

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review
160408-185826-73163

參考編號
Reference Number:

提交限期
Deadline for submission:

08/04/2016

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Date and time of submission:

08/04/2016 18:58:26

有關的規劃申請編號
The application no. to which the comment relates:

Y/I-DB/2

「提意見人」姓名/名稱
Name of person making this comment:

女士 Ms. L HUNG

意見詳情
Details of the Comment :

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

Dear Sirs,

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

I have the following comments:

1. The Applications TPB/Y/I-DB/2 and TPB/Y/I-DB/3 seek approval to increase the ultimate population at Discovery Bay from 25,000 under the current Outline Zoning Plan (OZP) to 29,000 under the revised OZP. The Applications include detailed impact statements to show that the increase is well within the capacity limits of the lot. However, the impact statements ignore the essential fact that, under the Land Grant, the Government has no obligation to provide potable water and sewerage services to the Lot.

- Discovery Bay is required to be self-sufficient in water and sewerage services under the Land Grant, and HKR wrote to the City Owners' Committee on 10 July, 1995 stating that the reservoir was built for a maximum population of 25,000. The impact assessments ignore this essential fact.

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

- In spite of the conditions contained in the Land Grant, when the tunnel was built Government agreed to allow potable water and sewerage connections to Siu Ho Wan. However, the agreements are between HKR and the Government, and they remain secret. Now, the Government has refused to provide additional water and sewerage services to cater for a population beyond 25,000.

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

2. If the Town Planning Board insists on approving the Applications, I further request that the fo

llowing issues be addressed.

- Due to Government's to provide potable water and sewerage services beyond a population of 25,000, HKR is proposing to restart the water treatment and waste water treatment plants on the Lot. Under the Deed of Mutual Covenant (DMC), HKR may further develop the lot, provided such development does not impose any new financial obligations on existing owners (Clause 8(b), P. 10).

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

- Although Government agreed to provide water and sewerage services to DB when the tunnel was built, it refused to pay for and maintain the connections. As a result, the Owners are paying over \$1 million per year to the Government to lease land to run pipelines outside the Lot to connect to Siu Ho Wan. The owners are also paying for all maintenance of the pipelines and pumping systems.

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

3. The Traffic Impact Assessment (TIA) states that the roads both within and outside DB have plenty of spare capacity to cater for a population increase from 25,000 to 29,000. However, the TIA ignores the essential fact that, under the existing OZP, DB is declared to be "primarily a car-free development". As such, road capacity is irrelevant.

- Golf carts are the primary mode of personal transport, and are capped at the existing number.

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

I demand that Government review the sustainability of capping golf carts at the current level while increasing population. Golf carts are already selling for over HK\$2 million.

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

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

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

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

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

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

I demand that the proposed bus depot at Area 10b be declared a public bus depot, and ensure that

It henceforth franchised bus operators have the right to run bus services between Discovery Bay and other places.

I also have concerns on the following issues:

Given the fact that the only access to Area 6f is through Parkvale Drive which is a Village Passage way of Parkvale Village, HKR should explain the ways to deliver Construction Materials and to dispose Construction Wastes.

How will HKR minimize the disturbance to existing residents and hikers during construction and operation periods?

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

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

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

The Master Plan for Discovery Bay is an integral part of the Land Grant (IS6122 in the Land Registry). The Land Grant requires that no development or redevelopment may take place on the Lot until an approved Master Plan showing the development is in place. The current Master Plan is dated 28 February, 2000. It is not compatible with either the current outline zoning plan or the current development on the lot. In order to protect the interests of the current 8,300+ assigns of the developer, it is essential that the existing Master Plan and OZP are aligned with the existing development on the lot before consideration of any proposal to amend the OZP. Otherwise there is simply too much risk that the rights of the other owners of the lot will be interfered with. Problems that need to be addressed include incursion on Government land; recognition of the Existing Public Recreational Facilities; size and surrounding area of the land designated GI/C on the current OZP; configuration of the Area N2 at the inclined lift, etc.

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

Yours sincerely

L Hung

Name: HUNG LEE LEE

Owner/Resident of: [REDACTED]

2255

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 160408-192750-00217

提交限期
Deadline for submission: 08/04/2016

提交日期及時間
Date and time of submission: 08/04/2016 19:27:50

有關的規劃申請編號
The application no. to which the comment relates: Y/I-DB/2

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. Wong Betty Shu Chu

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2256

Email: [REDACTED]

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

April 6th 2016

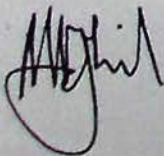
Dear Sir/Madam,

Re: Application Y/1-DB/2 Section 12A Application to amend Discovery Bay ("DB") Outline Zoning Plan 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) 1 ("Application")

This Application should be rejected.

- It purports support from an out of date Chief Executive's Policy Address, and is not so supported. (Section 1 attached)
- It and the supporting assessments are based on inaccurate DB population data. (Section 2 attached)
- There are major environmental issues that have been glossed over. (Section 3 attached)
- Its significant visual impact on the immediate and other DB communities is damaging. (Section 3 attached)
- It contains no traffic impact assessment on the immediate neighbourhood (Section 4 attached)

Please find a more detailed explanation supporting these assertions in the following pages and attached DVD.



