

Multiple

Vehicle parking has not been addressed

Multiple

The bus depot should be zoned G/C.

Name of Discovery Bay Owner/Resident: Sam Choi

Address: 

www.Yung Guerrero@aol.com

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To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

Dear Sirs,

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay

HKR's consultant, Masterplan Limited, submitted HKR's reply to the public comments to the Secretariat of the Town Planning Board on 6th June, 2016. In the covering letter, it said:

We have also reviewed the public comments received during notification of the application. It is considered that many of the concerns raised are also addressed in the response to the departmental comments, and does not require separation response. However, we would like to specifically address few issues in Annex E in the enclosure.

The claim that many of the concerns raised in the public consultation are addressed in the departmental comments and does not require separation response (sic) is disrespectful of those who submitted their comments during the public consultation and disrespectful of the town planning process.

The owners and residents of DB made many highly detailed and well-documented comments on the original HKR submission. Most of these important comments have been ignored.

All substantive public comments should have received the same attention that was given to the comments from government departments. If Masterplan did not have sufficient time to answer the comments, it only indicates that the original submission was ill-prepared and unready for review under the Town Planning Ordinance.

Unless and until HKR and its consultant are able to provide detailed responses to the public comments for further review and comment, the applications for Area 6f and 10b should be withdrawn.

Area 6f #15

Queries the rationale provided for the development

Area 6f #34

Inadequate infrastructure to support increase in population

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Safety and sustainability issues

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Comprehensive review of Area 6f submission, including detailed analysis of drought impact and road access

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HKR is not the sole land owner, as the lot is held under a DMC.

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DBSML, not HKR, is the sole party authorised under the DMC to conclude agreements with the government and other suppliers of services to the lot

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The TIA has ignored the road safety issues arising from the interaction of increasing traffic and golf carts

Multiple

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4401

Multiple

The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Peter Chan

Address:

[REDACTED]

Sent using GuerrillaMail.com

Block or report abuse: <https://www.guerrillamail.com/abuse/?a=VVF2FQkgU7gUhgr693EJPzM>

tpbpd

寄件者: Andrew Burns
寄件日期: 15日07月2016年星期五 21:41
收件者: tpbpd@pland.gov.hk
主旨: Application No. Y/I-DB/2. Area 6f, Discovery Bay - Master Plan and Undivided Shares
附件: Submission to Town Planning Board Area 6f Master Plan and Undivided Shares 15JL16.pdf

4402

To: Secretary, Town Planning Board

Date: 15 July, 2016

Dear Sirs,

Re: Application No. Y/I-DB/2. Area 6f, 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

4402

From: [REDACTED]

Email: [REDACTED]

Date: 15 July, 2016

Dear Sirs,

**Re: Application No. Y/I-DB/2. Area 6f, 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 24 March, 2016. Unfortunately, although it has been updated recently, it still does not match the current outline zoning plan ("OZP") or the existing 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; alignment of the Club Siena; 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

tpbpd

寄件者: Keld Sorensen
寄件日期: 15日07月2016年星期五 21:09
收件者: tpbpd@pland.gov.hk
主旨: Y/I-DB/2
附件: To Town Planning Board on Area 6f Application.docx

4403

Attached, please find my comments in relation to the above mentioned planning application

July 15, 2016

4403

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

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- Multiple Vehicle parking has not been addressed
- Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Resident: Keld Soerensen

Address: [REDACTED]

tpbpd

寄件者: jbuechi
寄件日期: 15日07月2016年星期五 11:52
收件者: tpbpd@pland.gov.hk
主旨: Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay
附件: 16 07 11 To Town Planning Board on Area 6f Application.pdf

4404


Dear Sir

Please find my comments in the attachments.

Kind regards

Mrs. J. Buechi

Sent from my Samsung device



To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

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Name of Discovery Bay Owner/Resident: Janaina Campos Valenca Buechi

Address



zbd

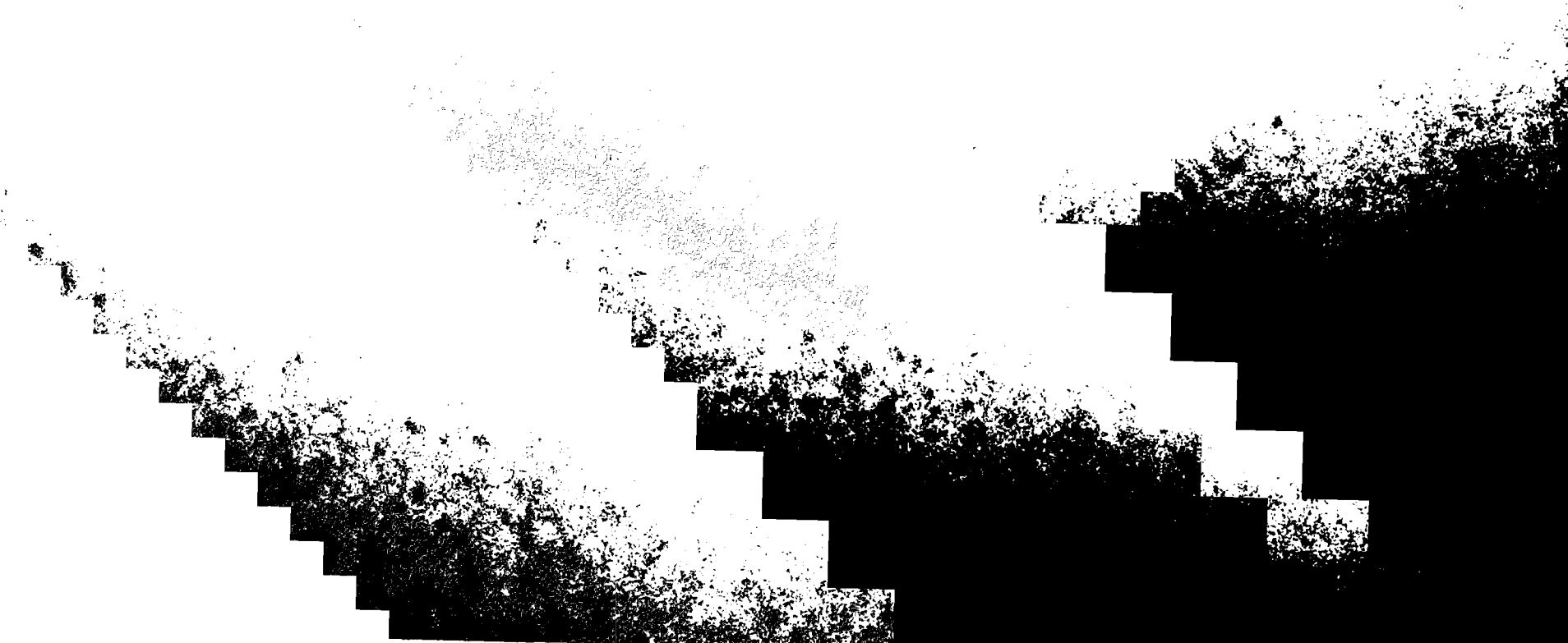
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Antony Bunker
11/07/2014 11:53
ybd@pland.gov
Discovery Bay
10/07/11 To Town Planning Board on App. Application.docx, 11/07/11 To Town Planning Board on 10/ Application.docx

Y/I-DB'2

4405

Regards,
Antony Bunker



To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

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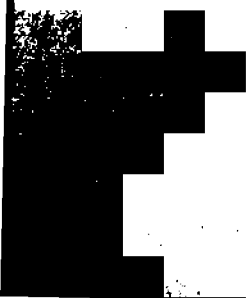
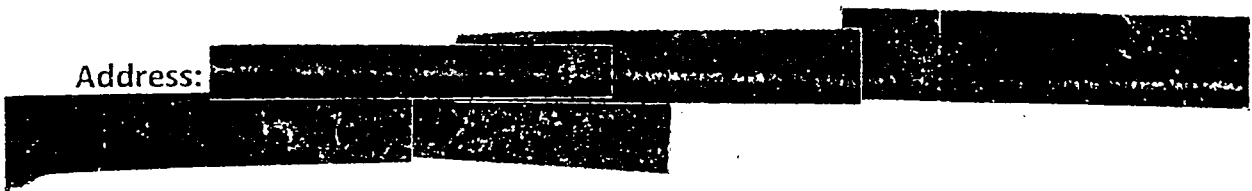
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Name of Discovery Bay Owner/Resident: Antony William Matthew Bunker

Address:



tpbpd

寄件者: Jerker Berthou [REDACTED]
寄件日期: 14/07/2016 年 07月 14日 09:35
收件者: tpbpd@pland.gov.hk 4406
主题: Application No.: TPB/Y/I-DB/2 and TPB/Y/I-DB/3
附件: JB 16 07 11 To Town Planning Board on Area 6f Application.docx, JB 16 07 11 To Town Planning Board on 10b Application.docx

Dear Sirs,

Please find enclosed my comments regarding caption Application numbers attached:

Comments on Application No. Y/I-DB/3: Area 10b, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay

and

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay

Best,

Mr. Jerker Berthou [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4406

Dear Sirs,

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Name of Discovery Bay Owner/Resident: Mr. JERKER BERTHOU

Address: 

tpbpd

寄件者:	james william [REDACTED]
寄件日期:	15日07月2016年星期五 0:48
收件者:	tpbpd@pland.gov.hk
主旨:	DB Plan
附件:	16 07 11 To Town Planning Board

Attached are the town planning files.

Regards,

James Bunker

Y/F-DB/2

4407

on Area 6f Application.docx; 16 07 11 To Town Planning Board on 10b Application.docx

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4407

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Name of Discovery Bay Owner/Resident: James William Anthony Bunker

Address:

[REDACTED ADDRESS]

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

Lienhard Buechi

14日07月2016年星期四 23:53

tpbpd@pland.gov.hk

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay
16 07 11 To Town Planning Board on Area 6f Application.pdf; ATT00353.txt

4408

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Kind regards

L Buechi

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(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

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Unless and until HKR and its consultant are able to provide detailed responses to the public comments for further review and comment, the applications for Area 6f and 10b should be withdrawn.

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<u>Area 6f #204</u>	Safety and sustainability issues
<u>Area 6f #352</u>	Access issues. Concern over supply of potable water in drought conditions
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<u>Area 6f #1104</u>	Legal opinion on the status of the Passageway at Area 6f
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<u>Area 6f #1458</u>	Comprehensive review of issues affecting Area 6f from a senior engineer
<u>Area 6f #1512</u>	Significant submission by the Parkvale VOC
<u>Area 6f No Number (after #1892)</u>	Comprehensive review of Area 6f submission, including detailed analysis of drought impact and road access
Multiple	Failure to consult with the co-owners of the lot
Multiple	Complete absence of information on the sewage treatment plant between Area 10b and La Costa

Multiple The Outline Zoning Plan and the Master Plan are not aligned

Multiple HKR is not the sole land owner, as the lot is held under a DMC.

Multiple The population cap of 25,000 should be preserved.

Multiple HKR should release the existing water, sewage and LPG agreements

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conclude agreements with the government and other suppliers of services
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increasing traffic and golf carts

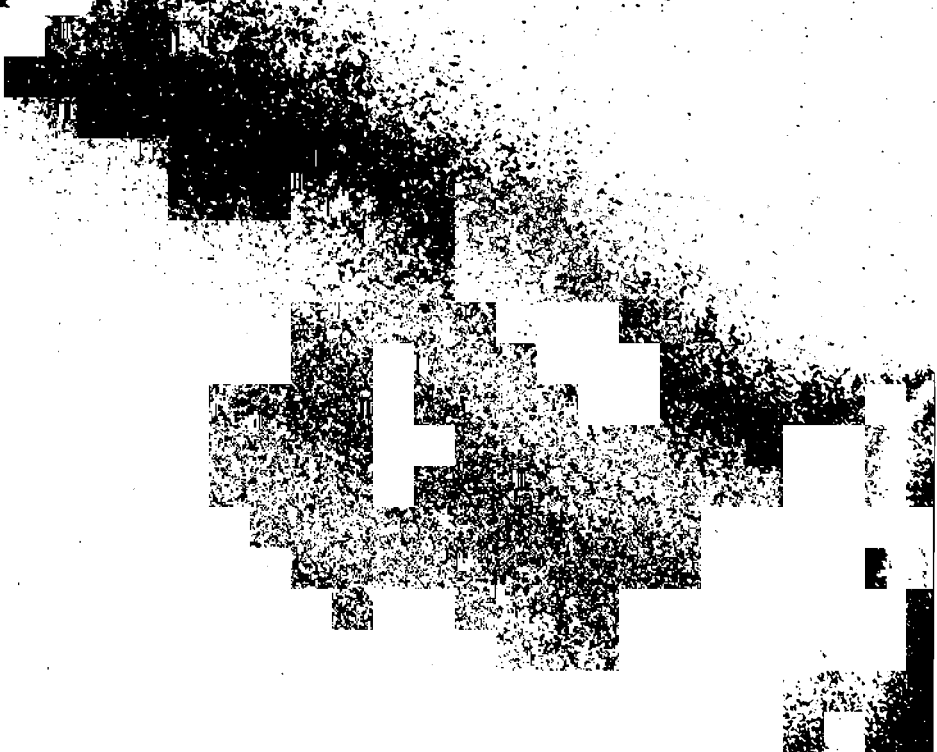
Multiple Vehicle parking has not been addressed

Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Lienhard Buechi

Address:

Bay



tpbpd

寄件者:

Andrew Burns

寄件日期:

14日07月2016年星期四 23:07

收件者:

tpbpd@pland.gov.hk

主旨:

Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay, Response to Public Comments

附件:

Application Y-I-DB-2 Area 6f Response to Public Comments 14JL16.pdf

4409

To: Secretary, Town Planning Board

Date: 14 July, 2016

Dear Sirs,

Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay, Response to Public Comments

I take pleasure in submitting the attached comment to the Town Planning Board in respect of the subject Application.

Yours sincerely,
Andrew Burns

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

Dear Sirs,

**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay**

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- Multiple Vehicle parking has not been addressed
- Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Andrew Burns

Address: 



tpbd

寄件者: Sally Chan [REDACTED]
寄件日期: 14日07月2016年星期四 2:55
收件者: tpbd@pland.gov.hk
主题: Application No. TPB/Y/1-DB/2
附件: 16.07.11 To Town Planning Board on Area of Application.docx; ATT00326.txt

4410

To: The Secretary, Town Planning Board, Hong Kong

My name is Timothy Paul Conti. I am an owner of, [REDACTED]
[REDACTED]

Please find attached my letter of objection (with attached links) to the above application following the developer's additional comments.

Thank you for your attention.

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4410

Dear Sirs,

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay

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Name of Discovery Bay Owner/Resident: _____

Address: _____

tpbod

寄件者:
寄件日期:
收件者:
主题:
附件:

Jeffrey Vella

14日07月2016年 星期三 2:52

tpbod@pland.gov.hk

Comments on Application No. YA-DB/2 Area 6E, Lot 385 RP & Est (Part) in D.D. 152, Discovery Bay

Comments To Town Planning Board on Area 6E Application.docx

4111

Please find attached letter.

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

Dear Sirs,

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay

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Name of Discovery Bay Owner/Resident: _____ Jeffrey Vella _____

Address: _____ [REDACTED] _____

10/20/77

10/20/77
10/20/77
10/20/77
10/20/77
10/20/77

Church Village
15700 PO BOX 2000
Springfield, MO 65804
Application No. TP/TS 007
MO 011 To Town Planning Board on Area of Application. ATTORNEY

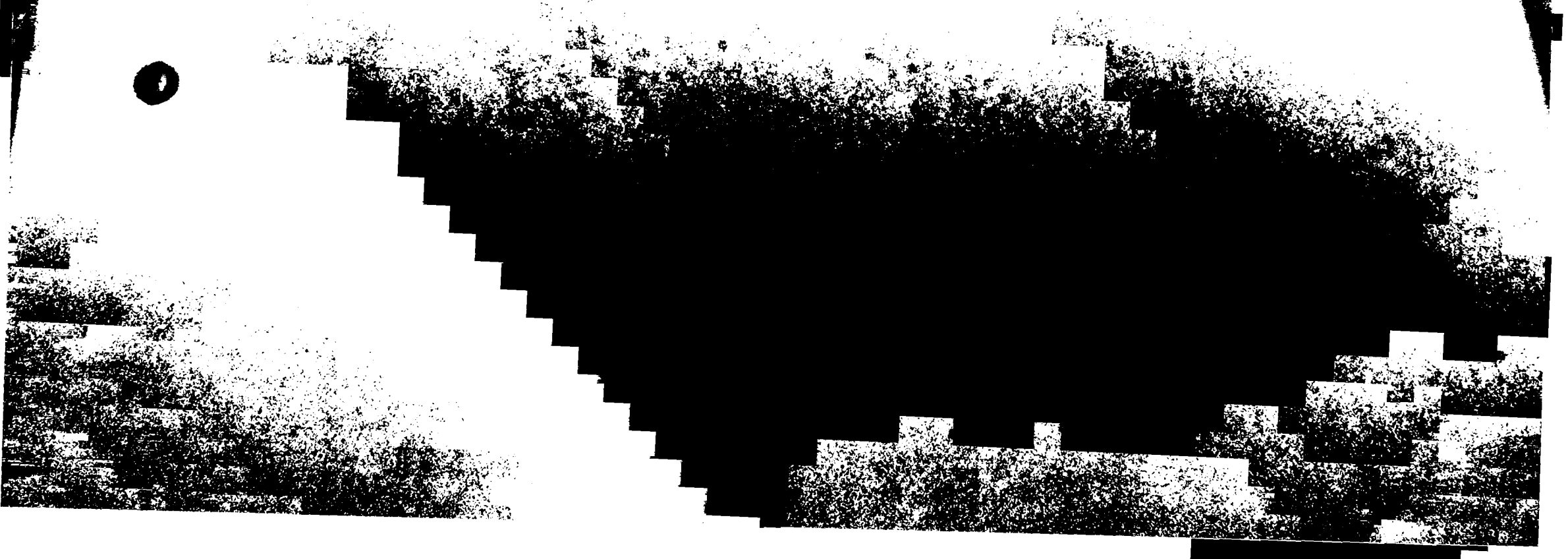
4412

Dear Sir,

Please see attached with regards to M.K.K.'s application for development of Cemetery Site

Kind regards

Yours sincerely



To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

Dear Sirs,

**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
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Name of Discovery Bay Owner/Resident: VIJAYAN GANESH

Address: [REDACTED]
[REDACTED]

tpbpd

寄件者: Elizabeth Vella [REDACTED]
寄件日期: 15日07月2016年星期五 6:57
收件者: tpbpd@pland.gov.hk
主旨: Comments re: Application No.: TPB/Y/I-DB/2
附件: Comments To Town Planning Board on Area 6f Application - Elizabeth Vella.docx

4413

Dear Secretary, Town Planning Board,

Please find attached comments regarding **Application No.: TPB/Y/I-DB/2**

Kind regards,
Elizabeth Vella

--

Elizabeth Vella

T: [REDACTED]

E: [REDACTED]

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4413

Dear Sirs,

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
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Name of Discovery Bay Owner/Resident: _____ Elizabeth Vella _____

Address: _____

The Secretariat
 Town Planning Board
 15/F, North Point Government Offices
 333 Java Road, North Point, Hong Kong

RECEIVED
 13 JUL 2013 A 11: 50
 BY HAND

**Re.: APPEAL BY RESIDENTS OF DISCOVERY BAY AGAINST
 THE APPLICATIONS**

Application no. Y/I-DB/2 ←

Area 6f, Lot 385 RP & Ext. (Part) in D.D.352, Discovery Bay
 To rezone the application site from "Other Specified Uses"
 annotated" Staff Quarters (5)" to "Residential (Group C) 12"

Application no. Y/I-DB/3

To rezone Area 10b, Lot 385 RP & Ext. (Part) in D.D.362,
 Discovery Bay from Service Area-dangerous goods to Residential
 (Group C) 13

Reasons:-

1. Property Owners of Discovery Bay are buying under the existing OZP no. S/I-DB/4 Master Development Plan governing Discovery Bay which is a low density area with good facility layout proposal including quarters for the staff. All these greatly preserve the good and quiet environment of Discovery Bay. If the proposed development is approved, the good and quiet environment of Discovery Bay will greatly be affected, which is contrary to the planning intention and purpose of the plans.
2. Hong Kong Resort flags high that it is a response to the Chief Executive's Policy Address 2015 advocating for additional housing supply. In fact, the developer should have constructed the staff quarter and dangerous goods facilities long time ago to enhance the operation of Discovery Bay. It did not do it because it is not profit making and worst of all, it has to pay to build, run and maintain these facilities.
3. The approved conceptual town planning which aims to cater a

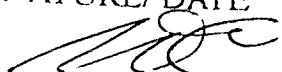




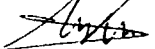

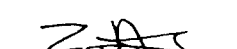

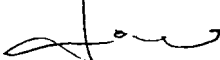



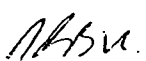


population of 25,000 is one of the main reason why residents are moving into Discovery Bay, not 29,000 which Hong Kong Resort is now trying to increase.

4. The application by the developer to rezone the areas into residential is purely for its sake of profit making, without any regard to enhance the facility, operation and environment of Discovery Bay.
5. The rezoning has to take into consideration of the original conceptual planning that these areas are for facilities serving the residents and staff. In this respect, the developer may consider to rezone them into recreational/community uses for the benefit of all the residents living in Discovery Bay, but not residential use for profit making.
6. Residents shall initiate various media/public attention, protest, campaigns and judicial review, should the conceptual planning of a peaceful environment of Discovery Bay under the governing Master Development Plan OZP no. S/I-DB/4 be destroyed by the act of the Town Planning Board in approving the above referenced applications by Hong Kong Resort for the sake of profit making only with the residential building proposal which turns Discovery Bay from a unique, famous world known resort area into a residential camp.

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List of Residents of the APPEALING GROUP

NAME	ADDRESS	SIGNATURE/ DATE
• Iouri Simakov	[REDACTED]	 12.07.16
• Jane Sinclair,	[REDACTED]	 12.07.16
• William Griffith,	[REDACTED]	 12.07.16
• BEN CHANBAND,	[REDACTED]	 12/07/16
• ALEX STEELE	[REDACTED]	 12/07/2016
• DE MONTVALON	[REDACTED]	 12/07/2016
• S. Pill,	[REDACTED]	 12/7/16
• ZOE GRABHAM	[REDACTED]	 12/7/16
• JAMES GRABHAM	[REDACTED]	 12/7/16
• FRANCK JANINI	[REDACTED]	 12/7/16
• ROGOR FRASOR	[REDACTED]	 12/7/16
• ROB CAPOEN	[REDACTED]	 12/7/16
• RUDOLPH ,	[REDACTED]	 12/7/16
• M. Bay Mita Kung.	[REDACTED]	 12/07/16
• P. M. Darrin Whitaker	[REDACTED]	 12/07/16
• Ernest Counsel	[REDACTED]	 13/7/16.

to: bob

4415

寄件者:
寄件日期:
收件者:
主题:
附件:

christopher.bourke@plymouth.gov.uk
13日07月2016年 星期三 11:37
christopher.bourke@plymouth.gov.uk
Comments on Application No. Y/1-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay
To Town Planning Board on Area 6f Application.docx

Please find attached comments on Application No. Y/1-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay.

Thank you.

Christopher Bourke

4415

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

Dear Sirs,

Comments on Application No. Y/I-DB/2: Area 6f,
Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay

The owners and residents of Discovery Bay have made highly detailed and well documented comments both via the Parkvale VOC, and personally, on the original HKR submission. Most of these important comments appear to have been ignored.

In addition to the submissions already put forward and listed below, I have included photographs of the area in question taken from our flat, relating to Area 6F – our property is in Coral Court – as you can see the new structures, if approved, will impact significantly on both Coral Court and Crystal Court, with the new structures being extremely close to these existing buildings. It would destroy the view, which we all enjoy, and is an area constantly and consistently used by hikers, dog walkers, keep fitters, visitors, children and families alike.



Proximity of steps to Coral
Court – proposed development is directly in
front of this area.



Flat area leading to Woodgreen etc.

Steps leading down to flat area that are used by hikers, dog walkers, keep fitters, children & families alike.



This view would be completely obscured by the proposed development

No prior consultation was done by the HKR with the residents of Parkvale Village (especially those who will be most affected). The proposed development does not appear to take into account the amount of land works that would have to be carried out and the noise and dust pollution this would cause to residents many of whom have babies and young families.

It should be noted that there are still plenty of empty properties available in Discovery Bay, and there is always a constant supply of apartments available for sale / rent. Basically this development is not required or wanted by DB Owners/Residents.

The whole reason people moved to Discovery Bay was because of the greenery, open views, lifestyle it offers for those who like to walk/hike, and a less densely populated area than Kowloon or Hong Kong Island.

I trust that the Town Planning Board will take into account the comments and concerns of the Owners / Residents of Parkvale Village and Discovery Bay as a whole.

Unless and until HKR and its consultant are able to provide detailed responses to the public comments to enable further review and comment, the applications for Area 6f and 10b should be withdrawn.

PREVIOUSLY SUBMITTED DOCUMENTS:

<u>Area 6f #15</u>	Queries the rationale provided for the development
<u>Area 6f #34</u>	Inadequate infrastructure to support increase in population
<u>Area 6f #204</u>	Safety and sustainability issues
<u>Area 6f #352</u>	Access issues. Concern over supply of potable water in drought conditions
<u>Area 6f #493</u>	Unresolved issues of encroachment on government land elsewhere on the lot
<u>Area 6f #1104</u>	Legal opinion on the status of the Passageway at Area 6f
<u>Area 6f #1109</u>	Detailed review of the TIA and the Passageway
<u>Area 6f #1458</u>	Comprehensive review of issues affecting Area 6f from a senior engineer
<u>Area 6f #1512</u>	Significant submission by the Parkvale VOC
<u>Area 6f No Number</u>	Comprehensive review of Area 6f submission, including detailed analysis of

- (after #1892) drought impact and road access
- Multiple Failure to consult with the co-owners of the lot
- Multiple Complete absence of information on the sewage treatment plant between Area 10b and La Costa
- Multiple The Outline Zoning Plan and the Master Plan are not aligned
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- Multiple The population cap of 25,000 should be preserved.
- Multiple HKR should release the existing water, sewage and LPG agreements
- Multiple DBSML, not HKR, is the sole party authorised under the DMC to conclude agreements with the government and other suppliers of services to the lot
- Multiple The TIA has ignored the road safety issues arising from the interaction of increasing traffic and golf carts
- Multiple Vehicle parking has not been addressed
- Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Mr. Christopher Bourke

Address:



tpbpd

4416

寄件者: Bunker, Brian [REDACTED]
寄件日期: 13日07月2016年星期三 16:28
收件者: tpbpd@pland.gov.hk
主旨: Comments on Application No. Y1-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay
附件: 16 07 11 To Town Planning Board on Area 6f Application.docx

Herewith my comments.

Yours faithfully,

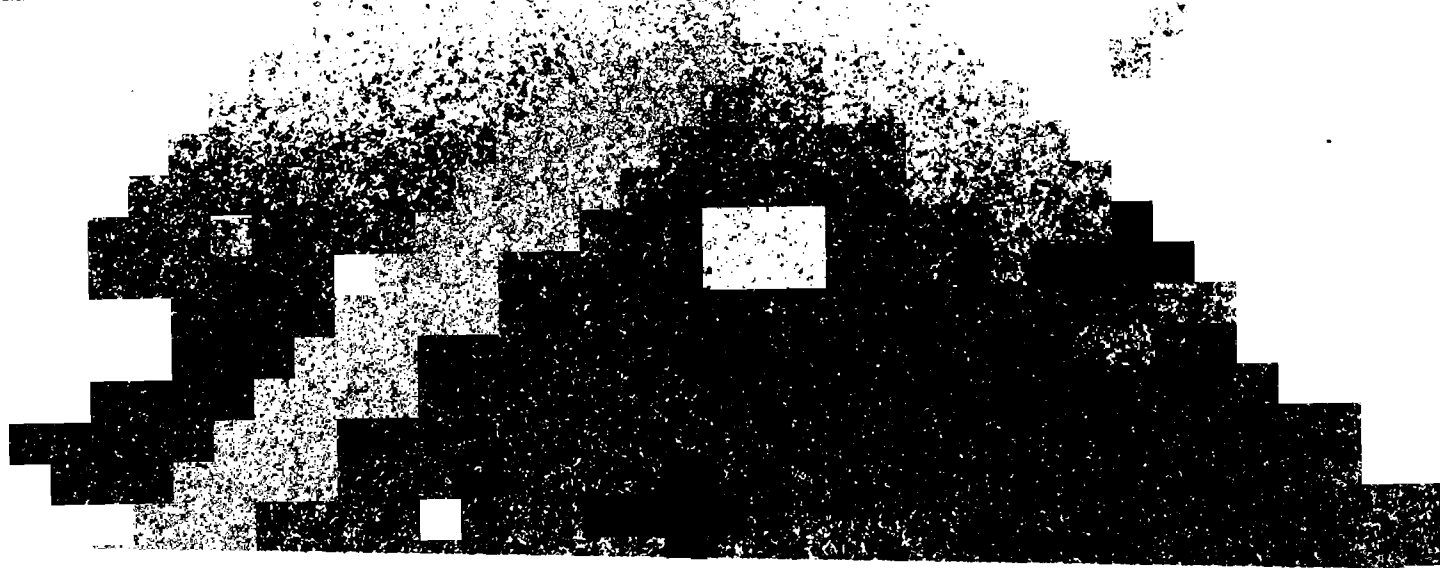
Brian Bunker



Brian Bunker

Partner

Riverside Asia Partners Ltd



To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

Dear Sirs,

**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay**

HKR's consultant, Masterplan Limited, submitted HKR's reply to the public comments to the Secretariat of the Town Planning Board on 6th June, 2016. In the covering letter, it said:

We have also reviewed the public comments received during notification of the application. It is considered that many of the concerns raised are also addressed in the response to the departmental comments, and does not require separation response. However, we would like to specifically address few issues in Annex E in the enclosure.

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The owners and residents of DB made many highly detailed and well-documented comments on the original HKR submission. Most of these important comments have been ignored.

All substantive public comments should have received the same attention that was given to the comments from government departments. If Masterplan did not have sufficient time to answer the comments, it only indicates that the original submission was ill-prepared and unready for review under the Town Planning Ordinance.

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Multiple DBSML, not HKR, is the sole party authorised under the DMC to conclude agreements with the government and other suppliers of services to the lot

Multiple The TIA has ignored the road safety issues arising from the interaction of increasing traffic and golf carts

Multiple Vehicle parking has not been addressed

Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Brian Bunker

Address: [REDACTED]

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

Michael John Bisho
14日07月2016年星期四 10:52
tpbpd@pland.gov.hk
URGENT: Proposed Redevelopment of Discovery Bay Infrastructure by Hong Kong Resorts - Strong Objections
16 07 11 To Town Planning Board on 10b Application.docx; 16 07 11 To Town Planning Board on Area 6f Application.docx

Y/1-DB/2

4417

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4417

Dear Sirs,

**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay**

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Area of #15 Queries the rationale provided for the development

Area 6f #34 Inadequate infrastructure to support increase in population

Area 6f #204 Safety and sustainability issues

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Area 6f #1104 Legal opinion on the status of the Passageway at Area 6f

Area 6f #1109 Detailed review of the TIA and the Passageway

Area 6f #1458 Comprehensive review of issues affecting Area 6f from a senior engineer

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Area 6f No Number Comprehensive review of Area 6f submission, including detailed analysis of
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- Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner: Michael John

Bishop_D.I.S. _____



tpbd

发件者:
寄件日期:
收件者:
主题:
附件:

Andrew Burns
14日07月2016年星期四 7:13
tpbd@pland.gov.hk
Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay, Parkvale Passageway
Application Y-I-DB-2 Area 6f Passageways 14JL16.pdf

4413

To: Secretary, Town Planning Board

Date: 14 July, 2016

Dear Sirs,

Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay, Parkvale Passageway

I take pleasure in submitting the attached comment to the Town Planning Board in respect of the subject Application.

Yours sincerely,
Andrew Burns



To: Secretary, Town Planning Board

Date: 14 July, 2016

Dear Sirs,

Re: Application No. Y/I-DB/2, Area 6f, Discovery Bay – Parkvale Passageway

Many respondents to the first round of public consultation on the proposal to rezone Area 6f at Discovery Bay (DB) from "Staff Quarters" to "Residential (Group C) 12" pointed out that the brick roadway running adjacent to Woodbury Court, Woodgreen Court and Woodland Court of Parkvale Village is a private Passageway maintained by the owners of the Village. As such, HKR has no authority to re-designate the Passageway as a thoroughfare for use as access to the new development at Area 6f.

The submissions pointed out that the Manager, Discovery Bay Services Management Limited (DBSML), a subsidiary of the Applicant, has been charging Parkvale owners and Parkvale owners alone for maintenance of this Passageway for the past 28 years. DBSML could only charge the owners of Parkvale Village for maintenance of the Passageway if the area is designated as Village Common Area. There is no provision in the Deed of Mutual Covenant (DMC) or Parkvale Sub-DMC for DBSML to charge Parkvale owners for maintenance otherwise.

In its response to the public comments (Appendix E, Page 2), the Applicant replied:

The part of Parkvale Drive at the pocket of Parkvale Village is identified as "Passageways". It is not part of Village Retained Areas nor designated by the Registered Owner as part of the Village Common Areas.

Accordingly, the ownership of the Passageways vests with the Registered Owner who is entitled to grant a Right of Way to other parties to use the Passageways to the proposed development in Area 6f.

These statements are flawed, as they are not supported by the DMC, the Parkvale Village Sub-DMC, the Land Grant registered in the Land Registry as IS6122, or existing practice in DB.

"Registered Owner" is defined in the DMC to mean Hong Kong Resort Company Limited (HKR), the Applicant in the current proposal to the Town Planning Board (TPB). The term has no other meaning, and bestows no special privileges or rights upon HKR.

HKR's rights are clearly set out in the DMC. Nowhere in the DMC is HKR granted any "vested" rights. As with all other owners of the lot, HKR's right to exclusive use

possession and enjoyment of any part of or structure on the lot is expressed through its ownership of undivided shares in the lot.

At Page 7 of the DMC (attached to this submission), the lot was notionally divided into 250,000 undivided shares, which were immediately allocated to certain uses. All undivided shares in DB have an associated use. Section III of the DMC sets down very strict criteria on the sub-allocation of these undivided shares to specific structures, facilities and areas on the lot according to their use.

Most importantly, undivided shares that have been allocated to certain uses at Page 7 remain tied to that use. It is not possible to re-designate undivided shares to other uses, except in accordance with the very limited leeway provided at Section III.

Requirement to Allocate Undivided Shares

According to Special Condition 10 (c)(i) of the Land Grant, HKR must allocate undivided shares to the "Reserved Portion" before it may assign any undivided shares to other owners.

According to Condition 9 of the Land Grant, *"the 'Reserved Portion' means the non-membership golf club, the cable-car system, the pier structure, the breakwater, the reservoir, the dam, the salt and fresh water storage and treatment areas and facilities, the roads, paths and greens and other facilities and areas erected and provided on the lot pursuant to the provisions of these Conditions and which are intended for use in common by all the co-owners of the lot or any part or parts thereof..."*

Therefore, when putting the flats in Parkvale Village on public sale, HKR had to allocate a certain kind of undivided share to the Passageways. Only two types of undivided shares are appropriate: Retained Area shares, by which HKR retains possession and remains responsible for maintenance of the Passageways; and Common Area shares, by which all owners are responsible for maintenance.

HKR claims that it has not designated the Passageways within Parkvale Village as Village Common Area. Therefore, no Village Common Area undivided shares have been allocated to the Passageways. Furthermore, HKR stated in its submission that the Passageways are not part of the Village Retained Area. The Parkvale sub-DMC allocates Retained Area undivided shares to the Village Retained Areas, but no Retained Area undivided shares to the Passageways. Hence, HKR does not "own" the Passageways by virtue of the Sub-DMC.

At best, HKR has three choices:

1. Declare the Passageways to be City Retained Area and allocate the appropriate number of City Retained Area undivided shares. HKR will then need to take over maintenance responsibility for all Passageways in DB, and compensate all

Villages for all past expenditure for maintaining HKR's passageways. HKR may then grant right of way through Parkvale Village to Area 6f.

2. Declare the Passageways to be City Common Area. HKR will need to pay its portion of the City expenses for maintaining all Passageways in DB, and compensate all Villages for past expenditure. Area 6f will have automatic right of access through the City Common Area.
3. Maintain the status quo, whereby the Passageways are treated as Village Common Area. Area 6f will have no right of access through the Parkvale Passageway. It could easily be argued that this is established practice; HKR has enforced this practice for more than 30 years across DB through its subsidiary, DBSML.

According to the voting records at the City Owners' Committee, the Owners' Committee under the Building Management Ordinance, DBSML and not HKR has possession and control of all City and Village Common Area and Facilities undivided shares.

The Town Planning Board must exercise extreme caution when dealing with matters concerning the control of any area in DB, especially those village areas for which no undivided shares have been allocated in the Sub-DMC. A clear understanding of the operation of the share regime at Discovery Bay and existing practice as carried out by HKR's subsidiary, DBSML, is essential to avoid making mistakes.

Any decisions by the TPB that ignore the share regime under the DMC and established practice would be subject to judicial review.

Yours sincerely,
Andrew Burns
Owner and Resident, Discovery Bay

(4) The Registered Owner is in the course of developing the Lot in accordance with the Master Plans and has constructed or is in the course of constructing on the Lot the City Common Areas and Facilities which have been completed or in the course of being completed.

(5) The Registered Owner is also in the course of developing the Lot in accordance with the Master Plans and has constructed or is in the course of constructing PARKRIDGE VILLAGE of which Seaview, Sunrise and Mountain View have been completed and an Occupation Permits in respect of the same have been obtained and a Consent to Assign has been issued covering the aforesaid buildings.

(6) For the purpose of sale the Lot and the city have been notionally divided into 250,000 equal undivided shares which have been allocated as follows :-

Residential Development	56,500
Commercial Development	4,850
Clubs and public recreation activities	2,150
Hotel	3,500
Schools	300
Car Parks	5,000
(1 undivided share for each car park x 5,000)	
Reserve Undivided Shares	55,000
City and Village Retained Areas	100,000
City and Village Common Areas	22,700
And Facilities	

250,000

=====

(7) 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.

(8) By a Reassignment dated the 8th day of September 1982 and made between the Mortgagee of the one part and the Registered Owner of the other part All That the estate right title benefit and interest of and in All Those 30,800 equal undivided 250,000 parts or shares of and in the Lot and the City together with the full exclusive right and privilege to hold use occupy and enjoy All Those Parkridge Village, Beach Village and Headland Village as more

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

G W Lovegrove
15日07月2016年星期五 10:18
tpbpd@pland.gov.hk
Application No.: TPB/Y/I-DB/2
16.07.14 DL 6f comments Rev00.pdf

4419

Dear Sir,

I attach my comments on Application No.: TPB/Y/I-DB/2 for your consideration.

Kind regards,

Denise Lovegrove

Dear Sirs,

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay

I object to the proposed development in both its original and current form.

HKR's consultant, Masterplan Limited, submitted HKR's reply to the public comments to the Secretariat of the Town Planning Board on 6th June, 2016. In the covering letter, it said:

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The claim that many of the concerns raised in the public consultation are addressed in the departmental comments and does not require separation response (sic) is disrespectful of those who submitted their comments during the public consultation and disrespectful of the town planning process.

The owners and residents of DB made many highly detailed and well-documented comments on the original HKR submission. Most of these important comments have been ignored.

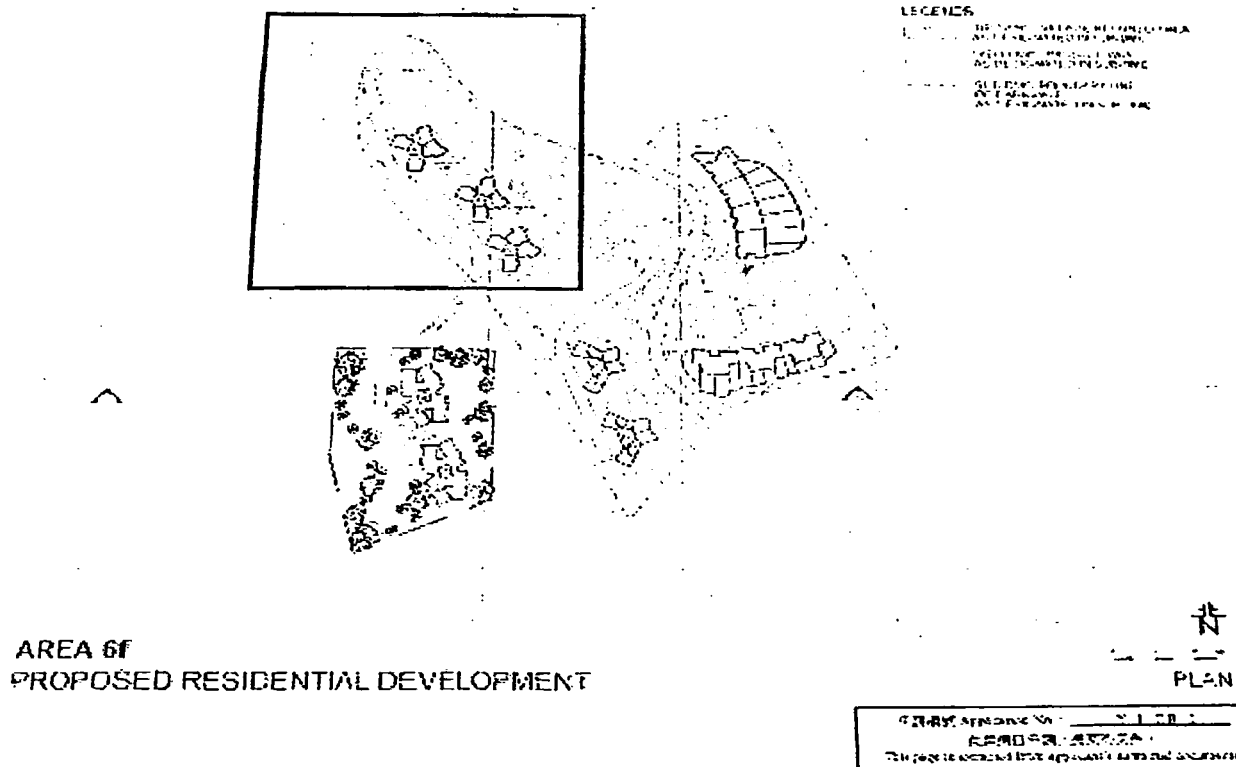
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Unless and until HKR and its consultant are able to provide detailed responses to the public comments for further review and comment, the application for Area 6f should be withdrawn.

I have particular comments numbered 1 to 7 below on HKRI's Response to Comments dated 6 June 2016 and in addition note that important issues raised by residents in April 2016 have not been fully dealt with (see 8 below).

1. The Responses defer issues that are key to the development being proposed to the design stage whereas they should be shown by preliminary design at least to be feasible before the Section 12A application is approved *viz.*: sewage treatment; water supply; hiking trail (which currently crosses the development site in spite of what HKRI says to the contrary – see below); access to the development during both construction and operation (the legal situation regarding the access through Parkvale Village put forward by HKRI is open to dispute in spite of what HKRI's comments – see legal opinion in Objection No. 1104);
2. The Public Consultation meetings and documents referred to by HKRI in Appendix E of the response document submitted on 6 June 2016 did not consult the public; they only informed the public who had no opportunity for input into the design.

3. The Document submitted by HKRI on 6 June refers to City Management's (CM) population records. Presumably these are based mainly on the questionnaire surveys conducted by CM from time to time. Many residents, myself included, do not complete these questionnaires either because being tenants with no long term stake in Discovery Bay they cannot be bothered to do so or because CM makes clear that the information contained in responses can be used for purposes other than basic population statistics. Therefore, to say that the records are complete and accurate is probably untrue and CM's population figures probably underestimate the true population of Discovery Bay.
4. Setting aside legal aspects concerning the proposed access to the site through Parkvale Village, it is totally devoid of basic planning sense.



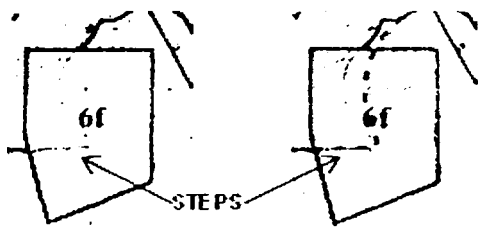
The Passage way in question (see yellow route in the red box above) is no more than a single lane road paved with concrete blocks like most of the "lanes" in Discovery Bay that even the regular buses to Parkvale have difficulty negotiating (see photograph).



