event: -

(a) there shall be insufficient number of Undivided Shares to be allocated to the Village which shall be last completed in conformity with the Master Plans, then the Registered Owner shall allocate from the Reserve Undivided Shares such number of them as shall make up the deficiency to that last Village, and

(b) there shall be more than the actual number of Undivided Shares required for all the Residential Units in the City, then the surplus number of Undivided Shares shall be deemed to be part of the Undivided Shares allocated to the City Common Areas and City Common Facilities and Village Common Areas and Village Common Facilities and the terms and conditions herein set out governing the same shall apply.

Hence, only undivided shares that have been allocated to the Residential Development at Page 7 of the PDMC may be sub-allocated to Residential Units. Once all the Residential Development undivided shares have been exhausted, the developer may draw from the Reserve Undivided Shares. However, no shares allocated to any other use at Page 7 may be sub-allocated to Residential Units.

The subsequent paragraphs at Section III are similar. Undivided shares of a given use may be allocated to the corresponding part of the Lot. Once all shares of a given use are exhausted, the developer may draw upon the Reserve Undivided Shares.

Thus, Reserve Undivided Shares, and only Reserve Undivided Shares, may stand in for other undivided shares.

The problem is, at this stage, we have no record how many Reserve Undivided Shares remain for allocation to the future development on the Lot.

Furthermore, the Town Planning Board should consider the meaning of the phrase *"in the event there shall be insufficient number of Undivided Shares to be allocated to the Village which shall be last completed in conformity with the Master Plans"*.

In order to protect the interests of all the current and future assigns of the developer, the Town Planning Board should require a full accounting of the allocation of all undivided shares by share type to all Village, City and other areas of the Lot, prior to consideration of any proposal to amend the present OZP.

Yours sincerely,
Andrew Burns



寄件者: Miranda Wong [REDACTED]
寄件日期: 08日04月2016年星期五 23:25
收件者: tpbpd@pland.gov.hk
主旨: Objection to the Hong Kong Resort Co Ltd's Application to Develop Areas 6f and 10b

2107

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application Nos.: TPB/Y/I-DB/2 and TPB/Y/I-DB/3

Dear Sir / Madam,

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

I strongly object the 6f and 10b projects!!!

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

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

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

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

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

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

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

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

Yours sincerely,



WONG Wing-yan, Miranda

Address : [REDACTED]

Tel. No. : [REDACTED]

bpd

件者: MM van de Wiel [REDACTED]
件日期: 08日04月2016年星期五 23:24
件者: tpbpd@pland.gov.hk
旨: Areas 10b & 6b in Discovery Bay
件: DB_Area6F.pdf; DB_Area10b.pdf

2108

Dear Sir/Madam

Please find the attached regarding areas 10b and 6b in Discovery Bay.

Kind regards,
Taki Kawamoto

[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.

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

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

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

Yours sincerely

Name: *Maki Kawamoto*

Owner/Resident of: 

Tel. 

Fax

Email Address: 

tpbpd

寄件者: Sally Conti
寄件日期: 08日04月2016年星期五 23:24
收件者: tpbpd@pland.gov.hk
主旨: Objects to Development of Area 10b

2109

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

Dear Sirs,

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

I have the following comments and objections to the Development of 10b,

(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.

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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: Sally Conti

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address: [REDACTED]



寄件者: Sally Conti [REDACTED]
寄件日期: 08日04月2016年星期五 23:21
收件者: tpbpd@pland.gov.hk
主旨: Object to the development of Areas 10B

2110

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, Low Siok Eng of 3 Woodgreen Courts, have the following comments and objects to the Development of Area 10b:

1. The applicant HKRI wishes to construct a mix of housing including 18-storey tower blocks and low or mid-rise units with a total of 1,125 flats in the present Nim Shu Wan service area. Such flats would accommodate 2-3,000 new residents. Together with the area 6f proposal, this would mean an increase in the Discovery Bay population of approximately 4,000 persons.
2. Construction in area 10b would cause serious noise disturbance to the occupants of Jovial, Verdant and Haven Courts given their close proximity. Residents in Peninsula Village are also likely to be affected. The developer has not offered any explanation of how occupants' right to peace and quiet can be preserved.
3. It will be necessary for the developer to reclaim additional land from Nim Shu Wan. The developer has cited a 1976 Gazette Notice, but it would appear that the land required for the area 10b project is more than that which the developer owns. The developer must demonstrate that it has full legal rights to the whole area of the proposed reclamation.
4. The proposed relocation of the existing Kai To ferry pier farther away from its present location means additional walking time for Discovery Bay residents. By contrast, the berth for Bounty will be moved to a location not far from the existing Kai To pier. Residents are being inconvenienced for the benefit of visitors. This is unacceptable.
5. The schedule of uses proposed for the promenade at area 10b refers to the (recreational) needs of local residents and visitors. Under the terms of the principal Deed of Mutual Covenant for Discovery Bay, no provision is made for public access to the Lot (Discovery Bay), nor is there any obligation on the part of residents to pay for the maintenance of public areas. Public access is allowed only if an area is declared on the Master Plan to be a public recreational area, in which case the developer is solely responsible for management and maintenance costs. The reference to visitors should be removed from the schedule of uses or

the Master Plan should be revised to designate the relevant parts of area 10b as public recreational areas managed and maintained by the developer.

6. What arrangements will be made by the developer for storage of dangerous goods following removal of the existing store from the area 10b application ?
7. The proposed new residential units and other facilities will mean extra demands on existing water supplies and sewage facilities within Discovery Bay. How does the developer propose to address these issues without compromising water supplies to existing residents and will additional sewage treatment facilities be required within Discovery Bay (and, if so, where) ?
8. The cost of any additional water pumping and piping and/or sewage treatment facilities should be borne solely by the developer and/or owners of units at area 10b, not by any other owner in Discovery Bay.
9. New bus depot and parking facilities at area 10b should be made available to bus companies other than those controlled by the developer with view to such other companies eventually providing services to and from Discovery Bay.
10. Neither the proposed development at area 10b nor any other projects within Discovery Bay should result in the population exceeding 25,000 and thereby contravening the original Land Grant in 1976. Appropriate undertakings to such effect should be given by the developer.

Unless and until all the above issues can be addressed to the satisfaction of Discovery Bay owners and residents, the Town Planning Board should respect DB Owners, who are also shareholders of Discovery Bay land, concerns and refuse to approve development of area 10b,

tpbpd

寄件者: Janet Ebihara ([REDACTED])
寄件日期: 08日04月2016年星期五 23:09
收件者: tpbpd@pland.gov.hk 3
主旨: Application No.: TPB/Y1-DBØ - Hong Kong Resort Co Ltd' s Application to Develop Areas 10B
附件: Area 10b Service Area at Peninsular Village-160408-signed.pdf

2111

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

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

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b

Below please find my comments for your perusal:

(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. Thus I demand that the population cap of 25,000 be preserved, in order 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. Thus I demand that Government release the existing water and sewerage services agreements to the public.

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

- 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. Now I demand that Government release the existing water and sewerage services agreements to the public.
- 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. Now I demand that Government to provide potable water and sewerage connections to the Lot boundary, just like every other residential developments in Hong Kong.

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

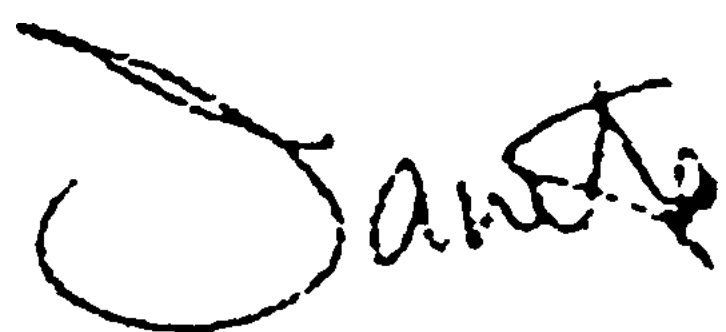
- Golf carts are the primary mode of personal transport, and are capped at the existing number. Due to this reason, I demand that the Government consider if it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants. Now I demand that 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. Under this reason, I would 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. Thus 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. Now I Demand that HKR withdraw the Applications and make revisions to recognize the co-owners.*
- (6) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and conclude secret agreements to which we have no input or access. The water and sewerage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are more. Now 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. Thus I demand that HKR provides 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 so I demand proper studies showing how dangerous goods will be handled.*
- (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. Due to this reason, 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 observed I strongly oppose to the above-mentioned development application.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Janet". The signature is stylized with a large, sweeping initial letter.

Janet Yim Yuk Chun

Owner: 

tpbpd

寄件者: Dalou Yang [REDACTED]
寄件日期: 08日04月2016年星期五 23:00
收件者: tpbpd@pland.gov.hk
主旨: Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)
附件: DLY Submission to Town Planning Board on Area 10b Service Area at Peninsular Village.docx

2112

Dear Sir,

I am writing to object this project, details as attached. Thank you.

Rdgs / DL Yang.

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

Dear Sirs,

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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.

- 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.

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

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

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(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: Dalou Yang

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax NA

Email Address: [REDACTED]

To: Secretary, Town Planning Board

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

Application No.: TPB/YI-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/YI-DB/2 and TPB/YI-DB/3 seek approval to increase the ultimate population

and 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

hat, 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

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

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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 Damien McGovern : Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

Sent from my iPhone

tpbpd

寄件者: Reema Fondekar [REDACTED]
寄件日期: 08日04月2016年星期五 22:55
收件者: tpbpd@pland.gov.hk
主旨: Fwd: Concerns against the re development against Area 10b
附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc

2114

Dear Sir,

Please refer to my attachment regarding my concerns for the re development proposed in Area 10b (service area at the waterfront of Peninsula Village) .

Thanking you in anticipation.

