

Urgent Return receipt Expand Group Restricted Prevent Copy

**Submission Number:**

**TPB/R/S/I-DB/5- S28**

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**From:** chim [REDACTED]  
**Sent:** 2024-06-11 星期二 13:09:25  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Objection to Y/I-DB/4  
**Attachment:** Objection.pdf

Dear Sir:

Objection has been submitted numerous time, and Master plan stays no changes, herewith would like to submit again for your consideration.

Regards,

Chim Lim

Meeting dated 10<sup>th</sup> of June at 1900 hr was held and hosted by Jonathan Chow of Island District Council Member at Discovery Bay Community Hall (DB North) with regards to the planning application Y/I-DB/4.

**Discovery Bay as a Special Area:**

The Town Planning Board representative acknowledges that Discovery Bay is a unique location.

However, there seems to be a missed opportunity for design innovation.

The current approved scheme concept is outdated and lacks the potential for sustainable development as a model village.

**Zoning and Massing Issues:**

Although the area is zoned for low density (1:1), the massing of the buildings appears more like densely packed blocks.

The design fails to consider spatial dimensions and lacks integration with the waterfront.

The master plan lacks urban design considerations beyond interpreting planning data.

**Concerns About Slab Blocks:**

A significant issue arises with the two 18-story slab blocks located in the North-West corner.

These blocks obstruct the waterfront skyline, creating a wall-like effect.

As a result, prevailing winds are blocked, affecting the microenvironment of the area. Refer attached Appendices 1 - 5

**In summary**, there are opportunities for improvement in the design and planning of Discovery Bay, especially regarding sustainability, urban design, and venturi wind flow considerations.

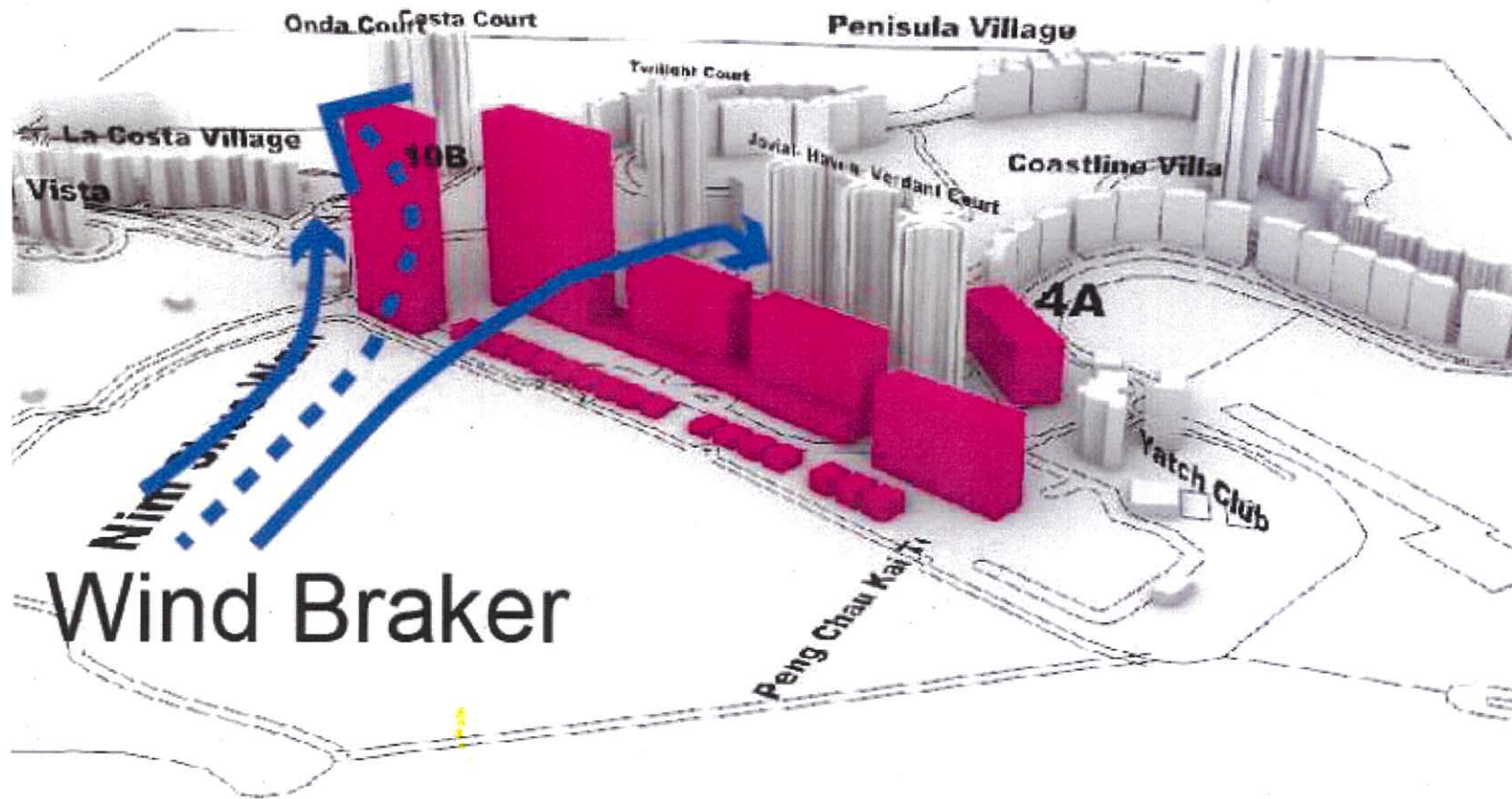
Yours faithfully,

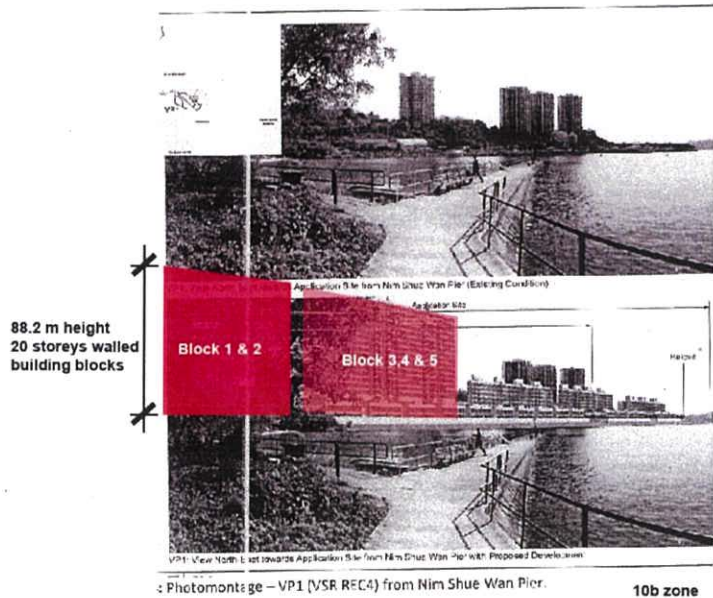


Lim Chim Meng

Resident of DB

11<sup>th</sup>, June., 2024



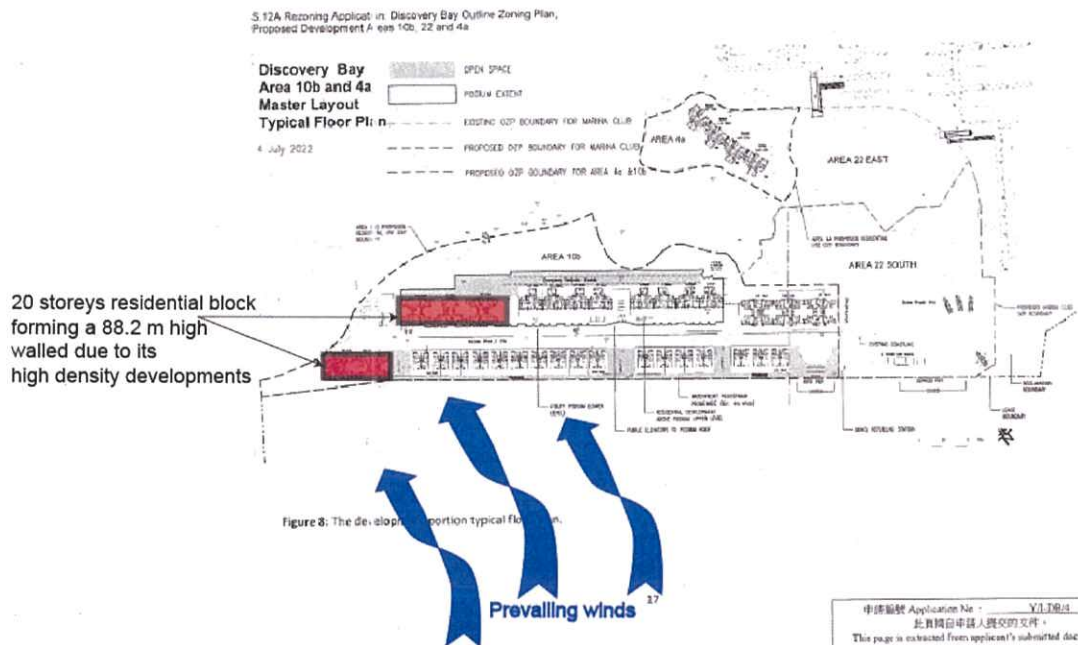


1/ 20 storeys blocks that defy planning principle of gradual descends to the water front

32

2/ It further breaks out the skyline silhouettes of the coastal environment

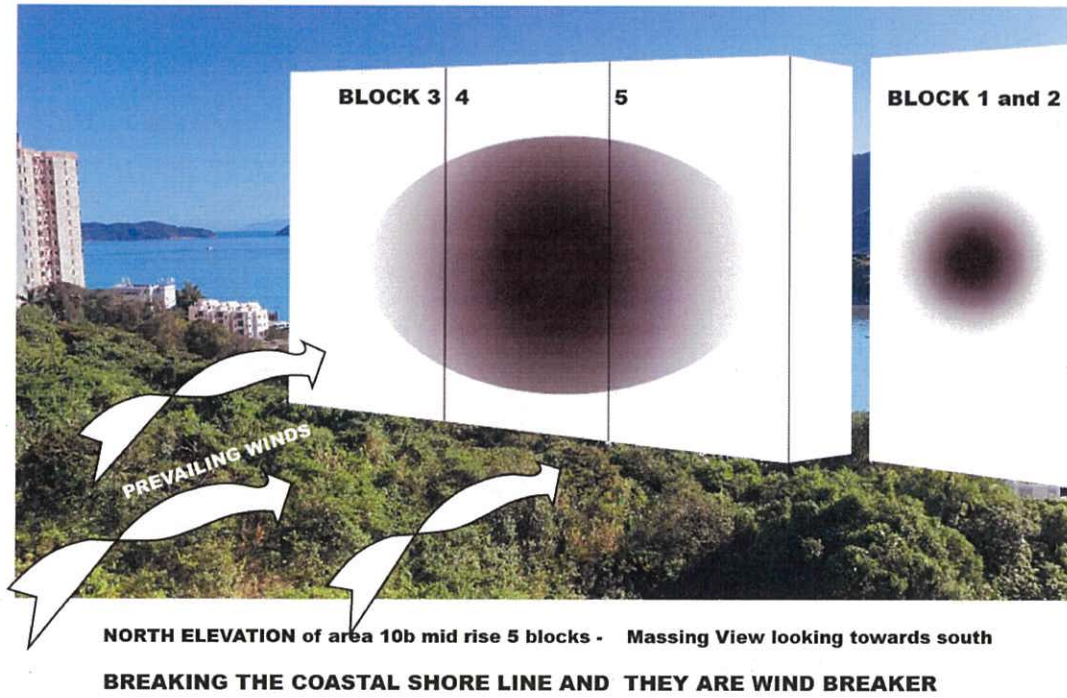
Appendix 2 Elevations



5 Blocks Mid Rise of 20 storeys 88.2 mPD that forms a specific Walled Building that will block prevailing winds and affected ventilation of micro environment to the surrounding neighborhood

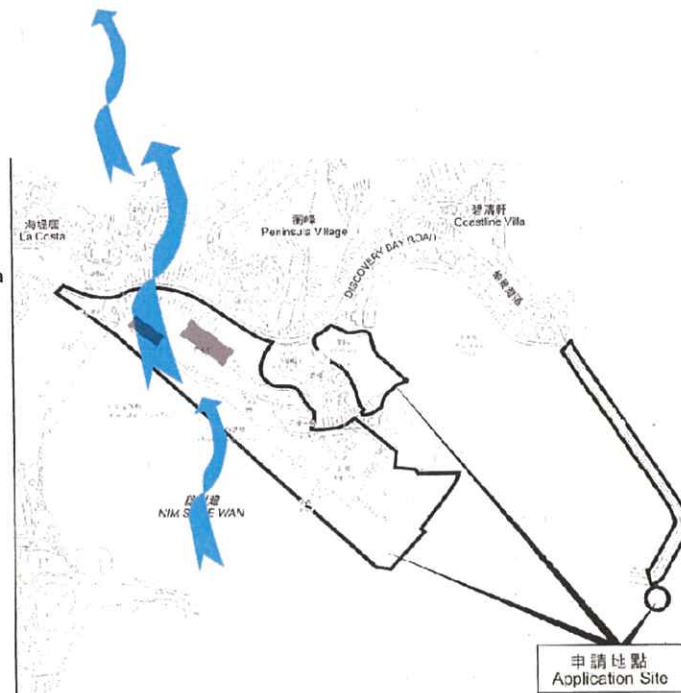
Appendix 3 Plan

## Mid rise Residential Block



Appendix 4 Looking from North West Corner

The only venturi wind break in the peninsula region will be blocked by the proposed walled buildings causing undesirable micro climatic condition.



Appendix 5 Master Plan

**From:** Nick Andrews <[REDACTED]>  
**Sent:** 2024-06-11 星期二 18:30:23  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Cc:** [REDACTED]  
**Subject:** Ref: Discovery Bay S/1-DB/5

Dear Secretary Town Planning Board,

Ref: Objection to notes draft Discovery Bay OZP S/1-DB/5

I am writing to object to the latest draft plans for the Discovery Bay Plan number S/I-DB/5. My objections focus on two main issues - the impact on local transport infrastructure and public services.

The proposed population increase puts excessive stress on public services and transport infrastructure.

The 2021 census puts the DB population at 19,400 persons. On completion of the new developments at DB North, Coral Court and Nim Shue Wan area, the DB population capacity will rise to 28,300 persons. If this capacity is fulfilled it would be an increase of 8,900 from the current actual (as opposed to on paper) DB population and represents a 46% increase.

Such a large increase in actual population will put significant stress on local infrastructure and public services.

1) Even before these three new developments, bus transport infrastructure is already at capacity especially at rush hour time. It's already difficult to get on buses between 7am-9am when kids go to school and people go to work - similarly, when kids leave school in the afternoon - despite a greater frequency of buses during these times.

Additionally, a number of kids go to schools in Tung Chung. School buses from these schools also come into DB during these times adding to the road traffic at these periods. More of these buses will also be required to cope with increased demand for schooling from the increased population.

The DB road network does not have the capacity to cope with the additional number of buses that will be required to cope with a population increase of up to 8,900 people.

Furthermore, adding more buses will increase the dangers for road users especially pedestrians, cyclists and buggies. This is especially relevant given the recent sad death of a DB resident knocked over by a bus.

2) An increased population requires public services that can adequately serve DB residents. DB schools are already oversubscribed despite many kids going to schools outside of DB such as in Tung Chung and Hong Kong Island. The Nim Shue Wan development should not go ahead without additional schools planning and construction.

Additionally, there is limited playing field space in DB. There are no sports fields in South DB for playing football or other sports etc, nor are there any basketball courts as there are in even densely populated neighbourhoods of HK.

Additional recreational space has been included at the Lantau Yacht Club but DB residents will not benefit given this is an exclusive private club with few if any DB residents as members.

Ideally, the Nim Shue Wan development should incorporate more space for outdoor activities such as either a football pitch or a basketball court. Additional recreational capacity has been included at the yacht club in the development plans but this is a private club of which few if any DB residents are members and so would not benefit them.

Proposed amendments:

I propose that the current development plan S/I-DB/5 should be reduced in size to limit the impact on DB road infrastructure, protect road safety and ensure sufficient public services provision. The current plan envisages housing for around an additional 2,145 people in Peninsula Village - this is a 60% increase on current Peninsula Village population capacity. This should be significantly cut in size. The low rise buildings should be reduced by at least one storey, more space between the new buildings should be added and the high rise buildings lowered.

This would:

- i) Keep road traffic at a more manageable level and within reasonable capacity limits.
- ii) Support road safety
- iii) Reduce the impact on schools
- iv) Create space for more outdoor public recreational areas such as a Peninsula Village football pitch or basketball court.
- v) Address other complaints that the proposed development is excessively overbearing on residents in existing buildings such as Twilight, Jovial, Haven and Verdant Courts.

Yours sincerely,  
Nicholas Lawton Andrews

HKID: 



**From:** cutial tsui [REDACTED]  
**Sent:** 2024-06-11 星期二 20:55:30  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Plan no. S/I - DB/5 Comments

Dear sir

I have been living in Discovery Bay for over 30 years. Although DB is a bit far away from city centre, and the transportation cost is a bit high, we choose to live in DB because it is quiet and peaceful community and the air is clean.

Last night, I attended the briefing in DB community hall.

Firstly, I am surprised to learn that Town Planning Board has approved the construction of 5 blocks (instead of 4 as advised previously) of 18 storey residential building, and 15 blocks of 6 storey building in Peninsula Village. The construction site is very closed to where many people live. I just can't imagine if we can stand with the noise and dust produced by the construction site, and all of these is detrimental to the environment. Apart from pollution, the 5 blocks of high rise will totally block our seaview.

Secondly, the sea in front of Nim Shue Wan is not as calm as you imagine. From time to time, there maybe monsoon or rising tide, the sea can be very rough sometimes. I doubt the safety along the coastline after reclamation and rise of sea level. Have the Town Planning Board assess the safety issue before granting approval?

Thirdly, many residents are extremely concerned about the adequacy of transportation arrangement, because the current bus services are already overloaded. No. 4 and 4A buses are very packed especially during peak hours. Can the bus services support the need of the new population brought by the 858 new premises?

Lastly, I don't want to question the execution capability of Hong Kong Resort, but we have encountered the sudden closure of the DB Plaza bus terminus for a few routes many times already, due to renovation works require on the main road in front of the bus terminus and inside the bus terminus. No one ever explained why, but we can see the cracks on the road. I guess it is due to improper design and built of the bus terminus and the roads around. Last night, we were told that the above development project could last for 10 years, it will definitely be a nightmare to all of us, I just can't imagine how will be our lives in Discovery Bay.

There are so many land in Discovery Bay, is it really necessary to do reclamation to build the 34 2-storey units along the waterfront? Is it fair to the current residents in Peninsula Village to create a construction site next door to build the 5 blocks of high rise and 15 blocks of low rise?

I hope the Town Planning Board can take into the above comments into consideration and don't be a rubber stamp to business man.

Regards

Anne Tsui



**From:** John Antweiler [REDACTED]  
**Sent:** 2024-06-11 星期二 21:45:22  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Objection to DISCOVERY BAY OZP S/1-DB/5

Dear Town Planning Board:

I hereby express my strenuous objection to the plans for further development referenced above (DISCOVERY BAY OZP S/1-DB/5). My objections rest on three major concerns:

1. The infrastructure supporting Discovery Bay is already near capacity. Discovery Bay was envisioned as a special development sufficient to support 25,000 residents. Water, sewerage, roads and sidewalks, security, schools, and social services are already at the breaking point and showing major signs of stress. Discovery Bay cannot absorb the additional expected residents without a major investment in infrastructure, which should be proposed and completed before any further residential plans are contemplated and approved.

2. The planned increases in residential development will result in additional vehicular traffic and congestion. In the ten years I have been a resident, I have noted steady increases in the amount of traffic. The roads are already packed, and spaces such as the former bus station next to Hillgrove Village have been transformed into parking spaces for Discovery Bay trucks and cars rather than the green space it once was. Moreover, Discovery Bay has experienced a vast increase in the number of electric scooters and motorcycles, which are illegal, are often operated by teenagers with no driving experience, carry as many as three persons at a time (parent and two children, commonly), and are uninsured against the injury or damage they may cause. If the City cannot even control the illegal scooters, how will it cope with greater traffic, more congestion including more taxis, and a growth in illegal activities (illegal scooters, speeding trucks and cars, unauthorised parking, and driving under the influence of alcohol or drugs)? Please show us how the budding problems will be addressed and resolved, and demonstrate improvements BEFORE proposing more development.

3. Discovery Bay is a special and unique development in a green zone. Implicit in its development was the promise that the natural environment would be protected so that all residents could enjoy the seashore, the forests, the hiking trails, and other outdoor pleasures. By the continual expansion of residential construction, the natural environment is being degraded, eroded, and lost — crowds now throng in previously peaceful parks and beaches, hiking trails are overrun and often lined with trash, and insufficient public toilets result in the fouling of the landscape. New construction will only serve to aggravate and exacerbate these problems.

