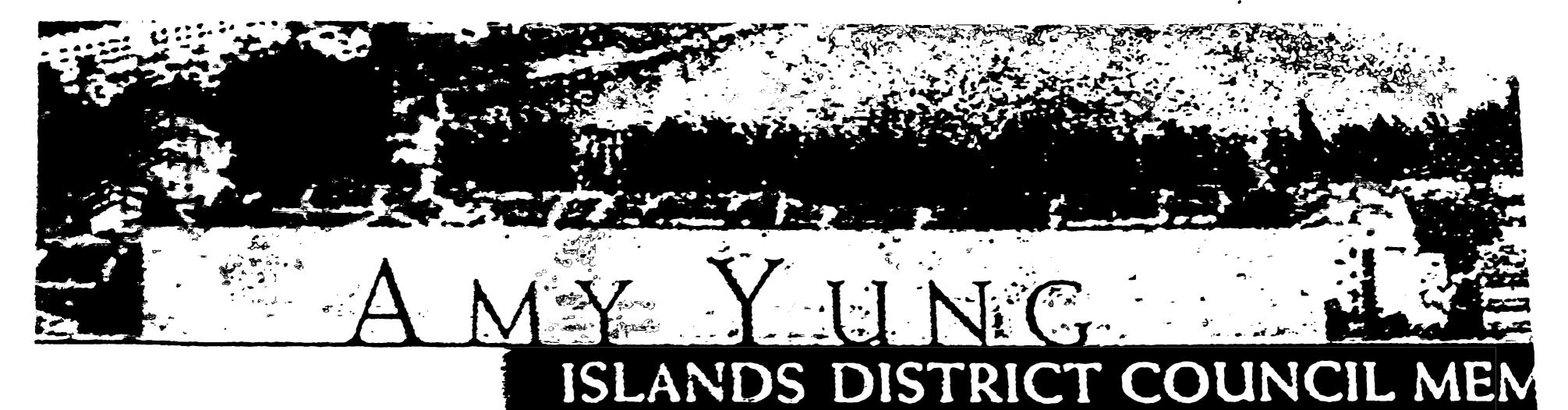
| tpbrd | | |
|---------------|---|------|
| 奇件者: 奇件日期: | Yoko Bridge 16.39 | 1917 |
| 收件者: | tobpd @ pland.gov.hk | |
| 副本: | yoko bridge | |
| 主旨: | RE: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay | |

Hi, I've made changes to the Office doc "16 04 04 Submission to Town Planning Board on Area 6f (behind Parkvale) Development.docx" stored on OneDrive.

To review the changes I've made, click this link. https://onedrive.live.com/redir.aspx?cid=c34c7cae22e89c58&page=view&resid=C34C7CAE22E89C58!430&authk ey=!AMkRIQp1Q6cSGGA

From: <u>awsyung@netvigator.com</u> To: <u>awsyung@netvigator.com</u> Subject: Re: Two Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay Date: Wed, 6 Apr 2016 12:50:44 +0800



Dear DB owners/residents,

HYP has made two applications to the Town Planning Board (TPB) to develop Areas 6f (behind Parkvale) and 10b (Service Area at the waterfront of Peninsula Village) in Discovery Bay. A Town Hall Meeting was organized last Sunday, 3rd April 2016, to brief DB residents on HKR's applications and their impacts. The PowerPoint presentations may be downloaded from my website:

http://amrung.org.his/news.php?id=622

Please dick the following links for the application briefs on the Town Planning Board website:

At Parkvale, HKR proposes two 12-storey towers with a total of 476 flats.

g

http://www.info.zov.nk/tpb/tc/plan application/Attachment/20160318/s12a Y I-DB 2 0 gist.pdf

-i the Service Area at Peninsula Village, HKR proposes a mix of housing ranging from 4 storeys to 18 storeys with a total of 1,125 flats.

ntp://www.info.gov.hk/tpb/tc/plan application/Attachment/20160318/s12a Y 1-DB 3 0 gist.pdf

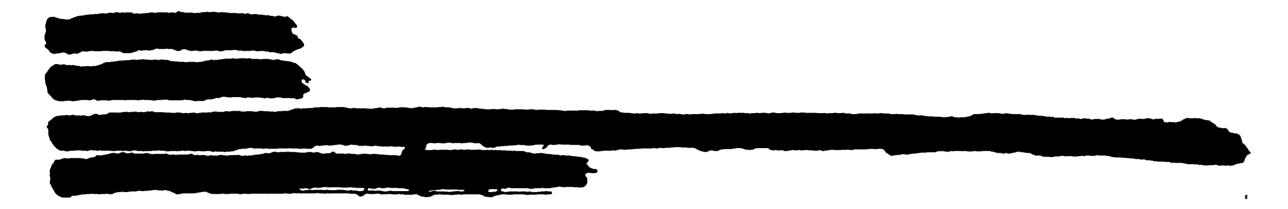
At the end of the meeting, I was requested to prepare model submissions to TPB so that DB owners/residents can amend and add their opinions and tailor-make for their own replies to TPB. Please refer to the attached files for

these two separate submittions. Kindly send them to the TPB by email at tobod@pland.gov.hk on or before Friday, 8th April 2016.

As both the quality and quantity of your submissions count, please forward this email to your friends and neighbours and make as many submissions as possible to voice out your concerns and opinions.

Yours sincerely

Amy YungIslands District Council Member (Discovery Bay)



*Please note that your name and email address is included in the mailing list maintained by the Office of Amy Yung. Islands District Council Member (Discovery Bay) because you have indicted in the past that you wish to receive news, reports and announcements relating to Discovery Bay. You may request that your personal information be removed from this list at any time by replying to this email with the word Unsubscribe in the subject line.

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

Dear Sirs,

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

Ŷ,

1

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.

ę

• 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.







9

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?

g



y.

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.

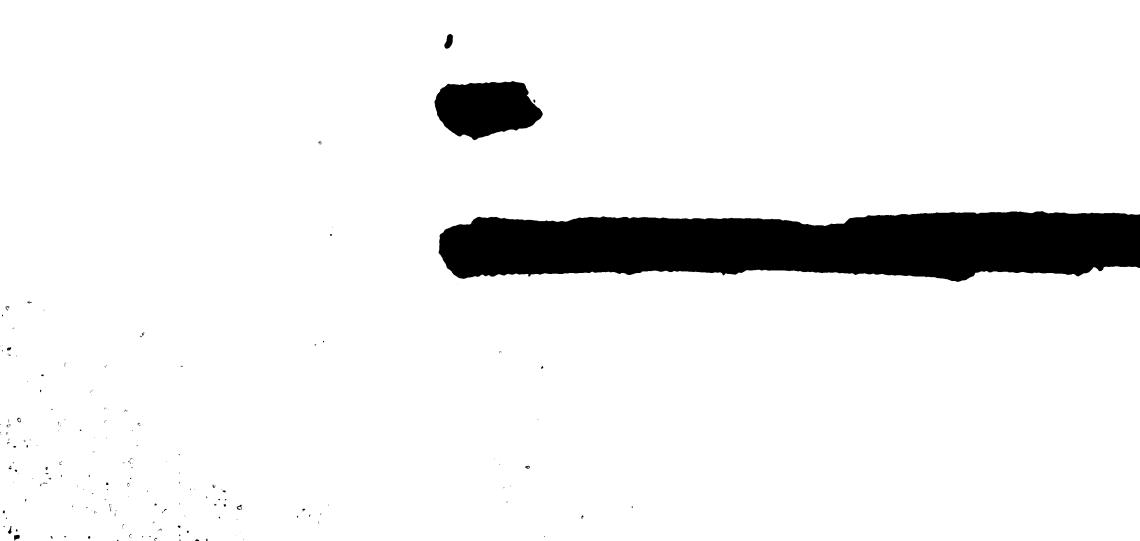
The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 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:





| 奇件者: | Sanny Ng | |
|-------|---|--|
| 奇件日期: | 07日04月2016年温期四 16:55 | |
| 收件者: | tobpd@pland.gov.hk | |
| 主日: | Hong Kong Resort Co Ltd's Application to Develop Areas 61 (behind Parkvale) | |

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

Dear Sirs,

tpbpd

Re: HongKongResort Co Ltd's Application to DevelopAreas6f(behind Parkvale)

I have the following comments:

 TheApplicationsTPB/Y/I-DB/2 and TPB/Y/I-DB/3seekapprovaltoincreasetheultimatepopulation atDiscoveryBayfrom25,000under thecurrentOutlineZoningPlan
 (OZP)to29,000undertherevisedOZP.TheApplicationsincludedetailed impactstatementstoshowthattheincreaseiswellwithint hecapacitylimitsofthelot.However,the impactstatementsignoretheessentialfactthat, under the Land

Grant, the Governmenthas no obligation to provide potable water and sewerages ervices to the Lot.