Yours Sincerely
Reema Fondekar

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 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: Ms Reema Fondekar

Owner/Resident of: [REDACTED]

Tel. [REDACTED]

Fax

Email Address:
[REDACTED]

tpbpd

寄件者: Kit Yee Chiu
寄件日期: 08日04月2016年星期五 22:48
收件者: tpbpd@pland.gov.hk
主旨: Comments of Hong Kong Resort Co Ltd's Application to Develop Areas 10b (Waterfront near Peninsula Village)

2115

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.

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

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

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

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

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

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Yours sincerely

Chiu Kit Yee

Owner of : [REDACTED]

Tel. [REDACTED]

Email Address: [REDACTED]

tpbpd

寄件者: Sarah Lo [REDACTED]
寄件日期: 08日04月2016年星期五 22:45
收件者: tpbpd@pland.gov.hk
主旨: Re Application No.: TPB/Y/I-DB/3
附件: 10b.doc; ATT00463.txt

2116

Dear Sir,

Attached please find the signed letter re Application No.: TPB/Y/I-DB/3 for you to review.

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.

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

Yours sincerely

Name: Sarah Lo

Resident of: [REDACTED]

Tel: [REDACTED]

Fax

Email Address: [REDACTED]

bpd

件者: Samcer Safaya [REDACTED]
件日期: 08日04月2016年星期五 22:45
件者: tpbpd@pland.gov.hk
旨: No more developments encroaching in DB
件: DB development letter.docx

2117

teartpbpd,

lease find my rejection of HKR proposal attached, I do not wish to see more building development in DB, I would rather see a better management of the existing residents needs. We have too much traffic, noise, air and other pollution in DB. Adding more higher density buildings only takes away from our quality of life. If we wanted to live in higher density urban environments we wouldn't have chosen to raise our families in DB. DB is special and we want to keep it green and manageable and to preserve our natural heritage, country parks and green lifestyle, thank you.

egards,

ameer

April 8th, 2016

Dear Town Planning Board,

Do NOT grant HKR anymore space for development of residential or other built units. As a long-time resident I can assure you that the quality of living in DB has diminished and the cost of living has increased. We have too many people living in DB as it is and the whole point of DB was to be a tranquil lifestyle for families. These days we have so many busses that are passing by constantly. It's like a non-stop train of vehicles disrupting the peace and contributing to more air and noise pollution – which as you know in HK needs to be reduced. The chief executive of HK is so out of touch that nothing coming from his administration makes any sense. Rather I look to the good sense of the people of HK and the residents themselves who know best how to govern themselves and their neighbourhoods, because it is their local needs which need to be preserved and addressed first and foremost. DB's intrinsic value is its community and beautiful environment, we have a unique one and any further developments will only undermine the quality of life in DB and value of its properties. What we could use are more public recreational facilities in key areas in DB which are under-utilized or abandoned – for example I would propose a basketball court near the fire-station. Or also another public urban farm area which is a former workers site on the hill of Siena (I once heard years ago it was to become a sports complex – also a very welcome suggestion).

With regards to 6f, this is a bad idea, and is a nature reserve area along the gorgeous rock pools path. I would hate to see one of the last escapes of urbanism be converted yet again into another block of flats – which we really do not need for health, environment, social and overall sustainability reasons.

With regards to Peninsula Village 10b, I would not like to see anymore buildings there either. The bus depot is already full – which should tell you something, we need fewer busses and more facilities for cyclists in DB and the ability for members of the public to park their bicycles there rather than another resident compound. DB is already at its peak population and really cannot support more dense living. It is designed as low-density green area for pet lovers, families and those who want to escape the noise and pollution of HK while still being in close proximity. Do not allow anymore development in DB please – we implore you to listen to us DB residents who have been living there and raising our children there for 2 generations already.

Rather what I would prefer to see is DB becoming a more self-sustaining township, producing its own energy, food, reintroducing the wet markets like in other parts of Lantau and other islands and recycling its own waste and re-using the water of the reservoir again. If HKR would be willing to put proposals forward to create the most sustainable living community in HK, the value of DB would really resume to levels it used to enjoy and in a way that adds true value – not some speculative price but with inherent value of green healthy living and this the residents would gladly support with ample time for joint development and consultation – which is far more progressive than the underhanded way in which HKR treats us currently and for over a decade.

Sincerely,

Sameer Safaya

dbpd

寄件者: Doris Chan [REDACTED]
寄件日期: 08日04月2016年星期五 22:43
收件者: tpbpd@pland.gov.hk
主旨: Objection to Application No.: TPB/Y/I-DB/3
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village_Dorcas.docx

2118

Dear Sir,

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

Chan Suk Ting
[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.

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Yours sincerely

Name: Chan Suk Ting

Visitor

Tel. 

0000

寄件者:
寄件日期:
收件者:
主旨:

Edwin Rainbow
08日04月2016年星期五 22:42
Town Planning Board
Fwd: Hong Kong Resort Co Ltd' s Application to Develop Areas 10b (Waterfront near Peninsula Village)

2119

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

Dear Sirs,

My wife is the

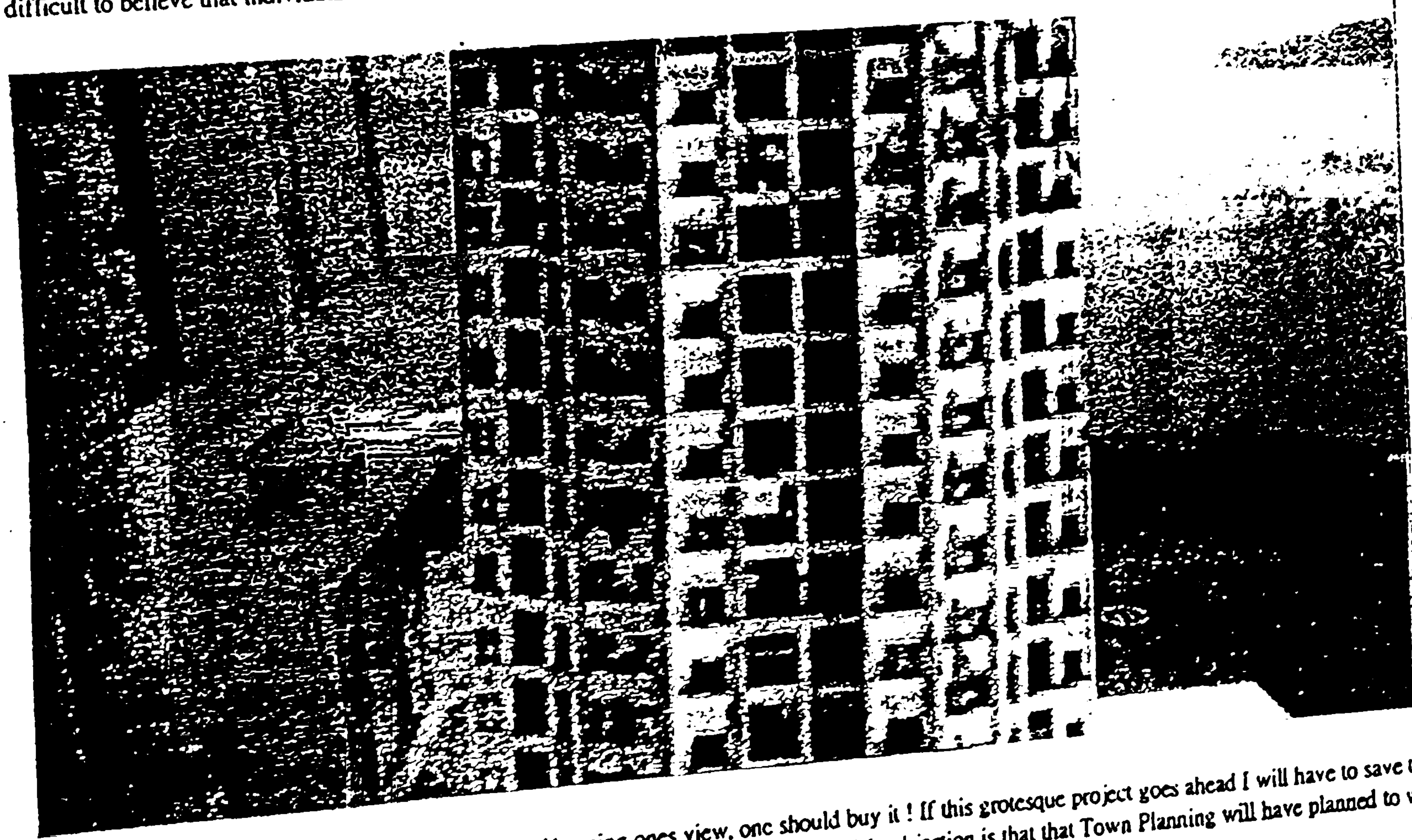
[redacted]
and we have both
lived in Discovery Bay for almost twenty years. I
note that my wife has written her piece about the uniqueness of Discovery Bay, which must preserved for the benefit of Hong Kong and beyond.

I also attended the
meeting
s conducted by Councillor Yung last weekend and I also willingly adopted the notes below, which stem from that meeting.

As an owner of [redacted] also have
shares assigned to me through the DMC, that I signed
, as did all
8000+
individual
owners . I am therefore a part Owner of Discovery Bay and I object to Hong Kong Resorts declaring themselves as the
sole owner.

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

Time was very short to gather information and I find myself rushing to get this in before midnight. I do not consider the Town Planning Board or the Applicant blameless in this regard. I find it
difficult to believe that individual owners were put at an unnecessary disadvantage intentionally. This is what happens to our view from 17C Verdant :



Now I do understand that if one wants to be sure of keeping ones view, one should buy it ! If this grotesque project goes ahead I will have to save the pennies and try to buy on the other side of
the obstruction, so there is a remedy to keep the view, but my objection is not that : My objection is that that Town Planning will have planned to wreck a very special residential experiment and
replace it with a typical Hong Kong residential area. There would be no particular reason to remain in Discovery Bay.

