

Ref:BOL/AT/cl/PS10052

10 June 2011

Environmental Protection Department  
28/F, Southern Centre  
130 Hennessy Road, Wanchai, Hong Kong

Dear Sirs,

**Environmental Impact Assessment (EIA) Ordinance (Cap 499)**  
**Application for Environmental Impact Assessment Study Brief (EIA SB)**  
**(Ref No: f() EP2/N9/C/141 Pt.1)**

We refer to your letter dated 23 May 2011 requesting further information concerning the project profile. We are pleased to submit as follow, using your numbering system:

1. Preliminary layout plan Figure 1 is hereby attached showing locations of the proposed uses mentioned in section 2.2.1 of the project profile. Kindly note that while a central sewage treatment plant is shown, we are considering alternative arrangement whereby smaller package sewage treatment plants are located at each of the two residential clusters on the northern site, at the breakwater (to serve the marina portion) and at the southern site for the resort hotel.
2. Figure 2 hereby attached included cross-section plans showing the typical profiles of existing and future terrain for proposed developments on slopes. The intention is to reduce the extent of site formation by terracing to follow the existing topography as much as possible.
3. The breakwater as indicated in yellow on Figure 1 will be constructed of concrete caissons on rubble mound foundation. Other than that, other facilities are constructed on concrete deck supported by piles. The floating pontoons will mainly be anchored to seabed using cables. A typical arrangement of the concrete deck and supporting piles are shown in Figure 3.

4. Our proposal had avoided encroaching into the woodlands and natural perennial streams as far as possible. Please see Figure 4. Utility companies will be responsible for bringing their services to the site and tentatively we expect the entry points will be at locations indicated in Figure 1. The provision of utilities outside the Project site boundary does not form part of the scope of this EIA study.”

5. There will be new regular passenger ferry services either from Central or Aberdeen subject to government approval. There will also be a small number of cargo/goods vessels delivering goods to the ferry pier at the marina or the hotel. There is no plan for vehicular ferry. For land transportation, shuttle bus and taxi/limousine services will be provided to the residents, visitors and hotel guests. Limited number of privately owned vehicles will be allowed. There will also be a small number of goods vehicles and maintenance vehicles. The total number of vehicles to be used on the site will be less than 200, and they will run on clean energy sources.

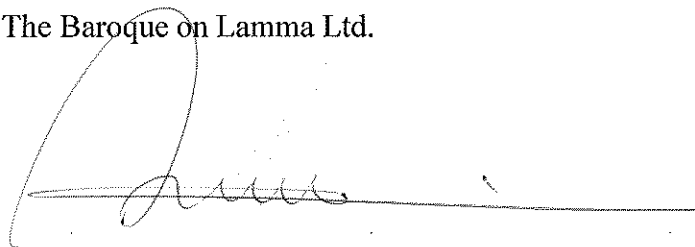
6. Eco-trail walks will be held at the existing or new footpaths along or within the proposed Conservation Corridor. The aim of the walks is to introduce the concept of nature conservation, organic farming, waste recycling, etc. The walks will be organized by NGOs or jointly between the NGOs and the project proponent. Guided tour may be provided. Organic farming is proposed at the existing abandoned agricultural lands. The marina will be home to water sports with the proposed Yacht Club and the Sailing Academy organizing different events and water sports training and activities within the marina basin or outside on a regular basis. The compound of the Yacht Club and the Sailing Academy will be the land base but during major events such as international regatta and boat show, the waterfront plaza area and the breakwater will also be utilized. The major international events are expected to take place about 2 times a year and the extent and proposed location for in-port racing is as per Figure 5.

7. The project covers an area of about 85 ha on land and sea but the anticipated total population of the developments will be about 5,000 excluding visitors, which is well below 100,000. This project is on an outlying island and not within urban area, but if it is considered as an urban development project, it may be classified as a designated project under Schedule 3 of the EIA Ordinance because it covers an area greater than 20 ha.

