

Submission Number:

TPB/R/S/I-DB/5- S7

就圖則作出申述

## Representation Relating to Plan

參考編號

Reference Number:

240529-161248-70542

提交限期

Deadline for submission:

12/06/2024

提交日期及時間

Date and time of submission:

29/05/2024 16:12:48

「申述人」全名

Full Name of "Representer":

先生 Mr. HARDING, Russell John Challoner

「獲授權代理人」全名

Full Name of "Authorized Agent":

與申述相關的圖則

Plan to which the representation relates:

S/I-DB/5

申述的性質及理由

Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
S/I-DB/5 Adding taxi ranks to Discovery Bay and allowing taxis access into Discovery Bay beyond the already approved taxi rank in the North Plaza / Auberge Hotel area	反對 Oppose	<p>1). Safety. Discovery Bay was developed as, and is supposed to be, as far as possible, a car free location for residents safety reasons. It is accepted that practically a bus service and some goods vehicles and support vehicles need access to Discovery Bay, but adding taxis will greatly increase traffic, and compromise road safety.</p> <p>2). Lack of infrastructure. Discovery Bay does not have the transport infrastructure to support more cars in the area. It lacks, by design, things like traffic lights, speed cameras, is mostly roundabout free, does not have designated traffic police patrols, there are no parking, pick-up, drop off etc areas.</p> <p>3). The cost to residents. The roads are private in Discovery Bay, paid for directly by the residents. Increase traffic means increased wear and tear and repair costs, plus all the other infrastructure support costs, such as adding traffic lights, roundabouts, traffic islands etc that would be needed to support the increase in traffic. They are not needed if taxis are not allowed, and need not therefore be paid for.</p> <p>4). Environmental damage. The environment generally, and her residents living environment, is damaged by an increase in traffic That is in terms of pollution, noise levels, general disturbance, danger etc.</p>

	<p>5). Change of use. Most people moved to Discovery Bay because they were attracted by the car-free environment. Changing the car free environment is a change of use foisted on residents which is against one of the main reasons they chose to move here. There are other places they could have moved to, and would have moved to, if they were happy to have a lot of traffic around them.</p>
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對圖則的建議修訂(如有的話)

**Proposed Amendments to Plan(if any):**

<p>No new taxi ranks in Discovery Bay. No access to Discovery Bay for taxis beyond that which is currently allowed to reach the Auberge Hotel area taxi rank.</p>
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Submission Number:

TPB/R/S/I-DB/5- S8

3<sup>rd</sup> June 2024

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

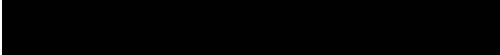
Dear Sir

I enclose my representations in respect the proposed draft plan S/I-DB/5 and the "NOTES" which form part of the plan

I oppose some of the wording in several different paragraphs within these NOTES as explained in the attached paper consisting of three pages.

In conformance with the requirement to provide information concerning my identity .

I herewith declare that I am: **Rainbow, Edwin George** Holder of HKID 

Resident at the above address:  


Yours sincerely

  
Edwin G Rainbow

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

2<sup>nd</sup> June 2024

Dear Sir

On behalf of the Hillgrove Village Owners, I confidently support the technical objections drawn to my attention by a Discovery Bay Owner to be found in the proposed amendments to the "NOTES" forming part of the Plan):

**DRAFT DISCOVERY BAY OUTLINE ZONING PLAN NO. S/I-DB/5**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

I have objections to the some of the text (highlighted in yellow) in the proposed amendments to the "NOTES" (N.B. These form part of the Plan)

1. Paragraph 7 "*The following uses or developments are always permitted on land falling within the boundaries of the Plan* .....

(a) *provision, maintenance or repair of plant nursery, amenity planting, open space,*  
(b) *rain shelter, refreshment kiosk, road, bus stop or lay-by, cycle track, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;*

I note that "taxi rank" was previously not included within uses "which are always permitted" in the first Outlining Zoning Plan for Discovery Bay nor approved in subsequent

I also note also that to introduce "taxi rank" in the proposed amended plan is beyond the legal authority of the Town Planning Board. The Road Traffic Ordinance (Cap 374). Legislation concerning Taxi Stands & [Taxi Stopping Places] Specifically, Section 30 of the Road Traffic Regulations (Public Service Vehicles) authorizes only the Commissioner for Transport to designate the road or area within a road which a taxi may ply for hire and the locations where taxi stands or stopping places may be positioned.