I object to the published illusion of what the developer plans to do. To see the impact of the tower was impossible without reference to the detailed application. The presentation of information for the Hillgrove VOC and the Peninsula Village VOC was carried out by City Management, who introduced the presentation by saying they would need to relate questions back to HKR to get answers - given the time left, this was completely impractical. It was intentional in my view. Owners were not intended to even have a true picture of the development. The nearby public lavatories and visitors centre, even the buildings were not high because the extra height due to the podium, for example, was not explained. City management were economical with the truth and protected the developer. Many owners in Peninsula still believe there will be an improvement. In fact the 10b project is shameful from a lifestyle and environmental point of view. Most still do not realise that there would be a new tourist hub around the Bounty, together with all the associated traffic (the entire fleet of buses) on the delightful tree lined avenue adapted to bicycles, pedestrians and golf carts. It is a deception but also ridiculous. I do not want to change it, I want to limit to only the podium and maybe a few villas. This would be win win.

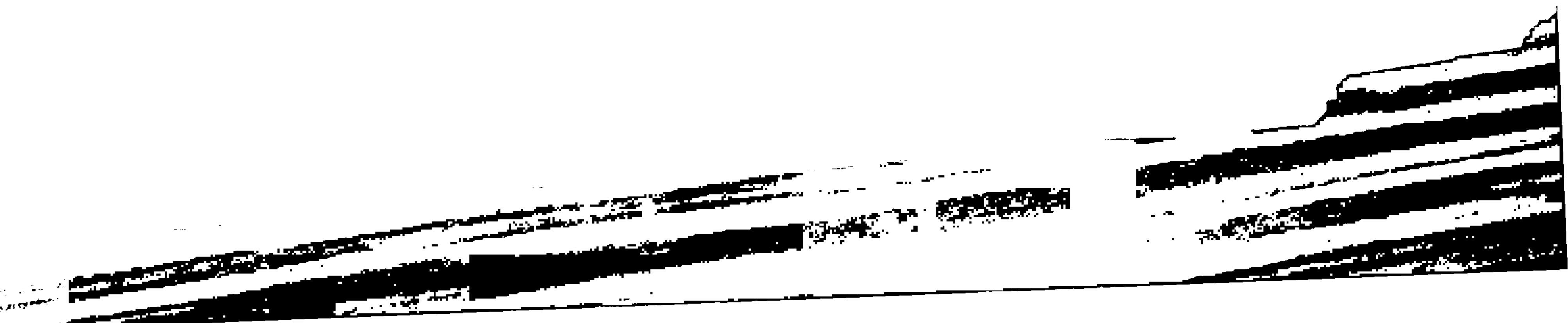
Landscaped Avenue and Utility Podium



LAND OPTIMISATION

BUS DEPOT AND REPAIR SHOP, BOUNTY THEME AREA, PICNIC AREA, PUBLIC LAVATORY, SHOP, LPG STORAGE AND OFF LOADING, PETROL STATION, GOLF CART REPAIR AREA, REFUSE COLLECTION (PODIUM A/C AND VENTILATION SYSTEM)

BUS LEAVING THE VISITORS CENTRE TO PICK UP GROUP FROM THE BIG BUDDHA FOR THE NEXT BOUNTY CRUISE (BUS DEPOT LEFT)



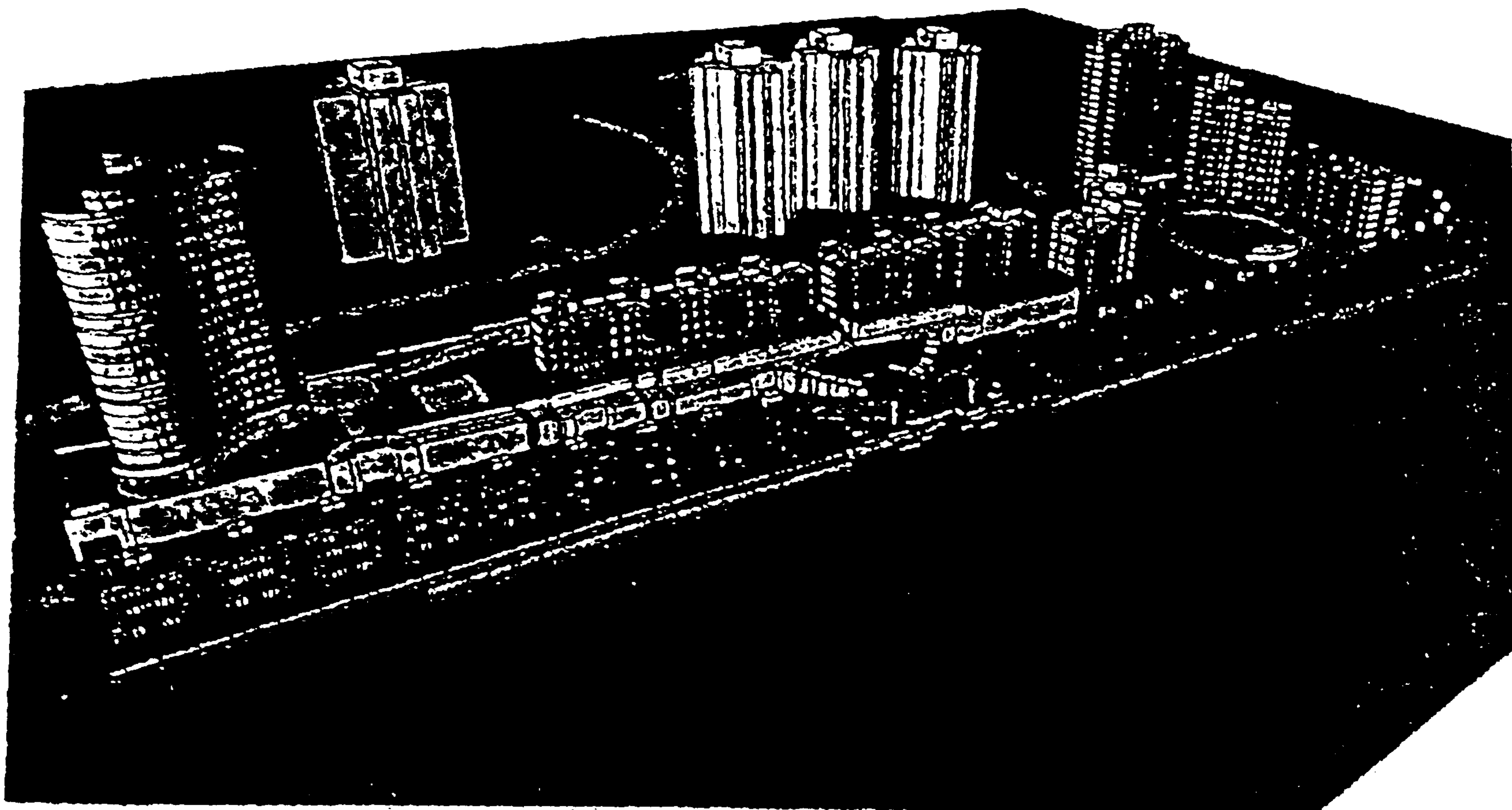


Figure 6. Illustration of the proposed building mass under the current design scheme.

申請編號 Application No.: Y/I-DB/3
 此頁取自申請人提交的文件。
 This page is extracted from applicant's submitted documents.

the distance between Verdant and the first tower is also misleading in the HKR "publicity" and the marina club has disappeared.

I trust many will make their objections like me, but I am not sure how they can will find out, even part of the truth that lies ahead. What you may see is people approving who only saw the lists impressions (not even F.6 above). We know the Developer will rally support. Easy to approve as no justification justified just sign the pre-prepared statement. We have an elderly couple in is building who were presented with such a proposal. Luckily they declined the invitation and another is crying everyday because she fears the loss of the same view as I have (but not from the mphlet, but by word of mouth from other owners - she will not write an objection).

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

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

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

EDWIN RAINBOW

Husband of the owner of

Tel. [REDACTED]

Email Address:
[REDACTED]

bpd

件者: V. Nippon International [REDACTED]
件日期: 08日04月2016年星期五 22:41
件者: tpbpd@pland.gov.hk
旨: Application No.: TPB/Y1-DB/2 - Hong Kong Resort Co Ltd' s Application to Develop Areas 10B
件: Area 10b Service Area at Peninsular Village-160408-signed.pdf

2120

o: Secretary, Town Planning Board

ear Sirs,

Attached you'll find my comments for your perusal.

Regards

Tomihara Ebihiro
[REDACTED]

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

Yours sincerely,

藤原トミ

Name: TOMI EBIHARA

Owner of: 

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

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

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas 10b

Following please find my 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. Thus I demand that the population cap of 25,000 be preserved, in order 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. Thus I demand that Government release the existing water and sewerage services agreements to the public.

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

- 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. Thus I demand that Government release the existing water and sewerage services agreements to the public.
- 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. Thus I demand that Government to provide potable water and sewerage connections to the Lot boundary, just like every other residential developments in Hong Kong.

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

- Golf carts are the primary mode of personal transport, and are capped at the existing number. Due to this reason, I demand that the Government consider if it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants. Now 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. Under this reason, 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. Thus 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. Now I Demand that HKR withdraw the Applications and make revisions to recognize the co-owners.

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

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



tpbpd

寄件者: Doris Chan [REDACTED]
寄件日期: 08日04月2016年星期五 22:39
收件者: tpbpd@pland.gov.hk
主旨: Objection to Application No.: TPB/Y1-DB/3
附件: 16 04 04 Submission to Town Planning Board on Area 10b Service Area at Peninsular Village_CK Ng.docx

2121

Dear Sir,

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

CK Ng
[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: CK Ng

Visitor

Tel. 

tpbpd

寄件者: Ekrimoa [REDACTED]
寄件日期: 08日04月2016年星期五 22:36
收件者: tpbpd@pland.gov.hk
主旨: Discovery Bay/application TPB/Y1-DB/2

2122

To whom it may concern,

Y1-DB/3
Regarding HKR recent application to develop Area 10B (Lot 385 RP&Ext. (Part) in D.D. 352, which is Peninsula Village, I believe this development should be scaled down, 1150 units is a too large number for the existing and planned facilities and will add a serious burden on the local infrastructures, internal and external bus services also.