The entire length of road and passageway leading to the site from the Reservoir road (both inside and outside the red box above) is not designed for construction vehicles such as concrete mixer trucks, heavy trucks and low loaders delivering materials and equipment and the like. It rapidly break up and services beneath will be put at risk – similar to what has happened in Greenvale Village under loadings applied by half-hourly airport buses. Further, there is no room for large vehicles to pass on many parts of the route (a problem which does not arise at present with limited numbers of

buses). This would have been obvious to any engineer who inspected the site but has been ignored in the design of the scheme because the Revised TIA does not even mention construction traffic never mind its impact on a road not designed for heavy vehicles.

5. Likewise, impacts arising from construction traffic are ignored in both the Environmental Study and the revised EIA even though it would have been obvious to an environmental engineer that this would pass under the windows of flats in Parkvale Village.
6. The Response dated 6 June states the *"the existing hiking trail does not cross the site at any point. As such there no need to demarcate any private or public zone at the site"*. This is not true (although such a trail is marked on Lands & Surveys maps). The inconvenient truth is that a hiking trail which has been in use for about 30 years runs right through the site (blue dotted line below) to a flight of steps and both this part of the trail and the lower part of the flight of steps will be made inaccessible by development in Area 6b (at least during construction and probably permanently if past performance by HKRCL is anything to go on). HKRI has in the past totally ignored hiking trails and since site formation for Discovery Bay City, the golf course and reservoir was commenced around 1979, about 2,930m of 3m wide track has been made totally inaccessible to the public and about 5,640m of footpath either totally inaccessible or worthless because of being cut off at the golf course/reservoir boundaries. HKRI reprovioned 1,830m in 1989/90 leaving about 6,700m of footpath inaccessible. The situation relating to existing footpaths and the like is dealt with in the Land Grant whereby HKRCL is required to divert or reinstate any paths and tracks disrupted by its development however, about 6.7km of footpath and track have not been reinstated (nor equivalent alternatives provided) and HKRCL has refused to do so when requested by its co-owners and residents of Discovery Bay. Therefore Town Planning Board must make re-provisioning of all hiking trails disrupted by this and other site formation works carried out for HKRCL a condition of approval for the Application.



7. The Response dated 6 June states: *"Area 6a will provide its own sewage treatment facilities"* and *"the applicant will undertake the design, construction and implementation of an on-site sewage treatment plant"*. How this will be done is pivotal to approval of the development and feasibility designs must be submitted for consideration to show this is both possible and environmentally acceptable before planning permission is given.
8. I wish to re-state the following comments made previously:

Objection No.	Date	Summary
15	21/03/2016 14:43	Queries the rationale provided for the development
34	21/03/2016 20:06	Inadequate infrastructure to support increase in population

204	29/03/2016 10:12	Safety and sustainability issues
352	29/03/2016 10:12	Access issues. Concern over supply of potable water in drought conditions
493	31/03/2016 10:03	Unresolved issues of encroachment on Government land elsewhere on the Lot
1104	04/04/2016 14:18	Legal opinion on the status of the Passageway at Area 6f
1109	04/04/2016	Detailed review of the TIA and the Passageway
1458	07/04/2016	Comprehensive review of issues affecting Area 6f
1512	07/04/2016	Significant submission by the Parkvale VOC
No number. Author Mr R M Smith	08/04/2016	Comprehensive review of Area 6f submission, including detailed analysis of drought impact and road access
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Multiple	Vehicle parking has not been addressed	
Multiple	The bus depot should be zoned G/IC	

Yours faithfully,

Janise P. Lovegrove

Name: D C Lovegrove

Owner of:

Tel:

Email:



tpbpd

寄件者: G W Lovegrove
寄件日期: 15日07月2016年星期五 10:28
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/2
附件: 16.07.14 GL 6f comments Rev00.pdf

4420

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I attach my comments on Application No.: TPB/Y/I-DB/2 for your consideration.

Kind regards,

G W Lovegrove

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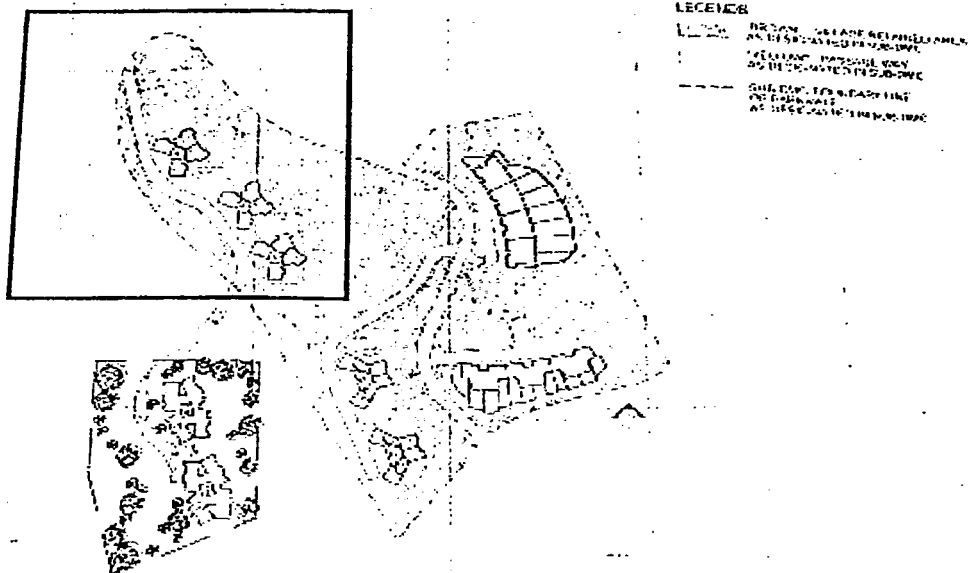
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2. The Public Consultation meetings and documents referred to by HKRI in Appendix E of the response document submitted on 6 June 2016 did not consult the public; they only informed the public who had no opportunity for input into the design.

3. The Document submitted by HKRI on 6 June 2016 refers to City Management's (CM) population records. Presumably these are based mainly on the questionnaire surveys conducted by CM from time to time. Many residents, myself included, do not complete these questionnaires either because being tenants with no long term stake in Discovery Bay they cannot be bothered to do so or because CM makes clear that the information contained in responses can be used for purposes other than basic population statistics. Therefore, to say that the records are complete and accurate is probably untrue and CM's population figures probably underestimate the true population of Discovery Bay.
4. Setting aside legal aspects concerning the proposed access to the site through Parkvale Village, it is totally devoid of basic planning sense.



AREA 6f
PROPOSED RESIDENTIAL DEVELOPMENT

1. THE APPROVED NO. _____
 2. THE APPROVED NO. _____
 3. THE APPROVED NO. _____

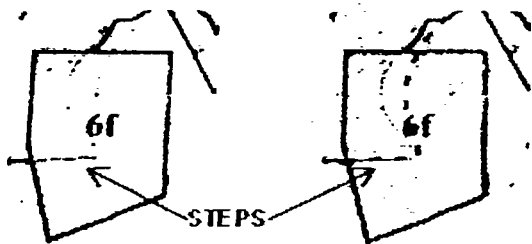
The Passage way in question (see yellow route in the red box above) is no more than a single lane road paved with concrete blocks like most of the "lanes" in Discovery Bay that even the regular buses to Parkvale have difficulty negotiating (see photograph).



The entire length of road and passageway leading to the site from the Reservoir road (both inside and outside the red box above) is not designed for construction vehicles such as concrete mixer trucks, heavy trucks and low loaders delivering materials and equipment and the like. It rapidly break up and services beneath will be put at risk – similar to what has happened in Greenvale Village under loadings applied by half-hourly airport buses. Further, there is no room for large vehicles to pass on many parts of the route (a problem which does not arise at present with limited numbers of

buses). This would have been obvious to any engineer who inspected the site but has been ignored in the design of the scheme because the Revised TIA does not even mention construction traffic never mind its impact on a road not designed for heavy vehicles.

5. Likewise, impacts arising from construction traffic are ignored in both the Environmental Study and the revised EIA even though it would have been obvious to an environmental engineer that this would pass under the windows of flats in Parkvale Village.
6. The Response dated 6 June states the *"the existing hiking trail does not cross the site at any point. As such there no need to demarcate any private or public zone at the site"*. This is not true (although such a trail is marked on Lands & Surveys maps). The inconvenient truth is that a hiking trail which has been in use for about 30 years runs right through the site (blue dotted line below) to a flight of steps and both this part of the trail and the lower part of the flight of steps will be made inaccessible by development in Area 6b (at least during construction and probably permanently if past performance by HKRCL is anything to go on). HKRI has in the past totally ignored hiking trails and since site formation for Discovery Bay City, the golf course and reservoir was commenced around 1979, about 2,930m of 3m wide track has been made totally inaccessible to the public and about 5,640m of footpath either totally inaccessible or worthless because of being cut off at the golf course/reservoir boundaries. HKRI re-provisioned 1,830m in 1989/90 leaving about 6,700m of footpath inaccessible. The situation relating to existing footpaths and the like is dealt with in the Land Grant whereby HKRCL is required to divert or reinstate any paths and tracks disrupted by its development however, about 6.7km of footpath and track have not been reinstated (nor equivalent alternatives provided) and HKRCL has refused to do so when requested by its co-owners and residents of Discovery Bay. Therefore Town Planning Board must make re-provisioning of all hiking trails disrupted by this and other site formation works carried out for HKRCL a condition of approval for the Application.



7. The Response dated 6 June states: *"Area 6a will provide its own sewage treatment facilities"* and *"the applicant will undertake the design, construction and implementation of an on-site sewage treatment plant"*. How this will be done is pivotal to approval of the development and feasibility designs must be submitted for consideration to show this is both possible and environmentally acceptable before planning permission is given.
8. I wish to re-state the following comments made previously:

Objection No.	Date	Summary
15	21/03/2016 14:43	Queries the rationale provided for the development
34	21/03/2016 20:06	Inadequate infrastructure to support increase in population

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No number. Author Mr R M Smith	08/04/2016	Comprehensive review of Area 6f submission, including detailed analysis of drought impact and road access
Multiple	Failure to consult with the co-owners of the lot	
Multiple	Complete absence of information on the sewage treatment plant	
Multiple	The Outline Zoning Plan and the Master Plan are not aligned	
Multiple	HKR is not the sole land owner, as the lot is held under a DMC	
Multiple	The population cap of 25,000 should be preserved	
Multiple	HKR should release the existing water, sewage and LPG agreements	
Multiple	DBSML, not HKR, is the sole party authorised under the DMC to conclude agreements with the government and other suppliers of services to the Lot	
Multiple	The TIA has ignored the road safety issues arising from the interaction of increasing traffic and golf carts	
Multiple	Vehicle parking has not been addressed	
Multiple	The bus depot should be zoned G/IC	

Yours faithfully,



Name: G W Lovegrove

Tel: 

Email: 

Owner of: 

Fax: 

tpbpd

寄件者: G W Lovegrove
寄件日期: 15日07月2016年星期五 10:45
收件者: tpbpd@pland.gov.hk
主旨: Application No.: TPB/Y/I-DB/2
附件: 16.07.14 DL 6f comments Rev00.pdf

4421

Re-send

Dear Sir,

I attach my comments on Application No.: TPB/Y/I-DB/2 for your consideration.

Kind regards,

Denise Lovegrove

To: Secretary, Town Planning Board
(By e-mail: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4421

Dear Sirs,

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay

I object to the proposed development in both its original and current form.

HKR's consultant, Masterplan Limited, submitted HKR's reply to the public comments to the Secretariat of the Town Planning Board on 6th June, 2016. In the covering letter, it said:

We have also reviewed the public comments received during notification of the application. It is considered that many of the concerns raised are also addressed in the response to the departmental comments, and does not require separation response. However, we would like to specifically address few issues in Annex E in the enclosure.

The claim that many of the concerns raised in the public consultation are addressed in the departmental comments and does not require separation response (sic) is disrespectful of those who submitted their comments during the public consultation and disrespectful of the town planning process.

The owners and residents of DB made many highly detailed and well-documented comments on the original HKR submission. Most of these important comments have been ignored.

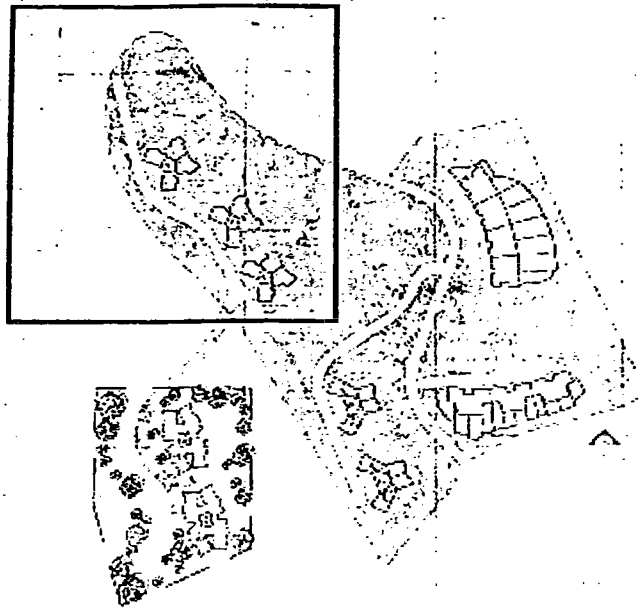
All substantive public comments should have received the same attention that was given to the comments from government departments. If Masterplan did not have sufficient time to answer the comments, it only indicates that the original submission was ill-prepared and unready for review under the Town Planning Ordinance.

Unless and until HKR and its consultant are able to provide detailed responses to the public comments for further review and comment, the application for Area 6f should be withdrawn.

I have particular comments numbered 1 to 7 below on HKRI's Response to Comments dated 6 June 2016 and in addition note that important issues raised by residents in April 2016 have not been fully dealt with (see 8 below).

1. The Responses defer issues that are key to the development being proposed to the design stage whereas they should be shown by preliminary design at least to be feasible before the Section 12A application is approved *viz.*: sewage treatment; water supply; hiking trail (which currently crosses the development site in spite of what HKRI says to the contrary – see below); access to the development during both construction and operation (the legal situation regarding the access through Parkvale Village put forward by HKRI is open to dispute in spite of what HKRI's comments – see legal opinion in Objection No. 1104);
2. The Public Consultation meetings and documents referred to by HKRI in Appendix E of the response document submitted on 6 June 2016 did not consult the public; they only informed the public who had no opportunity for input into the design.

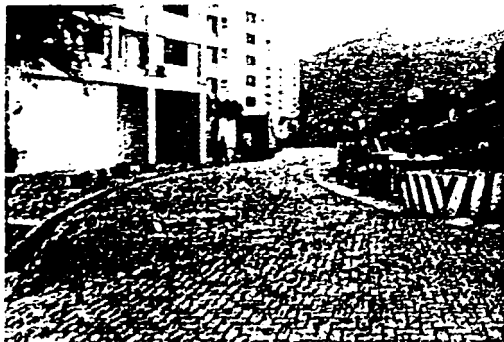
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4. Setting aside legal aspects concerning the proposed access to the site through Parkvale Village, it is totally devoid of basic planning sense.



AREA 6f
PROPOSED RESIDENTIAL DEVELOPMENT

THIS APPROPRIATE FOR THE PROJECT
 DRAWING FOR THE PROJECT
 THE PAGE IS CONTROLLED BY THE PROJECT MANAGER

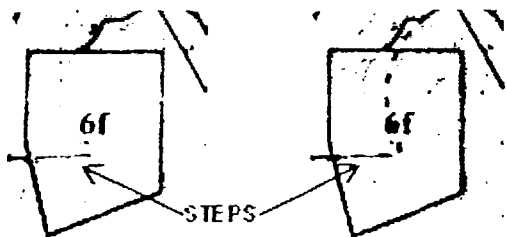
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The entire length of road and passageway leading to the site from the Reservoir road (both inside and outside the red box above) is not designed for construction vehicles such as concrete mixer trucks, heavy trucks and low loaders delivering materials and equipment and the like. It rapidly break up and services beneath will be put at risk – similar to what has happened in Greenvale Village under loadings applied by half-hourly airport buses. Further, there is no room for large vehicles to pass on many parts of the route (a problem which does not arise at present with limited numbers of

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7. The Response dated 6 June states: *"Area 6a will provide its own sewage treatment facilities"* and *"the applicant will undertake the design, construction and implementation of an on-site sewage treatment plant"*. How this will be done is pivotal to approval of the development and feasibility designs must be submitted for consideration to show this is both possible and environmentally acceptable before planning permission is given.

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Multiple	The TIA has ignored the road safety issues arising from the interaction of increasing traffic and golf carts	
Multiple	Vehicle parking has not been addressed	
Multiple	The bus depot should be zoned G/IC	

Yours faithfully,

Janise P. Lovegrove

Name: D C Lovegrove

Owner of: [REDACTED]

Tel: [REDACTED]

Fax: [REDACTED]

Email: [REDACTED]

tpbpd

寄件者:
寄件日期:
收件者:
主题:
附件:

Andrew Burns
15日07月2016年星期五 10:53
tpbpd@pland.gov.hk
Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay, Population
Application Y-I-DB-2 Area 6f Discovery Bay Population.pdf

4422

To: Secretary, Town Planning Board

Date: 15 July, 2016

Dear Sirs,

Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay, Population

I take pleasure in submitting the attached comment to the Town Planning Board in respect of the subject Application.

Yours sincerely,

Andrew Burns

To: Secretary, Town Planning Board

4422

Date: 15 July, 2016

Dear Sirs,

Application No. Y/I-DB/2. Area 6f, Discovery Bay – Population

In its submissions in support of rezoning and redevelopment at Areas 6f and 10b of Discovery Bay, the Applicant, Hong Kong Resort Company Limited (HKR), has provided conflicting and incomplete information on the current and future population of Discovery Bay. Prior to approval of the proposals, the Town Planning Board (TPB) should require that HKR provide a complete and detailed report on the current and future population for Discovery Bay, and the concomitant infrastructure requirements, for comment by the public and government departments.

HKR's original submission advised:

"There are currently around 8,300 nos. of residential flat with total population around 15,000."

After numerous residents and owners raised concern about the veracity of this statement during the first round of public consultation, HKR provided a revised estimate in its response to public comments:

The existing and proposed population at Discovery Bay, in terms of population size, household number and average number of persons per unit, is questioned.

According to City Management's latest record (property management company of all Discovery Bay residential units), there are about 19,585 persons living in 8,326 units, equivalent to 2.35 persons per unit. It covers all the residential units and is therefore complete and accurate. In contrary, Government census surveyed only occupied units with occupants responding to census staffs that is about 4,000+ units.

The Working Group on Population Distribution Projections indicate an average 2.2 persons per domestic household for Discovery Bay (and the surrounding area, in Tertiary Planning Units 932 and 934) for 2013-2021.

Development under the approved Master Plan 6.0E7h(a) is for 8,731 residential units. OZP only states maximum population for 25,000 persons.

The number of household was not mentioned although it is understood that the rationale is to allow for maximum 10,000 nos of residential units i.e. 2.5 persons per unit.

Accordingly, the proposed Concept Plans at Area 6f and Area 10b creating about 1,601 units for 4,003 persons in total, equivalent to 2.5 persons per unit is considered reasonable.

Note the following:

- HKR has admitted that the population figure given in its original submission to the TPB was understated by about 30%.
- No details or methodology are given to support HKR's claim that the current population is 19,585. Further, HKR has not provided an independent, professional survey of the current population. The figure is provided by the Manager for Discovery Bay, Discovery Bay Services Management Limited (DBSML), which is a subsidiary of HKR. In addition, no details are provided on the future population projections for Discovery Bay.
- The various persons-per-unit ratios (2.35 and 2.2) are irrelevant. The official 2011 Population Census found that the persons-per-unit ratio was 2.7. As stated by HKR above, the accepted rationale is to use a ratio of 2.5 persons per unit. This means that, for a maximum population of 25,000 under the existing Outline Zoning Plan (OZP), the maximum number of residential units that may be built is 10,000.
- There are presently 8,326 flats in DB. The latest Master Plan, MP 6.0E7h(a), has approved an increase to 8,735 (not 8,731 as HKR claims). While MP 6.0E7h(a) is the latest approved Master Plan, HKR has submitted draft MP 7.0E to the District Lands Office, Islands, seeking permission to extend the development at Discovery Bay to the maximum permitted under the current OZP, S/I-DB/4.

At Area R(C)2 on the current OZP, HKR has permission to build an additional 157,100 sq.m. gross floor area (GFA) of residential units. MP6.0E7h(a) approved three new blocks at Amalfi (Phase 16), bringing the total for the six Amalfi blocks to 33,100 sq.m. GFA. That leaves 124,000 sq.m. GFA still to be built at Area R(C)2 in DB North under draft MP 7.0E.

The Discovery Bay City Owners' Committee was consulted on draft MP7.0E in 2014. The plan circulated at that time is attached to this submission. The development will

consist of four 25-storey blocks, four 15-storey blocks and approximately 12 five-storey blocks.

Again, the new development at DB North under draft MP 7.0E will total 124,000 sq.m. GFA. The applications for 6f and 10b combined total only 89,100 sq.m. GFA. 6f and 10b will produce 1,601 flats.

Scaling up proportionally, the new DB North development will produce about 2,240 flats. The current approved total for Discovery Bay is 8,735 flats. The 1,601 flats from 6f and 10b must then be added on top. Thus, the total number of flats to be built under the known and proposed developments is 12,576. At 2.5 persons per unit, this would result in a population of 31,440 for Discovery Bay.

Water Supplies Department has stated that it will provide potable water for a maximum population of 25,000 only.

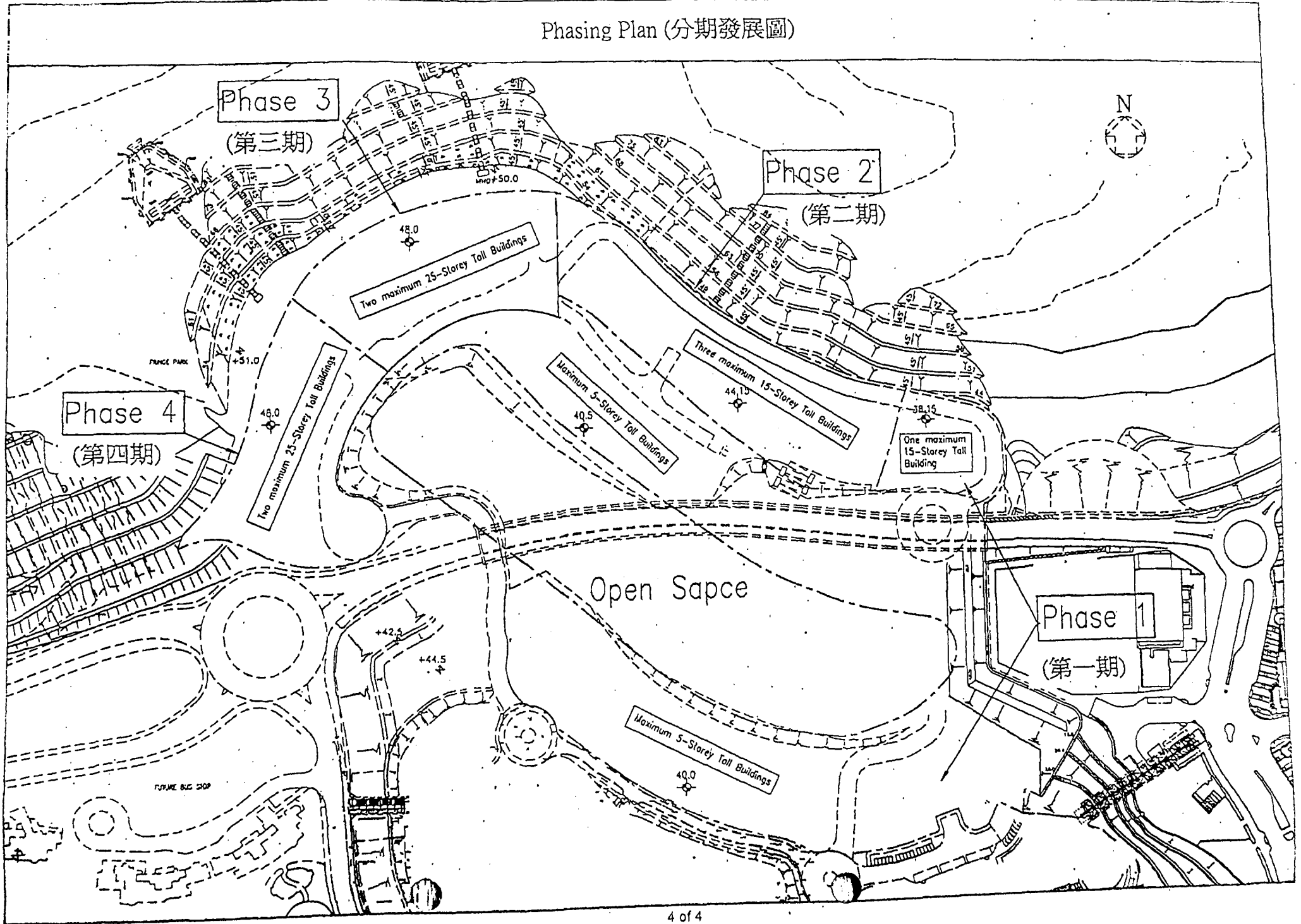
Furthermore, no information has been provided as to whether or not the Environmental Protection Department (EPD) will allow the future development under MP 7.0E to connect to the Siu Ho Wan Sewage Treatment Works (SHWSTW) for treatment and disposal of sewage. As we know from the present applications, the EPD has stated that there is no capacity to allow the developments at Areas 6f and 10b to connect to the SHWSTW.

Information on the proposed developments under MP 7.0E, and the current proposals for Areas 6f and 10b, must be coordinated in order to have a comprehensive view of future development in DB and set out the full infrastructure needs accordingly.

Prior to approval of the proposals for Areas 6f and 10b, the TPB should require that HKR provide a complete and detailed report on the current and future population for Discovery Bay for comment by the public and government departments. Further, the TPB should require that the existing water and sewage services agreement between HKR and the relevant government departments are released for comment. And lastly, the TPB should require that HKR provide a comprehensive view of all infrastructure requirements for the total projected population of Discovery Bay for comment.

Yours sincerely,
Andrew Burns
Owner and Resident, Discovery Bay

Phasing Plan (分期發展圖)



tpbpd

寄件者: che chung francis lam
寄件日期: 15日07月2016年星期五 12:08
收件者: tpbpd@pland.gov.hk
主题: Application No: TPB/Y1-DB/2
附件: 16 07 11 To Town Planning Board on Area 6f Application.docx - reply 1.docx

4423

Secretary, Town Planning Board

I forward my objection to the captioned application for your consideration

Lam Che Chung Francis

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4423

Dear Sirs,

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay

HKR's consultant, Masterplan Limited, submitted HKR's reply to the public comments to the Secretariat of the Town Planning Board on 6th June, 2016. In the covering letter, it said:

We have also reviewed the public comments received during notification of the application. It is considered that many of the concerns raised are also addressed in the response to the departmental comments, and does not require separation response. However, we would like to specifically address few issues in Annex E in the enclosure.

The claim that many of the concerns raised in the public consultation are addressed in the departmental comments and does not require separation response (sic) is disrespectful of those who submitted their comments during the public consultation and disrespectful of the town planning process.

The owners and residents of DB made many highly detailed and well-documented comments on the original HKR submission. Most of these important comments have been ignored.

All substantive public comments should have received the same attention that was given to the comments from government departments. If Masterplan did not have sufficient time to answer the comments, it only indicates that the original submission was ill-prepared and unready for review under the Town Planning Ordinance.

Unless and until HKR and its consultant are able to provide detailed responses to the public comments for further review and comment, the applications for Area 6f and 10b should either be rejected or be withdrawn by HKR.

<u>Area 6f #15</u>	Queries the rationale provided for the development
<u>Area 6f #34</u>	Inadequate infrastructure to support increase in population
<u>Area 6f #204</u>	Safety and sustainability issues
<u>Area 6f #352</u>	Access issues. Concern over supply of potable water in drought conditions
<u>Area 6f #493</u>	Unresolved issues of encroachment on government land elsewhere on the lot
<u>Area 6f #1104</u>	Legal opinion on the status of the Passageway at Area 6f
<u>Area 6f #1109</u>	Detailed review of the TIA and the Passageway
<u>Area 6f #1458</u>	Comprehensive review of issues affecting Area 6f from a senior engineer
<u>Area 6f #1512</u>	Significant submission by the Parkvale VOC
<u>Area 6f No Number</u> <u>(after #1892)</u>	Comprehensive review of Area 6f submission, including detailed analysis of drought impact and road access
Multiple	Failure to consult with the co-owners of the lot
Multiple	Complete absence of information on the sewage treatment plant between Area 10b and La Costa
Multiple	The Outline Zoning Plan and the Master Plan are not aligned

- Multiple HKR is not the sole land owner, as the lot is held under a DMC.
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- Multiple The TIA has ignored the road safety issues arising from the interaction of increasing traffic and golf carts
- Multiple Vehicle parking has not been addressed
- Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Lam Che Chung Francis

Address: [REDACTED]

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

P.R. van den Esschert
15日07月2016年星期五 13:02
tpbpd@pland.gov.hk
Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay
160715P To Town Planning Board on Area 6f Application.docx

4424

Brgds/Peter

Petrus R. van den Esschert

I-Winner Ltd. Hong Kong

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4424

Dear Sirs,

**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay**

HKR's consultant, Masterplan Limited, submitted HKR's reply to the public comments to the Secretariat of the Town Planning Board on 6th June, 2016. In the covering letter, it said:

We have also reviewed the public comments received during notification of the application. It is considered that many of the concerns raised are also addressed in the response to the departmental comments, and does not require separation response. However, we would like to specifically address few issues in Annex E in the enclosure.

The claim that many of the concerns raised in the public consultation are addressed in the departmental comments and does not require separation response (sic) is disrespectful of those who submitted their comments during the public consultation and disrespectful of the town planning process.

The owners and residents of DB made many highly detailed and well-documented comments on the original HKR submission. Most of these important comments have been ignored.

All substantive public comments should have received the same attention that was given to the comments from government departments. If Masterplan did not have sufficient time to answer the comments, it only indicates that the original submission was ill-prepared and unready for review under the Town Planning Ordinance.

Unless and until HKR and its consultant are able to provide detailed responses to the public comments for further review and comment, the applications for Area 6f and 10b should be withdrawn.

Area of #15	Queries the rationale provided for the development
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- Multiple Vehicle parking has not been addressed
- Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Petrus van den Esscherdt

Address: 

tpbpd

寄件者:

Lee van den Eschery

寄件日期:

15日07月2016年星期日 13:19

收件者:

tpbpd@plymouth.gov.uk

主题:

Comments on Application No. YA-DB/2 Area 6E, Lot 385 RP & Est 0140 in D.D. 352, Discovery Bay

附件:

100715L To Town Planning Board on Area 6E Application.docx

4425

Sincerely/

L. van den Eschery

[Redacted signature block]

[Large redacted area covering the main body of the email]

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4425

Dear Sirs,

**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay**

HKR's consultant, Masterplan Limited, submitted HKR's reply to the public comments to the Secretariat of the Town Planning Board on 6th June, 2016. In the covering letter, it said:

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- Multiple Vehicle parking has not been addressed

- Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Liao, Lisa Nga Lai

Address: [REDACTED]



tpbed

寄件者: Deborah Wan
寄件日期: 15日07月2010年星期五 14:21
收件者: tpbed@pland.gov.hk
主题: Submission on comments on application on Area 6f, Lot 385 in DD352, Discovery Bay
附件: 16 07 11 To Town Planning Board on Area 6f Application.docx

4.126

Dear Sir,

I object to Hong Kong Resort Co.'s application to the change of land use of Area 5f in Lot 385 in DD352, Discovery Bay. I enclose my objection to you.

Deborah Wan
BBS, JP

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

15 July 2016

Dear Sirs,

**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay**

HKR's consultant, Masterplan Limited, submitted HKR's reply to the public comments to the Secretariat of the Town Planning Board on 6th June, 2016. In the covering letter, it said:

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Multiple Vehicle parking has not been addressed

Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Ms. Deborah Wan, BBS,

JP _____

Address: 

Island. _____

tzbrd

寄件者
寄件日期
收件者
主题
附件

[Redacted]

15/07/2014 星期五 15:31
tzbrd@plymth.gov.uk
[Possible SPAM] Objections re Discovery Bay project (1)
16/07/11 To Town Planning Board on Area of Application Area ATT0046.tst

4427



To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4427

Dear Sirs,

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay

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- Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Resident:
CAGNEY HO Woon-pik, Bessie I.M.S.

Address: 

tpbpd

寄件者: Samantha van den Esschert
寄件日期: 15日07月2016年星期五 16:06
收件者: tpbpd@pland.gov.hk
主旨: 160715S To Town Planning Board on Area 6f Application
附件: 160715S To Town Planning Board on Area 6f Application.docx

4428

Dear Madam/Sir,

Please view the document attached below.

Thank you very much.

Sincerely,
Samantha van den Esschert

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4428

Dear Sirs,

**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay**

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Multiple Vehicle parking has not been addressed

Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Samantha van den Esscherdt

Address: 

tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

James Lo
15日07月2016年星期五 17:01
tpbpd@pland.gov.hk
Comments on Application No. Y/1-DB/2
Application #TPB Y 1- DB 2.pdf

4429

Dear Sir,

Regarding Application No. Y/1-DB/2, I would express my comment as per attached.

Thanks for your attention.

Regards,

Lo Kam Wa

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

Dear Sirs,

**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D.
352, Discovery Bay**

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4429

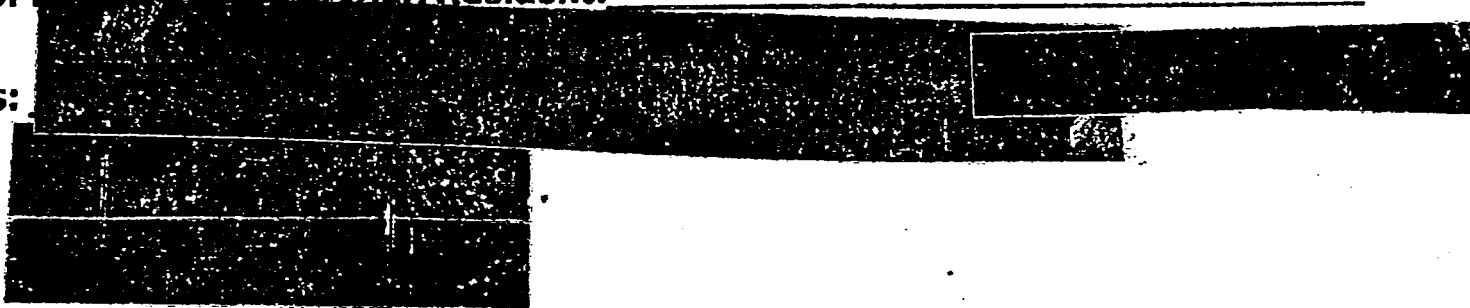
Multiple Vehicle parking has not been addressed

Multiple . The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident:

Lo Kam Wa

Address:



tpbpd

寄件者: Lingyi Zou Berthou [REDACTED]
寄件日期: 15日07月2016年星期五 13:47
收件者: tpbpd@pland.gov.hk
主旨: HKR's Applications to The Town Planning Board
附件: LZ 16 07 11 To Town Planning Board on Area 6f Application copy.docx; LZ 16 07 11 To Town Planning Board on 10b Application copy.docx

4430

Dear Sirs,

Please find enclosed my comments regarding caption Application numbers attached:

Comments on Application No. Y/I-DB/3: Area 10b, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay

and

Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352, Discovery Bay

Best
Mrs. Lingyi Zou
Flat owner and resident

[REDACTED]

[REDACTED]

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

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**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
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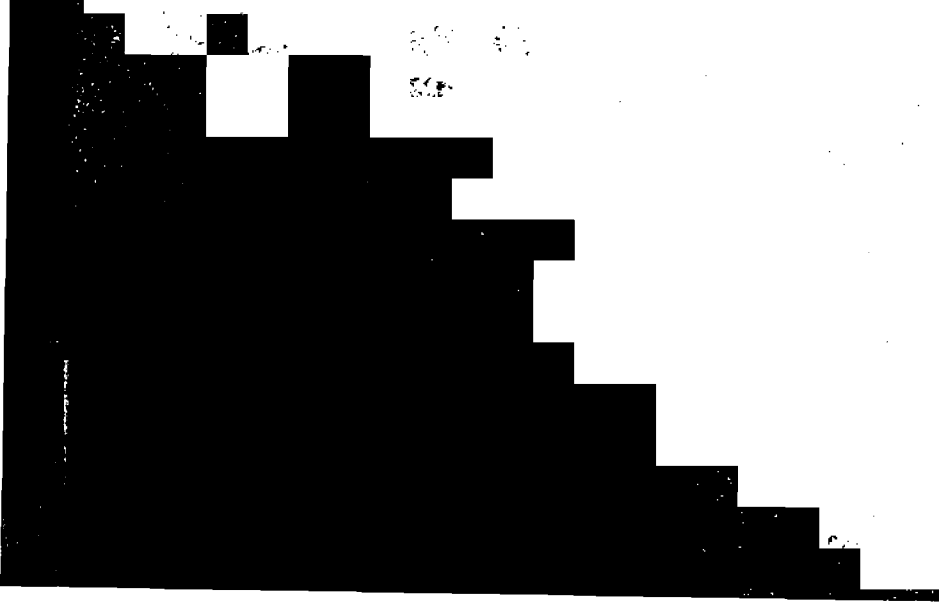
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Name of Discovery Bay Owner/Resident: Mrs Lingyi Zou

Address: 



popd



收件人:
收件日期:
附件:
日期:
附件:

15日07月2016年 星期一 10:33

popd@yuhua.gov.cn

HSLR's Applications to The Town Planning Board(CZ)

BJB16 07 11 To Town Planning Board on 10b Application.docx, BJB16 07 11 To Town Planning Board on Area of Application.docx

Y/HDB12

4431

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4431

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Discovery Bay**

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Name of Discovery Bay Owner/Resident: Brian Bunker

Address:

[REDACTED ADDRESS]

tpbpd

事件名:
事件日期:
收件者:
主题:
附件:

No. Than: [REDACTED]
15日07月2015年 星期五 RE: [REDACTED]
tpbpd@pland.gov.hk
HKR's Applications to The Town Planning Board(2)
IB-16 07 11 To Town Planning Board on 10b Application.docx; IB-160711 to town planning.docx

Y/1-DB/2

4432

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4432

Dear Sirs,

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Name of Discovery Bay Owner/Resident: Tham Moo Cheng

Address: [REDACTED]

发件者:
发件日期:
收件者:
主旨:
附件:

Edwin Rainbow
15日07月2016年 星期五 19:33
Town Planning Board
HILLGROVE VILLAGE - REPLY TO CONSULTATION ON 10B and 6F Projects - OBJECTION TO BOTH
dev20160416cb1-767-125-e.pdf

Y/I-DB/2

4433

To
: Secretary, Town Planning Board

from : ED RAINBOW
Owner: [REDACTED]

(two submissions on behalf of Hillgrove Village)

REF 6f near Parkvale Village Application No.: TPB/Y/I-DB/2

REF 10b in Peninsula Village Application No.: TPB/Y/I-DB/3

I am the Chairman of the Hillgrove Village Owners Committee. There are 378 apartments. We look over the proposed site for 6F, the ongoing devastation of the slope behind (ostensibly landslide mitigation measures), the proposed (but possibly stalled) construction of a golf cart parking area on what was a pleasant green area the Recreation Club. We are enduring massive works going on to create a bigger bus station and commercial area (presumably to serve a population of at least 29,000) with the site office at the foot of one of our three buildings. We are told to expect the existing bus terminus will be temporarily migrated to the Discovery Bay Road and Hillgrove will be directly affected. Owners are not happy.

Collectively the Hillgrove owners have 5600 undivided shares out of a total of 250,000 on Lot 385. We understand that shares may have been misallocated in other parts of Discovery Bay and this may well have the effect of diluting our shares. This needs to be attended to and should be borne in mind by the Town Planning Board and other Government departments during this process


SECTION I

UNDIVIDED SHARES

A. There shall be sub-allocated to the Village 5,600th Undivided Shares which shall be allocated as follows :-

Units	Undivided Shares of and in the Lot	Undivided Shares of and in the buildings and other structures and ancillary works erected on the Village
(a) Residential Units (Elegance Court, Brilliance Court and Glasour Court (particulars of the number of undivided shares of and in (i) the Lot and of and in (ii) the buildings and ancillary works erected on the Village allocated to each Residential Unit are contained in the Second Column and Third Column of the Schedule hereto)	2,394/250,000th shares	2,394/5,600th shares
(b) Car Parking Spaces	378/250,000th shares	378/5,600th shares
(c) Village Retained Areas	2,262/250,000th shares	2,262/5,600th shares
(d) Village and Building Common Areas and Facilities	566/250,000th shares	566/5,600th shares

My own modest ownership, shared with my wife, is 6 undivided shares and we live in Peninsula Village

 6/250,000th shares for each flat

6/5,600th shares for each flat

6 management units for each flat

I believe I can speak for all the owners, and, as co-owners with HKR and other villages of undivided shares of lot 385, we have not been properly respected about this development, either by the developer HKR, or by the Management Company DBMSL, a subsidiary of HKR. We are not convinced that our concerns were sufficiently considered in the first consultation, or addressed in this second application, and that a single presentation to the VOC, on behalf of HKR, through DBMSL has been adequate for the owners to understand the implications of the development.

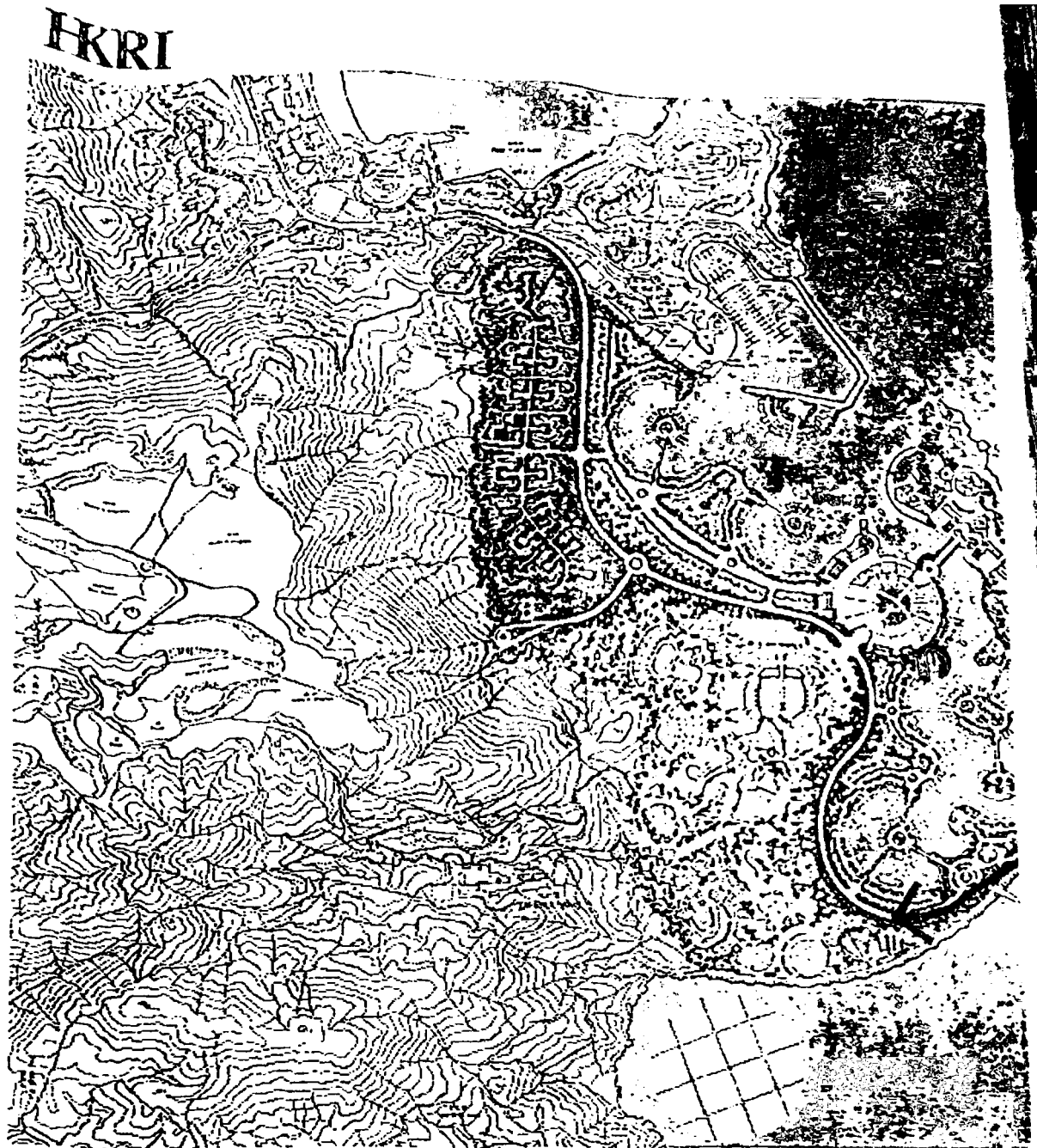
With reasonable certainty, I can say that DBMSL will have ensured that all owners received the 'marketing' leaflet from HKR: "A Sound Development for a Better Community". As we see from the submissions for the first round, based on research by a few owners, there was much that we were unaware of.

