

**Re: Application Y/1-DB/2**

**Proposed Rezoning of Area 6f of Lot 385 RP & Ext in D.D. 352, Discovery Bay from "Other Specified Uses - Staff Quarters (5)" to "Residential (Group C) 12"**

I object to the proposed rezoning for the following reasons:

**Traffic Impact**

1. The developer's plan for this site illustrates no means of vehicular access to the new estate or for the provision of parking space for buses and other essential service vehicles.
2. No means of access to the site for noisy and heavy construction vehicles and associated plant is illustrated on the plans. However in the accompanying text there is a stated intention that the "existing Parkvale Drive will be extended to serve area 6f".
3. The Traffic Impact Assessment presented with this Application considers only the forecast traffic impact on general access to Discover Bay via critical road links and junctions. The report omits to provide any detailed forecast or consideration of the localized traffic impact on internal roads to nearby existing residential blocks in Parkvale Village.
4. The daily passage of heavy construction vehicles and cement trucks etc. during construction phase and then later upon completion heavy vehicles servicing the proposed large development will have very damaging affect on the infrastructure of Parkvale Village. The unwarranted disturbance on a quiet village and impact of the flow traffic passing through the Parkvale Village roads and narrow pedestrian and recreational passageways will be a danger to the village residents.
5. To the rear of Woodbury, Woodgreen & Woodland Courts (known within the community as the "Woods" blocks) is a narrow brick-paved passageway with an average width of only 6.0 meters which is primarily for pedestrian and recreational use although it is provided with a number of golf cart parking spaces. This village passageway also provides access to emergency vehicles. The passageway and notably the garden area adjacent to it, has also in recent years been marked out to provide three goods vehicle unloading spaces area out of necessity because of the increase in vehicular traffic entering the village following the opening of the Discovery Bay Tunnel Link. There are frequent obstructions within this passageway caused by parked goods vehicles. The local bus service is also frequently obstructed from turning around at the end of the Passageway. Any suggestion of introducing further through traffic to area 6f via this passageway is not justifiable because of the unacceptable and disruptive impact it would have on these residential blocks.
6. The passageways within the Parkvale Village are private roads (see map at Appendix 'A') . The section of Parkvale Drive between Middle Lane and Woodbury, Woodgren and Woodland Courts has also been defined by the Manager (a wholly owned subsidiary of the Applicant) as Village Common Area. Even if the developer claims rights of access through the village, these rights would not extend to the purchasers of any flats which might be subsequently built within area 6f should the Board grant approval to this application. The purchasers of the flats in this new development would therefore have to seek a means of access other than through Parkvale Village. The construction of an independent access road is not suggested within this proposal which in consequence is defective and should be rejected by the Board.

### **Engineering and Structural Comments**

7. The roads within the existing Parkvale Village according the DMC and Sub-Deed are deemed as **Passageways** and **Village Common Areas** which are privately owned by the "Owners" of the village. The developer has no rights to retrospectively redesignate these as City Areas or City roads and provide access over or through the said private passageways to the residents of a new estate..

8. The impact of construction vehicles and heavy plant passing through Parkvale Village roads will have a tremendous and unwarranted impact on the roads and will create obstructions and havoc to existing essential transport to the village.

9. Following construction of the new blocks, the presence of some 470 plus units will result in up to two thousand additional residents. The transport needs for these people clearly need to be taken into consideration at the earliest planning stages. The absence of proposed transport links on the plan is an unacceptable omission. The failure of the Traffic Impact Assessment to consider these issues means that the report is defective and should be rejected by the Board.

10. For the purposes of illustrating the above concerns, members of the Board are requested to view these photographs with the appropriate annotations in Appendix 'A'

### **Sewage Treatment**

11. In 2015 the Environment Protection Department ( EPD) stated in a report that "the current capacity of sewage treatment works (SHWSTW) has been allocated for other existing and planned future developments and that SHWSTW has no spare capacity to cater for the additional sewage from the potential development at Discovery Bay". EPD also advised that there is currently no plan to increase the design capacity of the SHWSTW in the short and medium terms.' The building of some 470 residential units would therefore impose an increased sewage demand which existing infrastructure and facilities are unable to accommodate.

