

To: Secretary, Town Planning Board

1889

(Via email:)

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Yours sincerely

Name: RAYMOND GRAY Owner/Resident of: [REDACTED]

[REDACTED]
Fax [REDACTED]

[REDACTED]
[REDACTED]


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 (Via email: tpbpd@pland.gov.hk)
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Name: Barbara Redl

Owner/Resident of:

Fax

signed:

B. Redl

To: Secretary, Town Planning Board

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

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Name:

Tel.

Email Address:

Owner/Resident of:

(Fax

By Reference to the Section 12A Application for Amendment of Plan No Y/1 – DB/2 at – Area 6f Discovery Bay – Planning Statement and Associated Technical Studies A-E

1.0/1.2 Introduction

1.2 HKR Statement

- "recognized the value of the natural environment"
- "(HKR) it has subsequently identified development potentials at Area 6F and Area 10b around already approved development to be implemented on already disturbed sites"

Comment

The site was already disturbed by HKR for the building of a 170m² footprint, 3 storey, 9m high Staff Quarters Development (Refer to item 4.4 and 5.4 of the Planning Statement).

The site encroaches onto the as yet undeveloped hillside, the existing platform size is very constricted, presumably formed for a 170m² 3 storey 9m high Staff Quarters development. If not why then was a larger platform allowed to be cut into the hillside than required

3.0/3.1/3.4 Relevant Background (to Chief Executives Policy Address 2015)
Chief Executives Policy Address in 2015

3.1 Item 74 (OZP)

"We have to take into consideration more and more factors such as the impact on traffic, environment, conservation and even air ventilation in the planning process"

Comment

Air ventilation should surely be fundamental to any development, and in particular this development will negatively impact air ventilation in the Parkvale Village and in the various residential towers and low rise units further down the hillside to the coastline

3.4 Land Administration

HKR Statement

"The current Master Plan No 6.0E1 has been in effect since February 2000, and the premium offer of the latest Master Plan No 6.0E7(a) has been accepted by HKR"

Comment

We have not been able to view the Master Plan No 6.0E7(a) A copy does not appear to have been made available to the Public, why not?

BY HAND


To: Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

Application No. Y/1 – DB/2

Dear Sirs

I enclose my comments on the Application No. Y/1 – DB/2

Yours faithfully



Robert Morland Smith
FRICS, MHKIS
8th April 2016

5.0/5.3 **The Concept Plan**

HKR Statement

5.3(ii) "The building height is compliant with the Deed of Restrictive Covenant (between the HKSAR Government and HK International Theme Park Ltd), while relating to the adjoining topography of the site and Parkvale Village Buildings"

5.3(iii) "The existing Parkvale Drive to the North will be extended to serve area 6F"

Comment

The existing Parkvale Drive is a private village road, narrow, without footpaths.

The proposed 2 No 18 storey Residential Buildings are for 1196 residents, much too large for the existing private access road and existing infrastructure of the existing Parkvale Drive access to accommodate almost double the number of residential units in the adjacent 3 No blocks presently served by the proposed access road

6.0/6.1/
6.2/6.3 **Engineering Studies**

HKR Statement

"The Concept Plan is supported by engineering studies quantifying the infrastructure requirement. The studies on Drainage, Sewerage and Water Supply Systems (Appendix A) and Traffic Impact Assessment (Appendix B) find that, subject to upgrade works where required the infrastructure is capable of accommodating the proposed population increase at Discovery Bay

Comment

No information whatsoever has been provided on the upgrade works required to accommodate the 2 No major buildings, external works, parking for non golf cart vehicles, slopeworks, drainage, electricity water,, LPG, TV, telephone or sewerage services at Parkvale Village

6.2 **Study on Drainage, Sewerage and Water Supply Systems**
HKR Statement

6.2(i) **HKR Statement**

"Sewerage – The "Upgrade Works (refer to aforementioned Planning Statement item 6.2) to Siu Ho Wan Sewerage Treatment works requires urgent upgrade works to cater for existing and concurrent development irrespective of the proposed developments at Discovery Bay"

Comment

The Planning Statements and Appendices include various figures in regard to existing and future Discovery Bay population. The application refers in Appendix B to an existing population of 15,000, with a plan to increase the present 25,000 population cap to 29,000 (item 10.5 refers) i.e. the existing population in Discovery Bay to be almost doubled. I would suggest that the existing population is already considerably greater than 15,000, notwithstanding the very large numbers of weekend visitors, hotel guests and external staff and office workers, and that severe strains on road use, utilities, and general amenities are already readily apparent in the existing infrastructure to cope with the present population and visiting population

It would also be totally irresponsible to build a Sewerage Treatment Works (STW) at Area 6(F) i.e. directly above, Crystal and Coral Court residential buildings and close to existing residential building and as HKR say "having numerous STW in the area is considered to be ineffective in achieving economies of scale for the infrastructure and the land area" and for the local environment

6.2(v)

HKR Statement

"Siu Ho Wan Fresh Water Pumping Station requires upgrade works to cater for the existing and concurrent development irrespective of the proposed developments at Discovery Bay"

6.2(vi)

"Should the government not upgrade the Siu Ho Wan Water Treatment Works and Siu Ho Wan Pumping Station in time for this proposal, alternative water supply is possible from the existing Discovery Bay Reservoir, which has adequate storage for the increased fresh and flushing water demand (including Area 10(b) but would require the construction of a new water treatment works, and new fresh water and flushing water mains"

Comment

Its unclear as to the capacity of the existing reservoir to serve a significant population increase in a time of a future severe drought, particularly when previous climate extremes are regularly being exceeded around the world. Furthermore it appears that further additional major works may well be required to construct a new water pumping station and extend fresh and flush water mains to serve Discovery Bay with associated access restrictions and construction related impacts to Area 6F and other villages in Discovery Bay.

In addition, all other utilities required to serve this development would probably need to run along the existing narrow and congested private access road (including water, drainage, power, LPG gas, street lighting, TV, Telephone)

6.3

Traffic Impact Assessment (TIA)

(i)

HKR Statement

"Menial impact on the existing pedestrian and cycle track network"

Comment

The TIA totally ignores the pedestrian cycle or traffic impact on Parkvale Village itself, or the impact of the construction of a major residential development on this small site area with very limited and constricted access

The comment also refers to items 10.12 and 10.14 of the Planning Statement

6.3(i)-(iii) HKR Statement

"In summary, the proposal is considered acceptable from traffic point of view"

Comment

Incorrect, the proposal does not address any of the issues of access to Area 6F, namely:-

- the proposed access road is a private road
- the proposed access road is very narrow has no pavement
- no emergency access available if the single road is blocked
- noise disturbance
- dust pollution
- safety concerns
- existing slopes (rock) would need to be cut to accommodate the proposed access route to Area 6F, only a few metres away from existing residential units
- new water, sewerage, drainage and utility services would also need to be accommodated
- no consideration of construction related traffic for a major development
- no consideration of the impact on surrounding slopes below and above the existing small platform

The proposed development will result in an adverse traffic impact to the surrounding road network which is unacceptable

Attached at Appendix A are Plan No. 6.3, Photo's A-N and a Schedule which details the present narrow passageway at the 3 No Woods buildings and the road link through Parkvale Drive and Discovery Valley Road and down to the junction of Discovery Bay and Discovery Valley Roads

7.0/7.1/ Environmental Considerations

7.2

HKR Statement

7.1 "Large portion of Area 6F has been disturbed, or formed and ready for development. Its surrounding shrubland is not of significant natural environmental conservation value"

7.2 "With regard to the amenity of the future residents of Area 6F, the Environmental Study (Appendix C) takes into account the development sit back from the local roads compliant with the HK Planning Standards and Guidelines, and the insignificant traffic increase

Comment

- i) The platform was formed to provide for a 170m², 3 storey, 9m high Staff Quarters Accommodation Building not 2 No 18 storey Residential Blocks to accommodate a population increase of 1190 persons
- ii) The never ending creeping encroachment of development into green areas will destroy what makes HK unique as a city in Asia and particularly Lantau island and in this particularly case Discovery Bay and Parkvale Village
- iii) The study totally ignores the impact of almost doubling the number of units to that of the 3^{no} adjacent Blocks, (252 Units) served by the sole narrow private already congested access road serving the existing 252 units
This reply also applies to item 10.12 of the Planning Statement

8.0/8.1 Trees and Landscaping

8.1(i) HKR Statement

"The affected trees are on sites that were preciously disturbed in the formation 30 years ago"

8.1(ii) "Careful siting to minimize landform modification and optmise development of the existing rock cut bench and artificial slopes, while gearing the buildings towards the lower part of the site to form better focal built skyline in relation to the adjoining Parkvale Village building"

8.1(iii) "The proposed access road and circulation space sit largely on the already formed flat platform" The building footprints do not extend excessively into the surrounding slope greenery"

8.1(iv) "The balance of the mountain backdrop will continue to provide a great extent of slope scenery and pleasant landscape setting

8.1-8.4 Comments

8(i) The trees / shrubs are now mature after 30 years!

8(ii) The words "the proposed access road and circulation space sit largely on the already formed platform" but no details whatsoever are provided as to what will really be required to adapt the existing very small platform" to accommodate the 2 No large buildings

- 8(iii) The words "the balance of the mountain backdrop", imply that much rock cutting and/or spoil removal and/or fill will be required to reform the existing platform, adjacent areas, and the new access route to Area 6F. Such works will have very a significant negative affect on the community:
- a) the sole access is through the existing narrow private passageway which will pass extremely near to the existing 3 No Woods Residential Buildings
 - b) the access way from Woodland Court to Parkvale Drive itself is a paved private passageway, not a City Road
 - c) to accommodate the large new buildings/roads/features existing platform will need to be greatly enlarged
 - d) The Area 6/F platform was formed for a 170m², 3 storey, 9m high building
 - e) It is very likely that the slope below the proposed development will presumably require major stabilization work to accommodate 2 No 18 storey structures
 - f) no details as to the scope of the work required are provided
 - g) the very major road improvement measures required in and around Parkvale Village would impact negatively on the existing parklike landscape and community

- 8(iv) Many mature trees would be destroyed, on the site, on the slope below the new buildings along the private access road, along the new access road to Area 6F and probably on the slope above the new buildings. No information whatsoever has been provided to show the scale of the site formation work required to construct the 2 No Towers and associated roads, services, access roads etc, and the impact on the landscape.

9.0/9.1 Visual Amenity

9.1 HKR Comment

"The Visual Impact Assessment (Appendix E) identifies visually sensitive receivers in relation to Concept Plan at Area 6F, and concludes that visual impact as a result of the proposal would be slightly adverse".

Comment

The proposed development will directly block the mountain view and existing residents of Coral and Crystal building and that of "D" Flat in the three Woodbury, Woodgreen and Woodland buildings and would also impact the view from the sea, from DB Plaza and from the beach. This comment also refers to item 10.9 of the Planning Statement

10.0/10.1 Planning Assessment and Justifications

- 10.1 "The preparation of a site analysis and Concept Plan, followed by this planning application, together with the supporting technical studies are private sector initiatives for a sensitive long term residential capacity of Discovery Bay"

Comment

The proposed 6F development is not at all sensitive to the nature or capacity of the proposed site and fails to address any of the site issues

HKR Comment

10.6

Ref 7.3 (OZP)

"The general urban design concept is to maintain a car free and low density environment and to concentrate commercial and major community and open space facilities at more accessible locations"

Comment

Area 6F is not an easily accessible or suitable location for a development of the type and scale proposed.

A site visit would clearly demonstrate that the 6F site is totally unsuitable for a development of the scale and type proposed.