The management company DBMSL have never seen fit to allow a Chairman, or any owner to have access to all the owners on grounds of data protection. This needs to be challenged, but for now I am personally limited to emails for around 25% of the Hillgrove owners, who have asked to be on my list on the past. These owners are hopefully better informed on the important issues. The social media has also contributed in this respect, although sometimes there are questions with no answer or the wrong answer

My feeling is that all well informed Hillgrove Owners are solidly against both the above developments, on several levels.

4433

- Many have read the detailed and worrying submissions about limited sewage and water supplies, LPG etc. from well informed owners.
- They want to stay within the maximum population foreseen for Discovery Bay (25,000) and cherish the car free and peaceful and green lifestyle. They do not believe that the announced projects are the the "vision" for HKR will preserve the lifestyle
- They see disadvantages from more commerce if adapted to visitors, more transport and more tourists.
- Hillgrove owners have lost confidence in the stated good intentions of HKR and DBMSL. For example HKR has a vision beyond 6f and 10b, with even greater consequences (see 1st April 2016 letter from HKR to Legco Secretariat from which Appendix 8 is shown below. (This connects the East Lantau Metropolis (also unpopular) with Discovery Bay Road, which passes in front of Hillgrove)



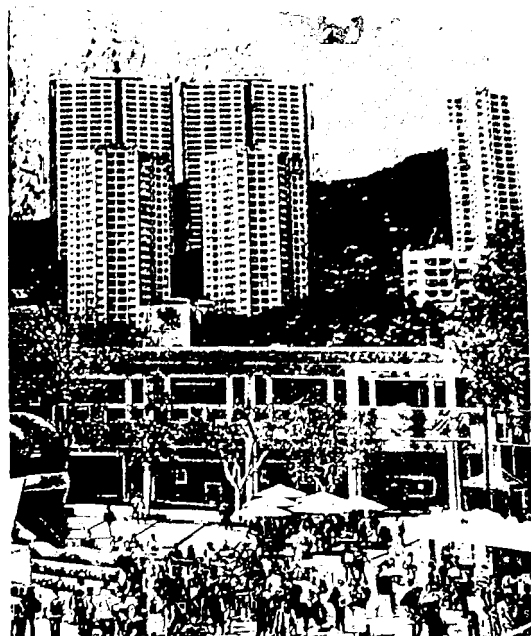
Tourism Hub Between Peng Chau and Lantau Island

The points above address the negative effects on Discovery Bay as a whole. I stress that I have only represented the feedback from the owners on my mailing list

The development that most directly affects Hillgrove Village is 6F. The disadvantages and objections expressed by the Parkvale VOC are fully endorsed by me and several members of the VOC. Nobody that I have met, anywhere welcomes this development. Hillgrove owners profoundly disagree that building these two monsters on our green hillside are contributing to alleviating a housing shortage in Hong Kong. There is no affordable housing in the scheme. This is simply a developer trying to take advantage of other owners to exploit a piece of land for his own gain.



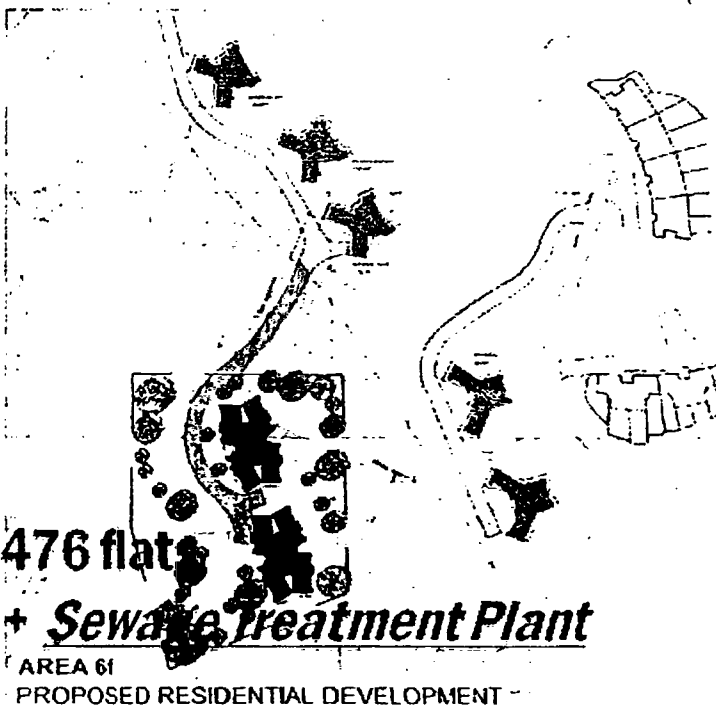
BEFORE



AFTER

and it needs a sewage works

OBJECT TO PARKVALE SEWAGE TREATMENT PLANT AND MEGATOWERS (now with handy ready-made objection letters)

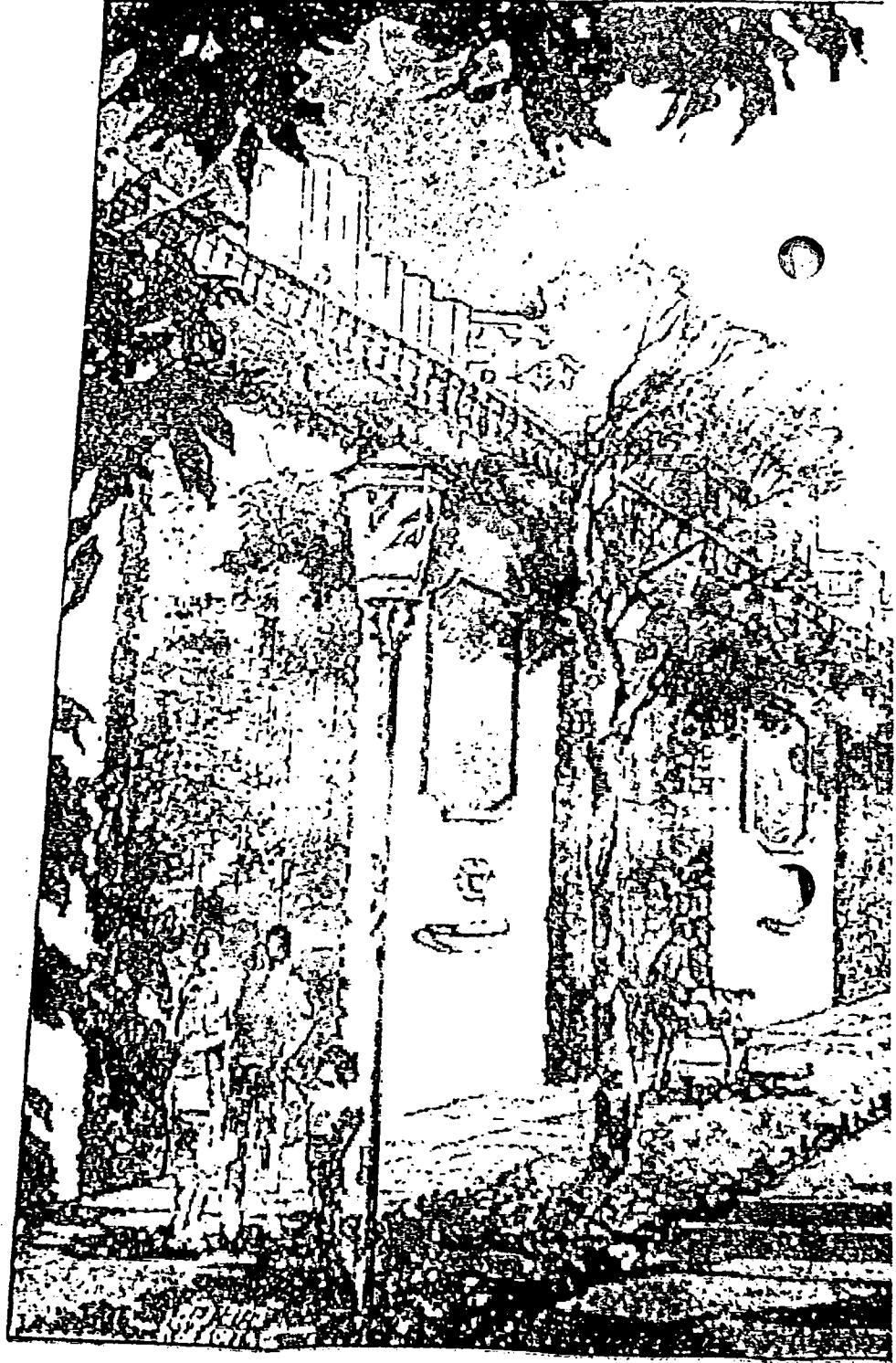


Interestingly one Hillgrove owner wrote to me to say he objected to 6F but liked 10B (not on his doorstep perhaps) because that area was always untidy (we can understand why) and felt its beautification would be beneficial for DB. I happen to live in Peninsula and have looked more closely. The cosmetic improvement of the 10B could, and should, have been done years ago and, yes, it would be positive to beautify the facilities (left on the picture from the HKR pamphlet - the bus was added later by a resident)

LAND

BUS DEPOT AND REPAIR SHOP , BOUNTY THEME AREA, PICNIC ,
GOLF CART REPAIR AREA, REFUSE

BUS LEAVING THE VISITORS CENTRE TO PICK UP GROUP



(This concept of a multipurpose land optimisation on 10B is a horrendous idea for Peninsula and this will be expressed in other detailed submissions that I fully endorse)

For Hillgrove Village 10B will create an extra burden of traffic from the four proposed towers plus low rises, plus villas, plus the tourist hub added to the two mega towers at 6F and the developments occurring up the hill with no fanfare.

Hillgrove will suffer very badly since it will be at the confluence of so much extra public transport. (note HKR have lost control of the delivery vehicles coming into Discovery Bay and this has not gone unnoticed by the Hillgrove VOC - it is becoming dangerous for the golf carts already - for this reason the final development in DB, not exceeding 25,000 population, must be confined to the north end).

At a City Owners Committee Meeting, the Chairman stated that "*DB is going to change and we must change with it*". Hillgrove Village, to the best of my knowledge, does not wish me to agree.

ED RAINBOW
Chairman Hillgrove VOC
Member Peninsula VOC

4433

1st April, 2016

Our Ref : HKR/PD/0127/2016

Clerk to the Panel on Development
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

Dear Sirs,

Re.: Invitation for Submissions on "Proposed Development Strategy for Lantau"

We refer to the captioned invitation by the Panel on Development and would like to offer our opinions as follows.

Recommendations of Lantau Development Advisory Committee First Report ("The Report") are generally supported by us, however there are shortcomings.

Shortcomings of The Report Recommendations

It is disappointed that DB residents' needs are totally neglected by The Report, although DB is one of the most populous areas in Lantau second only to Tung Chung. It is clear from **Appendix 1 and 2 Plan** that DB is at the most strategic central location among the three recommended development areas - (1) North Lantau Corridor recommended for economic and housing developments; (2) North-East Lantau recommended for tourism, recreation and leisure activities; and (3) East Lantau Metropolis recommended for comprehensive development providing housing and job opportunities. Yet how DB can complement Lantau land use and transportation network planning have not been considered by The Report.

While proposed new railway and road networks are close to DB, they avoid DB which we hope is unintentional. DB is connected to public road system via DB tunnel since year 2000, but DB residents' public transportation need have all along been neglected by government.

香港興業有限公司
Hong Kong Resort Company Limited

香港干諾道中168號信德中心招商局大廈23樓
23/F., China Merchants Tower, Shun Tak Centre
168 Connaught Road Central, Hong Kong
電話 Tel: (852) 2238 1188 傳真 Fax: (852) 2868 4998

香港興業國際集團有限公司成員
A Member of HKR International Limited
www.hkri.com

HKR

(A) DB Residents' Transportation Need

(i) Public Bus and Taxi Services

The Report proposed some short term traffic improvement measures, none of them take DB into considerations. There are 17 "A" and 23 "E" bus lines from all over Hong Kong to airport and Tung Chung respectively, none of them benefits DB residents because they run along North Lantau Highway ("NLH") instead of Cheung Tung Road, though Cheung Tung Road runs side by side with North Lantau Highway (Appendix 3 Plan refers). Some of these public bus services to Tung Chung and airport should be changed as soon as possible to serve DB residents by running along Cheung Tung Road. Bus stops shall be provided near DB tunnel toll plaza so that DB residents can switch from DB buses coming from DB to these "A" and "E" buses or vice versa, giving them the same right as Tung Chung residents to enjoy public bus services.

We support The Report's proposed short term measure to increase blue taxis, but green taxis should not be neglected. The current permitted operation areas of green taxis in Lantau are too restrictive, confined only to airport and Disney Theme Park. Permitted areas should be expanded to include DB immediately, and to other proposed development areas in Lantau in the future. It is unfair that people going to airport and Disney once a while can take green taxis while DB residents who have to commute between DB homes and their New Territories work places regularly can't.

(ii) Connecting North Lantau Highway and Cheung Tung Road

We support the idea of having reclamation in Siu Ho Wan, relocating GIC facilities along Cheung Tung Road into rock cavern and vacated the lands for better uses. The reclaimed and vacated lands shall be planned together with Siu Ho Wan MTR depot development. However corresponding improvements in road networks must be considered to support these new developments. Having a new MTR station in Siu Ho Wan is very important but not enough.

The vacated GIC lands are accessible only by Cheung Tung Road, Appendix 4 Plan shows current access to which from NLH is very inconvenient. More convenient connections to NLH shall be provided at Tai Ho and Siu Ho roundabouts already designed by Highways Department, Appendix 5 Plan refers. These benefit future developments there.

Access by DB residents to future Siu Ho Wan MTR station should also be considered. It is a waste of time and energy if DB residents have to take DB buses to Sunny Bay in order to get on MTR trains to urban areas, while a much shorter and direct access to future Siu Ho Wan MTR station is possible. A vehicular flyover connecting Siu Ho Wan depot and DB Tunnel Link Road illustrated in Appendix 6 Plan provides a more environmental friendly transportation.

Sufficient car parks shall also be planned in the depot development for park-and-ride. At the moment there are more than one hundred such demand from DB residents. Some residents have to park their cars in Tung Chung and take DB buses back home.

(B) New Lantau North - South Link Road Should be Short Term Measure

The proposed new road and railway from HK Island, via East Lantau Metropolis and Mui Wo to airport and Tuen Mun is a good idea. However the North-South link road between Mui Wo and North Lantau Highway highlighted in **Appendix 7 Plan** should be implemented as soon as possible rather than a long term measure. With increasing housing supply and more tourist activities in south Lantau, there is pressing need to provide alternative North-South Lantau link other than Tung Chung Road. Tung Chung Road though have been partly widened and straightened years ago is still too steep and sub-standard to handle existing and near future traffic demand. Worst of all any traffic accidents blocking the dual lanes at any point of the road will totally cut off Lantau north-south traffic flow.

(C) HK Needs New Recreational and Tourist Spots

Although HK is small, its coastline is more than 700km long, probably one of the longest among international cities proportional to their sizes. However there is no well-planned marine tourist spot making use of this valuable natural resource apart from natural beaches. HK is suffering from substantial reduction in tourists. There have been voices to find new tourist spots to attractive more tourists and lure them stay longer for years. The Report also touches on the need of more marina, but no solid suggestions are offered.

We like to suggest a world class marine tourism hub between Peng Chau and Lantau Island. Its conceptual layout is annexed as **Appendix 8 Plan**. It can be south of France Port Grimaud style architecture and planning, i.e. resort development with hotels, marinas, water sports and recreational activities centre, etc. Annual international yacht competitions can be organised to attractive tourists from all over the world. Peng Chau's fishing village history matches the maritime theme. The hub in return revitalises Peng Chau's tourist attractions. Developments inside the hub can be partly by government and partly by private sector. This hub and East Lantau Metropolis, being close to each other, can turn east Lantau into a new unique district suitable for living, working and entertaining. To achieve this, a road link between it and East Lantau Metropolis shall be provided. Please refer to **Appendix 9 Plan**. The road continues to North Lantau Highway and the New Territories via existing roads in DB and Disney Theme Park. This reduces construction cost and environmental impact of constructing the new road proposed by government along Lantau east coast. This new road unavoidably requires substantial site formation.

(D) Shortfall in Housing Supply to Match Proposed Job Opportunities

The Report proposed 138,000 and minimum 270,000 job opportunities with total housing supply for 160,000 and minimum 338,000 population in the medium and long term respectively. Noting that each job opportunity is associated with a family of on average more than two persons, there are insufficient housing supplies to match the job opportunities. DB with an extremely low plot ratio of 0.17 permitted by Outline Zoning Plan ("OZP") and substantial land size of 650 hectares can be properly planned to meet this housing supply shortfall. This together with the fact that DB is very close to Siu Ho Wan makes it important to include DB into Lantau development strategy study.

It is appreciated if Legislative Council members can help monitoring government not to neglect Discovery Bay residents' right of public transportations as well as the potentials of Discovery Bay in complementing Lantau development planning.

Thank you very much for your kind attention.

Yours faithfully,



Wilson Cheung

General Manager - Projects

Encl.

北大嶼山走廊

將北大嶼山走廊規劃作經濟及房屋發展。北大嶼山走廊有香港國際機場、香港口岸人工島、東涌新市鎮及擴展部分、小蠔灣填海及其他主要基建，可提供大規模合作房屋、經濟及商業發展。

東北大嶼山匯點

將東北部分發展作休閒、娛樂及旅遊的匯點，配合現有的休閒設施，進一步加入多元化的旅遊、娛樂元素，鞏固香港作為亞洲旅遊中心及盛事之都的地位。

東大嶼都會

大嶼山與香港島間的水域有潛力作策略性發展區。在中部水域興建一個或多個人工島，建設新的核心商業區及市鎮，發展東大嶼都會，以滿足香港的長遠需要。東大嶼都會將採用智慧、多元化及低碳新市鎮的概念，並有交通運輸基建連接到本港其他主要地區。

大嶼山大部分地區

將大嶼山大部分地區保留作保育、休閒、文化及綠色旅遊用途。大嶼山擁有多姿多采的自然生態環境、鄉郊市鎮、文化和文物景點，在保存固有及獨有特色下，極具潛力加強發展休閒、文化及綠色旅遊，令大嶼山發展更趨多元化。

善用政府土地及開發岩洞

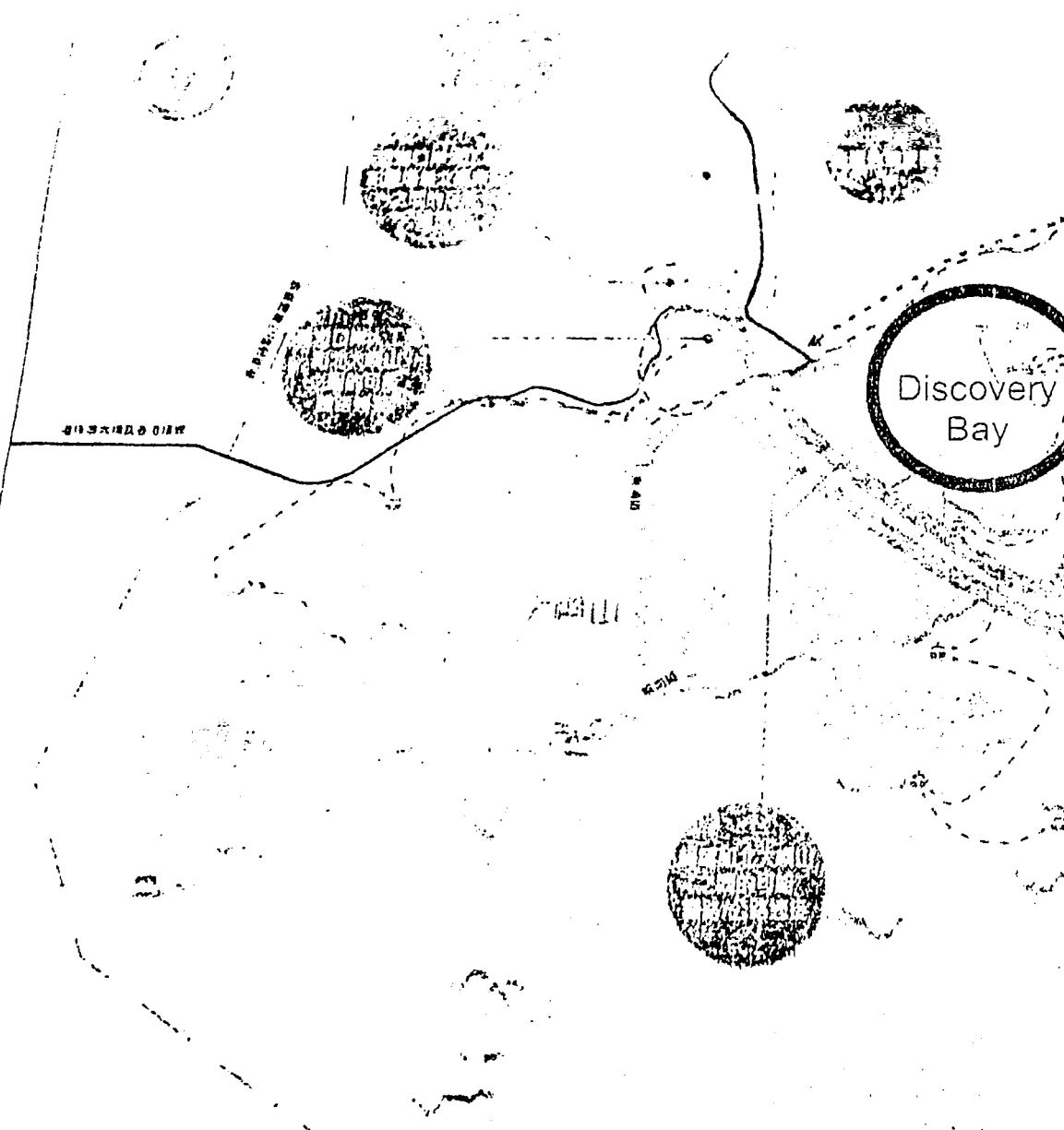
整合及重組部分大嶼山的宗教設施以釋放政府土地作其他用途，減低開發新土地的壓力，並研究在小蠔灣及梅窩附近的山嶺發展岩洞開發空間。

Discovery Bay

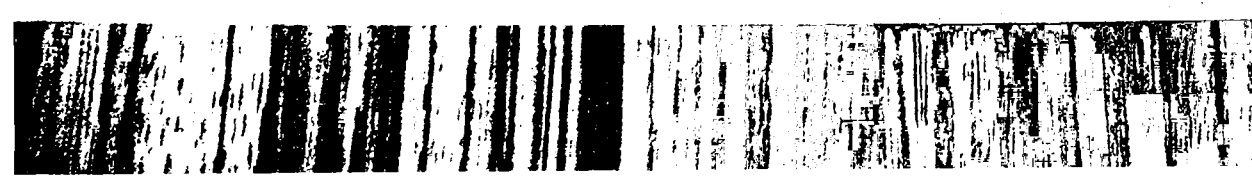
圖例

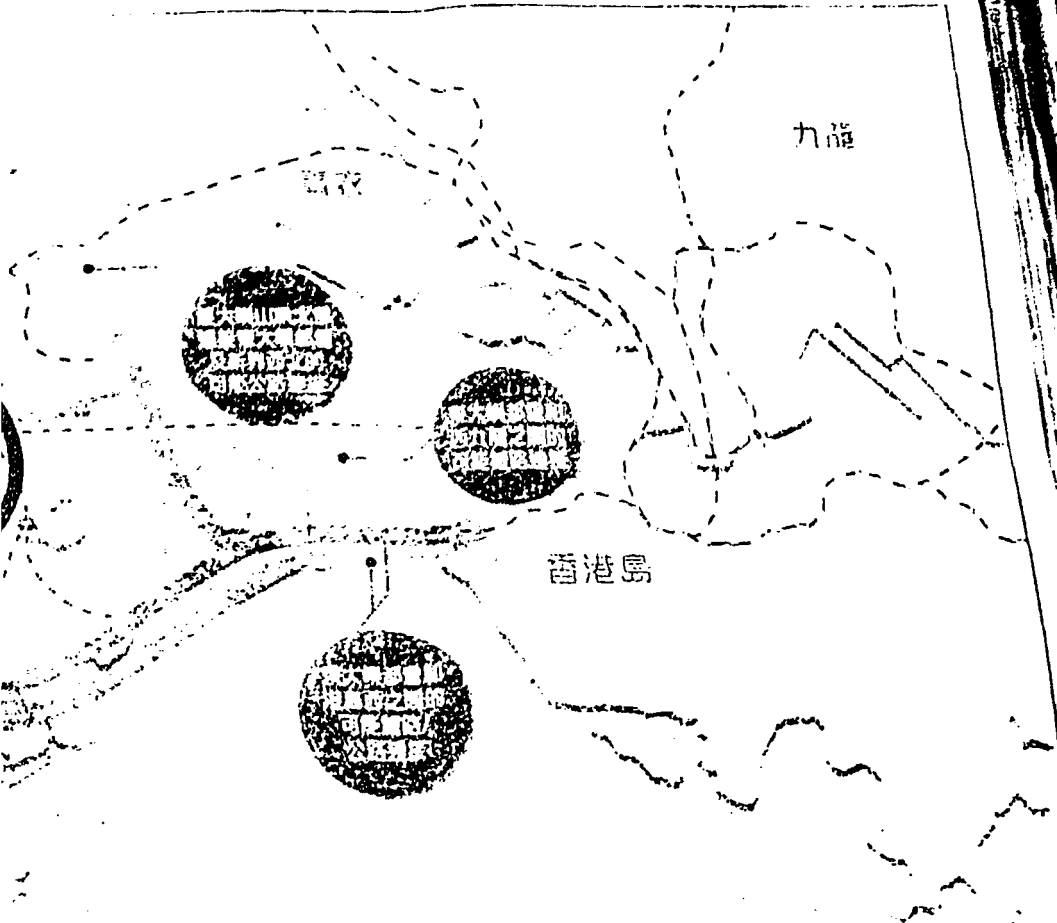
- 北大嶼山匯點 作休閒、娛樂及旅遊發展
- 東大嶼都會 核心商業區及市鎮發展
- 大嶼山大部分地區 作保育、休閒、文化及綠色旅遊
- 北大嶼山走廊 作經濟及房屋發展
- 已計劃的機場三跑道系統
- 亞洲國際博覽館未來的發展
- 機場島北岸發展區
- 連接大嶼山香港口岸人工島上蓋發展
- 東涌新市鎮擴展
- 小蠔灣發展
- 東大嶼都會初步概念
- 西北大嶼山歷史、文化、自然地區
- 北大嶼山鄉村發展區
- 大嶼山野生動物、自然及綠色發展
- 現有/擬議的政府公署
- 香港迪士尼樂園度假區第二期發展

圖一 空間規劃及土地利用



圖三 策略性交通基建概念

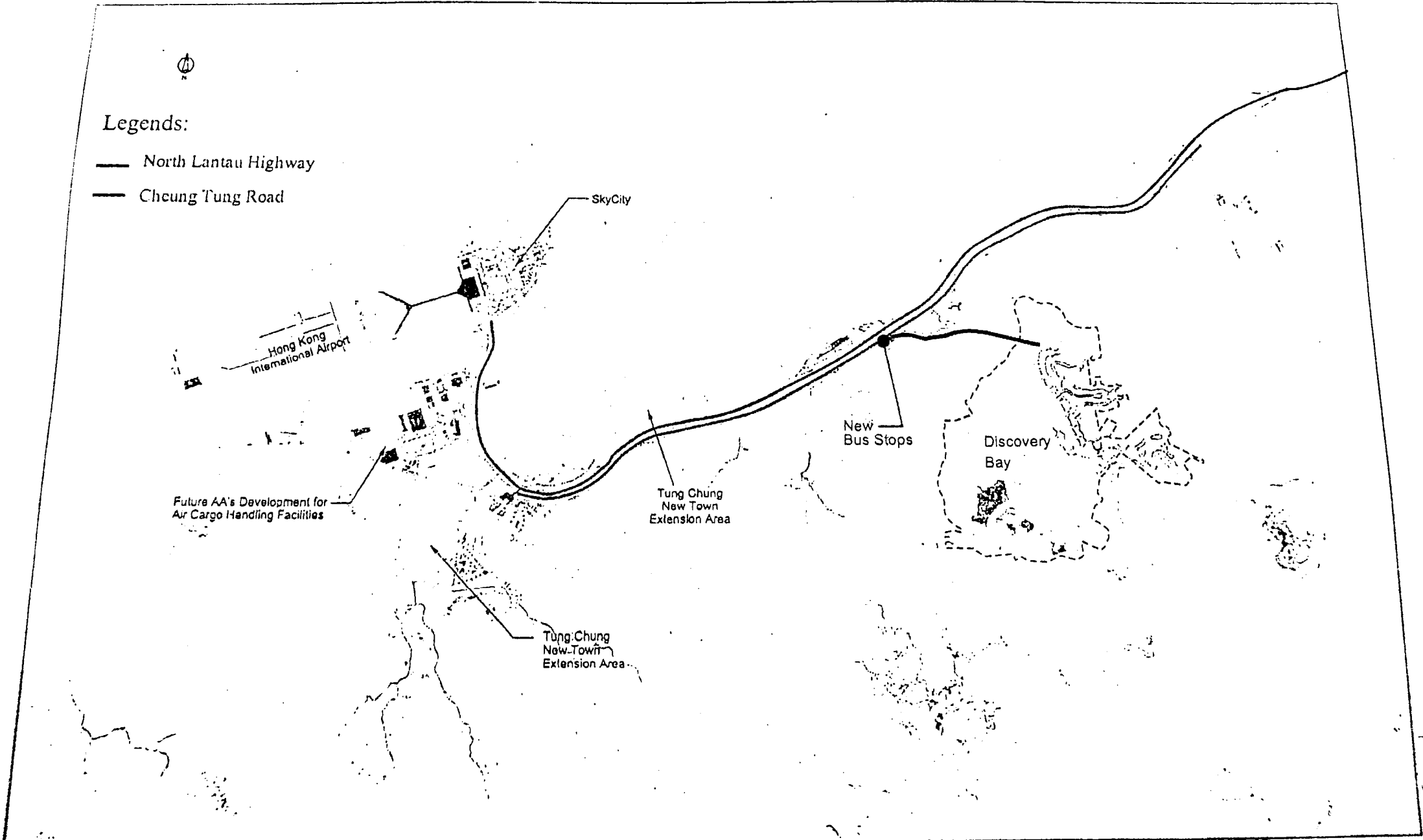




圖例

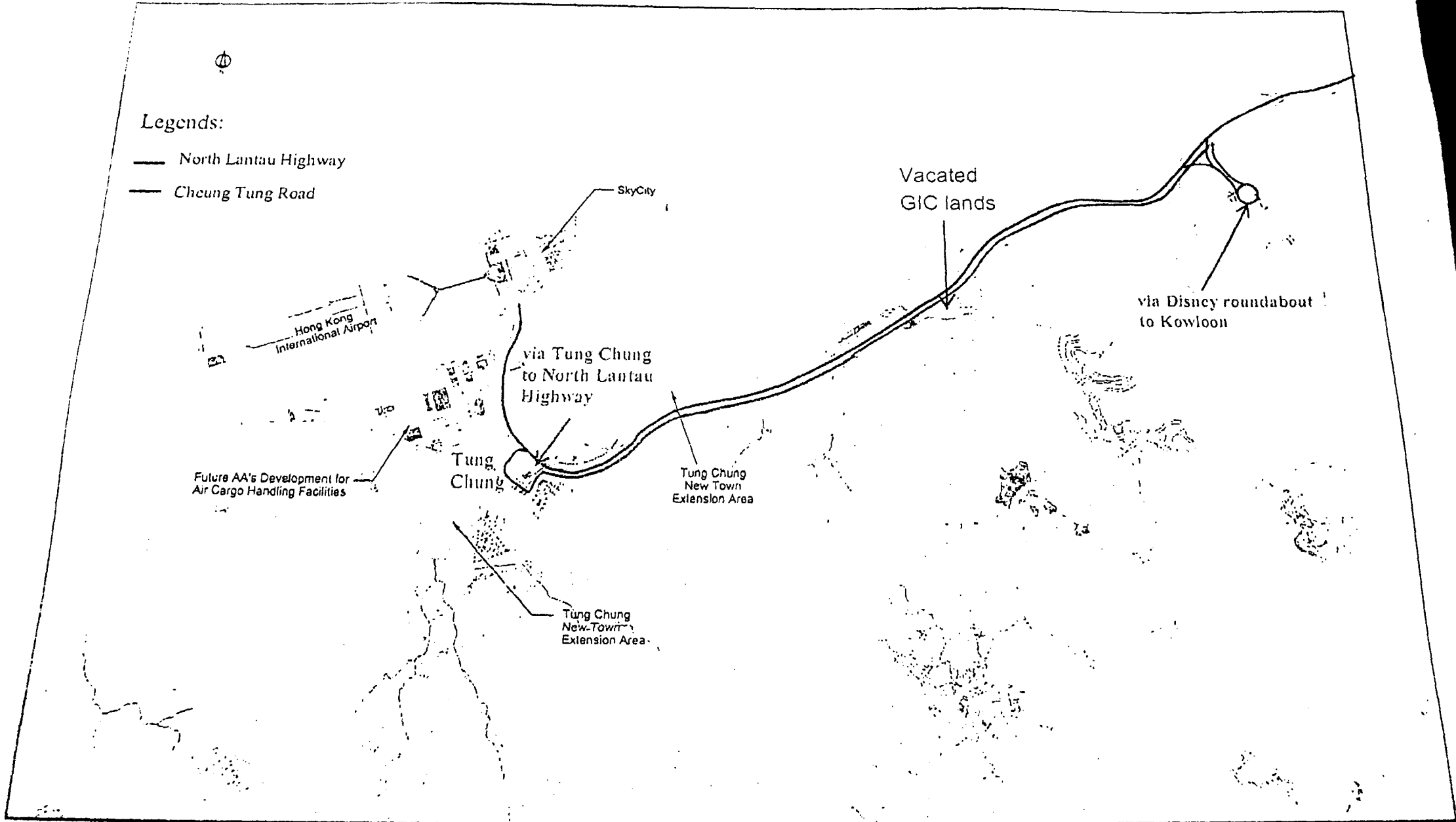
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 - 東涌新市場發展
 - 小環灣發展
 - 啟德填海
 - 香港迪士尼樂園度假區第二期發展
 - 東大嶼都會的初步概念
 - 新發展
 - 加舒公園
 - 現有的碼頭
 - 可輪的碼頭
 - 建議探討的鐵路走廊
 - 建議探討的公路走廊
 - 建議探討的海上交通
- 備註：● 人工島與機場三跑道系統方案有待進一步研究

僅供說明用途

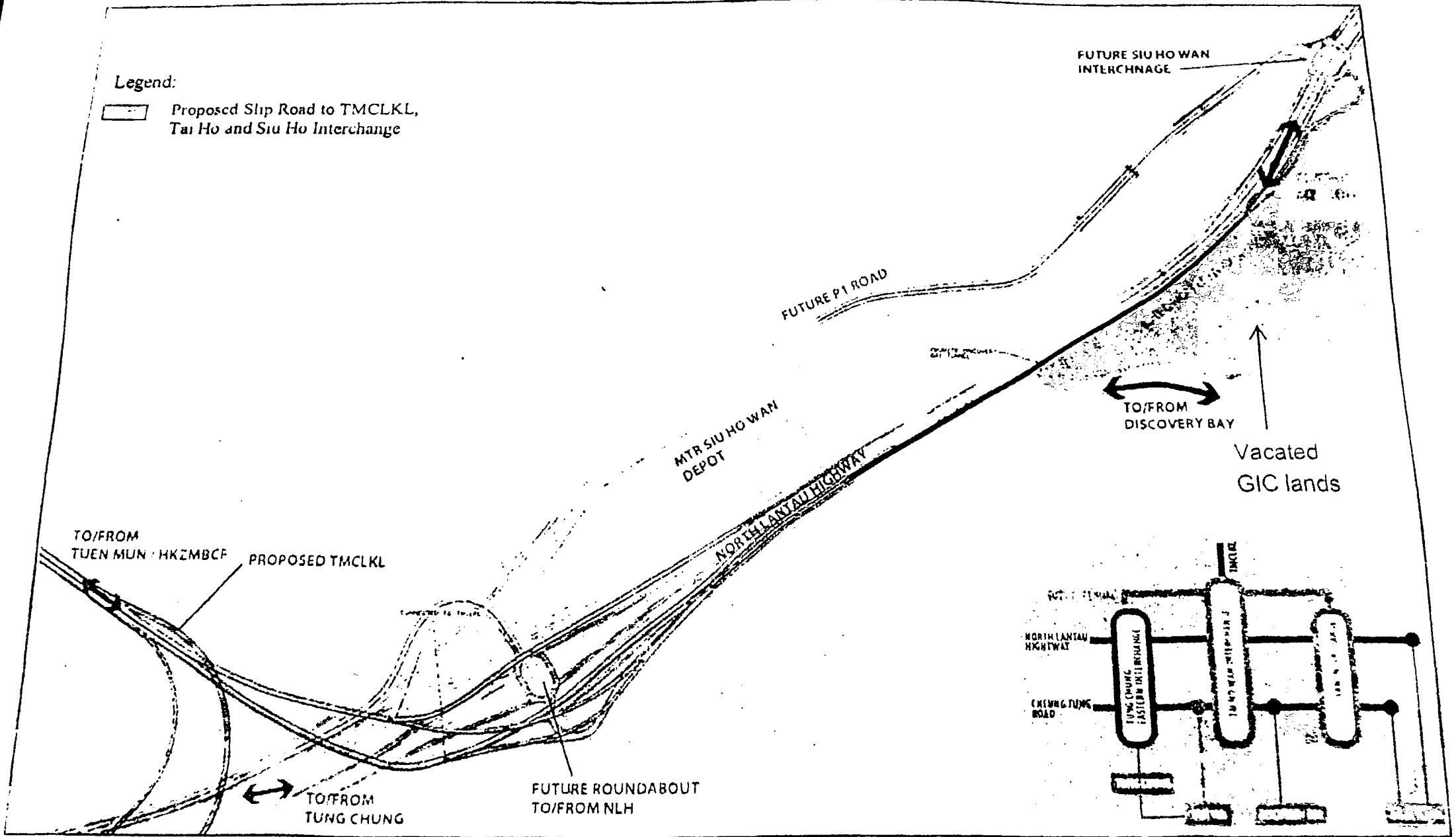


Some Public Buses Should Run Along Cheung Tung Road

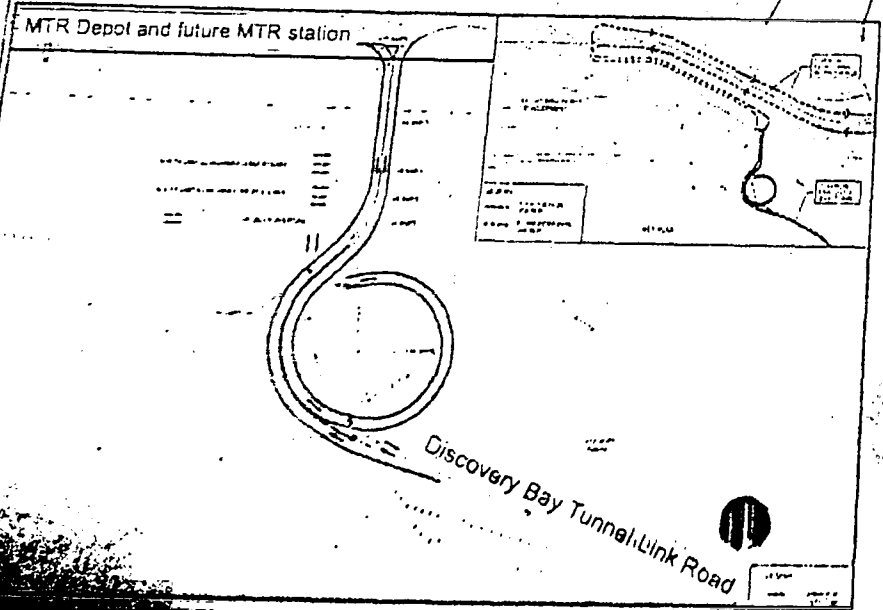
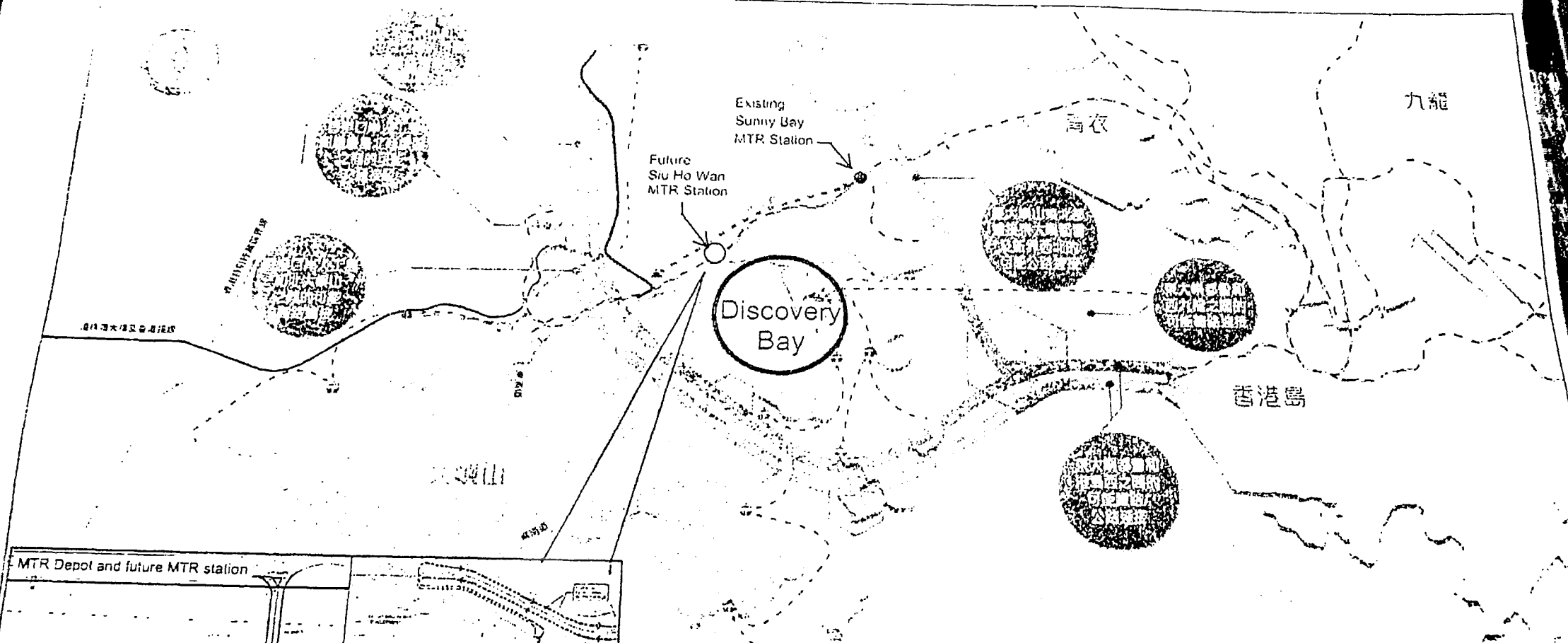
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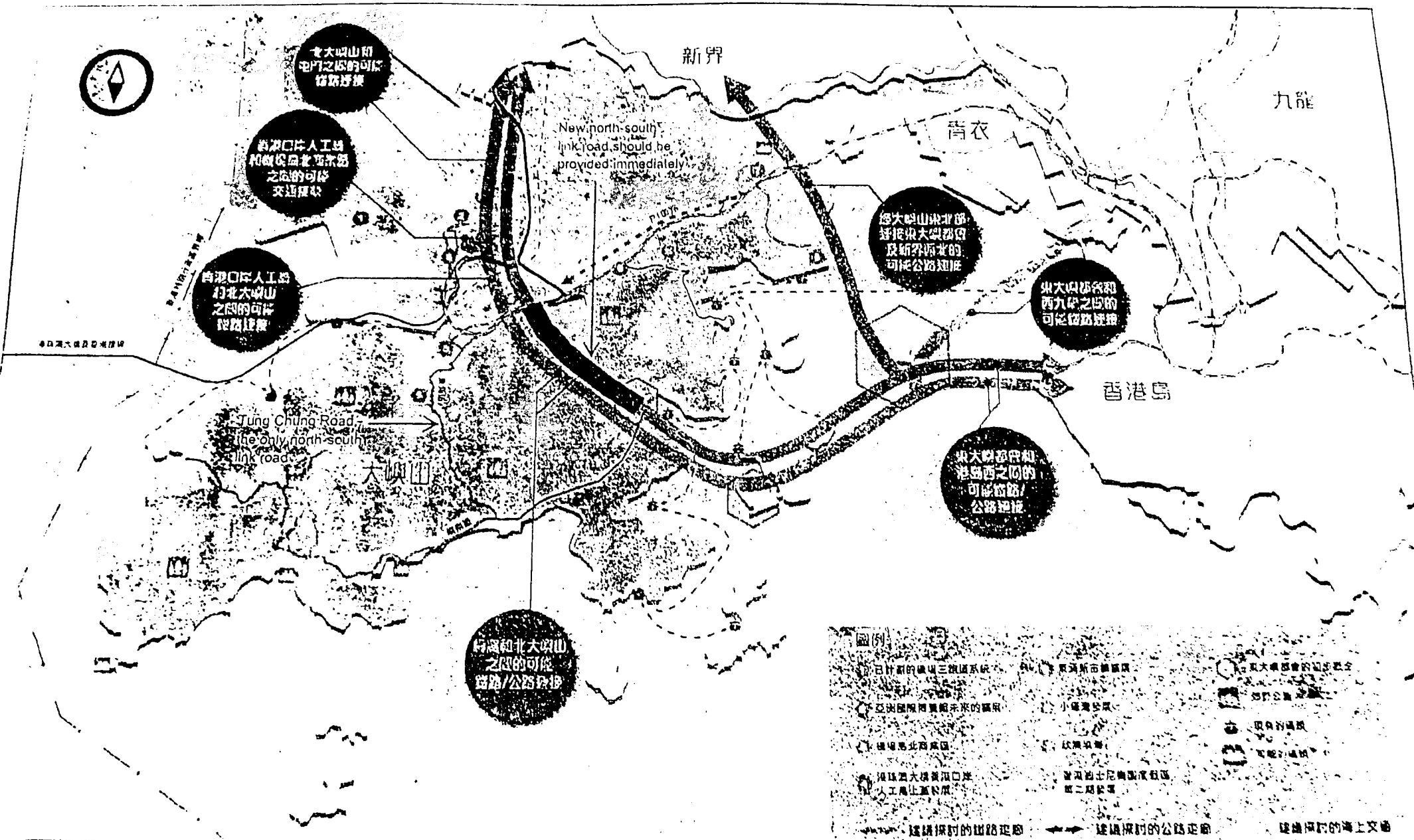
Cheung Tung Road Isolated from North Lantau Highway Limiting Future Development Potentials Along the Road