Please reject this planned development. No expansion should be considered until:

- All the creaking infrastructure has been upgraded to support new developments;
- A plan is in place, and enforcement is ensured to address the already serious congestion and traffic issues, including dealing with the rampant illegal and dangerous driving behaviours plaguing Discovery Bay and the prospect of a surge in taxis in Dbay; and
- Robust safeguards have been established and enforced to protect our precious natural environment.

Respectfully,

John C. Antweiler III



**From:** Suet Lun Ng [REDACTED]  
**Sent:** 2024-06-11 星期二 22:26:31  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Objection to Discovery Bay OZP S/1-DB/5

Dear Madam or Sir:

I object to the plans for the further development of Discovery Bay as summarised in Discovery Bay OZP S/1-DB/5. The basis for my objection is as follows:

1. The Discovery Bay infrastructure is insufficient to support more development. Already we have had problems with water, sewerage, and public services. More development will put more strain on an already overtaxed system.
2. At present, Discovery Bay City Management and the public security services are unable to adequately police and protect Discovery Bay residents. I note speeding trucks, rogue taxis, illegal electric vehicles driven by teenagers, and overcrowded buses. If Hong Kong Resorts and Discovery Bay City Management cannot manage such basic items as public protection and services maintenance, why should we agree to further overload a system that is already not working?
3. Discovery Bay is a truly special place, blessed with abundant natural beauty. This environment, so vital to Discovery Bay, is threatened and ruined by increasing development. The noise pollution, the traffic pollution, the shrinking of natural spaces, and the degradation of our countryside by too many people must stop. We cannot allow unrestrained development without due consideration of the irreparable harm to our special place.

Sincerely,  
Suet Lun NG [REDACTED]

**From:** Florence Tso [REDACTED]  
**Sent:** 2024-06-11 星期二 23:25:24  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Discovery Bay - Nim Shu Wan Development Project

Dear Sir/Madam,

I moved to Discovery Bay in 1992. To me, Discovery Bay is a paradise where I can live peacefully, breathe fresh air, enjoy beautiful nature, hike on the hills just at the backyard... and at the same time can reach office at Central within an hour. I really enjoyed my life here and love this place very much.

During the past 31+ years I have witnessed many developments in DB and did not have any concerns. But this Nim Shu Wan Development Project does make me feel uncomfortable. I understand that Hong Kong Resort needs to find a way to fill up the vacant seats on the ferry and feed the empty restaurants with more customers, but this time Hong Kong Resort has become too aggressive in the Nim Shu Wan Development Project - planning to build 54 residential blocks including five 18-storey ones at this small waterfront area to accommodate 3000 residents. Worst come to worst is that this new residential development is located right in front of existing residential buildings, blocking not just the view but also the flow of air of these older buildings. I have never imagined this kind of things can happen in Discovery Bay.

After reviewing the tentative plan and attending the presentation by Town Planning Board on June 20, I want to voice out my concerns regarding this huge Nim Shu Wan Development Project and hope Hong Kong Resort can improve the plan:

1. The location of the two 18-storey blocks at Zone B1 is inappropriate because they are situated right at the water front and are significantly blocking the flow of northerly air stream from the Tsoi Yuen Wan and the Southerly air stream from Nim Shu Wan. Hong Kong Resort should cancel these two 18-storey blocks or at least reduce the height of the blocks to 10 storeys.
2. At present, Bus #4/4A running between DB North Plaza and Coastline as well as Bus #9/9A running between Upper Siena and Crestmont are always overloaded during busy hours. I really cannot imagine how these two bus routes can meet the local transportation needs of the additional 3000 residents. At first glance, people may think that Nim Shu Wan is quite close to the ferry pier so residents living there will walk instead of taking bus; but residents may prefer taking DB01R and DB03R buses instead of the ferry, on the way home they will get down at earlier stops after the tunnel to transfer to Bus #4A and Bus #9A to get home. In this way the demand for local bus services to Peninsula Village will jump significantly. Roads of Peninsula Village are winding, undulating, narrow and with a few roundabouts making it not quite feasible to operate bus service using larger bus or double deckers. Therefore, Hong Kong Resort must have a well-thought, practical and executable local transportation plan in place to solve this potential problem, without penalising existing Peninsula Village residents.
3. Existing bus terminus is already fully utilised. Hong Kong Resort needs to find new places to accommodate more bus routes.

I sincerely hope that Town Planning Board can maintain the uniqueness of this special place, NOT trying to convert Discovery Bay to a place like Tung Chung or Park Island.

Yours sincerely,  
Florence Tso Chui Han  
A Discovery Bay Resident for 31+ years

Sent from my iPhone

Submission Number:

TPB/R/S/I-DB/5- S34

就圖則作出申述

**Representation Relating to Plan**

參考編號

**Reference Number:**

240612-165237-42493

提交限期

**Deadline for submission:**

12/06/2024

提交日期及時間

**Date and time of submission:**

12/06/2024 16:52:37

「申述人」全名

**Full Name of "Representer":**

先生 Mr. Nicholas Lawton Andrews

「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
Size of 10b development and the impact on local transport and public services		<p>I am writing to object to the latest draft plans for the Discovery Bay Plan number S/I-DB/5. My objections focus on two main issues - the impact on local transport infrastructure and public services.</p> <p>The proposed population increase puts excessive stress on public services and transport infrastructure.</p> <p>The 2021 census puts the DB population at 19,400 persons. On completion of the new developments at DB North, Coral Court and Nim Shue Wan area, the DB population capacity will rise to 28,300 persons. If this capacity is fulfilled it would be an increase of 8,900 from the current actual (as opposed to on paper) DB population and represents a 46% increase.</p> <p>Such a large increase in actual population will put significant stress on local infrastructure and public services.</p> <p>1) Even before these three new developments, bus transport infrastructure is already at capacity especially at rush hour time.</p>

It's already difficult to get on buses between 7am-9am when kids go to school and people go to work - similarly, when kids leave school in the afternoon - despite a greater frequency of buses during these times.

Additionally, a number of kids go to schools in Tung Chung. School buses from these schools also come into DB during these times adding to the road traffic at these periods. More of these buses will also be required to cope with increased demand for schooling from the increased population.

The DB road network does not have the capacity to cope with the additional number of buses that will be required to cope with a population increase of up to 8,900 people.

Furthermore, adding more buses will increase the dangers for road users especially pedestrians, cyclists and buggies. This is especially relevant given the recent sad death of a DB resident knocked over by a bus.

2) An increased population requires public services that can adequately serve DB residents. DB schools are already oversubscribed despite many kids going to schools outside of DB such as in Tung Chung and Hong Kong Island. The Nim Shue Wan development should not go ahead without additional schools planning and construction.

Additionally, there is limited playing field space in DB. There are no sports fields in South DB for playing football or other sports etc, nor are there any basketball courts as there are in even densely populated neighbourhoods of HK.

Additional recreational space has been included at the Lantau Yacht Club but DB residents will not benefit given this is an exclusive private club with few if any DB residents as members.

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

## Proposed amendments:

I propose that the current development plan S/I-DB/5 should be reduced in size to limit the impact on DB road infrastructure, protect road safety and ensure sufficient public services provision. The current plan envisages housing for around an additional 2,145 people in Peninsula Village - this is a 60% increase on current Peninsula Village population capacity. This should be significantly cut in size. The low rise buildings should be reduced by at least one storey, more space between the new buildings should be added and the high rise buildings lowered.

## This would:

- i) Keep road traffic at a more manageable level and within reasonable capacity limits.
- ii) Support road safety
- iii) Reduce the impact on schools
- iv) Create space for more outdoor public recreational areas such as a Peninsula Village football pitch or basketball court.
- v) Address other complaints that the proposed development is excessively overbearing on residents in existing buildings such as Twilight, Jovial, Haven and Verdant Courts.

Submission Number:

TPB/R/S/I-DB/5- S35

就圖則作出申述

**Representation Relating to Plan**

參考編號

**Reference Number:**

240612-164722-16971

提交限期

**Deadline for submission:**

12/06/2024

提交日期及時間

**Date and time of submission:**

12/06/2024 16:47:22

「申述人」全名

**Full Name of "Representer":**

女士 Ms. Lele Wang

「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 Mat ters	性質 Nature	理由 Reason
Size of 10b development and the impact on local transport and public services	反對 Oppose	<p>I am writing to object to the latest draft plans for the Discovery Bay Plan number S/I-DB/5. My objections focus on three main issues:</p> <ol style="list-style-type: none"> <li>1) the safety of local residents given the projected population increase;</li> <li>2) insufficient local Discovery Bay transport</li> <li>3) inadequate provision of public services such as additional school places and public recreational areas</li> </ol> <p>In the consultation meeting organised by Jonathan Chow – DB district representative – on June 10th, the TPB representative paid no consideration to the fact that:</p> <ol style="list-style-type: none"> <li>i) The current population according to the 2021 census is around 19,400 persons – as stated in the S/1-DB/5 documentation. The full 25,000 population capacity will not be fulfilled until the North Discovery Bay development – currently under construction – is completed.</li> <li>ii) The addition of the planned developments at Coral Court and Nim Shue Wan will take the projected DB population capacity up to 28,300 persons – according to the S/1-DB/5 documentation.</li> </ol> <p>This means the projected population increase from current levels is 8,900 persons or a 46% increase – not as the TPB representative emphasised around 3,300 (ie from 25k to 28.3k) or 13%.</p>



This difference has enormous consequences for DB residents for the following reasons.

1) Bus transport in DB is already inadequate even at current population levels. Buses already run frequently at rush hour times but it is still difficult to get on a bus during these times when kids are going to and from school and people are going to and from work.

- A population increase of 8,900 persons will require substantially more buses to cope with the demand from new residents.

- More buses would require more capacity for overnight parking and maintenance currently undertaken in the area planned for the 10b development. The underground podium appears too small to accommodate an increase in bus numbers especially when compared to the current area.

2) More buses will make DB roads unsafe. Given the closed-loop design of DB's road network, adding bus numbers will make the roads overcrowded and dangerous especially at rush hour times when kids go to and from school. A local resident was sadly killed by a DB bus recently. Additional buses would bring additional dangers and more frequent accidents are inevitable in a district mainly made up of families with young kids and elderly residents.

- A number of kids go to schools outside DB such as in Tung Chung. These schools provide bus services that come into DB to pick up kids. A large increase in population will increase demand for these schools and therefore a likely increase in school buses would add further to DB road traffic and the associated road safety dangers.

3) Public services are already stretched. Schools in DB already have waiting lists and as mentioned in 2) a number of parents send kids to other parts of HK. A 46% increase in population from current levels requires a substantial increase in school places, that does not appear to have been considered by TPB or HKRI.

4) Recreational space in Peninsula Village is limited.

- Existing playgrounds are small and rundown.

- There are no outdoor sports facilities. Even the most densely populated neighbourhoods of HK have at least a basketball court. In the area south of the DB Plaza there's nothing like this.

- The only additional recreational space included in the S/1-DB/5 plan is within the Lantau Yacht Club but this is an exclusive private club with few if any DB residents as members.

對圖則的建議修訂(如有的話)

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

Proposed amendments:

- Reduce the size of the current development plan S/I-DB/5. The current plan envisages housing for around an additional 2,145 people in Peninsula Village - this is a 60% increase on the current Peninsula Village population capacity. This should be significantly cut in size. The low-rise buildings should be reduced by at least one storey, more space between the new buildings should be added and the high rise buildings lowered.

This would:

- 1) Keep road traffic at a more manageable level and within more reasonable capacity limits.
- 2) Support road safety.
- 3) Limit the demand/supply imbalance for schools.
- 4) Create space for more outdoor public recreational areas such as a Peninsula Village football pitch or basketball court.
- 5) Address other complaints that the proposed development is excessively overbearing on residents in existing buildings such as Twilight, Jovial, Haven and Verdant Courts.

Submission Number:

TPB/R/S/I-DB/5- S36

就圖則作出申述

**Representation Relating to Plan**

參考編號

**Reference Number:**

240612-182547-59159

提交限期

**Deadline for submission:**

12/06/2024

提交日期及時間

**Date and time of submission:**

12/06/2024 18:25:47

「申述人」全名

**Full Name of "Representer":**

先生 Mr. BRENNAN JOHN GERARD

「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
ADVERSE EFFECTS ON HEALTH AND SAFETY OF CHILDREN	反對 Oppose	Since I made my earlier representation, it has been pointed out to me that there may in fact be some tiny, unmarked children's play areas on the plan. If that's what they are then they are clearly going to be insufficient for the number of children of all school ages who will make up a sizeable proportion of the 2,000-plus population of the new development. What would be required, at a bare minimum, are large play areas with swings, slides, etc, for the young children AND basketball courts, football pitches for older ones. Otherwise, since the sports facilities on the plan are for Yacht Club members and not for public use, many children will end up either playing in the road that bisects the development, putting themselves at physical risk, or staying at home, with the adverse effects on their physical and mental health that will have.

對圖則的建議修訂(如有的話)

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

The plan should be rejected.

## 就圖則作出申述

## Representation Relating to Plan

## 參考編號

Reference Number:

240612-123416-11336

## 提交限期

Deadline for submission:

12/06/2024

## 提交日期及時間

Date and time of submission:

12/06/2024 12:34:16

## 「申述人」全名

Full Name of "Representer":

先生 Mr. BRENNAN JOHN GERARD

## 「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
ADVERSE EFFECT ON HEALTH AND SAFETY OF CHILDREN	反對 Oppose	There is no new play area provision for children on the plans. There will be a large number of families with children, of all ages, among the 2000-plus people to be housed in the proposed buildings. Given the sports facilities on the plan are for Lantau Yacht Club members not for public use, the children in the new blocks will either have to play only at home or on the road that bisects the development. They therefore will face risks to either their mental or physical well-being.
HUGE INCREASE IN PASSENGER NUMBERS ON BUS SERVICE THAT IS ALREADY OVERCROWDED AND INADEQUATE	反對 Oppose	Anyone who has tried to board a bus in Discovery Bay during peak times will know how overcrowded and inadequate the service is. This development will only severely exacerbate an existing problem.
TRAFFIC LOAD	反對 Oppose	This development lies at the end of single lane road and, given the inadequacies of the existing bus service, increased use of taxis and golfcarts will severely and adversely affect the character of life in this part of Discovery Bay.

## 對圖則的建議修訂(如有的話)

Proposed Amendments to Plan(if any):

The plans should be rejected.

Submission Number:

TPB/R/S/I-DB/5- S37

就圖則作出申述

**Representation Relating to Plan**

參考編號

**Reference Number:**

240612-202337-70574

提交限期

**Deadline for submission:**

12/06/2024

提交日期及時間

**Date and time of submission:**

12/06/2024 20:23:37

「申述人」全名

**Full Name of "Representer":**

先生 Mr. SCHNEID, Christian

「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
Item B1 – Incorporation of a sea area in Nim Shue Wan into the planning scheme area and zoning it to “R(C)13”, and rezoning of a site to the south of Discovery Bay Road from “Government, Institution or Community” ( “G/IC”), “OU” annotated “Staff Quarters (1)”, “Residential (Group D)” and “Green Belt” to “R(C)13”.	反對 Oppose	the incorporation of sea area is unnecessary. it will impact the ferries to Peng Chau and Mui Wo and inconvenience DB residents and people coming from those areas to DB for work.
Item B2 – Incorporation of a sea area in Nim Shue Wan into the planning scheme area and zoning it to “R(C)14”, and rezoning of a site	反對 Oppose	the incorporation of sea area is unnecessary. it will impact the ferries to Peng Chau and Mui Wo and inconvenience DB residents and people coming from those areas to DB for work.

<p>e near Nim Shue Wan from “OU” annotated “Staff Quarters (1)”, “Service Area”, “Pier (3)” and “Petrol Filling Station” to “R(C)14”.</p>		
<p>Item B3 – Rezoning of a site to the north west of the marina from “OU” annotated “Sports and Recreation Club (4)” and “R(C)7” to “R(C)15”.</p>	<p>反對 Oppose</p>	<p>the rezoning is unnecessary. the developer has enough options to expand the marina club or the recreational / sports club under the existing zoning. the rezoning and therefore erection of residential building will impact the view of LC residents towards the marina and the open sea. resulting in reduced value of the property.</p>
<p>對圖則的建議修訂(如有的話)</p>		
<p><b>Proposed Amendments to Plan(if any):</b></p>		
<p>1. if B3 is rezoned, reduce the max bulding height to 15 m.</p>		

Submission Number:

TPB/R/S/I-DB/5- S38

就圖則作出申述

**Representation Relating to Plan**

參考編號

**Reference Number:**

240611-160332-50480

提交限期

**Deadline for submission:**

12/06/2024

提交日期及時間

**Date and time of submission:**

11/06/2024 16:03:32

「申述人」全名

**Full Name of "Representer":**

先生 Mr. Burns Andrew Thomas

「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
Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5	反對 Oppose	Please see the submission below under Proposed Amendments to Plan.

對圖則的建議修訂(如有的話)

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

Dear Sirs,

Re: Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5

My submission relates to "II. Amendments to the Notes of the Plan, (o) Revision to the covering Notes in accordance with the Revised Master Schedule of Notes to Statutory Plans and to reflect the latest situation."

1. Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 proposes to modify the Notes to the approved Plan No. S/I-DB/4 to include "taxi rank" as a use that is always permitted on land falling within the boundaries of the plan (paragraph 7(a)). Although this use is included in the current Master Schedule of Notes, I submit that such change is inappropriate in light of the unique nature of Discovery Bay. Discovery Bay is "primarily a car-free development" (Explanatory Notes, paragraph 5.4), and "[r]esidents' services buses and golf carts serve as the major transport modes within Discovery Bay" (Explanatory Notes, paragraph 5.5). Adding "taxi rank" to the list of always permitted uses would facilitate regular use of taxis for point-to-point travel within Discovery Bay, which would be incompatible with the stated planning intent at paragraphs 5.4 and 5.5. It would also bring taxis onto the same internal road network as golf carts. At present, by design, tax

is and golf carts are kept separate.

2. Further, paragraph 7.2 of the Explanatory Notes states “In particular, the unique sub-urban low-density and car-free character of the development should be maintained in keeping with the surrounding natural setting.” Paragraph 7.3 goes on to state “The general urban design concept is to maintain a car-free and low-density environment and to concentrate commercial and major community and open space facilities at more accessible locations in Discovery Bay.” Taxis are a form of private-car transport, and allowing taxi ranks anywhere within Discovery Bay is incompatible with the planning intent at paragraphs 7.2 and 7.3 that Discovery Bay remain a primarily car-free area.

3. Section 9.1 of the Explanatory Notes deals with Land Transport. The proposed paragraph 9.1.1 states “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.” This statement misrepresents the status of taxis that enter Discovery Bay at present. In fact, taxis serve all of Discovery Bay. However, their movement is highly restricted. They may only travel direct through the Discovery Bay Tunnel Link to the area designated “Commercial and Public Recreation Development cum Transport Interchange” on Plan No. S/I-DB/4 (Area N2 on Master Plan 7.0E). Taxis may not enter anywhere else within Discovery Bay. Adoption of the vague term “Discovery Bay North” at paragraph 9.1.1 may be misused in future to circumvent the existing restrictions imposed by Transport Department on taxi access to Discovery Bay. Note in particular the Gazette Notice G.N. 6095 dated 24 October 2014 issued under the Road Traffic (Traffic Control) Regulations (Chapter 374) “Prohibited Zones for Taxis and Buses at Discovery Bay, Lantau Island”. Paragraph 9.1.1 should be revised to reflect the actual areas where taxis are permitted. Supplementing points (1) and (2) above, given the extensive prohibited zones, it would be contrary to the Gazette Notice issued by Transport Department to include “taxi rank” as a use that is always permitted on land falling within the boundaries of the plan (paragraph 7(a) of the Notes).

4. Paragraph 8.1.2 of the Explanatory Notes presents a confusing view of the developments within Discovery Bay, as it mixes developments that are “Villages” and those that are part of Villages. The term “Village” is a defined term under the Discovery Bay Deed of Mutual Covenant (“DMC”), and use of the term absent the context is inappropriate. For example, the developments Crestmont Villa and Coastline Villa are part of Peninsula Village. La Serene is part of La Vista Village. Positano and Poggibonsi are part of Amalfi Village. The list does not include the Villages Il Picco and Phase 17, which were completed several years ago. Chianti is spelled incorrectly as “Chainti”. Siena is actually two Villages: Siena 1 and Siena 2b. Further, the designation “Siena” on the draft plan S/I-DB/5 is written over the area of the Siena 2a development, which is in fact part of Greenvale Village. There is also new development under way at N1 North on the Master Plan 7.0E, which is not referenced at paragraph 8.1.2.

5. Please justify the renaming of Discovery Bay Tunnel Link to Discovery Bay Tunnel within the Explanatory Notes. Discovery Bay Tunnel Link is the official name of the tunnel under the Discovery Bay Tunnel Link Ordinance.

6. Regarding the population of Discovery Bay, paragraph 5.4 of the Explanatory Notes has not been updated to reflect the revision to the planned population. Section 6 does not specify whether the planned population includes temporary residents at the hotel. With 261 rooms and two persons per room, the hotel’s contribution to the population of Discovery Bay forms a significant portion of the estimated increase in planned population from 25,000 to 28,300. Further, given the planning intent that the area should serve as a leisure place for both local residents and visitors (paragraph 5.4 of the Explanatory Notes), an estimate of the day-visitor population capacity should a



Also be provided.