DP Population in General

Refer to item 6.2(i)

Summary

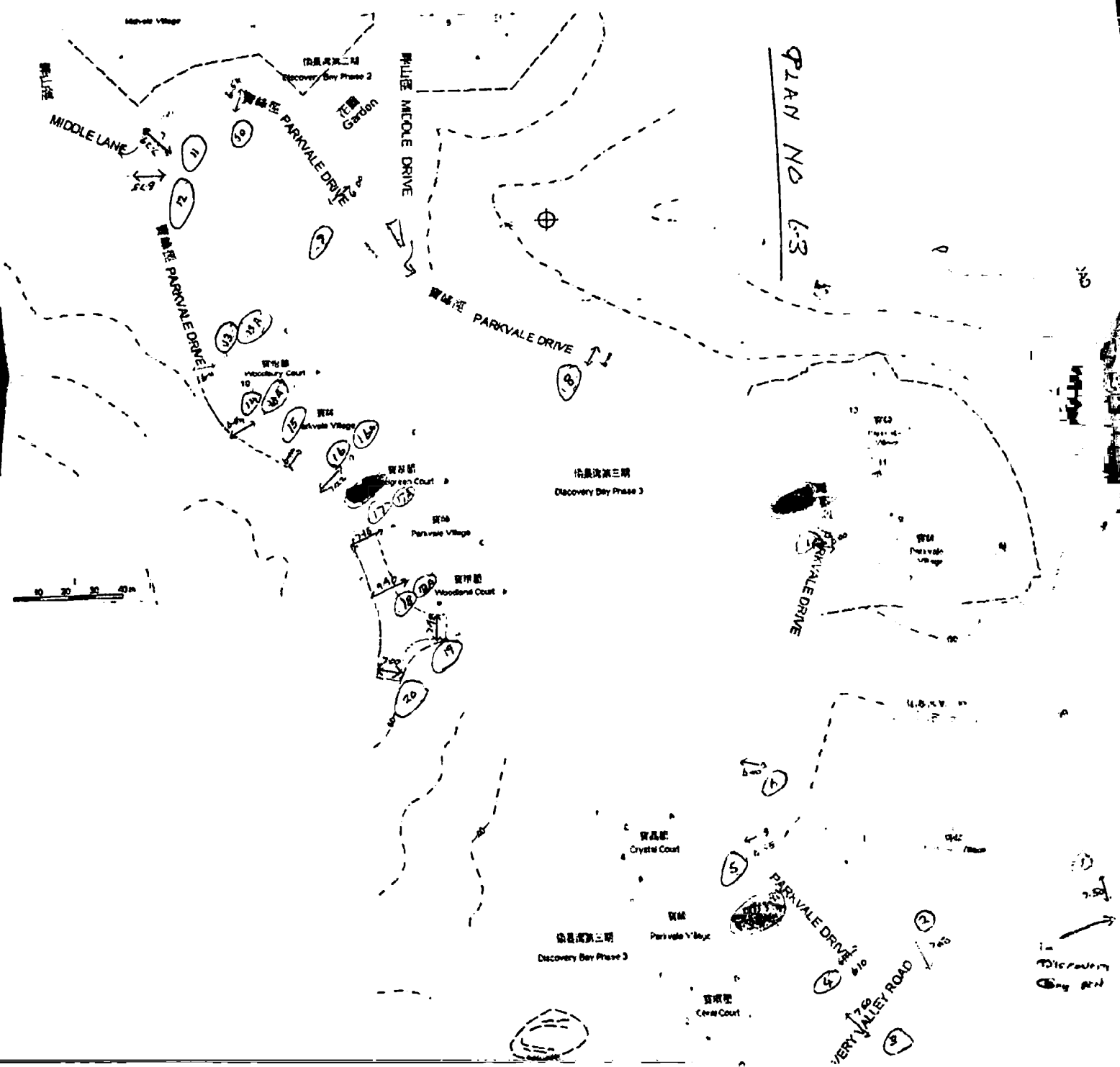
The proposed development at Area 6F fails to take into account the nature and location of the site, the access constraints to the site, utility services required for the site and Discovery Bay and is patently and totally insensitive to the site, and/or the community

I sincerely trust that the Town Planning Board will reject this Application for Amendment of Plan under Section 12A(1) in respect of Area 6F.

Robert Morland Smith
8th April 2016

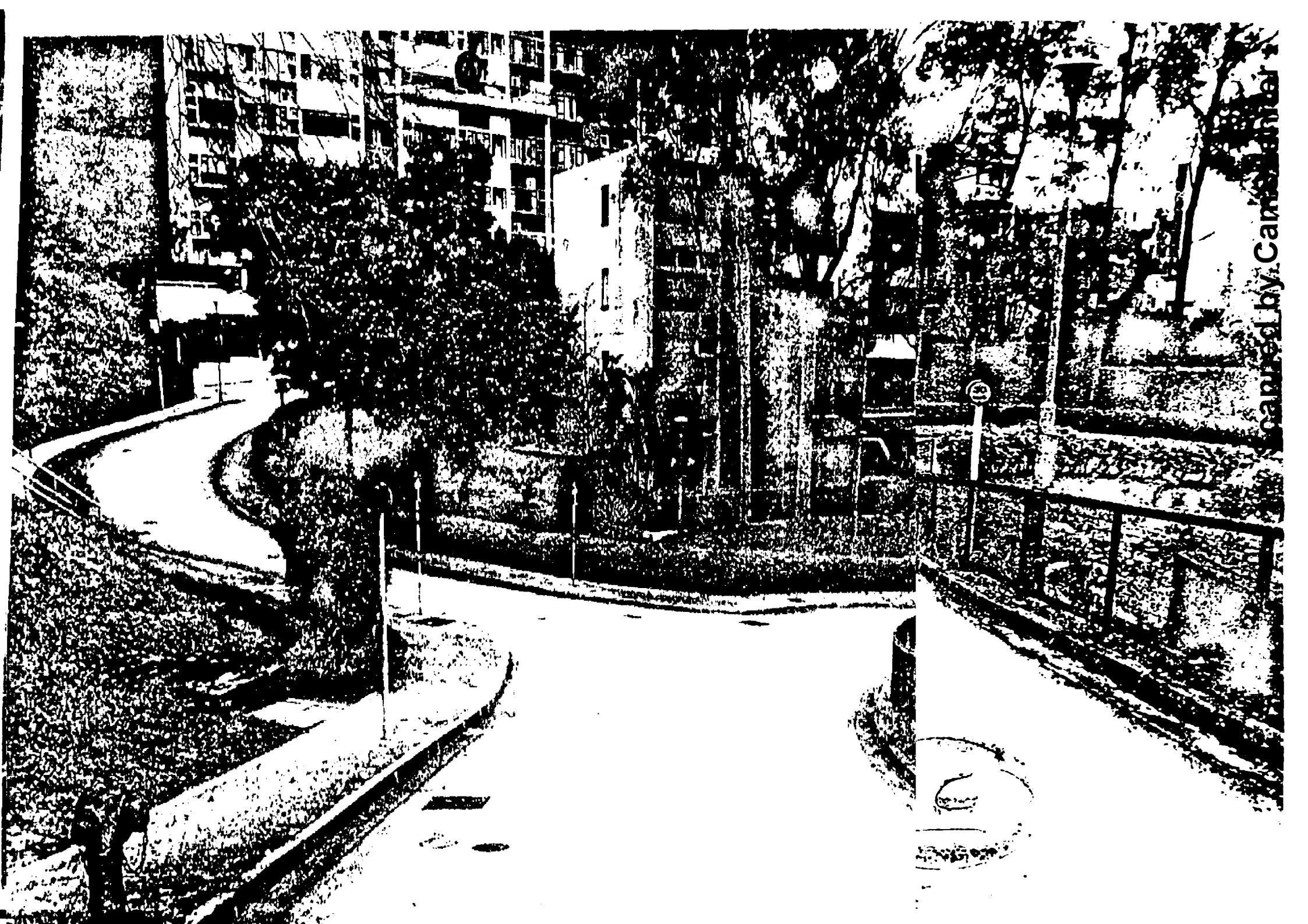
Y/1 - DB/2

APPENDIX "A"