Furthermore, under Section 1 of the Road Traffic Ordinance the Commissioner for Transport is granted the power to impose controls on any class of vehicle in respect of which roads they may use or are prohibited from using. At present there is a

single authorized taxi drop-off point within the vicinity of the Auberge Hotel and no intrusion on the residential areas of Discovery.

To include wording suggestive the notion that the leaseholder may designate taxis access on prohibited roads or taxi stands, drop-off, pick-up or stopping places is not within the power of the Town Planning Board to grant and the inclusion thereof would be ultra vires. I therefore oppose paragraph 7 (b) above.

Regarding Paragraph 9, the yellow highlighted words draw attention to the points dealt with by the same Discovery Bay Owner.

*Paragraph 9 COMMUNICATIONS*

*9.1 Land Transport*

*9.1.1 The Area enjoys a generally car-free environment. Except residents' services buses and goods vehicles serving the Discovery Bay development and village vehicles serving the Trappist Haven Monastery and taxis (other than New Territories taxis) serving Discovery Bay North, there is no land transport for the rest of the Area.*

*9.1.2 Internally, the Discovery Bay development is served by residents' services buses and other vehicles subject to advance bookings. An interchange for residents' services buses is located near the existing ferry pier, providing easy access to the housing at the upland area. Externally, Discovery Bay is linked to Cheung Tung Road in North Lantau via Discovery Bay Tunnel. This tunnel is restricted to public and private buses (such as residents' services buses connecting Tung Chung, Sunny Bay and the airport), private light buses, goods vehicles, government vehicles, emergency vehicles, special purpose vehicles and taxis (other than New Territories taxis).*

In Chapter 6 of the Audit Commissions Report dated 23.10.2004 under the title "Land Grant for Discovery Bay and YI Long Wan" Paragraph 2.24 (c) states that the planning intention is to maintain a car-free environment.

As Chairman of the Hillgrove Village Owners Committee, I inform you that the last time the question was asked in Committee, there was strong and unanimous opposition to taxis entering the residential areas of Discovery Bay and this will be reflective of the view of most Hillgrove owners. Hillgrove has a large number of young children (owner occupiers and renters) and the children's playground is immediately adjacent to Discovery Bay Road. A resident, possibly renting short term, expressed interest that a taxi stop at Hillgrove should be added!! This is not representative of Hillgrove and reference to many past meeting minutes show requests to slow down golf carts on the forecourt (a speed pump was installed) and there was concern that the hedge separating the playground from the road had a gap (a temporary fence was installed – more needs to be done. I doubt you will receive many approvals for the taxi proposal from Hillgrove?

As Chairman of the Hillgrove Village Owners Committee, I sit with other village owners Chairpersons and the Registered Owner's representatives on the City Owners Committee. In the COC Meeting of 17<sup>th</sup> January 2024, the taxi proposal was discussed and frankly the minutes do not reflect the position of most of the village owners. It does however promote the business objectives of the Registered Owner HKRI. In my opinion the latter's supporters were very well prepared to produce a minute expressing an "overwhelming" support for the present taxi proposal and this I understand is a record you will receive.

One of the points made **against** the taxi proposal at the January 17<sup>th</sup> COC meeting was the absolute certainty that the circulation and stopping places for taxis can be controlled by DBSML. They fail to stop taxis entering the residential areas now. DBSML are completely failing to control the EV cycles and scooters. Rules are too all too easily abused. We must do everything to preserve the quiet attraction of living in Discovery Bay and residence gave up the convenience of taxis and private cars to *enjoy a car-free environment*. Re 9.1.1



There is clearly a business advantage for HKRI to bring taxis into Discovery Bay. Restrictions of taxis once inside the residential area seems to me to be *Mission Impossible*. Would HKRI and DBSML have the incentive to even try? Taxi drivers are likely to be confused and easily abuse any rules.

Yours sincerely

  
Edwin Rainbow