8. The proposed location of the helipad is shown in Figure 1. As mentioned in Section 3.4 of the Project Profile, the helipad will be located at > 300m from the existing and planned residential developments. It is therefore considered that the proposed helipad will not be classified as a designated project under Item B.2, Schedule 2, part I of the EIA Ordinance, i.e. a helipad within 300m of existing or planned residential development.

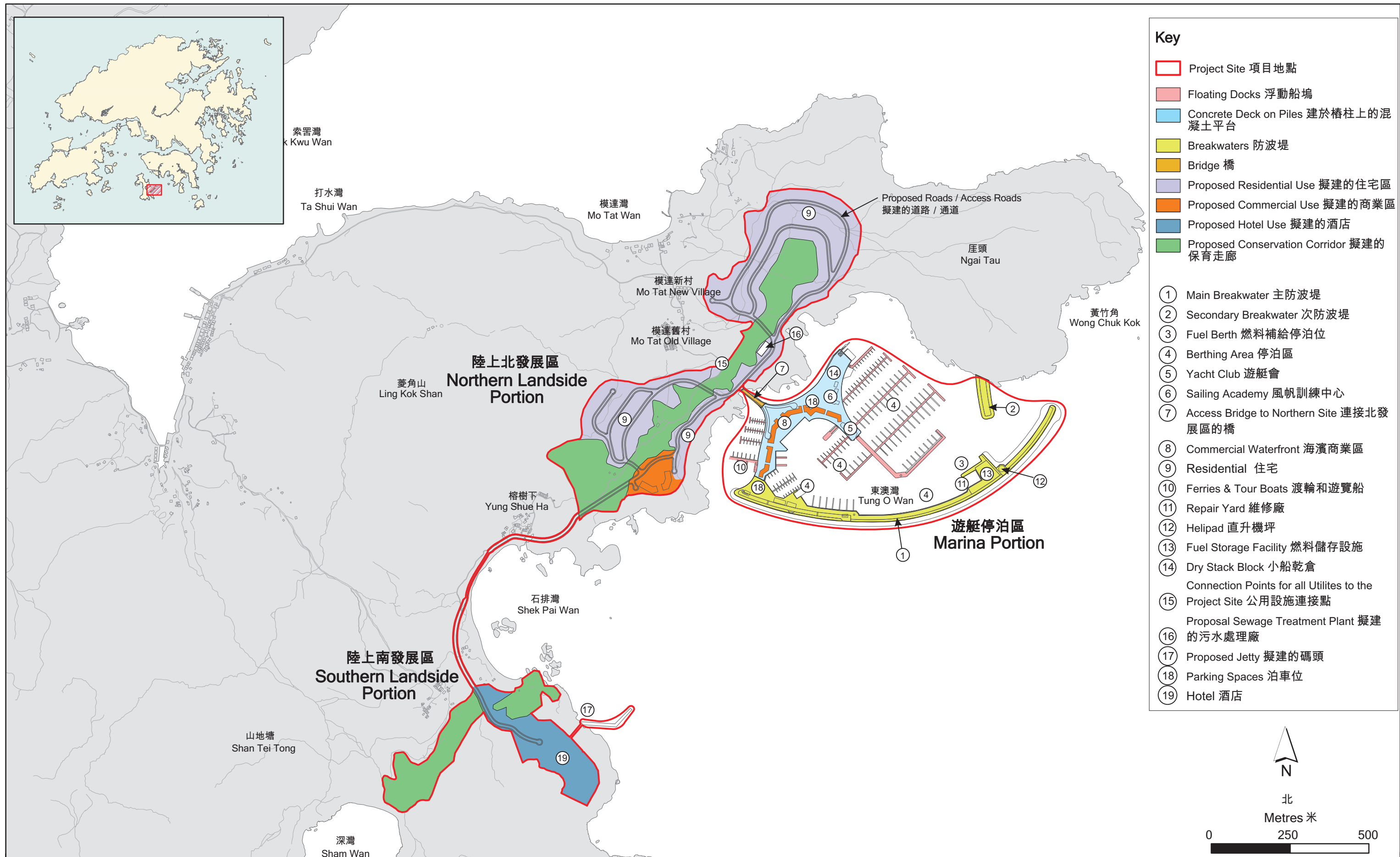
We trust the above will answer your queries satisfactorily. Should you require further information or require further clarification, please feel free to contact the undersigned.