• DiscoveryBayisrequiredtobeself-sufficientinwaterandsewerageservicesundertheLand Grant, and HKRwrotetotheCityOwners' Committeeon10July,1995statingthatthereservoirwasbuilt foramaximumpopulation of 25,000. The impact assessments ignore this essential fact.

918

 \hat{i}

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

• Inspiteof theconditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and severage connections to Siu HoW an. However, the agreements are between HKR and the Government, and the yremain secret. Now, the Government

hasrefused toprovideadditionalwaterandsewerageservicestocaterforapopulation beyond 25,000.

I demandthatGovernmentrelease the existing waterandse werageservices agreements.

ß

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

• DuetoGovernment' sto provide potable water and sewerage services beyond a population of 25,000,HKRisproposing

torestartthewatertreatmentandwastewater treatmentplantsontheLot.UndertheDeedofMutualCovenant(DMC),H KR mayfurtherdevelop thelot,providedsuch development doesnotimposeanynewfinancialobligationsonexisting owners(Clause8(b),P.10)____ 432

I demandthatallcostsforwaterandsewcrageservicestoarcas6fand

10b, including operationofalltreatmentplants, storage facilities and pipelines, becharged to areas of and 10b and nottoexisting villages.

(8)

Although Governmentagreedtoprovidewaterand

sewerageservicestoDBwhenthetunnelwas built, itrefusedtopayforand maintaintheconnections. As aresult, the Owners arepaying

over\$1million peryeartotheGovernmenttoleaselandtorunpipelinesoutsidetheLottoconnecttoSuHoWan. The ownersarealsopaying forallmaintenanceofthepipelinesand pumping systems.

I demandthatGovernmentprovidepotable waterandse werage connections to the Lot boundary, justilike everyotherresidential development in HongKong.

(3) TheTrafficImpactAssessment (TIA)statesthattheroadsboth within and outsideDBhaveplentyof sparecapacitytocater forapopulation increase from25,000to29,000.However,theTIAignores the essentialfactthat,undertheexistingOZP,DBisdeclaredtobe "primarilyacar-freedevelopment" AL such,road capacityisirrelevant.

• Golfcartsaretheprimarymodeofpersonaltransport, and are capped at the existing number.

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

I demandthatGovernmentreviewthesustainabilityofcapping golfcartsatthecurrent level whileincreasing population.Golfcartsarealreadysellingforover HK\$2million.

• Noprovision hasbeenmadeforvehicleparking(distinctfromgolfcartparking)on theLot, and vehicles are currently parked illegally at different locations.

I demandthatGovernmentreviewvehicleparking beforeanypopulationincrease.

(4) HKRclaimsintheApplicationsthatitis thesoleowneroftheLot.Thisisuntrue.Therearepresentlyover 8,300assignsofthedeveloperwhoco-owntheLottogetherwithHKR.

I demandthatHKR withdraw the Applications and make revision store cognise the co-owners.

(5) UndertheDMC, CityManagementissupposed to represent the Owners (including HKR) in all matters and dealings with Government or any utility in any way concerning the management of the City. Despite this condition, HKR continues to negotiate direct with Government and utilities, and concludes ecrements to which the owners have no input or access. The water and

sewerageagreements, plustheleaseto run thewaterand sewagepipelinesoutsidetheLot, have already been mentioned, but there are more.



Ţ

4

I demandthattheLPGsupplyagreementwith SanHingbemadepublic.

demandthattheproposed busdepotat Area 10 bbedeclared apublic busdepot, and ensure that hence for th franchised bus operat orshavetherighttorunbusservicesbetweenDiscovery Bayandotherplaces.

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.

Ę

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.

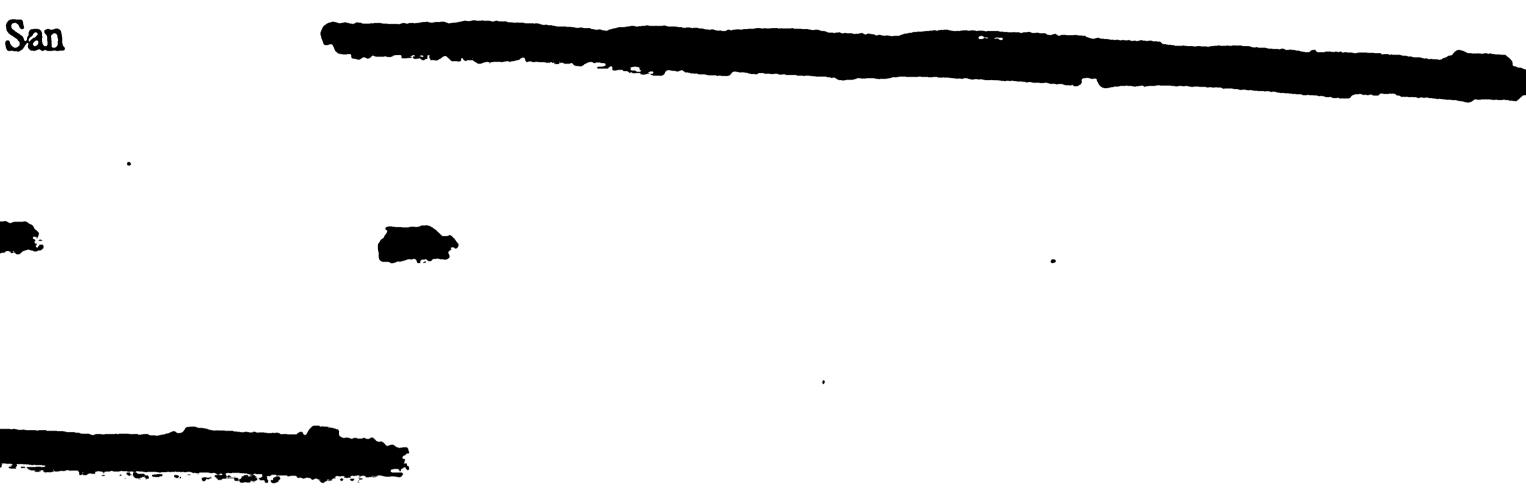
The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant

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

Yours sincerely

Name:Ng Pui San





| tpbpd | | |
|------------------------------|--|------|
| 奇件者: 奇件日期: 收件者: 主旨: | suzy lambert 4000000000000000000000000000000000000 | 1919 |

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

Dear Sirs,

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

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.

?

1.

• 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 Dèed 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.

V

 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 agreeme to which the owners have no input or access. The water and sewerage agreements, plus the lease to run 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 a

places.

I also have concerns on the following issues:

Given the fact that the orbeaccess to Area 6f is through Parkvale Drive which is a Village Passage way of Park Village, HKR should experient 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.

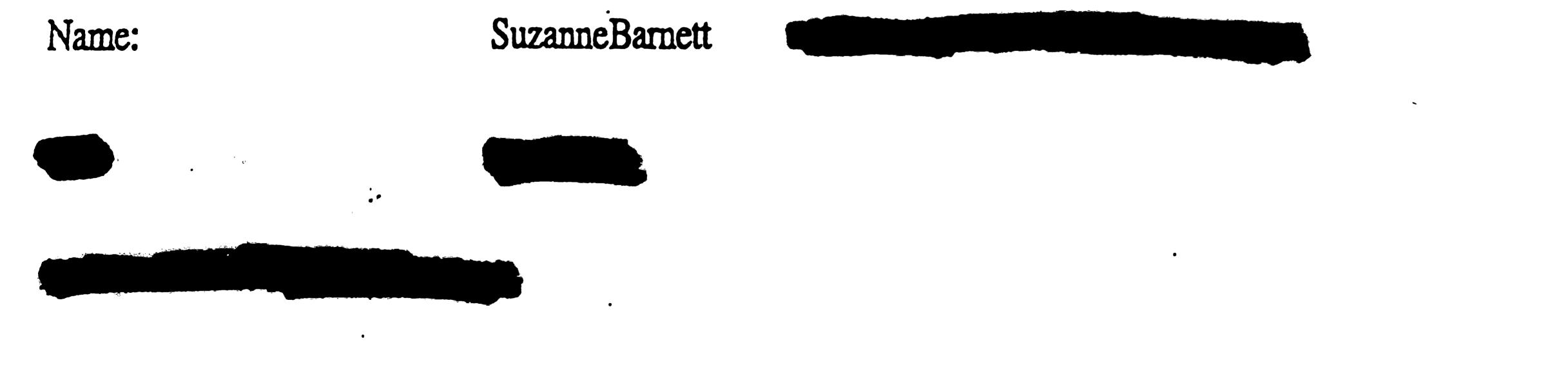
If Staff Quarter is no longer required in DB, the vacant sites for such uses should consider to release for enjoyment of the existing residents so as to enhance the livability of the area.