Best regards,
Baby HEFTI
[REDACTED]

Sent from my iPhone

tpbpd

寄件者: Andrew Burns [REDACTED]
寄件日期: 08日04月2016年星期五 22:33
收件者: tpbpd@pland.gov.hk
主旨: Application No. Y/I-DB/3. Area 10b, Discovery Bay - Proposed Notes
附件: Submission to Town Planning Board Area 10b Proposed Notes.pdf

2123

To: Secretary, Town Planning Board

Date: 8 April, 2016

Dear Sirs,

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

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

Email: [REDACTED]

Date: 8 April, 2016

Dear Sirs,

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

I object to Application No. Y/I-DB/3 on the grounds that the Applicant is leaving far too much leeway within the proposed Notes, defining very large areas with many allowable uses. This is clearly not a carefully refined proposal, and leaves far too much scope to deviate from the concept presented during the public consultation.

In contrast, the current outline zoning plan ("OZP") is very specific, limiting the uses very precisely. For example, there are separate zonings for petrol filling station, for staff housing and for a dangerous goods store. The Town Planning Board should require that the developer break down the proposed zonings and Notes in much finer detail.

In particular, the Service Area must be separated from the residential portion, and then further subdivided according to actual use. In addition, the siting of the high rise and low rise buildings must be restricted so that the final configuration of the eventual plan cannot be changed significantly from the models presented during the public consultation.

Service Area

The Service Area is defined very precisely in the Principal Deed of Mutual Covenant ("PDMC") for Discovery Bay. In addition, the Service Area is divided between City Common Area (for the benefit of all the Owners) and City Retained Area (retained by Hong Kong Resort Company Limited ("HKR") for its own use).

It is specifically stated in the PDMC that no Management Units shall be allocated to the structures in the Service Area. This means that no management fees are payable for the facilities located in the Service Area. Therefore, as part of the current process for reviewing the zoning of the Service Area, it is important to clearly distinguish between the non-commercial parts of the Service Area that genuinely serve the needs of all the Owners on the Lot, and those services that are commercial in nature.

For example, the Golf Cart Service Facility is a commercial operation that serves the very limited number of people that own a Golf Cart. This area is not part of the City Common Area, and should be zoned as Commercial in the review of the zoning for Area 10b. The area should be allocated Management Units and be subject to the payment of management fees.

Similarly, the area devoted to a bus depot serves the commercial operator of the bus service in Discovery Bay. It should also be zoned as a Commercial area, and be liable to management fees. Alternatively, the area may be zoned as a public bus depot and be available to a private operator of a Residents' Service chosen by public tender and/or to franchised bus companies.

Clarification is required whether the proposed Government Refuse Collection Point will be owned and managed by the Government.

The following parts of the Service Area have been removed with no or little explanation or proposal for replacement:

- Dangerous goods store. What is the purpose of this area at present, and how will it be re-provisioned on the Lot?
- MLD refueling point. One plan included with the submission shows that this will be relocated to Nim Shue Wan, but there is no mention of the relocation in the text.
- Staff housing. Staff housing serves the entire development and must be part of the City Common Area under the definition in the PDMC. Many security guards employed on the Lot work 12-hour shifts, and are potential users of the staff housing. There is no study to show why the Applicant should claim that staff housing is no longer important. The fact that it is not used is not sufficient explanation as use is controlled by HKR and the Manager. They have the full power to determine how much or how little staff housing is used. A comprehensive independent review is required before this provision is deleted from the Lot.
- Vehicular ferry pier. All dangerous goods, including LPG and possibly chlorine for the proposed water treatment facility, must be transported by sea. Failure to deliver goods in a timely manner could lead to interruption of supply, with catastrophic consequences. The winter monsoon and summer storm signals may disrupt deliveries unless a proper vehicular ferry pier is provided.
- Helipad. Provision of a helipad is a requirement under the Land Grant. No mention is made of the removal and re-provisioning of the helipad in the proposal.

The Town Planning Board should require full explanation before approving the removal of these and any other facilities from the Outline Zoning Plan.



Promenade

The planning intention statement for the area proposed to be zoned Other Specified Uses (Promenade) states that the promenade is for "active and/or passive recreational uses serving the needs of local residents and visitors." In addition, certain facilities within this area, including "Visitor Centre", are designed specifically for visitors.

At the same time, the Area 10b application states that 2,813 sq.m. of Private Open Space will be provided at Area 10b, but no area of Public Open Space.

The proposals are clearly incompatible. Either an area is private, and visitors are not allowed, or it is public, and visitors are allowed. Visitors cannot access Private Open Space, except with permission.

Reviewing the PDMC, we find that only owners and their tenants and agents may access the Common Areas of the Lot. There is no provision in the PDMC to allow visitors to use the Common Areas of the Lot.

Visitors only have the right of access to those areas of the Lot that have been identified as Public Recreation on a Master Plan. The Applicant should revise the proposal to remove any reference to visitor access. Alternatively, the Applicant may revise the Master Plan to show the visitor areas as Public Recreation, with all management and maintenance responsibility resting with HKR.

Petrol Filling Station

The proposal includes a petrol filling station at the junction of Discovery Bay Road and Marina Drive. This junction has proven to be hazardous, as it lies at the bottom of hills on either side. There have been a number of accidents at this junction in recent years, and the additional construction planned at this location, including the petrol filling station and the sewage treatment works, may further limit visibility.

The location of a petrol station adjacent to this hazard black spot and additional traffic generated by the development of the residential scheme as proposed by HKR will only serve to exacerbate already hazardous conditions.

Furthermore, the petrol filling station site is next to a podium that will have a high rise tower block and apartments above it. Standards state that petrol filling stations within built-up areas 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.

In addition, the petrol filling station will be located next to an existing sewage pumping station and proposed sewage treatment works that may produce noxious and flammable gases. Consideration should be given to the hazard of siting these two facilities adjacent to each other.

Reclamation Deck

The proposed reclamation for the promenade and waterfront housing is a piled deck. The zoning for this area must take full account of the intended responsibility for the maintenance of the deck substructure, bearing in mind that the deck will support the residential development and that, under the PDMC, new developments are only permitted if they will not impose financial obligations on existing owners.

Yours sincerely,
Andrew Burns

pbpd

寄件者: Siu Ling Chui [REDACTED]
寄件日期: 08日04月2016年星期五 8:48
收件者: tpbpd@pland.gov.hk
主旨: Application no:TPB/Y/1-DB/3
附件: Town Planning Board Area 10b Peninsular-7-04-2016.pages

2124

Dear Sirs,

I attach my letter to your Board in respect of Application no:TPB/Y/1-DB/3.

Thanks,
S.L.Chui

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/3
April 7, 2016

Dear Sirs,

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

I have the following comments:

(1) The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements showing 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 to disclose the existing water and sewerage services agreements to Public.

(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 other existing DB 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 to 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 and supposed to be "primarily a car-free development". As such, road capacity is irrelevant.

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

I demand that the Government to consider whether it is safe to allow increased traffic generated by proposed 1125 new residential units to compete with slow moving golf carts that offer no collision protection to both drivers or pedestrians.

I demand that Government to 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 undertakes all management and maintenance of new public areas.

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

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

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

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 as 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 preserves by repositioning the existing dangerous goods store (liquefied Petroleum Gas) store and Petrol Filling Station.

I demand proper studies showing how these two dangerous goods stores

will be handled properly for safety of residential units in 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: S.L. Chui

Owner/Resident of: [REDACTED]

Tel.

Fax

Email Address:

tpbnd

寄件者:
寄件日期:
收件者:
主旨:

Yu PK [REDACTED]
06日04月2016年星期三 11:25
tpbpd@pland.gov.hk
Objection to HK Resort's proposed development in Area 10b

Y/1-DB/3

2125

Dear Sir,

I am a Discovery Bay resident who moved there because of the promised low density living. However, this latest proposal to develop the service area at the waterfront of Peninsula Village is going to increase the number of flats and residents so drastically that I fear the existing infrastructure, no matter how HK Resort can guarantee, can never be stretched to accommodate. I therefore write to object to this development to ensure residents continue to enjoy what they have been promised.

Thank you,
Po-kwan Yu.

Sent from my iPhone

tpbpd

寄件人: Paul Zimmerman [REDACTED]
寄件日期: 08日04月2016年星期五 23:29
收件者: tpbpd@pland.gov.hk
主旨: plan application for today
附件: Appendix I of Y I-DB 2.doc; DHK Y I-DB 2 & Y I-DB 3_Apr 2016.dotx; DHK A ST 888_Apr 2016.docx; DHK Y YL-NTM 2_Apr 2016.doc; DHK A SK-CWBN 38_Apr 2016.docx; DHK A NE-TK 577_Apr 2016.doc; DHK A H3 428_Apr 2016.docx; Appendix I of Y I-DB 3.doc

2126

From: Miffy Ng

Miffy

Designing Hong Kong Limited

Tel: [REDACTED]

Fax: [REDACTED]

Website: <http://www.designinghongkong.com/>

Facebook Page: <https://www.facebook.com/DesigningHongKong>

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2016.0.7497 / Virus Database: 4545/11987 - Release Date: 04/08/16

創建 Designing HongKong 香港 .com

Hong Kong, 8 April 2016

Chairman and Members
Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong
Fax: 2877 0245;
Email: tpbpd@pland.gov.hk

Dear Sirs,

Re: Planning Application No. Y/I-DB/2 & Y/I-DB/3

To rezone the application site from "Other Specified Uses" annotated "Staff Quarters (5)" to "Residential (Group C) 12"

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

Designing Hong Kong Limited objects to the captioned application:

- We are concerned over the impact of the proposed development on traffic and visual in the district caused by the increased population from 25,000 designed in Outline Zoning Plan to 29,000. According to the Gist, the proposed development (Y/I-DB/3) will cause an excessive visual impact to the costal line.
- According to Google Aerial photograph, the captioned site(Y/I-DB/2) is well vegetated and ecologically linked with surrounded area. We are concerned over the impact to surrounded "Green Belt" area. According to AFCD, seagrasses have been found in Nim Shue Wan.¹The Board should confirmed with the applicant (Y/I-DB/3) whether a reclamation of the foreshore is needed and EIA would be required if there is impact on ecological value of the site.
- No overriding justifications have been provided, nor have any public gains been identify to justify approval. Over-development of the area by designating a large area of land for a high capacity road, with limited room for pedestrians and cyclists, dissecting the entire Discovery Bay area, is an against the well-being and welfare of today's and future generations.
- We in general support the comment submitted by Amy Yung, the District Councillor of Discovery Bay (Appendix I, II) as the proposed applicant is not in line with the policies and land grant of the area. Approval of the case will set an undesirable precedent for similar applications.