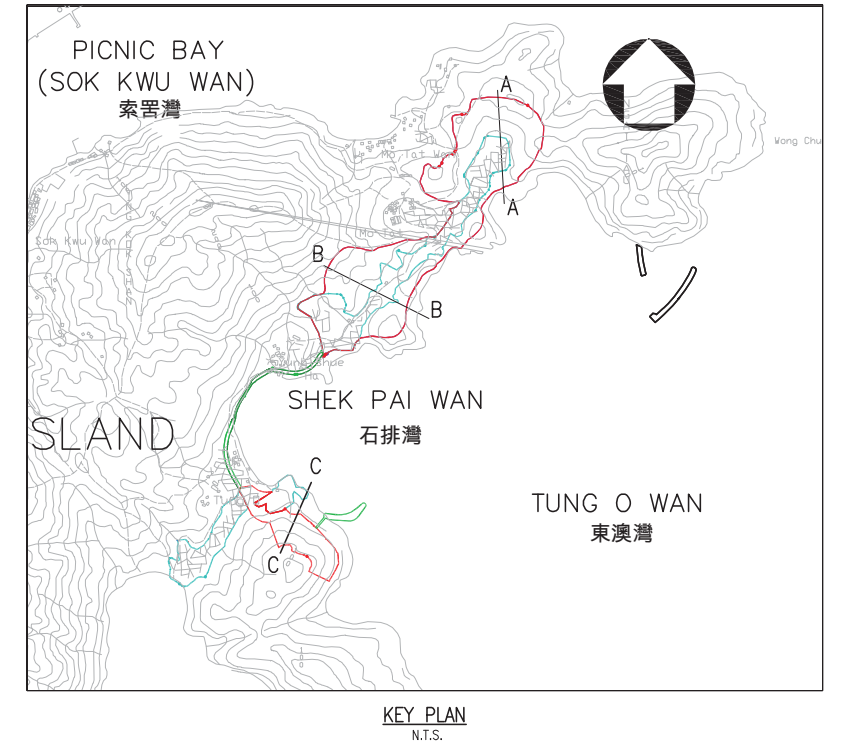
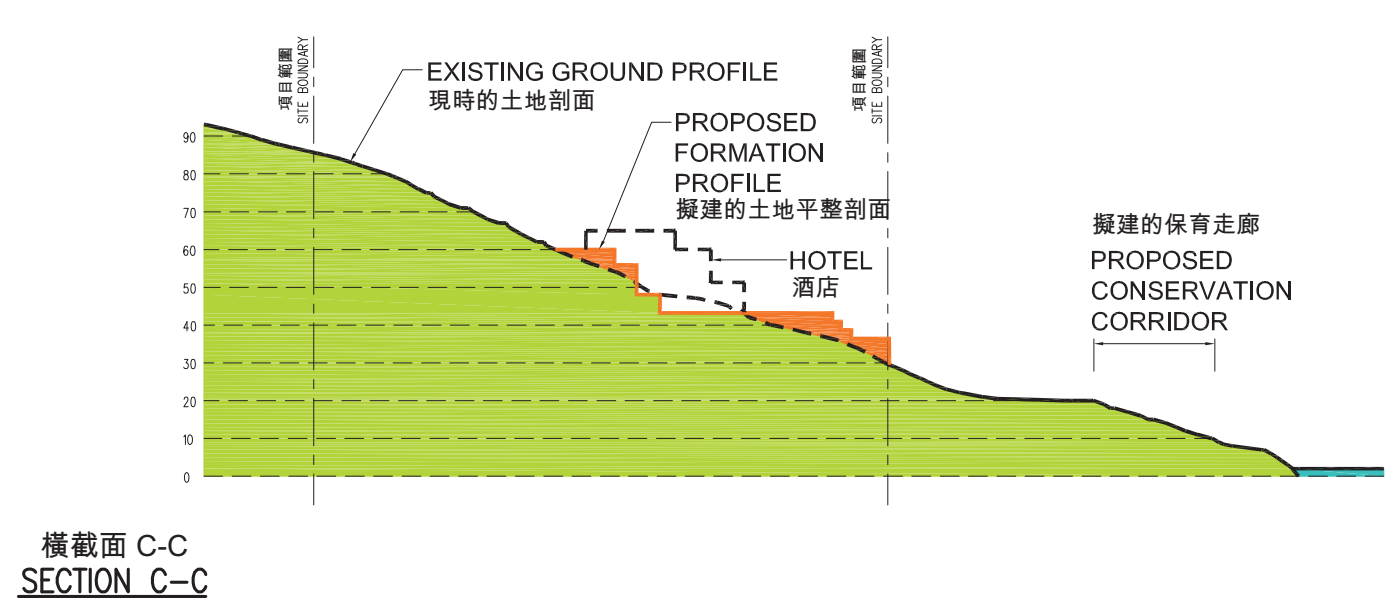