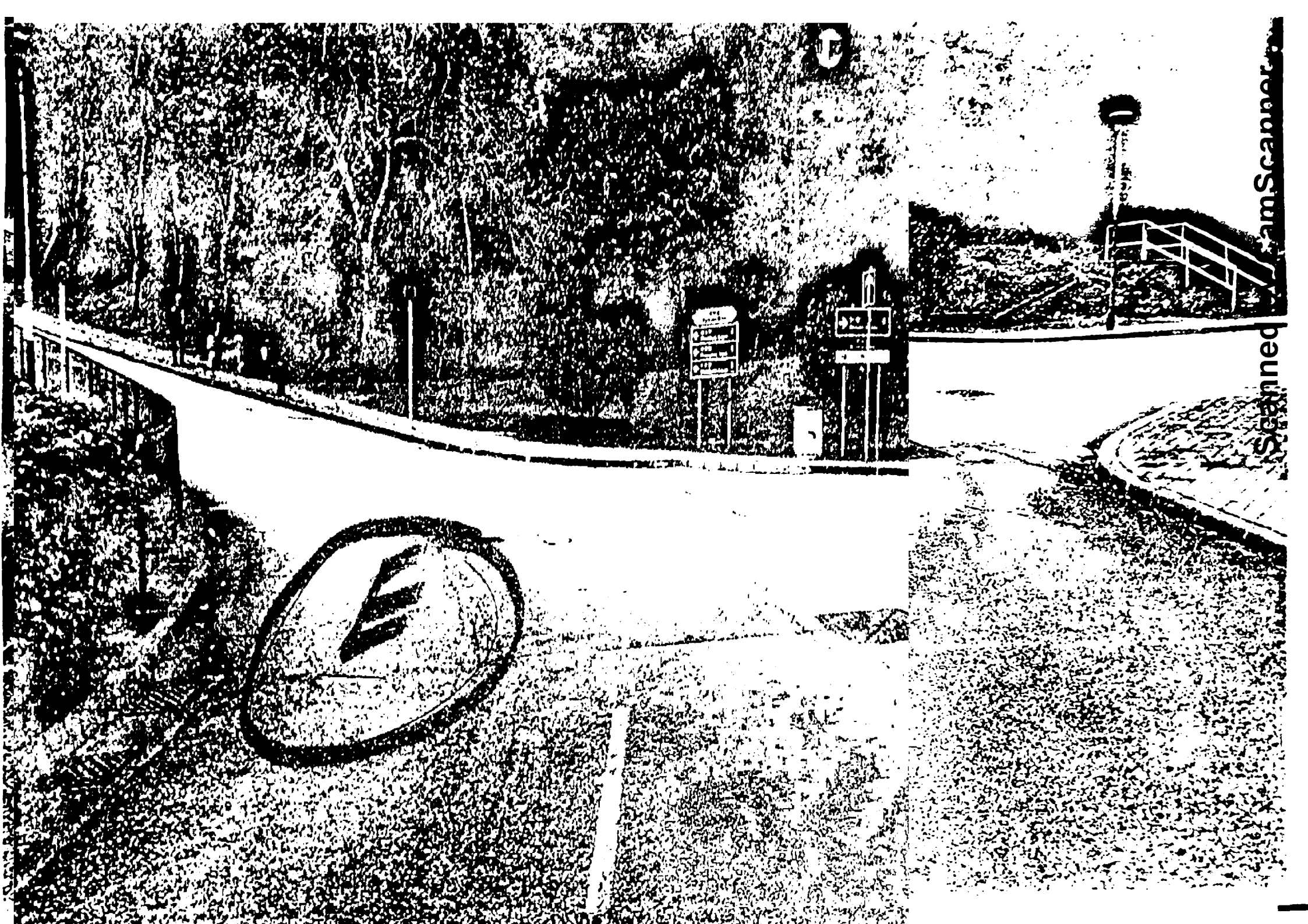


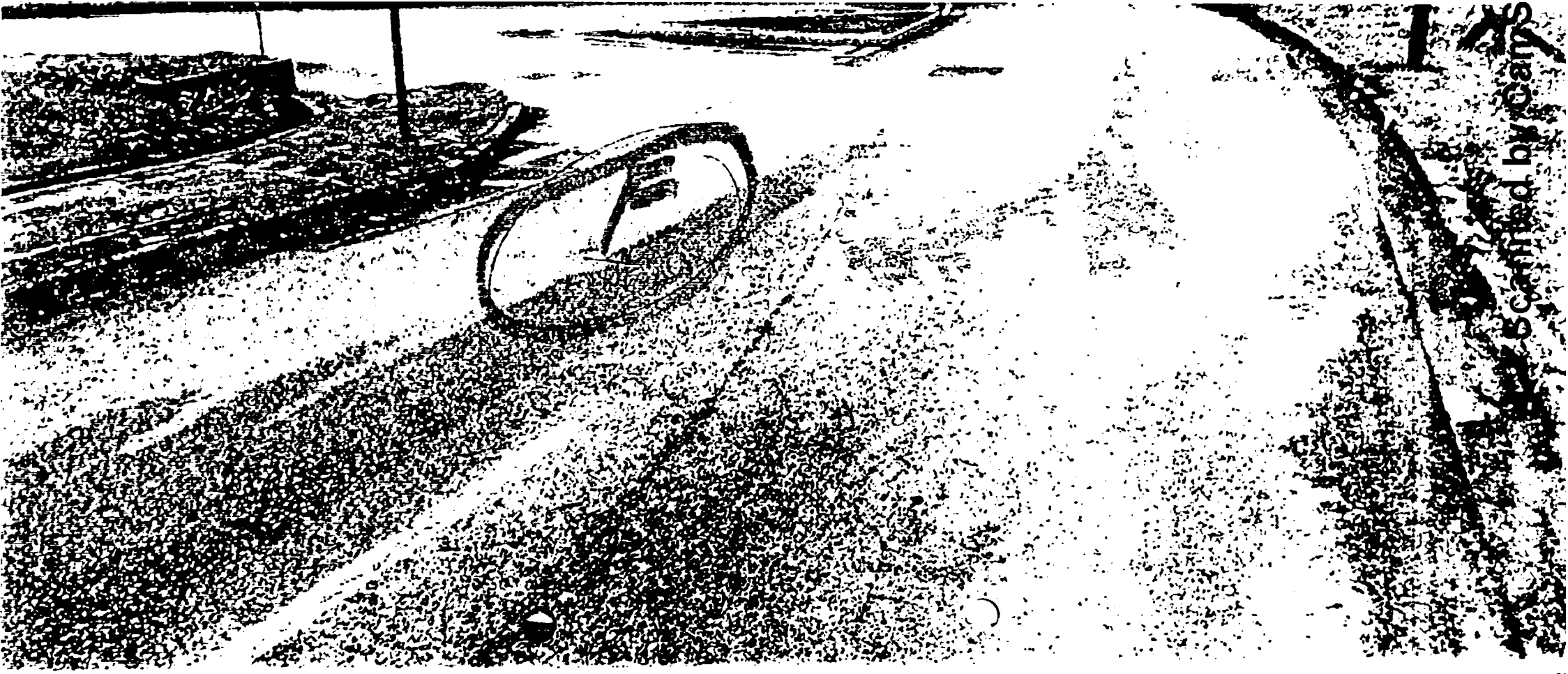


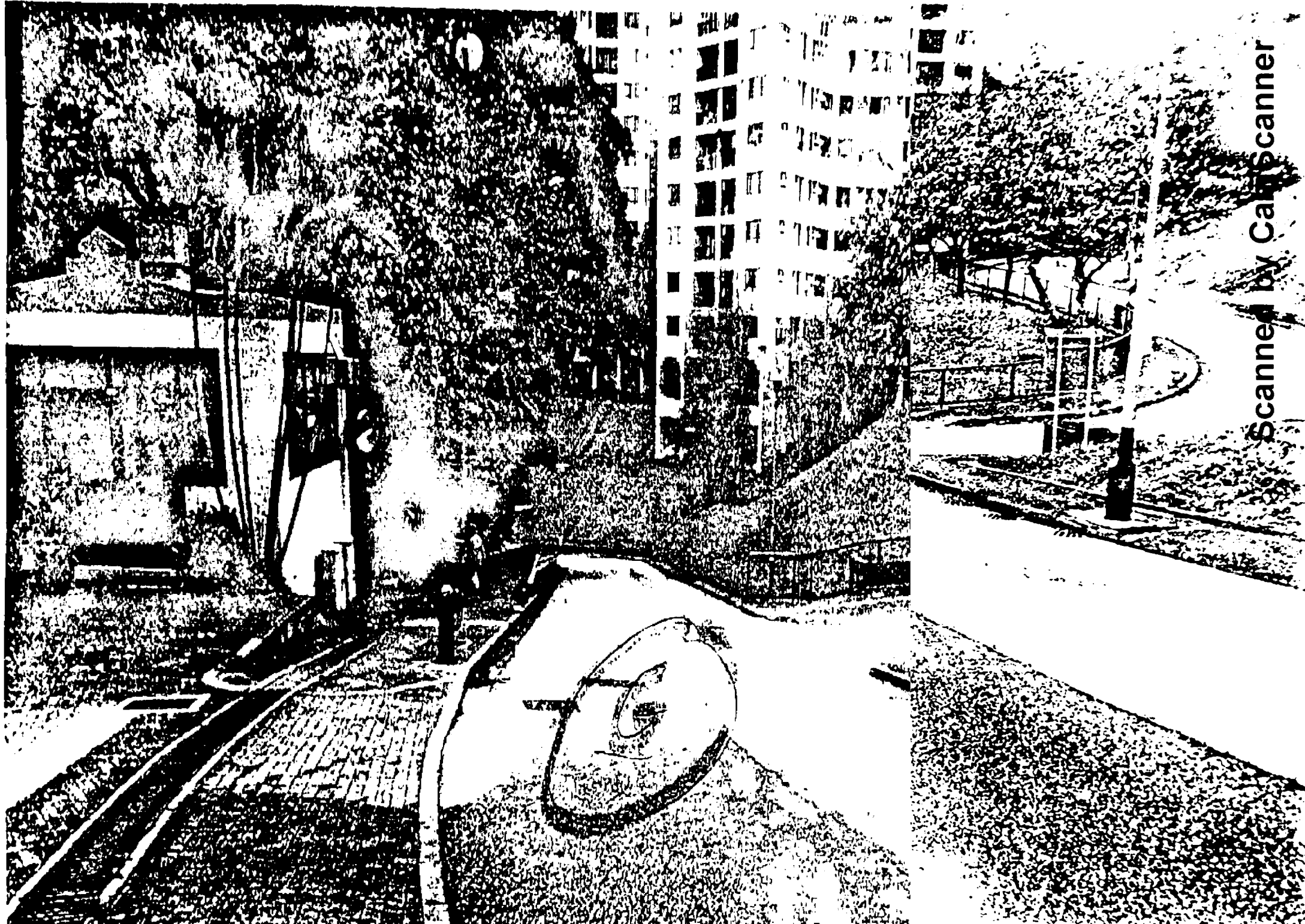
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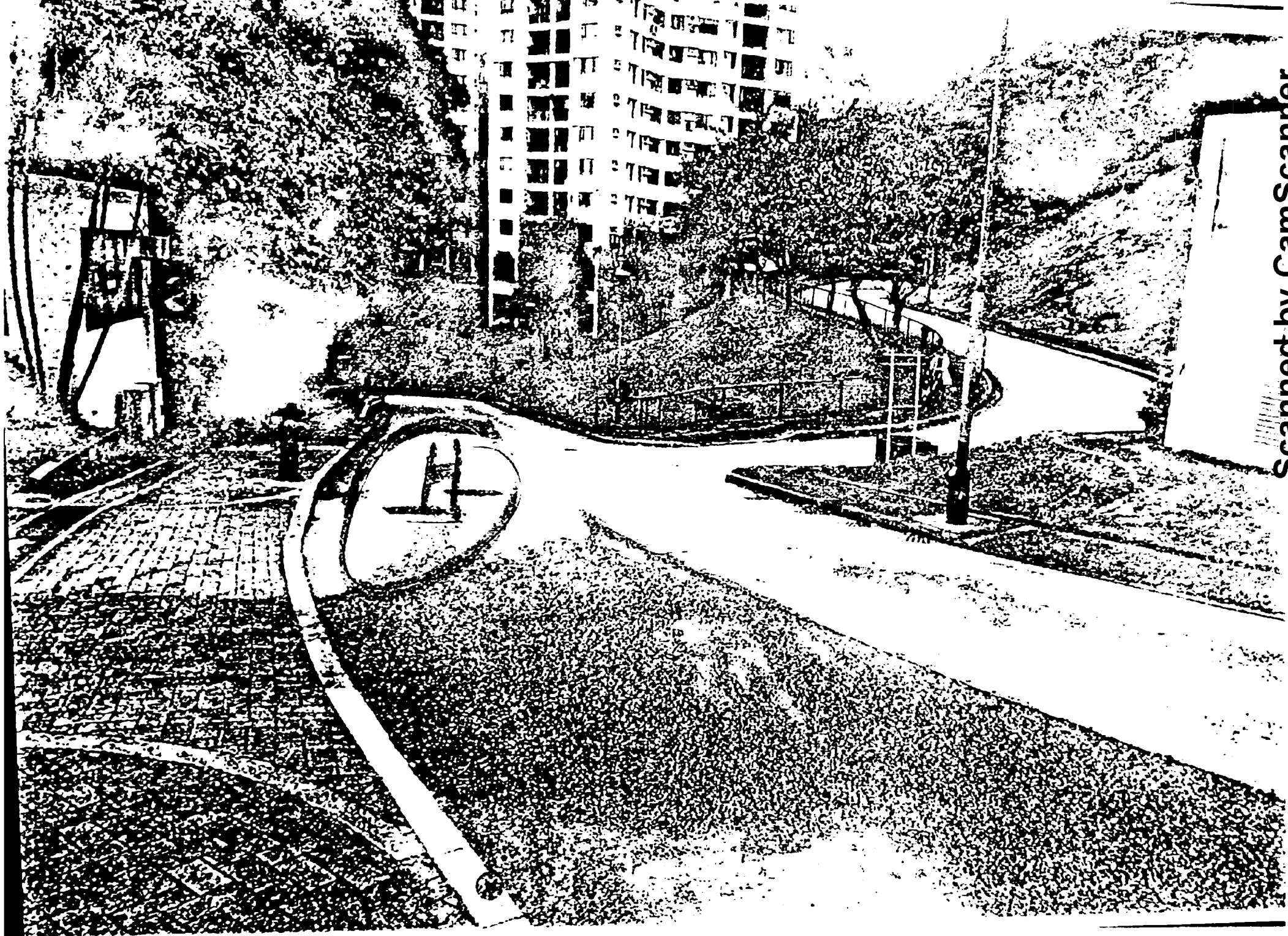