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.

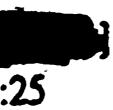






tpbpd

| 寄件者: | Mura Whyte 07日04月2016年星期四 17: |
|----------------------|---|
| 寄件日期: 收件者: 主旨: | tpbpd@pland.gov.hk Re: Hong Kong Resort Co Ltd |
| 王日· 附件: | Parkvale Developmentmw.doc |



td's Application to Develop Areas 6f (behind Parkvale) - Discovery Bay XX

•

•

1920

 \bullet

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

Dear Sirs,

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

 \overline{i}

4.8

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.



- ST
- 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
 Sof 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 good 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:

Ę

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.

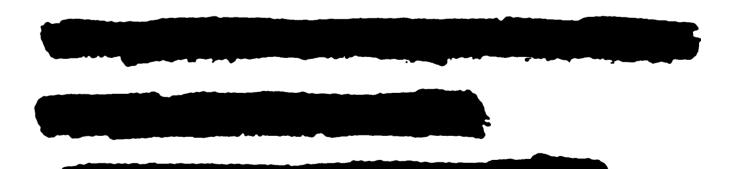
The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 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.

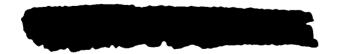
Unless and until my demands are acceded to and my concerns are addressed I object to the above-mentioned development application.

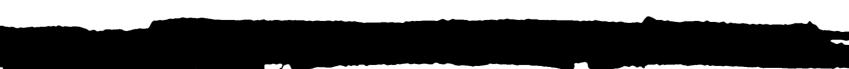
Yours sincerely

2

Name: Mura Whyte







脊件者: 寄件日期: 敬件者: 主語: 附件:

MERLIN Brono 07 El O4 A 20164 20164 20164 tobod@pland_gov hk RE: Applications by Hong Kong 20160407172606.pdf

RE: Applications by Hong Kong Resort (HKR) to Further Develop Discovery Bay

To: Secretary, Town Planning Board (Via email: <u>tpbpd@pland.gov.hk</u>) 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 severage 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 Lond Grant.

1

 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 demond 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.



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.

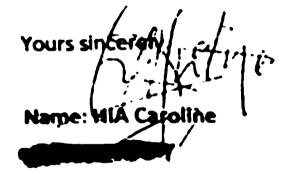
If Staff Quarter is no longer required in DB, the vacant sites for such uses should consider to release for enjoyment of the existing residents so as to enhance the livability of the area.

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.

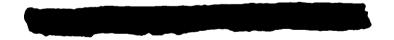
Unless and until my demands are acceded to and my concerns are addressed I object to the above-mentioned development application.

*

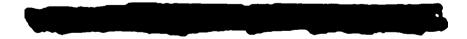
8



.



Fax





| tpbpd | |
|-------|--------------------------------------|
| 奇件者: | Mura Whyte |
| 寄件日期: | 07日04月2016年星期四 17:29 |
| 收件者: | pbpd@pland.gov.hk |
| 主旨: | Re: Hong Kong Resort Co Ltd's Applik |
| 附件: | Parkvale DevelopmentLT.docx |
| | |

•

•

٠



•

lication to Develop Areas 6f (behind Parkvale) - Discovery Bay

•

•

٠ . ٠ • •

•

•

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

Dear Sirs,

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

5

4

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

3

1

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.

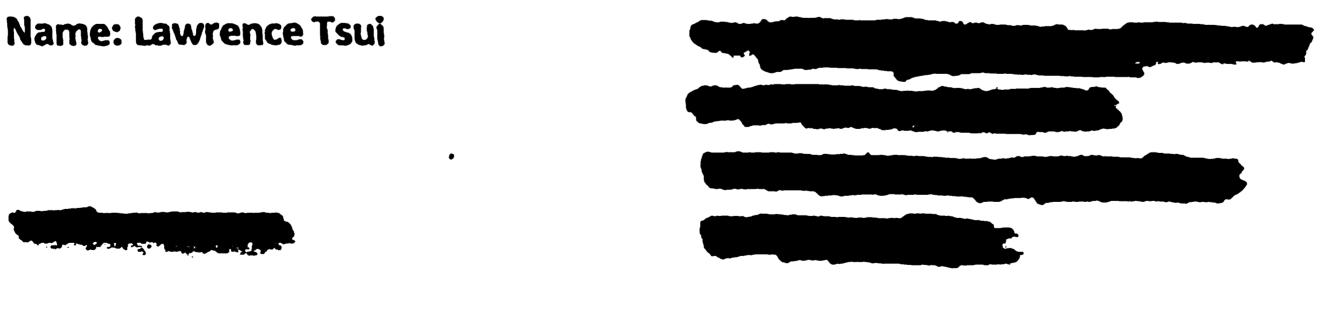
If Staff Quarter is no longer required in DB, the vacant sites for such uses should consider to release for enjoyment of the existing residents so as to enhance the livability of the area.

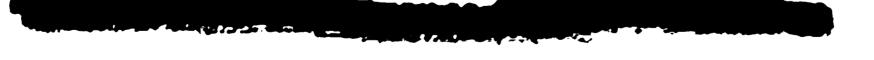
The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 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





ipbpd

寄件者: 寄件日期: 敬件者: 主有: 附件:

| dinh hanh |
|-----------------------------|
| 07日04月2016年星期四17:34 |
| tobod |
| stachment |
| stachment.dock; ATT00115.ba |

Contraction of the local division of the loc

and the second second

8



Alter and the second second

.

•

٠

1923

٠

•

and the second second



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

G

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.

1

•

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.

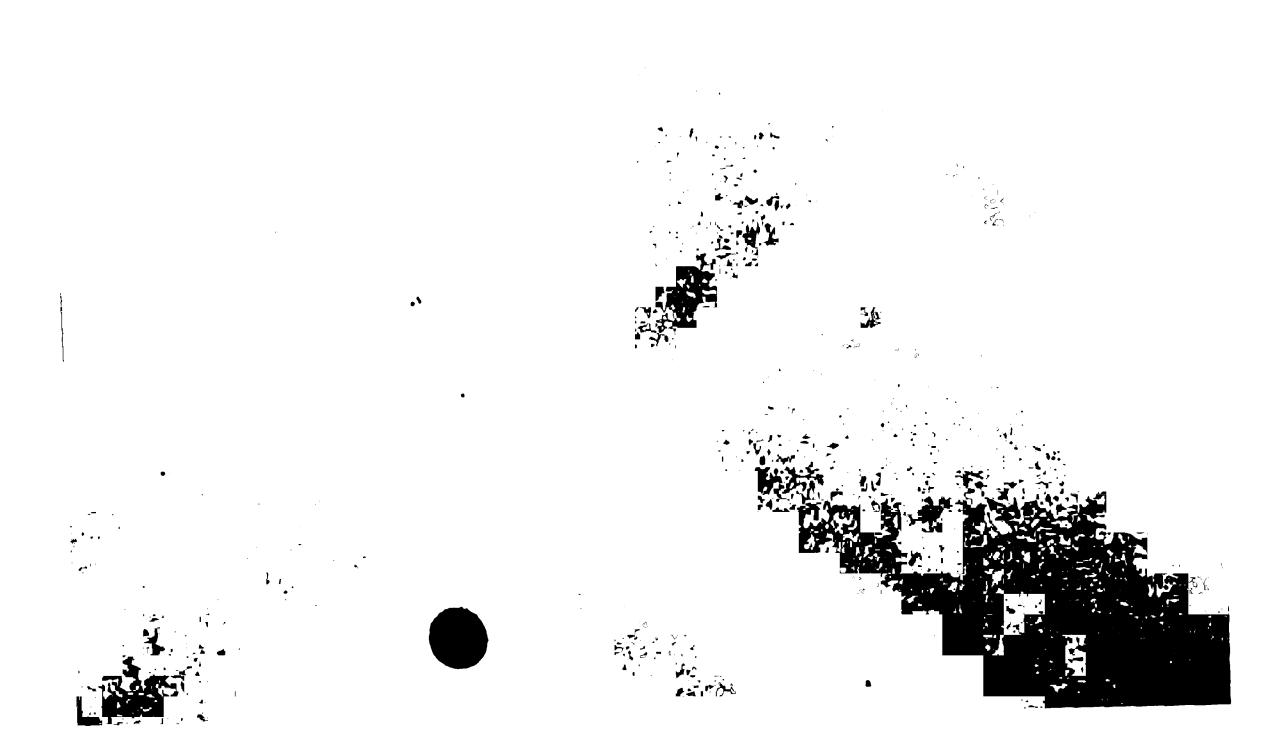
Yours sincerely Name:Dinh Thi Bich Hanh

٠

22

47

.