Here we submit our concerns for your consideration.

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

創建 Designing HongKong 香港 .com

Designing Hong Kong Limited
April 2016



According to Google Aerial photograph, the captioned site(Y/I-DB/2) is well vegetated and ecologically linked with surrounded area.

PRM Application No. YI-DB/2
A REDEVELOPMENT
The page is intended for applicant's reference only.

VP #1 View North-East towards Application Site from Nim Shue Wan Pier (Existing Cityscape)

VP #1 View North-East towards Application Site from Nim Shue Wan Pier with Proposed Development

PHOTO MONTAGE - VIEW POINT #1 (VSR REC1) FROM NIM SHUE WAN PIER

PROJECT DISCOVERY BAY OPTIMIZATION OF LAND USE - REFINEMENT OF AREA 100

ECC 2010 B.2

According to the Gist, the proposed development (Y/I-DB/3) will cause an excessive visual impact to the coastal line.

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.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-150342-42108

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 15:03:42

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. 禮信華

Name of person making this comment:

意見詳情

Details of the Comment :

本人支持愉景灣第10b區的發展計劃，原因如下：

- 可善用愉景灣10b區珍貴的土地資源，有助減輕香港土地不足的問題。
- 計劃可提升及改善該區現時景觀雜亂無章及與愉景灣整體設計格格不入的情況。整體環境得到改善。
- 計劃可舒緩香港緊張的房屋供應，並可提供不同類型的房屋選擇，提升市民生活質素。
- 新建的海濱長廊、提升的交通配套及碼頭設施，令居民及旅客享受更佳環境及出入更方便。

• 大家可享用更多的休閒空間。

這項規劃幫助愉景灣保持國際化渡假式優閒社區的獨有色彩，為香港人提供一個有特色的消閒好地方。

這項規劃強化愉景灣歐陸式建築設計風格，令這區繼續成為香港獨一無二具異國情調的社區，這個設計概念幫助提升香港國際化及多元的形象。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 Reference Number: 160408-173003-70038

提交限期 Deadline for submission: 08/04/2016

提交日期及時間 Date and time of submission: 08/04/2016 17:30:03

有關的規劃申請編號 The application no. to which the comment relates: Y/I-DB/3

「提意見人」姓名/名稱 Name of person making this comment: 先生 Mr. Sam Cole

意見詳情 Details of the Comment :

I oppose the applicant's proposed amendments to the OZP on the following grounds:

1. The Board should require that HKR withdraw its application to amend the OZP due to inclusion of false information. The applicant claims that it is the sole owner of the Lot at Discovery Bay. This is incorrect. There are approximately 8,300 assigns of the developer who co-own the Lot with HKR.
2. The original land grant for Discovery Bay requires that the development be self-sufficient, and provide its own sewage and water services. The applicant has confirmed to the Discovery Bay City Owners' Committee that the reservoir on the lot can support a maximum of 25,000 people. Given that the applicant's proposed development will push Discovery Bay's population well over 25,000, the application should be rejected because the population would exceed the capacity of self-sufficiency of the development's infrastructure, thus breaching the terms of the land grant.
3. The Government has refused to supply water for a population greater than 25,000, and according to the applicant, the Lot's existing water treatment works will need to be brought back into operation. Owners are in no position to verify the truth of this claim. Under the Deed of Mutual Covenant (DMC), Discovery Bay Services Management Limited (DBSML) is required to act on behalf of ALL owners to negotiate any agreements with the Government. However, DBSML breached the DMC in allowing HKR to negotiate a secret agreement for water supply from Government infrastructure. The applicant's proposed amendments to the OZP should be rejected unless they provide documentation of any and all agreements made between HKR and the Government on behalf of all owners, in breach of the DMC.
4. The existing water treatment works on the LOT have been out of operation for over 15 years, and bringing them back into operation will require major expenditure. DMC clause 8(b) (p.,; 10) allows HKR to develop the Lot further, provided that the further development does not impose new financial obligations on existing owners. Given that restarting the water treatment works would be a new financial obligation on existing owners, the applicant and future owners of areas 6f and 10b should shoulder all costs of restarting and operating the water treatment works, and connecting to them.
5. The applicant's current proposal should be rejected because the Traffic Impact Assessment upon which it relies ignores a key provision of the existing OZP: that Discovery Bay is "primarily a car-free development." This being the case, whether the roads have spare capacity is irrelevant. Furthermore, the Town Planning Board should carefully consider whether the increased traffic that will result from the proposed development will be compatible with a traffic system that is used by a large number of slow golf carts that provide no collision protection to passengers.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-210240-17387

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 21:02:40

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Evelyn Moore

意見詳情

Details of the Comment :

Please reject this application. Hong Kong's harbourfronts are public property. Town Planning Board and the Hong Kong government cannot allow Discovery Bay's waterfront to be essentially privatized.

2130

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-210133-77302

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 21:01:33

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. John Moore

Name of person making this comment:

意見詳情

Details of the Comment :

Please reject this application. Hong Kong's harbourfronts are public property. Town Planning Board and the Hong Kong government cannot allow Discovery Bay's waterfront to be essentially privatized.

2131

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-204058-90054

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 20:40:58

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. Tong Chuen Ming

Name of person making this comment:

意見詳情

Details of the Comment :

I support the development project because it is not located in green area and the development project would certainly help to tackle the local housing problem and create jobs in the surrounding areas.

2132

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160408-210700-25594

提交限期

Deadline for submission:

08/04/2016

提交日期及時間

Date and time of submission:

08/04/2016 21:07:00

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/3

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. دعم التسمية (Abd ar-Rahman Mustafa al-Qaduli)

意見詳情

Details of the Comment :

Support!

الله أكبر

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-210350-76732

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 21:03:50

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

小姐 Miss Genevieve Moore

Name of person making this comment:

意見詳情

Details of the Comment :

Please reject this application. Hong Kong's harbourfronts are public property. Town Planning Board and the Hong Kong government cannot allow Discovery Bay's waterfront to be essentially privatized.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-210012-67724

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 21:00:12

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

女士 Ms. Melanie Moore

Name of person making this comment:

意見詳情

Details of the Comment:

Please reject this application. Hong Kong's harbourfronts are public property. Town Planning Board and the Hong Kong government cannot allow Discovery Bay's waterfront to be essentially privatized.

2135

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-145622-98252

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 14:56:22

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

小姐 Miss Vivian Chan

Name of person making this comment:

意見詳情

Details of the Comment:

註：本人强烈反对香港興業於 10b 區 (海邊近蘅峰村) 的發展申請

(1) 香港興業現時係向城規會申請，將愉景灣的計劃終極人口，由現時分區計劃大綱圖內，預計最多可負荷的 25,000 人，新增為 29,000 人，並更改現時分區計劃大綱圖。香港興業的申請提供了詳細的交通影響評估，環境評估，景觀樹木設計。但是，該等報告並沒有提及壹個重要事實，跟據地契，政府無責任提供食水及污水處理給居民：

跟據地契，愉景灣必須自行負責食水及污水處理，香港興業曾於 10/7/1995 致信愉景灣業主委員會 (即 COC)，區內水塘只可應付最多 25,000 人。

本人要求香港興業的申請不可以違反地契，只可增加人口至其可容納的極限，即是，25,000 人

雖然地契有“愉景灣必須自行負責食水及污水處理”的條款，但是，當愉景灣隧道落成時，香港政府容許食水及污水處理接駁至小蠔灣 (即是，香港政府為愉景灣居民提供食水及污水處理服務)。香港政府與香港興業簽署的文件並沒有開放給我們，我們無從得知其內容。現在，香港政府拒絕為這超過 25,000 人 (即共 4000 人)，提供食水及污水處理服務。

本人要求將香港政府與香港興業簽署的文件，開放給我們知道。

因為香港政府拒絕為這區內超過 25,000 人 (即共 4000 人)，提供食水及污水處理服務，香港興業申請於愉景灣內興建食水及污水處理設施。跟據愉景灣大公契第 10 頁第 8b 點，香港興業可以發展其土地，但大前提是，不可以向愉景灣現時的小業主索取其興建成本。本人要求 6F 區及 10b 區，食水及污水處理興建及運作費用，貨倉及管道設施，只向 6f 區及 10b 區收取費用，嚴禁向愉景灣現時的業主收取費用。

雖然，當愉景灣隧道落成時，香港政府容許食水及污水處理接駁至小蠔灣，但香港政府拒絕支付接駁費及維修費，導致，愉景灣居民每年須向政府繳交超過 \$100 萬的管道租地

費(即是，由愉景灣接駁至小蠔灣)，我們亦要支付所有管道及泵房的維修費
本人要求香港政府提供食水及污水處理接駁至愉景灣邊界，與政府為香港每個住宅發展項目，提供的服務相同。