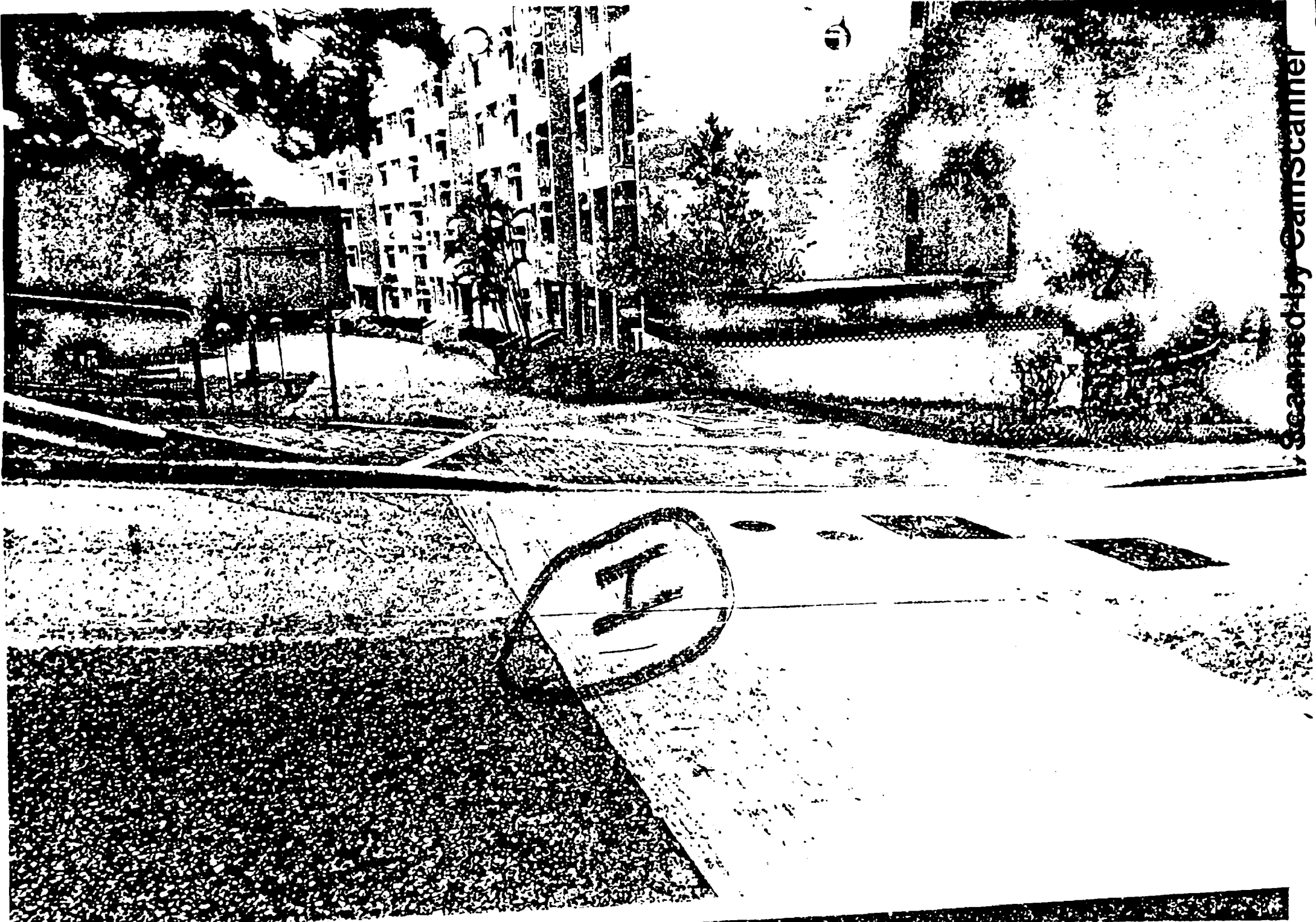
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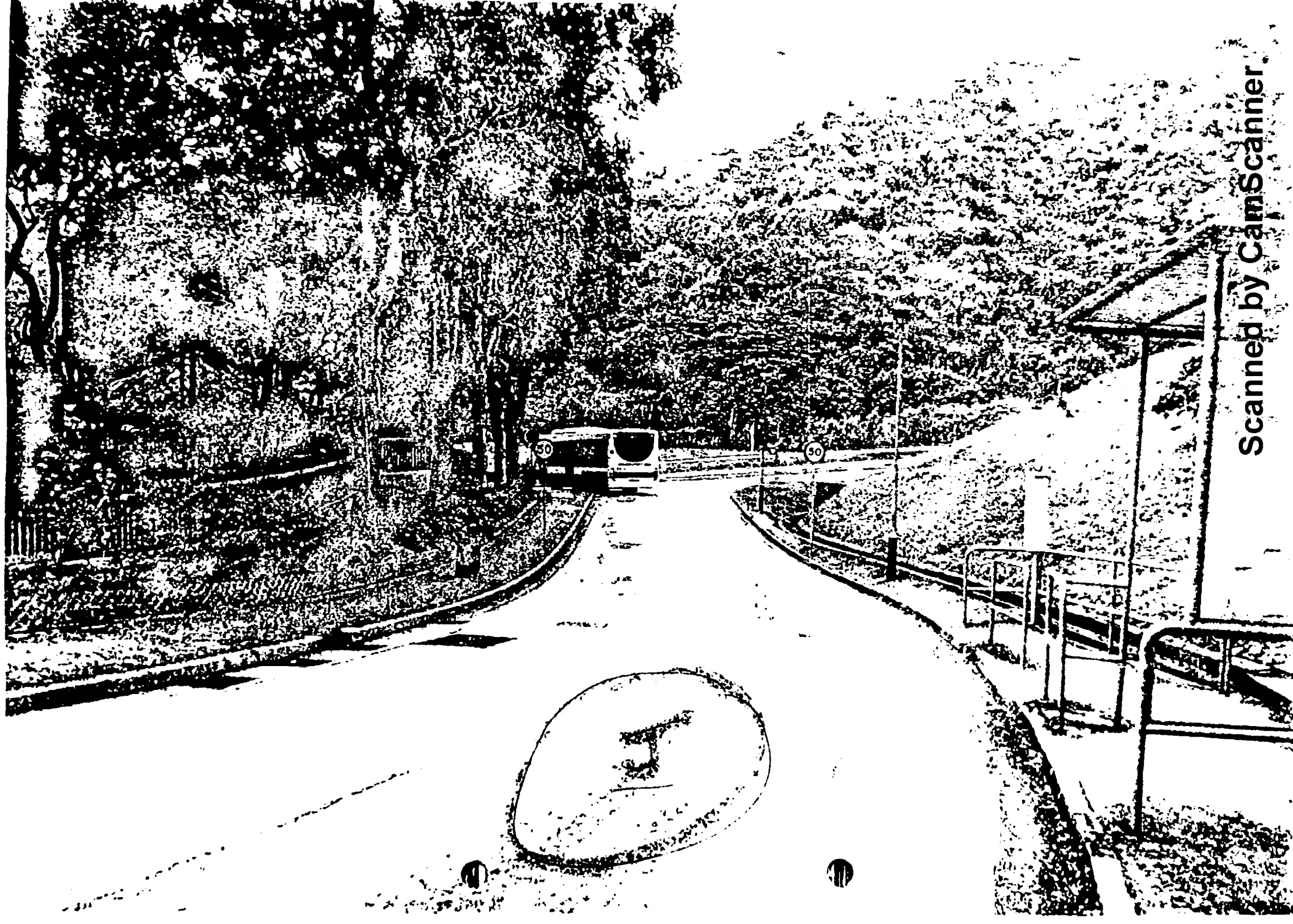




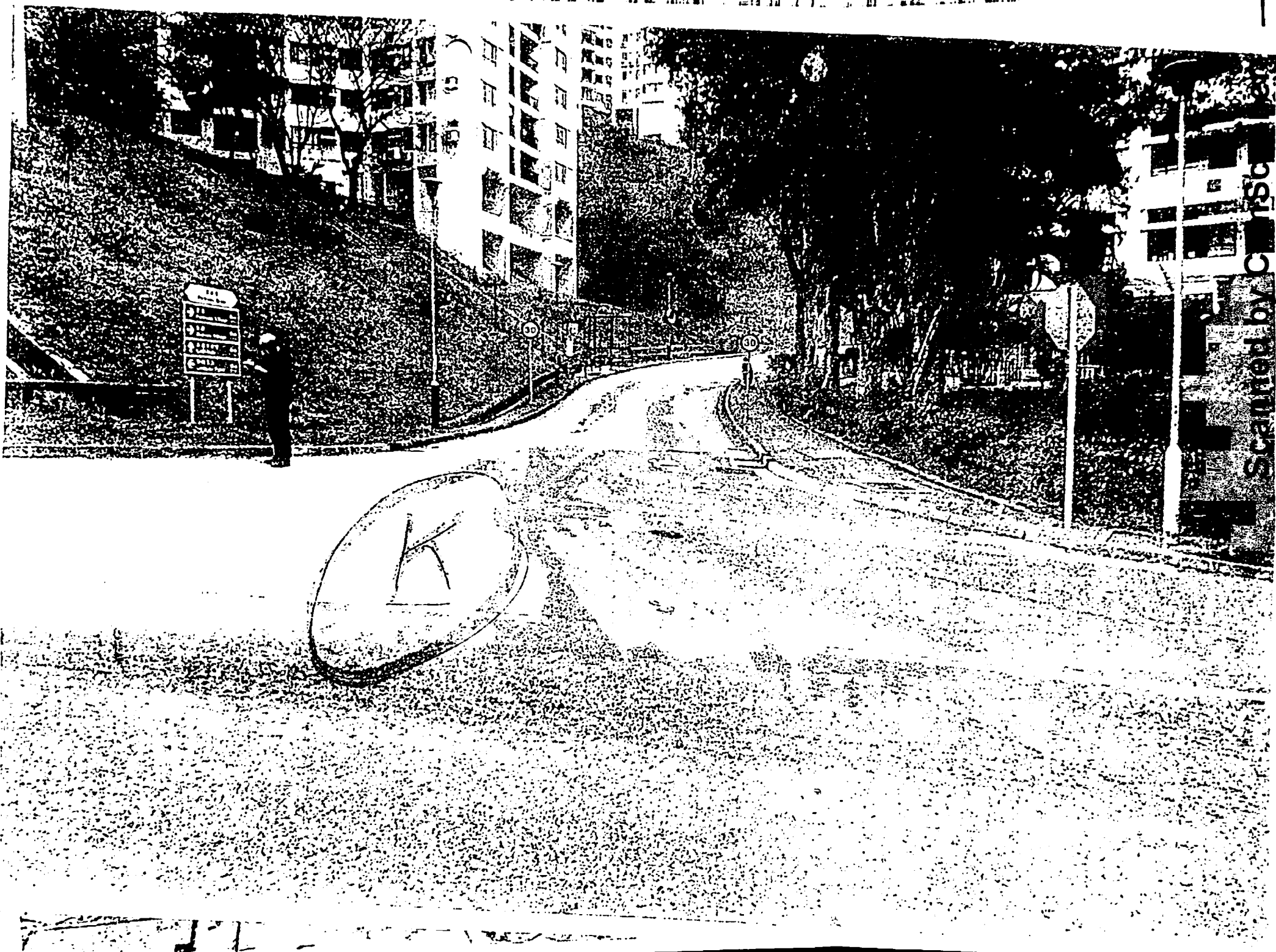




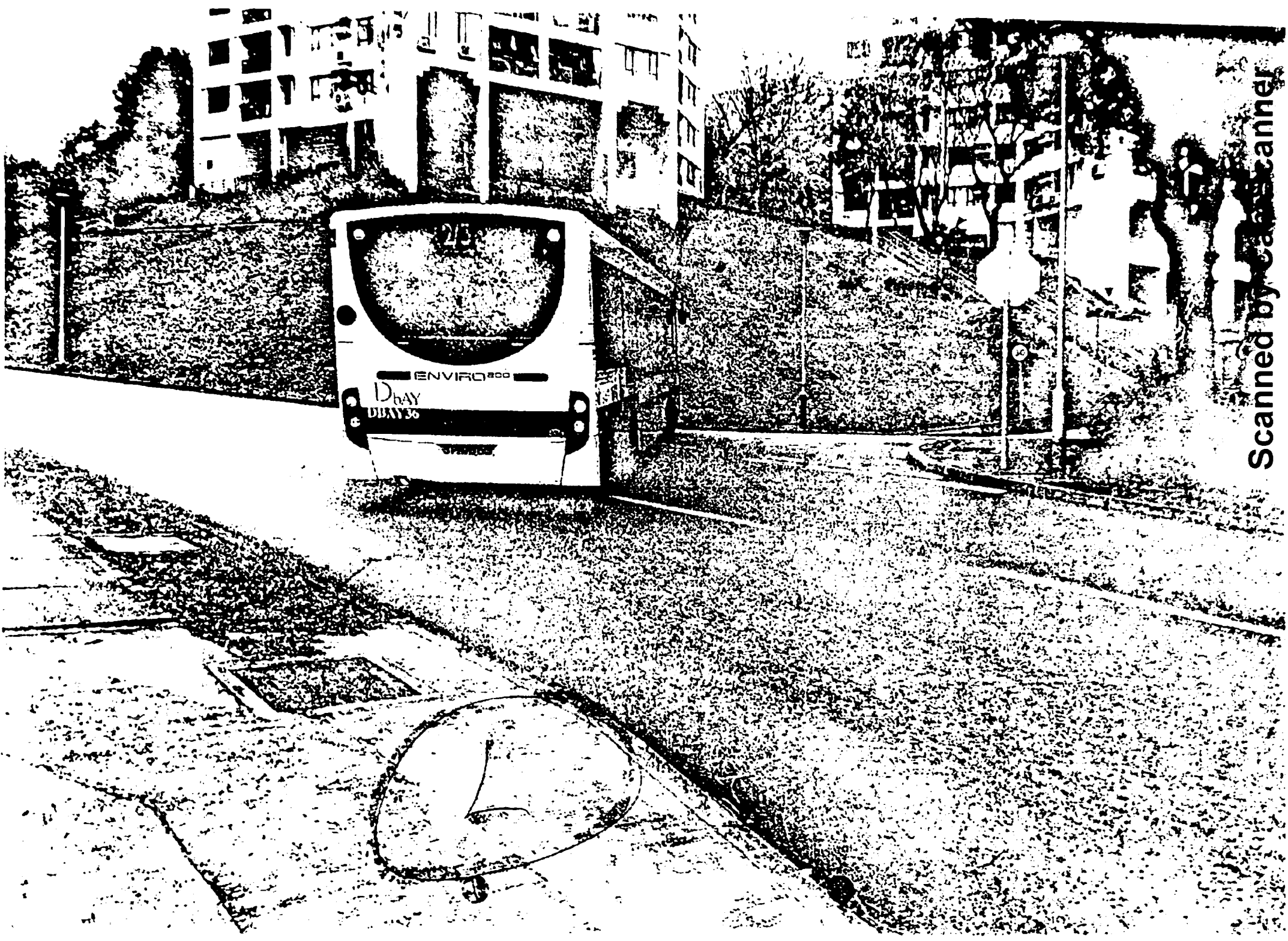
Scanned by CamScanner



Scanned by CamScanner



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Scanned by CamScanner

Survey of Roadwidth from Discovery Valley to /Woodland Court

Approximate Road Width (to kerb) (all large vehicles have to cut corners to access the many junctions of 90° or more)