tpbpd

奇件书: 奇件日期: 收件者:

kwok ping lee 07日04月2016年星期四 15:09 pbpd@pland.gov.hk

1924

1

<u>To: Secretary, Town Planning Board</u> (Via email: <u>tpbpd@pland.gov.hk</u>) 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 find the 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, a 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 Passa 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.

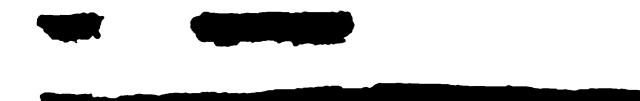
If Staff Quarter is no longer required in DB, the vacant sites for such uses should consider to release for enjoyment of the existing residents so as to enhance the livability of the area.

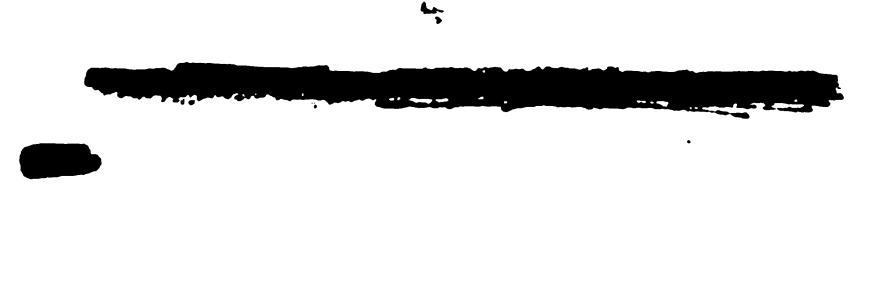
The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 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 abovementioned development application.

Yours sincerely

Name: lee kwok ping





\$



tpbpd

奇件者: 寄件日期: 收件者: 主旨: 附件:

Carmon Li 07日04月2016年星期四 15:05 tpbpd@pland.gov.hk Objection Letter for development to Parkvale Village in Discovery Bay, Lantau Island Objection Letter to Gov't.doc

Dear Sir

•

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

•

•

•

•

•

\$

Li Ho Ching Carmen

٠





1925

•

•

⁽C)

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

Dear Sirs,

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

Ţ

2.0

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
 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 severage 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.



5

 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:

G

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.

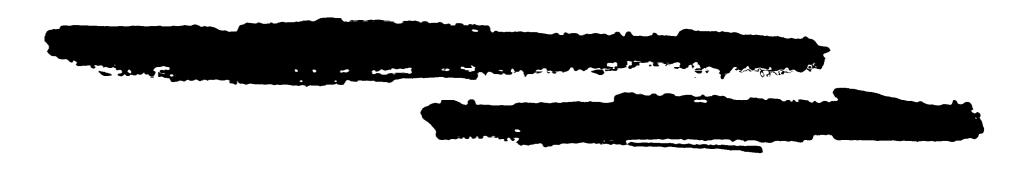
If Staff Quarter is no longer required in DB, the vacant sites for such uses should consider to release for enjoyment of the existing residents so as to enhance the livability of the area.

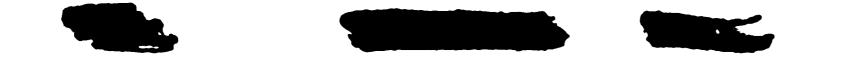
The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 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.

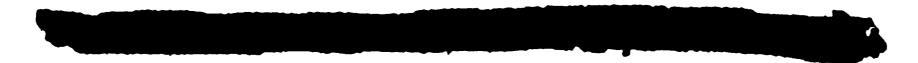
Unless and until my demands are acceded to and my concerns are addressed I object to the above-mentioned development application.

Yours sincerely

Name: Li Ho Ching Carmen







| 寄件者。 寄件日期。 收件者: 主旨: | 08日04月2016年星期五 15:29 tpbpd@pland.gov hk Re. Application No.: TPB/Y/I-DB/2 | م | • | 1926 | |
|------------------------------|---|---|---|-------------|--|
| Dear Sirs | | | | | |

I would like to resend this objection as I got the application No wrong in the body of the text (although the e-mail header was correct). This objection relates to TPB/Y/I-DB/2 and not TPB/Y/I-DB/3 thanks and Regards Niall Greenan

7

From: niall@hkstar.com To: tpbpd@pland.gov.hk Sent: Wednesday, April 6, 2016 11:12:52 PM Subject: Application No.: TPB/Y/I-DB/2

To: Secretary, Town Planning Board

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

Dear Sirs,

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

I am the owner of

I currently hold the position of Chair of the "Greenvale Village Owners Committee" in Discovery Bay (consisting of 9 blocks, 1344 residential units).

I have the following comments / objections:

1. The Main Discovery Bay Road (which runs past Greevale Village) forms part of the only ro ute from the DB Tunnel to this site. This road was build before the current tunnel was envisa ged and never designed to handle the current level of traffic, never mind the additional heavy construction traffic that this development is likely to require.

The road is already badly in need of repair and would need to be completely relaid to handle additional traffic.

Until such time as the road has been relaid I would appose heavy construction vehicle s using it.

2. As Chair of my

"Village Owners Committee", I also sit on the "City Owners Committee" in Discovery Bay. In this capacity I have raised several questions with the Developer and have not as yet received a reply.

Until satisfactory replies are forth coming, I would ask that reamendments be made to Discovery Bay Outline Zoning Plan.

3. The Applications TPB/Y/I-DB/2 and TPB/Y/I-

DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact s atements to show that the increase is well within the capacity limits of the lot. However, the impact state ments 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' Co mmittee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The im pact 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 I KR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

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

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

Due to Government's to provide potable water and sewerage services beyond a population of 25,000, H KR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the D ed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not ir pose 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 t refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million pe year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The ow ers are also paying for all maintenance of the pipelines and pumping systems.

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

5. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of pare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the estimation 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 competitic 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 with e increasing population.

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.

Tha

Nia

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

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

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

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

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 tha t 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 n periods?

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

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

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

If Staff Quarter is no longer required in DB, the vacant sites for such uses should consider to release for enjoyment of the existing residents so as to enhance the livability of the area. The site is already used extensively as a dog exercise area and forms part of a very popular hiking train

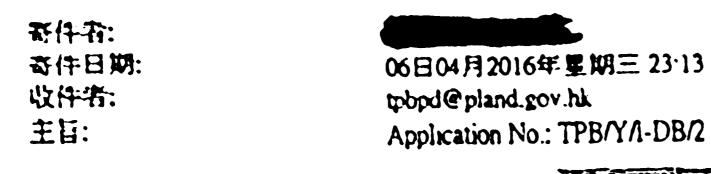
The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 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 development, 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 design ated 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 abovementioned development application.

nks and Regards Greenan

E S





To: Secretary, Town Planning Board

(Via email: <u>tpbpd@pland.gov.hk</u>) Application No.: TPB/Y/I-DB/3 2

Dear Sirs,

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

am the owner of

and resident

?

I currently hold the position of Chair of the "Greenvale Village Owners Committee" in Discovery Bay (consisting of 9 blocks, 1344 residential units).