Connecting Cheung Tung Road, Tuen Mum Chek Lap Kok Link & North Lantau Highway at Tai Ho and Siu Ho Interchanges Designed by Highways Department



- 圖例
- 已計劃的機場三跑道系統
 - 亞洲國際博覽館未來的發展
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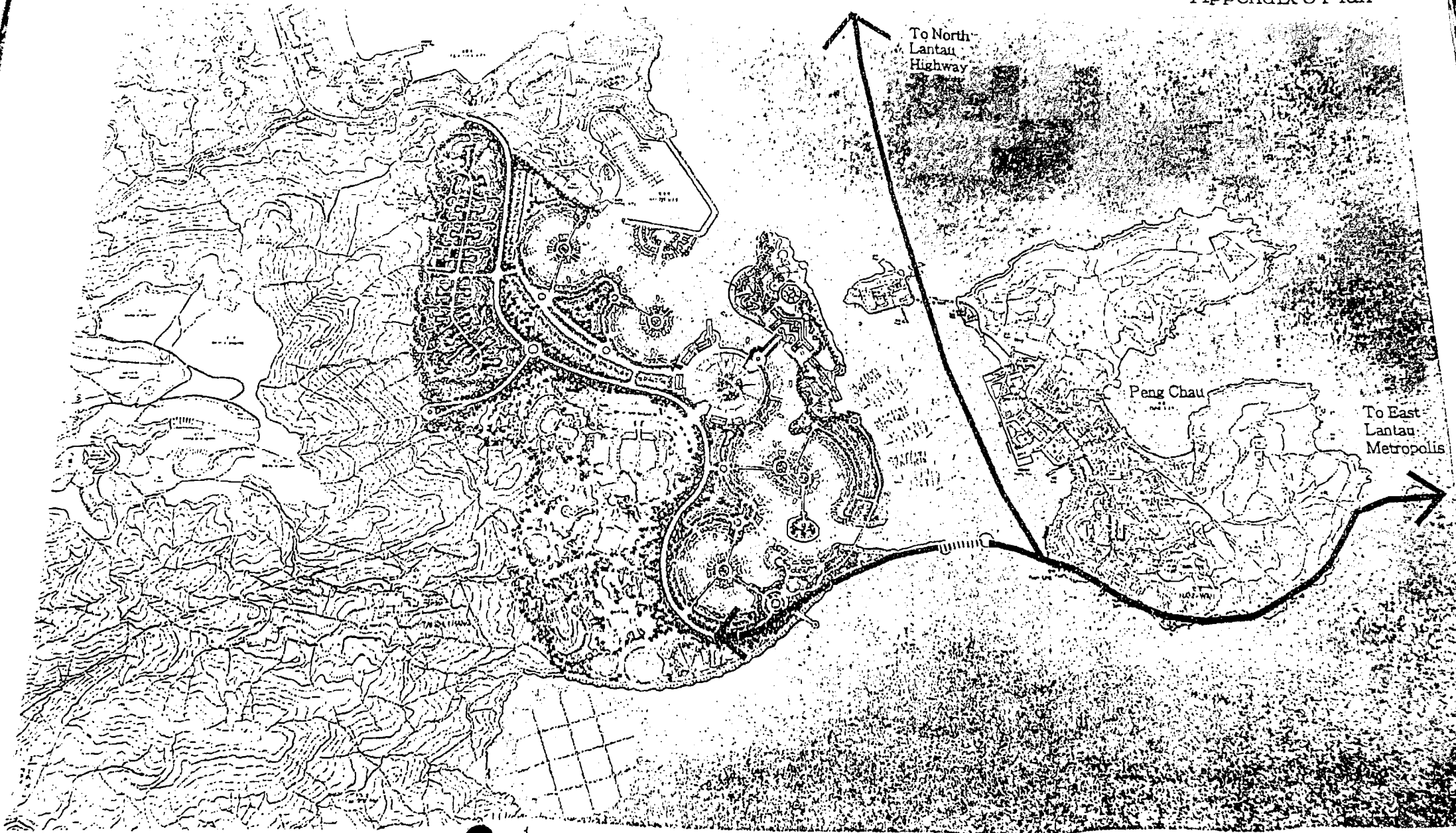


圖三 策略性交通基建概念

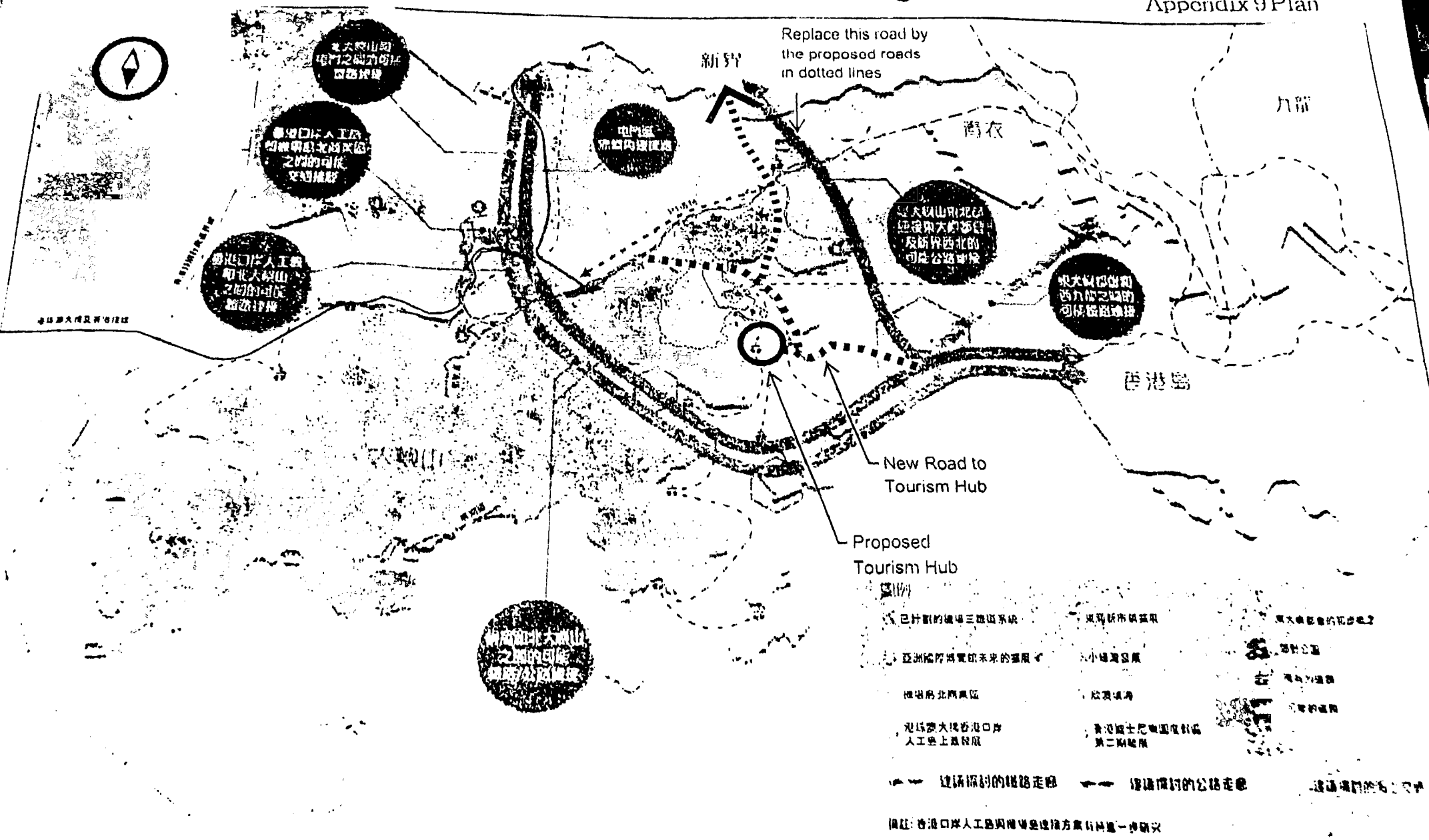
備註：新界口岸人工島與離島填海方案有待進一步研究

HKRI

Appendix 8 Plan



Tourism Hub Between Peng Chau and Lantau and



Proposed Roads From East Lantau Metropolis to Tourism Hub, Lantau and the New Territories

tpbd

寄件者:
寄件日期:
收件者:
主题:
附件:

Iza M. Rainbow
15/10/112016: 号 01/1-2032
Town Planning Board
REPLY TO CONSULTATION ON 6F Project - OBJECTION
dev20160416cb1-767-125-e.pdf

Y / 1-DB/1-

4434

To: Secretary, Town Planning Board

I am the owner and resident at [REDACTED] and share ownership with my husband ED RAINBOW of [REDACTED]

I fully support my husbands views with respect to the 6F project, expressed on behalf of Hillgrove Village and VOC.
(BELOW)

Furthermore I would add that Discovery Bay has a North and a South Plaza.

The North Plaza is not fully exploited. It makes sense to complete the developments foreseen for the north end of DB to take the population to 25,000. This does not put any pressure on the length of Discovery Bay Road

Further development near the Ferry Plaza (South) will overwhelm this Plaza - it will spoil something very unique.

People not living in Discovery Bay will not easily understand. I appeal to the Town Planning Board to try to understand Discovery Bay must not grow if it is to retain its special place to Hong Kong

Iza M.M.RAINBOW

To
: Secretary, Town Planning Board

from : ED RAINBOW,
Owner: 10D Brilliance Court

(two submissions on behalf of Hillgrove Village)

REF 6f near Parkvale Village Application No.: TPB/Y/1-DB/2

✓

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 6/250,000th shares for each flat 6/5,600th shares for each flat 6 management units for each flat

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With reasonable certainty, I can say that DBMSL will have ensured that all owners received the 'marketing' leaflet from HKR: "A Sound Development for a Better Community". As we see from the

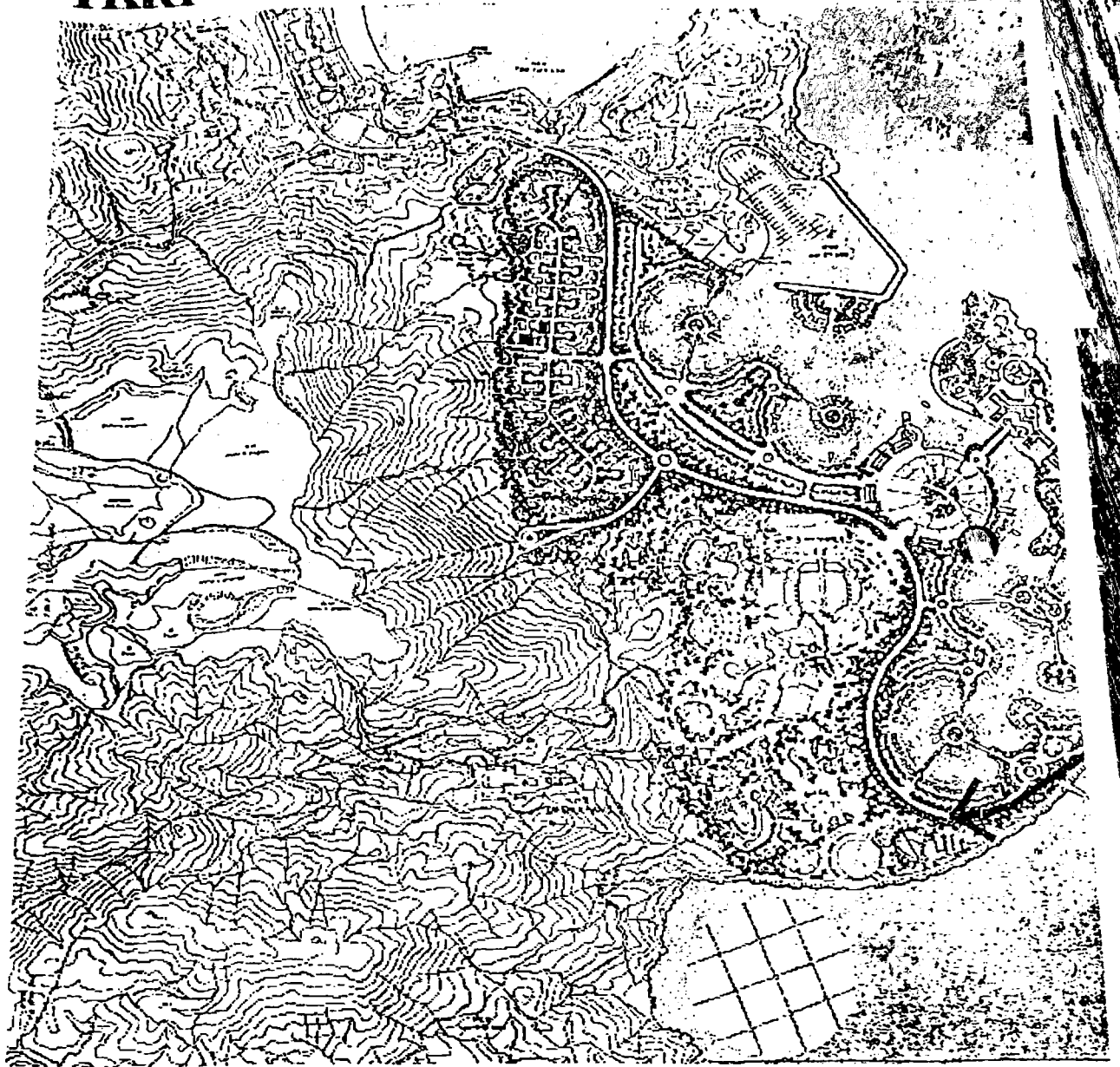
submissions for the first round, based on research by a few owners, there was much that we were unaware of.

The management company DBMSL have never seen fit to allow a Chairman, or any owner to have access to all the owners on grounds of data protection. This needs to be challenged, but for now I am personally limited to emails for around 25% of the Hillgrove owners, who have asked to be on my list on the past. These owners are hopefully better informed on the important issues. The social media has also contributed in this respect, although sometimes there are questions with no answer or the wrong answer

My feeling is that all well informed Hillgrove Owners are solidly against both the above developments, on several levels.

- Many have read the detailed and worrying submissions about limited sewage and water supplies, LPG etc. from well informed owners.
- They want to stay within the maximum population foreseen for Discovery Bay (25,000) and cherish the car free and peaceful and green lifestyle. They do not believe that the announced projects are the the "vision" for HKR will preserve the lifestyle
- They see disadvantages from more commerce if adapted to visitors, more transport and more tourists.
- Hillgrove owners have lost confidence in the stated good intentions of HKR and DBMSL. For example HKR has a vision beyond 6f and 10b, with even greater consequences (see 1st April 2016 letter from HKR to Legco Secretariat from which Appendix 8 is shown below. (This connects the East Lantau Metropolis (also unpopular) with Discovery Bay Road, which passes in front of Hillgrove)

4434



Tourism Hub Between Peng Chau and Lantau Island

The points above address the negative effects on Discovery Bay as a whole. I stress that I have only represented the feedback from the owners on my mailing list

The development that most directly affects Hillgrove Village is 6F. The disadvantages and objections expressed by the Parkvale VOC are fully endorsed by me and several members of the VOC. Nobody that I have met, anywhere welcomes this development. Hillgrove owners profoundly disagree that building these two monsters on our green hillside are contributing to alleviating a housing shortage in Hong Kong. There is no affordable housing in the scheme. This is simply a developer trying to take advantage of other owners to exploit a piece of land for his own gain.



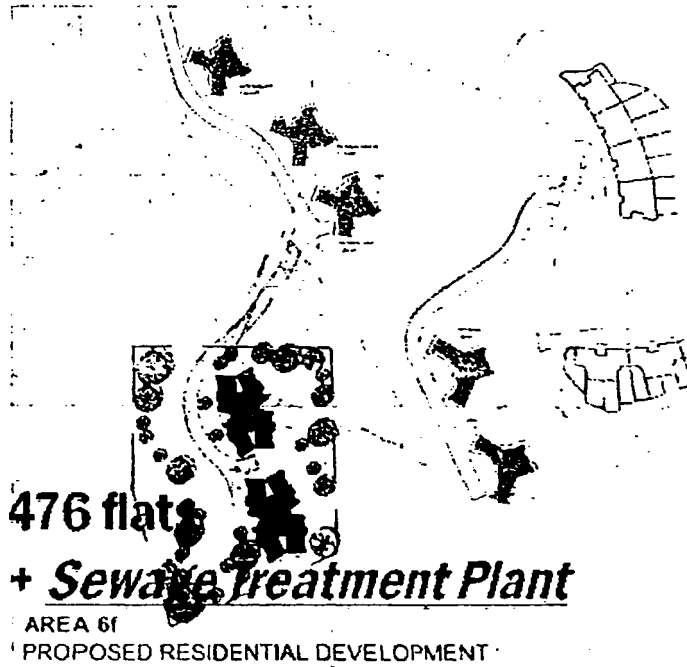
BEFORE



AFTER

and it needs a sewage works

**OBJECT TO PARKVALE SEWAGE TREATMENT PLANT AND
MEGATOWERS** (now with handy ready-made objection letters)

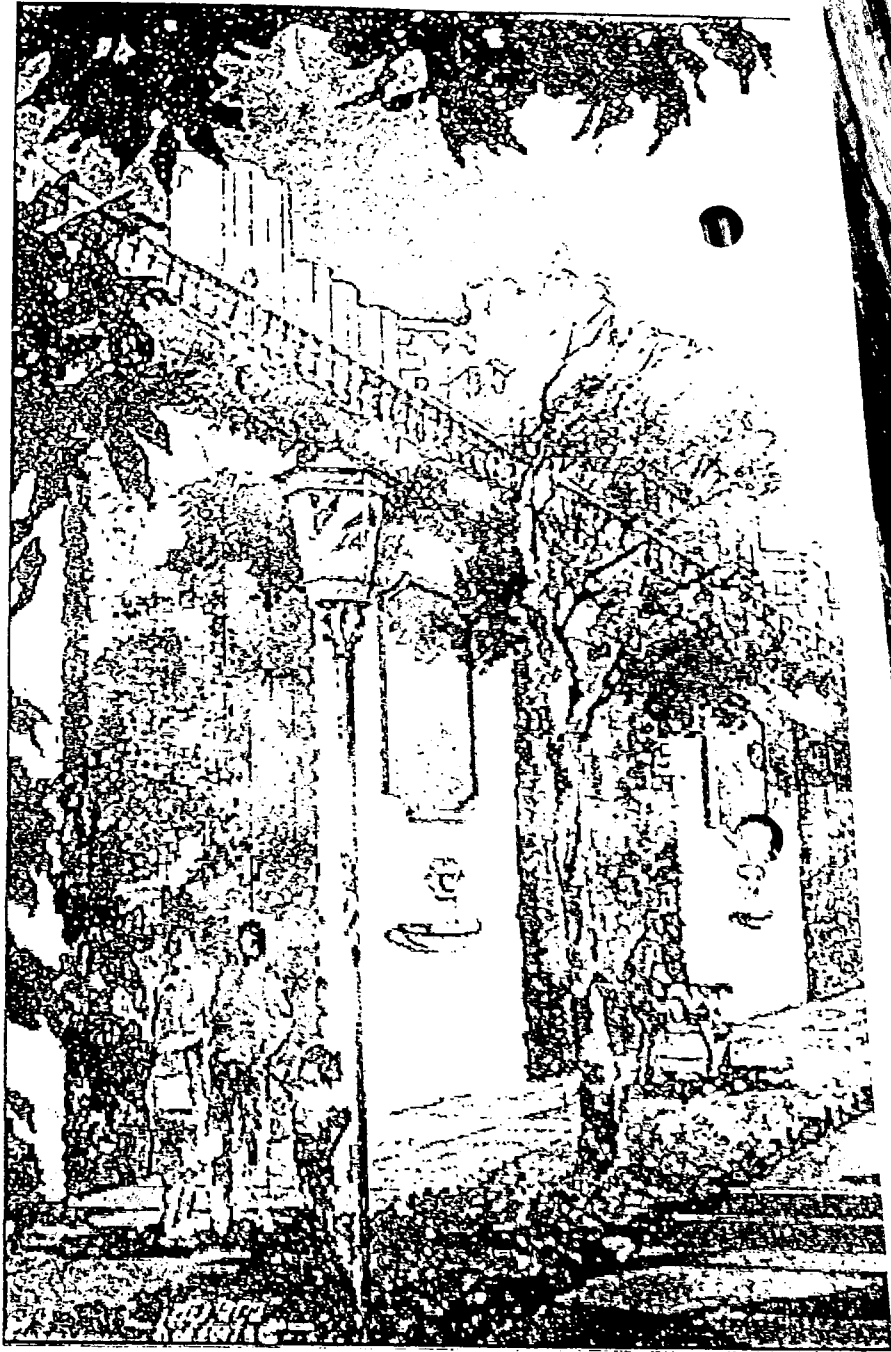


Interestingly one Hillgrove owner wrote to me to say he objected to 6F but liked 10B (not on his doorstep perhaps) because that area was always untidy (we can understand why) and felt its beautification would be beneficial for DB. I happen to live in Peninsula and have looked more closely. The cosmetic improvement of the 10B could, and should, have been done years ago and, yes, it would be positive to beautify the facilities (left on the picture from the HKR pamphlet - the bus was added later by a resident)

LAND

BUS DEPOT AND REPAIR SHOP , BOUNTY THEME AREA, PICNIC ,
GOLF CART REPAIR AREA, REFUSE

BUS LEAVING THE VISITORS CENTRE TO PICK UP GROUP



(This concept of a multipurpose land optimisation on 10B is a horrendous idea for Peninsula and this will be expressed in other detailed submissions that I fully endorse)

For Hillgrove Village 10B will create an extra burden of traffic from the four proposed towers plus low rises, plus villas, plus the tourist hub **added** to the two mega towers at 6F and the developments occurring up the hill with no fanfare.

Hillgrove will suffer very badly since it will be at the confluence of so much extra public transport. (note HKR have lost control of the delivery vehicles coming into Discovery Bay and this has not gone unnoticed by the Hillgrove VOC - it is becoming dangerous for the golf carts already - for this reason the final development in DB, not exceeding 25,000 population, must be confined to the north end).

At a City Owners Committee Meeting, the Chairman stated that "DB is going to change and we *must change with it*". Hillgrove Village, to the best of my knowledge, does not wish me to agree.

ED RAINBOW
Chairman Hillgrove VOC
Member Peninsula VOC

4434

4434

1st April, 2016
Our Ref: HKR/PD/0127/2016

Clerk to the Panel on Development
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

Dear Sirs,

Re.: Invitation for Submissions on "Proposed Development Strategy for Lantau"

We refer to the captioned invitation by the Panel on Development and would like to offer our opinions as follows.

Recommendations of Lantau Development Advisory Committee First Report ("The Report") are generally supported by us, however there are shortcomings.

Shortcomings of The Report Recommendations

It is disappointed that DB residents' needs are totally neglected by The Report, although DB is one of the most populous areas in Lantau second only to Tung Chung. It is clear from **Appendix 1 and 2 Plan** that DB is at the most strategic central location among the three recommended development areas - (1) North Lantau Corridor recommended for economic and housing developments; (2) North-East Lantau recommended for tourism, recreation and leisure activities; and (3) East Lantau Metropolis recommended for comprehensive development providing housing and job opportunities. Yet how DB can complement Lantau land use and transportation network planning have not been considered by The Report.

While proposed new railway and road networks are close to DB, they avoid DB which we hope is unintentional. DB is connected to public road system via DB tunnel since year 2000, but DB residents' public transportation need have all along been neglected by government.

香港興業有限公司
Hong Kong Resort Company Limited

香港干諾道中168號信德中心招商局大廈23樓
23/F., China Merchants Tower, Shun Tak Centre
168 Connaught Road Central, Hong Kong
電話 Tel: (852) 2238 1188 傳真 Fax: (852) 2868 4998

香港興業國際集團有限公司成員
A Member of HKR International Limited
www.hkri.com

HKRI

(A) DB Residents' Transportation Need
(i) Public Bus and Taxi Services

The Report proposed some short term traffic improvement measures, none of them take DB into considerations. There are 17 "A" and 23 "E" bus lines from all over Hong Kong to airport and Tung Chung respectively, none of them benefits DB residents because they run along North Lantau Highway ("NLH") instead of Cheung Tung Road, though Cheung Tung Road runs side by side with North Lantau Highway (Appendix 3 Plan refers). Some of these public bus services to Tung Chung and airport should be changed as soon as possible to serve DB residents by running along Cheung Tung Road. Bus stops shall be provided near DB tunnel toll plaza so that DB residents can switch from DB buses coming from DB to these "A" and "E" buses or vice versa, giving them the same right as Tung Chung residents to enjoy public bus services.

We support The Report's proposed short term measure to increase blue taxis, but green taxis should not be neglected. The current permitted operation areas of green taxis in Lantau are too restrictive, confined only to airport and Disney Theme Park. Permitted areas should be expanded to include DB immediately, and to other proposed development areas in Lantau in the future. It is unfair that people going to airport and Disney once a while can take green taxis while DB residents who have to commute between DB homes and their New Territories work places regularly can't.

(ii) Connecting North Lantau Highway and Cheung Tung Road

We support the idea of having reclamation in Siu Ho Wan, relocating GIC facilities along Cheung Tung Road into rock cavern and vacate the lands for better uses. The reclaimed and vacated lands shall be planned together with Siu Ho Wan MTR depot development. However corresponding improvements in road networks must be considered to support these new developments. Having a new MTR station in Siu Ho Wan is very important but not enough.

The vacated GIC lands are accessible only by Cheung Tung Road, Appendix 4 Plan shows current access to which from NLH is very inconvenient. More convenient connections to NLH shall be provided at Tai Ho and Siu Ho roundabouts already designed by Highways Department, Appendix 5 Plan refers. These benefit future developments there.

Access by DB residents to future Siu Ho Wan MTR station should also be considered. It is a waste of time and energy if DB residents have to take DB buses to Sunny Bay in order to get on MTR trains to urban areas, while a much shorter and direct access to future Siu Ho Wan MTR station is possible. A vehicular flyover connecting Siu Ho Wan depot and DB Tunnel Link Road illustrated in Appendix 6 Plan provides a more environmental friendly transportation.

Sufficient car parks shall also be planned in the depot development for park-and-ride. At the moment there are more than one hundred such demand from DB residents. Some residents have to park their cars in Tung Chung and take DB buses back home.

(B) New Lantau North - South Link Road Should be Short Term Measure

The proposed new road and railway from HK Island, via East Lantau Metropolis and Mui Wo to airport and Tuen Mun is a good idea. However the North-South link road between Mui Wo and North Lantau Highway highlighted in **Appendix 7 Plan** should be implemented as soon as possible rather than a long term measure. With increasing housing supply and more tourist activities in south Lantau, there is pressing need to provide alternative North-South Lantau link other than Tung Chung Road. Tung Chung Road though have been partly widened and straightened years ago is still too steep and sub-standard to handle existing and near future traffic demand. Worst of all any traffic accidents blocking the dual lanes at any point of the road will totally cut off Lantau north-south traffic flow.

(C) HK Needs New Recreational and Tourist Spots

Although HK is small, its coastline is more than 700km long, probably one of the longest among international cities proportional to their sizes. However there is no well-planned marine tourist spot making use of this valuable natural resource apart from natural beaches. HK is suffering from substantial reduction in tourists. There have been voices to find new tourist spots to attractive more tourists and lure them stay longer for years. The Report also touches on the need of more marina, but no solid suggestions are offered.

We like to suggest a world class marine tourism hub between Peng Chau and Lantau Island. Its conceptual layout is annexed as **Appendix 8 Plan**. It can be south of France Port Grimaud style architecture and planning, i.e. resort development with hotels, marinas, water sports and recreational activities centre, etc. Annual international yacht competitions can be organised to attractive tourists from all over the world. Peng Chau's fishing village history matches the maritime theme. The hub in return revitalises Peng Chau's tourist attractions. Developments inside the hub can be partly by government and partly by private sector. This hub and East Lantau Metropolis, being close to each other, can turn east Lantau into a new unique district suitable for living, working and entertaining. To achieve this, a road link between it and East Lantau Metropolis shall be provided. Please refer to **Appendix 9 Plan**. The road continues to North Lantau Highway and the New Territories via existing roads in DB and Disney Theme Park. This reduces construction cost and environmental impact of constructing the new road proposed by government along Lantau east coast. This new road unavoidably requires substantial site formation.

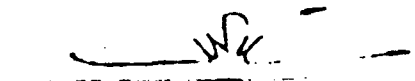
(D) Shortfall in Housing Supply to Match Proposed Job Opportunities

The Report proposed 138,000 and minimum 270,000 job opportunities with total housing supply for 160,000 and minimum 338,000 population in the medium and long term respectively. Noting that each job opportunity is associated with a family of on average more than two persons, there are insufficient housing supplies to match the job opportunities. DB with an extremely low plot ratio of 0.17 permitted by Outline Zoning Plan ("OZP") and substantial land size of 650 hectares can be properly planned to meet this housing supply shortfall. This together with the fact that DB is very close to Siu Ho Wan makes it important to include DB into Lantau development strategy study.

It is appreciated if Legislative Council members can help monitoring government not to neglect Discovery Bay residents' right of public transportations as well as the potentials of Discovery Bay in complementing Lantau development planning.

Thank you very much for your kind attention.

Yours faithfully,



Wilson Cheung
General Manager Projects
Encl.

北大嶼山走廊

將北大嶼山走廊規劃作經濟及房屋發展。北大嶼山走廊有香港國際機場、香港口岸人工島、東涌新市鎮及擴展部分、小蠔灣填海及其他主要基建，可提供大量機會作房屋、經濟及商業發展。

東北大嶼山匯點

將東北部分發展作休閒、娛樂及旅遊的匯點，配合現有的休閒設施，進一步加入多元化的旅遊、娛樂元素，鞏固香港作為亞洲旅遊中心及盛事之都的地位。

大嶼山大部分地區

將大嶼山大部分地區保留作保育、休閒、文化及綠色旅遊用途。大嶼山擁有多姿多采的自然生態環境、鄉郊市鎮、文化和文物景點，在保存固有及獨有特色下，極具潛力加強發展休閒、文化及綠色旅遊，令大嶼山發展更趨多元化。

東大嶼都會

大嶼山與香港島間的水域有潛力作策略性發展區。在中部水域興建一個或多個人工島，建設新的核心商業區及市鎮，發展東大嶼都會，以滿足香港的長遠需要。東大嶼都會將採用智慧、多元化及低碳新市鎮的概念，並有交通運輸基建連接至本港其他主要地區。

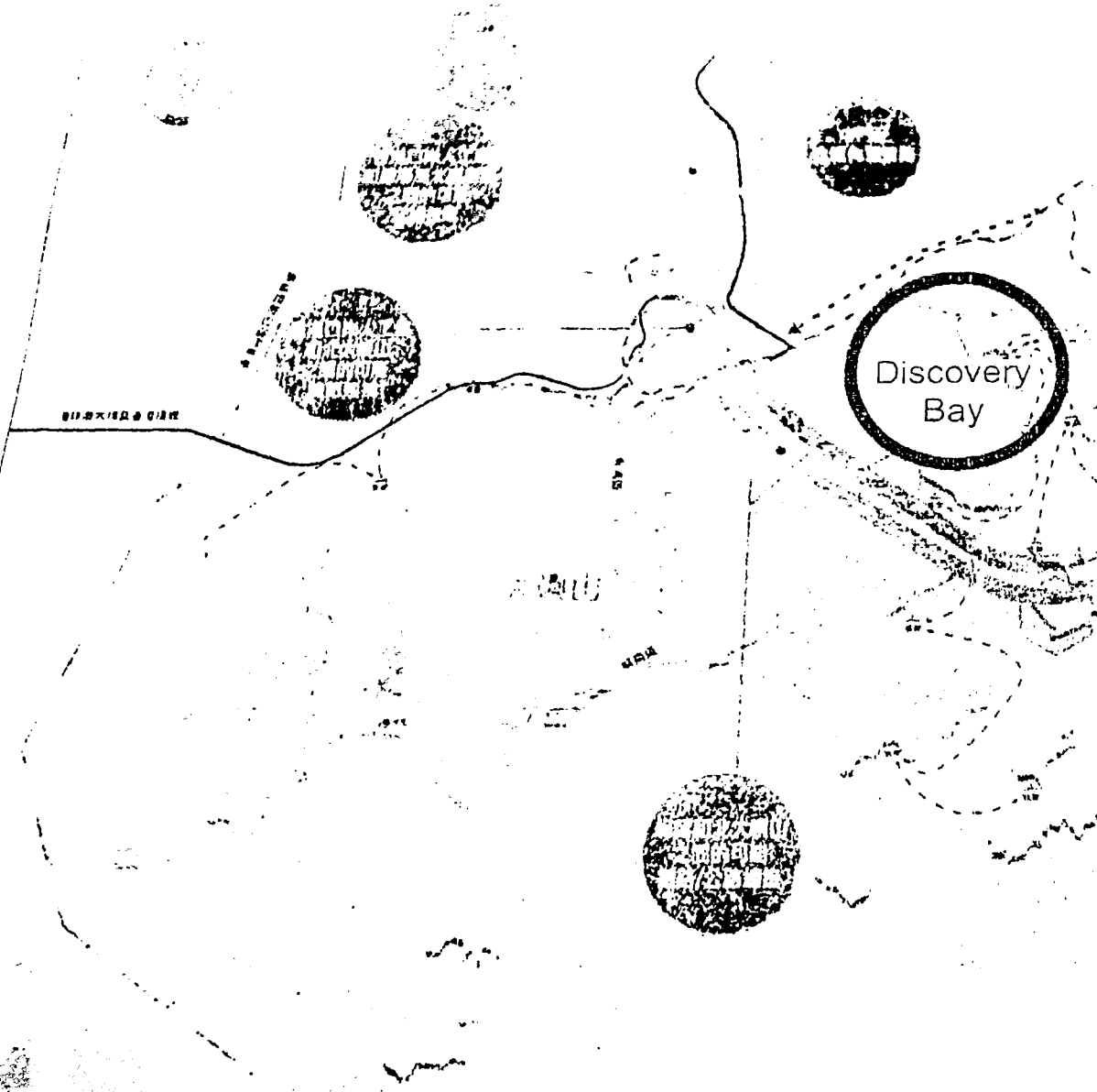
**善用政府土地
及開鑿岩洞**

配合及擴展部分大嶼山的建設，擬議以釋放政府土地作其他用途，減低開鑿新土地的影響，並研究在小蠔灣及南灣附近的山麓發展岩洞開拓空間。

Discovery Bay

- 圖例
- 北大嶼山走廊 作策略性經濟及房屋發展
 - 東北大嶼山匯點 作休閒、娛樂及旅遊
 - 東大嶼都會 核心商業區及策略性增長
 - 大嶼山大部分地區 作保育、休閒、文化及綠色旅遊
- 圖例
- 已計劃的機場三跑道系統
 - 亞洲國際博覽館未來的發展
 - 機場東北商業區
 - 連接北大嶼山香港口岸人工島上蓋發展
 - 東涌新市鎮擴展
 - 小蠔灣發展
 - 欣澳填海
 - 香港迪士尼樂園擴充第二期發展
 - 北大嶼山匯點 作休閒、娛樂及旅遊
 - 東大嶼都會初步概念
 - 西北大嶼山歷史、文化、自然步徑
 - 龍洲飛山鄉村保育區
 - 大嶼山野生動物保育、康樂及綠色旅遊
 - 現有/擬議的海岸公園

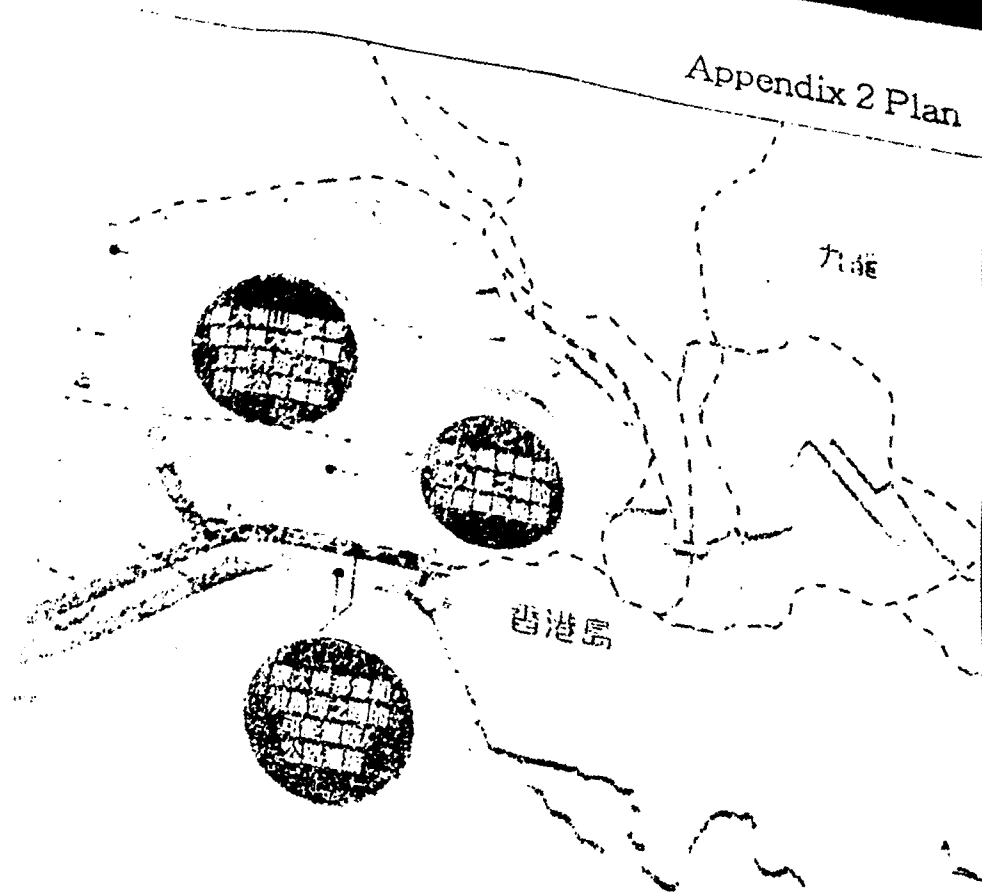
圖一 空間規劃及土地利用



圖三 策略性交通基建概念

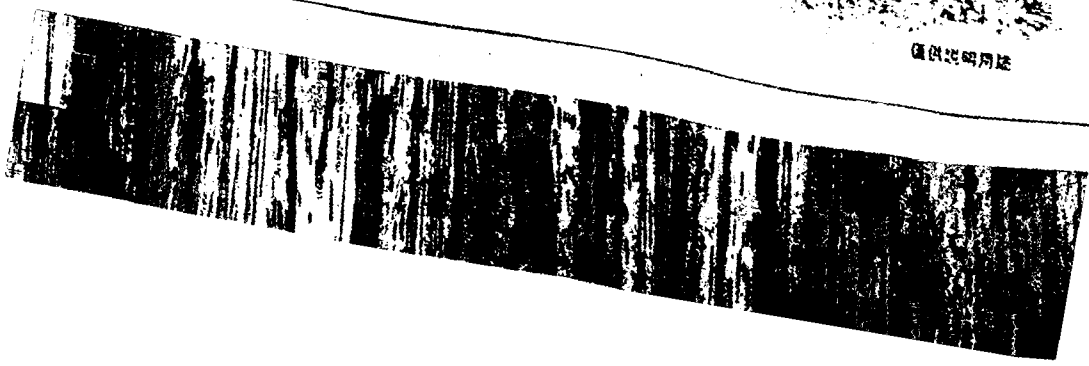


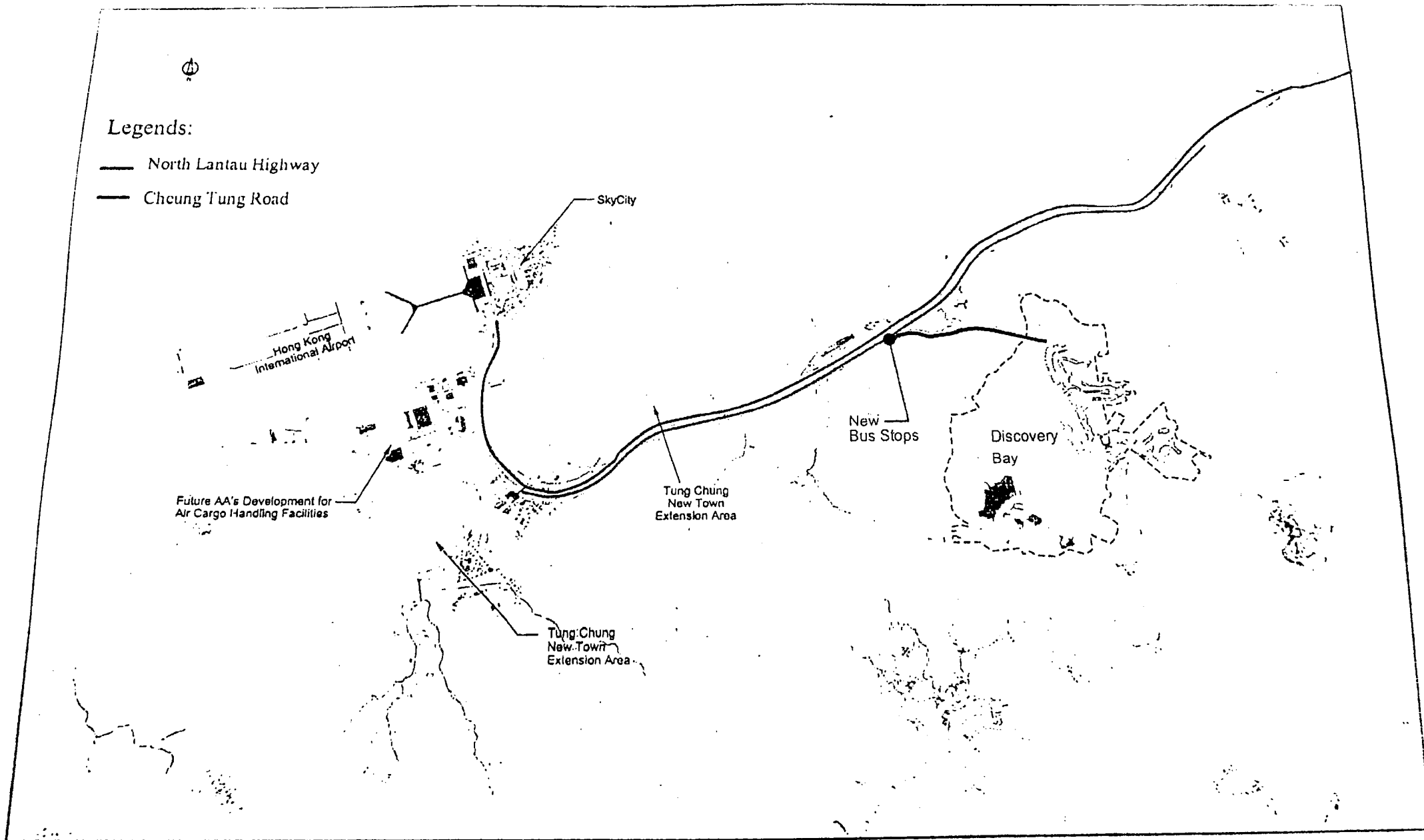
Appendix 2 Plan



- 圖例**
- 已計劃的機場三跑道系統
 - 亞洲國際博覽館未來的發展
 - 機場島北兩翼區
 - 建議擴大填海港口
 - 人工島上蓋發展
 - 建議探討的鐵路走廊
 - 口岸人工島與機場島連接方案有待進一步研究
 - 東涌新市場發展
 - 小墟發展
 - 欣澳填海
 - 香港迪士尼樂園度假區第二期發展
 - 建議探討的公路走廊
 - 東大嶼都會的初步概念
 - 郊野公園
 - 現有的碼頭
 - 可拓的碼頭
 - 建議探討的海上交通