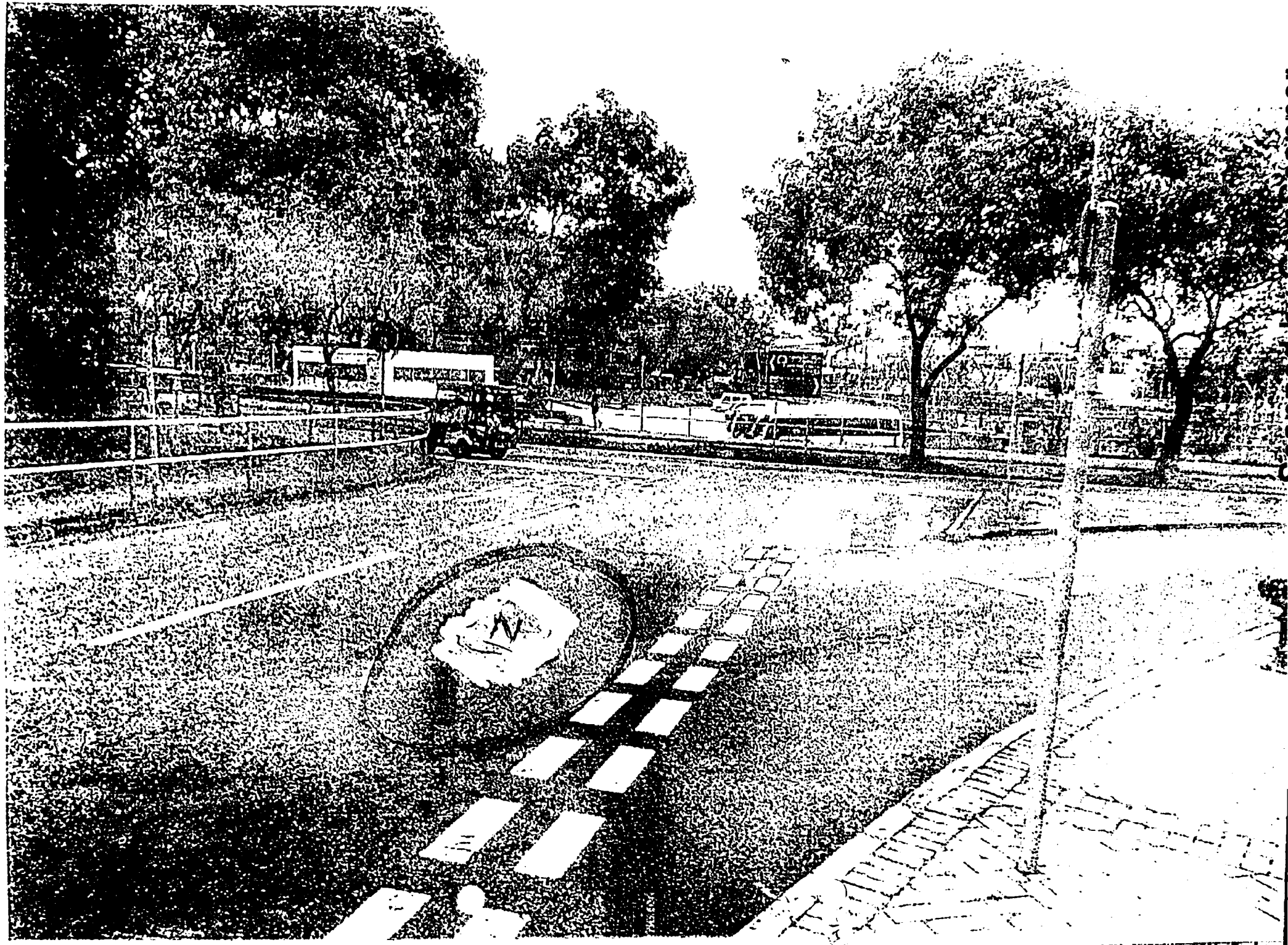
1)	7.50m	wide	Discovery Valley Road immediately before junction with Discovery Bay Rd	
2)	7.50m	wide	Discovery Valley Road before Parkvale Drive	
3)	7.50m	wide	Discovery Valley Road after Parkvale Drive Junction	
4)	6.10m	wide	Parkvale Drive	
5)	6.55m	wide	"	
6)	6.00m	wide	"	
7)	6.00m	wide	"	
8)	6.00m	wide	" after midvale Drive "Exit" Junction)Midvale Drive is a Clockwise
9)	6.00m	wide	" after Midvale Drive "Entrance" Junction)one way system
10)	6.54m	wide	"	
11)	7.29m	wide	"	
12)	6.75m	wide	"	
13)	6.00m	wide	" at top of Ramp before Woodbury Court	
14)	6.00m	wide	Pavers forming Passageway	Passageway has no curbs
15)	6.00m	wide	Pavers forming Passageway	"
16)	6.00m	wide	Pavers forming Passageway	"
17)	6.00m	wide	Pavers forming Passageway	"
18)	6.00m	wide	Pavers forming Passageway	"
19)	7.90m	wide	Pavers forming Passageway	"
20)	7.00m	wide	Pavers forming Passageway	"

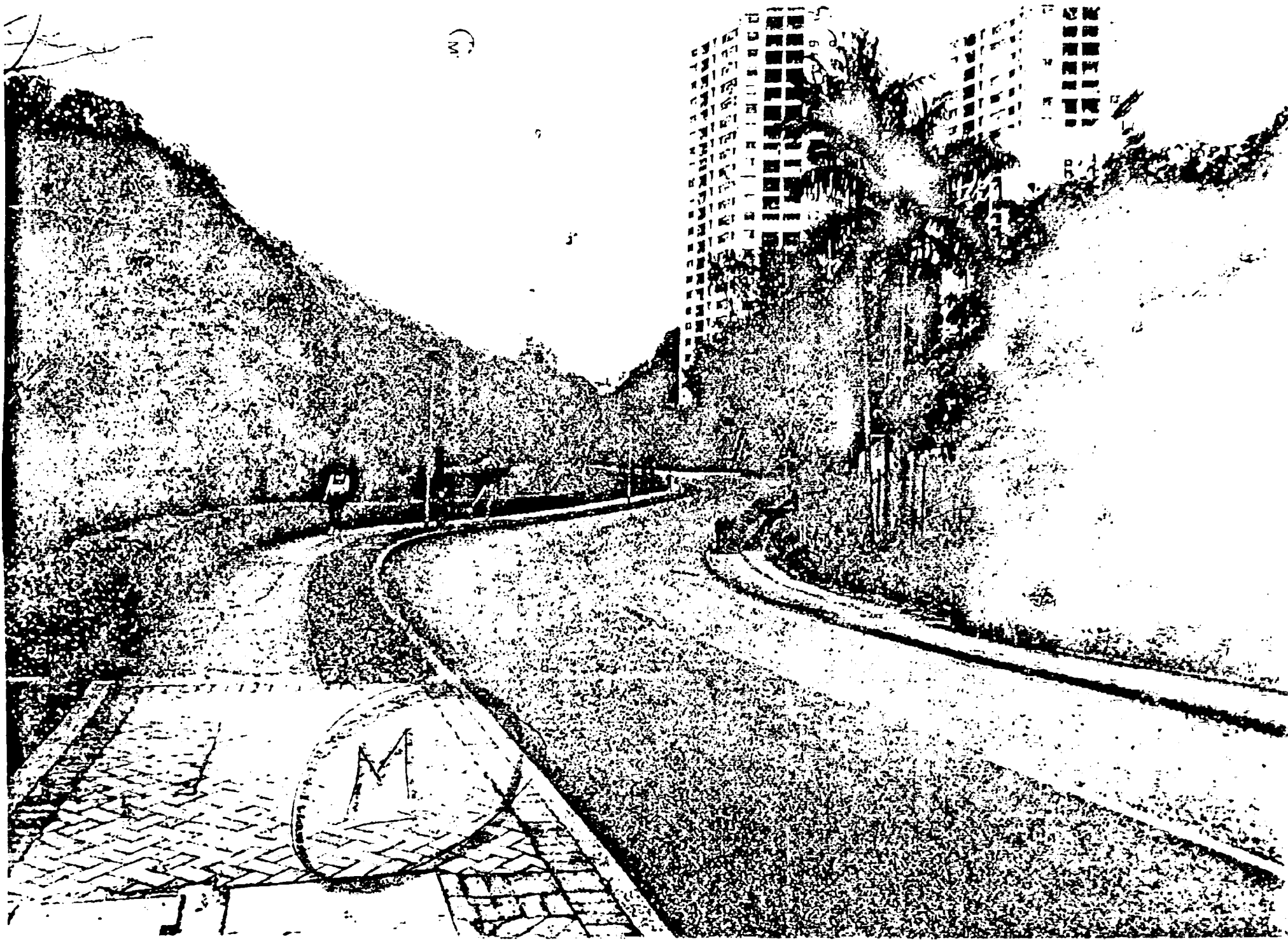
Approximate Distance between Corner of existing Woods Residential Buildings and the far side of existing 6.00m wide demarcated road in the passageway (pavers)

13A	6.11m	ie. including 6.00m road	(net 0.11m building distance from roadway excluding 6.00 road width)
14A	6.54m	"	(net 0.54m)
16A	7.22m	"	(net 1.22m)
17A	7.18m	"	(net 1.18m)
18A	9.96m	"	(net 3.96m)

Photo's

- A Passageway outside Woodbury Court looking towards Woodland Court
- B Passageway outside Woodbury Court looking down the ramp to Midvale Drive entrance junction
- C Midvale Drive entrance Junction with Parkvale Drive
- D " "
- E " "
- F Midvale Drive exit Junction with Parkvale Drive looking downhill
- G Junction with Parkvale Drive at Passageway to Crystal / Coral Court on right and passageway to Parkvale Units 1-7 on Left
- H " " "
- I Junction with Parkvale Drive and Passageway to Parkvale Village Units 1-5
- J Looking down Parkvale Drive to Junction with Discovery Valley Road
- K Looking up Parkvale Drive from Junction with Discovery Valley Road
- L " " " "
- M Looking up Discovery Valley Road from Junction with Discovery Bay Road towards Crystal / Coral Court
- N Junction of Discovery Valley Road and Discovery Bay Road





Y/1-DB/2

mpd

From: Ruby Tong [REDACTED]
Date: 07日04月2016年星期四 15:41
To: tpbpd@pland.gov.hk
Subject: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay
Attachment: SKM_654e16040715390.pdf

1893

Dear Sir

Please kindly find attached files for your further action.

Best Regards

Ruby TONG



To: Secretary, Town Planning Board

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

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I also have concerns on the following issues:

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

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



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

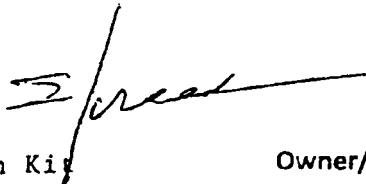
Existing open area at Woodland Court, Woodgreen Court and Woodbury Court is already very tight. Any new residential developments must take into account present-day requirements under the Planning Standards and Guidelines.

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

The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 2000. It is not compatible with either the current outline zoning plan or the current development on the lot. In order to protect the interests of the current 8,300+ assigns of the developer, it is essential that the existing Master Plan and OZP are aligned with the existing development on the lot before consideration of any proposal to amend the OZP. Otherwise there is simply too much risk that the rights of the other owners of the lot will be interfered with. Problems that need to be addressed include incursion on Government land; recognition of the Existing Public Recreational Facilities; size and surrounding area of the land designated GI/C on the current OZP; configuration of the Area N2 at the inclined lift, etc.