I have the following comments / objections:

1. The Main Discovery Bay Road (which runs past Greevale Village) forms part of the only ro ute from the DB Tunnel to this site. This road was build before the current tunnel was envisa ged and never designed to handle the current level of traffic, never mind the additional heavy construction traffic that this development is likely to require.

The road is already badly in need of repair and would need to be completely relaid to handle additional traffic.

Until such time as the road has been relaid I would appose heavy construction vehicle s using it.

2. As Chair of my

"Village Owners Committee", I also sit on the "City Owners Committee" in Discovery Bay. In this capacity I have raised several questions with the Developer and have not as yet received a reply.

Until satisfactory replies are forth coming, I would ask that no amendments be made t o Discovery Bay Outline Zoning Plan.

3. The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact st atements to show that the increase is well within the capacity limits of the **Constant** lowever, the impact state ments 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 waterand sewerage services under the Land Grant, and HKR wrote to the City Owners' (mmittee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The hun pact 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 H KR and the Government, and they remain secret. Now, the Government has refused to provide additional I water and sewerage services to cater for a population beyond 25,000.

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

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

Due to Government's to provide potable water and sewerage services beyond a population of 25,000, H KR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the De ed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not im pose 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, i t 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 own ers are also paying for all maintenance of the pipelines and pumping systems.

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

5. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of s pare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the ess ential fact that, under the existing OZP, DB is declared to be "primarily a carfree 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 whil e increasing population. Golf carts are already selling for over HK\$2 million.

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

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

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

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

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

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 tha t 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 in periods?

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

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

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

If Staff Quarter is no longer required in DB, the vacant sites for such uses should consider to release for enjoyment of the existing residents so as to enhance the livability of the area. The site is already used extensively as a dog exercise area and forms part of a very popular hiking train

The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). T he Land Grant requires that no development or redevelopment may take place on the Lot until an approv ed Master Plan showing the development is in place. The current Master Plan is dated 28 February, 200 0. 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 existin g 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 o f the lot will be interfered with. Problems that need to be addressed include incursion on Government lan d; recognition of the Existing Public Recreational Facilities; size and surrounding area of the land design ated 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 abovementioned development application.

Thanks and Regards Niall Greenan To: Secretary, Town Planning Board (Via email: <u>tobod@pland.gov.hk</u>) Application No * TPB/Y/I-DB/2

Dear Sirs,

Re: Hone Kone Resort Co Ltd's Application to Develop Areas of (behind Partyale)

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 a 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 severage 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 hult Counter and to allow antichlowed and counter and **j**?.

9

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 (somerimment's to provide polyble water and severage writers beyond a population of 75 000 MLP is proorking to return the water treatment and waite water treatment plants on the text under the fixed officiality (overland (DMC), MTP may further develop the text provided such development does not expose any new financial oblight ones to resting convers (Chance B(b), P. 303).

I demand that all costs for water and sameroup we den to areas by and 10b, including operation of all transmont plants, storage facilities and pipelines, be charged to areas by and 10b and not to existing ellippic.

Although Government agreed to provide wider and larger up to over the to DB when the tunnel was built, it refunds to pay for and maritain the connections. As a result, the Owner's are paying over \$1 million, par maritic to the Government to lease land to run populates out the De Lat to connect to Su Ho Wan. The owner's are also paying for all maritamentes of the pipelines and pumping systems.

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

- (3) The Traffic Impact Assessment (TIA) states that the roads both white and outside DB have plenty of spore capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essencial 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 \bullet parking) on the Lot, and vehicles are currently parked illegally at different locations.

Ś

-

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

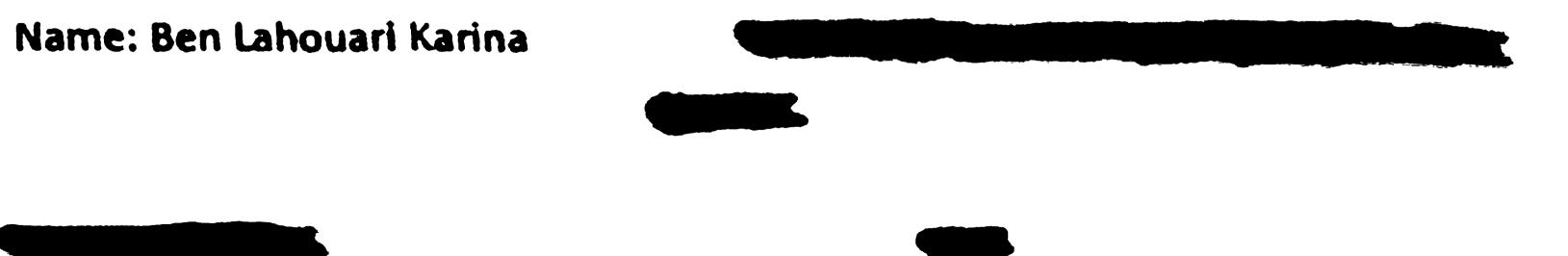
Existing open area at Woodland Court, Woodgreen Court and Woodbury Court w already very tight. Any new residential developments must take into account present-day requirements under the Planning Standards and Faidalines.

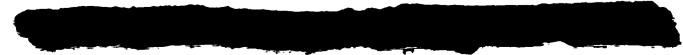
If Staff Quarter is no longer required in DE, the vacant sket for such uses should consider to release for enjoyment of the existing residents so at to enhance the livability of the area.

The Master Plan for Discovery Bay is an integral part of the Land Grant (156122) in the Land Registry). The Land Grant requires that no development or redevelopment in any take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 2020. 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 development, 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 tot 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





-

. tpbpd

•

Yiu Fai Eddie Chak 07日04月2016年星期四 23:23

tpbpd@pland.gov.hk

١

HK Resort Co ltd's application to develop areas 6f(behind Parkvalc) TPB/Y/I-DB/2 ChakTszFung2.pdf: ChakTszLam2.pdf: YungKaYi2.pdf: ChakYiuFai2.pdf

1928

٠

•

.

•

. ••,

. *

•

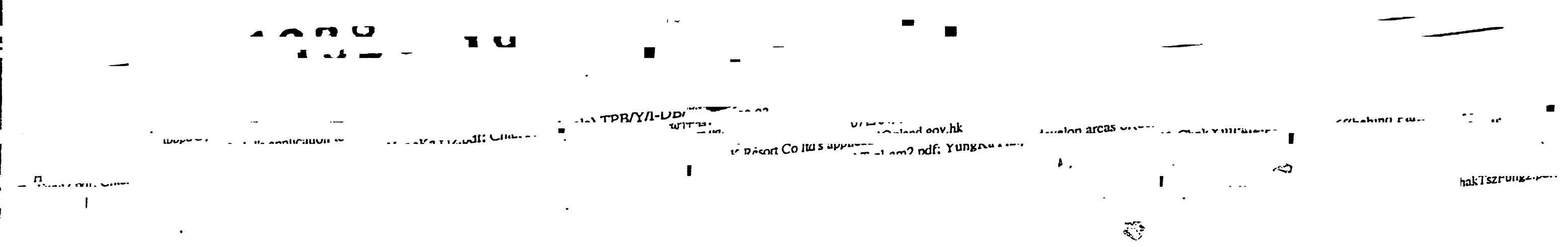
7

- - 3

12.59

~

•

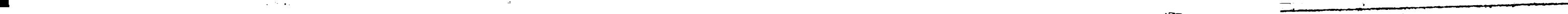


•

٠

•

•



Dear Sres.

Re: Hone Kone Resort Co Lud's Application to Develop Areas 61 (behind Parkvale).

<u>?</u>;

\$°,

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 . Toning Plan (DZP) to 29,000 under the revised CZP. 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 severage 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 spice 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,

3)

 Due to Government's to provide potable water and severage 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 lowners (Clause 8(b), P. 10).

I demand that all costs for water and severage services to areas 6f and 100, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

Athough Government agreed to provide water and severage 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 Loc to.

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

i demand that Government provide potable water and severage 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 existing number

I demond that the Government consider whether it is safe to allow Increased traffic in competition with slow-moving polf corts that offer

no collision protection to occuponts.

🌯 🏈 🎸

I demand that Gavernment review the sustainability of common in the corts at the current level while increasing population. Collection of a setting for over NKS2 million.

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

I de mand shat Government review vehicle parting before any Population increase.

[4] HKR claums 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 deallags with Government or any utility in only 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 severage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have already been mentioned, but there are made.