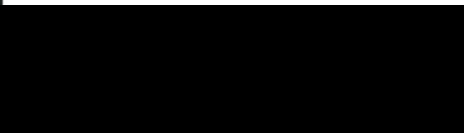
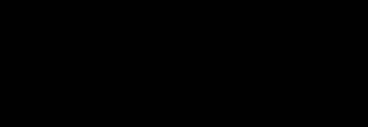
7. Section 10 of the Explanatory Notes, Utility Services, does not reflect the concerns raised by Water Supplies Department and Drainage Services Department prior to the approval of the Area 6f development by the Town Planning Board. It does not appear as though these concerns have been resolved. Note that the original grant of land at Discovery Bay includes a provision that “Government does not undertake to supply water to the lot.”

8. Paragraph 12.2 of the Explanatory Notes advises that development is subject to a Master Plan under the lease. This is misleading. The Master Plan is not static; it may be revised from time to time, subject to approval by the Director of Lands. Further, it is inappropriate to delete the phrase “and development programme” at paragraph 12.2, as approval of a Master Plan is always accompanied by an Approval Letter setting out a development programme. I should also point out that at several changes to the boundaries of the development areas under the Master Plans have been adopted since the approval of Plan No. S/I-DB/4, in particular around the Yi Pak area. These have not been reflected in Draft Plan No. S/I-DB/5. For information, the Master Plan in effect when Plan No. S/I-DB/4 was adopted was MP 6.0E1. Since then, two Master Plans have been approved, each superseding the previous Master Plan, MP 6.0E7h(a) on 24 March 2016, and MP 7.0E on 17 August 2021. Draft Plan No. S/I-DB/5 should be updated to reflect the development boundaries shown on the most recent Master Plan.

9. Given the general nature of Section 12 of the Explanatory Notes, it should also be recorded that Discovery Bay is under a Deed of Mutual Covenant, and that development is limited by the remaining number of undivided shares held by the developer and available for allocation to any new development.

Thank you for your consideration of these points. Should there be any questions, I will be pleased to assist.

Regards,



11 June 2024

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**From:** Andrew Burns [REDACTED]  
**Sent:** 2024-06-12 星期三 09:28:13  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5

Dear Sirs,

As I did not receive an automatic acknowledgement via the PEMS system, I re-submit my comment direct through email.

Further, noting the justification for amending the Notes to the plan to include “taxi rank” as an always permitted use in the planning scheme area, stated in the paper prepared for the Rural and New Town Planning Committee meeting held on 15 March 2024: “*As taxi access has been allowed to DB North since 2011, taxi rank is proposed to be added in the covering Notes of the OZP as an always permitted use within the planning scheme area*”, I refer the Board to my paragraph 3 below for a discussion of the term “Discovery Bay North”.

Discovery Bay North is a vague, undefined term. In fact, taxis are only allowed within the area zoned “Commercial and Public Recreation Development cum Transport Interchange”. There is no need to add the use “taxi rank” to accommodate taxis in this area. There is in particular no need and no justification to make “taxi rank” an always permitted use throughout the planning area including the residential areas, given the unique nature of Discovery Bay described in the Explanatory Notes and highlighted in my paragraphs 1, 2 and 3 below.

Further, the residential areas are all under sub-deeds of mutual covenant and are not solely-owned by the developer. Hence, the legal status of these areas is different from the new development areas that were the subject of Section 12a applications earlier (Y/I-DB/2 and Y/I-DB/4). It is questionable whether the developer or the Town Planning Board can initiate a change to the zoning of the residential areas to include “taxi rank” without the approval of owners who own the majority of undivided shares under the sub-DMCs.

Regards,

[REDACTED]

[REDACTED]

12 June 2024

Dear Sirs,

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Re: Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5

My submission relates to “II. Amendments to the Notes of the Plan, (o) Revision to the covering Notes in accordance with the Revised Master Schedule of Notes to Statutory Plans and to reflect the latest situation.”

1. Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 proposes to modify the Notes to the approved Plan No. S/I-DB/4 to include “taxi rank” as a use that is always permitted on land falling within the boundaries of the plan (paragraph 7(a)). Although this use is included in the current Master Schedule of Notes, I submit that such change is inappropriate in light of the unique nature of Discovery Bay. Discovery Bay is “*primarily a car-free development*” (Explanatory Notes, paragraph 5.4), and “[r]esidents’ services buses and golf carts serve as the major transport modes within Discovery Bay” (Explanatory Notes, paragraph 5.5). Adding “taxi rank” to the list of always permitted uses would facilitate regular use of taxis for point-to-point travel within Discovery Bay, which would be incompatible with the stated planning intent at paragraphs 5.4 and 5.5. It would also bring taxis onto the same internal road network as golf carts. At present, by design, taxis and golf carts are kept separate.
2. Further, paragraph 7.2 of the Explanatory Notes states “*In particular, the unique sub-urban low-density and car-free character of the development should be maintained in keeping with the surrounding natural setting.*” Paragraph 7.3 goes on to state “*The general urban design concept is to maintain a car-free and low-density environment and to concentrate commercial and major community and open space facilities at more accessible locations in Discovery Bay.*” Taxis are a form of private-car transport, and allowing taxi ranks anywhere within Discovery Bay is incompatible with the planning intent at paragraphs 7.2 and 7.3 that Discovery Bay remain a primarily car-free area.
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include the Villages Il Picco and Phase 17, which were completed several years ago. Chianti is spelled incorrectly as "Chainti". Siena is actually two Villages: Siena 1 and Siena 2b. Further, the designation "Siena" on the draft plan S/I-DB/5 is written over the area of the Siena 2a development, which is in fact part of Greenvale Village. There is also new development under way at N1 North on the Master Plan 7.0E, which is not referenced at paragraph 8.1.2.

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6. Regarding the population of Discovery Bay, paragraph 5.4 of the Explanatory Notes has not been updated to reflect the revision to the planned population. Section 6 does not specify whether the planned population includes temporary residents at the hotel. With 261 rooms and two persons per room, the hotel's contribution to the population of Discovery Bay forms a significant portion of the estimated increase in planned population from 25,000 to 28,300. Further, given the planning intent that the area should serve as a leisure place for both local residents and visitors (paragraph 5.4 of the Explanatory Notes), an estimate of the day-visitor population capacity should also be provided.

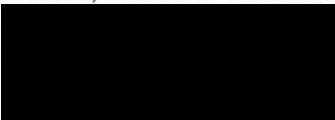
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8. Paragraph 12.2 of the Explanatory Notes advises that development is subject to a Master Plan under the lease. This is misleading. The Master Plan is not static; it may be revised from time to time, subject to approval by the Director of Lands. Further, it is inappropriate to delete the phrase "*and development programme*" at paragraph 12.2, as approval of a Master Plan is always accompanied by an Approval Letter setting out a development programme. I should also point out that several changes to the boundaries of the development areas under the Master Plans have been adopted since the approval of Plan No. S/I-DB/4, in particular around the Yi Pak area. These have not been reflected in Draft Plan No. S/I-DB/5. For information, the Master Plan in effect when Plan No. S/I-DB/4 was adopted was MP 6.0E1. Since then, two Master Plans have been approved, each superseding the previous Master Plan, MP 6.0E7h(a) on 24 March 2016, and MP 7.0E on 17 August 2021. Draft Plan No. S/I-DB/5 should be updated to reflect the development boundaries shown on the most recent Master Plan.

9. Given the general nature of Section 12 of the Explanatory Notes, it should also be recorded that Discovery Bay is under a Deed of Mutual Covenant, and that development is limited by the remaining number of undivided shares held by the developer and available for allocation to any new development.

Thank you for your consideration of these points. Should there be any questions, I will be pleased to assist.

Regards,  
Burns, Andrew Thomas





11 June 2024

**From:** [REDACTED]  
**Sent:** 2024-06-12 星期三 12:17:58  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Nim Shue Wan building project in Discovery Bay

Dear Sir,

We are writing to offer feedback on the proposed building project due to start in Discovery Bay.

We have serious concerns regarding the environmental and social impact these residences will have on the DB community. There is already a problem with adequate public transport in the area, and a shortage of school places. Are there also plans in place to increase the provision of public services in the area?

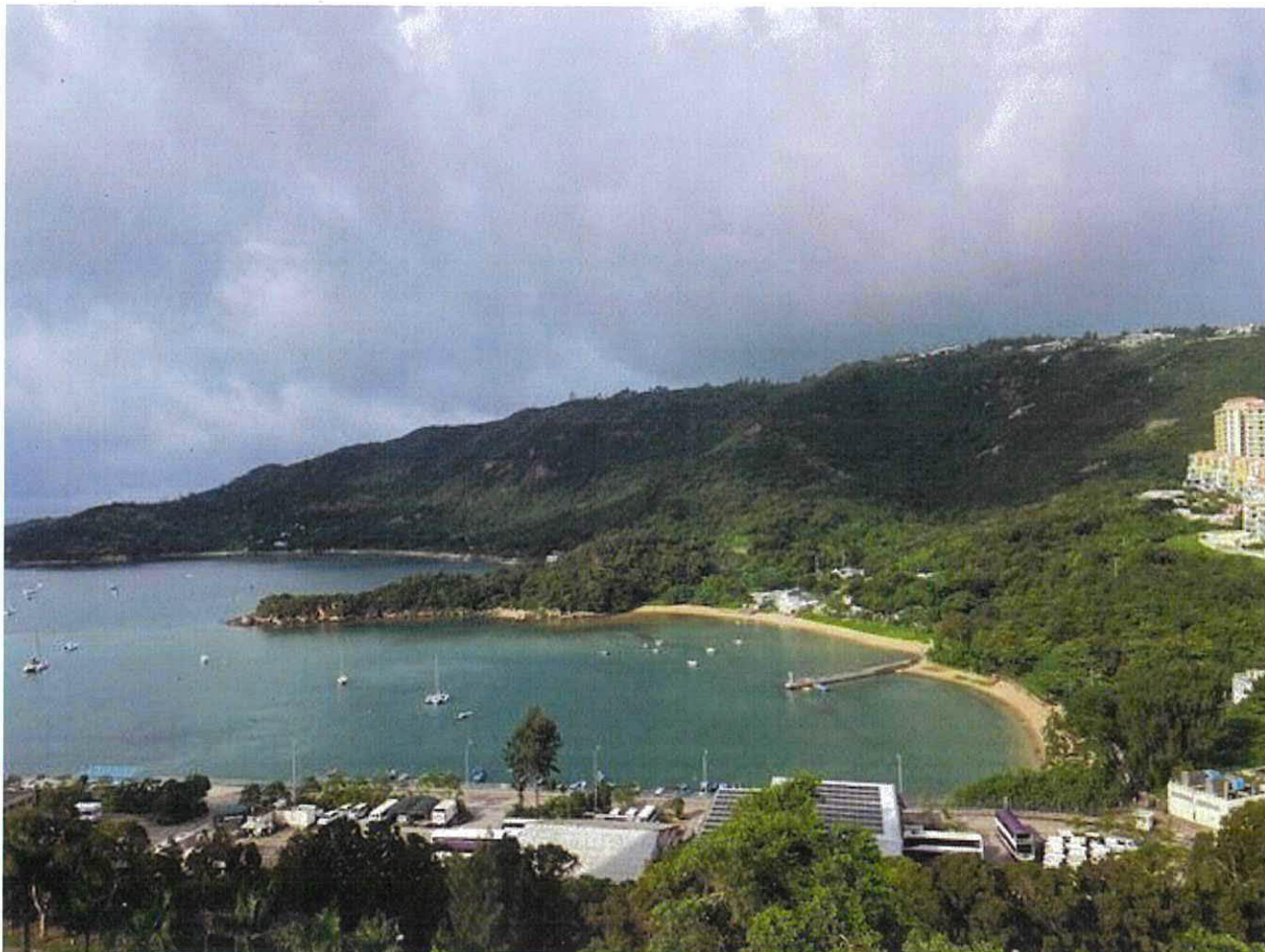
Furthermore, as homeowners on [REDACTED], the photo below is our current view of the bay. The proposed buildings will completely obliterate this view for residents on Caperidge Drive. We recently moved to DB from Ap Lei Chau to escape the HK high rises, and now we are going to have them again surrounding us.

As an alternative, would the developers consider building all the buildings as low-rise, and avoid adding the 18-floor buildings right by the waterfront? This would help to minimise the impact on existing local residents.

Thank you for your attention.

Kind regards,

Andrei and Gemma Soklakov  
[REDACTED]



Sent from my iPhone

Urgent Return receipt Expand Group Restricted Prevent Copy

Submission Number:  
TPB/R/S/I-DB/5- S41

**From:** Feon Sze [REDACTED]  
**Sent:** 2024-06-12 星期三 13:54:10  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Objection :Discovery Bay Outline Zoning Plan No. S/I-DB/5

I am the Chair-person of La Vista/La Serene, I am writing to you for the objection of building 858 units in Discovery Bay.  
The traffic cannot support, pollution issue.

Regards,  
Feon

[REDACTED]

**From:** Carmen Lam [REDACTED]  
**Sent:** 2024-06-12 星期三 15:10:45  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Discovery Bay Plan No. S/I-DB/5

I am writing to request the Town Planning Board to ask the applicant to agree to minimum service and/or capacity levels with respect to the provision of transportation to and from as well as around Discovery Bay (DB). I have written before about the negative impact of this project, if implemented, on the quality of life in DB. The current transportation infrastructure and operations in DB is not adequate to cope with the current demands of the population, much less with the addition of this development.

I attended the presentation by two staff of the Planning Department at the DB Community Hall in the evening of 10 June. Based on their explanation. I believe the transportation impact assessment was not properly conducted due to incorrect assumptions about the behavior and needs of the DB community.

1. Density of people: the ratio of 2.5 residents per unit was used to estimate the population of DB because DB was considered a low density zone. While DB is low density in terms of number of housing units per unit area, it is very high in terms of number of occupants per unit residence. Multigenerational families live in DB so that they can get more open space and a bigger living area. DB is also known as a child-friendly and pet-friendly area so most residential units have even more occupants if you take into account that most families have 1 to 2 domestic helpers. I believe a ratio of 3.5 is more appropriate.
2. Assumption about peak hours for internal buses. I understand the transportation assessment took into account "peak hour" utilization of buses. However, if you look at the population of DB and peak hour patterns, peak hour for buses are not necessarily only in the morning between 7:30 – 9am. Due to the large number of school age children living in DB, we have 2 more peak periods on school days, the first around lunch time and the second around 3-4pm when schools are out. In fact, those "peaks" are often even more intense than in the mornings because school children need to attend and leave school at the same time. They do not have the luxury of varying their travel hours to avoid the peak.

I suggest that the Planning Department should do a re-assessment of the transportation demand to- and from- and within DB, secure commitment from the applicant to address current transportation bottlenecks, and ensure that the applicant commits to minimum capacity and service levels, as a condition for approval of the application.

Regards,

Chun Man Carmen Wong



**From:** Hiroe Ambo [REDACTED]  
**Sent:** 2024-06-12 星期三 01:31:38  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** The Draft DB OZP No. S/I-DB/5 (Application No. Y/I-DB/4, Area: Discovery Bay)

Dear Sir/Madam,

Re: The Draft DB OZP No. S/I-DB/5( the “Draft”); Application No. Y/I-DB/4, Area: Discovery Bay (“the Application)

I am an owner and resident of an unit of the apartment buildings of the affected area of the subject development , and writing this to make my comments on the Draft based on Public Consultation Meeting held on 10 Jun e 2024 (the “Meeting”)

I am very disappointed about the Draft, because, it looks almost the same as the plan mentioned in the Application, and I cannot be sure whether the Town Planning Board has taken into account the opinions of residents which have been made in the past. On this, I would like to show again my opposition to this development.

1. High density of residential buildings and population of the affected area

- ① According to the Draft, number of flats to be built has not been changed since the Application. It means that around 3,000 people will be living in the area in addition to the current residents. High density is contradicting to the spacious and relaxing resort-style concept of Discovery Bay, which the developer of Discovery Bay raise this point to attract people to live in Discovery Bay. I also understand that the relevant government authority has approved to develop Discovery Bay based on this concept at the beginning. Therefore, I think that this concept should be maintained.
- ② I have a doubt that the developer, Hong Kong Resort International (“HKR”) and its relevant group company are able to arrange sufficient internal bus arrangement in the Application sites. Currently, there is one internal bus route cover the Draft sites, and seeing the occupation rate and frequency of the bus service, I do not think that the current internal bus arrangement is able to cope with around 3,000 additional residents. However, I note that the Discovery Bus Terminal is already fully occupied and no space left to make a terminal for the new route, I do not think that it is realistic increasing a new bus route to cope with the additional number of residents in the area.

③ I am not quite convinced that HKR would provide sufficient infrastructure to the relevant area, e.g. fresh water supply, electric supply and the sewage facility, etc. for the additional number of residents. It is not clearly mentioned in the revised plan.

2. Quality of life of the existing residents in the affected area during the development

① According to the Meeting, it would take about ten (10) years to complete the development. Considering this situation, it will not be bearable for residents to living in the environment with poor air quality, less ventilation, construction noises, dusts, and heavier traffic by working vehicles during the development of the affected area for such long time. Particularly, three (3) existing apartment blocks (Verdant Court, Haven Court and Jovial Court) will be “surrounded” by the construction sites, and impact will be significant for these apartment blocks.

② The security of the area is another worry. Many construction workers may increase crime rate in the area.

③ During the Meeting I have noted that it is planning to cut down around 150 trees during the development. It will give an impact on the environment and will give the area expose to sunshine which cannot protect residents from heat (For your reference, summer in Discovery Bay is much hotter than HK side).

④ Many residents are also owners of the properties, and will face dropping in prices of their properties due to living environment gets worse after the development.

I have made my opposition to this development twice in the past without any result. I do strongly hope that the Town Planning Board to take opinions of the residents into consideration.

Best regards,  
Hiroe AMBO

**From:** Jacqui Ho [REDACTED]  
**Sent:** 2024-06-12 星期三 10:21:05  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Fw: Ugent concerns regarding Discovery Bay Development Plans and Community Impact

Resent

[Yahoo Mail: Search, organise, conquer](#)

----- Forwarded message -----

**From:** "Jacqui Ho" [REDACTED]  
**To:** "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>  
**Sent:** Wed, 12 Jun 2024 at 10:11  
**Subject:** Ugent concerns regarding Discovery Bay Development Plans and Community Impact

Dear Members of the Town Planning Board,

I am writing to express my appreciation for the Town Planning Board's and HKRI's commitment to the development and enhancement of Discovery Bay. However, as a resident of this community for the past 30 years, I feel compelled to raise several urgent concerns regarding the recently approved development plans for :

1. The Nim Shue Wan Pier Area (Phase 22?) which includes 54 residential buildings and additional facilities, adding 858 more units to accommodate 2,145 future residents (more likely 4,290 future residents based on an average DB household of 4 ppl excluding a live in helper)
2. The area to the north of Discovery Valley Road (Phase 23?) which includes a gross floor area of 21,600sqm for 2 x 18story residential towers providing 476 units to accommodate 1,190 new residents. (Again, more likely 2,380 new residents)

While growth is essential in every successful community, it must be managed in a way that benefits all current and future residents.

### **Transportation Services**

First, I acknowledge the efforts of HKRI to manage the development of Discovery Bay over the years. However, a key cornerstone of the community's services ie Transportation (including internal buses to each village, ferry sailings and airport connections) have all been scaled back significantly in the last decade, with services being cut by more than half, despite the bus loops undergoing substantial upgrades. This does also does not take into account the now current disconnect between the internal buses, airport bus and ferry service schedules that were previously more regular and in sync . Additionally, and despite ongoing Town Planning and development approvals, the reduction in transportation services has not kept pace with the current needs of the existing population. This discrepancy creates considerable inconvenience and frustration for existing residents where long bus line ups and insufficient space is now the norm in Discovery Bay. I urge the Town Planning Board to please actively work with HKRI to first reassess, restore and expand transportation options to ensure they adequately support the current needs before approving more expansion plans.

### **Management Fees and Community Upkeep**

Sadly, despite the rise in management fees charged in most villages over the years, there has sadly been a scaling back on the services (including frequency of these services) relating to the general upkeep of both the villages and public areas in Discovery Bay. In fact, a noticeable decrease in upkeep, maintenance and genera overall landscaping is prevalent, particularly in the older residential phases of the community, which are now looking increasingly disheveled. It appears that funds are disproportionately allocated to newer developments for the promotion of new sales, despite the fee burden being borne by all residents. A balanced allocation of resources is crucial to maintain the overall community standards and ensure that all areas, both old and new, receive the attention they deserve. Again these issues need to be realistically assessed before more expansion plans are considered.

### **Commercial Space and Economic Viability**

In Town Planning for expansion, the recognition of the importance of commercial spaces in fostering a vibrant community is of course crucial. However, the rise over the past two to three years in unused commercial space, predominantly due to exorbitant rental rates set by HKRI, has led to a decline in local businesses, including restaurants, stationary stores, retail stores, which historically enriched Discovery Bay. The Town Planning Board should consider these economic inefficiencies and review commercial rent policies to make spaces more affordable, thereby revitalizing the local economy and enhancing community vibrancy. What once was a vibrant

community 10 to 20 years ago, is now, a ghost town with more empty commercial space and basic retail not consistent with an upmarket community.