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

Yours sincerely



Name: HO Man Kit

Owner/Resident of:



Fax



Y/I-DB3/2

tpbpd

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

1894

Dear Planning Department,

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

The documents attached comprise the following:

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

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

With thanks,

Felicity M. Shaw (Mrs)



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣甸道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

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

By Fax : 2877 0245 or 2522 8426

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

有關的規劃申請編號 The application no. to which the comment relates Y/1-DB/3

and also Y/1-DB/2

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

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

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

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

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

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

(這部分不會公開予公眾查閱)

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

「提意見人」詳細資料
Particulars of "Commenter"

Residential address: 10 C, Costa Court, La Costa, Discovery Bay

通訊地址 Postal Address

電話號碼 Tel No.

傳真號碼 Fax No.

電郵地址 E-mail address

個人資料的聲明 Statement on Personal Data

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

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

- (a) 處理這宗申請，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
 - (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。
2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。
 3. A "commenter" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第486章)的規定，「提意見人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求。其地址為香港北角渣甸道333號北角政府合署15/F.

To: Secretary, Town Planning Board
(Via email: tpbbpd@pland.gov.hk)
Application No.: TPB/Y/1-DB/2

April 7, 2016

Re: Hoang Kong Resort Co Ltd.'s Application to Develop Area 6f
(Behind Parkvale Village)

I have the following comments to make:

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

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

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

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

I demand that Government disclose details of the existing water and sewerage services agreements.

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

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

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

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

I demand that Government provide potable water and sewerage connections to the Lot boundary, just as it does for all other residential developments in Hong Kong.

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

- Golf carts are the primary mode of personal transport, and are capped at the 100 number.

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

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

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

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

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

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

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

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

tpbpd

寄件者:
寄件日期:
收件者:
主题:

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

1895

Y/I-DB12

Dear Sir/ Madam,

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

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

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

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

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

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

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

Yours Truly,
Paula Poon

[REDACTED]
[REDACTED]

tpbd

寄件者: [REDACTED]
寄件日期: 07日04月2015年星期四 16:12
收件者: tpbd@pland.gov.hk
主旨: Hong Kong Resort Ltd Planning Applications
附件: Parkvale Objections 4-2016.docx; Peninsular Village Objections 4-2016.docx

1896

Dear Sir

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

Yours faithfully
Barbara So

To: Secretary, Town Planning Board

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

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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


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

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

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

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

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

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

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

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

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

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

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

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

I also have concerns on the following issues:

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

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



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

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

Yours sincerely

Name: Barbara So

[Redacted signature]

[Redacted text]

[Redacted text]

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tpbpd

寄件者:
寄件日期:
收件者:
主旨:
附件:

██████████
07日04月2016年星期四 16:04

tpbpd@pland.gov.hk

Discovery Bay Town Planning

160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc;
160404submission_to_town_planning_board_on_area_6f_%28behind_parkvale%29_development_2.doc

1897

Guarenteed virus free by Messagelabs

To: Secretary, Town Planning Board

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

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Name: Esther Na

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

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tpbpd



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

1898

Dear Sir, .

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

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

Regards,
Lau Yau Wah

Ben Y. W. Lau [REDACTED]
[REDACTED]
[REDACTED]

To: Secretary, Town Planning Board

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

Application No.: TPB/Y/1-DB/2

Dear Sirs,

Re: Hong Kong Resort Co Ltd's Application to Develop Areas Of Behind Parkvale

I have the following comments:

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

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

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

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

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

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Yours sincerely



Name: LAU Yau Wah



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tpbpd

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

1899

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Regards,
Lau Yau Wah

Ben Y. W. Lau [REDACTED]

[REDACTED]



To: Secretary, Town Planning Board

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

Application No.: TPB/Y/1-DB/2

Dear Sirs,

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

I have the following comments:

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

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Yours sincerely

Name: LAU Yau Wah

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



tpbpd



寄件者: Eva Leung [REDACTED]
寄件日期: 07日04月2016年星期四 15:31
收件者: tpbpd@pland.gov.hk
副本: Amy Yung (DB)
主旨: Discovery Bay
附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc;
160404submission_to_town_planning_board_on_area_6f_%28behind_parkvale%29_development_2.doc

1900

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/1-DB/2

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development in place. The current Master Plan is dated 28 February, 2000. It is not compatible with either the current outline zoning plan or the current development on the lot. In order to protect the interests of the current 8,300+ assigns of the developer, it is essential that the existing Master Plan and OZP are aligned with the existing development on the lot before consideration of any proposal to amend the OZP. Otherwise there is simply too much risk that the rights of the other owners of the lot will be interfered with. Problems that need to be addressed include incursion on Government land; recognition of the Existing Public Recreational Facilities; size and surrounding area of the land designated GI/C on the current OZP; configuration of the Area N2 at the inclined lift, etc.

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

Yours sincerely

Name: Lau Bing Mun

[Redacted signature]

[Redacted text]

[Redacted text]

[Redacted text]

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tpbpd

寄件者: Eva Leung [REDACTED]
寄件日期: 07日04月2016年星期四 15:29
收件者: tpbpd@pland.gov.hk
副本: Amy Yung (DB)
主题: Discovery Bay
附件: 160404_submission_to_town_planning_board_on_area_10b_service_area_at_peninsular_village_2.doc;
160404submission_to_town_planning_board_on_area_6C_%28behind_parkvale%29_development_2.doc

1901

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

Dear Sirs,

Re: HONG KONG RESORT CO LTD'S APPLICATION TO DEVELOP AREAS 6f (behind Parkvale)

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I also have concerns on the following issues:

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Yours sincerely

Name: Lau Kong Yiu

[Redacted]

[Redacted]

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寄件者:
寄件日期:
收件者:
主題:

Sender: [REDACTED]
07/04/95 20:04 星期三 16:54
tpbpd@pland.gov.hk
Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale)

1902

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y1-DB/2

Dear Sirs,

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

I have the following comments:

(1) The Applications TPB/Y1-DB/2 and TPB/Y1-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I also have concerns on the following issues:

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

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

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

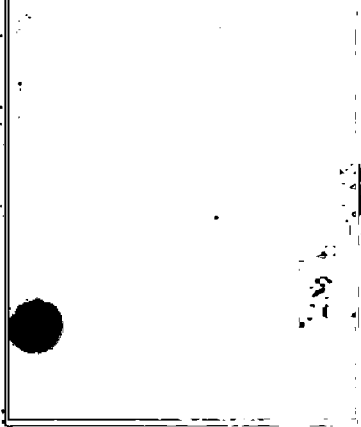
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Unless and until my demands are acceded to and my concerns are addressed I object to the above-mentioned development application.

Yours sincerely



Name: Ng Pui San



寄件者:
寄件日期:
收件者:
主題:

berry cheng
07/04/2016 星期三 15:22
tcspd@pland.gov.hk
Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvsk)

1300
Y/1-DB/2

Dear Sirs,

I have the following comments:

1. The Applications TP8/Y/1-DB/2 and TP8/Y/1-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

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

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

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

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

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

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

- Although Government agreed to provide water and sewerage services to D8 when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

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

1. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.
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I demand that the Government consider whether it is safe to allow increased traffic in competition with slow-moving golf carts that offer no collision protection to occupants.

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

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

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

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the right to run bus services between Discovery Bay and other places.

I also have concerns on the following issues:

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

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

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

Yours sincerely

Name: Barry Cheng

[Redacted signature]

Scanned by CamScanner

寄件者: Lala Bechgaard Lase
 寄件日期: 07月04日 20:06年 星期四 15:25
 收件者: tpbpd@pland.gov.hk
 主题: Objection to another HKR planning project

To: Secretary, Town Planning Board

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

Application No.: TPB/Y/1-DB/2

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

I also have concerns on the following issues:

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

Yours sincerely

Name: Lulu Kristine Boegard Lisse

7

tpbd

寄件者:
寄件日期:
收件者:
主題:

Chiu Kiny
07日04月2016年 星期五 15:26
tpbd@pland.gov.hk
Comments on Hong Kong Resort Co Ltd's Application to Develop Areas 6f

1905

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

Yours sincerely

Chiu Kit Yee

re:bd

收件人: Morien Liao
寄件日期: 07日04月2016年星期四 15:29
收件箱: ttpbd@pland.gov.hk
主旨: Another objection to HKR plans for Discovery Bay

1906

To: Secretary, Town Planning Board
(Via email: tpbd@pland.gov.hk)
Application No.: TPB/Y1-DB/2

Dear Sirs,

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

I have the following comments:

(1) The Applications TPB/Y1-DB/2 and TPB/Y1-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications included detailed impact statements to show that their increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

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

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

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

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

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

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

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

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As

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

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

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

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

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

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

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

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

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

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Yours sincerely

Name: Morten Lisse [REDACTED]

[REDACTED]

[REDACTED]

Sent from my iPhone

1907

資料名:
事件日期:
收件者:
主題:

TPB/Y/1-DB/2

1907

9

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/1-DB/2

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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Scanned by CamScanner

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Yours sincerely

Name: Thomas Viktor Gebauer
[redacted]
[redacted]
[redacted]

tpbpd

寄件者
寄件日期
收件者
王編

Jan Lambert
071304月2016年星期四 15:41
tpbpd@pland.gov.hk
Re: Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkvale)

1909

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
Application No.: TPB/Y/1-DB/2

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Yours sincerely

Name: Joseph Lambert

[REDACTED]

[REDACTED]

[REDACTED]

tpbpd

寄件者: Adnan King [REDACTED]
寄件日期: 07日04月2016年星期四 15:46
收件者: tpbpd@pland.gov.hk
主题: Comments on Planning Application No. Y/I-DB/2
附件: ATT00088.pdf; ATT00091.htm

1910

Please see Comments as attached:

- Address Sheet
- Particulars of Commenter
- Submission pages 1 to 8

Regards. Adrian H. King

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Yours sincerely

Name: James Lambert

[REDACTED]

[REDACTED]

[REDACTED]

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

重要提示：

Important Notes:

- (1) 意見必須於指定的法定期限屆滿前向城市規劃委員會（委員會）提出；
the comment should be made to the Town Planning Board (the Board) before the expiry of the specified statutory period;
- (2) 委員會考慮申請的暫定會議日期已上載於委員會的網頁(www.info.gov.hk/tpb/)，考慮規劃申請而舉行的會議(進行簡議的部分除外)，會向公眾開放。如欲觀看會議，請最遲在會議日期的一天前以電話 (2231 5061)、傳真 (2877 0245 或 2522 8426) 或電郵 (tpbpd@pland.gov.hk)向委員會秘書處預留座位。座位會按先到先得的原則分配；
the tentative date of the Board to consider the application has been uploaded to the Board's website (www.info.gov.hk/tpb/). The meeting for considering planning applications, except the deliberation parts, will be open to the public. For observation of the meeting, reservation of seat can be made with the Secretariat of the Board by telephone (2231 5061), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) at least one day before the meeting. Seats will be allocated on a first-come-first-served basis;
- (3) 供委員會在考慮申請時參閱的文件，會在製造成委員會委員後存放於規劃署的規劃資料查詢處(查詢熱線 2231 5000)，以及在會議當日存放於會議轉播室，以供公眾查詢；及
the paper for consideration of the Board in relation to the application will be available for public inspection after issue to the Board Members at the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) and at the Public Viewing Room on the day of meeting; and
- (4) 在委員會考慮申請後，可致電2231 4810或2231 4835查詢有關決定，或是在會議結束後，在委員會的網頁上查閱決定摘要。
after the Board has considered the application, enquiry about the decision may be made at tel. no. 2231 4810 or 2231 4835 or the gist of the decision can be viewed at the Board's website after the meeting.



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角德華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbd@pland.gov.hk

To: Secretary, Town Planning Board

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

By Fax: 2877 0245 or 2522 8426

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

有關的規劃申請編號 The application no. to which the comment relates Y1-DB/2

意見詳情 (如有需要, 請另頁說明)

Details of the Comment (use separate sheet if necessary)

Please see pages numbered 1 to 8 attached.

Multiple horizontal lines for providing details of the comment.

「提意見人」姓名/名稱 Name of person/company making this comment Adnan H KING

簽署 Signature [Signature] 日期 Date 7 April 2016



Section 1041(b)(1) Statement on Personal Data

The personal data submitted to the Board of the University of the State of New York for the purposes of the following program:

- (a) the processing of the application which includes making available to members of the University of the State of New York and other persons authorized by the University of the State of New York for the purpose of the administration of the University of the State of New York;
- (b) maintaining communication between the University of the State of New York and the Board of the University of the State of New York.

in accordance with the provisions of the Law Relating to the State Law-Enforcement Agency (Section 87(2)(b)) and the provisions of the Law Relating to the State Law-Enforcement Agency (Section 87(2)(c)).