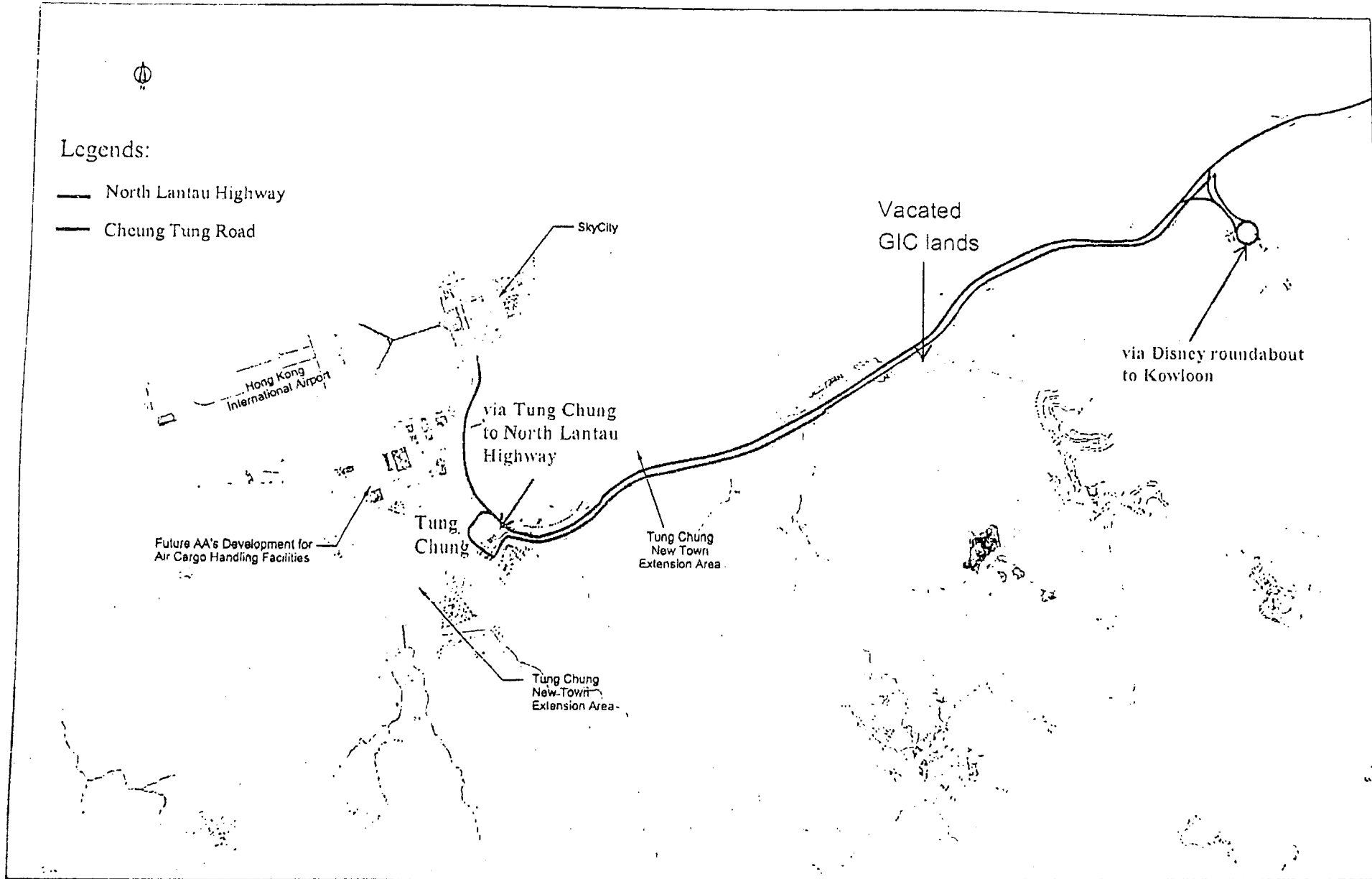
圖例說明用途



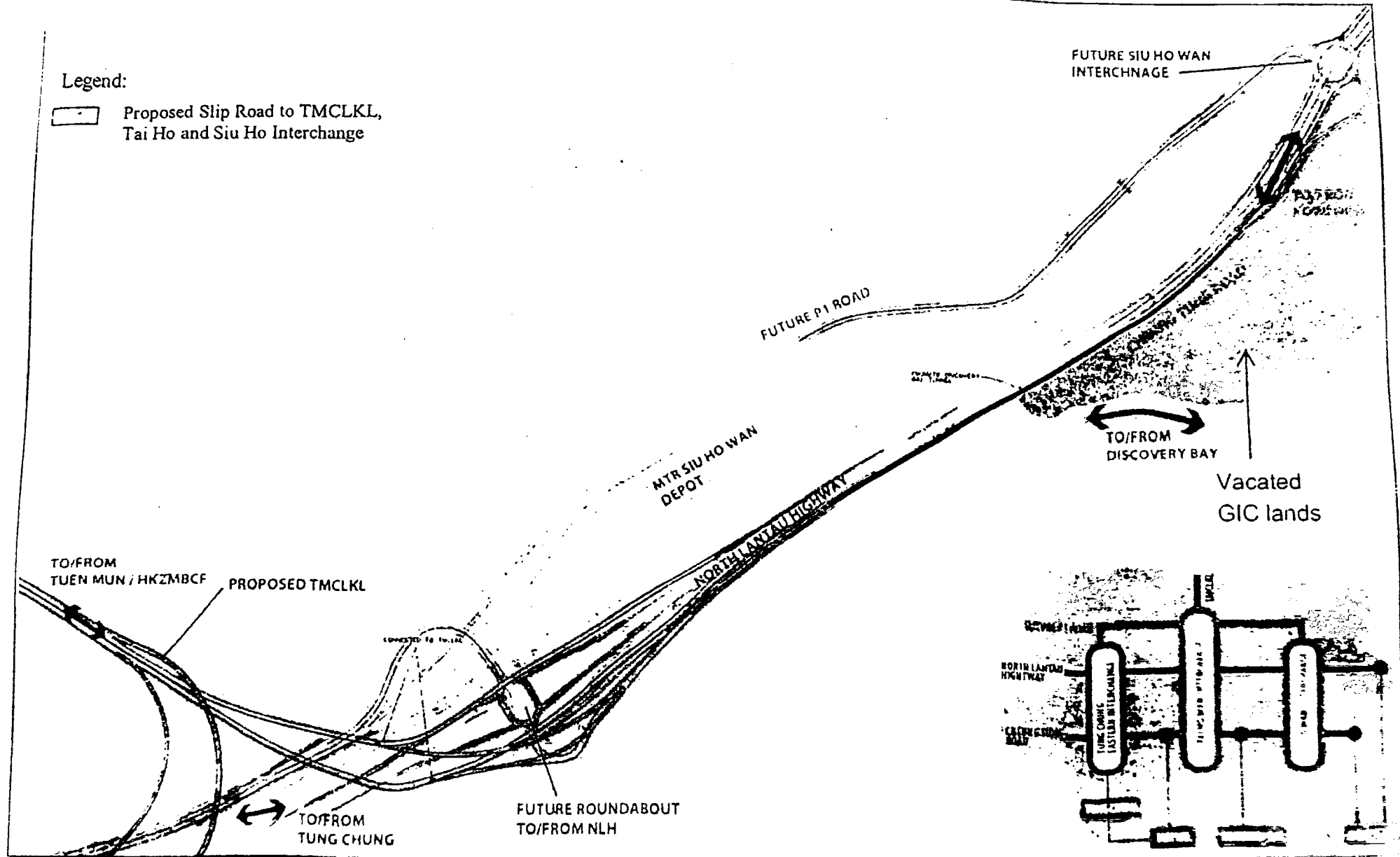


Some Public Buses Should Run Along Cheung Tung Road

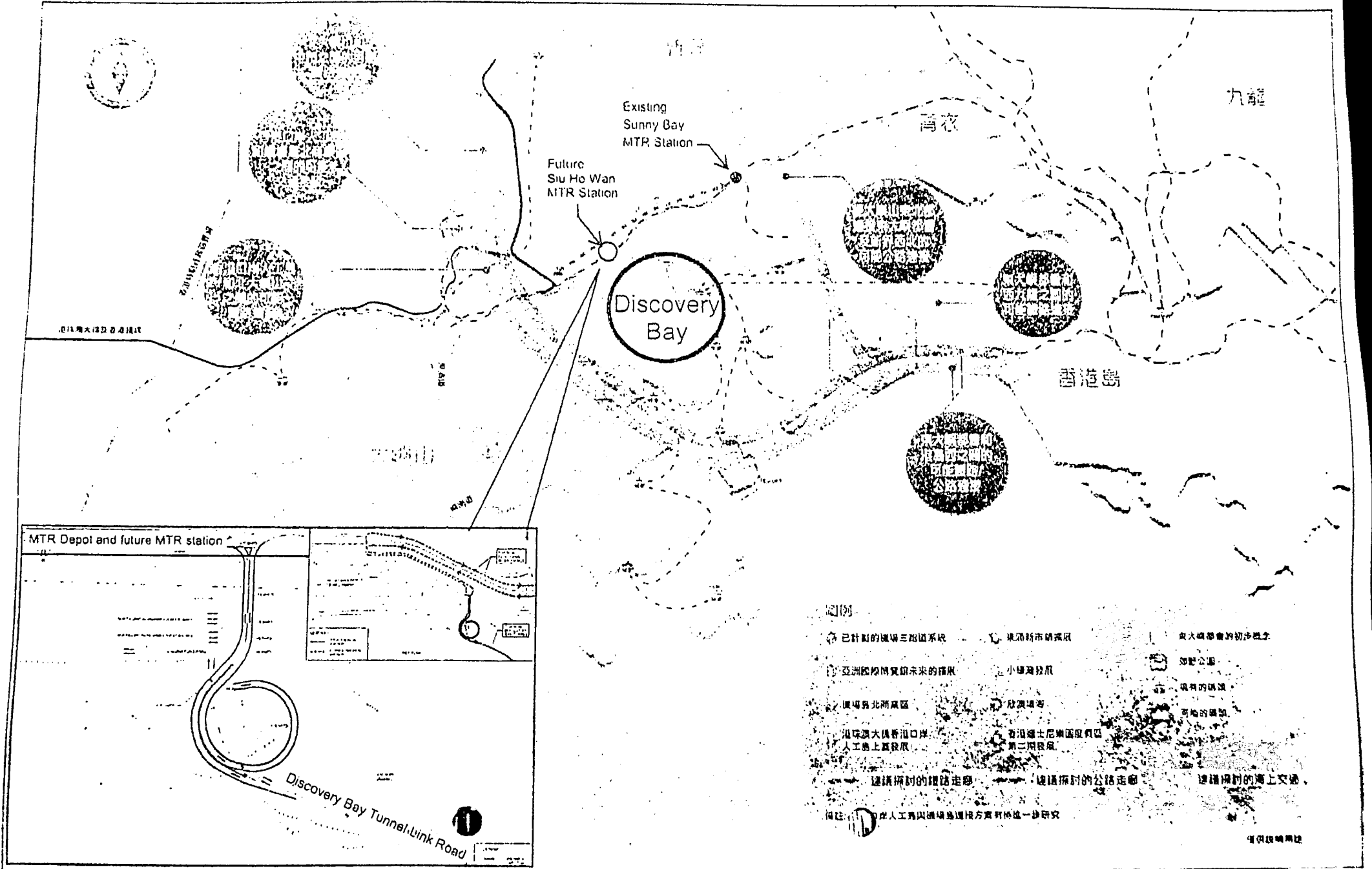
1414



Cheung Tung Road Isolated from North Lantau Highway Limiting Future Development Potentials Along the Road



Connecting Cheung Tung Road, Tuen Mum Chek Lap Kok Link & North Lantau Highway at Tai Ho and Siu Ho Interchanges Designed by Highways Department



Existing Sunny Bay MTR Station

Future Siu Ho Wan MTR Station

Discovery Bay

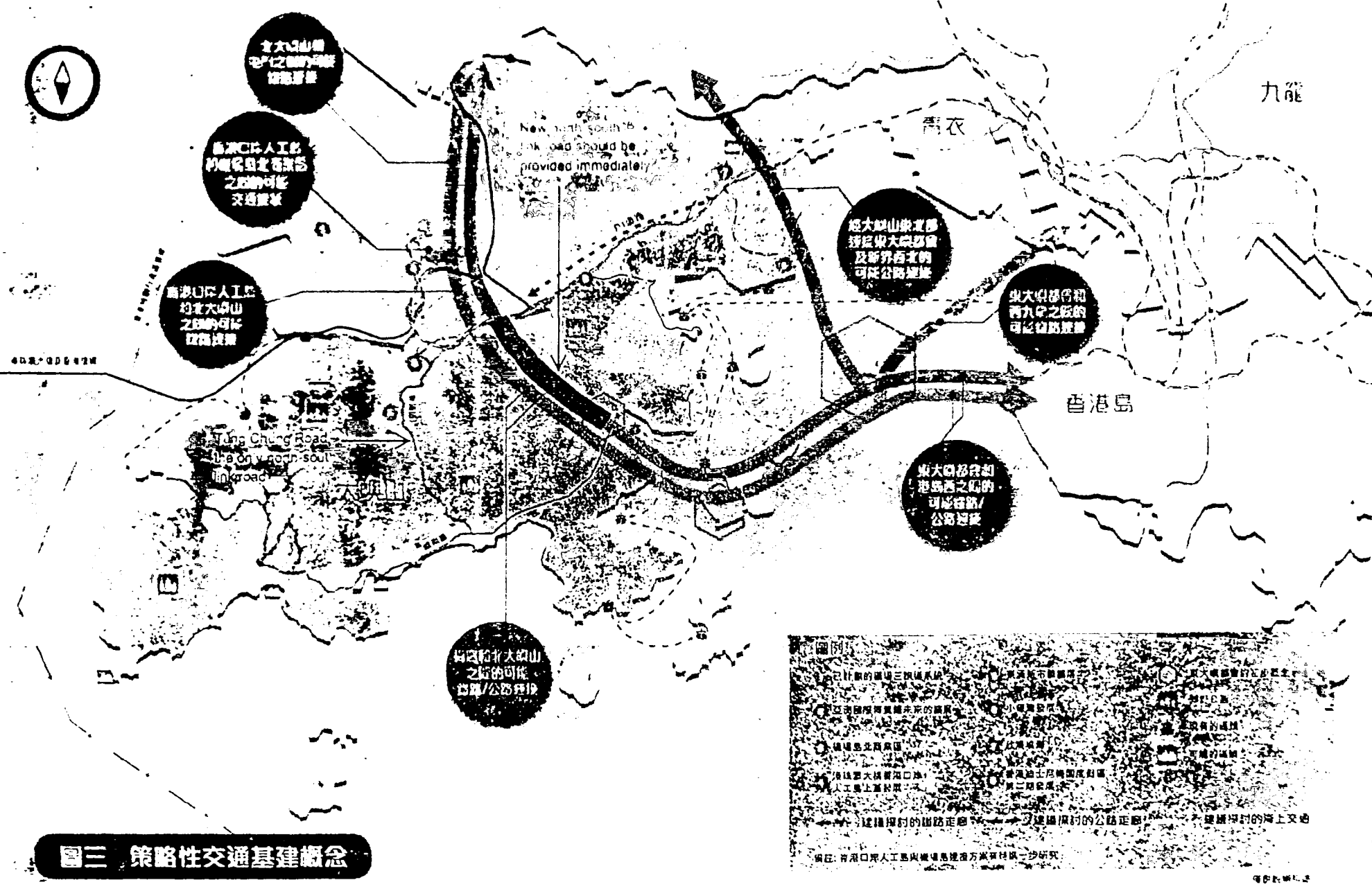
Discovery Bay Tunnel Link Road

MTR Depot and future MTR station

圖例

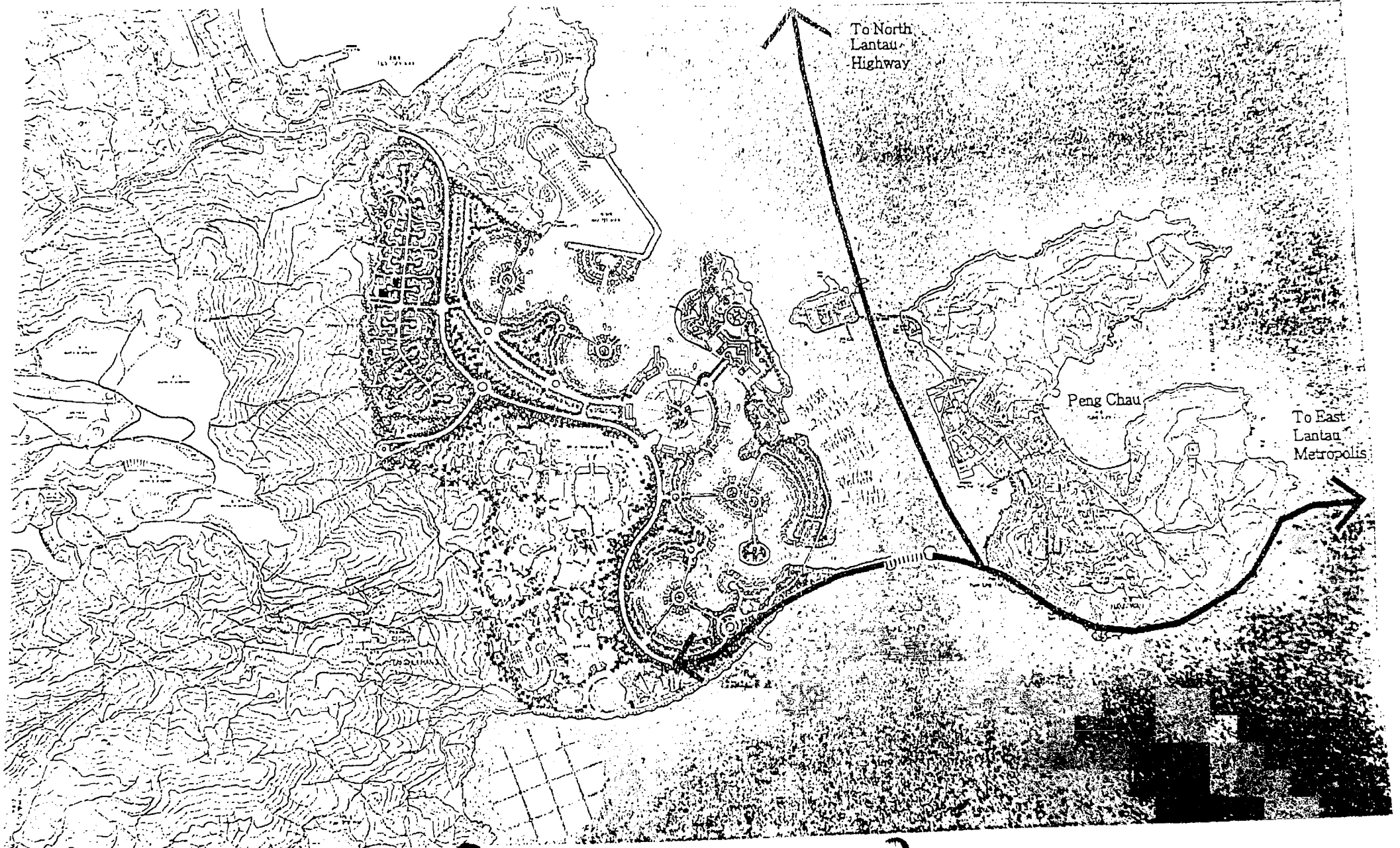
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- 建議探討的鐵路走廊
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僅供說明用途

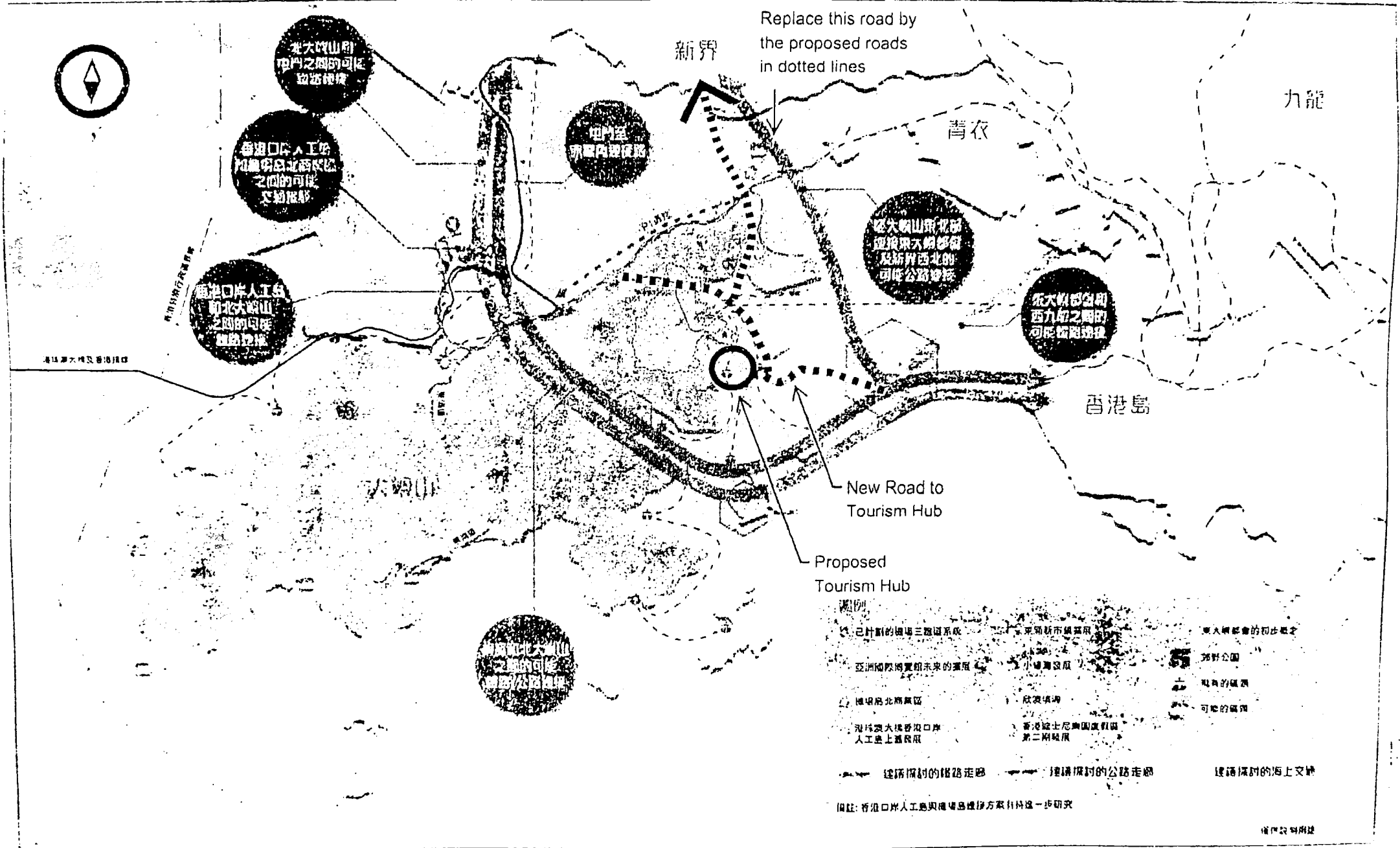


圖三 策略性交通基建概念

備註：香港口岸人工島與機場島連接方案有待進一步研究
 繪製：李俊傑



Tourism Hub Between Peng Chau and Lantau Island



Proposed Roads From East Lantau Metropolis to Tourism Hub, Lantau and the New Territories

tpbpd

寄件者: Edwan Rainbow
寄件日期: 15/07/2016年 星期一 23:58
收件者: Town Planning Board
主题: 6F Project TPB/Y/I-DB/2
附件: dev20160416cb1-767-125-e.pdf

4435

To
: Secretary, Town Planning Board

from : ED RAINBOW,
Owner: [REDACTED]

I WISH TO REGISTER MY OBJECTION TO THE ABOVE ON A PERSONAL LEVEL

SINCE TIME IS RUNNING OUT, PLEASE ACCEPT MY EARLIER SUBMISSION WHICH I DID ON BEHALF OF HILLGROVE VOC AND OWNERS

REF 6f near Parkvale Village Application No.:

TPB/Y/I-DB/2

I am the Chairman of the Hillgrove Village Owners Committee. There are 378 apartments. We look over the proposed site for 6F, the ongoing devastation of the slope behind (ostensibly landslide mitigation measures), the proposed (but possibly stalled) construction of a golf cart parking area on what was a pleasant green area the Recreation Club. We are enduring massive works going on to create a bigger bus station and commercial area (presumably to serve a population of at least 29,000) with the site office at the foot of one of our three buildings. We are told to expect the existing bus terminus will be temporarily migrated to the Discovery Bay Road and Hillgrove will be directly affected. Owners are not happy.

Collectively the Hillgrove owners have 5600 undivided shares out of a total of 250,000 on Lot 385. We understand that shares may have been misallocated in other parts of Discovery Bay and this may well have the effect of diluting our shares. This needs to be attended to and should be borne in mind by the Town Planning Board and other Government departments during this process


SECTION 1

UNDIVIDED SHARES

A. There shall be sub-allocated to the Village 5,600th Undivided Shares which shall be allocated as follows :-

Units	Undivided Shares of and in the Lot	Undivided Shares of and in the buildings and other structures and ancillary works erected on the Village
(a) Residential Units (Elegance Court, Brilliance Court and Glamour Court (particulars of the number of undivided shares of and in (i) the Lot and of and in (ii) the buildings and ancillary works erected on the Village allocated to each Residential Unit are contained in the Second Column and Third Column of the Schedule hereto)	2,394/250,000th shares	2,394/5,600th shares
(b) Car Parking Spaces	378/250,000th shares	378/5,600th shares
(c) Village Retained Areas	2,262/250,000th shares	2,262/5,600th shares
(d) Village and Building Common Areas and Facilities	566/250,000th shares	566/5,600th shares

My own modest ownership, shared with my wife, is 6 undivided shares and we live in Peninsula Village

 6/250,000th shares for each flat 6/5,600th shares for each flat 6 management units for each flat

I believe I can speak for all the owners, and, as co-owners with HKR and other villages of undivided shares of lot 385, we have not been properly respected about this development, either by the developer HKR, or by the Management Company DBMSL, a subsidiary of HKR. We are not convinced that our concerns were sufficiently considered in the first consultation, or addressed in this second application, and that a single presentation to the VOC, on behalf of HKR, through DBMSL has been adequate for the owners to understand the implications of the development.

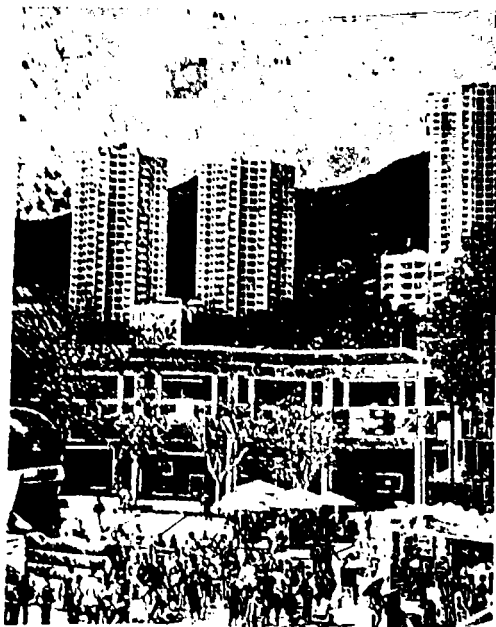
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The management company DBMSL have never seen fit to allow a Chairman, or any owner to have access to all the owners on grounds of data protection. This needs to be challenged, but for now I am personally limited to emails for around 25% of the Hillgrove owners, who have asked to be on my list on the past. These owners are hopefully better informed on the important issues. The social media has also contributed in this respect, although sometimes there are questions with no answer or the wrong answer

My feeling is that all well informed Hillgrove Owners are solidly against both the above developments, on several levels.

- Many have read the detailed and worrying submissions about limited sewage and water supplies, LPG etc. from well informed owners.
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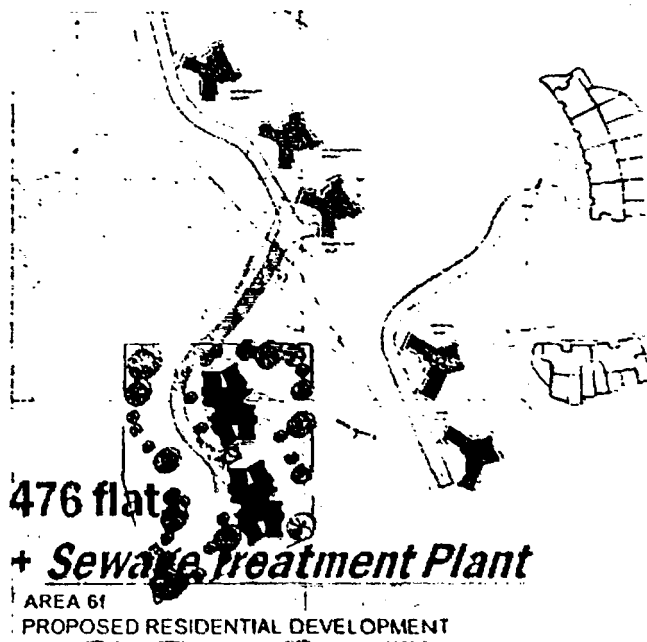
BEFORE



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OBJECT TO PARKVALE SEWAGE TREATMENT PLANT AND MEGATOWERS (now with handy ready-made objection letters)

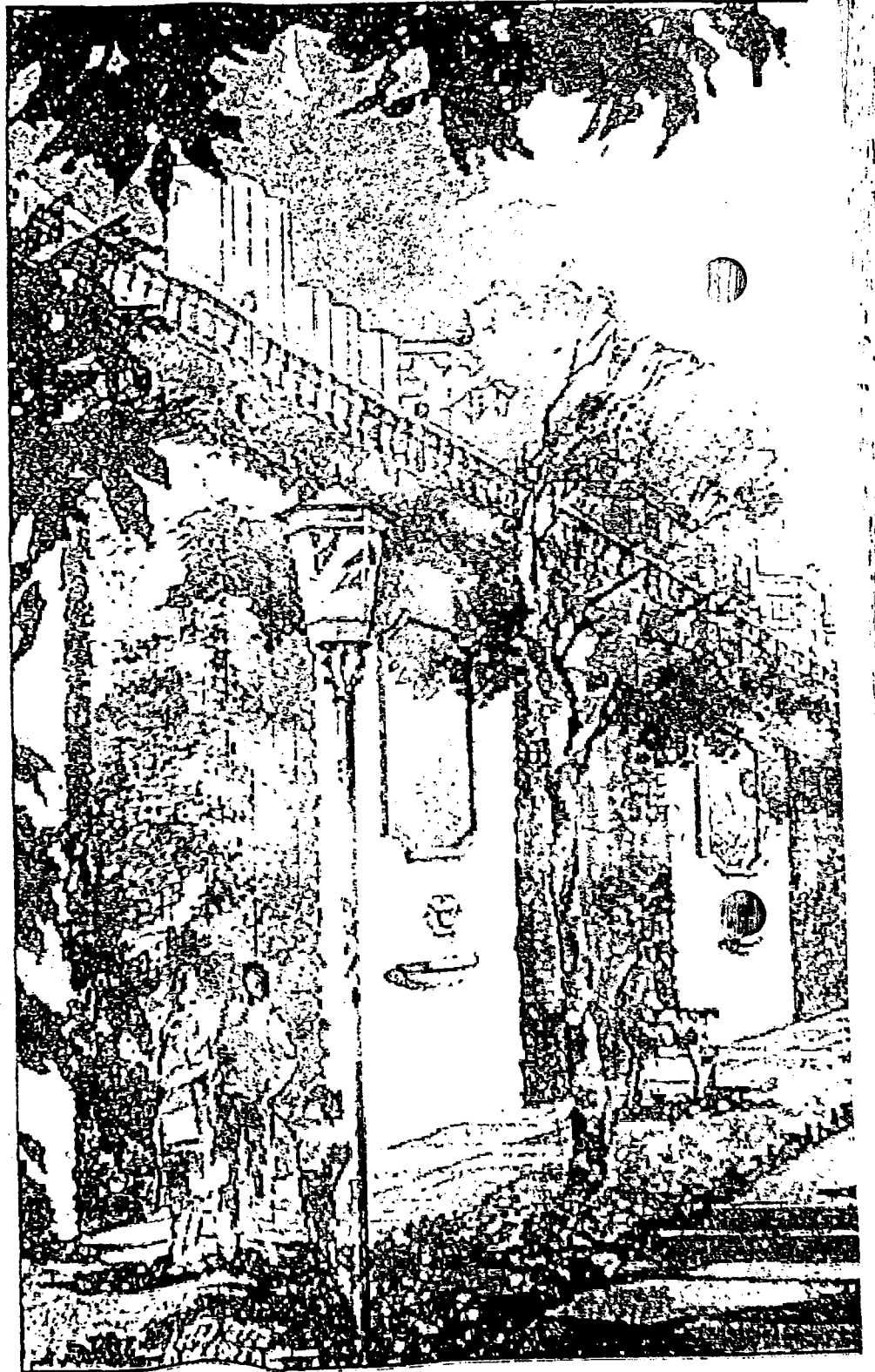


Interestingly one Hillgrove owner wrote to me to say he objected to 6F but liked 10B (not on his doorstep perhaps) because that area was always untidy (we can understand why) and felt its beautification would be beneficial for DB. I happen to live in Peninsula and have looked more closely. The cosmetic improvement of the 10B could, and should, have been done years ago and, yes, it would be positive to beautify the facilities (left on the picture from the HKR pamphlet - the bus was added later by a resident)

LAND

BUS DEPOT AND REPAIR SHOP , BOUNTY THEME AREA, PICNIC /
GOLF CART REPAIR AREA, REFUSE

BUS LEAVING THE VISITORS CENTRE TO PICK UP GROUP



(This concept of a multipurpose land optimisation on 10B is a horrendous idea for Peninsula and this will be expressed in other detailed submissions that I fully endorse)

For Hillgrove Village 10B will create an extra burden of traffic from the four proposed towers plus low rises, plus villas, plus the tourist hub added to the two mega towers at 6F and the developments occurring up the hill with no fanfare.

Hillgrove will suffer very badly since it will be at the confluence of so much extra public transport. (note HKR have lost control of the delivery vehicles coming into Discovery Bay and this has not gone unnoticed by the Hillgrove VOC - it is becoming dangerous for the golf carts already - for this reason the final development in DB, not exceeding 25,000 population, must be confined to the north end).

At a City Owners Committee Meeting, the Chairman stated that "*DB is going to change and we must change with it*". Hillgrove Village, to the best of my knowledge, does not wish me to agree.

ED RAINBOW
Chairman Hillgrove VOC
Member Peninsula VOC

4435

4435

1st April, 2016

Our Ref : HKR/PD/0127/2016

Clerk to the Panel on Development

Legislative Council Secretariat

Legislative Council Complex

1 Legislative Council Road

Central, Hong Kong

Dear Sirs,

Re.: Invitation for Submissions on "Proposed Development Strategy for Lantau"

We refer to the captioned invitation by the Panel on Development and would like to offer our opinions as follows.

Recommendations of Lantau Development Advisory Committee First Report ("The Report") are generally supported by us, however there are shortcomings.

Shortcomings of The Report Recommendations

It is disappointed that DB residents' needs are totally neglected by The Report, although DB is one of the most populous areas in Lantau second only to Tung Chung. It is clear from **Appendix 1 and 2 Plan** that DB is at the most strategic central location among the three recommended development areas - (1) North Lantau Corridor recommended for economic and housing developments; (2) North-East Lantau recommended for tourism, recreation and leisure activities; and (3) East Lantau Metropolis recommended for comprehensive development providing housing and job opportunities. Yet how DB can complement Lantau land use and transportation network planning have not been considered by The Report.

While proposed new railway and road networks are close to DB, they avoid DB which we hope is unintentional. DB is connected to public road system via DB tunnel since year 2000, but DB residents' public transportation need have all along been neglected by government.

香港興業有限公司
Hong Kong Resort Company Limited

香港干諾道中168號德輔中心招商局大廈23樓
23/F., China Merchants Tower, Shun Tak Centre
168 Connaught Road Central, Hong Kong
電話 Tel: (852) 2238 1188 傳真 Fax: (852) 2868 4998

香港興業國際集團有限公司成員
A Member of HKR International Limited
www.hkri.com

HKRI

(A) DB Residents' Transportation Need

(i) Public Bus and Taxi Services

The Report proposed some short term traffic improvement measures, none of them take DB into considerations. There are 17 "A" and 23 "E" bus lines from all over Hong Kong to airport and Tung Chung respectively, none of them benefits DB residents because they run along North Lantau Highway ("NLH") instead of Cheung Tung Road, though Cheung Tung Road runs side by side with North Lantau Highway (Appendix 3 Plan refers). Some of these public bus services to Tung Chung and airport should be changed as soon as possible to serve DB residents by running along Cheung Tung Road. Bus stops shall be provided near DB tunnel toll plaza so that DB residents can switch from DB buses coming from DB to these "A" and "E" buses or vice versa, giving them the same right as Tung Chung residents to enjoy public bus services.

We support The Report's proposed short term measure to increase blue taxis, but green taxis should not be neglected. The current permitted operation areas of green taxis in Lantau are too restrictive, confined only to airport and Disney Theme Park. Permitted areas should be expanded to include DB immediately, and to other proposed development areas in Lantau in the future. It is unfair that people going to airport and Disney once a while can take green taxis while DB residents who have to commute between DB homes and their New Territories work places regularly can't.

(ii) Connecting North Lantau Highway and Cheung Tung Road

We support the idea of having reclamation in Siu Ho Wan, relocating GIC facilities along Cheung Tung Road into rock cavern and vacate the lands for better uses. The reclaimed and vacated lands shall be planned together with Siu Ho Wan MTR depot development. However corresponding improvements in road networks must be considered to support these new developments. Having a new MTR station in Siu Ho Wan is very important but not enough.

The vacated GIC lands are accessible only by Cheung Tung Road, Appendix 4 Plan shows current access to which from NLH is very inconvenient. More convenient connections to NLH shall be provided at Tai Ho and Siu Ho roundabouts already designed by Highways Department, Appendix 5 Plan refers. These benefit future developments there.

Access by DB residents to future Siu Ho Wan MTR station should also be considered. It is a waste of time and energy if DB residents have to take DB buses to Sunny Bay in order to get on MTR trains to urban areas, while a much shorter and direct access to future Siu Ho Wan MTR station is possible. A vehicular flyover connecting Siu Ho Wan depot and DB Tunnel Link Road illustrated in Appendix 6 Plan provides a more environmental friendly transportation.

Sufficient car parks shall also be planned in the depot development for park-and-ride. At the moment there are more than one hundred such demand from DB residents. Some residents have to park their cars in Tung Chung and take DB buses back home.

(B) New Lantau North - South Link Road Should be Short Term Measure

The proposed new road and railway from HK Island, via East Lantau Metropolis and Mui Wo to airport and Tuen Mun is a good idea. However the North-South link road between Mui Wo and North Lantau Highway highlighted in **Appendix 7 Plan** should be implemented as soon as possible rather than a long term measure. With increasing housing supply and more tourist activities in south Lantau, there is pressing need to provide alternative North-South Lantau link other than Tung Chung Road. Tung Chung Road though have been partly widened and straightened years ago is still too steep and sub-standard to handle existing and near future traffic demand. Worst of all any traffic accidents blocking the dual lanes at any point of the road will totally cut off Lantau north-south traffic flow.

(C) HK Needs New Recreational and Tourist Spots

Although HK is small, its coastline is more than 700km long, probably one of the longest among international cities proportional to their sizes. However there is no well-planned marine tourist spot making use of this valuable natural resource apart from natural beaches. HK is suffering from substantial reduction in tourists. There have been voices to find new tourist spots to attractive more tourists and lure them stay longer for years. The Report also touches on the need of more marina, but no solid suggestions are offered.

We like to suggest a world class marine tourism hub between Peng Chau and Lantau Island. Its conceptual layout is annexed as **Appendix 8 Plan**. It can be south of France Port Grimaud style architecture and planning, i.e. resort development with hotels, marinas, water sports and recreational activities centre, etc. Annual international yacht competitions can be organised to attractive tourists from all over the world. Peng Chau's fishing village history matches the maritime theme. The hub in return revitalises Peng Chau's tourist attractions. Developments inside the hub can be partly by government and partly by private sector. This hub and East Lantau Metropolis, being close to each other, can turn east Lantau into a new unique district suitable for living, working and entertaining. To achieve this, a road link between it and East Lantau Metropolis shall be provided. Please refer to **Appendix 9 Plan**. The road continues to North Lantau Highway and the New Territories via existing roads in DB and Disney Theme Park. This reduces construction cost and environmental impact of constructing the new road proposed by government along Lantau east coast. This new road unavoidably requires substantial site formation.

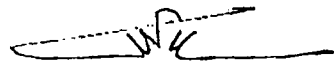
(D) Shortfall in Housing Supply to Match Proposed Job Opportunities

The Report proposed 138,000 and minimum 270,000 job opportunities with total housing supply for 160,000 and minimum 338,000 population in the medium and long term respectively. Noting that each job opportunity is associated with a family of on average more than two persons, there are insufficient housing supplies to match the job opportunities. DB with an extremely low plot ratio of 0.17 permitted by Outline Zoning Plan ("OZP") and substantial land size of 650 hectares can be properly planned to meet this housing supply shortfall. This together with the fact that DB is very close to Siu Ho Wan makes it important to include DB into Lantau development strategy study.

It is appreciated if Legislative Council members can help monitoring government not to neglect Discovery Bay residents' right of public transportations as well as the potentials of Discovery Bay in complementing Lantau development planning.

Thank you very much for your kind attention.

Yours faithfully,



Wilson Cheung

General Manager - Projects

Encl.