### **Educational Facilities**

Given the proposed influx of new residents, additional schooling facilities are crucial to meet the educational needs of the community. Planning for these facilities should be a priority to ensure the community can sustainably accommodate the growing population. I commend the board's foresight in considering future needs, but emphasize the urgency of addressing educational infrastructure immediately.

### **Environmental and Structural Concerns**

The proposed 18-story walled building proposed for the Nim Shue Wan Pier water development which was previously rejected by the Town Planning Board, still raises significant concerns. This location is acceptable but in its current form will disrupt natural airflow that cools and clears the air in the bay area. Revisiting recommendations for building designs that include breaks for airflow and an open promenade along the waterfront is essential.

Furthermore, the planned destruction of 178 mature trees for the development is deeply concerning. Preserving these trees or incorporating green spaces within the development should be a priority to maintain ecological balance and enhance the area's aesthetic appeal. I appreciate the board's commitment to sustainable development and urge you to consider these environmental impacts carefully.

### **Community Trust and Transparency**

Finally, the recent addition of taxis (and more specifically additional taxi ranks) in the Town Planning Notes denegrates our traditionally "car-free" community further eroding the trust that may have existed between residents and HKRI. This decision, coupled with continued development without adequate infrastructure support, highlights a growing disconnect between HKRI and the residents. Promoting transparency and open dialogue with residents is essential and necessary to rebuild trust if we are ever going to successfully restore, grow and sustain the unique vibrant community we had in Discovery Bay.


In conclusion, I urge the Town Planning Board to:

1. **Reassess and Expand Transportation Services:** Improve transportation options to meet the needs of the current and future increasing population.
2. **Review Commercial Rent Policies:** Encourage business growth by making commercial spaces more affordable.
3. **Expand Educational Facilities:** Plan for additional schools to support new residents.
4. **Modify Building Designs:** Ensure buildings allow for natural airflow, preserve views, and include green spaces.
5. **Balance Resource Allocation:** Ensure management fees are used to maintain both new and older phases of the community.
6. **Promote Transparency and Community Consultation:** Foster open communication with residents to address their concerns and rebuild trust.

Thank you for your attention to these pressing matters. I am confident that, with careful consideration and appropriate actions, the Town Planning Board in partnership with HKRI can ensure the sustainable and harmonious development of Discovery Bay, preserving its unique character and enhancing the quality of life for all residents.

Sincerely,

Jacqueline Ho

  
Sent from my iPad

**From:** Sik lap Wu [REDACTED]  
**Sent:** 2024-06-12 星期三 09:16:56  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Y/I/DB4 申請反斥

教啟者,

愉景灣作為特殊區域：

城市規劃委員會代表承認愉景灣是一個獨特的地理位置。

然而，設計創新的機會似乎被錯過了。

目前核准的方案概錯失機會，缺乏作為模範村莊永續發展的潛力。

分區和量問題：

儘管該地區的分區是低密度(1:1)，但建築物的體積看起來更像密集的建築塊。

設計未考慮空間尺寸，缺乏與海濱的整合。

總體規劃缺乏超越規劃數據解讀的城市設計考量。

高層板塊的問題：

兩座位於西北角的 18 層板塊有重大問題。

這些建築阻擋了海濱天際線，形成了類似屏風樓的效果。

結果，順風被阻擋，影響了該地區的微環境。

總之，稔樹灣灣的設計和規劃有改進的機會，特別是在永續性、城市空間整合和風流考量方面。

申訴人 胡適存

Yahoo Mail: Search, Organize, Conquer

From: mm1947 - [REDACTED]  
Sent: 2024-06-12 星期三 21:36:07  
To: tpbpd/PLAND <tpbpd@pland.gov.hk>  
Subject: PROPOSED AMENDMENTS TO THE DISCOVERY BAY OZP NO. S/I-DB/4  
Attachment: HKPSG Recreation.pdf

## PROPOSED AMENDMENTS TO THE DISCOVERY BAY OZP NO. S/I-DB/4

**Item A:** (about 0.76ha) Rezoning of a site to the north of Discovery Valley Road from "OU(Staff Quarters)5" to "R(C)12". 2 Blocks – 476 Units / BH 18 storeys (128mPD

Y/I-DB/2 approved 14 Jan 2022

### STRONG OBJECTIONS

The developer intends to turn every section of the enclave over to extensive development. This is contrary to the original purpose of the community, a low rise residential development with extensive public recreational amenities. It is notable that as is inevitably the case, when a developer launches a JR the board subsequently backtracks on its previous position, as can be seen from this approval.

The development has been mired in controversy and irregularities since its inception with unresolved issues regarding the land grant etc.

It is obvious that the plan to convert the low-rise staff quarters to high rise towers will greatly diminish the green background to the enclave and particularly affect those residents in nearby buildings.

In view of the general lack of affordable recreational facilities, particularly for the younger members of the community, any development at this site should be devoted to the provision of such. There are a number of applicable uses under Col 1 OSU (Mixed Uses).

Issues not properly considered during the 2022 meeting and completely ignored by PlanD in the paper include:

*"In response to a Member's question on the **road safety issue** arising from the increase in heavy/construction vehicles during the construction stage of the proposed development, Mr H.K. Cheung, the applicant's representative, said that the applicant would undertake appropriate/required traffic arrangements and road safety measures during the construction stage."*

**BUT THE APPLICANTS PLAN TO CUT A NEW ROAD THROUGH TO THE SITE IN ORDER TO AVOID SAFETY ISSUES FOR PARKVALE RESDIENTS HAS PROVED TO BE PROBLEMATIC BECAUSE OF SLOPE AND WATERCOURSES ISSUES.**

Local residents have been told by management that the site would be retained for staff quarters so members should question the rational for the rezoning. In addition, with the excising of other staff quarters re Item B development, despite the improvement in road and rail connections, there is obviously a need to house some staff on site so that there can be

an adequate response to emergency situations. Also, it would be prudent to retain part of the site to accommodate isolation facilities as there is no certainty that going forward the territory will not face another Covid like scenario.

*“A Member did not support the application as it was not in line with the planning intention of “OU(Staff Quarters)” zone which was designated for the provision of staff quarters to serve the Discovery Bay development. .... Members also **noted the applicant’s indication that there was currently no plan to develop the other sites zoned “OU(Staff Quarters)” for residential use.**”*

## **CLEARLY A LIE AS CAN BE SEEN IN ITEM B**

**Trees** – *“A Member opined that the applicant should note and address the comments from the Chief Town Planner/Urban Design and Landscape, PlanD (paragraph 10.1.7(c) of the Paper) on the proposed **tree preservation** and compensatory plantings during implementation of the project, and **suggested that the tree issue might be looked into during the OZP amendment stage.**”*

## **BUT THIS HAS NOT BEEN ADDRESSED IN THE PAPER**

**In view of the many issues and the lack of progress with the development, members should agree that Item A be rejected as untenable.**

**Item B1:** (about 0.38ha) Incorporation of a sea area in Nim Shue Wan into the planning scheme area and zoning it as “R(C)13”, and rezoning of a site to the south of Discovery Bay Road from “**G/IC**”, “**OU(Staff Quarters)1**”, “Res (Group D)” and “Green Belt” to “R(C)13”.

**Item B2:** (about 1.23ha) Incorporation of a sea area in Nim Shue Wan into the planning scheme area and zoning it as “R(C)14”, and rezoning of a site near Nim Shue Wan from “**OU(Staff Quarters)1**”, “OU(Service Area)”, “OU(Pier)3” and “OU(PFS)” to “R(C)14”.

**Item B3:** (about 0.71ha) Rezoning of a site to the northwest of the marina from “OU(SRC)4” and “R(C)7” to “R(C)15”.

**Item B4:** (about 2.54ha) Rezoning of a site to the south of Discovery Bay Road from “**OU(Staff Quarters)1**”, “OU(Service Area)”, “OU(Dangerous Goods Store/LPG Store)”, “OU(Pier)3”, “OU(PFS)”, “**G/IC**” and “R(C)7” to “OU(Residential Development with Service Area Below)” and stipulating sub-areas on the Plan.

**Item B5:** (about 2.2ha) Incorporation of a sea area in Nim Shue Wan into the planning scheme area and zoning it as “OU(SRC)4” and stipulating as Area B, and rezoning of a site to the west of the marina from “OU(Service Area)”, “OU(Marina)” and “OU(PFS)” to “OU(SRC)4” and stipulating as Area B.

**Item B6:** (about 0.1ha) Incorporation of a sea area in Nim Shue Wan into the planning scheme area and zoning it as “OU(HLP)”.

Y/IDB/4 approved 11 Aug 2023 MONGKOK BY THE SEA

The proposed development on both reclamation and land portions comprises a total of 57 residential blocks including a mix of medium and low-rise buildings and houses, new and re-provisioned servicing facilities in the podium level, an extension area for the adjoining sports and recreation club (Lantau Yacht Club) and a helipad at the eastern end of Lantau Yacht Club's marina for re-provisioning of the existing helipad. The proposed development has a total GFA of about 78,030m<sup>2</sup> (with domestic and non-domestic GFAs of 61,200m<sup>2</sup> and 16,830m<sup>2</sup> respectively), a total PR of about 1 (with domestic and non-domestic PRs of 0.78 and 0.22 respectively), BHs ranging from 1 to 18 storeys above podium (12mPD to 88.2mPD including structure) stepping down from the north towards the waterfront. The proposed number of units is 858 and the estimated population is 2,145.

## STRONG OBJECTIONS

A reminder that the Planning Intention for DB is primarily to conserve the natural setting of the area and **to allow compatible low-density development** which provides for a mix of residential and recreational uses. It adopts the urban design concept of maintaining a car-free and **low-density environment** while concentrating commercial, major community and open space facilities at more accessible locations. One activity node has been earmarked for each of the ferry piers in Tai Pak Wan and Yi Pak Wan. A stepped-height approach has been adopted, with **low-rise development foreseen for the headland and coastal lowland** and high-rise development for the inland.

Another 7ha are zoned "**Res (Group D)**" to encourage improvement and upgrading of existing temporary domestic structures and houses at Nim Shue Wan and Cheung Sha Lan. **In this zone, very low-rise and low-density development may be permitted** on application to the Town Planning Board.

Clearly the plans are totally incompatible with the PI.

The naked greed is presented as

*to serve a larger population **while retaining the character of the development.***

A LONG HIGH RISE WALL ALONG THE SHORELINE IS THE ANTITHESIS TO THE PLANNING INTENTION OF RESORT STYLE DEVELOPMENT

*to optimise the development potential of Discovery Bay **without negatively impacting the natural environment.***

THE LONG STRAIGHT SHORELINE AND STRIPPING OF VEGETATION WOULD COMPLETELY ERADICATE ANY VESTIGE OF NATURAL ENVIRONMENT. HARD STRUCTURES CAUSE ADVERSE ECOLOGICAL EFFECTS. NO IMPACT ASSESSMENT PROVIDED. NO DETAILS ON HOW MANY TREES TO BE FELLED.

*The proposed rezoning **would result in the upgrading of the area in both function and amenity value** in a manner that is more in keeping with the existing character of Discovery Bay.*

FUNCTION AND AMENITY VALUE??? THIS IS A LARGE AREA INCLUDING PART OF THE SEA THAT IS GOVERNMENT LAND BUT NOTE THAT THERE IS ZERO COMMUNITY BENEFIT IN THE PLAN. NOT ONE METRE IS DEDICATED TO THE



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GENERAL COMMUNITY. WHY IS THIS DEVELOPER EXEMPT FROM THE POLICY THAT 5% OF GFA BE DEVOTED TO COMMUNITY FACILITIES GOING FORWARD?

IF THE AREA IS TO BE DEVELOPED IT SHOULD BE TO PROVIDE RECREATIONAL AMENITIES FOR THE HONG KONG PEOPLE. IN ADDITION, **THIS WOULD BE AN IDEAL LOCATION FOR THE DEVELOPMENT OF RCHE FACILITIES.**

*to provide additional housing capacity*

THAT BOAT HAS SAILED. REGRETABLY THE ADMINISTRATION CEDED TO DEVELOPER DEMANDS SOME YEARS AGO AND ABANDONED THE PLAN TO IMPOSE A TAX ON VACANT PROPERTIES. AT THE TIME IT WAS REPORTED THAT THERE WERE 200,00+ VACANT UNITS. NOW WE HAVE A RECESSION, HOME PRICES HAVE ALREADY FALLEN BY 20% AND ARE EXPECTED TO FALL FURTHER. A NUMBER OF NEW DEVELOPMENTS HAVE HAD POOR SALES – THE MEDIA TENDS TO REPORT ONLY THE SUCCESSFUL LAUNCHES AS IT DEPENDS ON DEVELOPMENT PROMOTIONS FOR REVENUE

The application has no justification as the developer is currently developing hundreds of additional units at other locations on DB.

It is obvious that the plan to develop the Nim Shue Wan section of the resort would effectively remove a large area of the resort from the public domain. Public access would be reduced to a narrow footpath along the waterfront next to a high wall. Further along the waterfront there would be no public access.

This is contrary to the original intention of the area to function as a 'resort', not only for residents but also for the general public. It is inconceivable that extensive development would be allowed on a section of waterfront that should be devoted to public use, both recreational and functional.

I urge TPB to reject this application and to encourage the developer to consider an upgrade of the site appropriate to the needs of the community. An attractive waterfront esplanade is the only appropriate use for this area.

It is very clear that all the DB development plans come at a cost to the existing population. The number of residents increases but services and facilities are constantly diminishing and the open space and green panorama wiped out.

None of the developments provide any form of community benefit.

**GIC:**

**This enclave provides zero community services as can be seen from the HKPSG data showing 100% deficit in services such as Community Car, RCHE, Rehabilitation and Residential Care.**

**Every PH and most private developments, including those in up market districts like Kai Tak are required to incorporate the equivalent of at least 5% GFA dedicated to community services, but for some inexplicable reason the management of DB is allowed to continue to add homes to the enclave without providing any such**

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facilities. But for this development not only are no services provided, the few areas zoned "GIC" are eliminated.

I hope that members will find this statement jaw dropping.

*the population-based planning standards for child care, elderly and rehabilitation services/facilities were **reinstated in the HKPSG in 2018, 2020 and 2022** respectively, and thus, they reflect the long-term target towards which these facilities would be adjusted progressively. These facilities should be carefully planned/reviewed by relevant government B/Ds, and **premises-based GIC facilities could be incorporated in future development/redevelopment in the wider district when opportunities arise.***

SO, IN OTHER WORDS PROVIDING FACILITIES FOR THE RESIDENTS OF DB BECOMES THE RESPONSIBILITY OF OTHERS. THIS IS ABSOLUTELY SHOCKING, PARTICULARLY AS ALL AREAS ARE DEFICIENT IN MULTIPLE SERVICES. **I EXPECT MEMBERS TO DEMAND AN EXPLANATION FROM PLAND AS TO WHY DB IS BEING EXEMPTED FROM CONDITIONS BEING IMPOSED ON DEVELOPERS IN ALL OTHER DISTRICTS TO DEVOTE THE EQUIVALENT OF 5% OF GFA TO COMMUNITY SERVICES..**

Do members find it acceptable that the existing GIC facilities in DB consist of solely educational establishments - two kindergarten-cum-child care centres, two nurseries and two child care centres, two pre-school/nurseries, one local primary school and two primary-cum-secondary international schools and two international secondary schools - and two general clinics and dental clinics and a vet? Plus one community hall that comes with rental fees. This in an enclave that is effectively cut off from urban centres.

As for the "**extensive public recreational amenities**" that are an integral feature of the original resort style planning intention, one would interpret this as facilities to serve not just the residents but the community at large, very little has been provided and most of that is at a cost. Residents have to join the recreation club and fork out fees in order to enjoy swimming pools and courts. Note that Plan B will devote its recreational facilities for the private enjoyment of members of the Yacht Club.

Attached is the HKPSG table re essential recreational facilities. I have added in the minimum required. Very few of them have been provided.

## RECLAMATION

Have the requisite permits been granted? Again no details provided

## STAFF QUARTERS

With the redevelopment of so many staff quarters why has no member questioned where staff will be housed in future. Of course, the solution is probably to reduce staff numbers and this is in line with the complaints of residents over the years with regard to falling standards. And while transport connections have improved, in view of climate change, more frequent heavy rainfalls and storms, etc, it would be prudent that facilities be provided for staff to stay overnight when it is dangerous to venture out.

## STEPPED HEIGHT

The stipulation of “a stepped height approach with low-rise development on the headland and coastal lowland, and high-rise development at the further inland;” has been flushed down the toilet as can be seen from the wall effect

## **TRAFFIC/ROAD SAFETY**

This is clearly an issue of major concern to current residents. Members have a duty to listen to their objections. DB is a development very popular with young families and the absence of regular road traffic can induce a false sense of road safety that would be endangered if more taxis, etc. are allowed to use the internal roads.

TPB members in approving the Sect 12 applications have failed to properly evaluate the impact of the aggressive development and the complete failure to incorporate any features that benefit the community.

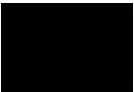
The general interests of the wider community as well as those of local residents have been ignored in the rush to please HKR. Its duty to contribute to the community and the ‘common prosperity’ have been ignored.

There have been two changes in the membership of the board since the first application was approved. Therefore, all the issues raised by residents and other objectors must be thoroughly addressed and evaluated in line with the dramatic changes in our society that have occurred in recent years.

As Xia Baolong recently recommended, our society *‘is to take the path of innovation and change, rather than sticking to the old ways .....encourage society to employ new thinking, new methods and new approaches to solve new problems’*

Members must accept that the old ‘Build it and they come’ formula has run its course. Going forward development should incorporate holistic features that enhance the daily lives of the people, not just line the pockets of developers.

Mary Mulvihill



**Table 6 : Standards of Provision for Core Activities**

Core Activity	Population Standard	Remarks	
<b>Indoor Provision</b>			
Badminton <sup>2</sup> (3)	1 per 8 000 )	- Provided in sports centres, leisure centres or purpose-built facilities in composite developments	
Squash (1)	on a district need basis )		
Table Tennis <sup>2</sup> (3)	1 per 7 500 or ) 2 per 15 000 )		
Fitness/Dance	1 per sports centre		
Gymnastics (1)	1 per district		- To be accommodated in the multi-purpose arenas in sports centres
Swimming			
Swimming pool complex	1 per 287 000 or 1m <sup>2</sup> water per 85		
Leisure pool	1 per district		
<b>Outdoor Provision</b>			
Tennis <sup>1</sup>	2 per 30 000	- Minimum 2 courts	
Basketball <sup>1&amp;2</sup> (3)	1 per 10 000		
Volleyball <sup>1</sup> (1)	1 per 20 000		
Football	1 per 100 000	- Football pitches within sports grounds do not count towards standard due to their inaccessibility to the general public	
Mini-Soccer			
5-a-side <sup>3</sup> (1)	1 per 30 000 )	- Provision for both facilities	
7-a-side <sup>3</sup>	1 per 30 000 )		
Rugby/Baseball/ Cricket (1)	1 per district	- To be accommodated in multi-purpose grass pitches	
Athletics	1 per 200 000-250 000	- To be accommodated in sports ground/sports complex	
Roller Skating	300m <sup>2</sup> per 30 000		
Jogging Track (5)	500m-1 000m per 30 000	- May be provided in district open space or as part of pedestrian circulation system	
Children's Playground <sup>2&amp;4</sup>	400m <sup>2</sup> per 5 000		

**Notes:**

<sup>1</sup> Facilities which may also be provided indoors. However, indoor provision within Sports Centres on a share facility basis is normally considered as a bonus and does not count towards the HKPSG. In the absence of outdoor space, indoor provision within dedicated, purpose-designed, facilities may be countable.

<sup>2</sup> Facilities which are normally provided in public housing developments as outdoor provision. Informal facilities such as kickabout areas or basketball shooting areas, and courts of minor substandard size may be acceptable and countable towards the standard of provision for recreation facilities in public housing developments which have obvious site constraints.

<sup>3</sup> Optional facilities to be provided in public housing developments where site conditions permit.

<sup>4</sup> Facility to be integrated with open space/play areas for all age groups and persons with disabilities to foster a sense of community in public housing developments.

From: Shalom [REDACTED]  
Sent: 2024-06-12 星期三 23:12:34  
To: tpbpd/PLAND <tpbpd@pland.gov.hk>  
Subject: Draft Discovery Bay Outline Zoning Plan No. S/I-DB/5 -  
OBJECTION

## To the TOWN PLANNING BOARD

12 June 2024

Dear Sirs,

Thank you for holding the TOWN HALL meeting in Discovery Bay on 10th June. I unfortunately could not attend (In the past I have received a flyer in the mailbox in time to prepare), however my husband attended the meeting and was positively impressed to see an encouraging number in attendance- given that many owners had not been informed. He reports that there was unanimous disapproval for the project from the attendees, and **I to also wish to register my disapproval.**

I am an apartment owner who hopefully may not be greatly affected by the loss of our view should this Zoning Plan go ahead but there are clearly many other more impacting reasons being put forward for disapproval.