I demand that the LPG supply oprement with San Hing be mode public.

I demand that the proposed bus depot at Area 100 be declared a public bus depot, and ensure that henceforth franchised bus operators have the right to run bus services between Obscovery Bay and other places.

I also have concerns on the following issues:

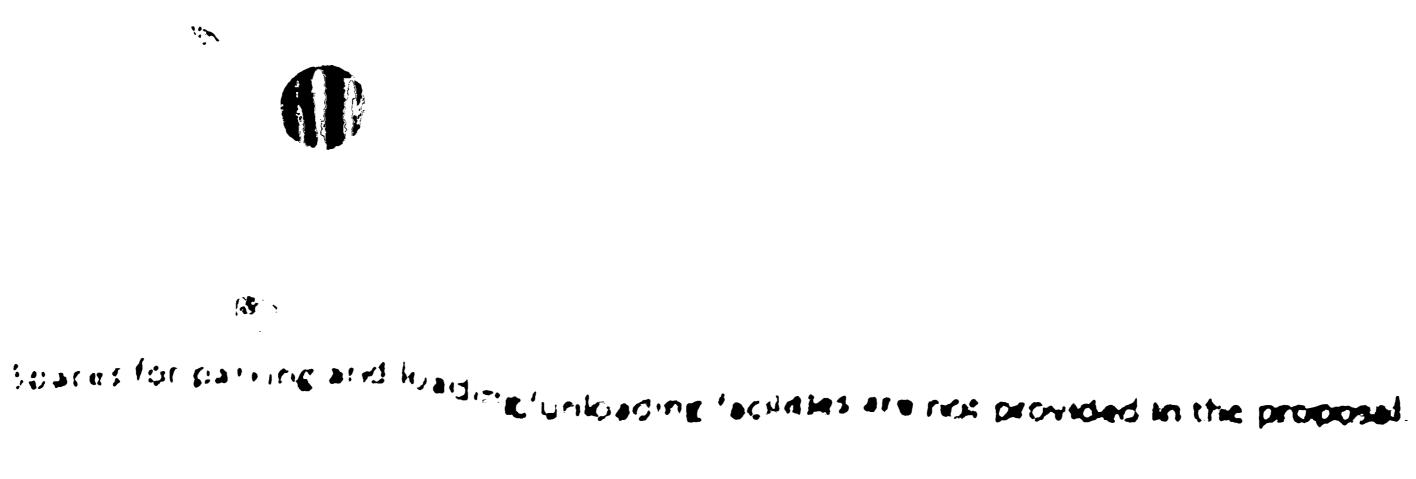
Given the fact that the only accuse to Area of a condense in Area of a

Vilage Passage way of Parkyale Village, HAR Should any to calle

Construction Materials and to dispose Construction Muslas

How well HKR minimize the disturbance to an in the second so the second

contruction and operation periods?



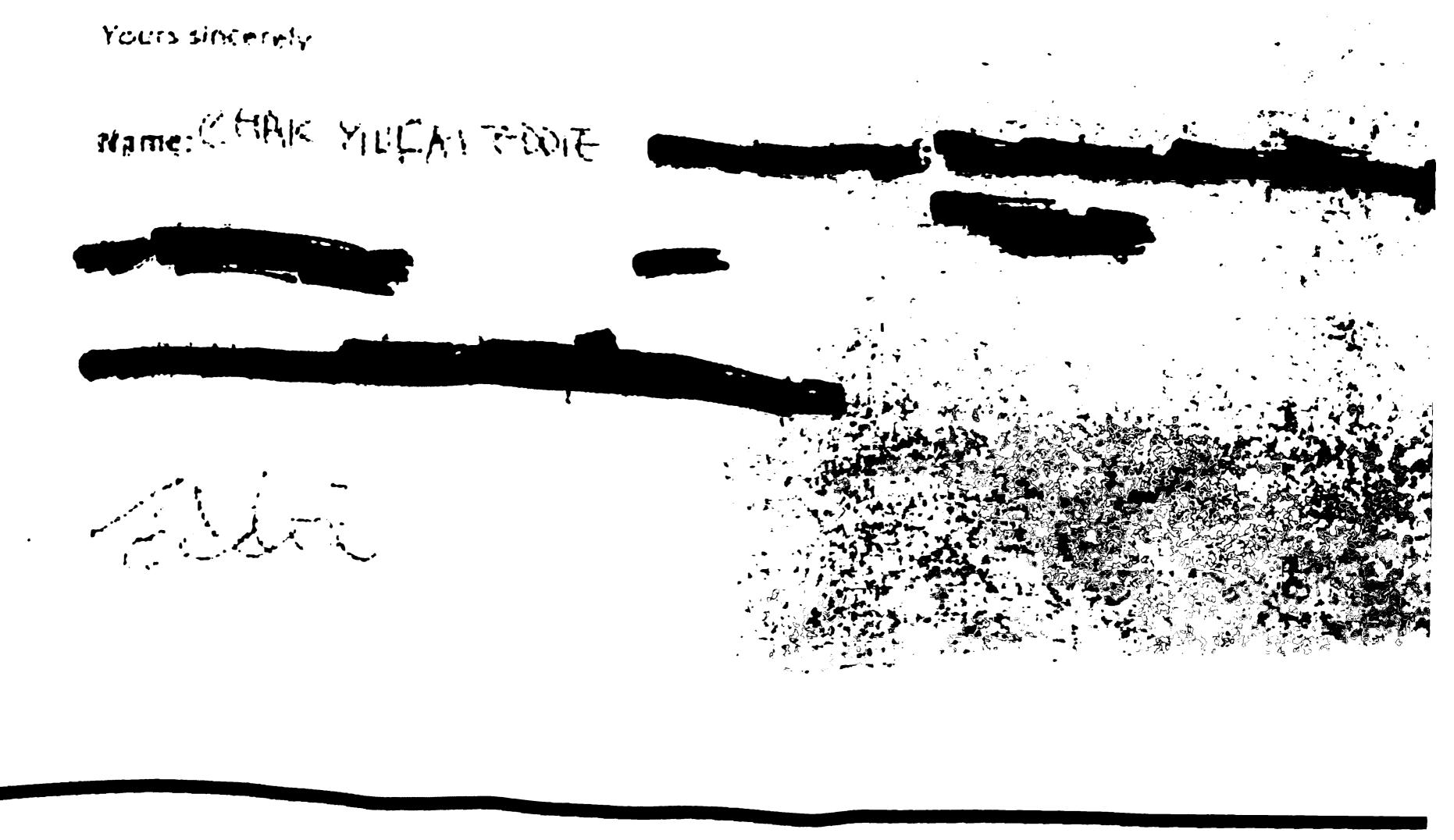
Existing openiarea at Windland Court, Woodgreen Court and Wundbury Court is sciently very light line is a residential developments must take ento account present-day requirements unsar the Hansurg Standards and Suda cas

It shall Quality 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 le ability of the area

The Educer Fariter Discourse Bay is an integral part of the Land Grane (ISE132 in the Land Registry: The Jane 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 rooms plan or the current development on the lot, in order to motect the interests of the interest 8,300+ assigns of the developer, it is essential that the existing Master Plan and OZP are aligned with the existing development protive lot before consideration of any proposal to amend the OZP Otherwise there is a main too much righ that the rights of the other owners of the lot while interfered with Fibbleins 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 included life etc.

Unlist and until my demarks are acceded to and my concerns are addressed i object to the above mentioned development application

いたいで、「「「「「」」

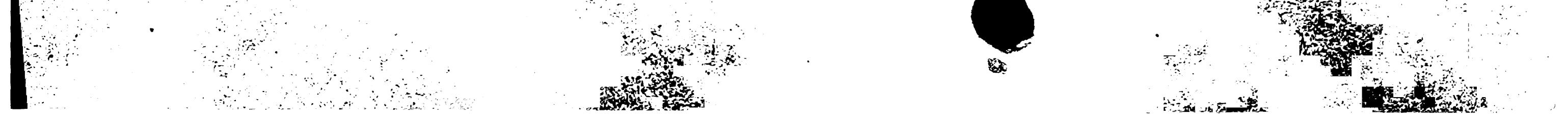


| tpbpd | | |
|-------------------------------------|--|-------------|
| 资件者: 资件日期: 收件者: 主旨: 时件: | Yiu Fai Eddie Chak Manager 23:23 07日04月2016年星期四 23:23 wbpd@pland.gov.hk HK Resort Co lut's application to develop arcas 6f(behind Parkvalc) TPB/Y/I-DB/2 ChakTszFung2.pdf; ChakTszLam2.pdf; YungKaYi2.pdf; ChakYiuFai2.pdf | 1929 |

٠



•



To: Secretary, Town Planning Board (Via email: 100000 pland.roy.hk) Application No.: TPB/Y/I-DB/2

Dom Sirs.