### **Potable Water Supply**

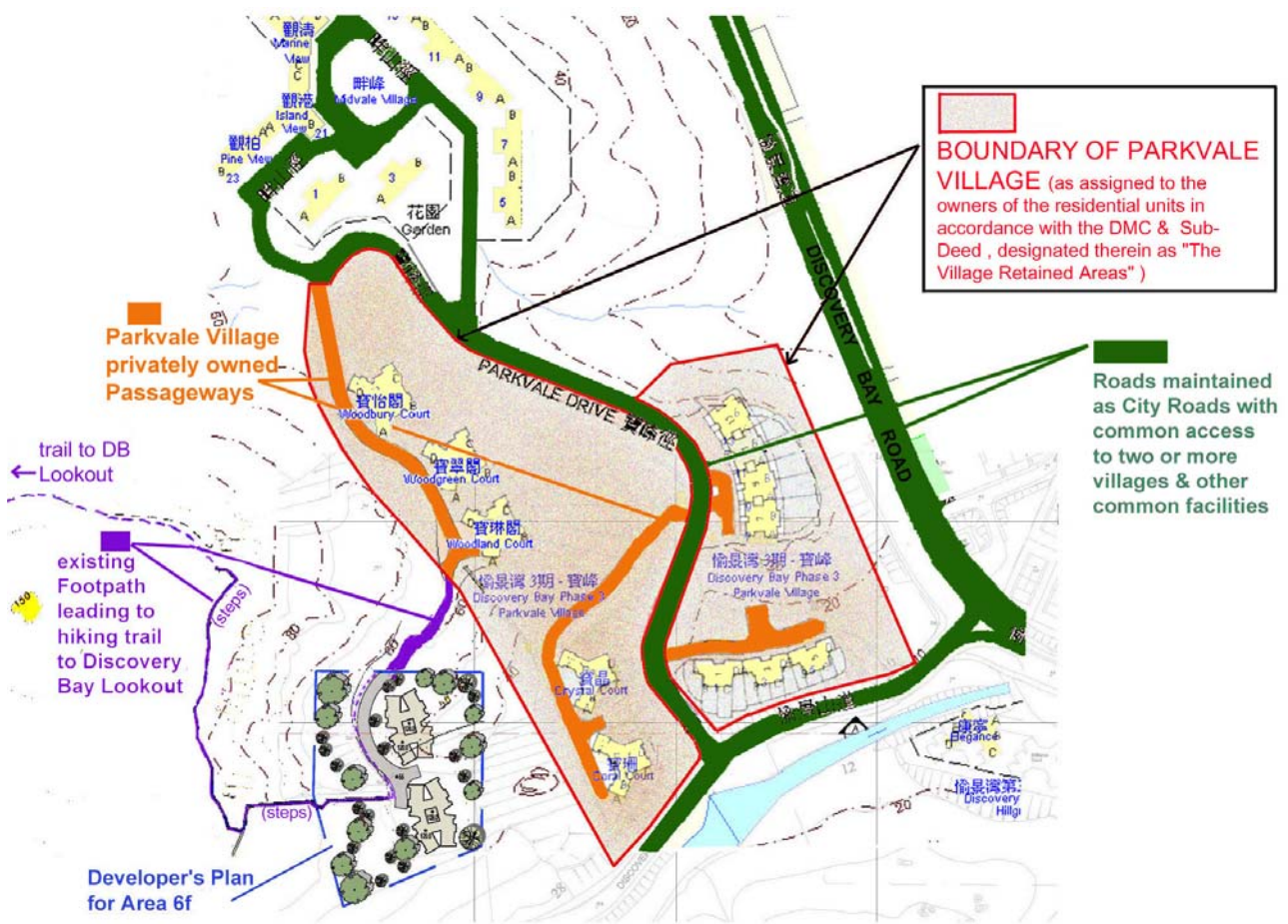
12. In 2015 a Water Supplies Department report stated "The existing capacity of the (water treatment works at) SHWWTW is already insufficient to supply the existing developments and other concurrent developments within the supply zone of SHWWTW. Therefore, SHWWTW and Siu Ho Wan FWPS are expected to be upgraded to a reported capacity of 300,000 m<sup>3</sup>/d irrespective of the Discovery Bay potential developments." The report continued that "if the expanded treatment plant still cannot provide fresh water supply to the potential development areas of Discovery Bay, an alternative fresh water supply scheme to abstract raw water from Discovery Bay Reservoir, treat by a new water treatment plant and distribute by new water mains is recommended." There is therefore no firm knowledge of whether water supplies capacity will be adequate for further large residential development in Discovery Bay. No alterations to existing plans should be considered until the Government has in place water supplies which can guarantee an adequate supply of potable water in draught conditions.