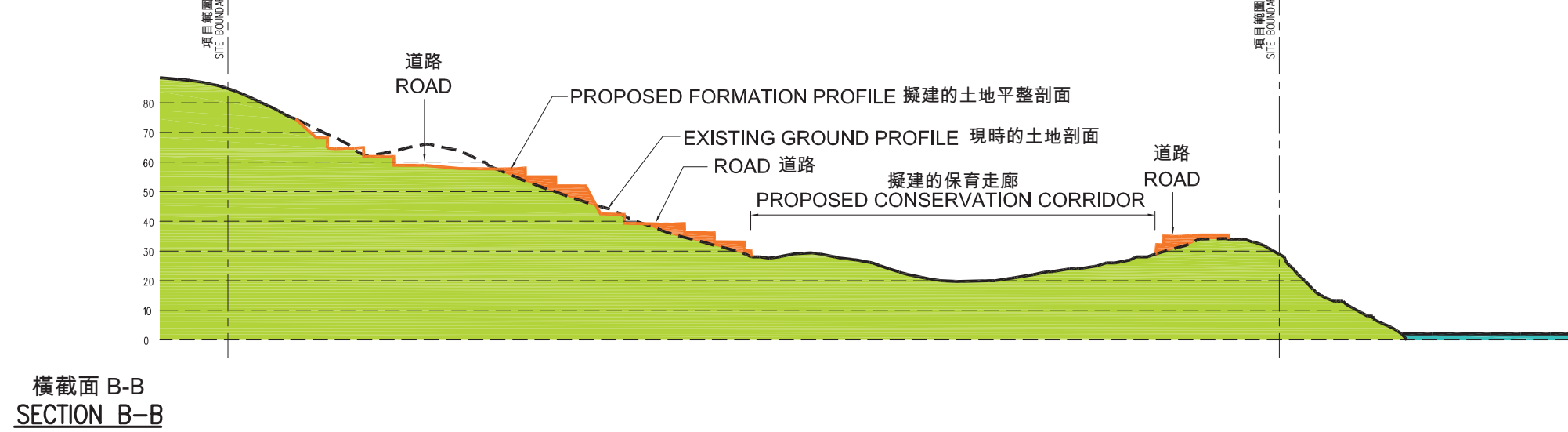
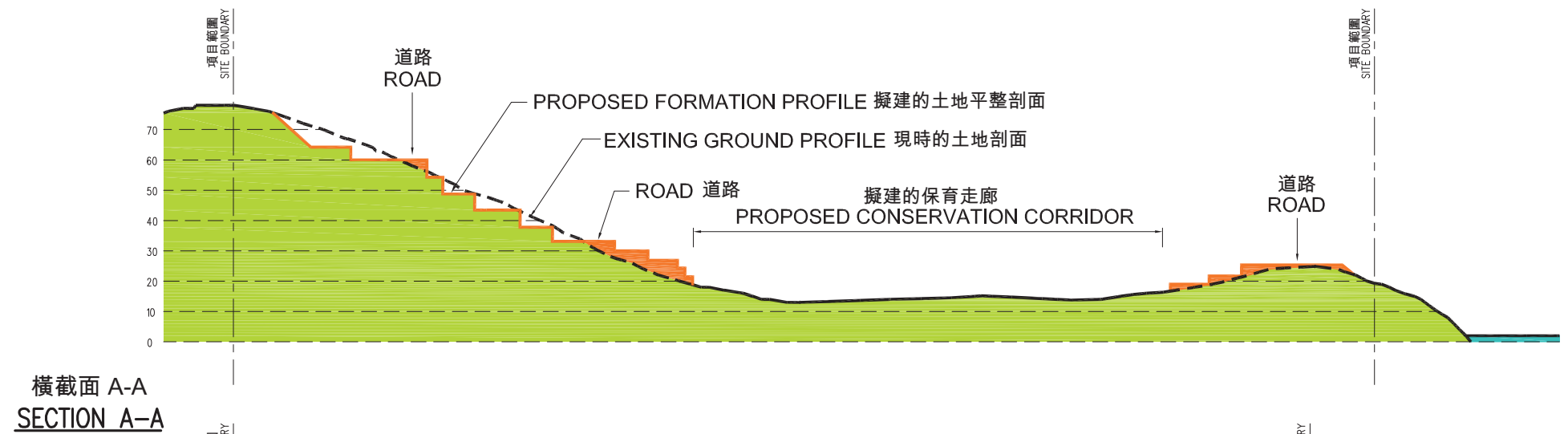
Yours Sincerely,  
For and on behalf of  
The Baroque on Lamma Ltd.