**One of the highly contentious issues is the access to taxis, for which I am opposed.**

I have lived very well without taxis in DB for the last 25 years, we are served by ferries and outside buses providing easy access to the city and around Lantau. **The wide circulation of taxis here would significantly increase traffic, disrupting** the special relaxed lifestyle which is characteristic of this unique place and sought after by people who choose to live here and it needs to be preserved. Not to mention ***that this place cannot house so many more people without adding considerable stress to its existing infrastructure nor have its few roads packed with more vehicles.***

**Discovery Bay must remain taxi free and construction free. Disregard for that will undoubtedly ruin it.**

Discovery Bay is very special: We value our chosen easy, relaxed lifestyle when not at work. The actress Stephenie Powers said it well, when she became one of the first owners in Discovery Bay: *"A peaceful enclave with all the facilities"*.

**Hong Kong should have more places like this and must not destroy the one it has.**

The red taxis will inevitably push beyond the limits on speed and, if they are caught, they will apologise for breaking the rules on pick-up and drop-off which will be impossible to enforce. Visitors who cannot be expected to know rules will dispute what they will feel is an unacceptable service; if there is no language problem unregulated arrangements will occur.

On a general level, I want to say that the proposal is a bad planning decision.

I am no expert but I understand that it is a matter of Public Record that the Government only sees the urgent need for residential property in the public sector and minimal, if any, urgency for new residential property in the private sector. HKRI already struggles to sell its latest private property. IL PICCO is the obvious example. THERE IS LITTLE OR NO EVIDENT DEMAND FOR PRIVATE HOUSING in DB.

Building the proposed development, even the smaller units, will draw the labour force needed to build the urgently needed public housing elsewhere.

We see that DB is attractive to mainlanders - why? Could it be our tranquility and unobstructed sea views? They are filling our existing supply on the first and secondary residential property markets, but China has a problem in the opposite direction.

The massive oversupply of residential property in China is well known. Private property in Hong Kong is available but not yet oversupplied. We cannot be certain that DB North development will have better occupancy than *Il Picco (which is a disaster)*

in the short term, even if appealing to lower budget buyers.

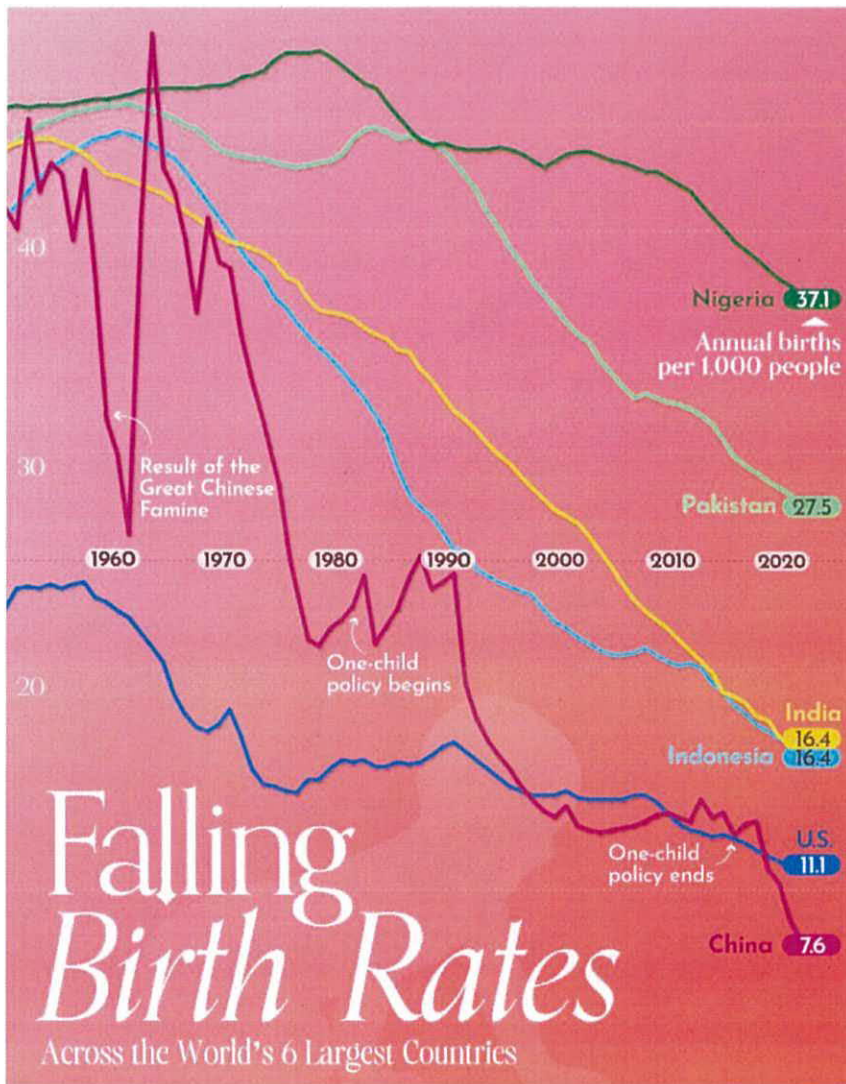
Hong Kong's birth rate is in decline and the population is falling, which is a global trend. (see below).

**There is no good reason to approve this development on its merit and certainly not at this time.**

Best Regards,

Iza M.M. Rainbow

Email: 



Urgent Return receipt Expand Group Restricted Prevent Copy

**From:** Gladys Mattras [REDACTED]  
**Sent:** 2024-06-12 星期三 22:43:37  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Objections towards Project reference: Y/I-DB/4

To: Town Planning Board

**Objection to application: Development Proposal in Respect of Application No. Y/I-DB/4**

Dear Sir/ Madam,

I strongly object to the HKR's developer's application for land conversion in the fourth phase.

The reasons are as follow:

1. Transportation disturbance:

Currently there has been a lack of manpower in terms of bus drivers and ferry personnel leading to a decrease in the regularity of buses. This decrease has led to long waiting lines at the bus terminus where passengers have to queue on the road, or having to miss one or two buses because the bus is too full. Especially during peak hours, the ferry is almost at its full capacity and the buses to and from Tung Chung are one deck only, leading to long waiting lines. With 2000 more residents it will create a heavier burden on the transportation system of Discovery Bay.

2. Discovery bay infrastructures:

The plaza, restaurants and clubs are not designed to hold as many residents. The situation is during peak hours, restaurants are already fully booked. The waiting line at the Fusion supermarket is already longer than usual. Discovery Bay already has a lot of tourists especially during summer, which already has been causing nuisance to current residents. With the population increasing to over 30,000 residents as well as having tourists, the threshold of all current infrastructures will be well over its capacity leading to even more inconvenience to all residents.

3. Environmental impact:

In the proposal provided, land reclamation and deforestation will have to take place which is extremely incongruent with the situation of climate change and global warming. It is a known fact that our planet is suffering, there is more and more evidence of extreme weather changes, sea level rise and other effects of global warming. In the proposal mentioned, many trees in 10a area will have to be cut down. Trees are essential for the health of the environment and also the greenery is what has attracted many current Discovery Bay residents. As well as the land reclamation needed to be done to build the low rises. Land reclamation has been known to negatively impact biodiversity. There have been times over the years where the ocean at Nim Shue Wan beach has changed color to green or purple with a strong smell. And during typhoons, the sea level rise would be extreme which has completely flooded the path along Nim Shue Wan until the bus terminus. Thus building infrastructure on reclaimed land does not seem like a sound idea.

4. Other impacts:

Not only is it environmentally not sound, but the noise, light and air pollution created by the construction would be detrimental to residents and the biodiversity of Discovery Bay. It was just mentioned by the government on 06th April, 2023, that there will be a lack of construction workers over the next few years meaning that the construction work will have to be taken over a longer period of time. Construction already causes a lot of pollution from the dust, the loud noises, the light, it being prolonged will burden residents psychologically and the wildlife even more.



Urgent Return receipt Expand Group Restricted Prevent Copy

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Thus I hope that the Town Planning Board will strongly reconsider the application No. Y/I -DB/4.  
Thank you for your time and consideration in advance.

Respectfully,  
Gladys Matras



**From:** Heidi Mattras [REDACTED]  
**Sent:** 2024-06-12 星期三 23:02:16  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Objections towards project reference: Y/I-DB/4

The following are the reasons why I object to the HKR's project for the fourth-phase land conversion.

Firstly, there are only two kindergartens, one public primary school, two private primary schools, and two private secondary schools in this district. If the project is going to be implemented, over 2,000 households would relocate. The enrollment arrangements will be critical. If the majority of pupils must go to school, transportation will be a major issue.

Secondly, this project will increase the population of Discovery Bay which will cause a hustle among the residents regarding transportation. According to the developer's proposal, there is an estimate of more than 2,000 people who will reside in the fourth phase when the design is approved. Discovery Bay has already a population of around 20,000 people. This figure is one-tenth of the present population. This means that there will be more traffic in Discovery Bay and therefore the volume of traffic could pose a major issue, especially during busy hours. The present bus terminal size, bus frequency, and bus captain are insufficient to suit the demands of this population. Residents were also warned by HKR early this year that due to the shortage of bus drivers, there will be a decrease in the frequency of certain bus routes (please see the attached notice, the source is from the DB official transportation application). It demonstrates that a shortage of bus captains is already an ongoing issue. Moreover, because the fourth phase is very near the bus terminus, there are many people who get on the bus. Bus terminals are already small, for example, there are a lot of times when the queue of the line of the 9A bus during peak hours is on the road where the bus passes which is extremely dangerous. Also, it would be possible that people at other bus stations may not be able to board the bus due to the bus being full. The same case can be applied to the ferry. The existing terminal area (Discovery Bay and Central) is limited, and many passengers must wait outside of the waiting area during peak hours. If there are more passengers using the transportation at that time, there will be major traffic issues between the two. If more buses are acquired and more bus captains are engaged, I believe HKR would use this as an excuse to raise the fee. The bus fee for most of the buses (excluding those which get out of Discovery Bay) is already over \$5 and the ferry to central is more than \$30 for residents, if HKR increases the price again, I believe that the price will be way too pricey for just a 2 to 15-minute bus ride in Discovery Bay and a 25 minutes ride from Discovery Bay to Central or the other way round. Finally, HKR is a win-win situation, with significant money from property sales and increased earnings from the fare.

Thirdly, this project will have a toll on the environment. Discovery Bay has long been renowned as an environmentally friendly neighborhood. I also feel that the government gave HKR the property in Discovery Bay based on its initial development plan to make Discovery Bay a green community. All these past years, they have banned outside privately owned cars from coming into DB because, like this, there will be less traffic in Discovery Bay which would result in less air and noise pollution. However, this project will do the exact opposite, it will produce noise and air pollution. During the construction period, there will be a lot of disturbing construction noise that will be produced, and since the work site is located very close to residential neighborhoods, we, the residents living near the work site will be extremely disturbed by the noise which will be present for at least two years nonstop and there will be dust in the air due to the construction which will remain for several years. Due to this, residents will be greatly inconvenienced during the early stages of reclamation and high-rise foundation construction. and pedestrians will be endangered when big trucks such as dump trucks and construction vehicles enter and depart. The youngsters at the adjacent kindergartens near the construction site will also undoubtedly be influenced by the project's noise and air pollution and may not be able to have a peaceful and healthy learning environment. This shows that this project may affect not only the environment but will also have a harmful impact on the future generation of our society.

Moreover, the lack of facilities in the neighborhood may cause inflation. Discovery Bay has just two major supermarkets and one small grocery. Prices are often higher than those in neighboring districts such as Tung Chung. When the population grows, supermarkets may also decide to raise their prices to meet the increased demand which would cause additional financial burdens to the original discovery bay residents who may already be retired and have no income.

In addition, due to the developer being greedy, they have been trying to obtain as much land as possible. Regardless if the land has been improperly modified, they still try to do everything in their abilities to make more profits in order to be able to fulfill their own aims even if it meant that they were doing injustice to the current residents, which they completely ignore because they want to make as many profits as possible. One of the examples can be the bus terminal which they finished a few years ago. The money put into building the bus terminal and the mall is from the management fee which we, the residents pay and what do we get in return? A bus terminal which always has issues and needs more construction which causes inconvenience to us due to the relocation of the bus stations over and over.

In conclusion, I strongly oppose the HKR developer's proposal for fourth-phase land conversion. I really do hope that your bureau would look at the application from the standpoint of residents and people-oriented.

**From:** Fanny Mattras [REDACTED]  
**Sent:** 2024-06-12 星期三 23:03:04  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Objection against project reference: Y/I-DB/4

以下是我反對 HKR 第四期土地轉換項目的原因:

首先,本區只有兩所幼稚園、一所公立小學、兩所私立小學和兩所私立中學。如果項目實施,將有超過 2,000 戶居民需要搬遷。入學安排將是關鍵問題。如果大部分學生必須上學,交通將是一個重大問題。

其次,這個項目將顯著增加愉景灣的人口,導致當地交通混亂。據開發商估計,第四期將有超過 2,000 人居住,佔愉景灣現有人口的十分之一。這將大幅增加交通量,尤其是在高峰時段。然而,現有的交通設施(如巴士總站和渡輪碼頭)無法滿足如此多人的需求。此外,司機短缺已經是一個持續的問題,可能導致某些路線的班次減少。同時,增加更多巴士和司機的成本,很可能會被開發商用作提高票價的理由。這意味著愉景灣居民可能需要承擔更高的交通費用。總的來說,該項目的人口增加將導致嚴重的交通問題,並可能增加居民的經濟負擔。

第三,這一個項目可能會對愉景灣社區造成嚴重的環境和社會影響。主要問題包括施工期間的噪音和空氣污染將對附近的居民和幼稚園造成大量滋擾和困擾,大型車輛進出可能會危及行人安全,以及社區設施可能跟不上人口增加而導致物價上漲給原居民帶來額外經濟負擔。總的來說,這個項目的環境和社會影響似乎超過了其可能帶來的好處,需要更審慎地評估這些風險,並採取適當的緩解措施。

此外,社區設施的缺乏可能導致通貨膨脹。愉景灣只有兩家主要大型超市和一家小型超市。價格通常高於鄰近地區如東涌。當人口增加時,超市可能會決定提高價格以滿足增加的需求,這將給原居民,尤其是已退休且無收入的人帶來額外的經濟負擔。

另外,由於開發商的貪婪,他們一直試圖獲取盡可能多的土地。不管土地是否已被不當修改,他們仍然設法盡可能多地獲利,以實現自己的目標,即使這意味著他們正在對現有居民做不公正的事情,他們卻完全忽視了這一點,因為他們只想賺取最大的利潤。一個例子就是幾年前他們完成的巴士總站。建造巴士總站和商場的資金來自我們這些居民支付的管理

費,那我們得到了什麼回報呢?一個經常出現問題需要不斷維修的巴士總站,造成我們因巴士站不斷搬遷而受到不便。

總之,我強烈反對 HKR 開發商提出的第四期土地轉換。我真誠地希望貴處能從居民和以人為本的角度來審視這個申請。

Fanny Ng  
Resident of DB

Urgent Return receipt Expand Group Restricted Prevent Copy

Submission Number:

TPB/R/S/I-DB/5- S55

**From:** Karine Latieze [REDACTED]  
**Sent:** 2024-06-12 星期三 11:46:09  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Project Nim Shui Wan

Dear Sir/Madam,

I am a flat owner in [REDACTED] and would like to provide my feedback to the new project in Nim Shui Wan ferry Pier.

While I think the project might bring new expansion opportunities if nature and spirit of DB is respected I believe a high rise building might not be aesthetically pleasing.

We need to be very careful not to end up with another not good looking building like Twilight Court which is really unpleasant to look at and impact our landscape significantly. Urbanisation should be thought very carefully.

I am however supporting low rise and recreational club for Peninsula village residents. A well designed and maintained club would bring great value to Peninsula Village residents who will spend more time and money in the club and enjoy food and other activities.

Please contact me anytime to get some ideas of developments in our village. I will be more than happy to support you but keep in mind people won't come to live in DB if it is over crowded, nature is taken away and not convenient for them with difficult transportation.

The best investment is to get a compromise between nature and human expansion.

Regards,  
Karine

Urgent Return receipt Expand Group Restricted Prevent Copy

Submission Number:

TPB/R/S/I-DB/5- S56

**From:** Chris Telford [REDACTED]  
**Sent:** 2024-06-12 星期三 16:06:40  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Cc:** Walter Wang Ngai KWONG/PLAND  
[REDACTED]

**Subject:** Objection to Planning Application S/I-DB/5  
**Attachment:** Planning Objection\_YI-DB4.pdf; Objection to Planning Application YI-DB4 (June 2023).pdf; m738rnt\_e.pdf

Dear Sir

I welcome the opportunity to object to the subject application. I attended the Town Hall Meeting at Discovery Bay with your departments representatives on Monday evening where the proposed developments in Discovery Bay were presented and discussed. I made a number of observations at the meeting, including the visual impact of the proposal and in particular the 5 high-rise buildings at the northern part of the developers proposal, blocking views and light.

I previously objected to the application (Y/I-DB/4) last year. I have attached those letters of objection for your easy reference as these comments are still relevant and haven't been adequately addressed by the latest submissions of the developer. In reading these submissions, hopefully you can understand my frustrations and those of many DB residents.

I note the proposal was also discussed at meeting 738 of the Rural and New Town Planning Committee in March (minutes attached).

Agenda item 5 point 15 particularly mentions the concerns with building height, with a comment that appears to be a "work around" of overcoming height guidelines on behalf of the developer? Correct me if I am wrong.

Simply by walking along Discovery Bay Road and looking at the plans, the huge impact of the developers proposal is clear to see.

In addition, with reference to point 16 and 17 of meeting 738 on reclamation concerns and how the deck for the waterfront houses will be formed, I have lived in [REDACTED] for many years and the risk of Typhoon damage to the waterfront could also be significant, with swells overtopping the Nim Shu Wan pier and the sea wall, and vessels breaking loose and making landfall.

I would also concur with the concerns voiced at Monday's meeting, including but not limited to increased traffic, inadequate infrastructure and construction impacts and duration.

In addition, I note the eight representations already available on your website, all of which are valid concerns of residents.

I would welcome the opportunity to discuss my concerns with you further.

Yours faithfully,

Christopher Telford ([REDACTED])

**Previous letters of objection**

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**Meeting 738 Minutes**

Christopher Telford

e-mail: 

To: Secretary Town Planning Board, Government of HKSAR  
e-mail: tpbpd@pland.gov.hk

## **Objection to Planning Application Y/I-DB/4**

Dear Sir/Madam

I am writing to object to the subject Planning Application made by the developer. I am a Hong Kong resident and have resided in Discovery Bay since 1995. I visited your office in North Point on 23 March 2023 to gather further information that was not available through the Internet and took many photos of the submissions, resubmissions, government department comments and the developer's answers.

There are many areas of concern. These include significant visual impact, scale of development, population growth, obstruction of daylight, lack of ventilation, contaminated land, marine impacts, traffic (both during construction and after occupation), utilities capacity, construction impacts and duration.

Rather than meticulously addressing each point in the application one-by-one, I soon realized that the application was seriously flawed. I will leave it to others to do this, as they have already done in the first round of submissions. I scanned through the over 1400 comments available during my visit, most of which were objecting to the planning application.

In many cases the answers to government departments' comments, amounting to 12 sections and 16 pages did not, in my opinion, fully address the department's concern, often citing an interpretation of a practice note or other such guide or were simply "noted".

I read the Visual Impact Assessment with interest and a smile! The development comprises low and medium rise buildings (that in the case of "medium rise" extend to a level of almost 90m above datum! Also, the sensitive receivers include the poor souls of Peng Chau, Disney visitors and hikers on the mountain, I'm surprised the consultant did not consider Central office workers as well for good measure! These recreational and transportation users are thankfully going to be OK; impact is insignificant. However, the recreational and transport users of Discovery Bay Road and in its vicinity are not so lucky when it comes to visual impact. In fact, they are not even considered, even though there are many of them. The terms "smoke and mirrors" and "having a different agenda" come to mind!

I started preparing my own photomontages of visual impact by taking photographs and overlaying the buildings, but to be honest, life is too short, you only need to read the planning application and visit Discovery Bay to know the proposal must be a nonstarter.

The subject Planning Application should be withdrawn by the developer, and I suggest two alternatives be considered instead, as I propose below.



**Option 1 (preferred)**

- Move the existing bus maintenance, bus parking and waste management facilities to the other side of the Discovery Bay Tunnel, next to existing utilities such as the Sewage Treatment Plant and bus depots. I believe that the current facilities were situated where they are now before the tunnel was built due to the requirement for sea frontage for access to landfill.  
**Note** the existing maintenance and waste facilities have been largely neglected by the developer with little investment apart from a recent attempt to beautify the road to the yacht club with some tree screening.
- Remediate any existing contaminated land (there is likely to be some contamination hotspots from previous industrial usage, e.g. fuel storage and vehicle maintenance)
- Provide parkland and recreational amenities (some low rise housing (2 storeys) could also be incorporated.
- Provide access road to yacht club and boatyard and Kaito pier
- Boat yard can be maintained at Area 22.