### **Co-owners of Discovery Bay - Consent Required**

13. The developer, HKR claimed in their application to be the sole land owner of Discover Bay. This is inaccurate because each of the individual flat owners has shares in the property assigned to them. The Town Planning Ordinance requires that applications such as these require the applicant to obtain the consent or give notification to all owners to the satisfaction of the Board that this has been carried out. No such undertaking has been conducted and the application should therefore be declined.

# Appendix 'A'

Map illustrating the proximity of the proposed development to the existing Parkvale Village and how access to the site would require heavy vehicular traffic passing through privately owned passageways within the village and as well as intruding upon an established scenic hiking trail



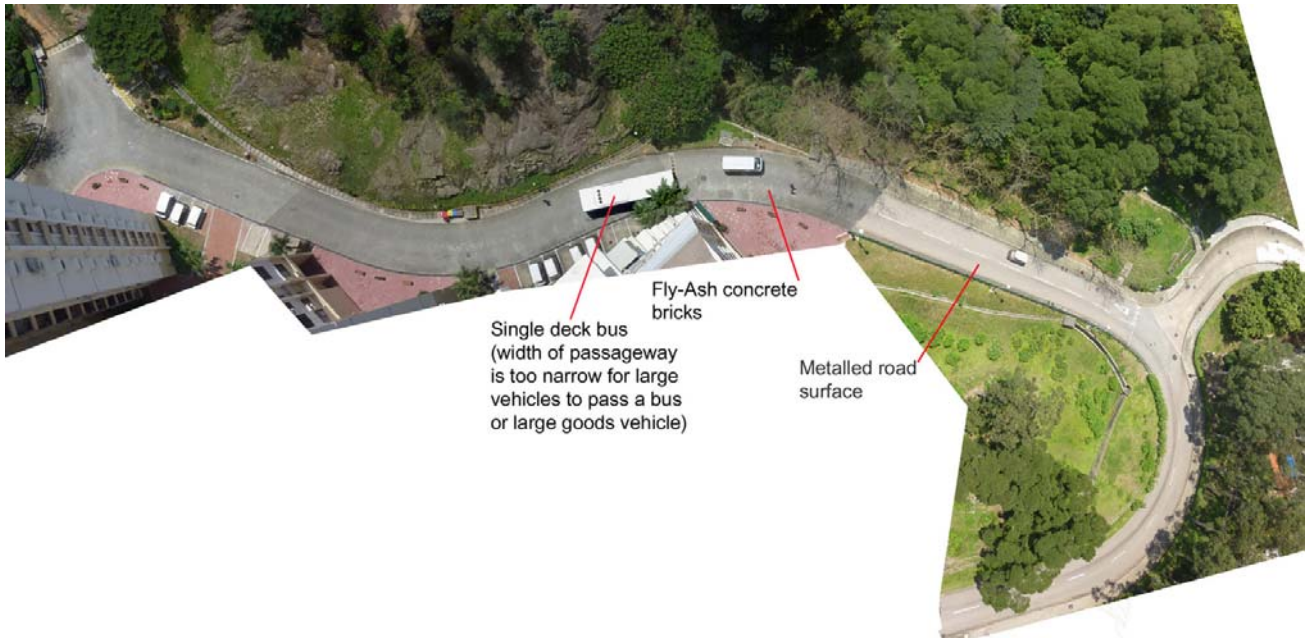
MAP ILLUSTRATING PROXIMITY OF EXISTING PARKVALE VILLAGE INCLUDING PRIVATELY OWNED VILLAGE RETAINED AREAS ( INCLUDING SLOPES) AS WELL AS PRIVATE PASSAGeways