STATE OF NEW YORK
UNIVERSITY OF THE STATE OF NEW YORK
OFFICE OF THE ATTORNEY GENERAL
100 NASSAU ST., 10TH FLOOR
NEW YORK, N.Y. 10038

1. The personal data provided by the University of the State of New York in accordance with the provisions of the Law Relating to the State Law-Enforcement Agency (Section 87(2)(b)) and the Law Relating to the State Law-Enforcement Agency (Section 87(2)(c)) shall be used for the purposes of the following program:

A "University" has a right of access and submission with respect to further personal data or information from the University of the State of New York (Section 87(2)(b)) through the personal data which are submitted under the provisions of the provisions of the Board of the University of the State of New York (Section 87(2)(b)) and the Law Relating to the State Law-Enforcement Agency (Section 87(2)(c)).

The Department of Education is pleased to announce the results of the 2010 National Assessment of Education Progress (NAEP) for mathematics. The results show that students in the United States are making progress in mathematics, but there is still much work to be done. The Department will continue to work with states and the private sector to improve mathematics education for all students.

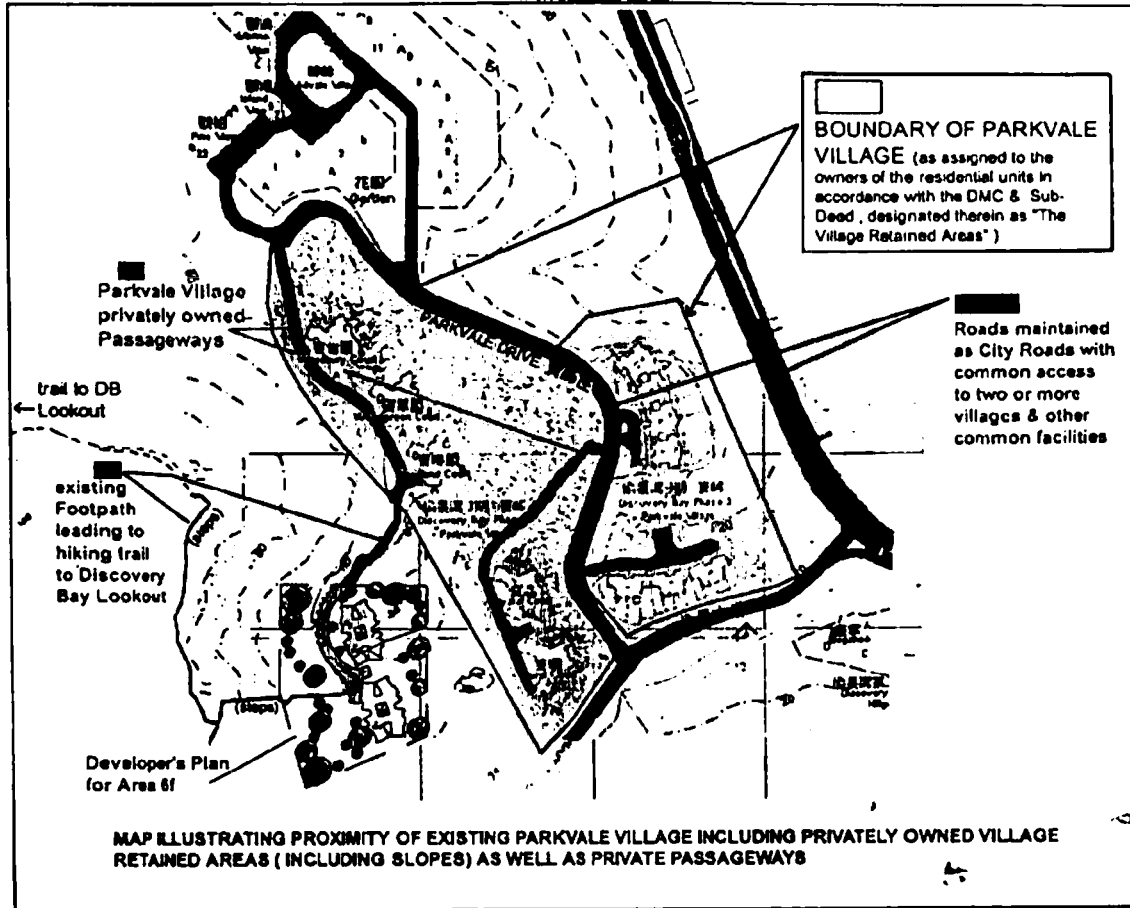
The Department is committed to ensuring that all students have access to a high-quality mathematics education. We will continue to support states in their efforts to improve mathematics instruction and assessment. We will also continue to work with the private sector to develop innovative solutions to the challenges of mathematics education.

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Fig. A - Map illustrating proximity of existing Parkvale Village including Village Retained Areas and Village Passageways.



The following comments refer to the relevant numbered sections from the Application.

- 1.0 Introduction – No comment.
- 2.0 The Application – This has been submitted without any notification to or consultation with the Parkvale Village owners and residents who will be directly affected and whose amenity and safety has been given no consideration.
- 4.0 The Application Site – Area 6f
- a) This is not a joint area with Parkvale. It is a quite distinct area of hillside separated from Parkvale by other open space.
 - b) Use of the site for minor 9 meter high Staff quarters was not an unreasonable assumption given that it would not detract from the hillside skyline view from the Woods, from Crystal and Coral or from the Plaza or ferry pier. The massive blocks now proposed will destroy the skyline, the outlook from the Woods and may adversely affect the wind pattern.
 - c) With significant earthworks on the Area 6f platform site to increase the size to cater for the much larger development, there is serious danger of flood water or even a landslip affecting Crystal and Coral Courts during at least one almost inevitable deluge black rainstorm during the construction period.
- 5.0 Concept Plan
- a) In summary the plan appears to be to build excessively large residential blocks on an unsuitable steep hillside with inadequate access for vehicles, pedestrians and utilities
 - b) The indicated number of flats in the new development is 476 which compares with the current 252 in the three Woods blocks. The number 3 bus which serves Parkvale on a generally 15 minute schedule aligned with the ferries is always over-full at peak hours and weekends. It is not clear from the plan of the proposed development whether there is provision for a bus turnaround or whether that population will need to walk through to the paved area behind the Woods where the bus stop is currently situated. Either way the additional new population will itself be almost double the existing Woods population so that there is no way the space or the busses will be able to cope. Bus transportation is essential at Parkvale Village and above due to the steepness of the road up the hill which is not walkable as a commute.
 - c) The concept plan deals purely with works proposed within the Area 6f site boundary and indicates that no mitigation will be required outside the boundary. This is totally incorrect as extensive siteworks including breaking out rock outcrops, some as close to the Woods blocks as the bus turnaround at the cut-de-sac to create new road access between the Woods and Area 6f. This would further be exacerbated by the need to install utilities in trenches through this new access and the Woods private pedestrian paved area. How these could be laid through the already very narrow passageway without completely stopping all traffic access is not clear.
- 6.0 Engineering Studies
- a) The various Engineering Studies are notable for the aspects that they do not comment on. The studies assume no problems with access and that simple upgrades will deal with glaring utilities deficiencies.

b) Study on Drainage, Sewerage and Water Supply

- A Working Group of the City Owners Committee has been made aware of serious shortcomings with the existing sewerage design and major works would seem needed to accommodate the development proposed for Area 6f and additionally the very extensive development in Nim Shue Wan at Area 10(B). This is not just a local "upgrade".
- There are known shortages of both potable and flush water supplies to Discovery Bay as a whole and therefore the provision of increased supplies of safe water are more than a local "upgrade".
- Some three years ago CLP Power proposed to install a larger cable up Parkvale Drive to the local substation as current electricity supply to Parkvale and Midvale was "marginal". This project was dropped because difficulties were found complicating cable installation. Clearly there is no surplus supply to feed the Area 6f development so major cabling up the main roads and narrow Parkvale Drive would be needed to service Area 6f.
- With the significantly increased run-off from the new development area and paving, the existing storm water drains would be overtaxed resulting in back-up and flooding if extensive additional storm water drainage was not installed.
- There is very real concern that poor or inadequate utilities provision will negatively impact the existing Parkvale residential blocks with potential sanitation and health issues.

c) Traffic Impact Assessment

- The TIA is a broad view of access to Discovery bay and its main road volumes. It does not address the proposed access route via Parkvale Drive and the paved area at the back of the Woods and as such is completely deficient and of no value in considering the viability of the Applicant's proposal.
- Parkvale Drive is only a local road, not a main road, is narrow, steep and winding and its road surface is already breaking up. Buses have to cross into the middle of the road to negotiate the bends and other vehicles cannot pass them. With large construction lorries and additional buses, the likelihood of traffic jams or accidents is high. This road is unsuitable for the proposed route.
- The paved area of shared pedestrian and vehicle traffic behind the three Woods blocks has a decorative brick surface as is appropriate to its intended purpose and this is already subject to areas of settlement due to the weight of buses and delivery trucks. It is not designed for and will not cope with heavy construction traffic or the higher traffic volumes when the development is complete.
- With potentially three times the current population from the combined blocks, peak time bus services will need to be increased from one to possible three. As with one bus in the cul-de-sac no other vehicles can maneuver especially while the bus makes a three point turn, the situation with extra buses would become unmanageable.

- Heavy trucks grinding up the steep hill on Parkvale Drive will make a great deal of noise which will disturb all of the residents of Parkvale. Empty trucks travelling downhill at speed will constitute a danger to other vehicles, pedestrians and residential property and its occupants in the case of a brake failure.
- The Woods paved area driveway is very narrow with the corner of Woodbury only 11cm from the edge of the carnegeway. It seems unlikely that large equipment such as earthmoving, piling gear or tower crane segments not to mention long re-bar trucks could safely transit the constricted area if at all. In any event there would be no safe place for pedestrians with such heavy equipment or construction or concrete trucks passing.
- The TIA refers to Discovery Valley Road as the main road towards Area 6f but does not report on the traffic condition and impact on Parkvale Drive or the Woods private paved driveway. This possibly reflects the obvious problems with that as an access route and the TIA consultants may have assumed a separate direct access higher up Discovery Valley Road as a more suitable and appropriate access to the Area 6f construction site and residential complex.
- The Applicant should be required to submit a further proposal including a more appropriate viable and safe access both for the construction traffic and as a permanent roadway directly off Discovery Valley Road failing which this Application should be rejected.

d) Emergency Vehicle Access

- In the event of two or more construction vehicles and a bus meeting on the narrow and steep sloping driveway up to the Woods or on the narrow paved area behind, the ensuing accident or inability to move may prevent emergency services vehicles of police and fire services including ambulances from accessing the construction site or the three Woods residential blocks. Should such situation develop on narrow Parkvale Drive then the whole of both Parkvale Village and Midvale Village could become inaccessible to emergency vehicles.
- The potential for blockage of access for emergency vehicles to the three Woods high-rise blocks, the construction site and ultimately two more larger blocks should be referred to the Police and Fire Services Department for their requirements and may also create problems with the Construction Sites Safety Ordinance.

e) Construction Impact on the Community

- Site formation of Area 6f on a large scale, the construction of two massive 18 storey blocks and the related construction traffic, dust and noise as well as the imposition of some hundreds of construction workers into the vicinity will have an enormous detrimental impact on the Parkvale community.
- Apart from transportation issues, the provision of adequate toilet facilities for workers to a high enough standard of sanitation and to prevent smells should be an absolute requirement.
- If the construction of Area 6f proceeds at the same time as the other proposed Nim Shue Wan development on Area 10b then significant disruption to traffic and busses on Discovery Bay Road and throughout the community at large may occur and these would be exacerbated by any likely need for trenchworks in the roadway.

for provision of additional sewerage, potable water and stormwater pipes and electricity cables.