**Option 2 (if locating on the other side of DB Tunnel is not deemed possible, although that seems to be the most sensible solution)**

- Remediate any existing contaminated land (there is likely to be some contamination hotspots from previous industrial usage, e.g. fuel storage and vehicle maintenance)
- Build a “green design” covered maintenance depot and waste management facility, largely in line with the developer’s proposal with maximum height to be level with ground level outside Jovial, Haven and Verdant Court.
- Provide parkland and recreational amenities on the roof of the maintenance depot.
- Some low density housing (2 storeys) could also be incorporated at ground level.
- Provide access road to yacht club and boatyard and Kaito pier
- Boat yard can be maintained at Area 22.

Should you require any further information on my comments, please do not hesitate to contact me.

Yours faithfully,

Christopher Telford

Christopher Telford

e-mail: [REDACTED]

To: Secretary Town Planning Board, Government of HKSAR  
e-mail: tpbpd@pland.gov.hk

## Objection to Planning Application Y/I-DB/4

Dear Sir/Madam

Further to my earlier letter of objection, I am writing again to object to the subject Planning Application made by the developer. I visited your office in North Point earlier this week to review the further information provided by the developer and their consultants. I also reviewed a selection of comments made by fellow Discovery Bay residents/property owners and those supporting the development.

I won't repeat my previous comments verbatim although many are still relevant (refer hand-written comments # 7016).

I found that the comments that I reviewed in your office objecting to the planned development were sensible, objective and supported by fact. On the contrary, the comments of those supporting the development were largely subjective, not supported by facts or by real objective evidence. I noted that some commentators were concerned that those supportive comments had been fabricated or coerced through the developer themselves.

I will focus on the additional information provided by the developer/consultants and in particular the amendments relating to "visual impact" (Refer Visual Impact Assessment (Rev B) (VIA). I was not surprised that the consultants would avoid naming parts of Discovery Bay as visual sensitive receivers (VSRs) in the earlier submissions, because they knew that by doing so, they would make the inclusion along the waterfront of the five "medium" rise blocks in the development (~18 floors extending to over ~80m above datum) impossible to support or defend. It is also interesting to note that Section 4.3 of the VIA entitled "Assessment Area" states that potential sources of visual impact were identified by discussions with the project proponent, hence the earlier exclusion?

They have now been forced to include these VSRs in this further submission but have not provided any meaningful evidence to support their conclusions that the visual impact is "moderate" (see highlighted extract from their submission below (7.4.2), which quite frankly is not factual. Please also refer to the Sections 6.4.14 and 6.4.15 of Visual Impact Assessment (Rev. B), which states that the "effect on Public Viewers" is **Large** but the VSRs are considered to have a **Low** sensitivity, thus overall impact significance is **Moderate**. I would recommend that you consult with the VSRs on site that are using the roads and the villages for traveling and recreation (and not just those in Peninsular Village and Lower Caperidge, but also Twilight Court, Onda Court and Costa Court amongst others).

7.4.2 Seven of the fourteen public VSR groups identified (VS REG3 - Hikers at Lo Fu Tau Lookout and Hiking Trail, VSR REC5 - Hikers at Cheung Sha Lan, REC7 - Visitors at Peng Chau Promenade, REC8 - Visitors to Peng Yu Path Beach, REC10 - Visitors to Tai Lei Turtle Rock, Tai Lei, **VSR T2 - Travelers on Discovery Bay Road and VS T3 - Travelers on Caperidge Road**) are assessed as experiencing **Moderate** residual visual impact following construction and implementation of visual mitigation measures. These comprise recreational VSRs who experience a lower degree of impact due to their increased distance from the proposed development and are able to perceive

it in a broader context and traveling VSRs who, whilst they might have relatively close viewpoints, have a lower sensitivity due to the transient and short-lived nature of their views.

The impact on VSRs is anything but “moderate” and as I stated in my previous letter (paragraphs extracted below in blue for your easy reference), a site visit by the relevant authorities would confirm that the impact is both **severe** and **permanent**.

*“I read the Visual Impact Assessment with interest and a smile! The development comprises low and medium rise buildings (that in the case of “medium rise” extend to a level of almost 90m above datum! Also, the sensitive receivers include the poor souls of Peng Chau, Disney visitors and hikers on the mountain, I’m surprised the consultant did not consider Central office workers as well for good measure! These recreational and transportation users are thankfully going to be OK; impact is insignificant. However, the recreational and transport users of Discovery Bay Road and in its vicinity are not so lucky when it comes to visual impact. In fact, they are not even considered, even though there are many of them. The terms “smoke and mirrors” and “having a different agenda” come to mind!*

*I started preparing my own photomontages of visual impact by taking photographs and overlaying the buildings, but to be honest, life is too short, you only need to read the planning application and visit Discovery Bay to know the proposal must be a nonstarter.”*

I reiterate my objection to the development as set out in this letter and my previous letter of 11 April 2023.

Should you require any further information on my comments, or wish to visit the sites with me to understand my concerns, please do not hesitate to contact me.

Yours faithfully,

Christopher Telford

**TOWN PLANNING BOARD**

**Minutes of 738<sup>th</sup> Meeting of the  
Rural and New Town Planning Committee held at 2:30 p.m. on 15.3.2024**

**Present**

Director of Planning  
Mr Ivan M.K. Chung

Chairman

Mr Stephen L.H. Liu

Vice-chairman

Dr C.H. Hau

Miss Winnie W.M. Ng

Mr K.W. Leung

Dr Venus Y.H. Lun

Dr Conrad T.C. Wong

Mrs Vivian K.F. Cheung

Mr Vincent K.Y. Ho

Chief Traffic Engineer/New Territories East,  
Transport Department  
Mr K.L. Wong

Principal Environmental Protection Officer (Territory North),  
Environmental Protection Department  
Ms Clara K.W. U

Assistant Director/Regional 3,  
Lands Department  
Mr Lawrance S.C. Chan

Deputy Director of Planning/District  
Mr C.K. Yip

Secretary

**Absent with Apologies**

Professor John C.Y. Ng

Mr K.L. Wong

Chief Engineer (Works),  
Home Affairs Department  
Mr Paul Y.K. Au

**In Attendance**

Assistant Director of Planning/Board  
Ms Caroline T.Y. Tang

Chief Town Planner/Town Planning Board  
Miss Josephine Y.M. Lo

Town Planner/Town Planning Board  
Mr Timothy T.C. Kau

1. The Vice-chairman said that as the Chairman was engaged in another official duty, he would take up the Chairmanship of the meeting until the Chairman returned to join the meeting.

**Agenda Item 1**

Confirmation of the Draft Minutes of the 737<sup>th</sup> RNTPC Meeting held on 1.3.2024

[Open Meeting]

2. The draft minutes of the 737<sup>th</sup> RNTPC meeting held on 1.3.2024 were confirmed without amendment.

**Agenda Item 2**

Matters Arising

[Open Meeting]

3. The Secretary reported that there were no matters arising.

## Deferral Cases

### Sections 12A and 16 Applications

[Open Meeting (Presentation and Question Sessions only)]

#### Presentation and Question Sessions

4. The Secretary reported that there were 34 cases requesting the Town Planning Board to defer consideration of the applications. Details of those requests for deferral, Members' declaration of interests for individual cases and the Committee's views on the declared interests were in **Annex 1**.

5. The Secretary reported that a letter from a Legislative Council Member, Honorary Michael Tien Puk-sun, was received on 8.3.2024. The letter raised an objection to the application No. A/YL/316 mainly on the grounds that the proposed development would overload the existing transport infrastructure and social welfare facilities. According to the Town Planning Ordinance, as the letter was submitted outside the first three-week of the statutory public inspection period of the application, it should be treated as not having been made and would not be considered. The Committee noted that the applicant had requested deferment of consideration of the application.

#### Deliberation Session

6. After deliberation, the Committee decided to defer decisions on the applications as requested by the applicants pending submission of further information, as recommended in the Papers.

[Dr Conrad T.C. Wong joined the meeting at this point.]

## **Renewal Cases**

### Section 16 Applications

[Open Meeting (Presentation and Question Sessions only)]

#### Presentation and Question Sessions

7. The Secretary reported that there were eight cases for renewal of temporary planning approval and the Planning Department had no objection to the applications or considered that the temporary uses could be tolerated for the further periods as applied for. Details of those planning applications, Members' declaration of interests for individual cases and the Committee's views on the declared interests were in **Annex 2**.

#### Deliberation Session

8. After deliberation, the Committee decided to approve the applications on a temporary basis for the applied renewal periods on the terms of the applications as submitted to the Town Planning Board subject to the approval conditions, if any, stated in the Papers. The Committee also agreed to advise the applicants to note the advisory clauses as set out in the appendix of the Papers.

## **Cases for Streamlining Arrangement**

### Section 16 Applications

[Open Meeting (Presentation and Question Sessions only)]

#### Presentation and Question Sessions

9. The Committee noted that there were 21 cases selected for streamlining arrangement and the Planning Department had no objection to the applications for temporary uses or considered that the temporary uses could be tolerated on a temporary basis for the



applied periods. Details of those planning applications, a Member's declaration of interests for individual cases and the Committee's view on the declared interests were in **Annex 3**.

#### Deliberation Session

10. After deliberation, the Committee decided to approve the applications on a temporary basis for the applied periods on the terms of the applications as submitted to the Town Planning Board subject to the approval conditions stated in the Papers. The Committee also agreed to advise the applicants to note the advisory clauses as set out in the appendix of the Papers.

### **Fanling, Sheung Shui and Yuen Long East District**

#### **Agenda Item 3**

##### Section 12A Application

[Open Meeting]

Y/YL-PH/6                      Application for Amendment to the Approved Pat Heung Outline Zoning Plan No. S/YL-PH/11, To rezone the application site from "Open Storage" to "Other Specified Uses" annotated "Columbarium (1)", Lot 403 (Part) in D.D. 114, Sheung Tsuen, Pat Heung, Yuen Long

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11.                      The Secretary reported that the application was withdrawn by the applicant.

### **Sai Kung and Islands District**

#### **Agenda Item 5**

[Open Meeting]

Proposed Amendments to the Approved Discovery Bay Outline Zoning Plan No. S/I-DB/4 (RNTPC Paper No. 1/24)

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Presentation and Question Sessions

12. The following representatives from the Planning Department (PlanD) were invited to the meeting at this point:

PlanD

- |                      |   |   |
|----------------------|---|---|
| Mr Walter W.N. Kwong | - | District Planning Officer/Sai Kung and Islands (DPO/SKIs) |
| Mr Sunny K.Y. Tang   | - | Senior Town Planner/Sai Kung and Islands                  |
| Ms Kennie M.F. Liu   | - | Town Planner/Sai Kung and Islands (TP/SKIs)               |

13. With the aid of a PowerPoint presentation, Ms Kennie M.F. Liu, TP/SKIs, briefed Members on the background of the proposed amendments to the Outline Zoning Plan (OZP), technical considerations, consultation conducted and departmental comments as detailed in the Paper. The proposed amendments included:

- (a) Amendment Item A – rezoning a site to the north of Discovery Valley Road from “Other Specified Uses” annotated “Staff Quarters (5)” to “Residential (Group C) 12” (“R(C)12”);
- (b) Amendment Item B1 – incorporating a sea area in Nim Shue Wan into the planning scheme area and zoning it as “R(C)13”, and rezoning a site to the south of Discovery Bay Road from “Government, Institution or Community” (“G/IC”), “Other Specified Uses” annotated “Staff Quarters (1)” (“OU(Staff Quarters)1”), “Residential (Group D)” and “Green Belt” to “R(C)13”;
- (c) Amendment Item B2 – incorporating a sea area in Nim Shue Wan into the planning scheme area and zoning it as “R(C)14”, and rezoning a site near Nim Shue Wan from “OU(Staff Quarters)1”, “Other Specified Uses” annotated “Service Area” (“OU(Service Area)”), “Other Specified Uses” annotated “Pier (3)” (“OU(Pier)3”) and “Other Specified Uses” annotated

“Petrol Filling Station” (“OU(PFS)”) to “R(C)14”;

- (d) Amendment Item B3 – rezoning a site to the northwest of the marina from “Other Specified Uses” annotated “Sports and Recreation Club (4)” (“OU(SRC)4”) and “R(C)7” to “R(C)15”;
- (e) Amendment Item B4 – rezoning a site to the south of Discovery Bay Road from “OU(Staff Quarters)1”, “OU(Service Area)”, “Other Specified Uses” annotated “Dangerous Goods Store/LPG Store”, “OU(Pier)3”, “OU(PFS)”, “G/IC” and “R(C)7” to “Other Specified Uses” annotated “Residential Development with Service Area Below” (“OU(RDSAB)”) and stipulating sub-areas for it;
- (f) Amendment Item B5 – incorporating a sea area in Nim Shue Wan into the planning scheme area and zoning it as “OU(SRC)4” and stipulating as Area B, and rezoning a site to the west of the marina from “OU(Service Area)”, “Other Specified Uses” annotated “Marina” and “OU(PFS)” to “OU(SRC)4” and stipulating it as Area B; and
- (g) Amendment Item B6 - incorporating a sea area in Nim Shue Wan into the planning scheme area and zoning it as “Other Specified Uses” annotated “Helicopter Landing Pad”.

14. As the presentation by PlanD’s representative had been completed, the Vice-chairman remarked that the amendment items were to take forward the Committee’s decisions to agree two section 12A applications (s.12A applications) No. Y/I-DB/2 and Y/I-DB/4. The Vice-chairman asked that as compared with the agreed s.12A applications, whether there were any changes in development controls under the current proposed amendments to take into account Members’ previous comments.

15. In response, Mr Walter W.N. Kwong, DPO/SKIs, said that to address some Members’ concerns on the building height along Nim Shue Wan during the consideration of the agreed s.12A application No. Y/I-DB/4, the proposed “OU(RDSAB)” zone under Amendment Item B4 was sub-divided into three sub-areas with building height restrictions

descending from the north towards the waterfront to provide statutory control on the stepped building height profile. Besides, suitable modifications had been made to the Notes of the "OU(RDSAB)" zone, where 'Bus Depot', 'Recyclable Collection Centre', 'Refuse Disposal Installation', 'Transport Terminus or Station', 'Vehicle and Golf Cart Depot' and 'Vehicle Repair Workshop' uses would be restricted at the lowest two floors of the future development to avoid possible conflict with/adverse impact on the proposed residential development above. Except for the above, the development controls under the current proposed amendments were generally in line with the agreed s.12A applications.

16. The Vice-chairman then invited questions from Members. Some Members raised the following questions on the proposed reclamation in relation to Amendment Items B1 to B6:

- (a) details of the proposed reclamation and whether the newly reclaimed land would be subject to a land premium;
- (b) whether there was any other reclamation project in Hong Kong adopting similar construction method;
- (c) whether the nearby Nim Shue Wan beach would be affected by the proposed reclamation;
- (d) noting from the section plans in Drawings 2c and 2d of the Paper that some portions of the existing/proposed seawalls fell outside the planning scheme boundary of the OZP, whether there would be any statutory control for the construction/reclamation works to be undertaken at these areas;
- (e) whether an Environmental Impact Assessment (EIA) would be required for the proposed reclamation; and
- (f) whether the helipad (Amendment Item B6) would be formed via reclamation, and the future operation of the reprovisioned helipad.

17. In response, Mr Walter W.N. Kwong, DPO/SKIs, with the aid of some PowerPoint slides and plans, made the following main points:

- (a) according to the applicant of the relevant s.12A application No. Y/I-DB/4, the reclamation would be carried out in the form of decking over piles, as the depth of the concerned water area was relatively shallow. However, excavation might still be required if there were large rocks within the reclamation area where metal pillars were required as supporting structures. The details of the proposed reclamation would be subject to detailed design at a later stage. As the proposed reclamation area fell within a private lot, the costs of the reclamation works would be borne by the lot owner. Before the implementation of the proposed developments under the amendment items (including the proposed reclamation), the lot owner was required to apply to the Lands Department for amendment to the Master Layout Plan (MLP) under the lease, which might be subject to premium consideration;
- (b) according to the applicant of the s.12A application, part of the shopping area near the existing DB Plaza was reclaimed by similar construction method;
- (c) Nim Shue Wan beach would not be affected by the proposed reclamation under the amendment items;
- (d) for the areas outside the planning scheme boundary of the OZP, the proposed developments/works would be governed by other relevant legislations, e.g. the Foreshore and Sea-bed (Reclamations) Ordinance for reclamation works and the Buildings Ordinance for building works;
- (e) the applicant had submitted an Environmental Study to support the relevant s.12A application. While the applicant claimed that the proposed reclamation should be exempted from the provisions of the Environmental Impact Assessment (EIA) Ordinance (EIAO) as the reclamation had been authorised under the Foreshore and Sea-bed

(Reclamations) Ordinance before EIAO came into effect in 1998, the Lands Department advised that the authorised reclamation was for a leisure and resort centre rather than residential development and hence, authorisation of the proposed reclamation might need to obtain subject to further legal advice. Therefore, the submission of an EIA for the proposed reclamation might still be required. The scope and details of the EIA submission would be confirmed at detailed design stage; and

- (f) the proposed helicopter landing pad under Amendment Item B6, which would be created through reclamation, was for reprovisioning the existing helipad near Lantau Yacht Club office within Amendment Item B5 site. The existing helipad was provided by the lot owner and was required to make available for Government use at all times under the lease. While no details were given by the applicant, it was envisaged that the operation of the reprovisioned helicopter landing pad under Amendment Item B6 would be similar to that of the existing helipad.

18. A Member asked about the details of the proposed tree compensation and considered that both the number and size of trees should be taken into account in the compensation proposal. In response, Mr Walter W.N. Kwong, DPO/SKIs, with the aid of some PowerPoint slides, said that according to the applicant of the relevant s.12A applications, the majority of the trees at the amendment sites would be either retained or transplanted whilst most of the mature trees would be preserved in-situ. The felled trees (118 out of 225 trees at Amendment Item A site and 178 out of 720 trees at Amendment Items B1 to B5 site) would be compensated within the amendment sites at a ratio exceeding 1:1 in terms of number. The applicant had also committed to exploring opportunities to provide additional compensatory trees at suitable locations outside the amendment sites.

19. The Secretary supplemented that according to the Development Bureau (DEVB) Technical Circular (Works) No. 4/2020 – Tree Preservation (the Technical Circular), compensatory tree planting should be of a ratio not less than 1:1 in terms of number as far as practicable. If sufficient growing space could be identified, the compensatory tree planting ratio of 1:1 in terms of aggregated diameter at breast height should be achieved. The Member further stated that while the requirements set out in the Technical Circular were well

noted, given the presence of ample space within Discovery Bay which was under the sole ownership of the applicant, there was potential for planting more compensatory trees. Another Member echoed, and they suggested that the applicant's commitment to explore opportunities for additional compensatory trees should be reflected in the OZP to ensure better tree compensation.

20. In response to a Member's query on the possibility of imposing such requirement in the OZP at the current proposed amendment stage, the Secretary said that it was feasible to incorporate such requirement in the Explanatory Statement (ES) of the OZP to clearly reflect the views of the Town Planning Board (the Board), which would serve as guidance for the relevant government departments when processing future land documents, MLP, etc. The Vice-chairman suggested and Members agreed that the relevant paragraph in the ES of the OZP at Attachment IV of the Paper should be revised to reflect Members' concerns. The Secretary remarked that the Secretariat of the Board would follow up on the revision to the ES to take into account Members' views on tree compensation.

21. After deliberation, subject to the revision of the ES to address Members' concerns on tree compensation, the Committee decided to:

- (a) agree to the proposed amendments to the approved Discovery Bay OZP No. S/I-DB/4 as shown on the draft Discovery Bay OZP No. S/I-DB/4A at Attachment II of the Paper (to be renumbered as S/I-DB/5 upon exhibition) and its Notes at Attachment III of the Paper were suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper with the revision on tree compensation for the draft Discovery Bay OZP No. S/I-DB/4A (to be renumbered as S/I-DB/5) as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP and the revised ES would be published together with the OZP.

22. Members noted that as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if

appropriate, before their publication under the Ordinance. Any major revisions would be submitted for the Board's consideration.

[Post-meeting Note: the following statement was added to the end of paragraph 7.3 of the ES: "To maintain and enhance the landscape quality of the area, the developer(s) should endeavour to achieve enhanced tree compensation arrangement, as far as practicable, for any tree felling due to new developments in Discovery Bay."]

[Ms Tammy S.N. Kong, Senior Town Planner/Sai Kung and Islands (STP/SKIs), and Mr Matthew L.M. Tai, Town Planner/Sai Kung and Islands (TP/SKIs), were invited to the meeting at this point.]

### **Agenda Item 7**

#### **Section 16 Application**

[Open Meeting (Presentation and Question Sessions only)]

A/SK-HC/348            Temporary Private Garden for a Period of 3 Years in "Village Type Development" Zone and area shown as 'Road', Lots 1067 S.D and 1074 S.B (Part) in D.D. 244 and Adjoining Government Land, Ho Chung New Village, Sai Kung  
(RNTPC Paper No. A/SK-HC/348)

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#### **Presentation and Question Sessions**

23.            With the aid of some plans, Mr Matthew L.M. Tai, TP/SKIs, briefed Members on the background of the application, the applied use, departmental comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department considered that the temporary use could be tolerated for a period of three years.

24.            Noting that part of the application site (the Site) was government land (GL), a Member enquired whether the GL could be used for Small House development by eligible indigenous villagers. In response, Mr Matthew L.M. Tai, TP/SKIs, said that the GL portion of the Site mainly fell within an area shown as 'Road' on the Outline Zoning Plan and Small House development was not in line with the planning intention of area shown as 'Road'.