(2) 香港興業向城規會提交的交通影響評估，稱，愉景灣區內及區外，可以應付由預計最多可負荷的 25,000 人，新增為 29,000 人；但是，該交通影響評估沒有提及一項重要事實，現時的分區計劃大綱圖，將愉景灣設計成“沒有汽車行走的社區”；故此，愉景灣區內的道路是否真的可以應付 29,000 人。

高爾夫球車是愉景灣區內的私人交通工具，現時於愉景灣行駛的高爾夫球車數量已達最高限額。

本人要求香港政府認真考慮一下，對於現時行駛速度緩慢，對乘客沒有安全設施保護的高爾夫球車，新增的交通流量不會容易令到出現撞高爾夫球車意外。

本人要求香港政府審視一下，現時行駛的高爾夫球車數量已達最高限額，高爾夫球車可否應付新增的人口並交通。現時的一輛高爾夫球車售價已超過 \$200 萬。

該交通影響評估並沒有提供私家車(非高爾夫球車)的泊車位置，現時愉景灣區內，到處都是違例泊車。

本人要求香港政府審視現時的愉景灣區內私家車(非高爾夫球車)的泊車位置

(3) 根據公契，管理處負責代表愉景灣內所有業主(包括香港興業)，就管理愉景灣內所有事情，與香港政府，或，任何公共機構洽談。香港興業公然違反公契，直接與香港政府並公共機構，直接洽談；香港興業因此與政府及公共機構達成了多宗秘密交易，該等秘密交易內容，沒有開放給愉景灣內所有業主知道，愉景灣業主亦無從參予。例如前述的，香港興業與政府達成的，因提供食水及污水處理服務合約，及行走食水喉及污水渠的租賃官地契約，還有，更多。。。。。

本人要求新興氣體工程公司為愉景灣供氣所簽訂的合約，開放給公眾知道

本人要求將 10b 區內的巴士廠，定義為公眾巴士廠，並保證，擁有香港特許經營權的巴士服務營運商，有權於愉景灣內，提供區內巴士服務，及提供接駁愉景灣至區外的服務。

(4) 申請書內提的 10b 區海濱行人道用途是：“為居民及遊客提供戶外露天的海邊行人道，作為主動及/或被動的休閒用途”根據愉景灣公契，沒有條文容許該地段可以對外開放，亦沒有條文要求，愉景灣住宅業主負責支付愉景灣公共地方的維修費。“對外開放”只可以是愉景灣總體規劃圖內(Master Plan)指定的“公眾休閒地”，並香港興業必須為愉景灣內所有的公眾地方，支付維修費。

■ 請致信城規會，要求 10b 區海濱行人道用途，不可以開放“給遊客的使用”或要求城規會更改愉景灣總體規劃圖(Master Plan)，並，香港興業必須為愉景灣內，新設立的公眾地方，支付維修費。

(5) 10b 區的申請書聲稱，並引述憲報公告 710 及憲報 14/1976，香港興業擁有於稔樹灣因填海而來的墾地權，香港興業因此，可以從填海獲得更多土地。但是，該憲報公告沒有容許香港興業可以於建議書內申請填海的位置填海。香港興業已於 1980 年在相關的海床及海岸填海(見，已於田土廳登記的新批地條款 IS6788)

■ 本人要求香港興業於稔樹灣因填海而來的所有新增土地向政府申請足夠的批准。

10b 區的申請書內，移走了現時的危險倉庫，及渡輪碼頭

■ 本人要求深入研究，將來如何處理危險品

(7) 香港興業於申請書內聲稱，香港興業是愉景灣的唯一擁有人，這是完全錯誤的，現愉景灣共有約8300位業主，與香港興業共同擁有愉景灣。

■ 本人要求城規會退回香港興業發展愉景灣的申請，並要求城規會確認我們 8300 名共同擁有愉景灣地段的擁有人身份。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-161034-62966

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 16:10:34

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

小姐 Miss Jessica Baird

Name of person making this comment:

意見詳情

Details of the Comment :

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 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.

- o Demand that the population cap of 25,000 be preserved, so as not to breach 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.

- o Demand that Government release the existing water and sewerage services agreements.

- Due to Government's refusal, 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).

- o 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, we 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. We are also paying for all maintenance of the pipelines and pumping systems.

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

(2) 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.
 - o 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.
 - o 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.

- o 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.

- o 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.

- o Demand that HKR withdraw the Applications and make revisions to recognize 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.

- o Demand that the LPG supply agreement with San Hing be made public.
- o 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).

- o Demand that HKR obtain all relevant permission for reclamation at Nim Shue Wan anew.

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

- o 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.

- o 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.

2137

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160408-160939-66670

提交限期

Deadline for submission:

08/04/2016

提交日期及時間

Date and time of submission:

08/04/2016 16:09:39

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/3

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Natasha Baird

意見詳情

Details of the Comment :

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 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.

- o Demand that the population cap of 25,000 be preserved, so as not to breach 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.

- o Demand that Government release the existing water and sewerage services agreements.

- Due to Government's refusal, 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).

- o 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, we 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. We are also paying for all maintenance of the pipelines and pumping systems.

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

(2) 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.
- o 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.
- o 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.

- o 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.

- o 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.

- o Demand that HKR withdraw the Applications and make revisions to recognize 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.

- o Demand that the LPG supply agreement with San Hing be made public.

- o 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).

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- o 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.

- o 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.

2138

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160408-160857-03060

提交限期

Deadline for submission:

08/04/2016

提交日期及時間

Date and time of submission:

08/04/2016 16:08:57

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/3

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Jason Baird

意見詳情

Details of the Comment :

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 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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- o Demand that Government release the existing water and sewerage services agreements.

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- o 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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- o Demand that HKR obtain all relevant permission for reclamation at Nim Shue Wan anew.

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

- o 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.

- o 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.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-160811-84138

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 16:08:11

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

夫人 Mrs. Nicola Baird

Name of person making this comment:

意見詳情

Details of the Comment :

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 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.

o Demand that the population cap of 25,000 be preserved, so as not to breach 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.

o Demand that Government release the existing water and sewerage services agreements.

• Due to Government's refusal, 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).

o 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, we 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. We are also paying for all maintenance of the pipelines and pumping systems.

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

(2) 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.
 - o 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.
 - o 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.

- o 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.

- o 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.

- o Demand that HKR withdraw the Applications and make revisions to recognize 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.

- o Demand that the LPG supply agreement with San Hing be made public.
- o 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).

- o Demand that HKR obtain all relevant permission for reclamation at Nim Shue Wan anew.

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

- o 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.

- o 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.

2140

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160408-161128-42284

提交限期

Deadline for submission:

08/04/2016

提交日期及時間

Date and time of submission:

08/04/2016 16:11:28

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/3

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Ben Baird

意見詳情

Details of the Comment :

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 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.

- o Demand that the population cap of 25,000 be preserved, so as not to breach 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.

- o Demand that Government release the existing water and sewerage services agreements.

- Due to Government's refusal, 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).

- o 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, we 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. We are also paying for all maintenance of the pipelines and pumping systems.

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

(2) 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.
- o 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.
- o 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.

- o 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.

- o 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.

- o Demand that HKR withdraw the Applications and make revisions to recognize 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.

- o Demand that the LPG supply agreement with San Hing be made public.
- o 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).

- o Demand that HKR obtain all relevant permission for reclamation at Nim Shue Wan anew.

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

- o 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.

- o 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.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 160408-163829-01542

提交限期
Deadline for submission: 08/04/2016

提交日期及時間
Date and time of submission: 08/04/2016 16:38:29

有關的規劃申請編號
The application no. to which the comment relates: Y/I-DB/3

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. Ms Chandra

意見詳情
Details of the Comment :

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.

o 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.

o 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.

o 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,
Ms Chandra

2142

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 160408-171452-86596
Reference Number:

提交限期 08/04/2016
Deadline for submission:

提交日期及時間 08/04/2016 17:14:52
Date and time of submission:

有關的規劃申請編號 Y/I-DB/3
The application no. to which the comment relates:

「提意見人」姓名/名稱 先生 Mr. Paul Yuen
Name of person making this comment:

意見詳情
Details of the Comment :

註：本人强烈反对香港興業於 10b 區 (海邊近蘅峰村) 的發展申請

(1) 香港興業現時係向城規會申請，將愉景灣的計劃終極人口，由現時分區計劃大綱圖內，預計最多可負荷的 25,000 人，新增為 29,000 人，並更改現時分區計劃大綱圖。香港興業的申請提供了詳細的交通影響評估，環境評估，景觀樹木設計。但是，該等報告並沒有提及壹個重要事實，跟據地契，政府無責任提供食水及污水處理給居民：

跟據地契，愉景灣必須自行負責食水及污水處理，香港興業曾於 10/7/1995 致信愉景灣業主委員會 (即 COC)，區內水塘只可應付最多 25,000 人。

本人要求香港興業的申請不可以違反地契，只可增加人口至其可容納的極限，即是，25,000 人

雖然地契有“愉景灣必須自行負責食水及污水處理”的條款，但是，當愉景灣隧道落成時，香港政府容許食水及污水處理接駁至小蠔灣 (即是，香港政府為愉景灣居民提供食水及污水處理服務)。香港政府與香港興業簽署的文件並沒有開放給我們，我們無從得知其內容。現在，香港政府拒絕為這超過 25,000 人 (即共 4000 人)，提供食水及污水處理服務。

本人要求將香港政府與香港興業簽署的文件，開放給我們知道。

因為香港政府拒絕為這區內超過 25,000 人 (即共 4000 人)，提供食水及污水處理服務，香港興業申請於愉景灣內興建食水及污水處理設施。跟據愉景灣大公契第 10 頁第 8b 點，香港興業可以發展其土地，但大前提是，不可以向愉景灣現時的小業主索取其興建成本。