北大嶼山走廊

將北大嶼山走廊規劃作經濟及房屋發展。北大嶼山走廊有香港國際機場、香港口岸人工島、東涌新市鎮及擴展部分、小樽灣填海及其他主要基建，可提供大量機會作房屋、經濟及商業發展。

東北大嶼山匯點

將東北部分發展作休閒、娛樂及旅遊的匯點，配合現有的休閒設施，進一步加入多元化的旅遊、娛樂元素，鞏固香港作為亞洲旅遊中心及盛事之都的地位。

東大嶼都會

大嶼山與香港島間的水域有潛力作策略性發展區。在中部水域興建一個或多個人工島，建設新的核心商業區及市鎮，發展東大嶼都會，以滿足香港的長遠需要。東大嶼都會將採用智慧、多元化及低碳新市鎮的概念，並有交通運輸基建連接到本港其他主要地區。

大嶼山大部分地區

將大嶼山大部分地區保留作保育、休閒、文化及綠色旅遊用途。大嶼山擁有多姿多采的自然生態環境、鄉郊市鎮、文化和文物景點，在保存固有及獨有特色下，極具潛力加強發展休閒、文化及綠色旅遊，令大嶼山發展更趨多元化。

善用政府土地及開發岩洞

整合及重置部分大嶼山的康樂設施以釋放政府土地作其他用途，減低開發新土地的壓力，並研究在小樽灣及梅窩附近的山麓發展岩洞開拓空間。

Discovery Bay

圖例

北大嶼山走廊

- 已計劃的機場三跑道系統
- 亞洲國際博覽館未來的擴展
- 機場島新發展區
- 港珠澳大橋香港口岸人工島上蓋發展
- 東涌新市鎮擴展
- 小樽灣發展

東北大嶼山匯點

- 欣澳填海

東大嶼都會

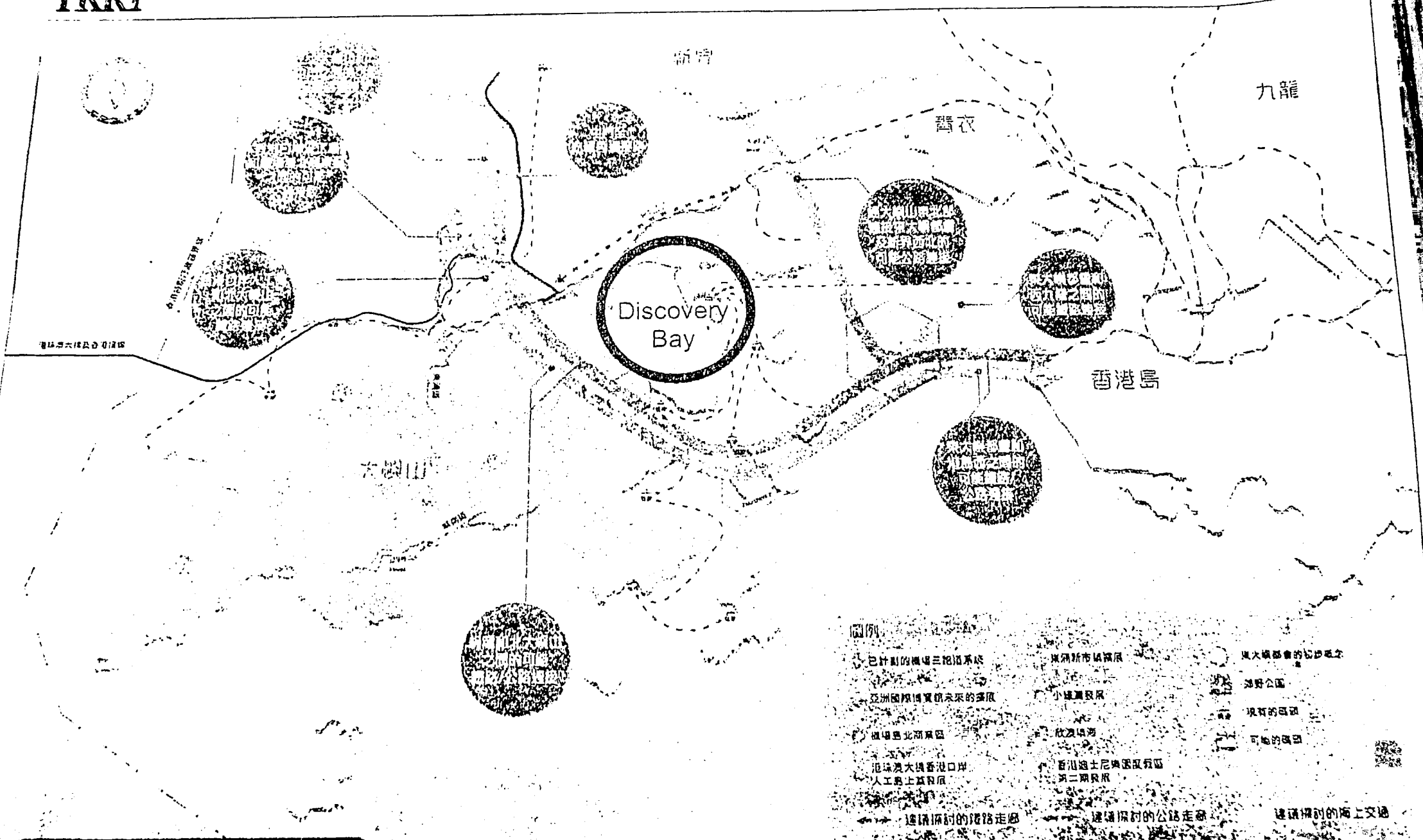
- 東大嶼都會的發展

大嶼山大部分地區

- 現有/擬議的電單車路

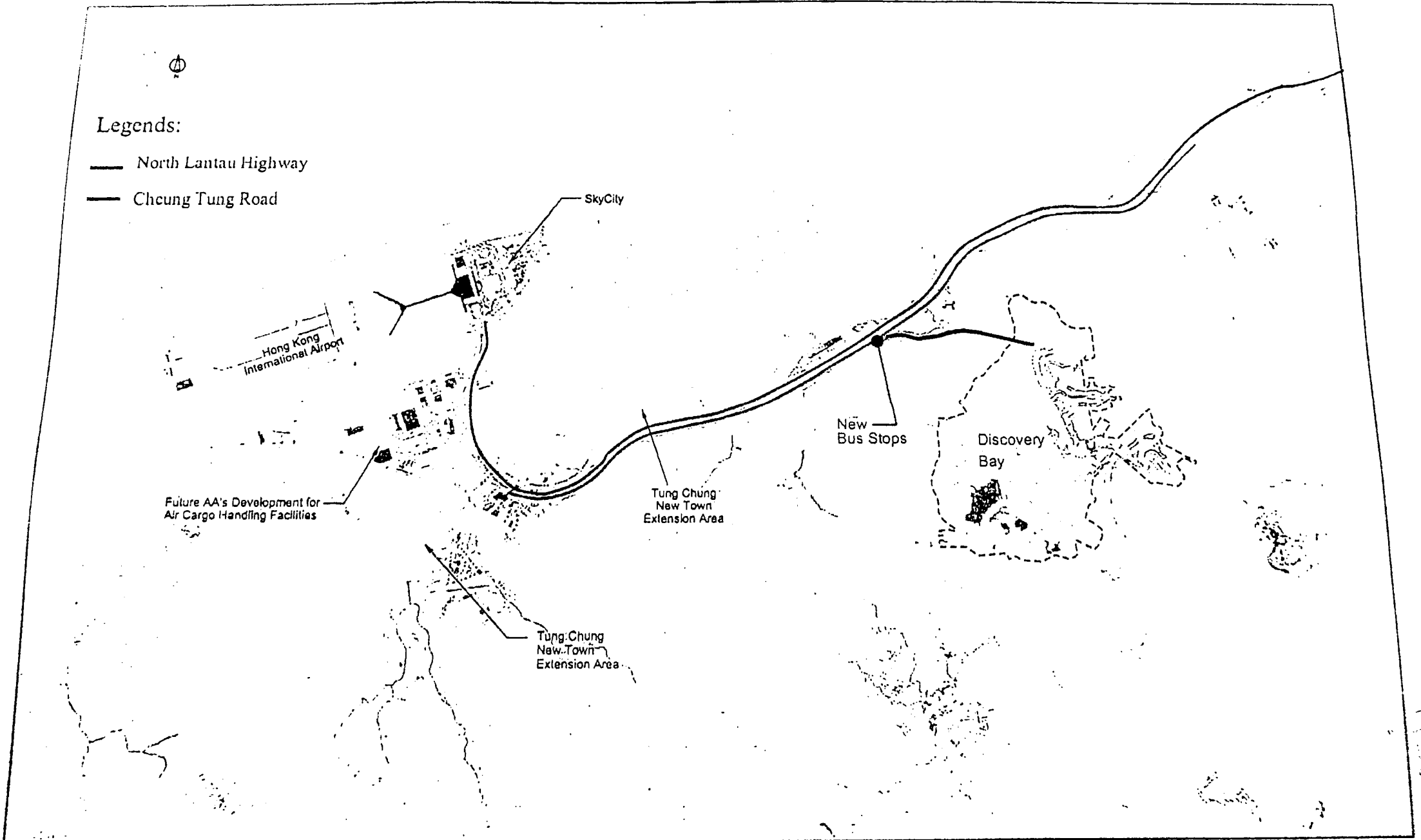
香港迪士尼樂園區劃圖第二期發展

圖一 空間規劃及土地利用



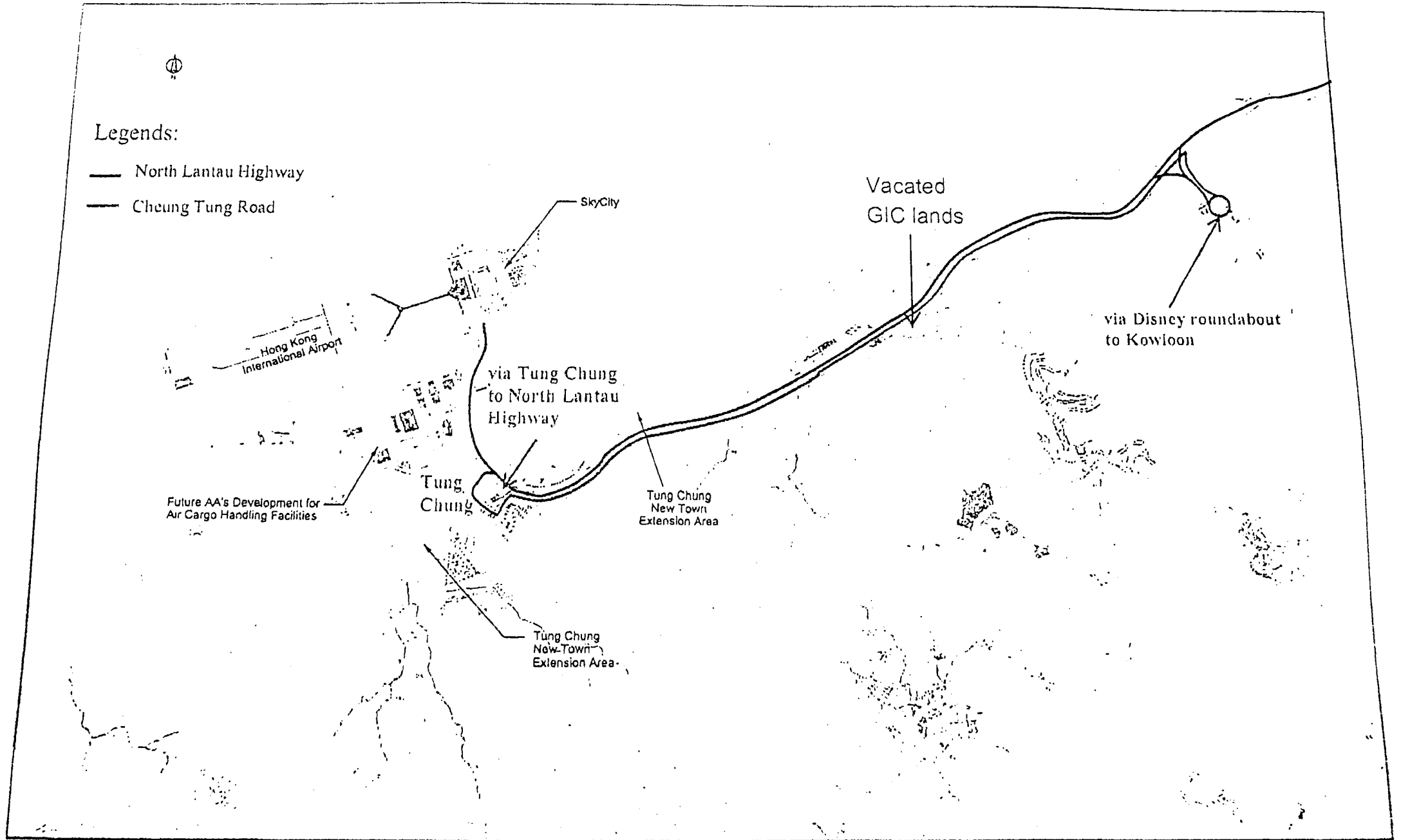
圖三 策略性交通基建概念

- 圖例
- 已計劃的機場三跑道系統
 - 亞洲國際博覽館未來的發展
 - 離境區北湖集區
 - 港珠澳大橋香港口岸人工島上蓋發展
 - 建議探討的鐵路走廊
 - 建議探討的公路走廊
 - 建議探討的海上交通
 - 東涌新市區發展
 - 小欖發展區
 - 欣澳填海
 - 香港迪士尼樂園擴充區第二期發展
 - 東大嶼都會的初步概念
 - 海旁公園
 - 現有的碼頭
 - 可能的碼頭
- 備註：岸人工島與機場發展方案有待進一步研究
- 僅供說明用途

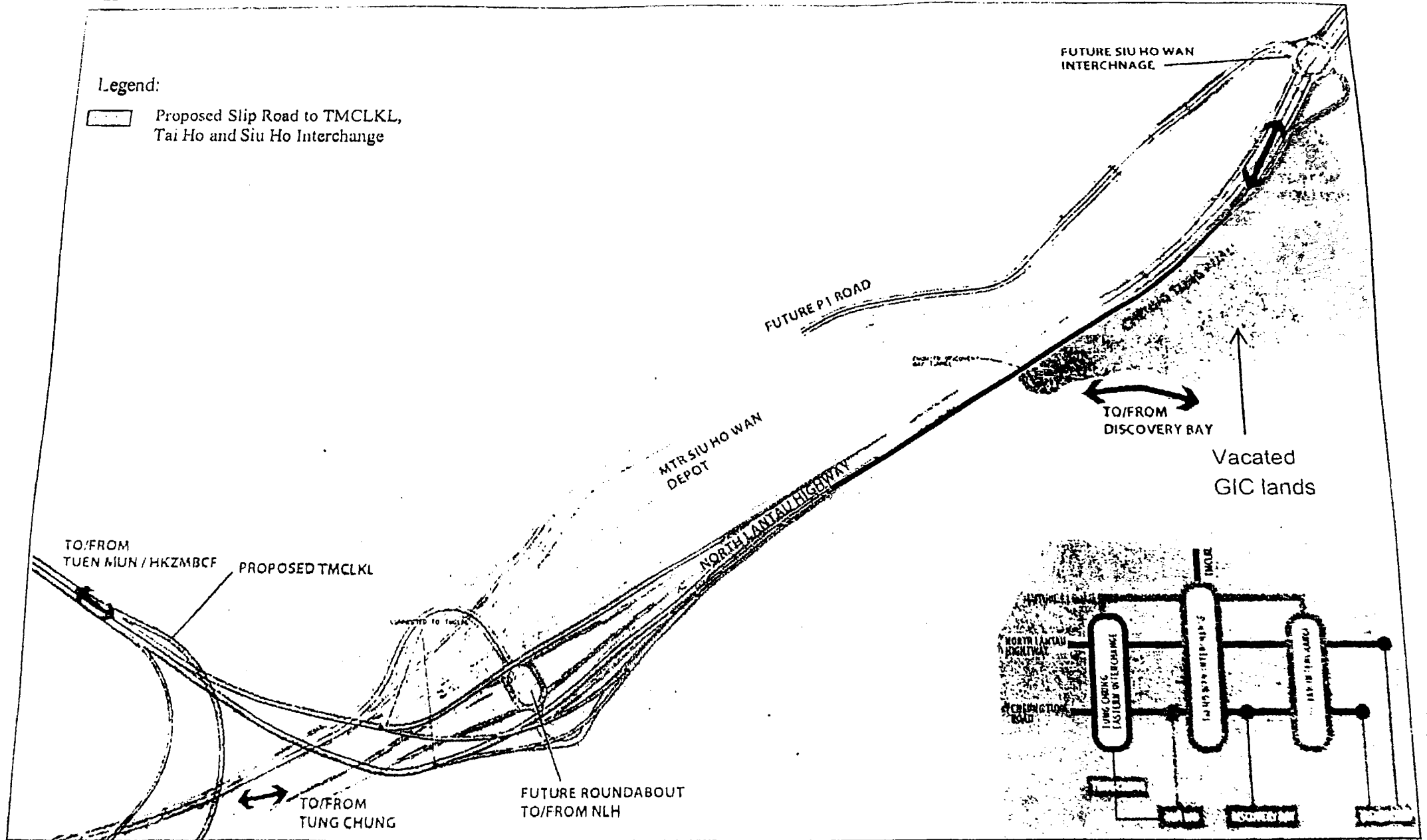


147 37

Some Public Buses Should Run Along Cheung Tung Road

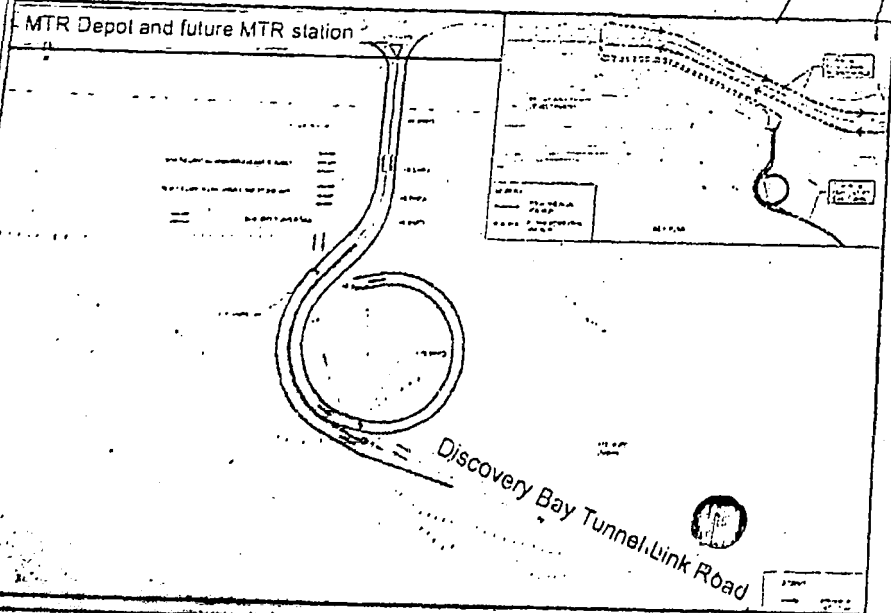
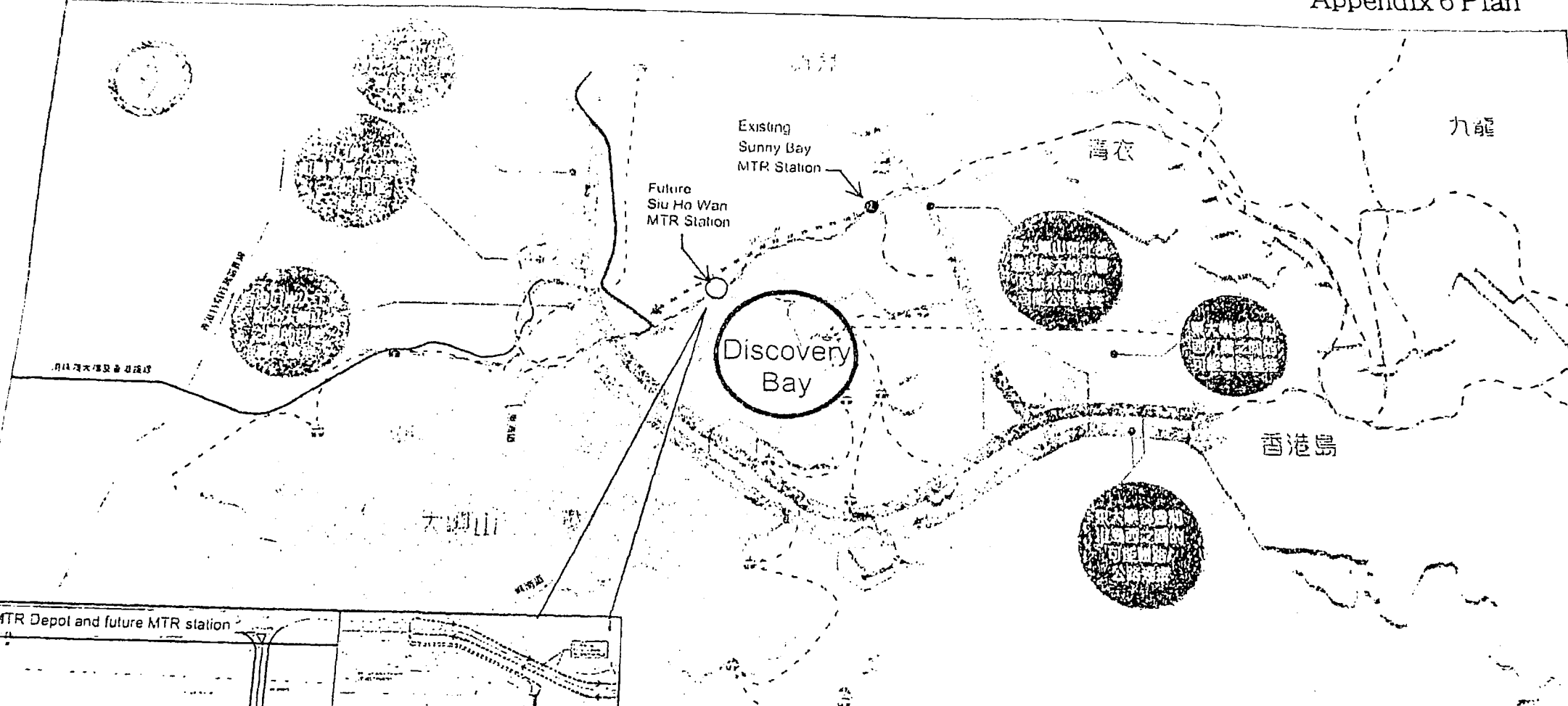


Cheung Tung Road Isolated from North Lantau Highway Limiting Future Development Potentials Along the Road

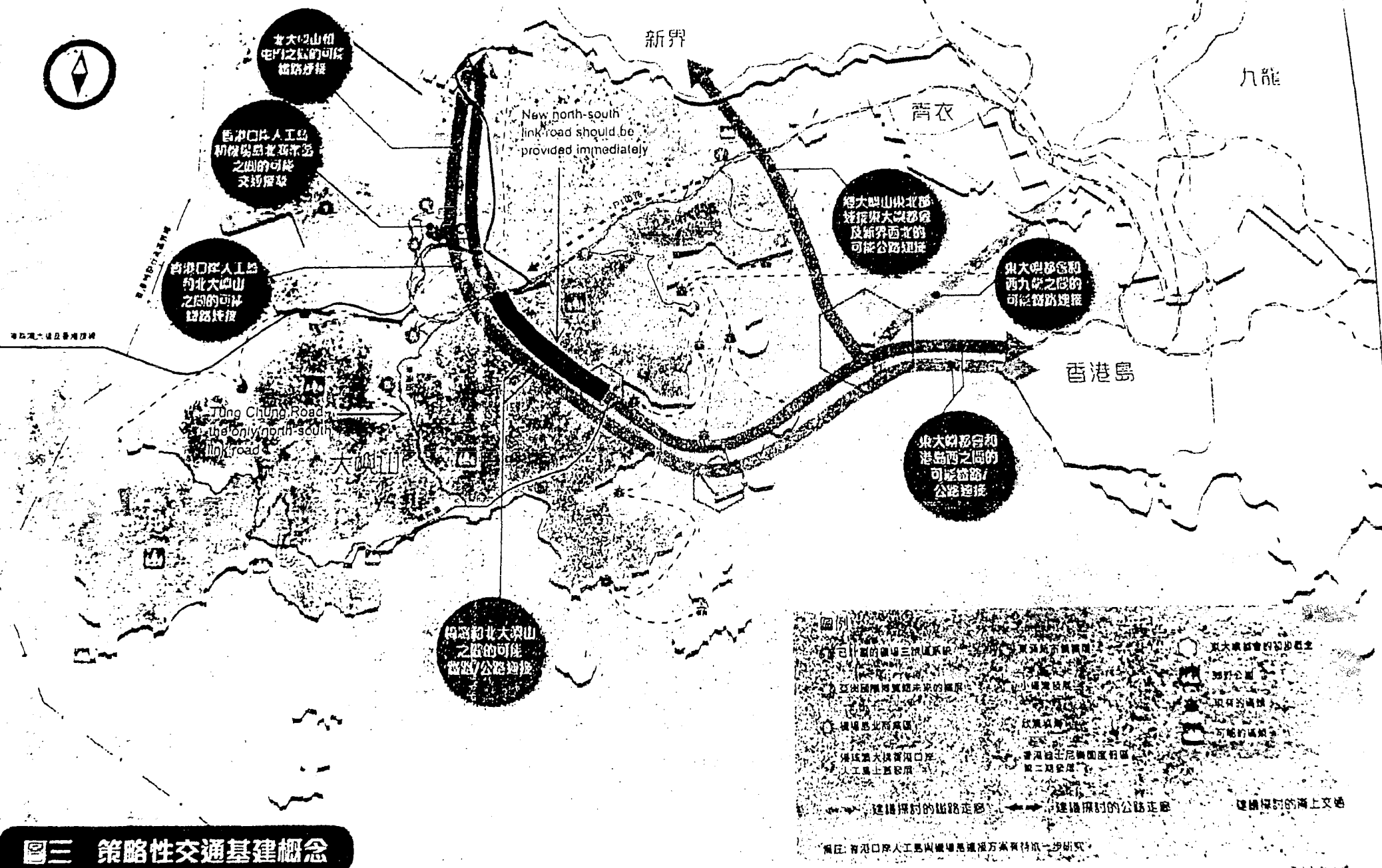


Connecting Cheung Tung Road, Tuen Mum Chek Lap Kok Link & North Lantau Highway at Tai Ho and Siu Ho Interchanges Designed by Highways Department

44-35

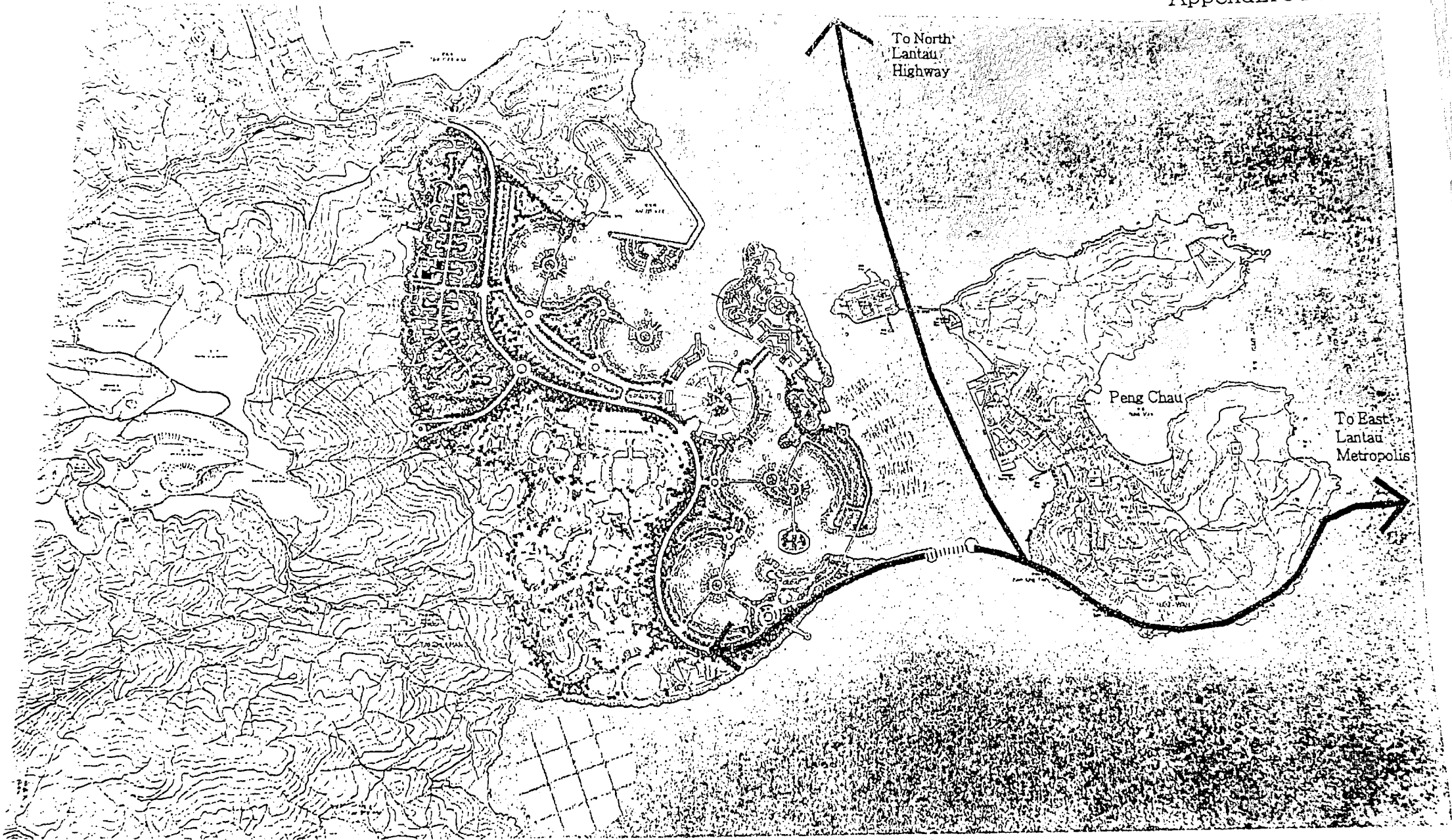


- 圖例
- 已計劃的機場三跑道系統
 - 亞洲國際博覽館未來的發展
 - 機場島北兩翼區
 - 沿珠澳大橋香港口岸
 - 人工島土庫發展
 - 建議探討的鐵路走廊
 - 港口岸人工島與機場島連接方案有待進一步研究
 - 東涌新市鎮擴展
 - 小塘灣發展
 - 欣澳填海
 - 香港迪士尼樂園發展區第二期發展
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 - 建議探討的海上交通
 - 新大嶼山發展區的初步概念
 - 郊野公園
 - 現有的碼頭
 - 可議的碼頭

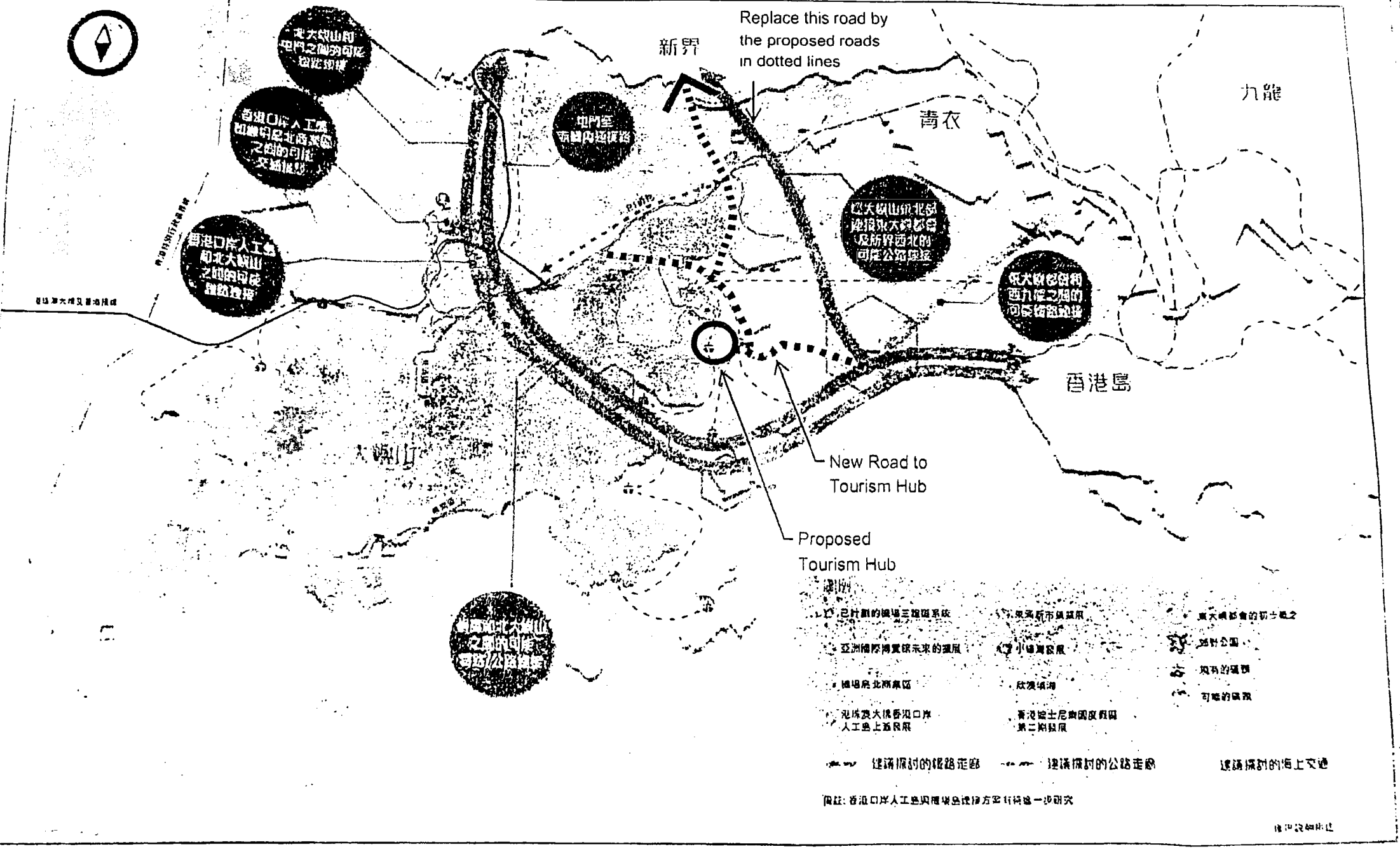


圖三 策略性交通基建概念

備註：香港口岸人工島與機場站連接方案有待進一步研究。



Tourism Hub Between Peng Chau and Lantau and



Proposed Roads From East Lantau Metropolis to Tourism Hub, Lantau and the New Territories

tpbpd

寄件者: charlie estcourt [REDACTED]
寄件日期: 14日07月2016年星期四 17:28
收件者: tpbpd@pland.gov.hk
主旨: Discovery bay development
附件: 16 07 11 To Town Planning Board on Area 6f Application.docx; 16 07 11 To Town Planning Board on 10b Application.docx; Doc 14 Jul 2016, 1020.pdf; Doc 14 Jul 2016, 1019.pdf

Y/ I-DB/2

Please find attached 2 letters opposing the development plans in discovery bay. I have added another two documents that have my signature to these letters on. Pls do the right thing. Charlie Ko

4436

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/I-DB/2

4436

Dear Sirs,

**Comments on Application No. Y/I-DB/2: Area 6f, Lot 385 RP & Ext (Part) in D.D. 352,
Discovery Bay**

HKR's consultant, Masterplan Limited, submitted HKR's reply to the public comments to the Secretariat of the Town Planning Board on 6th June, 2016. In the covering letter, it said:

We have also reviewed the public comments received during notification of the application. It is considered that many of the concerns raised are also addressed in the response to the departmental comments, and does not require separation response. However, we would like to specifically address few issues in Annex E in the enclosure.

The claim that many of the concerns raised in the public consultation are addressed in the departmental comments and does not require separation response (sic) is disrespectful of those who submitted their comments during the public consultation and disrespectful of the town planning process.

The owners and residents of DB made many highly detailed and well-documented comments on the original HKR submission. Most of these important comments have been ignored.

All substantive public comments should have received the same attention that was given to the comments from government departments. If Masterplan did not have sufficient time to answer the comments, it only indicates that the original submission was ill-prepared and unready for review under the Town Planning Ordinance.

Unless and until HKR and its consultant are able to provide detailed responses to the public comments for further review and comment, the applications for Area 6f and 10b should be withdrawn.

<u>Area 6f #15</u>	Queries the rationale provided for the development
<u>Area 6f #34</u>	Inadequate infrastructure to support increase in population
<u>Area 6f #204</u>	Safety and sustainability issues
<u>Area 6f #352</u>	Access issues. Concern over supply of potable water in drought conditions
<u>Area 6f #493</u>	Unresolved issues of encroachment on government land elsewhere on the lot
<u>Area 6f #1104</u>	Legal opinion on the status of the Passageway at Area 6f
<u>Area 6f #1109</u>	Detailed review of the TIA and the Passageway
<u>Area 6f #1458</u>	Comprehensive review of issues affecting Area 6f from a senior engineer
<u>Area 6f #1512</u>	Significant submission by the Parkvale VOC
<u>Area 6f No Number (after #1892)</u>	Comprehensive review of Area 6f submission, including detailed analysis of drought impact and road access
Multiple	Failure to consult with the co-owners of the lot
Multiple	Complete absence of information on the sewage treatment plant between Area 10b and La Costa
Multiple	The Outline Zoning Plan and the Master Plan are not aligned

- Multiple HKR is not the sole land owner, as the lot is held under a DMC.
- Multiple The population cap of 25,000 should be preserved.
- Multiple HKR should release the existing water, sewage and LPG agreements
- Multiple DBSML, not HKR, is the sole party authorised under the DMC to conclude agreements with the government and other suppliers of services to the lot
- Multiple The TIA has ignored the road safety issues arising from the interaction of increasing traffic and golf carts
- Multiple Vehicle parking has not been addressed
- Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: _____

Address: _____



- Multiple The Outline Zoning Plan and the Master Plan are not aligned
- Multiple IIR is not the sole land owner, as the lot is held under a DMC.
- Multiple The population cap of 25,000 should be preserved.
- Multiple IIR should release the existing water, sewage and LPG agreements
- Multiple DBSML, not IIR, is the sole party authorised under the DMC to conclude agreements with the government and other suppliers of services to the lot
- Multiple The TIA has ignored the road safety issues arising from the interaction of increasing traffic and golf carts
- Multiple Vehicle parking has not been addressed
- Multiple The bus depot should be zoned G/IC.

Name of Discovery Bay Owner/Resident: Charlie Ko

Address: 

tpbpd

寄件者: Andrew Burns
寄件日期: 14日07月2016年星期四 22:54
收件者: tpbpd@pland.gov.hk
主旨: Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay, Public Open Space
附件: Application Y-I-DB-2 Area 6f Public Open Space 14JL16.pdf

4437

To: Secretary, Town Planning Board

Date: 14 July, 2016

Dear Sirs,

Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay, Public Open Space

I take pleasure in submitting the attached comment to the Town Planning Board in respect of the subject Application.

Yours sincerely,
Andrew Burns

To: Secretary, Town Planning Board

4437

Date: 14 July, 2016

Dear Sirs,

Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay – Public Open Space

The Applicant, Hong Kong Resort Company Limited (HKR), proposes that members of the public shall have full access to the open spaces at Areas 6f and 10b. The Town Planning Board (TPB) should pay due attention to the relevant provisions under the Land Grant (Memorial No. IS6122 in the Land Registry) the Discovery Bay Deed of Mutual Covenant (DMC) and the Undertaking dated 18 September, 2012 (Memorial No. 12101701500012 in the Land Registry) when considering these proposals.

As described in Director of Audit Report #43 Chapter 6 from 2004, HKR has an obligation to provide public recreational facilities (PRF) at Discovery Bay, and to this end has provided the Beach, Plaza, Central Park, hiking trails and cycle paths.

Until 2012, HKR unjustly forced the owners and residents of Discovery Bay to pay for the upkeep of the PRF through their management fees. This injustice was finally righted in 2012, with the signing of an Undertaking between HKR and the SAR Government at the behest of Lands Department. This Undertaking, which is attached to this submission, mandates that HKR shall be solely responsible for the management and maintenance of the PRF throughout the term of the Land Grant.

HKR has no authority whatsoever under the Land Grant or the DMC to force the owners of residential units in Discovery Bay and their tenants to maintain any open space or facilities for the benefit of the general public. Furthermore, HKR has no authority whatsoever under the DMC to include terms that would impose such requirements in any Sub-DMC. The Common Areas defined in the DMC are for use by the owners and their agents – not for use by the general public.

In response to comments on this point during the first round of public consultation on the proposed developments at Area 6f and Area 10b, HKR gave vague and conflicting replies.

The revised "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/I-DB/2", submitted to the TPB on 13 June, 2016, still maintains that there is no public open space within the development, yet the application clearly states at Page 3 of Appendix E of the Area 6f resubmission that the open space will be open to all visitors to Discovery Bay.

If approval is given for creation of public open space at Areas 6f and 10b, the TPB must ensure that the public open space is properly recorded in the Broad Development Parameters. Further, the TPB must ensure that the principles established by the Undertaking are upheld.

Specifically, the TPB is requested to stipulate that any area that will be open to the public be classified as PRF, and that all the terms and conditions contained in the Undertaking be applied, if it approves the applications for redevelopment of Areas 6f and 10b.

Yours sincerely,
Andrew Burns
Discovery Bay Owner and Resident

MEMORIAL of an instrument to be registered in the Land Registry
under the Land Registration Ordinance
依據土地註冊條例在土地註冊處註冊的文書之註冊摘要

註冊摘要編號
Memorial No.
12101701500012

摺據日期
(日/月/年)
Received On
(DD/MM/YY)
17/10/2012



Solicitors Code of lodging firm 文書代辦行的註冊代號 00030701	Registration fee 註冊費用	Please tick the appropriate box 請選擇合適的方格					Other (please specify) 其他 (請註明)
		<input checked="" type="checkbox"/> \$210	<input type="checkbox"/> \$230	<input type="checkbox"/> \$450	<input type="checkbox"/> \$1000	<input type="checkbox"/> \$2000	
Nature and object of the instrument 文書的性質及目的 UNDERTAKING (in duplicate) (2)							

Property Reference Number (if any) 物業參考編號 (如有的話)
CS717172

4437

Address (if applicable; including the address in the Chinese language, if known) 地址 (如適用, 包括所知道的中文地址)
Discovery Bay North, Area N1d,
Lantau Island,
New Territories.

Official address not yet known

Undivided Shares (if any) 所佔的不分割份數 (如有的話)
-

Lot Number(s) 地段編號
The Remaining Portion of Lot No.385 in Demarcation District No.352 and the Extensions Thereto

Date of instrument
文書日期
18 / 9 / 2012
Day 月 Year 年

Consideration 代價
N/A

Names of parties (including the names in the Chinese language, if known)
各方的姓名或名稱 (包括所知道的中文姓名或名稱)

HONG KONG RESORT COMPANY LIMITED

THE GOVERNMENT OF THE HONG KONG
SPECIAL ADMINISTRATIVE REGION
and
THE DIRECTOR OF LANDS

In case of change of ownership, please specify Identification Numbers of parties (Identity Card No./ Travel Document No./Company No./etc.) 如涉及業權轉變, 請註明各方的身分識別號碼 (身分證號碼、旅行證件號碼、公司編號等)

Status of parties (Assignor/ Assignee/ etc.)
各方的身分 (出讓人、受讓人等)

Addressor

Addressee

Respective shares in, and capacities in relation to, the premises 各方在處所的各別份數和身分

N/A

Memorial number (including district code identifier, if applicable) of transaction satisfied 被償付的文書之註冊摘要編號 (包括地區代碼, 如適用)
N/A

Stamp Office Instrument Reference No.
印花稅署文書編號
N/A

Stamp Duty 印花稅
\$ N/A

On this 17th day of October 2012 I (name) KUNG YING CHANG
於 20 年 月 日, 本人 (姓名)
of (name of solicitors firm) KAO, LEE & YIP Hong Kong, Solicitor
為 (律師行名稱) 高李葉律師行 的香港律師

hereby certify that the foregoing Memorial contains a just and true account of the several particulars therein set forth as required by the Land Registration Regulations.
在此核實上述註冊摘要, 是錄載其內所列各項詳細的確當真實敘述, 以符合《土地註冊規例》的規定。



2013 3/10/8 e

Hong Kong 香港

Undertaking

To : The Government of the Hong Kong Special Administrative Region ("the Government")
and
The Director of Lands ("the Director")

Re : The Remaining Portion of Lot No.385 in Demarcation District No.352 and the Extensions thereto ("the Lot"), Amalfi, Area N1d, Phase 14, Discovery Bay, Lantau Island, Hong Kong ("the Development")

IN CONSIDERATION of the Director of Lands agreeing to issue the consent under Special Condition No.8 of New Grant No.6122 as extended by three Extension Letters dated 1st August 1979, 19th August 1980 and 16th July 1981 and registered in the Land Registry as New Grant Nos. 6620, 6788 and 6947 respectively and as varied and/or modified by a letter issued by the Director dated 28th February 2000 and registered in the Land Registry by Memorial No.IS280736 (as further varied or modified by the letter dated 9th November 2005 and registered in the Land Registry by Memorial No.05112500140012 and the letter dated 31st August 2006 and registered in the Land Registry by Memorial No. 06090400770015 ("the Grant") under which the Lot is held from the Government to us, HONG KONG RESORT COMPANY LIMITED, to enter into Assignments of undivided shares of and in the Lot, together with the right to the exclusive use and occupation of units in the Development erected or to be erected on the Lot ("the Assignments"), prior to full compliance with the terms and conditions of the Grant, WE, HONG KONG RESORT COMPANY LIMITED, whose registered office is situate at 23rd Floor, China Merchants Tower, Shun Tak Centre, No.168 Connaught Road Central, Hong Kong HEREBY UNDERTAKE COVENANT AND CONFIRM as follows :

- (1) With effect from the date of termination of the licences mentioned in paragraph (2) hereof, the management costs and maintenance costs of the existing public recreational facilities in the Lot as laid down in the table title "Summary of Existing Public Recreation Facilities in Discovery Bay" in the proposed Master Plan 6.0E7h(a), namely, Multi-purpose Hall, Recreation Deck, Seafront Plaza, South Promenade, North Promenade, Piazza, Central Park Toilet, Central Park, Bicycle Lanes, Hiking Trails and the Beach (collectively "the Existing Public



Recreational Facilities") shall be solely borne by us (excluding our assigns) for the residue of the lease term of the Lot.