### Deliberation Session

25. Noting that it was common for GL being granted to the owners of the adjoining Small Houses/Houses at low fees for private garden use, a Member opined that appropriate mechanism could be explored to discourage such similar cases in the future.

26. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 3 years until 15.3.2027, on the terms of the application as submitted to the Town Planning Board. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.

### **Agenda Item 9**

#### Section 16 Application

[Open Meeting (Presentation and Question Sessions only)]

A/SK-PK/291 Proposed Minor Relaxation of Site Coverage and Plot Ratio Restrictions for Permitted House Development in “Residential (Group C)2” Zone, Lot 859 in D.D. 216, 101 Tai Mong Tsai Road, Sai Kung (RNTPC Paper No. A/SK-PK/291A)

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#### Presentation and Question Sessions

27. With the aid of some plans, Ms Tammy S.N. Kong, STP/SKIs, briefed Members on the background of the application, the proposed development, departmental comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department had no objection to the application.

28. Members had no question on the application.

### Deliberation Session

29. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board. The permission should be valid until 15.3.2028, and after the said date, the permission should cease to have effect

unless before the said date, the development permitted was commenced or the permission was renewed. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.

[The Vice-chairman thanked PlanD's representatives for attending the meeting. They left the meeting at this point.]

### **Sha Tin, Tai Po and North District**

[Messers Kevin K.W. Lau, Jeffrey P.K. Wong and Tim T.Y. Fung, Senior Town Planners/Shan Tin, Tai Po and North (STPs/STN), and Mr Nicol W.K. Yu, Town Planner/Shan Tin, Tai Po and North (TP/STN), were invited to the meeting at this point.]

#### **Agenda Item 10**

##### **Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/TP/693                      Proposed Public Utility Installation (Stormwater Storage Facility) in "Open Space" Zone, Government Land at Tai Po Old Market Playground (Part) and a registered slope No. 7NW-B/F 193, Tai Po  
(RNTPC Paper No. A/TP/693)

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30.            The Secretary reported that the application site (the Site) was located in Tai Po. The application was submitted by the Drainage Services Department (DSD) and AECOM Asia Company Limited (AECOM) was the consultant of the applicant. The following Members had declared interests on the item:

- |                     |   |  |
|---------------------|---|--|
| Dr Venus Y.H. Lun   | - | co-owning with spouse a property in Tai Po;              |
| Dr Conrad T.C. Wong | - | having current business dealings with DSD and AECOM; and |
| Mr Vincent K.Y. Ho  | - | having current business dealings with AECOM.             |



the background of the application, the proposed development, departmental comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department (PlanD) did not support the application.

36. Noting that the application site (the Site) was the subject of a previous application (No. A/NE-LT/758) submitted by the same applicant for the same proposed development which was rejected by the Committee in October 2023, a Member asked whether the previous and current applications were submitted by the same authorised agent and the applicant had provided any new justifications for the current application. In response, Mr Kevin K.W. Lau, STP/STN, said that the previous and current applications were submitted by the same authorised agent and supported by largely similar justifications.

37. The Secretary remarked that under the Town Planning Ordinance, there was no provision for the Town Planning Board (the Board) not to consider applications for the sites that were the subject of previously rejected application(s), even if the applications were submitted by the same applicant with similar proposals. Besides, there might be change in planning circumstances and new justifications from the applicant for such repeated applications.

38. A Member noted that there was a number of Small House grants approved by the Lands Department in the vicinity of the Site, with some of them approved more than 20 years ago but yet to be executed, and enquired about the reason for such a delay in implementation. In response, Mr Kevin K.W. Lau, STP/STN, said that the implementation of the proposed Small House developments was subject to the specific circumstances of individual cases, such as certain technical considerations.

39. In response to a Member's query on whether the proposed Small House could be considered as an "infill" development warranting sympathetic consideration, the Secretary said that according to the 'Interim Criteria for Consideration of Application for New Territories Exempted House/Small House in New Territories' (the Interim Criteria), sympathetic consideration might be given to a New Territories Exempted House (NETH)/Small House application if there were specific circumstances to justify the case, such as the Site being an infill site among existing NTEHs/Small Houses. However, for the current application, most of the proposed NTEH/Small House developments in its vicinity

were yet to be implemented and hence the cluster of NTEHs/Small Houses was not yet established. As such, sympathetic consideration could not be given in accordance with the Interim Criteria.

#### Deliberation Session

40. A Member observed that for applications with very slim chance of approval under the prevailing assessment criteria of the Board, some applicants still made repeated submissions without any new justifications, and, as a result, the relevant government bureaux/departments and the Board had to devote considerable effort to process those applications. The Member suggested that PlanD could explore to promulgate more information in respect of the assessment criteria of the Board, with a view to minimising the number of such applications. In response, the Secretary said that in formulating the Interim Criteria, the locals had been consulted and the Interim Criteria had been promulgated and exercised effectively for a long time. With years of implementation, the locals were well aware of the assessment criteria as detailed in the Interim Criteria. Besides, the Interim Criteria were available to the public from the Board's website and members of the public could always seek advice from the District Planning Offices of PlanD before submitting a formal application if needed. After discussion, Members generally considered that the current practice in promulgating the relevant assessment criteria for public information was adequate.

41. After deliberation, the Committee decided to reject the application. The reasons were:

“(a) the proposed development is not in line with the planning intention of the “Agriculture” zone which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from the planning intention; and

(b) land is still available within the “Village Type Development” (“V”) zones

of Shui Wo and Sha Pa which is primarily intended for Small House development. It is considered more appropriate to concentrate the proposed Small House development within the “V” zones for more orderly development pattern, efficient use of land and provision of infrastructures and services.”

## **Agenda Item 12**

### **Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/NE-KLH/639      Proposed Public Utility Installation (Solar Photovoltaic System) in  
“Village Type Development” Zone, Lot 1005 in D.D. 7, Wai Tau  
Tsuen, Tai Po  
(RNTPC Paper No. A/NE-KLH/639)

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### **Presentation and Question Sessions**

42.            With the aid of some plans, Mr Jeffrey P.K. Wong, STP/STN, briefed Members on the background of the application, the proposed use, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department had no objection to the application.

43.            Two Members raised the following questions:

- (a)    whether installation of solar panels at the rooftop of a New Territories Exempted House (NTEH) or a temporary structure required planning permission from the Town Planning Board (the Board); and
- (b)    whether the two temporary structures at the application site (the Site) were authorised by relevant government department(s).

44.            In response, Mr Jeffrey P.K. Wong, STP/STN, made the following main points:

- (a)    according to the Notes of the Outline Zoning Plan, ‘Public Utility

Installation' was a Column 2 use which required planning permission from the Board within the subject "Village Type Development" zone. However, for the solar panels installed at the rooftop of NTEHs, if the electricity generated was for the use of the NTEH, it could be regarded as an ancillary use and no planning permission was required. As the proposed solar photovoltaic system under the application would be installed at two temporary structures and connected to the existing electrical power network under the 'Renewable Energy Feed-in Tariff Scheme', it would be regarded as 'Public Utility Installation' and planning permission from the Board was required; and

- (b) according to the Lands Department, the two temporary structures at the Site were surveyed squatter structures which were tolerated to remain on a temporary basis. According to the applicant, both structures were recently rebuilt.

#### Deliberation Session

45. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board. The permission should be valid until 15.3.2028, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the approval conditions stated in the Paper. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.

**Agenda Items 15 and 16**

Section 16 Applications

[Open Meeting (Presentation and Question Sessions Only)]

A/NE-TK/792 Proposed House (New Territories Exempted House - Small House) in “Green Belt” Zone, Government Land near Lot 840 in D.D.28, Lung Mei, Tai Po  
(RNTPC Paper No. A/NE-TK/792)

A/NE-TK/793 Proposed House (New Territories Exempted House - Small House) in “Green Belt” Zone, Lot 391 S.A in D.D. 28, Lung Mei, Tai Po  
(RNTPC Paper No. A/NE-TK/793)

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46. The Committee agreed that as the two s.16 applications for proposed house (New Territories Exempted House – Small House) were similar in nature and the application sites were located in close proximity to each other within the same “Green Belt” zone, they could be considered together.

Presentation and Question Sessions

47. With the aid of some plans, Mr Jeffrey P.K. Wong, STP/STN, briefed Members on the background of the applications, the proposed developments, departmental and public comments, and the planning considerations and assessments as detailed in the Papers. The Planning Department did not support the applications.

48. Members had no question on the applications.

Deliberation Session

49. After deliberation, the Committee decided to reject the applications. The reasons for each of the applications were:

- “(a) the proposed development is not in line with the planning intention of the “Green Belt” zone which is primarily for defining the limits of urban and



sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. There is no strong planning justification in the submission for a departure from this planning intention; and

- (b) land is still available within the “Village Type Development” (“V”) zone of Lung Mei and Tai Mei Tuk which is primarily intended for Small House development. It is considered more appropriate to concentrate the proposed Small House development within the “V” zone for more orderly development pattern, efficient use of land and provision of infrastructure and services.”

### **Agenda Items 18 to 20**

#### **Section 16 Applications**

[Open Meeting (Presentation and Question Sessions Only)]

A/NE-LK/156 Proposed House (New Territories Exempted House - Small House) in “Agriculture” Zone, Lots 1396 S.B and 1397 S.B in D.D. 39, Ma Tseuk Leng, Sha Tau Kok

A/NE-LK/157 Proposed House (New Territories Exempted House - Small House) in “Agriculture” Zone, Lots 1396 S.C and 1397 S.C in D.D. 39, Ma Tseuk Leng, Sha Tau Kok

A/NE-LK/158 Proposed House (New Territories Exempted House - Small House) in “Agriculture” Zone, Lots 1396 S.D and 1397 S.D in D.D. 39, Ma Tseuk Leng, Sha Tau Kok  
(RNTPC Paper No. A/NE-LK/156, 157 and 158)

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50. The Committee agreed that as the three s.16 applications for proposed house (New Territories Exempted House – Small House) were similar in nature and the application sites were located in close proximity to one another within the same “Agriculture” zone, they could be considered together.

Presentation and Question Sessions

51. With the aid of some plans, Mr Tim T.Y. Fung, STP/STN, briefed Members on the background of the applications, the proposed developments, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department had no objection to the applications.

52. In response to a Member's query on the status of the Small House grants in relation to the applications, Mr Tim T.Y. Fung, STP/STN, said that as advised by the Lands Department, the relevant Small House grants were still under processing. Since the previous planning approvals had already lapsed, the applicants had to submit fresh s.16 applications for the proposed developments.

Deliberation Session

53. After deliberation, the Committee decided to approve the applications, on the terms of the applications as submitted to the Town Planning Board. Each of the permissions should be valid until 15.3.2028, and after the said date, the permissions should cease to have effect unless before the said date, the developments permitted were commenced or the permissions were renewed. The Committee also agreed to advise the applicants to note the advisory clauses as set out in the appendix of the Paper.

**Agenda Item 36**

Section 16 Application

[Open Meeting]

A/NE-TKLN/81 Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of Three Years in "Recreation" Zone, Lots 1479 S.B ss.3 and 1480 S.B RP in D.D. 78, Ta Kwu Ling North

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54. The Secretary reported that the application was withdrawn by the applicant.

[The Vice-chairman thanked PlanD's representatives for attending the meeting. They left the meeting at this point.]

[Dr Venus Y.H. Lun left the meeting temporarily at this point.]

**Fanling, Sheung Shui and Yuen Long East District**

[Ms Lucille L.S. Leung and Mr C.K. Fung, Senior Town Planners/Fanling, Sheung Shui and Yuen Long East (STPs/FSYLE), and Ms Andrea W.Y. Yan, Town Planner/Fanling, Sheung Shui and Yuen Long East (TP/FSYLE), were invited to the meeting at this point.]

**Agenda Item 39**

**Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/KTN/101            Temporary Warehouse and Vehicle Repair Workshop with Ancillary Office and Staff Rest Room for a Period of 3 Years in "Open Space" and "Other Specified Uses" annotated "Business and Technology Park" Zones and area shown as 'Road', Lots 736 RP, 738 RP (Part) and 739 RP in D.D. 95 and Adjoining Government Land, Kwu Tung North (RNTPC Paper No. A/KTN/101)

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55.            The Secretary reported that the application site (the Site) was located in Kwu Tung and Dr C.H. Hau had declared an interest on the item for owning a property in Kwu Tung. As the property owned by Dr C.H. Hau had no direct view of the Site, the Committee agreed that he could stay in the meeting.

**Presentation and Question Sessions**

56.            With the aid of some plans, Ms Lucille L.S. Leung, STP/FSYLE, briefed Members on the background of the application, the applied uses, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department did not support the application.

57. Members had no question on the application.

Deliberation Session

58. After deliberation, the Committee decided to reject the application. The reason was:

“the application site (the Site) falls with the Remaining Phase of the Kwu Tung North/Fanling North New Development Area (KTN/FLN NDA) with imminent land resumption and development programme. Approval of the application would jeopardise the planned developments of the Site under the KTN/FLN NDA. There is no strong planning justifications in the submission for a departure from the planning intentions.”

**Agenda Item 41**

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/YL-KTN/964 Proposed Flats with Minor Relaxation of Plot Ratio and Building Height Restrictions in “Residential (Group E)” Zone, Lot 1071 in D.D. 103 and Adjoining Government Land, Ha Ko Po Tsuen, Kam Tin, Yuen Long  
(RNTPC Paper No. A/YL-KTN/964A)

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59. The Secretary reported that the application was submitted by Ease Gold Development Limited, which was a subsidiary of Sun Hung Kai Properties Limited (SHK). The following Members had declared interests on the item:

Miss Winnie W.M. Ng - for being a director of the Kowloon Motor Bus Company (1933) Limited (KMB) and Long Win Company Limited (Long Win), and SHK was having shareholding interests

of KMB and Long Win;

Dr Conrad T.C. Wong - having current business dealings with SHK;  
and

Mr Vincent K.Y. Ho - having current business dealings with SHK.

60. As the interest of Miss Winnie W.M. Ng was direct, the Committee agreed that she should refrain from discussion for the item and be invited to leave the meeting temporarily for the deliberation session. As Dr Conrad T.C. Wong and Mr Vincent K.Y. Ho had no involvement in the application, the Committee agreed that they could stay in the meeting.

61. With the aid of a PowerPoint presentation, Mr C.K. Fung, STP/FSYLE, briefed Members on the background of the application, the proposed development, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department had no objection to the application.

62. Members had no question on the application.

[Miss Winnie W.M. Ng left the meeting temporarily at this point.]

#### Deliberation Session

63. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board. The permission should be valid until 15.3.2028, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the approval conditions stated in the Paper. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.

[Miss Winnie W.M. Ng rejoined the meeting at this point.]

**Agenda Item 46**

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/YL-KTN/984 Proposed Temporary Private Club for a Period of 3 Years in  
“Residential (Group C) 2” Zone, Lot 130 RP in D.D.110 and Adjoining  
Government Land, Kam Tin, Yuen Long  
(RNTPC Paper No. A/YL-KTN/984)

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Presentation and Question Sessions

64. With the aid of some plans, Ms Andrea W.Y. Yan, TP/FSYLE, briefed Members on the background of the application, the proposed use, departmental comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department had no objection to the application.

65. Members had no question on the application.

Deliberation Session

66. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 3 years until 15.3.2027, on the terms of the application as submitted to the Town Planning Board and subject to the approval conditions stated in the Paper. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.

[The Vice-chairman thanked PlanD’s representatives for attending the meeting. They left the meeting at this point.]

[Dr Venus Y.H. Lun rejoined the meeting at this point.]

**Tuen Mun and Yuen Long West District**

**Agenda Item 61**

[Open Meeting]

Proposed Amendments to the Approved Tin Shui Wai Outline Zoning Plan No. S/TSW/16  
(RNTPC Paper No. 2/24)

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67. The Secretary reported that Amendment Item A involved rezoning of a site at Tin Shui Wai Area 14 to facilitate a proposed private residential development, which was supported by an engineering feasibility study (EFS) conducted by the Civil Engineering and Development Department (CEDD), and Amendment Item A site was mainly occupied by the Tin Shui Wai Bus Depot of the Kowloon Motor Bus Company (1933) Limited (KMB) under Short Term Tenancies. The following Members had declared interests on the item:

- |                     |   |  |
|---------------------|---|--|
| Miss Winnie W.M. Ng | - | for being a director of KMB; and   |
| Dr C.H. Hau         | - | for being a member of a focus group of CEDD on the study related to the Kau Yi Chau Artificial Islands, an adviser to CEDD on the development of New Territories North, and conducting contract research projects with CEDD. |

68. As the interest of Miss Winnie W.M. Ng was direct, the Committee agreed that she should be invited to leave the meeting temporarily for the item. As Dr C.H. Hau had no involvement in Amendment Item A, the Committee agreed that he could stay in the meeting.

[Miss Winnie W.M. Ng left the meeting temporarily at this point.]

**Presentation and Question Sessions**

69. The following government representatives and consultants were invited to the meeting at this point:

Planning Department (PlanD)

Mr Raymond H.F. Au	-	District Planning Officer/Tuen Mun and Yuen Long West (DPO/TMYLW)
Mr Eric C.Y. Chiu	-	Senior Town Planner/Tuen Mun and Yuen Long West (STP/TMYLW)
Ms Jessie M.H. Kwok	-	Town Planner/Tuen Mun and Yuen Long West

CEDD

Mr Carl K.S. Ng	-	Senior Engineer/10 (W)
Mr Ray C.W. Choy	-	Engineer/24 (W)

Consultants

Dr Karl An	-	AECOM Asia Company Limited (AECOM)
Ms C.M. Kwok	-	AECOM

70. With the aid of a PowerPoint presentation, Mr Eric C.Y. Chiu, STP/TMYLW, briefed Members on the background of the proposed amendments to the Outline Zoning Plan (OZP), technical considerations, provision of government, institution and community facilities and open space in the area, consultation conducted and departmental comments as detailed in the Paper. The proposed amendments included:

- (a) Amendment Item A – rezoning a site in Tin Shui Wai Area 14 from “Other Specified Uses” annotated “Bus Depot”, “Government, Institution or Community” (“G/IC”) and area shown as ‘Road’ to “Residential (Group A)2”;
- (b) Amendment Item B1 – rezoning a site in Tin Shui Wai Area 115 from “Comprehensive Development Area” (“CDA”) to “Residential (Group B) 3” (“R(B)3”) with designation of non-building area (NBA);
- (c) Amendment Item B2 – rezoning a site in Tin Shui Wai Area 112 from “CDA” to “R(B)4” with designation of NBA;



- (d) Amendment Item B3 – rezoning two strips of land in Tin Shui Wai Areas 112 and 115 from “CDA” to area shown as ‘Road’; and
- (e) Amendment Item C – rezoning a site at the junction of Tin Yip Road and Tin Kwai Road from “Other Specified Uses” annotated “Telephone Exchange” to “G/IC”.

71. The Vice-chairman remarked that Amendment Items B and C were mainly to reflect the as-built developments and the latest planning circumstances. In response to the Vice-chairman’s enquiry, Mr Raymond H.F. Au, DPO/TMYLW, PlanD said that Amendment Item A site (Item A Site) was intended to be disposed for private residential development upon completion of the statutory OZP amendment process. The Vice-chairman then invited questions and views from Members.

72. A Member enquired whether there was any possibility to include Tin Chuk Street and the telephone exchange site to the west of Item A site into the proposed private residential development to optimise utilisation of land resources. In response, Mr Raymond H.F. Au, DPO/TMYLW, PlanD said that Tin Chuk Street was the only vehicular access to the existing Tin Shui Wai Tin Chuk Street Sewage Pumping Station to the southwest of Item A Site currently serving the Tin Shui Wai area, while access to the telephone exchange to the west of Item A site was from Tin Pak Road. The relevant government bureau(x)/department(s) currently had no plan to relocate the sewage pumping station and the telephone exchange. As such, Tin Chuk Street, the sewage pumping station site and the telephone exchange site were not included in the site boundary of the proposed residential housing development under CEDD’s EFS. In that regard, the same Member considered that retaining Tin Chuk Street to serve solely the sewage pumping station might not be efficient in terms of land utilisation, and opined that consideration could be given to including Tin Chuk Street into the proposed private residential development site should there be a change in circumstances in the future.

73. After deliberation, the Committee decided to:

- (a) agree to the proposed amendments to the approved Tin Shui Wai OZP No.

S/TSW/16 as shown on the draft Tin Shui Wai OZP No. S/TSW/16A at Attachment II of the Paper (to be renumbered as S/TSW/17 upon exhibition) and its Notes at Attachment III of the Paper were suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and

- (b) adopt the revised Explanatory Statement (ES) for the draft Tin Shui Wai OZP No. S/TSW/16A at Attachment IV of the Paper (to be renumbered as S/TSW/17) as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP and the revised ES would be published together with the OZP.

74. Members noted that as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Ordinance. Any major revision would be submitted for the Board's consideration.

[The Vice-chairman thanked the government representatives and consultants for attending the meeting. They left the meeting at this point.]

[Miss Winnie W.M. Ng rejoined the meeting at this point.]