本人要求 6F 區及 10b 區，食水及污水處理興建及運作費用，貨倉及管道設施，只向 6f 區及 10b 區收取費用，嚴禁向愉景灣現時的業主收取費用。

雖然，當愉景灣隧道落成時，香港政府容許食水及污水處理接駁至小蠔灣，但香港政

府拒絕支付接駁費及維修費，導致，愉景灣居民每年須向政府繳交超過 \$100萬的管道租地費(即是，由愉景灣接駁至小蠔灣)，我們亦要支付所有管道及泵房的維修費
本人要求香港政府提供食水及污水處理接駁至愉景灣邊界，與政府為香港每個住宅發展項目，提供的服務相同。

(2) 香港興業向城規會提交的交通影響評估，稱，愉景灣區內及區外，可以應付由預計最多可負荷的 25,000人，新增為 29,000人；但是，該交通影響評估沒有提及一項重要事實，現時的分區計劃大綱圖，將愉景灣設計成“沒有汽車行走的社區”；故此，愉景灣區內的道路是否真的可以應付 29,000 人。

高爾夫球車是愉景灣區內的私人交通工具，現時於愉景灣行駛的高爾夫球車數量已達最高限額。

本人要求香港政府認真考慮一下，對於現時行駛速度緩慢，對乘客沒有安全設施保護的高爾夫球車，新增的交通流量不會容易令到出現撞高爾夫球車意外。

本人要求香港政府審視一下，現時行駛的高爾夫球車數量已達最高限額，高爾夫球車可否應付新增的人口並交通。現時的一輛高爾夫球車售價已超過 \$200萬。

該交通影響評估並沒有提供私家車(非高爾夫球車)的泊車位置，現時愉景灣區內，到處都是違例泊車。

本人要求香港政府審視現時的愉景灣區內私家車(非高爾夫球車)的泊車位置

(3) 根據公契，管理處負責代表愉景灣內所有業主(包括香港興業)，就管理愉景灣內所有事情，與香港政府，或，任何公共機構洽談。香港興業公然違反公契，直接與香港政府並公共機構，直接洽談；香港興業因此與政府及公共機構達成了多宗秘密交易，該等秘密交易內容，沒有開放給愉景灣內所有業主知道，愉景灣業主亦無從參予。例如前述的，香港興業與政府達成的，因提供食水及污水處理服務合約，及行走食水喉及污水渠的租賃官地契約，還有，更多。。。。。

- 本人要求新興氣體工程公司為愉景灣供氣所簽訂的合約，開放給公眾知道
- 本人要求將10b區內的巴士廠，定義為公眾巴士廠，並保證，擁有香港特許經營權的巴士服務營運商，有權於愉景灣內，提供區內巴士服務，及提供接駁愉景灣至區外的服務。

(4) 申請書內提的10b區海濱行人道用途是：“為居民及遊客提供戶外露天的海邊行人道，作為主動及/或被動的休閒用途”根據愉景灣公契，沒有條文容許該地段可以對外開放，亦沒有條文要求，愉景灣住宅業主負責支付愉景灣公共地方的維修費。“對外開放”只可以是愉景灣總體規劃圖內(Master Plan)指定的“公眾休閒地”，並香港興業必須為愉景灣內所有的公眾地方，支付維修費。

- 請致信城規會，要求10b區海濱行人道用途，不可以開放“給遊客的使用”或要求城規會更改愉景灣總體規劃圖(Master Plan)，並，香港興業必須為愉景灣內，新設立的公眾地方，支付維修費。

(5) 10b區的申請書聲稱，並引述憲報公告710及憲報14/1976，香港興業擁有於稔樹灣因填海而來的墾地權，香港興業因此，可以從填海獲得更多土地。但是，該憲報公告沒有容許香港興業可以於建議書內申請填海的位置填海。香港興業已於1980年在相關的海床及海岸填海(見，已於田土廳登記的新批地條款 IS6788)

- 本人要求香港興業於稔樹灣因填海而來的所有新增土地向政府申請足夠的批准。

(6) 10b区的申請書內，移走了現時的危險倉庫，及渡輪碼頭

- 本人要求深入研究，將來如何處理危險品

(7) 香港興業於申請書內聲稱，香港興業是愉景灣的唯一擁有人，這是完全錯誤的，現愉景灣共有約8300位業主，與香港興業共同擁有愉景灣。

- 本人要求城規會退回香港興業發展愉景灣的申請，並要求城規會確認我們8300名共同擁有愉景灣地段的擁有人身份。

(8) 愉景灣總體規劃圖 (Master Plan) 是愉景灣批地條款 (田土廳登記編號Land Grant IS6122) 的組成部分，愉景灣批地條款要求，若愉景灣總體規劃圖內沒有批准發展計劃/重建計劃的話，不得動工；但是，現時的愉景灣總體規劃圖 6.0E1, 與現時的分區計劃大綱圖 (OZP) 及現在的發展，並不一致。

- 本人要求政府及香港興業，首先更新現時的愉景灣總體規劃圖及分區計劃大綱圖，並保證它們是一致的，才考慮更改現時的分區計劃大綱圖，目的係保障我們，愉景灣內約8300+小業主的權益。

現時香港興業侵佔政府土地，例如於10b区申請非法填海申請，愉景灣嚴重缺乏免費的休閒設施如足球場，籃球場，等，違反現時的分區計劃大綱圖指定的GL/C用途，還有N2區的斜道升降機。

除非政府解決本人以上的要求，及我們的需要，本人強烈反對香港興業於10b區的發展申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160408-171348-08364

提交限期

Deadline for submission:

08/04/2016

提交日期及時間

Date and time of submission:

08/04/2016 17:13:48

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/3

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Pinky Ko

意見詳情

Details of the Comment :

註：本人强烈反对香港興業於 10b 區 (海邊近蘅峰村) 的發展申請

(1) 香港興業現時係向城規會申請，將愉景灣的計劃終極人口，由現時分區計劃大綱圖內，預計最多可負荷的 25,000 人，新增為 29,000 人，並更改現時分區計劃大綱圖。香港興業的申請提供了詳細的交通影響評估，環境評估，景觀樹木設計。但是，該等報告並沒有提及壹個重要事實，跟據地契，政府無責任提供食水及污水處理給居民：

跟據地契，愉景灣必須自行負責食水及污水處理，香港興業曾於 10/7/1995 致信愉景灣業主委員會 (即 COC)，區內水塘只可應付最多 25,000 人。

本人要求香港興業的申請不可以違反地契，只可增加人口至其可容納的極限，即是，25,000 人

雖然地契有“愉景灣必須自行負責食水及污水處理”的條款，但是，當愉景灣隧道落成時，香港政府容許食水及污水處理接駁至小蠔灣 (即是，香港政府為愉景灣居民提供食水及污水處理服務)。香港政府與香港興業簽署的文件並沒有開放給我們，我們無從得知其內容。現在，香港政府拒絕為這超過 25,000 人 (即共 4000 人)，提供食水及污水處理服務。

本人要求將香港政府與香港興業簽署的文件，開放給我們知道。

因為香港政府拒絕為這區內超過 25,000 人 (即共 4000 人)，提供食水及污水處理服務，香港興業申請於愉景灣內興建食水及污水處理設施。跟據愉景灣大公契第 10 頁第 8b 點，香港興業可以發展其土地，但大前提是，不可以向愉景灣現時的小業主索取其興建成本。

本人要求 6F 區及 10b 區，食水及污水處理興建及運作費用，貨倉及管道設施，只向 6f 區及 10b 區收取費用，嚴禁向愉景灣現時的業主收取費用。

雖然，當愉景灣隧道落成時，香港政府容許食水及污水處理接駁至小蠔灣，但香港政

府拒絕支付接駁費及維修費，導致，愉景灣居民每年須向政府繳交超過 \$100萬的管道租地費(即是，由愉景灣接駁至小蠔灣)，我們亦要支付所有管道及泵房的維修費。本人要求香港政府提供食水及污水處理接駁至愉景灣邊界，與政府為香港每個住宅發展項目，提供的服務相同。

(2) 香港興業向城規會提交的交通影響評估，稱，愉景灣區內及區外，可以應付由預計最多可負荷的 25,000 人，新增為 29,000 人；但是，該交通影響評估沒有提及一項重要事實，現時的分區計劃大綱圖，將愉景灣設計成“沒有汽車行走的社區”；故此，愉景灣區內的道路是否真的可以應付 29,000 人。

高爾夫球車是愉景灣區內的私人交通工具，現時於愉景灣行駛的高爾夫球車數量已達最高限額。

本人要求香港政府認真考慮一下，對於現時行駛速度緩慢，對乘客沒有安全設施保護的高爾夫球車，新增的交通流量不會容易令到出現撞高爾夫球車意外。

本人要求香港政府審視一下，現時行駛的高爾夫球車數量已達最高限額，高爾夫球車可否應付新增的人口並交通。現時的一輛高爾夫球車售價已超過 \$200 萬。

該交通影響評估並沒有提供私家車(非高爾夫球車)的泊車位置，現時愉景灣區內，到處都是違例泊車。

本人要求香港政府審視現時的愉景灣區內私家車(非高爾夫球車)的泊車位置

(3) 根據公契，管理處負責代表愉景灣內所有業主(包括香港興業)，就管理愉景灣內所有事情，與香港政府，或，任何公共機構洽談。香港興業公然違反公契，直接與香港政府並公共機構，直接洽談；香港興業因此與政府及公共機構達成了多宗秘密交易，該等秘密交易內容，沒有開放給愉景灣內所有業主知道，愉景灣業主亦無從參予。例如前述的，香港興業與政府達成的，因提供食水及污水處理服務合約，及行走食水喉及污水渠的租賃官地契約，還有，更多。。。。。

- 本人要求新興氣體工程公司為愉景灣供氣所簽訂的合約，開放給公眾知道
- 本人要求將 10b 區內的巴士廠，定義為公眾巴士廠，並保證，擁有香港特許經營權的巴士服務營運商，有權於愉景灣內，提供區內巴士服務，及提供接駁愉景灣至區外的服務。