August Tiu  
Head of Project

Cc ERM (Attn:Mr. Frank Wan) w/e





Figure圖 2

Preliminary Cross-sections  
初步橫截面圖

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DATE: 15/06/2011

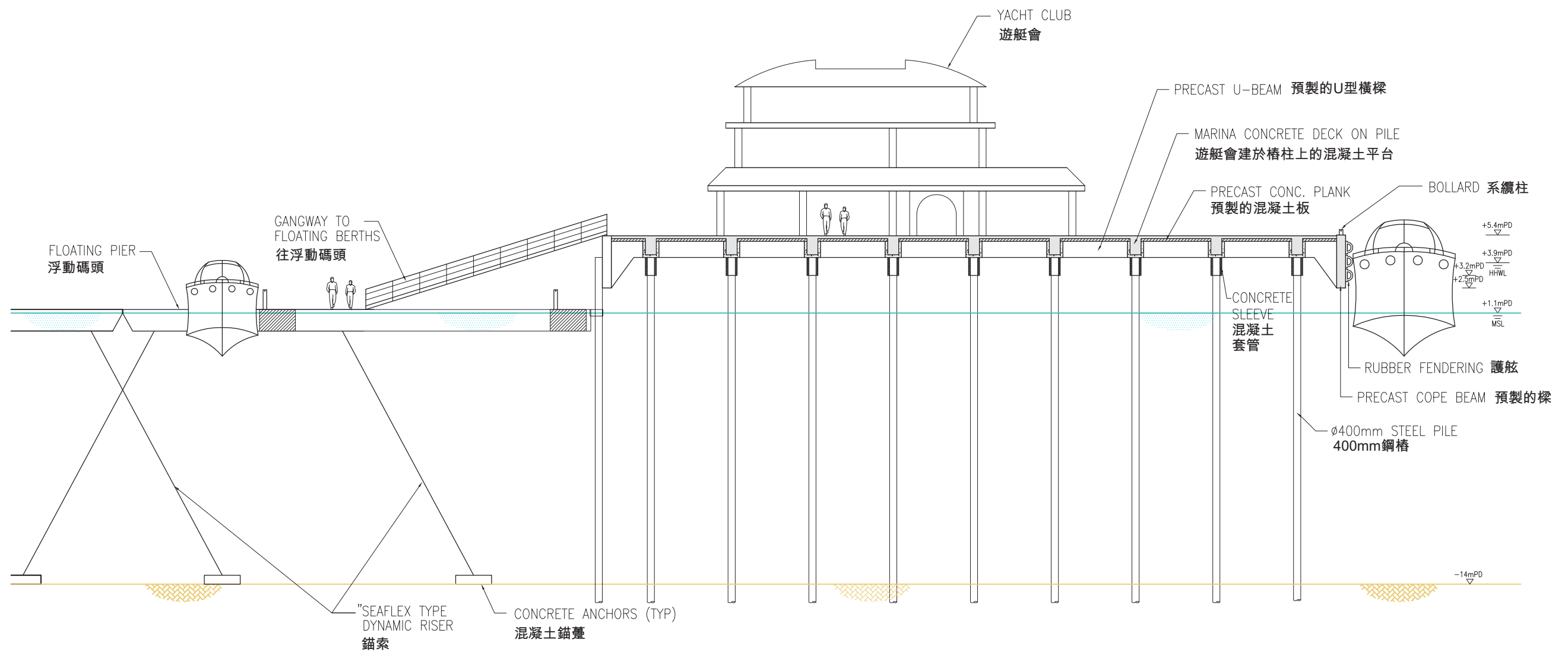
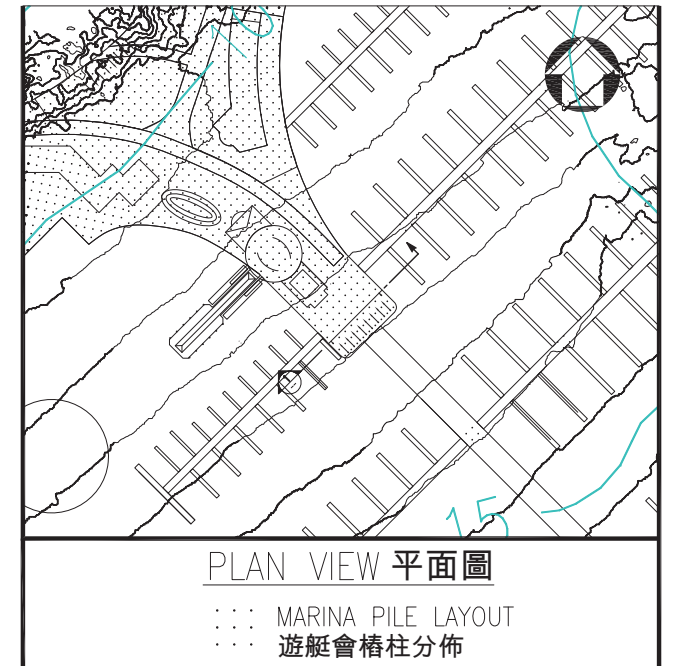