[Mr Eric C.Y. Chiu, Senior Town Planner/Tuen Mun and Yuen Long West (STP/TMYLW), was invited to the meeting at this point.]

### **Agenda Item 63**

#### **Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/YL-LFS/506 Proposed Filling of Land for Permitted Agricultural Use in "Village Type Development" Zone, Lot 1394 S.A in D.D. 129, Mong Tseng Wai, Lau Fau Shan, Yuen Long  
(RNTPC Paper No. A/YL-LFS/506)

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### Presentation and Question Sessions

75. With the aid of some plans, Mr Eric C.Y. Chiu, STP/TMYLW, briefed Members on the background of the application, the proposed works, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department did not support the application.

76. A Member noted that when the previous application No. A/YL-LFS/271 for proposed filling of land was approved by the Committee in 2015, the application site (the Site) was fragmented from the fish ponds/wetland in the Wetland Conservation Area due to unauthorised development, and asked if there had been any change/improvement to the environment in the area since then. In response, Mr Eric C.Y. Chiu, STP/TMYLW, said that around 2015, land filling works had been carried out in the vicinity of the Site and the environment of the area was adversely affected. Subsequently, with enforcement actions taken by the Planning Authority, the environment of the Site and its vicinity had seen improvements in recent years and the area was now largely covered by vegetation. The Vice-chairman expressed appreciation for the effectiveness of enforcement actions taken by the Planning Department.

### Deliberation Session

77. After deliberation, the Committee decided to reject the application. The reasons were:

- “(a) the proposed filling of land, which falls within the Wetland Buffer Area, is not in line with the Town Planning Board Guidelines for ‘Application for Developments within Deep Bay Area under Section 16 of the Town Planning Ordinance’ (TPB PG-No. 12C) in that there is no ecological impact assessment in the submission to demonstrate that the proposed filling of land would not result in “net-loss in wetland” and negative off-site disturbance impact to the wetland/fishponds at the Wetland Conservation Area; and
- (b) the applicant fails to justify the need for the proposed filling of land, and to

demonstrate that the proposed filling of land would not have adverse landscape impact on the surrounding areas.”

**Agenda Item 65**

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/YL-LFS/508      Temporary Open Storage of Construction Materials for a Period of 3 Years in “Residential (Group E)” and “Green Belt” Zones, Lots 1700 (Part) and 1701 (Part) in D.D. 129, Lau Fau Shan, Yuen Long  
(RNTPC Paper No. A/YL-LFS/508)

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Presentation and Question Sessions

78.            With the aid of some plans, Mr Eric C.Y. Chiu, STP/TMYLW, briefed Members on the background of the application, the applied use, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department did not support the application.

79.            Members had no question on the application.

Deliberation Session

80.            After deliberation, the Committee decided to reject the application. The reasons were :

- “(a) the applied use is not in line with the planning intention of the “Residential (Group E)” zone, which is primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. There is no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis;
- (b) the applied use is not in line with the Town Planning Board Guidelines for

‘Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance’ (TPB PG-No. 13G) in that the applicant fails to demonstrate that the applied use would not have adverse traffic impact on the surrounding areas; and

- (c) the applicant fails to demonstrate that the applied use would not be susceptible to adverse slope safety impact and would not have adverse slope safety impact on the surrounding areas.”

**Agenda Item 67**

Section 16 Application

[Open Meeting]

A/YL-PN/75

Proposed Redevelopment of House (New Territories Exempted House), and Filling and Excavation of Land in “Coastal Protection Area” Zone, Lot 117 in D.D. 135 and Adjoining Government Land, Sheung Pak Nai, Yuen Long

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81. The Secretary reported that the application was withdrawn by the applicant.

[The Vice-chairman thanked PlanD’s representative for attending the meeting. He left the meeting at this point.]

[The Chairman joined the meeting and took over the Chairmanship at this point.]

**Agenda Item 86**

Any Other Business

Section 16A Application

[Open Meeting]

A/YL-TYST/1132-4      Application for Extension of Time for Compliance with Planning Conditions, Government Land in D.D. 120, Lam Hau Tsuen, Yuen Long (including part of the Former Wa Fung School)

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82.            The Secretary reported that application No. A/YL-TYST/1132 was approved with conditions by the Committee on 10.6.2022. The deadline for compliance with approval conditions was 10.3.2024 for conditions (a) and (d) and 10.6.2024 for conditions (b) and (e). An application for extension of time for compliance with approval conditions up till 10.6.2024 for conditions (a) and (d) and up till 10.9.2024 for conditions (b) and (e) was received by the Town Planning Board on 8.3.2024, which was the last working day before the expiry of the specified time limit for approval conditions (a) and (d). The time limit for compliance with conditions (a) and (d) had already expired on 10.3.2024, and the planning approval for the subject application had ceased to have effect and had on the same date been revoked.

83.            After deliberation, the Committee noted that the section 16A application could not be considered as the planning permission was no longer valid at the time of consideration.

84.            There being no other business, the meeting was closed at 4:35 p.m..

**Minutes of 738<sup>th</sup> Rural and New Town Planning Committee  
(held on 15.3.2024)**

**Deferral Cases**

Requests for Deferment by Applicant for Two Months

<b>Item No.</b>	<b>Application No.*</b>	<b>Times of Deferment</b>
4	Y/YL-LFS/12	4 <sup>th</sup> #
8	A/SK-HC/349	1 <sup>st</sup>
17	A/NE-HLH/73	1 <sup>st</sup>
22	A/NE-LYT/816	2 <sup>nd</sup> ^
24	A/NE-MKT/33	1 <sup>st</sup>
25	A/NE-MKT/34	1 <sup>st</sup>
28	A/NE-MUP/200	1 <sup>st</sup>
29	A/NE-TKL/742	2 <sup>nd</sup> ^
32	A/NE-TKL/747	1 <sup>st</sup>
37	A/FSS/296	1 <sup>st</sup>
38	A/FSS/297	1 <sup>st</sup>
42	A/YL-KTN/980	1 <sup>st</sup>
43	A/YL-KTN/981	1 <sup>st</sup>
44	A/YL-KTN/982	1 <sup>st</sup>
45	A/YL-KTN/983	1 <sup>st</sup>
47	A/YL-KTN/985	1 <sup>st</sup>
48	A/YL-KTN/987	1 <sup>st</sup>
49	A/YL-KTN/989	1 <sup>st</sup>
50	A/YL-KTN/990	1 <sup>st</sup>
51	A/YL-KTN/991	1 <sup>st</sup>
52	A/YL-KTS/988	1 <sup>st</sup>
53	A/YL-KTS/990	1 <sup>st</sup>
54	A/YL-KTS/991	1 <sup>st</sup>
56	A/YL-MP/363	1 <sup>st</sup>
57	A/YL-MP/364	1 <sup>st</sup>
58	A/YL-NSW/322	1 <sup>st</sup>
60	A/YL-SK/362	1 <sup>st</sup>
64	A/YL-LFS/507	1 <sup>st</sup>
68	A/YL/316	1 <sup>st</sup>
74	A/YL-TT/635	1 <sup>st</sup>
75	A/YL-TT/636	1 <sup>st</sup>
76	A/TM-SKW/124	1 <sup>st</sup>
77	A/HSK/490	2 <sup>nd</sup> ^
79	A/HSK/501	1 <sup>st</sup>

**Note:**

# For Item 4, as the application was submitted before 24.8.2021, the considerations for deferral under the then Town Planning Board Guidelines No. 33A are applicable.

^ The 2<sup>nd</sup> Deferment is the last deferment and no further deferment will be granted unless under special circumstances and supported with strong justifications.

**Declaration of Interests**

The Secretary reported the following declaration of interests:

Item No.	Members' Declared Interests	
4	The application was submitted by New Magnificent Limited, which was affiliated with Sun Hung Kai Properties Limited (SHK). AECOM Asia Company Limited (AECOM) was one of the consultants of the applicant.	<ul style="list-style-type: none"> <li>- Miss Winnie W.M. Ng for being a director of the Kowloon Motor Bus Company (1933) Limited (KMB) and Long Win Company Limited (Long Win), and SHK was having shareholding interests of KMB and Long Win</li> <li>- Dr Conrad T.C. Wong and Mr Vincent K.Y. Ho for having current business dealings with SHK and AECOM</li> </ul>
29 and 32	The applicaiton sites were located in Ta Kwu Ling.	<ul style="list-style-type: none"> <li>- Dr Conrad T.C. Wong for his firms owning some land in Ta Kwu Ling</li> </ul>
43	The application was submitted by Sanfield (Management) Limited.	<ul style="list-style-type: none"> <li>- Dr Conrad T.C. Wong for having current business dealings with Sanfield (Management) Limited</li> </ul>
56	The application site was located in Mai Po. The application was submitted by CLP Power Hong Kong Limited (CLP).	<ul style="list-style-type: none"> <li>- Mr K.W. Leung for owning a property in Mai Po</li> <li>- Dr Conrad T.C. Wong for having current business dealings with CLP</li> </ul>
58	The application was submitted by CLP.	<ul style="list-style-type: none"> <li>- Dr Conrad T.C. Wong for having current business dealings with CLP</li> </ul>
68	The application was submitted by Hong Kong Housing Authority (HKHA).	<ul style="list-style-type: none"> <li>- Mr Paul Y.K. Au (as Chief Engineer (Works), Home Affairs Department) for being a member of the Strategic Planning Committee and the Subsidised Housing Committee of HKHA</li> <li>- Dr Conrad T.C. Wong for having current business dealings with HKHA</li> </ul>



The Committee noted that Mr Paul Y.K. Au had tendered an apology for being unable to attend the meeting and Dr Conrad T.C. Wong had not yet joined the meeting. As the interest of Miss Winnie W.M. Ng was direct, the Committee agreed that she could stay in the meeting but should refrain from participating in the discussion for Item 4. As Mr Vincent K.Y. Ho had no involvement in the application under Item 4, and the property owned by Mr K.W. Leung had no direct view of the application site of Item 56, the Committee agreed that they could stay in the meeting.

**Minutes of 738<sup>th</sup> Rural and New Town Planning Committee  
(held on 15.3.2024)**

**Renewal Cases**

Applications for renewal of temporary approval for 3 years

<b>Item No.</b>	<b>Application No.</b>	<b>Renewal Application</b>	<b>Renewal Period</b>
6	A/SK-CWBN/76	Temporary Vehicle Park (Private Cars and Light Goods Vehicles) in “Village Type Development” Zone, Lot 106 RP in D.D. 239, Mang Kung Uk, Hang Hau, Sai Kung	28.3.2024 - 27.3.2027
23	A/NE-LYT/822	Temporary Golf Training Centre in “Agriculture” Zone, Lot 1828 (Part) in D.D. 76, Ma Mei Ha, Fanling	27.3.2024 - 26.3.2027
40	A/KTN/102	Temporary Soya Products Processing Workshop, Retailing and Outside Seating Accommodation in “Agriculture(1)” Zone, Lots 1049 and 1050 in D.D. 95 and Adjoining Government Land, Kwu Tung North, Sheung Shui	31.3.2024 - 30.3.2027
66	A/YL-LFS/509	Temporary Transitional Housing with Ancillary Uses in “Residential (Group C)” and “Residential (Group D)” Zones, Various Lots in D.D. 128 and D.D. 129, and adjoining Government Land, Lau Fau Shan, Yuen Long	15.3.2024 - 15.3.2027
70	A/YL-TYST/1254	Temporary Shop and Services in “Residential (Group D)” Zone, Lot 2734 (Part) in D.D. 124, Tan Kwai Tsuen, Yuen Long	1.5.2024 - 30.4.2027
73	A/YL-TYST/1257	Temporary Warehouse for Storage of Machinery and Spare Parts in “Government, Institution or Community (2)” and “Open Space” Zones and area shown as ‘Road’, Lots 1483 S.A RP and 1483 S.B RP in D.D. 119 and Adjoining Government Land, Kung Um Road, Yuen Long	7.4.2024 - 6.4.2027
81	A/HSK/503	Temporary Public Vehicle Park (Private Car and Light Goods Vehicle) in “Open Space” Zone, Lot 908 RP in D.D.125, Ha Tsuen, Yuen Long	7.4.2024 - 6.4.2027
82	A/HSK/504	Temporary Public Vehicle Park (Private Car and Light Goods Vehicle) in “Open Space” Zone and area shown as ‘Road’, Lots 904 S.B RP and 907 RP in D.D. 125, Ha Tsuen, Yuen Long	15.5.2024 - 14.5.2027

**Declaration of Interests**

The Secretary reported the following declaration of interests:

<b>Item No.</b>	<b>Members' Declared Interests</b>	
40	The application site was located in Kwu Tung.	- Dr C.H. Hau for owning a property in Kwu Tung
66	The application was submitted by Tung Wah Group of Hospitals (TWGHs).	- Dr Conrad T.C. Wong for having current business dealings with TWGHs

As the property owned by Dr C.H. Hau had no direct view of the application site of Item 40, and Dr Conrad T.C. Wong had no involvement in the application under Item 66, the Committee agreed that they could stay in the meeting.

**Minutes of 738<sup>th</sup> Rural and New Town Planning Committee  
(held on 15.3.2024)**

**Cases for Streamlining Arrangement**

(a) Applications approved on a temporary basis for a period of 3 years until 15.3.2027

<b>Item No.</b>	<b>Application No.</b>	<b>Planning Application</b>
13	A/NE-SSH/153	Temporary Private Car Park (Private Cars and Light Goods Vehicles) in “Village Type Development” Zone, Lots 449 S.F, 449 RP, 450 RP (Part), 450 S.B (Part), 464, 465 (Part), 466 S.A (Part), 466 S.B ss.1, 467, 524 (Part) and 528 (Part) in D.D. 209, Shap Sz Heung, Tai Po
14	A/NE-SSH/154	Proposed Temporary Private Car Park (Private Cars Only) in “Village Type Development” Zone, Lot 462 in D.D. 209, Kei Ling Ha San Wai, Shap Sz Heung, Tai Po
21	A/NE-LYT/813	Proposed Temporary Private Car Park (Private Car and Light Goods Vehicle Only) in “Village Type Development” Zone, Taxlord Lot 1766 RP (Part) in D.D. 83, Tsz Tong Tsuen, Lung Yeuk Tau, Fanling
26	A/NE-MUP/193	Proposed Temporary Logistics Centre and Associated Filling of Land in “Agriculture” Zone, Lots 25 (Part), 26 (Part) and 27 in DD. 38, Lots 802 (Part), 804 (Part), 806, 807, 808, 809, 811, 812, 813, 823 S.B RP, 824 S.B RP, 825, 826, 827, 828 S.B RP in D.D. 46 and Adjoining Government Land, Sha Tau Kok
27	A/NE-MUP/199	Proposed Temporary Shop and Services (Real Estate Agency) and Filling of Land in “Agriculture” Zone, Lot 755 RP in D.D. 46, Ta Kwu Ling
30	A/NE-TKL/745	Proposed Temporary Open Storage of Construction Machinery and Construction Materials in “Agriculture” Zone, Lots 175 and 176 in D.D. 84, Ta Kwu Ling
31	A/NE-TKL/746	Proposed Temporary Open Storage of Construction Material and Machinery with Ancillary Facilities and Associated Filling of Land in “Agriculture” Zone, Lots 645 (Part), 647, 650 S.A, 650 S.B (Part), 651 (Part), 653 (Part) and 654 (Part) in D.D. 82, Ta Kwu Ling
33	A/NE-TKLN/75	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services in “Village Type Development” and “Recreation” Zones, Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D. 78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North
34	A/NE-TKLN/77	Proposed Temporary Logistic Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle Park with Ancillary Facilities in “Recreation” Zone, Various Lots in D.D. 78 and 82 and Adjoining Government Land, Lin Ma Hang Road, Ta Kwu Ling North
35	A/NE-TKLN/80	Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land in “Agriculture” and “Village Type Development” Zones, Lot 389 RP, 395 S.A, 395 RP, 396 S.A, 396 RP and 398 RP in D.D. 78, Ta Kwu Ling North

59	A/YL-SK/361	Proposed Temporary Place of Recreation, Sports or Culture (Hobby Farm) and Filling of Land in "Agriculture" Zone, Lot 1639 S.A (Part) in D.D. 114, Shek Kong, Yuen Long
62	A/YL-HTF/1167	Temporary Open Storage of Metal in "Residential (Group D)" Zone, Lots 134 (Part), 159 RP (Part), 161 (Part), 162 (Part), 163 S.B (Part) and 173 (Part) in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long
69	A/YL-TYST/1249	Proposed Temporary Public Vehicle Park (Private Cars and Light Goods Vehicles) in "Village Type Development" Zone, Lot 1562 RP (Part) in D.D. 121, Shan Ha Tsuen, Yuen Long
71	A/YL-TYST/1255	Proposed Temporary Warehouse for Storage of Vehicles and Vehicle Parts in "Undetermined" Zone, Lot 1198 S.E (Part) in D.D. 119, Tong Yan San Tsuen, Yuen Long
72	A/YL-TYST/1256	Temporary Warehouse for Storage of Exhibition Materials in "Open Space" and "Residential (Group A) 3" Zones, Lot 1495 (Part) in D.D. 119 and Adjoining Government Land, Kung Um Road, Yuen Long
78	A/HSK/498	Temporary Public Vehicle Park (Excluding Container Vehicle) and Storage of Vehicle Parts in "Other Specified Uses" annotated "Enterprise and Technology Park", "Open Space" and "Village Type Development" Zones, Lot 1225 (Part) in D.D. 124, San Sang Tsuen, Tin Ha Road, Hung Shui Kiu
80	A/HSK/502	Temporary Logistics Centre with Ancillary Site Office in "Residential (Group A) 3" and "Open Space" Zones and area shown as 'Road', Various Lots in D.D. 125 and Adjoining Government Land, Ha Tsuen, Yuen Long
83	A/HSK/505	Temporary Logistics Centre in "Government, Institution or Community", "Residential (Group A) 4" and "Open Space" Zones and area shown as 'Road', Various Lots in D.D.125, Ha Tsuen, Yuen Long
84	A/HSK/506	Temporary Open Storage of Trucks and Goods Compartments of Dump Trucks in "Residential (Group A) 3" Zone, Lots 799 (Part) and 800 (Part) in D.D. 125 and Lot 3300 (Part) in D.D. 129, Ha Tsuen, Yuen Long
85	A/HSK/507	Temporary Warehouse for Storage of Food Provision in "Open Space" Zone, Lots 674 (Part), 675 S.A (Part), 675 S.B (Part) and 676 in D.D. 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

(b) Application approved on a temporary basis for a period of 5 years until 15.3.2029

Item No.	Application No.	Planning Application
55	A/YL-KTS/992	Proposed Temporary Animal Boarding Establishment with Ancillary Facilities and Filling of Land in "Agriculture" Zone, Lot 1892 RP in D.D. 106, Pat Heung, Yuen Long

**Declaration of Interest**

The Secretary reported the following declaration of interest:

<b>Item No.</b>	<b>Member's Declared Interest</b>	
30 and 31	The application sites were located in Ta Kwu Ling.	- Dr Conrad T.C. Wong for his firms owning some land in Ta Kwu Ling

As the properties owned by Dr Conrad T.C. Wong's firms had no direct view of the application sites, the Committee agreed that he could stay in the meeting.

From: awsyung@netvigator.com [REDACTED]  
Sent: 2024-06-12 星期三 16:30:23  
To: tpbpd/PLAND <tpbpd@pland.gov.hk>  
Subject: Re: Discovery Bay Development Plan

Dear Sirs

We object to the new development.

1. Low Density Car Free Environment

Discovery Bay was originally designed as a low density car free environment with a population limit of 25,000. Thousands of residents have chosen to make this place their home. They have specifically welcomed the environmental peace made possible by low density and the absence of intrusive private cars and numerous other vehicles while tolerating essential services vehicles. This car-free policy has been followed rigidly but the developer HKR has in recent years been seeking to undermine this concept for their own selfish pursuit of profit, with more new developments and bringing in taxis and private cars. The proposed development with taxi ranks will destroy the original planning concept.

2. The proposed plan calls for a "WALL" of buildings to be constructed with high and median high buildings. This will block the views of existing residents and free flow of air.

3. There was a mention of taxi ranks in the new development. Taxis are in essence the equivalent of chauffeur-driven private cars. HKR, after the completion of their hotel near the North Plaza fought a long and hard political battle to gain an exemption for taxis and tourist coaches to drive through the DB Tunnel Link to serve the hotel. However, the exemption, eventually obtained, applied only to a very short and direct route from the tunnel exit to the Hotel area and this area was put out of bounds to golf carts ensuring total segregation from these slower moving village vehicles, which have few safety features for their occupants. Those advocating that taxis should now be admitted to all of DB are ignoring completely the road safety considerations as well as the lack of parking, waiting and suitable drop-off and pick-up facilities for such vehicles. There is insufficient space and infrastructure in the vicinity of Discovery Bay South Plaza for a taxi rank. There is already a critical shortage of parking space for the many commercial delivery vehicles visiting the expanded commercial complex as well as for the many additional Discovery Bay vehicle registration vehicle plates granted by City management. The same situation applies for taxis entering villages.

4. The new development will destroy more than 178 mature trees which is very much against the environmental friendly concept we all treasure.

Yours sincerely

Amy Yung  
Chairperson, Beach Village Owners' Committee  
Member, City Owners' Committee