Re: Hone Kone Resort Co Lid's Application to Develop Actual 61 (behind Parkvalk).

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 statement in obligation to provide 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 Oty 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 demond 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 mater and semerage services agreements.

(2) If she 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 severage services
 beyond a population of 25,000, HKR is proposing to restart the water
 beyond a population of 25,000, HKR is proposing to restart the water
 beyond a population of 25,000, HKR is proposing to restart the water
 beyond a population of 25,000, HKR is proposing to restart the water
 beyond a population of 25,000, HKR is proposing to restart the water
 beyond a population of 25,000, HKR is proposing to restart the water
 beyond a population of 25,000, HKR may further develop the lot, provided
 of Mutual Covenant (DMC), HKR may further develop the lot, provided
 such development does not impose any new financial obligations on
 existing lowners (Gause 8(b), P. 10)

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

Annough Government agreed to provide water and severage 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

In the Government to lease land to run pipelines outside the Lot to connect to Ski Ho Wari. The owners are also paying for all maintenance of the pipelines and pumping systems.

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

- (3) The Troffic Impact Assessment [TIA] states that the roods 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 Q2P, DB is declared to be "primarily a car-free development" As such, road copacity is irrelevant.
 - Golf carts are the permany 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 god carts that offer

no callsion protection to occupants.

I demand that Government review the sustainability

corts at the current level while increasing popula

aiready 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 17. While different locations.
 - I demand that Government review vehicle parting before any population increase.
- (4) HER clowins in the Applications that it is the sole owner of the Lot. This is untrive There are presently over 8,300 assigns of the developer who co-own the Lot together with HER.

I demand that HICR 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 masters and dealings with Government of 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 pumers have no input or access. The water and severage agreements, plus the lease to run the water and sewage pipelines outside the Lot, have directly been mentioned, but there are more.

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

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

I also turns concerns on the following issues:

Given the fact that the only access to Area 61 is through Parlovale Drive which is a Vetage Passage way of Particula Village, HKR should applyin the ways to delayer Construction Materials and to dispose Construction Wastest

man while the disturbance to another the disturbance to another the

construction and operation periods?

. .



for an encoder of the second by the second light of the proposal in the proposal is

Institute open area at Willington & Court Argeneen Court and Mondo's at Court is also add only the to Anglo and a conservation for and similar to be also accourt present to a president, preservation and area and to and to accourt

If Staff Guarter is no integer required in US, the verant step tot such uses showed . consider to release for anyown of the existing residents so as to existing the lice bits of the area

e . • .

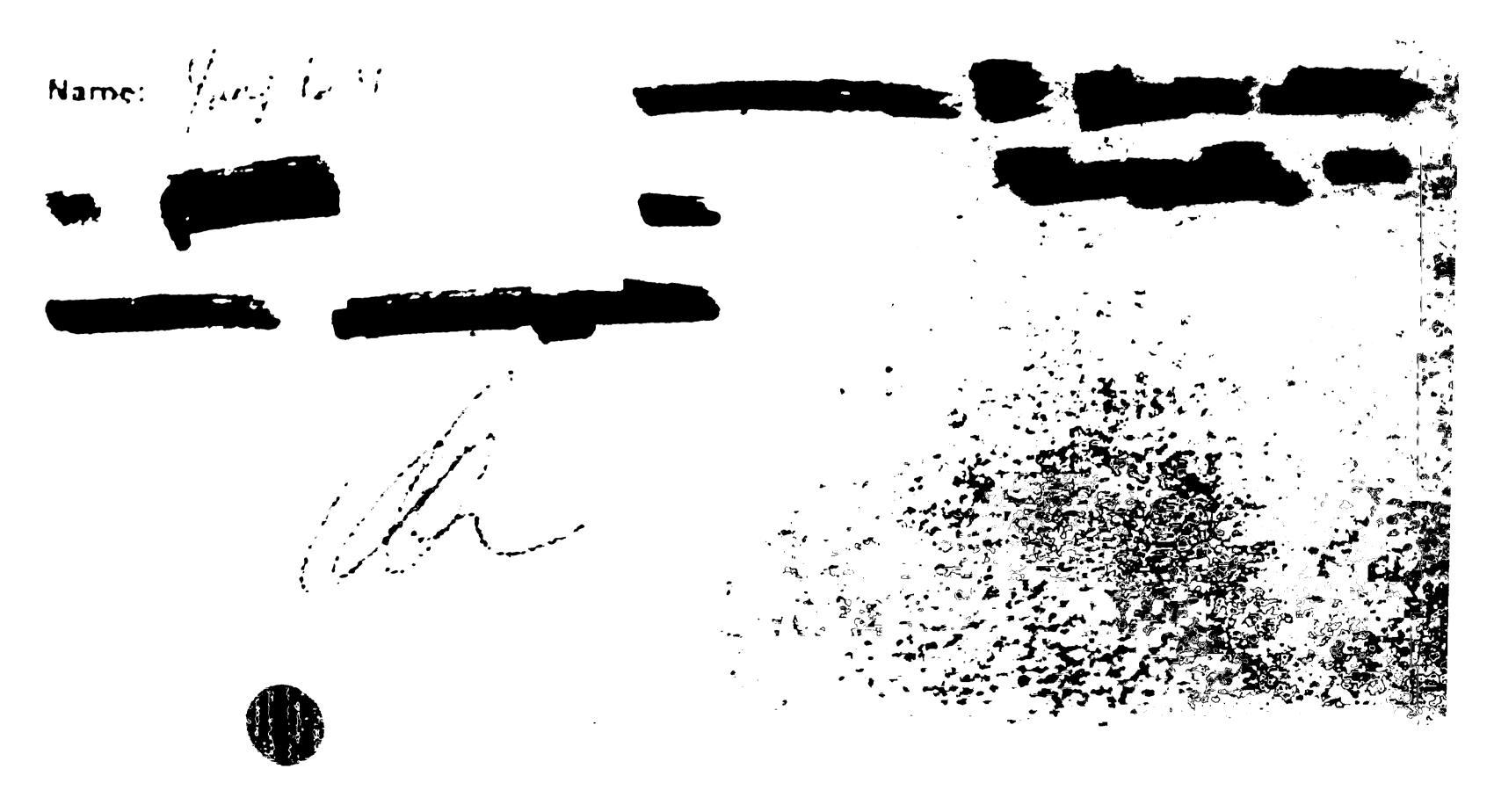
The Master Plan for Discovery Bay is an integral part of the Land Grand (166122 million Land Reports). The Land Grand requires that no development is redevelopment may lake place on the Unit Unit approved Master Plan stowing the development is in place. The current Master Plan is stated 18 February, 1000. This hos compatible with either the current outline soming plan on the current development on the lot in order to protect the Interosts of the current 8 300- assigns of the development, it is

essential that the easting Master Plan and CIP are aligned with the existing development on the lot before consisteration 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 Pacificies, size and surrounding area of the land designated GI/C on the current OZP; configuration of the Area N2 at the inclining lift, etc.