(4) 申請書內提的 10b 區海濱行人道用途是：“為居民及遊客提供戶外露天的海邊行人道，作為主動及/或被動的休閒用途”根據愉景灣公契，沒有條文容許該地段可以對外開放，亦沒有條文要求，愉景灣住宅業主負責支付愉景灣公共地方的維修費。“對外開放”只可以是愉景灣總體規劃圖內(Master Plan)指定的“公眾休閒地”，並香港興業必須為愉景灣內所有的公眾地方，支付維修費。

- 請致信城規會，要求 10b 區海濱行人道用途，不可以開放“給遊客的使用”或要求城規會更改愉景灣總體規劃圖(Master Plan)，並，香港興業必須為愉景灣內，新設立的公眾地方，支付維修費。

(5) 10b 區的申請書聲稱，並引述憲報公告 710 及憲報 14/1976，香港興業擁有於稔樹灣因填海而來的墾地權，香港興業因此，可以從填海獲得更多土地。但是，該憲報公告沒有容許香港興業可以於建議書內申請填海的位置填海。香港興業已於 1980 年在相關的海床及海岸填海(見，已於田土廳登記的新批地條款 IS6788)

- 本人要求香港興業於稔樹灣因填海而來的所有新增土地向政府申請足夠的批准。

(6) 10b区的申請書內，移走了現時的危險倉庫，及渡輪碼頭

■ 本人要求深入研究，將來如何處理危險品

(7) 香港興業於申請書內聲稱，香港興業是愉景灣的唯一擁有人，這是完全錯誤的，現愉景灣共有約8300位業主，與香港興業共同擁有愉景灣。

■ 本人要求城規會退回香港興業發展愉景灣的申請，並要求城規會確認我們 8300 名共同擁有愉景灣地段的擁有人身份。

(8) 愉景灣總體規劃圖 (Master Plan) 是愉景灣批地條款 (田土廳登記編號Land Grant IS6122)的組成部分，愉景灣批地條款要求，若愉景灣總體規劃圖內沒有批准發展計劃/重建計劃的話，不得動工；但是，現時的愉景灣總體規劃圖 6.0E1, 與現時的分區計劃大綱圖 (OZP) 及現在的發展，並不一致。

■ 本人要求政府及香港興業，首先更新現時的愉景灣總體規劃圖及分區計劃大綱圖，並保證它們是一致的，才考慮更改現時的分區計劃大綱圖，目的係保障我們，愉景灣內約 8300+ 小業主的權益。

現時香港興業侵佔政府土地，例如於 10b 區申請非法填海申請，愉景灣嚴重缺乏免費的休閒設施如足球場，籃球場，等，違反現時的分區計劃大綱圖指定的 GI/C 用途，還有 N2 區的斜道升降機。

除非政府解決本人以上的要求，及我們的需要，本人強烈反對香港興業於 10b 區的發展申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-190308-83457

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 19:03:08

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

女士 Ms. L YEUNG

Name of person making this comment:

意見詳情

Details of the Comment :

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

L YEUNG

Name:

Owner/Resident of: 

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-190142-23087

Reference Number:

提交限期

08/04/2016

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提交日期及時間

08/04/2016 19:01:42

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

女士 Ms. L HUNG

Name of person making this comment:

意見詳情

Details of the Comment :

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

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

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

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

Yours sincerely

L HUNG

Name:

Owner/Resident of: 

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-230907-02243

Reference Number:

提交限期

08/04/2016

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提交日期及時間

08/04/2016 23:09:07

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. Sam Wing

Name of person making this comment:

意見詳情

Details of the Comment :

I object the application.

1. The pole in figure B.3 in Landscape design proposal is awkward and imposes adverse visual impact.
2. 176 trees will be felled.
3. The proposed development would result in an increase in the scale and development intensity (increase from 1300 meter squares to 67500 meter squares), excessive building height (18 storeys on podium) and massive building bulk which was not compatible with the low-rise surroundings.
4. The massive building bulk creates the problem of wall effect brought about by buildings, prohibiting air ventilation.
5. The Siu Ho Wan Sewerage Treatment Works SHWSTW sewerage capacity of the site is full. The alternative on-site sewerage treatment plant may not be feasible.
6. The applicant claimed that "There will be suitable provisions for parking and servicing vehicles facilities, however, the applicant has failed to provide details in the application and failed to provide their traffic impact assessment. The public has insufficient information to comment on the parking and servicing vehicles facilities.
7. Although a tunnel road is connecting the area with Cheung Tung Road at Siu Ho Wan, this road tunnel is intended for emergency, residents shuttle buses and service vehicles only. The proposed land consumes substantial capacity of the road. Section 4.1.21 of traffic impact assessment indicates the application generates 46pcus/hr. The added passenger car units are outrageously high.
8. Section 4.1.25 of the traffic impact assessment indicates that the application almost fully occupies Discovery Bay to Central ferry service, from existing 62% or 64%, to 91% or 93%. This imposes huge concerns about ferry services. Recently, Cheung Chau and Lantau ferry demand fluctuates and residences are reported experiencing "Bubbling anger", quoted South China Morning Post published on Monday, 28 March, 2016, "Long queues to Cheung Chau started developing outside pier number 5 in Central early Sunday morning. At one point, a queue measuring 100 metres long was reported." "Bubbling anger of Cheung Chau residents was spilling over the idyllic islet as it was submerged in a sea of visitors who, blessed with good weather, flocked there for an excursion during the long Easter weekend."

"He noted similar scenes of overcrowdedness were seen at bus stops and ferry piers on Lantau, another outlying island. 'The government likes to boast about developing tourism. But it seems our officials have failed to take into account capacity and supporting transportation,' said Chan." cited from: <http://www.scmp.com/news/hong-kong/economy/article/1931222/natives-restless-hong-kong-outlying-island-visitors-equal>

9. The traffic impact assessment report is fundamentally flawed and should be quashed and rejected. The assessment adopts the "existing traffic performance" approach where assessment is claimed to be based on observed traffic counts on one Thursday from 7:00 to 10:00 / 16:00 to 20:00 and one Saturday from 13:00 to 18:00 only. The sample size is insufficient and not statistically reliable.

10. The traffic impact assessment states, "This report takes into account the particular instruction and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party". This implies, the contents of the report cannot be relied on, the data and assessment are not declared correct, and nobody will be held responsible for the report. The assessment should be rejected.

11. The applicant failed to prove existing Discovery Bay Reservoir has enough storage even during a drought year to provide additional flushing and drinking water demand of the application site.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-234244-31524

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 23:42:44

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

小姐 Miss Quirina

Name of person making this comment:

意見詳情

Details of the Comment :

Application No. for Area 10b: Y/I-DB/3

My reasons for supporting the application of 10b are:

- It optimises the land use at Area 10b in Discovery Bay.
- The plan redevelops and upgrades the current mix of unsightly uses in the area. The overall environment of the area will be improved.
- The residential use is responsive to the housing market, and can provide more housing choices and enhance the quality of life.
- The improvement to the foreshore promenade, transportation and marine access will serve the residents and visitors to Discovery Bay.
- More public leisure space will be created for residents and the public to enjoy.
- It helps Discovery Bay to maintain its uniqueness as a multi-cultural resort-style leisure and dynamic community, and provide a special hangout place.
- It helps Discovery Bay to reinforce its European style architectural design in the town planning which is really unique in Hong Kong, and help boost the international and diversified image of Hong Kong with this town planning design.
- The optimisation of the land use is supported by suitable infrastructure, and has given due consideration for the waterfront setting with improvement to the foreshore promenade and marine access.
- The new attractions such as promenade and piazza in DB can provide a new leisure choice .

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

160408-181049-37572

Reference Number:

提交限期

08/04/2016

Deadline for submission:

提交日期及時間

08/04/2016 18:10:49

Date and time of submission:

有關的規劃申請編號

Y/I-DB/3

The application no. to which the comment relates:

「提意見人」姓名/名稱

小姐 Miss Yu Ting Fiona

Name of person making this comment:

意見詳情

Details of the Comment :

本人反對香港興業申請於(10 b) 現有服務設施用地上改變土地用途，用以興建更多高密度住宅。

- 1) 香港興業所建議的(10b 區)增建規模將為 峰蘊區域 帶來過於繁重的交通負擔，人口突然數以千計增加，將對現有該區居民帶來嚴重不便。現有居民的休閒生活方式亦將受到不必要及破壞性的影響。
- 2) 現有(10b 區)的服務設施用地包括街渡碼頭，以及稔樹灣一帶是眾多愉景灣居民的後花園及休閒去處，過於發展將影響該區的自然景觀，同時亦會對現時自然環境帶來破壞。
- 3) 現有稔樹灣往梅窩方向海岸綫，及坪州一帶海景自然景觀為公眾的自然資產，人人均可享有。而跟據香港興業的發展建議，大部分10b區的公眾海岸綫都將被樓高8米的低層住宅佔據，變相將公共自然景觀變成私人海景，完全不符合公眾利益。公共及自然海岸綫絕對應該屬於公眾，不應被私有化。
- 4) 根據香港興業發展建議，10b 區將需要填海，發展範圍將超出現有海堤位置。作為現有愉景灣居民，本人極力反對於現有10b區有任何填海工程。現有坪州方向海景不應被破壞和被私人樓宇遮擋；現有稔樹灣一帶生態環境及居民經常會享用的水上活動亦不應被影響。
- 5) 香港興業建議興建的樓宇高度將嚴重影響及阻擋現有四期（彩輝閣、霞輝閣及旭輝閣）的自然海景，導致部份家庭的現有生活質素受到影響。亦都將令到部分小業主的樓宇價值受損。
- 6) 現有的愉景灣人口密度已畢飽和，大量人口及住宅密度的增加將對現有交通、自來水及排污系統造成更大壓力。