## Photographs of the Passageway to the rear of the Woods Blocks In Parkvale Village

### Description & Comment

#### **PAC1**



Bird's-eye view of the "passageway" to rear of the Woodbury, Woodgreen & Woodland Courts (high rise blocks) illustrating that this area is predominantly a narrow paved pedestrian, recreational and golf cart parking area providing access to the lobbies of the high rise blocks. It also provides for restricted access for service vehicles, the local bus service, school buses and delivery vehicles which may traverse at low speeds to park in one of only three unloading bays. It not a properly engineered road and lacks a camber to allow for efficient drainage, being constructed of concrete bricks laid on a non-reinforced sand underlay. This renders the surface prone to subsistence and minor flooding during heavy rainfall.

#### **PAC3 & PAC4**

Bird's-eye and ground level views of the cul-de-sac end of the passageway next to Woodland Court and at the point where the public footpath and scenic hiking trail commences leading to the Discovery Bay Lookout.



### PAC5



View of the brick-paved passageway to rear of Woodbury Court with the local bus passing the corner of the block. This illustrates the narrowness of the passageway and its lack of a specific carriageway for vehicles with separation from people on foot. It also demonstrates the passageway is too narrow to allow for vehicles passing from the opposing direction.

### PAC6



This again illustrates the narrow width ( average 6.0 m) of the passageway behind the ' Woods' blocks and specifically demonstrates that a when a goods vehicle of only medium size is parked in the unloading bays, there is barely sufficient gap remaining for a bus or other vehicle to pass. This is exacerbated further when there are pedestrians also passing through.

### PAC7



This picture illustrates building set-back (at the corners) is less than 0.15m from the edge of the passageway. If this pathway served solely as a pedestrian zone this could be acceptable practice but this circumstance is dangerous if the passageway is designated as carriageway, road, street or highway. The protruding corner of the Woodbury Block also creates a blind spot for drivers of approaching vehicles as well as for pedestrians exiting



the residential block lobby because of the curvature of the pathway. Experience over many years of several very near miss traffic accidents (when children were almost knocked down by speeding vehicles) led to the Village Owners Committee installing a speed bump at this critical location. This speed control device requires constant repairs and maintenance due to vehicles causing damage to it.

### PAC8



This bird's eye view of a bus illustrates that a long wheel based vehicle has to drive along the centre and even into offside portions of the passageway in order to manoeuvre the long vehicle around the sharp curvatures. This prohibits any vehicle from overtaking when stationary at the bus stop and passing of vehicles from the opposing direction as well as potentially endangering pedestrians. It is only because the local bus and service companies' regular drivers are familiar with the dangers and

drive particularly carefully that serious accidents have not occurred. . This would not be the case for construction vehicles and other outside vehicles with unfamiliar drivers.

### PAC9



General view of the central portion and cul-de-sac end of the 6.0 m (width) passageway illustrating the narrowness and lack of a proper separated carriageway for vehicles.

## PAC10



View of the local bus turning at the narrow end of the passageway. This is a restricted space and requires very careful driving. Often the turn requires a five-point turn even for experienced drivers familiar with the location. The turning operation can take up to two or three minutes during which time all other vehicle movements are impossible in this vicinity

## PAC11 & PAC12



These views illustrate that the passageway behind the 'Woods' high-rise blocks is primarily a pedestrian thoroughfare which is used not only by residents and visitors to the high rise blocks but also by children as a play area as well as hikers making their way to scenic hill trail to the Discovery Bay Lookout. It is unsuitable for conversion into road with a heavy increase of vehicular traffic passing through.





## PAC13 & PAC14



Illustrates two portions of the passageway where the concrete bricked surface has subsided due to the passage of heavy vehicles. These patches retain pools of water several inches deep for several hours after heavy rain. The passage of additional heavy vehicles would increase the likelihood of further subsidence.