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

Yours sincerely

3



| boda | | |
|------------------------------|--|---------------|
| 百件者: 百件日期: 收件者: 主旨: | Yiu Fai Eddie Chak (1999) 23:23 07 El 04 A 2016 F. IN 199 23:23 uppd@pland.gov.hk HK Resort Co hd's application to develop areas 6f(behind Parkvalc) TPB/Y/I-DB/2 | 1930 |
| 附件: | ChakTszFung2.pdf: ChakTszLam2.pdf: YungKaYi2.pdf: ChakYiuFai2.pdf | T J J |

•

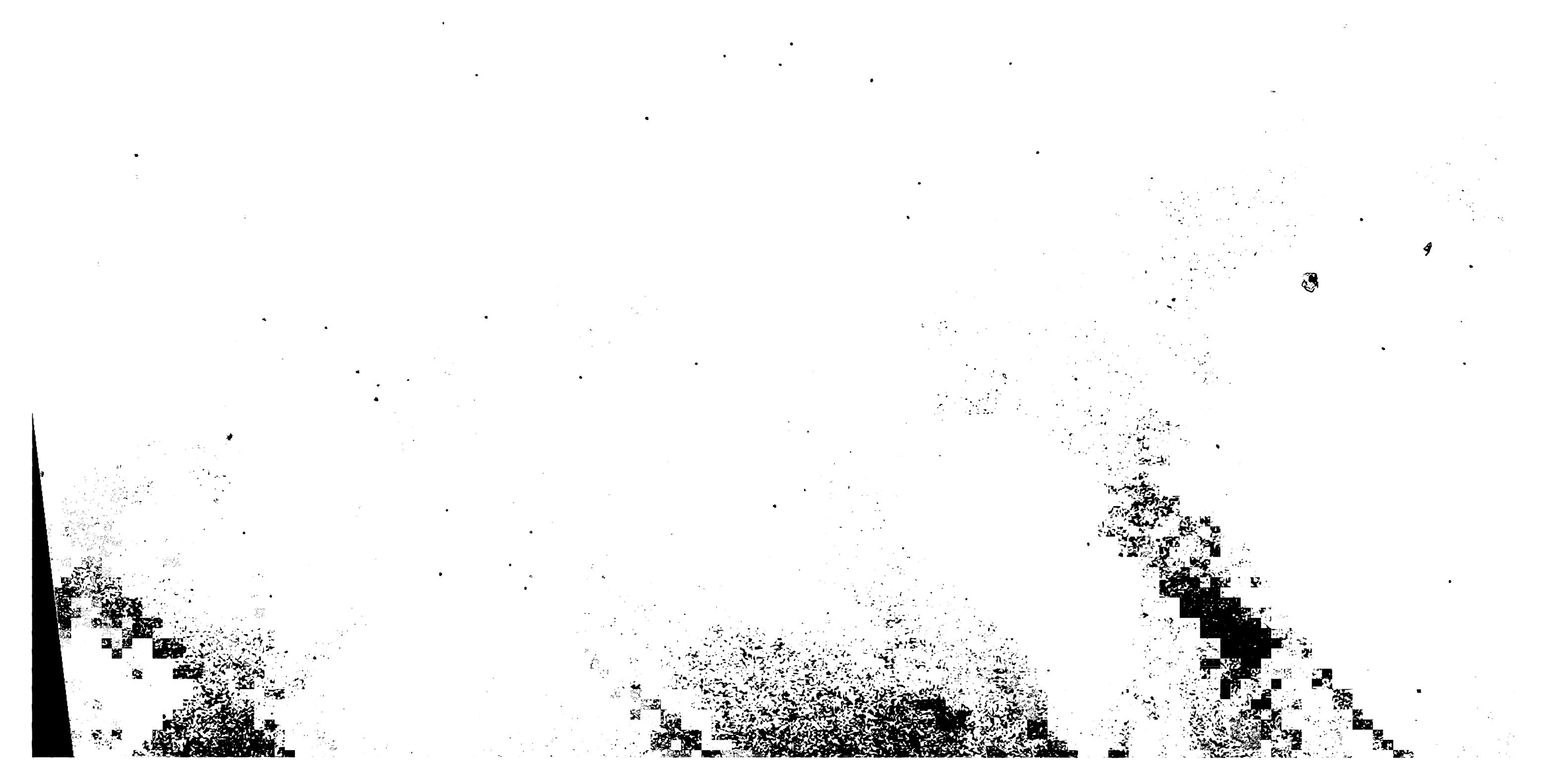
•

•

٠

*[*1]

 \bullet



To: Secretary, Town Planning Board (Via email: 1905) (Ppiand.cov.hk) Application No.: TPB/Y/J-DB/2

Dear Sirs,

Rs: Hone Kone Resort Collid's Application to Develop Acess 61 (behind Parivale)

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 severage 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 Lond 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.

The to Government's to provide potable water and severage 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). 1.

5

I demand that all costs for water and severage services to areas 6f and 100, including operation of all treatment plants, storage facilities and pipelines, be charged to areas 6f and 10b and not to existing villages.

Anthough Government agreed to provide water and severage 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 Cot to

of the pipelines and pumping systems.

I demand that Government provide patable water and severage connections to the Lat Boundary, just like every other residential development in Hong Kong.

- (3) The Traffic Impact Assessment (TIA) states that the roads both within and Outside D8 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, D8 is declared to be "primarily a car-free development" As such, road capacity is irrelevant.
 - Galf carts are the primary mode of personal transport, and are capped at the existing number.

I demond 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 an

corts at the current level while increasing population. Sol content

niready setting for over HK\$2 million.

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

I demand that Government review which parting before any population bicrease.

(4) HIR cloims in the Applications that it is the sale owner of the Lot. This is unone. There are presently over 8,300 assigns of the developer who corown the Lot coorther with HIRR.

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

(S) Unser the DAAC. Day Management is supposed to represent the Owners (including HKR) in all motters and dealings with Government of any uppy in any way concerning the management of the Diy. Despite this condition HER continues to negociate direct with Government and utilities, and conclude secret agreements to which the owners have no input or access. The water and secret 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

I demond that the proposed bus depat of Area 100 be declared a patie bus depat, and ensure that henceforth franchised bus operations have the right to run bus services between Discovery Bay and other places.

1 and here concerts on the following titles

Given the fact that the only access to Arm of a through Particle Dime which a Valage Passage way of Parivale Village HAR should michaely the ways of

Construction Materials and to dispose Construction of and

How will MKR minimize the distance of the second second second second second second second second second second

construction and operation periods (

Scales has to Barg and a way of a story lander as any net provided in the proposal

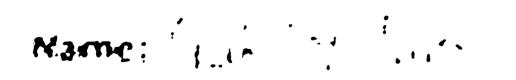
Ensure of the and the soldiar of the configure of the configure of the soldiary Constants already server with the constant of the configure of a result take of the soldiard present the configure contracts sources the figure of got area and the configure

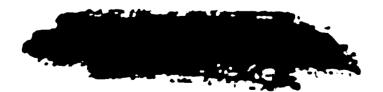
(1 Statt C varies in the constant of the second state in the

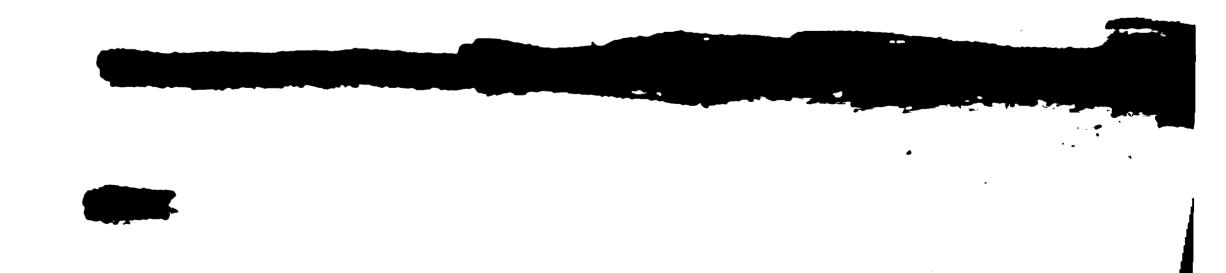
The Master Place for Elicovers Bay is an Peregraphent of the Land Reputis The Pant Grant requires that relieves percent on redevelopment main take place on the vicinitial provides Afaster Placeston in the development of place The Pointent Starts of the operated 18 February 1000 in the development on the entry of the tensor goldnice the current development on the start entrember starts of the operation of 18,300+ assigns of the development of order to protect the interests of the ourrent 8,300+ assigns of the development in development of the lot before consideration of any proposal to amend the ODF otherwise there is a mply that the residence the option of the other owners of the lot will be interfere for the Prophems that the rights of the other owners of the lot will be interfere for the Prophems that need to be addressed include inclusive on Option and, recognition of the Eusting Public Recreational Facilities, use and puriounding area of the land designated GVC on the current OZF; configuration of the Area hull at the reclined if the current Start of the current OZF; configuration of

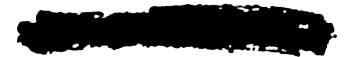
Unless and while my demands are acceded to and my concerns are addressed i object In the above mentioned development application.

YOUTS SITURIE THE









اریا میں جانع میں ا