Figure 圖 3

Typical Section of Marina Concrete Deck on Piles  
典型建於樁柱上的混凝土平台切面圖

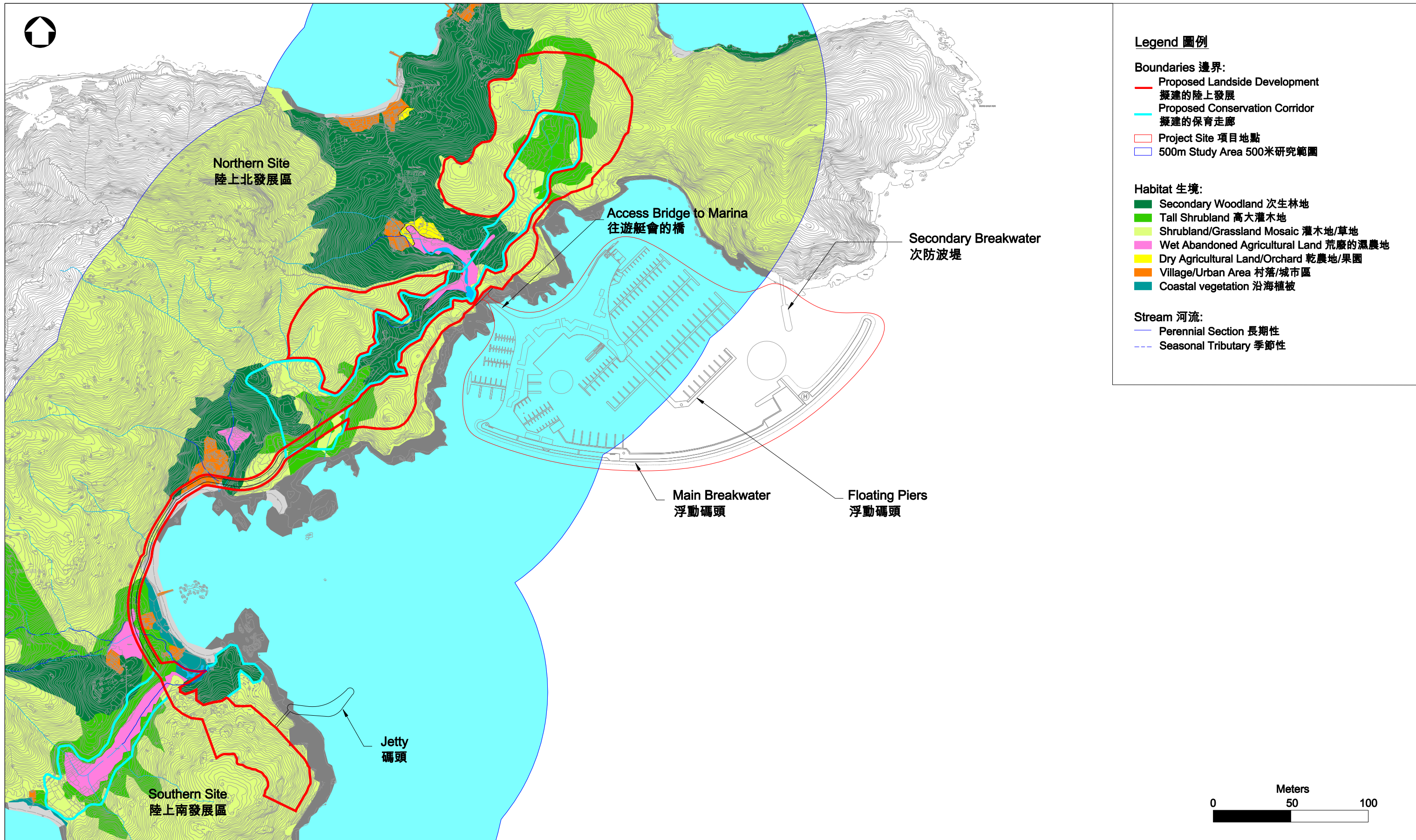


Figure 圖 4

Proposed Landside Development Area and Surrounding Habitats  
擬建的陸上發展和鄰近的生境



Figure 圖 5

Illustration of Standard Race Course at Tung O Wan  
於東澳灣的標準競賽區示意圖