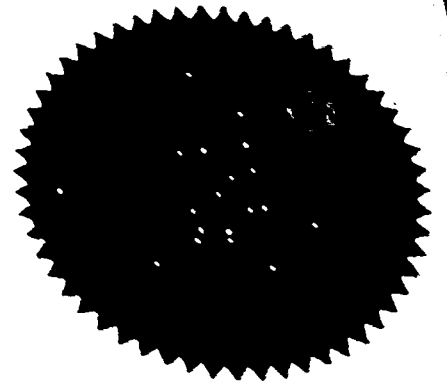
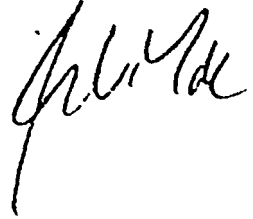
- (2) Should any of the Existing Public Recreational Facilities have been previously licensed to the Manager (as defined in the Deed of Mutual Covenant dated 30th September 1982 registered in the Land Registry by Memorial No. IS112018 ("the DMC")) ("the Manager") pursuant to sub-clause 8(i) of Section 1 of the DMC, one month's written notice(s) of termination will be served by us on the Manager on the date of this Undertaking to terminate all such licences of the Existing Public Recreational Facilities pursuant to sub-clause 8(i) of Section 1 of the DMC.
- (3) Upon the termination of the licences of the Existing Public Recreational Facilities, we shall open the Existing Public Recreational Facilities for use by the public for the residue of the lease term of the Lot and we shall open the Existing Public Recreational Facilities (excluding the Multi-purpose Hall) for use by the public free of admission fees or charges.
- (4) We shall indemnify and keep indemnified the Government and the Director from and against all liabilities, actions, claims, cost, damage and demands of whatsoever nature arising out of or in connection with our failure to perform our obligations under paragraphs (1), (2) and (3) above.
- (5) This Undertaking and all our obligations hereunder shall be valid and remain in full force and effect and shall be binding on us notwithstanding that any of the undivided shares of and in the Lot may have been assigned or otherwise disposed of.
- (6) This Undertaking shall be registered by Memorial in the Land Registry within thirty days from the date hereof.

IN WITNESS whereof we, Hong Kong Resort Company Limited have caused our
Common Seal to be hereunto affixed this 18th day of September 2012.

SEALED with the Common Seal of Hong
Kong Resort Company Limited and SIGNED
by Chan Chi Ming, its Director and
Mak Sau Ching, its Company Secretary

whose signature(s) is/are
verified by :-

)
)
)
)
)



ERIC JOHN DAVISON
Solicitor
Hong Kong SAR

4437

I, Li Wing Yin Amy, hereby confirm that the above Undertaking has been duly executed in accordance with the Memorandum and Articles and Association of Hong Kong Resort Company Limited and duly authorized by a properly convened meeting and resolution of Hong Kong Resort Company Limited.



LI WING YIN AMY
Solicitor
Hong Kong SAR



註冊摘要編號 Memorial No.:

12101701500012

本文曾於2012年10月17日在土地註冊處
以上述註冊摘要編號註冊。

This instrument was registered in the
Land Registry by the above Memorial
No. on 17 October 2012.

Nipon Chan

土地註冊處處長
Land Registrar

Kais Loet yf
EJ01512991 LFK

tpbpd

寄件者: Andrew Burns
寄件日期: 15日07月2016年星期五 7:14
收件者: tpbpd@pland.gov.hk
主旨: Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay, Sewage Treatment
附件: Application Y-I-DB-2 Area 6f Sewage Treatment 15JL16.pdf

4438

To: Secretary, Town Planning Board

Date: 15 July, 2016

Dear Sirs,

Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay, Sewage Treatment

I take pleasure in submitting the attached comment to the Town Planning Board in respect of the subject Application.

Yours sincerely,
Andrew Burns

To: Secretary, Town Planning Board

Date: 15 July, 2016

Dear Sirs,

Re: Application No. Y/I-DB/2. Area 6f, Discovery Bay – Sewage Treatment

In its initial submission to the Town Planning Board, the Applicant, Hong Kong Resort Company Limited (HKR), gave three options for treatment of sewage produced by the new developments at Area 6f and 10b. In unusually blunt language, the Environmental Protection Department (EPD) took HKR to task for suggesting in these options that sewage from the 6f and 10b developments could be treated at the Siu Ho Wan Sewage Treatment Works (SHWSTW). Here is EPD's comment:

The Discovery Bay further development shall provide its own sewage treatment facilities to meet the WPCO standards before discharge into the receiving waters. In this connection, the Applicant should delete all the incorrect and misleading statements, e.g. "SHWSTW requires upgrade works to cater for the existing and concurrent developments, irrespective of the proposed developments. The upgrade works could cater for the sewerage increase as a result of the proposal, which accounts around 0.8% of the treatment flow" and other similar text in the submission as they are factually incorrect.

In its letter circulated to all DB residents on 23 April, 2016, titled "Further Elaborations on DB Latest Development Plans", HKR was still making the misleading claim that sewage could be treated at the SHWSTW. The idea that it could not was a "misconception" (see attached).

Worse, in its latest submission to the TPB HKR has merely acknowledged that the untreated sewage cannot be routed to the SHWSTW. It has not provided a proper update for its alternative proposals. In the initial application, HKR had assumed that EPD would allow treated sewage under Options 2 and 3 to be sent to the SHWSTW for disposal. Note above that EPD has clearly stated that HKR is responsible for treating sewage to WPCO standards for discharge into the receiving waters.

These alternative solutions are described at Paragraph 5.6.2 and Paragraph 5.6.3 of the Planning Statement dated January 2016:

- 6f sewage treated on-site; 10b sewage treated in a new sewage treatment works facing La Costa before pumping to SHWSTW.
- 6f sewage connected to the existing DB sewage system at the pumping station between Beach Village and the tennis courts; sewage volume equivalent to 6f and 10b treated in a new sewage treatment works facing La Costa. Treated effluent sent to SHWSTW.

Now that discharge to the SHWSTW is not an option, HKR states (response to Paragraph M on Page 5 in Response to Department Comments):

The applicant will undertake the design, construction and implementation of an on-site sewage treatment plant (STP) adequate for proper treatment of the sewage arising to meeting the permissible effluent standards for discharging into the receiving waters. ... Other detailed design parameter such as the treatment level, treatment technology, discharge location, effluent standards will be properly addressed at detail design stage subsequent to the approval of this rezoning application.

In other words, there is no detail on how the sewage will be treated, or where it will be discharged into the waters around DB. The locations of the sewage treatment plants and marine outfall shown in the updated Environmental Impact Assessment (Figure 6.1) are "indicative only".

EPD's comments make it clear that the sewerage systems for 6f and 10b must be kept separate from the existing sewage infrastructure in DB, so that there is no possibility of discharge of sewage from the new developments to SHWSTW.

Further, while HKR states that the sewage treatment plant(s) will be maintained at the cost of the owners of the 6f and 10b developments (see DSD's comments, SIA (d)), it ignores maintenance responsibility for the connecting pipeline systems and the marine outfall.

Provision of sewerage infrastructure is a basic requirement. As a condition of granting approval for the proposed developments at Area 6f and 10b the TPB must first require HKR to produce a detailed proposal for public comment, showing that its sewage treatment options are viable. Furthermore, the TPB should stipulate that all costs associated with operation and maintaining the new sewerage infrastructure must be borne by the owners of the undivided shares in the Area 6f and 10b developments or the Applicant, and not by other residential owners.

The TPB should also ensure that HKR produces a long-range plan for treatment of sewage from all other future development on the lot, to ensure that the proposals and properly coordinated, safe and in line with all required environmental legislation.

Specifically, HKR should be required to produce for public comment the agreement with the government covering the treatment and disposal of sewage from the existing development at Discovery Bay, as well as the sewage treatment proposals for the development planned under Master Plan 7.0E, now under review by the District Lands Office, Islands.

Yours sincerely,
Andrew Burns
Owner and Resident, Discovery Bay



4438

23 April 2016

Dear Owners and Residents,

Further Elaborations on DB Latest Development Plans

Further to our recent updates of the DB development plans, there have been proactive discussions on social media and within the community. We appreciate the interests and concern of owners and residents and we would like to further explain the following topics with the enclosed summary:

- 1) The planned population of DB;
- 2) Hong Kong Resort Company Limited's rights and commitments to develop DB;
- 3) DB's Master Plan vs. Outline Zoning Plan; and
- 4) Water and sewage treatment services provision etc.

The summary would clarify some of the discussions and help you better understand the background and justification relating to the concerned topics.

If you have any enquiries or suggestions, please email us at info@hongkongresort.com.



Hong Kong Resort Company Limited

香港興業有限公司
Hong Kong Resort Company Limited

香港大嶼山愉景灣廣場徑二號愉景灣商務中心
Discovery Bay Office Centre, No. 2, Plaza Lane
Discovery Bay, Lantau Island, Hong Kong
電話 Tel: (852) 2238 3388 傳真 Fax: (852) 2987 2880

Summary of Further Elaborations on Discovery Bay Latest Development Plans

Facts	Misconceptions
Overall Development / Other Issues	
<p>1) <u>Water and sewage services agreements</u></p> <ul style="list-style-type: none"> ■ The said "Short Term Tenancy Agreements" were sent to City Owners' Committee ("COC") for information a couple of years ago. ■ CM always consults COC whenever the Government revises the Short Term Tenancy fees. <p>2) <u>Options for future sewage treatment</u></p> <ul style="list-style-type: none"> ■ It is believed that the Government will have to upgrade the Siu Ho Wan sewage treatment plant capacity or to build a new sewage treatment plant in order to cater for new developments in North Lantau. ■ If the time schedule of these upgrading works cannot match with that of Areas 6f and 10b developments, an on-site sewage treatment plant has been proposed in the technical study report as an alternative option. <p>3) <u>Arrangement of fresh water supplies</u></p> <ul style="list-style-type: none"> ■ The reservoir capacity indicated in the 1995 HKR's letter to COC was for reference at that point in time when the reservoir was the only means of potable water supply to DB. 	<p><i>"The existing water & sewage services agreement between the Government and Hong Kong Resort Company Limited ("HKR") are confidential to both parties and were never made known for other parties."</i></p> <p><i>"Environmental Protection Department commented in May 2015 that the current capacity of the Siu Ho Wan Sewage Treatment Works ("SHWSTW") has been allocated for other existing and planned future developments, so SHWSTW has no spare capacity to cater for the additional sewage from the potential developments in Discovery Bay ("DB")."</i></p> <p><i>"As DB is required to be self-sufficient in water and sewage services under the Land Grant, and HKR has stated in a letter to the DB COC on 10 July 1995 that the reservoir was built for a maximum population of 25,000."</i></p>

Facts

- Potable water has been provided from Government mains since the opening of the Discovery Bay Tunnel in 2000. Thereafter, maximum population of DB is controlled by water filtration capacity of the Government water filtration plant at Siu Ho Wan, rather than the size of the DB reservoir.
- It is believed that the Government will have to upgrade the said filtration plant capacity or build new filtration plant in order to cater for new developments in North Lantau.
- If the time schedule of these upgrading works cannot match with that of Areas 6f and 10b developments, the existing DB filtration plant can be re-opened to filter and supply potable water to Areas 6f & 10b in a separate supply network.

4) Alternatives for future water treatment

- Re-opening the existing water treatment facilities is just one of the options. It is also noted that the Siu Ho Wan Water Treatment Facilities would have to be upgraded in the future in order to cater for the Government's proposed developments in North Lantau regardless whether the proposed developments in Areas 6f and 10b are approved or not.
- Initial costs of building a new filtration plant, if any, will be borne by HKR.
- This plant will only supply potable water to the new developments in Areas 6f and 10b and its maintenance costs will be borne by the undivided shareholders of these new developments. Existing developments under current OZP will continue to have potable water supplied from the Government mains.

Misconceptions

"The water treatment facilities have not been in use for over a decade and would need to be substantially overhauled while massive pumping stations would need to be in place in order to get the reservoir to supply drinking water. All these costs need to be borne by HKR and not DB residents."

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April 2016

Facts

5) Unfair Government charges

- As with all DB residents, HKR also considers it unfair that the Government charges DB for the lease of Government land to run pipelines outside DB to connect to Siu Ho Wan and also for the maintenance of the pipelines and pumping systems. While at the same time cancelled the 15% rates discount that DB owners used to enjoy. In fact, HKR joined COC to voice out this concern of unfair treatment to the Legislative Council in April 2011. At the same time, HKR has also employed land consultants to try to prove such practices by the Government had violated their usual policies. So far, the study results are not favourable, but the study is still ongoing.
- We urge all residents and our representative in District Council to join in our fight on this issue.

6) HKR is the appropriate party to negotiate with the Government

- The Deed of Mutual Covenant ("DMC") allows the Registered Owner, i.e. Hong Kong Resort Company Limited, to continue developing DB by modifying the Master Plan under the Lease without the need to obtain consent from the other undivided shareholders.
- However, in the present political environment, any support from other stakeholders would be very helpful.

7) Master Plan & Outline Zoning Plan ("OZP") alignment

- Master Plan (MP6.0E1) was approved before the first draft OZP was gazetted. Thereafter, revisions to the Master Plan are in alignment with the OZP.

Misconceptions

"Although the Government agreed to provide water and sewage services to DB when the tunnel was built, DB owners have to bear the relevant costs."

"Under DMC, CM is supposed to represent owners of DB in all matters and dealings with Government or any utility in any way concerning the management of DB, but HKR negotiates direct with Government and utilities."

"The current Master Plan (6.0E1) and the current OZP are not aligned."



Facts

Misconceptions

8) Some Government lands are being maintained by HKR at HKR's costs

"HKR has encroached beyond the boundary of the Lot, including areas surrounding Discovery College and Community Centre etc."

9) Inclined lifts

- The inclined lift system is partly in Area N2 and partly in N1 North. The inclined lift is designated as City Common Facility under Amalfi sub-DMC for all DB residents' use.

"Inclined lifts in DBN is within N2 (HKR area) therefore they should be maintained at HKR's costs."

10) There are locations in DB designated for vehicle parking

- Under the DMC, CM is empowered to designate any part of City Common Areas or Passageways for the parking of vehicles.

"No provisions have been made for vehicle parking in DB and vehicles are currently parked illegally at different locations."

11) New golf cart parking lot

- The new golf cart parking lot at the lawn area adjacent to DBRC will be provided as an ancillary facility to the Club, which is allowed under the OZP. Currently, golf cart parking spaces are provided at all commercial, residential zones and clubs as ancillary facilities including Club Siena, DBMC and DBGC, except DBRC.
- However, after considering the concerns of DBRC members, the size of the parking lot has been reduced and a portion of the lawn area will be retained.

"No golf cart parking lot will be allowed to be built in the area of DBRC."

Facts	Misconceptions
<p>Area 10b</p> <p>12) <u>HKR is the sole owner of Areas 6f and 10b</u></p> <p>13) <u>The proposed reclamation in Area 10b has been approved under the Foreshore and Seabed Ordinance</u></p> <p>14) <u>Rationalisation of existing utilities</u></p> <ul style="list-style-type: none"> ■ General planning Intention for Area 10b is to rationalise the existing utilities and to upgrade the overall environment of the subject area. ■ Regardless of its relocation, petrol filling station and vehicular pier will stay in Area 10b. 	<p>"HKR is not the sole owner of the Lot."</p> <p>"HKR has no right to reclaim the seabed area at Nim Shue Wan."</p> <p>"Existing dangerous goods store and vehicular pier are removed."</p>
<p>Area 6f</p> <p>15) <u>As per the Sub-DMC of Parkvale Village ("PV"), the surrounding roads are NOT Village Common Areas</u></p> <ul style="list-style-type: none"> ■ Parkvale owners are paying for the maintenance costs for their usage of these roads. 	<p>"The surrounding roads of Parkvale Village belong to PV residents (roads and passageways within a village are Village Common Area) and PV owners have been paying for the upkeep of these roads, so any usage of these roads (including during construction) must obtain consent of PV VOC."</p>

tpbpd

寄件者: Nigel Reid
寄件日期: 141107132016年 星期四 5:16
收件者: tpbpd@pland.gov.hk
主题: For Application Y1-DB/2
附件: DB Submission.pdf; DB Submission July 2016.pdf

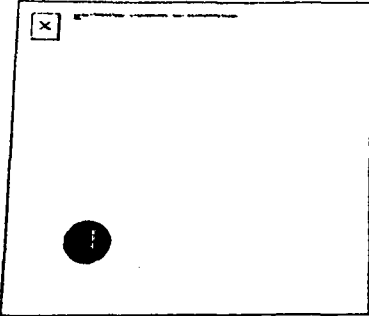
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Please see my original and second submissions attached below.

Nigel JH Reid

PREVIOUSLY SUBMITTED VIDEOS AND PHOTOS EXTRACTS

Video A Wednesday, Mar 23

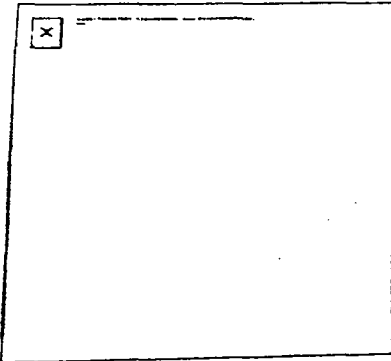


Wednesday, Mar 23

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View on www.dropbox.com

Preview by Yahoo

Video B Wednesday, Mar 23

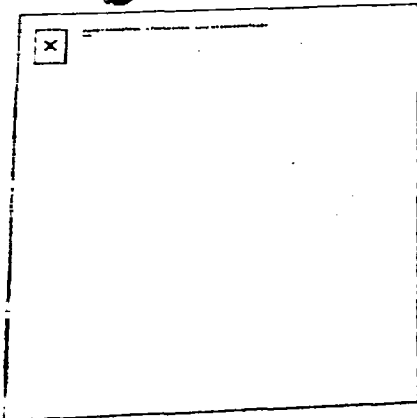


Wednesday, Mar 23

Shared with Dropbox
View on www.dropbox.com

Preview by Yahoo

Video Saturday, Mar 26

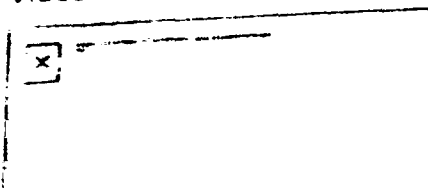


Saturday, Mar 26

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Preview by Yahoo

Video K or L? VIDEO0136.mp4

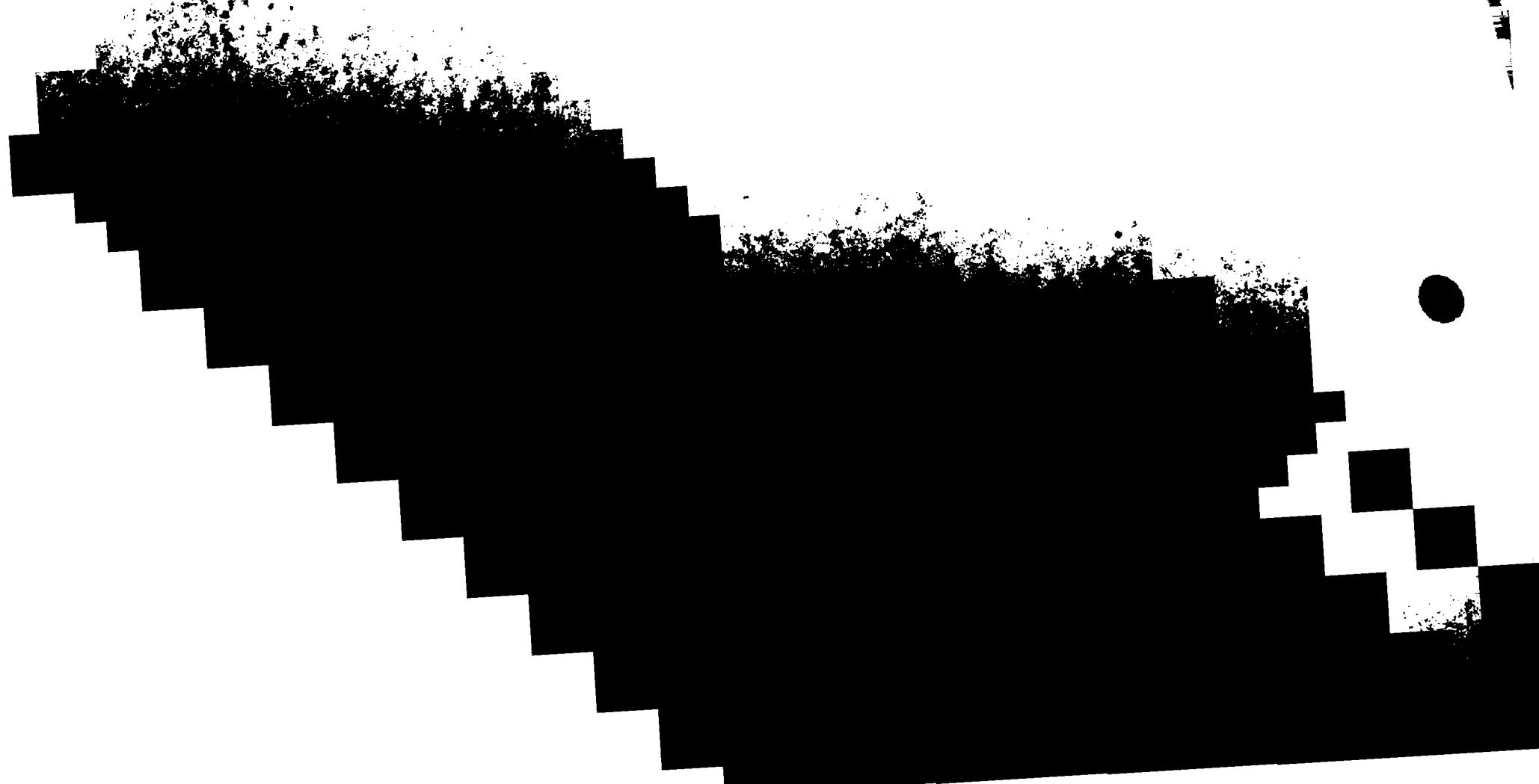


VIDEO0136.mp4

Shared with Dropbox
View on bit.ly

Preview by Yahoo

Traffic violations too many - but you've seen them all in real life.



Tel: [REDACTED]
Email: [REDACTED]

April 6th 2016

Town Planning Board
15/F North Point Government Offices
333 Java Road
North Point
Hong Kong



Dear Sir/Madam,

Re: Application Y/1-DB/2 Section 12A Application to amend Discovery Bay ("DB") Outline Zoning Plan Proposed Rezoning of Area 6f of Lot 385 RP & Ext in D.D. 352, Discovery Bay from "Other Specified Uses – Staff Quarters (5)" to Residential (Group C) 1 ("Application")

This Application should be rejected.

- It purports support from an out of date Chief Executive's Policy Address, and is not so supported. (Section 1 attached)
- It and the supporting assessments are based on inaccurate DB population data. (Section 2 attached)
- There are major environmental issues that have been glossed over. (Section 3 attached)
- Its significant visual impact on the immediate and other DB communities is damaging. (Section 3 attached)
- It contains no traffic impact assessment on the immediate neighbourhood (Section 4 attached)

Please find a more detailed explanation supporting these assertions in the following pages and attached DVD.

Nigel JH Reid – Owner

Comments and objections raised on this Application are presented under the following headings:

1. No Chief Executive support, as claimed
2. Inaccurate population data
3. Environmental and Visual issues glossed over
4. Inadequate Traffic Impact Assessment ("TIA")

1.0 No Chief Executive support, as claimed

The submitted Executive Summary – Based on outdated and as yet, undefined Government Policy Assertions

Section S3 of the Application's executive summary, partially reproduced in blue italics below, would purport to buttress a basis for its approval. However, it (a) contains inaccuracies; and (b) has been overtaken by more recent pronouncements which still do not support the Application.:

"This Concept Plan is considered responsive to the Chief Executive's Policy Address 2015 advocating for additional housing supply, and development at Lantau Island where Discovery Bay is located."

Even if this assertion were true, it is insufficient to justify the Application's approval at such an early stage after the Chief Executive's (CE) broad 2015 policy statement ("CEP2015"). Indeed, the more detailed quotations from CEP2015 reproduced in Section 3.1 of the main Application submission are now overtaken and outdated by subsequent clarification by the CE in his 2016 Policy Address (CEP2016").

It would be highly inappropriate to consider and approve this Application without reference to CEP2016. Further clarification of possible Government policy and its approach to delivering on such is more clearly set out in CEP2016 partially reproduced in Box A below. A few comments have been added in green highlight.

It should be well noted that CEP2016 makes no specific mention of either Discovery Bay, or private developments in Lantau. Indeed, its specific emphasis and detail is on everywhere in Lantau but Discovery Bay.

Chief Executive's 2016 Policy Address Extracts – Lantau

114. The Lantau Development Advisory Committee has submitted a report to me, proposing the development of an economic and housing corridor at Northshore Lantau. [Not Discovery Bay, which is not a Northshore development], The population will be concentrated in Tung Chung and Siu Ho Wan. Development for commercial, tourism and recreational purposes will be located at the airport, the boundary crossing facilities island of Hong Kong-Zhuhai-Macao Bridge, Tung Chung East and the Sunny Bay reclamation area. [Again no mention of Discovery Bay]

Northeast Lantau will be for leisure and entertainment uses. Another proposal is to examine the possibility of further developing the East Lantau Metropolis by constructing an artificial island near Kau Yi Chau. In the long run, the Metropolis will become the third core business district and a community with a population of 400 000 to 700 000. It will link Hong Kong Island, Lantau and the New Territories West. Priority will be given to building transport infrastructure and a low-carbon smart city in developing the above.

115. Most places in Lantau are rich in natural and cultural resources, but lack facilities. Both the Lantau Development and Development Advisory Committee and the Government consider that apart from stepping up conservation efforts, short and medium-term improvement measures should be put in place to facilitate public enjoyment of Lantau, especially central and south Lantau. ~~Again not Discovery Bay~~

116. The Government will conduct public consultation in the first half of this year before promulgating a blueprint for Lantau development, which will set out the indicative implementation timetable for related projects. The Government will set up a dedicated Lantau Development Office as soon as possible to undertake these tasks.

Put simply, at this point in time the, TPB should **NOT** be approving this Application in isolation on the basis of the preliminary CEP2015 ambiguous statements. To do so would be to rely on a premature interpretation and development thereof. The further clarification in CEP2106 address makes this clear. Rather, approval should only be given within the context of the overall findings, conclusions and recommendations of the Lantau Development Office which have yet to be determined.

Accordingly, approval based on any alleged CE Policy Address support, should be declined at this stage, but with an invitation to resubmit, once the HK Government's intentions have been clarified by the LDO and the Government, and an appropriate roadmap has been clearly defined. To do otherwise would be "jumping the gun" and to anticipate an outcome from a consultation exercise that has yet to begin.

=====

2.0 Inaccurate population data

Maximum population Outline Zoning Plan and existing Government Strategy

It should further be noted that until the LDO recommendations the CE calls for, have been finalized and approved, the Planning Department's published 2001 strategy remains in force. It this confirms that the population of Discovery should remain "capped" at 25,000. See extracts following – Box B:

Box - B

South West New Territories Development Strategy Review – Recommended Development Strategy 2001 - Extracts

Issued by the Planning Department Hong Kong Government ("Government Strategy Report")

2.5.3 Other Parts of Lantau

2.5.3.1 *Further development in Lantau, though constrained by the capacity of external links, should be considered in selected local centres as a means to satisfy development needs and pressures with due regard given to the environmental and infrastructure capacities. The recommended population levels for the respective areas are as follows:*

...(b) Discovery Bay - The planning intention for Discovery Bay is to provide a resort-type development featuring a wide range of recreational facilities in the area. The sub-urban character of the area, its car-free environment, its tranquility and relatively low-density are the major attributes that sustain the attractiveness of Discovery Bay. It provides a choice for people who prefer to live in a different type of environment not available in the urban area. Based on the approved Discovery Bay Master Plan, the population in the Discovery Bay development will increase from the current about 15,000 to about 25,000. Ferry services which have been the main mode of external transport for Discovery Bay would be expanded to commensurate with the increase in population. 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 planned population of 25,000, based on the existing and planned infrastructural provision including the limited traffic capacity and the planning intention to maintain the sub-urban community character of Discovery Bay, is adopted in the Strategy.

4.4.4 Development Proposals

a) Residential Development

4.4.4.1 *The overall level of residential development is proposed within the capacity of existing and planned infrastructure system. About 1,174 ha of land have been designated for a total population of about 476,700 by 2016 under the SWNT DSR (Appendix 6). Table 2.cont.' shows the proposed population levels of respective areas of the sub-region. [Discovery Bay is noted as going from an existing population of 15,000 to 25,000 by 2016]*

Which recommendation is endorsed by the current approved Outline Zoning Plan (OZP) that limits the population to 25,000 abiding in 10,000 residential units (Appendix 2.1.1.2.)

It is believed that the existing population possibly exceeds this limit and, that in any event, the Application's approval will see this number well exceeded when the facilities and infrastructure cannot support such.

In estimating the current DB population, the following errors are noted in the Application;

- A. The actual existing number of housing units is 8,326 not "around" 8,300 (per 1.1.1). The difference of 326 units is significant – see 3.2 E below. This error is conceded in para 4.3.1 of the Assessment which acknowledges 8,326 housing units as being the correct number.
- B. The number of residents in the Application and supporting documents is misstated at 15,000. The Government Strategy Report in 2001 states that to be the then population. The population has grown significantly since 2001 with the completion and release of many new developments.

According to Hong Kong Resorts' ("HKR") very own website, even today, HKR states the existing population to be "about 18,000 people". (Although it is believed it started to make this claim as early as 2011) <http://bit.ly/1SiU53x>

Discovery Bay is HKRI's flagship property in Hong Kong and was the first development project undertaken by the Group.

Located on Lantau Island, Discovery Bay covers a land area of 640 hectares and is a fully integrated resort style residential project comprising garden houses, low, mid and high rise residential developments, a 27 hole golf course, a 202 tennis courts, two premium clubhouses, the first private marina built in Hong Kong, two international schools, four primary schools and five English-language kindergartens/nursery schools, two shopping malls and the largest oceanfront alfresco dining area in Hong Kong. About 18,000 people (over 50% of them are non-Chinese) reside in the multi-cultural community of Discovery Bay.

All aspects of the project including infrastructure, city planning and transportation connecting Discovery Bay with central Hong Kong were developed by HKRI from scratch. At present, 24-hour ferries and buses, plus a privately built tunnel, provide Discovery Bay residents with convenient transportation services. By May 2014, 18,000 places of residential development were completed and HKRI continues to develop the Discovery Bay land bank into residential and commercial uses.

Since its development in the 1970s, Discovery Bay has been one of the largest resort style residential developments in the region and is widely acknowledged as a pioneering model for sustainable integrated residential development in Asia.

That said, however, even the 18,000 population HKR website currently states would probably be an understatement of current reality.

Throughout the Application HKR uses a ratio of 2.5 permanent residents per housing unit. Paragraph 1.1.1 of the Assessment yields a ratio of 1.8 persons/unit which makes no sense at all and therefore makes the Application flawed.

To restate the 8,326 units @ 2.5 persons/unit consistently, as per the rest of the Application, translates into a more realistic estimated starting point for the current population of some 20,815 residents.

It should be noted, however, that the 8,326 units does **NOT** include any allowance for the many additional DB residents who currently live on board boats moored at the Discovery Bay Marina ("Boat People"). The Boat People comprise the complete spectrum of individuals, couples and families. Although no census has been taken of such, it is quite probable that between 400 – 600 people enjoy such a lifestyle on the many live aboard boats.

- C. There are a further 6 luxury villas and 185 units (total 191 units) currently under physical development which have not been mentioned in the population calculations. These will shortly add to the number of DB residents
- D. There are at any given time a number of temporary DB residents living in the hotel in DB North. This is a 325 room hotel (see HKRI 2014/15 annual report). Potentially that's up to another 650 residents, assuming double occupancy, plus the related 24/7 staff to serve such.
- E. In determining a more reliable estimate of the current situation, is appropriate to have regard to relevant external reliable population estimation resources – such as the HK Government 2011 census which reported a population of 12,362 living in the then 4,487 surveyed units. This suggests an average of 2.755 persons/unit as being more appropriate than the 2.5 number used throughout the Assessment. And it seems all the more reliable an estimate given the significant family presence, many with domestic helpers, in Discovery Bay. (IE Mum + Dad + 1 Child + 1 Helper = 4 persons in a unit. There are many families with 2 or 3 children.)
- F. Adjusting for these errors and the additional populations from the proposed 6f and 10b Applications and remainder of the 10,000 units to be built under the existing Master Plan and Outline Zoning Plan, **BUT NOT** including any adjustment for the hotel temporary residents or Boat People, yields the following, truer, fairer and more reliable population estimates:

Number and type of units		@2.5 persons/unit General ratio	@2.75 persons/unit 2011 Census ratio
Existing	8,326	20,815	22,896
Under Construction	191	477.5	525.5
6f Proposed	476	1,190	1,309
10b Proposed	1,125	2,812.5	3093.75
Other units to be developed under existing Master Plan (10,000 – (8,326+191))	1,483	3,707	4,078
Hotel Residents	300 – 400?	++?	++?
Boat People	500?	++?	++?
Total		29,002 persons	31,902 persons

As can be seen both these preliminary population estimates exceed the Application's amended OZP proposed population limit of 29,000 and all the more so when hotel residents, Boat People day visitors etc., are considered:

Section 7.2 of the current Outline Zoning Plan states:

Box C

"7.2 Having regard to the character of the area, environmental considerations and the existing and planned infrastructure provision, in particular the limited capacity of external links, the plan provides for a planned total population of about 25,000 persons for the Discovery Bay development. Any further increase in population would have to be considered in the context of the general planning intention for the Area and subject to detailed feasibility investigations on infrastructure and environmental capacities. In particular, the unique sub-urban low-density and car-free character of the development should be maintained in keeping with the surrounding natural setting."

The general planning intention has yet to be defined by the yet to be established LDO:

The detailed feasibility studies have yet to be done. The reports submitted in support of the Application are inadequate for this purposes of satisfying this requirement.

Consequently, the OZP and Master Plans would require further appropriate study based on such. The Application Executive summary assertion that: "The proposal is supported by technical studies quantifying the infrastructure requirement to accommodate the population increase." is wrong, because the population estimates it relies on are wrong

Accordingly, so as to obtain a reliable population count, such an appropriate study should include a proper Government census taken at a time outside of School holidays and festivities which cause DB residents to go on holiday. In the meantime, neither the 6f nor 10b plans should be approved pending the outcome of such investigations.

=====



3.0 Environment & Visual issues glossed over

The executive summary of the Application alleges:

"It [the Application] has given due regard for the mountain backdrop and the relationship with the existing residents. In summary, the proposal is considered satisfactory in addressing the general planning intention of the area."

This is misleading and simply isn't true. It has given no such appropriate regard.

In the first place what the Application refers to as the "already approved development" is low rise staff quarters (no longer needed as stated by the applicant). Such approved quarters comprise buildings three storeys, or 9 meters, high that would have been proportionate to the immediate existing development and surroundings. In other words, the approved staff quarters would have fitted in without dominating and destroying the outlook and setting of neighbouring/nearby buildings.

Moreover, had they been developed when the site preparation was completed at the time of the Woods construction, they would now be a mature development set in mature natural surroundings and would have fitted in sympathetically.

The reality is that the 6f area forms part of a very green and tranquil backdrop behind the Coral Court, Crystal Court, Woodview, Woodbury and Woodlands properties of Parkvale village.

Not only is there a wonderful view for all, but also these properties, particularly those that face the mountain to the rear, all enjoy, to a greater or lesser extent, a warm sunny outlook on the many good weather days which makes living there all the more attractive and enjoyable. This has been the case for some 25 years now. Please see Video C on the DVD attached.

Section 7.4 of the current Outline Zoning Plan states:

Box D

"7.4 In the designation of various zones in the Area, consideration has been given to the natural environment, physical landform, existing settlement, land status, availability of infrastructure, local development requirements and relevant strategic planning studies and master plans."

In its subsequent discussion of the staff quarters zoning it states:

Box E

Staff Quarters

"8.5.11 This zone is intended to designate land for the provision of staff quarters to serve the Discovery Bay development. The three existing staff quarters, including one located to the west of the marina and the other two near the fire station and the golf course in the south, are designated as "OU" annotated "Staff Quarters". This zone also covers two proposed staff quarters located to the east of Bijou Hamlet and in Parkvale Village. The development of individual staff quarters is subject to the maximum GFA and height restrictions as specified in the Notes of the Plan to reflect the existing scale of development."

This is of course in response to the guiding principles of Paragraph 7.4 highlighted above, because it would easily have been more efficient to combine all the staff quarters into one high rise building, but to do so would have disregarded the qualitative environmental aspects 7.4 addresses namely "the existing scale of development" which, as concerns Parkvale, Midvale and Hillgrove Villages – the immediate landscape neighbouring environs - has NOT changed since their original construction back in the 1980s. This leads one to ask what has changed that affects the existing scale of development?

Video C, in the DVD attached, illustrates well the current view enjoyed by Crystal and Coral Court residents on a typical sunny day. This view was taken from the 22nd floor Coral Court roof top. While the lower Crystal and Coral floors don't have such a panoramic view, they still enjoy the full radiance and warmth of having a current uninterrupted sunny view of the greenery behind them. They also enjoy peace and quiet from the lack of any development to the rear. Such views – a strong marketing point at their initial sale – would have been substantially the same today had the minimalistic approved staff quarters been developed as they were intended.

As can be seen from the cross section diagram Figure 6 "Section A – A" accompanying the Application and the HKR's own PowerPoint Presentation slide showing the view from the Plaza, the proposed development will dwarf Crystal and Coral courts, permanently depriving the mountain facing residents rooms of sunlight and spectacular mountain, reservoir and green views.

The new views would become akin to those "enjoyed" in Central Hong Kong or the Mid -levels high rise flats and are NOT what residents who bought in either of the Crystal or Coral properties want or expected. Nor would they be either in keeping with the desire to preserve the surrounding natural setting objective of Section 7.2 of the current Outline Zoning Plan – see Box D above, or Section 2.5.3.1 (b) Discovery Bay - of the Government Strategy Report – reproduced in Box F below:

Box F

"The sub-urban character of the area, its car-free environment, its tranquility and relatively low-density are the major attributes that sustain the attractiveness of Discovery Bay. It provides a choice for people who prefer to live in a different type of environment not available in the urban area."

In this Government Strategy Report, the Planning Department concedes and confirms that Discovery Bay is different from other environments and that it should provide an alternative choice for those who would prefer it. Accordingly, any visual and environmental assessment guideline tests should be applied and interpreted sympathetically, in the unique Discovery Bay context and objectives noted in the Government Strategy Report. What would be the test in the Mid-Levels does not work for Discovery Bay.

Popular hiking trail to be removed

Finally, please also note the existence of a well-used hiking route and steps to and from the top of the mountain slope and scenic look out. These steps and the recreational facility they provide to Discovery Bay residents and visitors alike will be lost. There is no mention of their replacement.

It is regrettable too that on or around the date of this letter, HKR has started a campaign to discourage users of the hiking trail through the erection of the following sign:



Hiking Trail of the Public Recreation Facilities
公眾康樂設施的登山徑

- This is the end point of the hiking trail of the Public Recreation Facilities.
 - The footpath beyond this end point within private land lot.
 - Continuation and safety of the footpath beyond this end point cannot be guaranteed.
 - Any person who goes beyond the end point shall bear the liability for such conduct.
- 此處是公眾康樂設施的登山徑之終點。
- 在此終點以外的行人步道屬於私人土地。
- 此終點以外的行人步道的連續性及安全性皆不能確保。
- 任何人越過終點需自行承擔所有責任。

The 6f environmental and visual impacts on the immediately affected owners and the rest of the Discovery Bay community are devastating. The Application should be rejected on such grounds together with the destruction of a much enjoyed hiking facility.

4.0 Inadequate Traffic Impact Assessment ("TIA")

4.1 The TIA is wholly inadequate: It is flawed because it:

- (a) relies and is based on inaccurate and omitted data (see 2.0, population above, and 4.2 below); and
- (b) totally ignores the traffic and health & safety impact of the proposed development in and around the immediate vicinity of 6f and the neighbouring Parkvale and Midvale Villages during and after its implementation (see 4.3); and

- (c) totally ignores emergency services access requirements (see 4.4); and
- (d) totally ignores the Planning Department's strategic plan conclusions on the suitability/desirability of the existing infrastructure to accommodate construction traffic (see 4.5); and.
- (e) totally ignores the fact that existing traffic law and regulations are not currently enforced which gives rise to dangerous driving already. This situation will only be made worse by additional construction vehicles during the lengthy construction period and extra vehicles thereafter (see 4.6).

4.2 Omissions from the TIA

The Application's TIA sets out in a very matter of fact way, background information and numerous statistics about the tunnel, road systems, traffic and passenger volumes into, in and around Discovery Bay. *It is totally quantitative and totally lacks any meaningful qualitative discussion in its content which would have identified traffic saturation and safety issues.*

Put simply, it's not just how many vehicles per hour that there are here, there or wherever; but how they behave, especially in the "low under policed" district of Discovery Bay.

The observational data – passengers, vehicles etc., set out in the TIA are not disputed because there was no opportunity to observe and disagree therewith. Nor are they accepted for the same reason. *However, the overall TIA conclusion that there is current capacity for the 6f and 10f developments is refuted.*

This is because the TIA fails to observe and consider any meaningful qualitative factors about Discovery Bay traffic in general and, vitally, in the immediate 6f/Parkvale vicinity. Both aspects are critical in interpreting the numeric data and concluding thereon:

These ignored considerations also impact the entire Midvale Village as regards (a) the disruption of their bus service and (b) the potential adverse impact on emergency services.

What's missing and how does DB traffic actually behave?

The following explains and demonstrates how the internal DB road systems are currently stretched to operating capacity. It shows why the introduction of the additional development construction traffic cannot be seamlessly and safely accommodated by the reported alleged "capacity". Significant information omitted by the TIA is also highlighted:

- (1) The TIA makes no mention of, and fails to take into account the fact that the many golf carts are mechanically speed restricted, often as low as 28 KPH. Even if not speed restricted, golf carts are significantly slower and have less torque to deal with the many uphill roads in Discovery Bay. There are almost 500 golf carts in Discovery Bay.

The consequences of this are that the golf carts create bottlenecks behind the golf carts. Dangerous driving by the frustrated drivers of faster vehicles to overtake the golf carts results; This problem is exacerbated when the golf carts have to go uphill and slow down even further, as is the case in

Discovery Valley Road and Parkvale Drive the two roads that are proposed to be used for the constructing and servicing the 6f development.

- (2) The TIA does not comment on the fact that throughout DB all DB buses make frequent stops on their routes. Not all of these stops are in convenient off to the side of the road bus bays which theoretically can free up the roads for other following traffic. The roads are often blocked by several vehicles having to wait for DB buses to restart their routes after stopping to pick up and drop off passengers, particularly on Discovery Bay Road opposite No. 21 and the school drop off further up the same road.

It is also particularly the case when accessing the Woods units in Parkvale Village, where the No.2/3 and No.3 bus can be required by passengers to stop blocking the main road outside Hillgrove Village and at two stops on the way up and at one stop on the way down Parkvale Drive. These bottlenecks are compounded by the large amount of double white lines on Parkvale Drive and 30 KPH restriction on much of the drive where there are no double white lines.

- (3) The Assessment does not deal with the traffic impact of the 6f development during construction, particularly on the driveway outside the three Woods high rise buildings off which the service road to the 6f development is proposed.

- (4) Paragraph 5.3.3 of the Assessment incorrectly states that the "existing Parkvale Drive" to the north will be "extended to serve area 6f". This is incorrect. Parkvale Drive terminates at the Woods' lower private village passageway which in turn leads to and finishes at an open pedestrian pavement area in front of the 3 Woods blocks. Both the lower slope and the pedestrian pavement are very different and distinct from Parkvale Drive. Please see 4.3 following.