9

f) Safety

- The passageway behind the three Woods residential blocks is a narrow cul-de-sac in a garden setting with incidental vehicle access by buses and occasional delivery vehicles but is primarily a pedestrian way with brick paving and as such there are no separate footpaths. Children play ball and ride their bicycles and scooters in this area, the elderly walk there for exercise and residents walk their many dogs there. The Wood's blocks entrances open directly onto the brick pedestrian way with no barriers or protection. The introduction of heavy construction vehicles into this totally unsuitable environment is very likely to result in residents being hurt or killed.
- The private driveway is only 6 meters wide and is constrained by the rock slope on one side and the residential buildings on the other. There is no room for large vehicles to pass. The steep slope up to Woodbury creates one blind spot and the corner of the Woodbury block which encroaches to 11m from the edge of the driveway is another already dangerous blind spot for both vehicles and for pedestrians existing Woodbury. The driveway is simply not wide enough for two trucks or a truck and a bus to pass and the three point turn bus turnaround at the end of the cul-de-sac is already a difficult driving maneuver even now without the introduction of through traffic to the construction site and subsequently the vehicular traffic needed to service the much larger new residential blocks. The driveway paved area is simply not large enough to accommodate all of these extra vehicles with traffic jams, bus delays and pedestrian accidents being inevitable. The cul-de-sac was not designed for thorough traffic and with the increased traffic flows generated by the construction and operational phases the limited space will not comply with design codes for EVAs, vehicle and pedestrian access.
- The proposal to use this Woods passageway route to the 6f site is ill-conceived, unworkable and introduces serious personal safety risks for both adults and children which are totally unacceptable both legally and morally.

g) General Access

- The present level of traffic in the Woods passageway cul-de-sac is limited to the regular bus service, occasional delivery trucks and furniture removal vans, hire cars and golf carts. When more than one large vehicle is present, careful maneuvering is required to accommodate them. The proposed construction would introduce many times those numbers and with even larger and longer vehicles for delivery of construction plant, spoil removal, delivery of construction materials and concrete trucks. Also the provision of transport for the workers. Apart from inadequate capacity, the road base and surface will not be able to cope with the weight of these vehicles and will deteriorate with problems of surface water and potential damage to the utilities below. Once the new residential blocks are complete then the daily transport volumes will more than double their current level.
- The availability of unimpeded bus services is critical to the daily operation of the Woods high-rise residential blocks in order to meet ferry sailing times from the Plaza Pier. If a blockage occurs with gridlocked vehicles in the narrow roads, the ability of the existing Parkvale residents to get to work, school or medical visits etc. on time will be curtailed with serious unacceptable disruption to the bus services.

- If utility trenches are to be dug through these narrow roads and passageways then traffic will be blocked.
- This proposed access route is totally inadequate to cope with the needs of the residents and the construction traffic as regards road capacity, space constraints and the ability of the existing roads and driveways to support the heavy vehicle weights.
- A proper access to the new development in Area 6f needs to be constructed directly off Discovery Valley Road or otherwise this large development should not be permitted

7.0 Environmental Considerations

The proposed development and access have given no consideration to the existing or future environmental impact on Parkvale Village.

- It will introduce more traffic than the area is physically capable of handling
- Heavy traffic noise nuisance
- Construction site noise nuisance
- Dust nuisance
- Despoliation of natural vegetation on the hillside
- Loss of open views of the natural skyline and hillside
- Security, safety and sanitation risks from construction workers
- Destruction of village lifestyle and potential traumatic disturbance to children by introduction of large noisy construction vehicles in close proximity into their environment.

8.0 Trees and Landscaping

- Loss of many trees from the local landscape which has naturally regenerated since the platform on Area 6f was cut 30 years ago.
- Despoliation of the natural slopes adjacent to the bus turnaround for road and utility works

9.0 Visual Amenity

- The large bulk of the proposed 18 storey blocks will not only block the view of the skyline behind the Woods and Crystal and Coral but by cutting out considerable sky view will create a darkened and closed in environment.
- The existence of attractive hillside views from the Parkvale flats is a significant factor in their sale and rental values which can be expected to suffer.

10.0 Planning Assessment and Justification

- No proper planning exercise has been undertaken as to the integration and development of the Area 6f development into the overall situation of Parkvale Village.

- Reference to "very modest development intensities" is simply not true. At 476 new flats the new development is nearly twice as big as the existing Woods blocks which it seeks to attach itself to. The Area 6f development will overwhelm the existing Parkvale and destroy all of its amenity. Area 6f should be developed as a separate new community and be provided with its own separate access and utilities directly off Discovery Valley Road.
- There is no indication as to how the cost impacts of the new development on the existing Woods access infrastructure will be met. It would be totally unreasonable if such anticipated heavy maintenance or probably necessary reconstruction costs fell to Parkvale Village owners.

11.0 Discovery Bay Population Figures

- No comment. Figures shown are confusing and unclear.
- The proposed population increase proposed in Area 6f is too great for the local environment and infrastructure.

tpbd

收件人:
收件日期:
收件處:
主題:

07日04月20:6年五第
tpbd@pland.gov.hk

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

1911

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I also have concerns on the following issues:

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

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

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

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

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

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

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

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

Yours sincerely

Name: COLLADO Eric francois Henri Max

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

inbnd

寄件者: Alexandra Malars
寄件日期: 07 04月 2016年 星期三 15:30
收件者: tpbpd@pland.gov.hk
主题: letter of disapproval of the Development Areas 6f

1912

9

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

Dear Sirs,

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

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

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

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

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

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

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

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

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Scanned by CamScanner

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Name: Aleksandra Collado

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

tpbpd

寄件者: James Lambert
寄件日期: 07月04月2016年星期四 15:58
收件者: tpbpd@pland.gov.hk
主题: Re: Hong Kong Resort Co Ltd's Application to Develop Areas 6f (behind Parkraik)

1913

To: Secretary, Town Planning Board
(Via email: tpbpd@pland.gov.hk)
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文件編號:
事件日期:
收件者:
主題:

07日04月2016年星期四 16:27
tcbpd@pland.gov.hk
Discovery Bay Lantau Island

1914

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I also have concerns on the following issues



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

I also have concerns on the following issues:

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

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

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

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

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

The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 2000. It is not compatible with either the current outline zoning plan or the current development on the lot. In order to protect the interests of the current 8,300+ assigns of the developer, it is essential that the existing Master Plan and OZP are aligned with the existing development on the lot before consideration of any proposal to amend the OZP. Otherwise there is simply too much risk that the rights of the other owners of the lot will be interfered with. Problems that need to be addressed include incursion on Government land; recognition of the Existing Public Recreational Facilities; size and surrounding area of the land designated GI/C on the current OZP; configuration of the Area N2 at the inclined lift, etc.

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

Yours sincerely

Name: Eleanor Lambert

[Redacted signature]

[Redacted text]

[Redacted text]

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

Yours sincerely

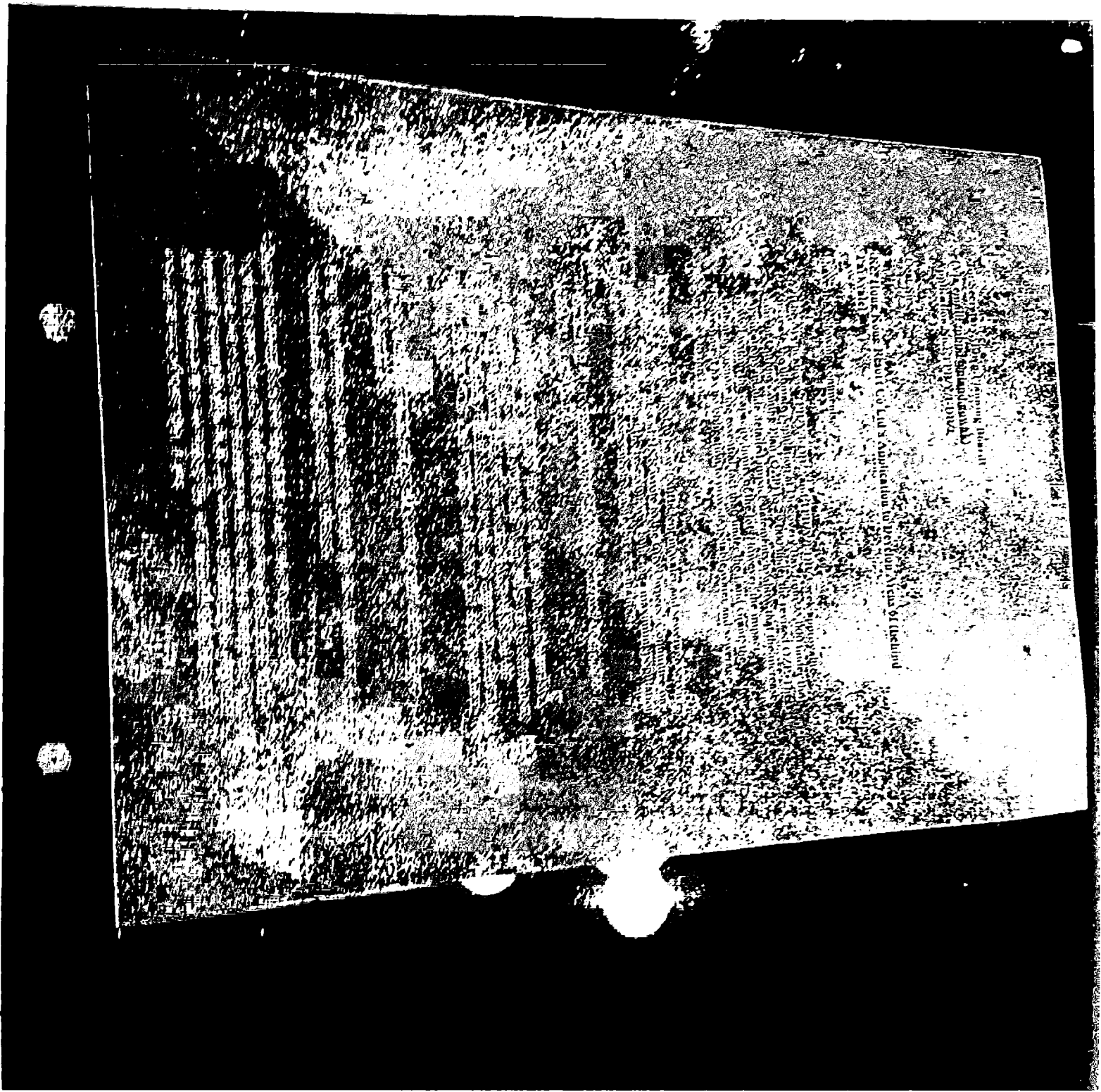
Name: Olivia gregory

[REDACTED]

tpbpd

寄件者: [REDACTED]
寄件日期: 07日04月2016年星期四 16:26
收件者: tpbpd@pland.gov.hk
主题: Application No: TPB/Y/1-DB/2
附件: image1.JPG; image2.JPG; image3.JPG; ATT00021.txt

1915



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

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

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

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

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

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

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

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

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

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

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

(5) Under the DMC, City Management is supposed to represent the Owners (including HKR) in all matters and dealings with Government or any authority in any way concerning the management of the City. Despite this obligation, HKR continues to negotiate direct with Government and officials, and concludes secret agreements to which the owners have no input. Moreover, the water and sewerage agreements, plus the lease to run the water and sewerage pipelines outside the Lot, have already been

I attended the meeting on 17/01/2020 and discussed with Jim Allen the master plan. I discussed with the principal and agreed to attend a public meeting and ensure that the plan is approved by the council. I have also written to the council on 17/01/2020 and will be attending the meeting on 19/01/2020.

I also have concerns over the following issues:

Given that the site is not a village, it is through private drive which is a Village Roadway way of Parkside Village, I think should explain the way in which the development should be managed.

How will the developer ensure the development is a viable business and not a purely residential development?

Storage for parking and handling unloading facilities are not provided in the proposal.

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

If Staff Quarter is no longer required in D11, the vacant sites for such uses should consider to release the enjoyment of the existing residents so as to enhance the livability of the area.

The Master Plan for Discovery Bay is an integral part of the Land Grant (186122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 2009. It is not compatible with either the current outline zoning plan or the current development on the lot. In order to protect the interests of the current S.100 assignees 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. Provisions that need to be addressed include: insertion on Government land; recognition of the Existing Public Recreational Facilities; size and surrounding area of the land designated G1C on the current OZP; configuration of the Area N2 at the inclined hill etc.

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

Yours sincerely,

Name: *Lin Lam*

Owner/Resident of:

Tel:

Fax:

Email Address:

Inbnd

寄件者: Christine Gebauer
寄件日期: 07日04月2016年星期四 16:36
收件者: Tpbpd
主题: Fw: TPB/Y/I-DB/2

1916

Subject: TPB/Y/I-DB/2

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

Dear Sirs,

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

I have the following comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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I also have concerns on the following issues:

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Yours sincerely

Name: Gebauer, Chan Sze Mei Christine