4.3 The Woods immediate vicinity, and general Parkvale Traffic Health & Safety aspects during and after construction

Please see "Video A" on the DVD to view a typical weekday afternoon bus arrival and departure immediately outside the three Woods buildings on the pedestrian pavement in front thereof ("Top Pedestrian Area").

Please see "Video B" on the DVD to see how the Woods village private passageway ("Lower Passageway") connects to Parkvale Drive.

Please see "Videos K and L" on the DVD to see how the DB busses have to cut corners or take a wide berth when entering, exiting Parkvale Drive.

Please note the following points illustrated by Videos A and B:

- In the Top Pedestrian Area, the bus has to proceed very slowly, with absolute caution, because the Top Pedestrian Area is not a proper road in the normal sense. The Top Pedestrian Area comprises greyish interlocking bricks that have the appearance of a road and tend to be regarded and used as such by vehicles, but otherwise are equally regarded as a pedestrian area when vehicles are absent or stationary. It also has golf cart parking bays, a dead end turning area, block forecourts composed of reddish tiles/bricks, a bus stop and a very small passenger waiting area. It was not constructed as a road or to bear the load of a normal road.

- Unlike the Lower Passageway connecting to Parkvale Drive, there are no road markings on the Top Pedestrian Area; there is no pedestrian pavement; it has no safety barrier and the principal vehicular throughput area is very narrow measuring between just 5.95 meters and 6.04 meters on the bricked area that is regarded as the road.
- The bus has to perform a three point turn at the very end of its route in order to turn around for its return journey to the plaza. It requires the entire turning area to be clear in order to turn safely. The same can be observed for the yellow school bus. The same is true for any other sizeable vehicle such as a moving truck or emergency vehicle.
- Bus service to the Woods during the working week is every quarter of an hour.
- There are, as is often the case, other sizeable vehicles using the same area. In Video A please note the yellow school bus and white goods vehicle. There is also a smaller black, light goods vehicle parked up.
- There is barely enough room for the bus and the yellow light bus to pass each other on the main thoroughfare, without one vehicle having to use the off road area.
- Golf carts and smaller delivery vehicles also use the Top Pedestrian Area and parking is provided for them in the white bays seen in the video.
- There are residents/pedestrians using the area. These include young children some of which, the videos show, are understandably inclined to treat the area as a play area. The others walk freely anywhere in this area. There are many dog owners living in these Woods blocks.
- Neither the Lower Passageway, nor the Top Pedestrian Area were built structurally to accommodate the heavy vehicular traffic a large construction project such as the one subject to the Application, would generate. Note the surface destruction in the turning area flooded by rainwater.
- All in all, as Video A demonstrates, it's currently a fine balancing act to keep everything moving safely. The existing infrastructure system just about copes with the existing volume and nature of traffic.

The introduction of many construction and construction material delivery and debris removal vehicles, most of which will be making numerous trips between 8am and the end of the working day, will likely prove too much from a safe capacity perspective and the traffic and transport impact on the immediate three Woods blocks access. This will almost certainly result in:

1. Greater danger to pedestrians, particularly younger children who use the area as a playground;
2. Additional congestion in the general Top Pedestrian Area and particularly in the bus turning area, which will make it harder for the buses to run on schedule and to connect with the ferries that their current time table is synchronized with;
3. The increased potential for accidents as bus services, residents and 6f construction related traffic take greater risks as they compete to run to schedule.

4.4 Emergency vehicle access

It is universally well understood and accepted that when it comes to saving lives "seconds" can make the difference between life and death when getting emergency services to the scene of an incident.

The Top Pedestrian Area

Video A clearly demonstrates that if emergency vehicles ("EV") have to use the Top Pedestrian Area to service an emergency either at the 6f construction site, or in any of the existing three Woods buildings, there is every chance that the EV response time may be adversely affected by not only the existing traffic using the Top Pedestrian Area, but also any additional construction traffic using the Top Pedestrian Area as an access route to 6f. Moreover, there would be inadequate width in this same area for buses, large construction vehicles and EVs to pass each other. The need for the DB bus and other non-construction vehicles to do three point turns to exit the Top Pedestrian Area poses a constant further threat of EV obstruction.

Traffic hold ups on Parkvale Drive

In addition, there will be more frequent traffic queues on the Discovery Valley, Parkvale Drive and the Lower Passageway when the additional construction vehicles have to slow down because they cannot overtake slow moving vehicles, notable golf carts, either due to a lack of speed, continuous white lines and/or blind corners or blocked views.

In either situation, the end result could be vital seconds lost in Parkvale Drive while EVs attend an incident, not only in getting to the Woods and the 6f site, but also the remainder of the Parkvale Village and the entire Midvale Village.

None of this is acceptable.

4.5 Conflict with Planning Department Strategy

Box G

Extracts from Section 4 – "Major Planning Issues" – South West New Territories Development Strategy Review – Recommended Development Strategy 2001

Issued by the Planning Department Hong Kong Government

2.5.3 Other Parts of Lantau

2.5.3.1 ...

...(b) Discovery Bay - The planning intention for Discovery Bay is to provide a resort-type development featuring a wide range of recreational facilities in the area. The sub-urban character of the area, its car-free environment, its tranquility and relatively low-density are the major attributes that sustain the attractiveness of Discovery Bay. It provides a choice for people who prefer to live in a different type of environment not available in the urban area. ...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 planned population of 25,000, based on the existing and planned infrastructural provision in, including the limited traffic capacity and the planning intention to maintain the suburban community character of Discovery Bay, is adopted in the Strategy.~~

Adding to the planned population will lead to increased transport demands. Most obviously the addition of another 1,190 residents in the 6f area will require additional bus services, see additional hire car usage, furniture, supermarket and other deliveries thereby putting permanent additional stress on the Discovery Valley, Parkvale Drive and Discovery Bay Road junctions/system.

This is not in accordance with the strategy outlined above. It will adversely affect the "tranquility", user safety and bring DB closer to the type of urban area environment that DB residents do not want.

4.6 Traffic Law is not enforced and ignored

Please see "Videos P to Z" on the attached DVD, to see how traffic going up and down Discovery Valley Road and into and out of Parkvale Drive actually behaves. The issues and violations could be observed on any day.

Please note the following from the videos:

- How construction and truck traffic from the new golf course development ignore the stop sign at the bottom of Discovery Valley Road and roll onto the main Discovery Bay Road in breach of the traffic regulations;
- How, when turning right off Discovery Valley Road onto Parkvale Drive, the larger vehicles busses, trucks etc., need to cut across the downhill lane where downhill vehicles are supposed to stop before turning left onto Discovery Valley Road.
- How traffic of all descriptions, cyclists, golf carts, busses, construction traffic, cleaning vehicles, delivery vans etc., ignore the stop sign on Parkvale Drive and drive straight into Discovery Valley road.

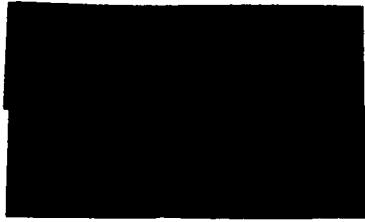
Quite clearly the current situation is unacceptable. The addition of construction traffic for several years will only exacerbate the situation and it is entirely foreseeable that there will be a serious accident causing loss of life or serious injury either during the construction period. Thereafter when service and transportation traffic will increase dramatically in response to increased resident demand.

For any one of the reasons set out in this section, the existing Application should not be approved until the detailed studies called for by the Outline Zoning Plan have been completed and concluded on.

End

4439

NJH Reid



13th July 2016

The Secretary, Town Planning Board

Dear Sir/Madam,

Re: Further comments on further information submitted for Application Y/1-DB/2 (the "Application")

I wrote to you earlier this year expressing my objections to the ORIGINAL Application on a number of grounds. A copy of my earlier submission is attached for your easy reference and should be re-read. All of the points raised have NOT been addressed and therefore are resubmitted.

Subsequent to my own submission, in light of the substantive and substantial arguments against the Application made by many respondents, the Applicant has made additional submissions by providing further information.

Regrettably such additional information fail to answer my own and many others' earlier concerns articulated in our initial submissions: Indeed, they now cast further negative light on the detail of the intended development. Accordingly, for all the reasons I set out in my first submission and those also made below, the Town Planning Board should reject the Application:

➤ **The Wrong Population Estimate - AGAIN:** I originally pointed out how the Applicant was deliberately misstating the existing population, even as compared to its own website statistics! While there has been some acceptance of my point on the Applicant's part, the basis for accepting the new estimate of 19,585 occupants is flawed and cannot be relied upon.

As one owner of multiple residences in Discovery Bay I can confidently state that the occupancy details of my units are not accurately recorded or missing from City Management's files. There are many other owners who have either not completed City Management's request, or whose details are out of date. **Therefore, once again the estimate of 19,585 must be understated.**

I further reiterate that the already approved developments and Marina resident populations when added to the hotel resident populations will take Discovery Bay over the approved 25,000 OZP limit and sustainable existing utilities.

The only way to settle this debate is for an INDEPENDENT, FULL, and proper census of the DB population to be conducted by the Government. Until such is concluded, approval of the Application should not be given based on unreliable, incomplete and inadequate data.

- **Inadequate and Inappropriate Local Traffic Study:** The further Application information fails to address the important local traffic safety issues raised by many residents and particularly those of Parkvale. In my previous submission I sent you videos and still photos to illustrate the points I was making, particularly about the safety issues in front of the Woods buildings. I attach links to some of them below. Please, kindly extend me the courtesy of looking at them, especially the video of the bus turn. If you had looked at them, unless you were being negligent, you would never approve the Application for safety reasons alone.

At this point I would also like to add a new point that a proper traffic study would consider and that has been overlooked: Namely the construction traffic that will come in by sea. The Applicant has been frequently landing by sea barge construction materials in the 10b area near the Marina Club. These have been loaded onto trucks in that area and then taken up Discovery Valley Road to the new developments in the golf course areas. Such deliveries often take several hours due to the volume of materials being landed. The point being made here is that not everything that will be used in the construction process will come through the Discovery bay Tunnel and the study needs to take account of this fact.

Again, until a comprehensive Local Traffic Study – including the immediate Parkvale Village – has been completed, thoroughly reviewed and commented on by all, especially Discovery Bay Residents, the Application should not be approved.

- **Government Department Questions are unanswered:** The Application should not and cannot be approved until the DETAIL requested by several Government Departments is provided by the Applicants. Responses indicating the point is noted, under consideration, refusing to comply etc., simply do not answer appropriately.

It seems unlikely that the Applicant would have any incentive to comply with the Government Department requests if approval is granted. And it should be noted that even when something specific has been agreed to as a development condition, the Applicant has a history of twisting and turning and failing to comply. For example the Applicant failed to deliver on its original obligation to install a cable car in Discovery Bay.

Were a student to have responded to legitimate questions/requests for further information in the way that the Applicant has, that student would be failed. ***The Application must be turned down until all current Government information requests and subsequent matters/questions arising have been fully answered to the Government and Community's satisfaction.***

Yours sincerely,
Nigel JH Reid

pbpd

寄件者:
寄件日期:
收件者:
主旨:

mac
15日07月2016年星期五 23:59
tjbx1@pland.gov.hk
Discovery Bay

Y/1-DB/2

4440

Dear sir/madam,

I am a resident of Discovery Bay. I would like to express my concern of the new development proposal in Discovery Bay.

The reason I moved in DB is because DB is a resort full of nature . Green environment is the attraction.

Also the road and facilities are not planned to accomodate too many people. With increase of residents, traffic will also be a problem.

Discovery Bay is an environmental friendly town. With increase of buildings, pollution will increase.

Please DO NOT allow Discovery Bay new development plan .

Thank You.

Sincerely yours,

Lau Kit Sum Vivien

email : [REDACTED]

rbpd

寄件者:
收件日期:
收件者:
主题:

Challen John
15日07月2016年星期五 21:52
Town Planning Board
Discovery Bay expansion plans 6f and 10h

Y/1-DB/2

4441

Dear Sirs,

As a permanent resident of Discovery Bay, I wish to record, again, my wholehearted objection to the plans proposed by HKR.

These plans would totally overwhelm the character and lifestyle of the residents by the unwarranted increase in the local population.

The increase in traffic in the last few years has already caused numerous problems for residents in terms of traffic congestion and overfilled busses.

Weekend tourist visitors in summer, whilst welcome, are totally inundating the local toilets and with no dress code frequently embarrass the local residents with their state of undress whilst visiting local shops and restaurants.

The sewage system and fresh water system currently supplying DB is already inadequate with ancient piping causing brown water flows in the older residences.

If you grant permission for this money grabbing scheme, you will be condemning the residents of DB to a living nightmare.

I urge you to oppose these plans as being wholly motivated by greed and not in the interests of this community, now and in the future.

Yours truly,

John A Challen,


Sent from my iPad

就規劃申請/覆核提出意見 Making Comment on Planning Application [View](#)

參考編號

160715-153815-00348

Reference Number:

提交限期

15/07/2016

Deadline for submission:

4442

提交日期及時間

15/07/2016 15:38:15

Date and time of submission:

有關的規劃申請編號

Y/I-DB/2

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. Ben Wong

Name of person making this comment:

意見詳情

Details of the Comment :

It creates more job opportunities, which will bring in many social and economic benefits to the society.

The plan brings in suitable amount of population to support the businesses of local shops, in a way to provide more retail choices for residents.

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

參考編號

160715-145523-98344

Reference Number:

4443

提交限期

15/07/2016

Deadline for submission:

提交日期及時間

15/07/2016 14:55:23

Date and time of submission:

有關的規劃申請編號

Y/I-DB/2

The application no. to which the comment relates:

「提意見人」姓名/名稱

夫人 Mrs. Koo Law Ping Jing

Name of person making this comment:

意見詳情

Details of the Comment :

Support for more choice of property outside city area

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

參考編號

Reference Number:

160715-153347-66864

提交限期

Deadline for submission:

15/07/2016

444

提交日期及時間

Date and time of submission:

15/07/2016 15:33:47

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Esther Cheung

意見詳情

Details of the Comment :

The plan optimises the land use and the area is suitable for residential building as it has been designated for staff headquarters which no longer required.

就規劃申請/覆核作出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160715-152738-55707

4445

提交限期

Deadline for submission:

15/07/2016

提交日期及時間

Date and time of submission:

15/07/2016 15:27:38

有關的規劃申請編號

The application no. to which the comment relates:

Y/1-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Chong Chung Ling

意見詳情

Details of the Comment :

The plan brings in suitable amount of population to support the businesses of local shops, in a way to provide more retail choices for residents.

The surrounding area of the proposed development will be beautified and bring in new leisure facilities.

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

參考編號

Reference Number:

160715-150015-41694

提交限期

Deadline for submission:

15/07/2016

4446

提交日期及時間

Date and time of submission:

15/07/2016 15:00:15

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Jason Koo

意見詳情

Details of the Comment :

It's great to see new developments in the place where my brother is working.

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

參考編號

Reference Number:

160715-153703-26642

提交限期

Deadline for submission:

15/07/2016

4447

提交日期及時間

Date and time of submission:

15/07/2016 15:37:03

有關的規劃申請編號

The application no. to which the comment relates:

Y/L-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Jadie Kwok

意見詳情

Details of the Comment :

DB should keep on continuous upgrade to ensure it is not losing its attraction in the property market.

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

參考編號

160715-152937-49267

Reference Number:

提交限期

15/07/2016

4443

Deadline for submission:

提交日期及時間

15/07/2016 15:29:37

Date and time of submission:

有關的規劃申請編號

Y/I-DB/2

The application no. to which the comment relates:

「提意見人」姓名/名稱

小姐 Miss Ting Mak

Name of person making this comment:

意見詳情

Details of the Comment :

本人支持發展計劃，6f一直已規劃為居住用途，證明土地適宜建屋。規劃中的地積比亦很低，基建及配套足以容納新增的人口。

就規劃申請/覆核/上訴意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160715-153738-86319

4449

提交限期

Deadline for submission:

15/07/2016

提交日期及時間

Date and time of submission:

15/07/2016 15:37:38

有關的規劃申請編號

The application no. to which the comment relates:

YI-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss KATHY TSE

意見詳情

Details of the Comment :

The optimisation of the land use has given due consideration to various aspects, such as infrastructure, visual, traffic and capacity of the community. The design is sensitive to the adjacent development and natural setting. It has given due regard for the mountain backdrop and the relationship with the existing residents.

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

參考編號

160715-160743-98804

Reference Number:

提交限期

15/07/2016

4450

Deadline for submission:

提交日期及時間

15/07/2016 16:07:43

Date and time of submission:

有關的規劃申請編號

Y/I-DB/2

The application no. to which the comment relates:

「提意見人」姓名/名稱

小姐 Miss LO CHAU HA

Name of person making this comment:

意見詳情

Details of the Comment :

The plan brings in suitable amount of population to support the businesses of local shops, in a way to provide more retail choices for residents.

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

參考編號

Reference Number:

160715-160118-77953

提交限期

Deadline for submission:

15/07/2016

445

提交日期及時間

Date and time of submission:

15/07/2016 16:01:18

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Simon Wong

意見詳情

Details of the Comment :

Great to see more choice of housing units.

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

參考編號

Reference Number:

160715-155952-04107

提交限期

Deadline for submission:

15/07/2016

4452

提交日期及時間

Date and time of submission:

15/07/2016 15:59:52

有關的規劃申請編號

The application no. to which the comment relates:

Y/T-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. FONG TAK ON

意見詳情

Details of the Comment:

The plan optimises the land use to alleviate the land shortage issue in HK and provides more housing choices.

就規劃申請/審批 意見 Making Comment on Planning Application / Review

參考編號

Reference Number

160715-154521-77127

提交限期

Deadline for submission

15/07/2016

445J

提交日期及時間

Date and time of submission.

15/07/2016 15:45:21

有關的規劃申請編號

The application no. to which the comment relates:

Y/1-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss KWOK CHING MAN

意見詳情

Details of the Comment :

The mountain view of most Crystal and Coral units will not be blocked due to the sufficient distance between the buildings.

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

參考編號

Reference Number:

160715-153902-31556

提交限期

Deadline for submission:

15/07/2016

4454

提交日期及時間

Date and time of submission:

15/07/2016 15:39:02

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. IVAN HO

意見詳情

Details of the Comment :

The proposed development will justify for operating a complete separate bus route from Midval
e Village which will offer faster and more direct bus service for residents.

就規劃申請/覆核作出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160715-152534-95074

4455

提交限期

Deadline for submission:

15/07/2016

提交日期及時間

Date and time of submission:

15/07/2016 15:25:34

有關的規劃申請編號

The application no. to which the comment relates:

Y/L-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss CHAN PAK LAM VENUS

意見詳情

Details of the Comment :

The plan brings in suitable amount of population to support the businesses of local shops, in a way to provide more retail choices for residents.

就規劃申請/覆核提出意見 Making Comment on Planning Application Review**參考編號****Reference Number:**

160715-160907-37736

4456

提交限期**Deadline for submission:**

15/07/2016

提交日期及時間**Date and time of submission:**

15/07/2016 16:09:07

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

Y/I-DB/2

「提意見人」姓名/名稱**Name of person making this comment:**

小姐 Miss CARMEN CHAN

意見詳情**Details of the Comment :**

The surrounding area of the proposed development will be beautified and bring in new leisure facilities.

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

參考編號

Reference Number:

160715-160253-61999

提交限期

Deadline for submission:

15/07/2016

4457

提交日期及時間

Date and time of submission:

15/07/2016 16:02:53

有關的規劃申請編號

The application no. to which the comment relates:

Y/1-DB/2

「提意見人」姓名/名稱


Name of person making this comment:

小姐 Miss CECILIA NG

意見詳情

Details of the Comment :

The optimisation of the land use has given due consideration to various aspects, such as infrastructure, visual, traffic and capacity of the community. The design is sensitive to the adjacent development and natural setting. It has given due regard for the mountain backdrop and the relationship with the existing residents.

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

參考編號

Reference Number:

160715-160126-54176

4458

提交限期

Deadline for submission:

15/07/2016

提交日期及時間

Date and time of submission:

15/07/2016 16:01:26

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. KEN FONG

意見詳情

Details of the Comment :

The area is suitable for residential building as it has been designated for staff headquarters which are no longer required. The planned plot ratio is still low that the infrastructure and facilities will be sufficient to accommodate the extra population.

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

參考編號

160715-154025-34986

Reference Number:

提交限期

15/07/2016

4459

Deadline for submission:

提交日期及時間

15/07/2016 15:40:25

Date and time of submission:

有關的規劃申請編號

Y/T-DB/2

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. LEUNG KWUN KWOK

Name of person making this comment:

意見詳情

Details of the Comment :

It creates more job opportunities, which will bring in many social and economic benefits to the society.

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

參考編號

Reference Number:

160715-153407-40679

提交限期

Deadline for submission:

15/07/2016

4460

提交日期及時間

Date and time of submission:

15/07/2016 15:34:07

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss CHANG LAI HUNG

意見詳情

Details of the Comment :

The plan optimises the land use to alleviate the land shortage issue in HK and provides more housing choices.

就規劃申請/覆核意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160715-161027-32706

44E1

提交限期

Deadline for submission:

15/07/2016

提交日期及時間

Date and time of submission:

15/07/2016 16:10:27

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss WONG YIK SZE

意見詳情

Details of the Comment :

The mountain view of most Crystal and Coral units will not be blocked due to the sufficient distance between the buildings.

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

參考編號

160715-154222-41533

Reference Number:

提交限期

15/07/2016

4462

Deadline for submission:

提交日期及時間

15/07/2016 15:42:22

Date and time of submission:

有關的規劃申請編號

Y/I-DB/2

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. HENRY CHOW

Name of person making this comment:

意見詳情

Details of the Comment :

The plan brings in suitable amount of population to support the businesses of local shops, in a way to provide more retail choices for residents.

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

參考編號

Reference Number:

160715-152820-58654

提交限期

Deadline for submission:

15/07/2016

4463

提交日期及時間

Date and time of submission:

15/07/2016 15:28:20

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss HO KA MAN

意見詳情

Details of the Comment :

The mountain view of most Crystal and Coral units will not be blocked due to the sufficient distance between the buildings.

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

參考編號

Reference Number:

160715-152709-78945

提交限期

Deadline for submission:

15/07/2016

4464

提交日期及時間

Date and time of submission:

15/07/2016 15:27:09

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss HUI YUK YU

意見詳情

Details of the Comment :

The surrounding area of the proposed development will be beautified and bring in new leisure facilities.

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

參考編號

160715-152706-69232

Reference Number:

提交限期

15/07/2016

4465

Deadline for submission:

提交日期及時間

15/07/2016 15:27:06

Date and time of submission:

有關的規劃申請編號

Y/L-DB/2

The application no. to which the comment relates:

「提意見人」姓名/名稱

夫人 Mrs. Polly Wong

Name of person making this comment:

意見詳情

Details of the Comment :

更多新單位推出，好支持

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

參考編號

Reference Number:

160715-160611-85817

4466

提交限期

Deadline for submission:

15/07/2016

提交日期及時間

Date and time of submission:

15/07/2016 16:06:11

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. ALBERT CHAN

意見詳情

Details of the Comment :

It creates more job opportunities, which will bring in many social and economic benefits to the society.

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

參考編號

160715-160415-50908

Reference Number:

提交限期

15/07/2016

4467

Deadline for submission:

提交日期及時間

15/07/2016 16:04:15

Date and time of submission:

有關的規劃申請編號

Y/I-DB/2

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. TERENCE YUE

Name of person making this comment:

意見詳情

Details of the Comment :

The proposed development will justify for operating a complete separate bus route from Midvale Village which will offer faster and more direct bus service for residents.

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

參考編號

Reference Number:

160715-155751-78153

提交限期

Deadline for submission:

15/07/2016

4468

提交日期及時間

Date and time of submission:

15/07/2016 15:57:51

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. CHEUNG WING MAN

意見詳情

Details of the Comment :

With one more village, the cost of sharing the maintenance expense of communal facilities can be reduced which will benefit all owners.

就規劃申請/覆核/意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

160715-154347-34114

提交限期**Deadline for submission:**

15/07/2016

4469

提交日期及時間**Date and time of submission:**

15/07/2016 15:43:47

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

Y/1-DB/2

「提意見人」姓名/名稱**Name of person making this comment:**

小姐 Miss ZHANG LI FANG

意見詳情**Details of the Comment :**

The surrounding area of the proposed development will be beautified and bring in new leisure facilities.

對規劃申請/覆核提出意見 Making Comment on Planning Application view

參考編號

Reference Number:

160715-153532-58863

提交限期

Deadline for submission:

15/07/2016

4470

提交日期及時間

Date and time of submission:

15/07/2016 15:35:32

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. CHAN LIE HUI

意見詳情

Details of the Comment :

The area is suitable for residential building as it has been designated for staff headquarters which are no longer required. The planned plot ratio is still low that the infrastructure and facilities will be sufficient to accommodate the extra population.

就規劃申請/覆核作出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160715-152940-45651

提交限期

Deadline for submission:

15/07/2016

4471

提交日期及時間

Date and time of submission:

15/07/2016 15:29:40

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss CHEUNG

意見詳情

Details of the Comment :

With one more village, the cost of sharing the maintenance expense of communal facilities can be reduced which will benefit all owners.

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

參考編號

Reference Number:

160715-160725-73061

提交限期

Deadline for submission:

15/07/2016

4.97

提交日期及時間

Date and time of submission:

15/07/2016 16:07:25

有關的規劃申請編號

The application no. to which the comment relates:

Y1-18/2

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms WU

意見詳情

Details of the Comment:

新計劃可支持開辦獨立的巴士路線，令交通更方便快捷。引入適量人口可支持本土小商店的營運，為居民提供更多的零售選擇。現時上址欠缺遊樂設施，新發展會美化環境及引入新的休憩設施。

設計圖則顯示附近屋苑與新屋苑有充足距離，景觀不會受阻。

就規劃申請/覆核的意見 Making Comment on Planning Application / Review

參考編號

Reference Number

160715-155242-90459

提交限期

Deadline for submission:

15/07/2016

4473

提交日期及時間

Date and time of submission:

15/07/2016 15:52:42

有關的規劃申請編號

The application no. to which the comment relates:

Y1-DH/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Emily Shek

意見詳情

Details of the Comment :

With one more village, the cost of sharing the maintenance expense of communal facilities can be reduced which will benefit all owners. The mountain view of most Crystal and Coral units will not be blocked due to the sufficient distance between the buildings.

就規劃申請/覆核提出意見 Making Comment on Planning Application [View](#)

參考編號

Reference Number:

160715-161436-66188

提交限期

Deadline for submission:

15/07/2016

4474

提交日期及時間

Date and time of submission:

15/07/2016 16:14:36

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Lam Yin Sheung

意見詳情

Details of the Comment :

Appropriate development can help the developer to gain certain money to subsidize the beautification in DB and provide more facilities for residents. Otherwise, there will be no incentive for them to fork out huge sum of money to enhance the services.

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

參考編號

Reference Number:

160715-160022-73008

提交限期

Deadline for submission:

15/07/2016

4475

提交日期及時間

Date and time of submission:

15/07/2016 16:00:22

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Fung

意見詳情

Details of the Comment :

現時上址欠缺遊樂設施，新發展會美化環境及引入新的休憩設施。
設計圖則顯示附近屋苑與新屋苑有充足距離，景觀不會受阻。

就表對申請/覆核提出意見 Making Comment on Planning Application 

參考編號

Reference Number:

160715-163752-92888

提交限期

Deadline for submission:

15/07/2016

4476

提交日期及時間

Date and time of submission:

15/07/2016 16:37:52

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. H. Chong

意見詳情

Details of the Comment :

The plan optimises the land use to alleviate the land shortage issue in HK and provides more housing choices. The area is suitable for residential building as it has been designated for staff head quarters which are no longer required. The planned plot ratio is still low that the infrastructure and facilities will be sufficient to accommodate the extra population.

就規劃申請/覆核/上訴意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160715-162327-71930

4477

提交限期

Deadline for submission:

15/07/2016

提交日期及時間

Date and time of submission:

15/07/2016 16:23:27

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Wong Chi Chong

意見詳情

Details of the Comment :

附近居民當然不希望附近有新樓，千方百計予以阻撓，實可理解。但觀乎香港土地不足，而該地多年來已規劃為居住用途，現今善用土地作適當發展沒有不妥。新增的人口可分擔日常交通費用，又可支持商店的業務，附近居民應放下自私自利的心態，一起支持發展，造福整個社區！

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

參考編號

Reference Number:

160715-155514-81515

提交限期

Deadline for submission:

15/07/2016

4478

提交日期及時間

Date and time of submission:

15/07/2016 15:55:14

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Jacky Lung

意見詳情

Details of the Comment :

本人支持發展計劃，可善用土地資源，減輕香港土地不足的問題，提供不同類型的房屋選擇。

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

參考編號

Reference Number:

160715-161747-99677

提交限期

Deadline for submission:

15/07/2016

4479

提交日期及時間

Date and time of submission:

15/07/2016 16:17:47

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱


Name of person making this comment:

小姐 Miss C Ying

意見詳情

Details of the Comment :

Support the plan. It helps to bring in people in DB to sustain the business of small shops which will not be closed down because of low patronage.

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

參考編號

Reference Number:

160715-160542-55682

4480

提交限期

Deadline for submission:

15/07/2016

提交日期及時間

Date and time of submission:

15/07/2016 16:05:42

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss T A Ching

意見詳情

Details of the Comment :

支持善用土地，適度的發展才可令社區持續發展，不會老化。

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

參考編號

Reference Number:

160715-155851-66914

提交限期

Deadline for submission:

15/07/2016

4421

提交日期及時間

Date and time of submission:

15/07/2016 15:58:51

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Wan

意見詳情

Details of the Comment :

I support the plan as it can draw some new people live in DB and share the costs in transport and maintenance.

就規劃申請/覆核提出意見 Making Comment on Planning Application [view](#)

參考編號

Reference Number:

160715-164528-62727

提交限期

Deadline for submission:

15/07/2016

4482

提交日期及時間

Date and time of submission:

15/07/2016 16:45:28

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Lam Lam

意見詳情

Details of the Comment :

可善用土地資源，減輕香港土地不足的問題，提供不同類型的房屋選擇。
6f一直已規劃為居住用途，證明土地適宜建屋。規劃中的地積比亦很低，基建及配套足以容納新增的人口。

就規劃申請/覆核作出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160715-165040-53912

提交限期

Deadline for submission:

15/07/2016

4423

提交日期及時間

Date and time of submission:

15/07/2016 16:50:40

有關的規劃申請編號

The application no. to which the comment relates:

Y/L-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Ng

意見詳情

Details of the Comment :

新發展會令交通改善及提升，帶來更多設施，令物業保值。

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

參考編號

Reference Number:

160715-175047-45404

提交限期

Deadline for submission:

15/07/2016

4484

提交日期及時間

Date and time of submission:

15/07/2016 17:50:47

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss WOO MAN YU

意見詳情

Details of the Comment :

The area is suitable for residential building as it has been designated for staff headquarters which are no longer required. The planned plot ratio is still low that the infrastructure and facilities will be sufficient to accommodate the extra population.

就規劃申請/覆核意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 160715-190916-49313

提交限期
Deadline for submission: 4485
15/07/2016

提交日期及時間
Date and time of submission: 15/07/2016 19:09:16

有關的規劃申請編號
The application no. to which the comment relates: Y/I-DB/2

「提意見人」姓名/名稱
Name of person making this comment: QB

意見詳情
Details of the Comment :

I am astonished that someone blatantly advertise online through DBConfidential and Discovery Bay Forum to encourage residents and anyone to duplicate and make multiple submissions under the same name to oppose the plans.

At DBconfidential, you will see message as below.

Our voice must not be dismissed so easily. Please feel free to copy some or all of the above when replying to the TPB. Don't wait until your submission is "complete". You may make multiple submissions at any time on different topics, up to the 15 July deadline.

Last time's submission reveals that opposers have submitted multiple similar entries under the same names. Someone even boasted himself in DB Forum that he has done EIGHT submissions in one person to oppose the plan and asked others to follow suit!!!

They are cheating the system based on NIMBY mindset.

DBConfidential and some online social media like the councilor's website and others have scanned and uploaded the submissions for public viewing and sharing online which have obviously caused the leakage of the addresses, the Company name and personal information of many residents, and spread White Terror in the community to those who didn't take their same opposing stance. This is totally dictatorship, immoral and unethical. WHAT THEY DID OBVIOUSLY INTRUDE AND INVADE THE PRIVACY OF THE RESIDENTS, DAMAGE THE FREEDOM OF SPEECH, AND THERE SHOULD BE A LAW AGAINST THESE BEHAVIOR.

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

參考編號

Reference Number:

160715-211446-58005

提交限期

Deadline for submission:

15/07/2016

4.186

提交日期及時間

Date and time of submission:

15/07/2016 21:14:46

有關的規劃申請編號

The application no. to which the comment relates:

Y1-DB-2

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Kate Wade

意見詳情

Details of the Comment :

object on environmental grounds.

就規劃申請/計劃提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

160715-234101-57285

提交限期

Deadline for submission:

15/07/2016

4427

提交日期及時間

Date and time of submission:

15/07/2016 23:41:01

有關的規劃申請編號

The application no. to which the comment relates:

Y/1-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Sally Conti

意見詳情

Details of the Comment :

Hello I am an owner of an apartment in Woodgreen Court and I wish to express my deepest concern again for HKRI to rezone and redevelopment area 6f via existing Parkvale road. REasons given below:

1) SAFETY : the road leading up to the 3 blocks of Woods apartment is very steep and narrow and it will be far too dangerous for big transport trucks and cement mixers to go up that steep slope without endangering lives. Just imaging the truck losing control of brakes or falling debris onto the road with walking pedestrians and dogs.

(there is an alternate route that HKRI can use to develop area 6f, why is HKRI not considering it)

2) DB Roads are NOT made for heavy vehicles and traffics: It is also known that all the roads in Discovery Bay are not made for heave vehicles and the costs of road maintenance are mainly paid directly or in part by the owners of the village. And it is not fair to Parkvale owners that we have to bear the cost of road maintenance after the Parkvale roads are strained and damaged by heavy vehicles hire by HKRI for their development.

This issue has not been resolved.

3) The current DB Resident club and Siena Club facilities are already used to the maximum and to add more residents in Discovery Bay with area 6f (and area 10b) will be overwhelming.

This issue has not been resolved ...


4) The building of another sewage treatment plant near area 6f and Parkvale is not acceptable because of health reason and health hazard.

5) Environmental issues ... the current hiking trail behind Parkvale is a popular trail for DB resident and I believe, it is not legally right to remove the current pedestrians walkway and also destroying the current environmental area.

In view of the above unresolved issues, I strongly oppose to the development of area 6f until HKRI has provided solutions to all of the ago and other unmentioned DB residents concerns.

Best regards

Sally Conti

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

參考編號

Reference Number:

160715-235753-50107

提交限期

Deadline for submission:

15/07/2016

4488

提交日期及時間

Date and time of submission:

15/07/2016 23:57:53

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Sulawesi Limited

意見詳情

Details of the Comment :

Hello I am an owner of an apartment in Peninsula Village and I wish to express my deepest concern again for HKRI to rezone and redevelopment area 6f. REasons given below:

1) SAFETY : the road safety with heavy vehicles and cement mixers along narrow roads..

2) DB Roads are NOT made for heavy vehicles and traffics: It is also known that all the roads in Discovery Bay are not made for heave vehicles and the costs of road maintenance are mainly paid directly or in part by the owners of the village. And it is not fair to Discovery owners that we have to bear the cost of road maintenance after the DB roads are strained and damaged by heavy vehicles hire by HKRI for their development.

This issue has not been resolved.

3) The current DB Resident club and Siena Club facilities are already used to the maximum and to add more residents in Discovery Bay with area 6f and area 10b will be overwhelming with an increase of population to more than 29,000 (when it should be limited to 25,000).

This issue has not been resolved ...

4) The building of another sewage treatment plant near Peninsula is not acceptable because of health reason and health hazard. It will also cause red-tide in the bay.

5) Environmental issues .. reclaimed land of the bay will destroy the environment and causes red-tide. The current mooring of boats will be gone.

6) the population density for Peninsula area will be increase significantly compare to other DB villages.

In view of the above unresolved issues, I strongly oppose to the development of area 10b until HKRI has provided solutions to all of the ago and other unmentioned DB residents concerns.

Best regards

Sally Conti

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

參考編號

160715-163137-26286

Reference Number:

提交限期

4489

Deadline for submission:

15/07/2016

提交日期及時間

Date and time of submission:

15/07/2016 16:31:37

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. R Chan

意見詳情

Details of the Comment :

DO WHAT IS RIGHT. NOT WHAT IS EASY

I fully support the applications for developing areas 6f & 10b in Discovery Bay (DB) as it will achieve WIN-WIN for ALL.

6f & 10b: All-Win Proposals

For residents: Property value will go up & transport costs can be shared.

For DB community: have more greenery and beautiful living environment & enhanced public facilities.

For government: generate more tax revenue through property selling.

For Hong Kong: create employments & provide a model green city in ASIA.

A Decision for the Rise/ Fall of DB

Only with continuous developments, DB can avoid the tragedy from turning into another "Sea Ranch" in South-west Lantau, which once visioned to be another Discovery Bay and a luxury resort in the 1970s and once were homes to many HK residents and expats, sadly now abandoned as a shabby, crumbling GHOST town while daily facilities remain in a state of disrepair because of the legal wrangling and internal disputes between the developer and a small portion of malicious residents.

IF DB Becomes Sea Ranch

Will you regret? If DB loses its vitality and speeds up ageing without further investment or development.

1. The Sea Ranch (Hong Kong)

https://www.youtube.com/watch?v=1e_oxdmR6-0

The Sea Ranch is a 1970's luxury residential development in a remote area of Hong Kong's Lantau Island. After initial boom, it experienced fall in prices, decline in occupancy and mismanagement. In 2008, "TimeOut Hong Kong" compared it to a city hit by a neutron bomb. It wrote: "The southwest Lantau ghost town is shabby, crumbling, and crushingly depressing to visit."

2. HKFP History: Sea Ranch – A 1970s 'Post-Apocalyptic Discovery Bay'

<https://www.hongkongfp.com/2015/12/27/hkfp-history-sea-ranch-a-1970s-post-apocalyptic-discovery-bay/>

Think Out of the Box

4439

Let's take a look back at the development history of DB.

As a matter of fact, no one loves DB more than HKR as it has been building DB starting from scratch and a piece of barren land into what it is today as a model green city and loving home for all DBers, without any help and support from the government.

Based on those excellent track records of the developer, answer is simple: If they could do it 40 years ago by overcoming all the infrastructure issues and difficulties, why not they can't today?!

House vs. Home

We all DBers are attracted by the beautiful environment and unique town design then choosing to overcome all the inconvenience to reside here and treasure it as our home.

A home is where your mind and heart feel at ease, and a place provides peace, comfort and happiness. Let trust build our home.

Our Future is Greater than Our Past.

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

參考編號

Reference Number:

160715-162541-71845

4490

提交限期

Deadline for submission:

15/07/2016

提交日期及時間

Date and time of submission:

15/07/2016 16:25:41

有關的規劃申請編號

The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Dana Winograd

意見詳情

Details of the Comment :

To:

Secretary of the Town Planning Board

tpbpd@pland.gov.hk

Re:

Application Y/I-DB/2, Area 6f, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay
To rezone the application site from "Other Specified Uses" annotated "Staff Quarters (5)" to "Residential (Group C) 12"

Dear Sirs,

Herewith we call on the Town Planning Board:

To reject the application Y/I-DB/2 to rezone Area 6f, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay from "Other Specified Uses" annotated "Staff Quarters (5)" to "Residential (Group C) 12"

My reasons for objecting to the application are:

In the Government comments on HKR's application to develop areas 6f and 10b. EPD made comments to HKR for suggesting that sewage from the 6f and 10b developments could be treated at the Siu Ho Wan Sewage Treatment Works (SHWSTW). Here is EPD's comment:

"The Discovery Bay further development shall provide its own sewage treatment facilities to meet the WPCO standards before discharge into the receiving waters. In this connection, the Applicant should delete all the incorrect and misleading statements, e.g. "SHWSTW requires upgrade works to cater for the existing and concurrent developments, irrespective of the proposed developments. The upgrade works could cater for the sewerage increase as a result of the proposal, which accounts around 0.8% of the treatment flow" and other similar text in the submission as they are factually incorrect."

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In its letter circulated to all DB residents on 23 April, 2016, titled "Further Elaborations on DB Latest Development Plans", HKR was still making the misleading claim that sewage could be treated at the SHWSTW. The idea that it could not was a "misconception"

Worse, in its latest submission to the TPB HKR has merely acknowledged that that untreated sewage cannot be routed to the SHWSTW. It has not provided a proper update for its alternative proposals, which had assumed that the EPD would allow treated sewage to be sent to the SHWSTW for disposal. Note above that EPD has clearly stated that HKR is responsible for treating sewage to WPCO standards for discharge into the receiving waters.

In its original submission to the TPB, HKR provided two alternative solutions if the option to use the SHWSTW was ruled out:

- 6f sewage treated on-site; 10b sewage treated in a new sewage treatment works facing La Costa before pumping to SHWSTW.
- 6f sewage connected to the existing DB sewage system at the pumping station between Beach Village and the tennis courts; sewage volume equivalent to 6f and 10b treated in a new sewage treatment works facing La Costa. Treated effluent sent to SHWSTW.

Now that discharge to the SHWSTW is not an option, HKR states:

"The applicant will undertake the design, construction and implementation of an on-site sewage treatment plant (STP) adequate for proper treatment of the sewage arising to meeting the permissible effluent standards for discharging into the receiving waters. ... Other detailed design parameter such as the treatment level, treatment technology, discharge location, effluent standards will be properly addressed at detail design stage subsequent to the approval of this rezoning application."

In other words, there is no detail on how the sewage will be treated, or where it will be discharged into the waters around DB. The locations of the sewage treatment plants and marine outfall shown in the updated Environmental Impact Assessment are "indicative only".

There is no detail of the STP, and given the small size of the lot and the proximity to existing residential developments, there is no assessment on what impact a sewage treatment plant has on the immediate environment.

EPD's comments make it clear that the sewerage systems for 6f and 10b must be kept separate from the existing sewage infrastructure in DB, so that there is no possibility of discharge of sewage from the new developments to SHWSTW.

Further, while HKR states that the sewage treatment plant(s) will be maintained at the cost of the owners of the 6f and 10b developments (ref. DSD's comments, SIA (d)), it ignores maintenance responsibility for the connecting pipeline systems and the marine outfall.

Provision of sewerage infrastructure is a basic requirement. How can HKR be allowed to proceed without providing basic information on sewage treatment and disposal?

Unless and until my demands are acceded to and my concerns are addressed 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

160715-171939-88171

Reference Number:

4491

提交限期

15/07/2016

Deadline for submission:

提交日期及時間

15/07/2016 17:19:39

Date and time of submission:

有關的規劃申請編號

Y/I-DB/2

The application no. to which the comment relates:

「提意見人」姓名/名稱

女士 Ms. Natalia Veldman

Name of person making this comment:

意見詳情

Details of the Comment :

To:

Secretary of the Town Planning Board

tpbpd@pland.gov.hk

Re:

Application Y/I-DB/2, Area 6f, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay

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

Dear Sirs,

Herewith we call on the Town Planning Board:

To reject the application Y/I-DB/2 to rezone Area 6f, Lot 385 RP & Ext. (Part) in D.D. 352, Discovery Bay from "Other Specified Uses" annotated "Staff Quarters (5)" to "Residential (Group C) 12"

My reasons for objecting to the application are:

1. HKR's proposal to use the brick roadway at the Woods as the main access route to the new tower blocks. Given that Parkvale owners have been paying for maintenance of this roadway for the past 28 years, the road must be Village Common Area, and HKR has no right to provide access through Parkvale to Area 6f. HKR claims that it has not designated the road as Village Common Area, and therefore it retains "ownership" of the road. For road maintenance to have been paid by owners, this is a fallacy. The Sub DMC can not be changed at will for the convenience of HKR.

2. Relevant government departments have commented on issues of water and sewerage: this new development can not be served by existing arrangements. HKR proposes to restart supply fro

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in the reservoir (which always had serious concerns during the early period of Discovery Bay development when it was utilised for supply, prior to mains connection) and to build a sewerage treatment plant! Propose to government that this is clearly not a well thought through plan.

3. Population numbers: OZP for Discovery Bay clearly states a maximum number of 25,000 persons, which number is very close to fulfillment at this time (without further development). Indeed, with reference to point 2, none of the capital infrastructure (provision of utilities, road bed design, public amenities) exists to exceed 25,000. Large scale development(s) on the scale of Area 6 will breach the population design numbers and cause complex issues.

In summary: Discovery Bay has been developed according to principles and guidelines set down in the OZP and Deed(s). The government must not allow the developer to change this at will. The investment of existing owners in the lifestyle proscribed by these documents must be upheld. Continually expanding upon Discovery Bay will only serve to diminish both the quality of life and value of properties.