Nigel JH Reid – Owner

Comments and objections raised on this Application are presented under the following headings:

1. No Chief Executive support, as claimed
2. Inaccurate population data
3. Environmental and Visual issues glossed over
4. Inadequate Traffic Impact Assessment ("TIA")

1.0 No Chief Executive support, as claimed

The submitted Executive Summary – Based on outdated and as yet, undefined Government Policy Assertions

Section S3 of the Application's executive summary, partially reproduced in blue italics below, would purport to buttress a basis for its approval. However, it (a) contains inaccuracies; and (b) has been overtaken by more recent pronouncements which still do not support the Application.:

"This Concept Plan is considered responsive to the Chief Executive's Policy Address 2015 advocating for additional housing supply, and development at Lantau Island where Discovery Bay is located."

Even if this assertion were true, it is insufficient to justify the Application's approval at such an early stage after the Chief Executive's (CE) broad 2015 policy statement ("CEP2015"). Indeed, the more detailed quotations from CEP2015 reproduced in Section 3.1 of the main Application submission are now overtaken and outdated by subsequent clarification by the CE in his 2016 Policy Address (CEP2016").

It would be highly inappropriate to consider and approve this Application without reference to CEP2016. Further clarification of possible Government policy and its approach to delivering on such is more clearly set out in CEP2016 partially reproduced in Box A below. A few comments have been added in green highlight.

It should be well noted that CEP2016 makes no specific mention of either Discovery Bay, or private developments in Lantau. Indeed, its specific emphasis and detail is on everywhere in Lantau but Discovery Bay.

Box A

Chief Executive's 2016 Policy Address Extracts -- Lantau

114. The Lantau Development Advisory Committee has submitted a report to me, proposing the development of an economic and housing corridor at Northshore Lantau. **Not Discovery Bay, which is not a Northshore development.** The population will be concentrated in Tung Chung and Siu Ho Wan. Development for commercial, tourism and recreational purposes will be located at the airport, the boundary crossing facilities island of Hong Kong-Zhuhai-Macao Bridge, Tung Chung East and the Sunny Bay reclamation area. **Again no mention of Discovery Bay.** Northeast Lantau will be for leisure and entertainment uses. Another proposal is to examine

the possibility of further developing the East Lantau Metropolis by constructing an artificial island near Kau Yi Chau. In the long run, the Metropolis will become the third core business district and a community with a population of 400 000 to 700 000. It will link Hong Kong Island, Lantau and the New Territories West. Priority will be given to building transport infrastructure and a low-carbon smart city in developing the above.

115. Most places in Lantau are rich in natural and cultural resources, but lack facilities. Both the Lantau Development and Development Advisory Committee and the Government consider that apart from stepping up conservation efforts, short and medium-term improvement measures should be put in place to facilitate public enjoyment of Lantau, especially central and south Lantau. ~~Again not Discovery Bay~~

116. The Government will conduct public consultation in the first half of this year before promulgating a blueprint for Lantau development, which will set out the indicative implementation timetable for related projects. The Government will set up a dedicated Lantau Development Office as soon as possible to undertake these tasks.

Put simply, at this point in time the, TPB should **NOT** be approving this Application in isolation on the basis of the preliminary CEP2015 ambiguous statements. To do so would be to rely on a premature interpretation and development thereof. The further clarification in CEP2106 address makes this clear. Rather, approval should only be given within the context of the overall findings, conclusions and recommendations of the Lantau Development Office which have yet to be determined.

Accordingly, approval based on any alleged CE Policy Address support, should be declined at this stage, but with an invitation to resubmit, once the HK Government's intentions have been clarified by the LDO and the Government, and an appropriate roadmap has been clearly defined. To do otherwise would be "jumping the gun" and to anticipate an outcome from a consultation exercise that has yet to begin.

2.0 Inaccurate population data

Maximum population Outline Zoning Plan and existing Government Strategy

It should further be noted that until the LDO recommendations the CE calls for, have been finalized and approved, the Planning Department's published 2001 strategy remains in force. It this confirms that the population of Discovery should remain "capped" at 25,000. See extracts following – Box B:

2.5.3 Other Parts of Lantau

2.5.3.1 Further development in Lantau, though constrained by the capacity of external links, should be considered in selected local centres as a means to satisfy development needs and pressures with due regard given to the environmental and infrastructure capacities. The recommended population levels for the respective areas are as follows:

...(b) *Discovery Bay* - The planning intention for Discovery Bay is to provide a resort-type development featuring a wide range of recreational facilities in the area. The sub-urban character of the area, its car-free environment, its tranquility and relatively low-density are the major attributes that sustain the attractiveness of Discovery Bay. It provides a choice for people who prefer to live in a different type of environment not available in the urban area. Based on the approved Discovery Bay Master Plan, the population in the Discovery Bay development will increase from the current about 15,000 to about 25,000. Ferry services which have been the main mode of external transport for Discovery Bay would be expanded to commensurate with the increase in population. Although a tunnel road is connecting the area with Cheung Tung Road at Siu Ho Wan, this road tunnel is intended for emergency, residents shuttle buses and service vehicles only. The planned population of 25,000, based on the existing and planned infrastructural provision including the limited traffic capacity and the planning intention to maintain the sub-urban community character of Discovery Bay, is adopted in the Strategy.

4.4.4 Development Proposals

a) Residential Development

4.4.4.1 The overall level of residential development is proposed within the capacity of existing and planned infrastructure system. About 1,174 ha of land have been designated for a total population of about 476,700 by 2016 under the SWNT DSR (Appendix 6). Table 2.cont.' shows the proposed population levels of respective areas of the sub-region. [Discovery Bay is noted as going from an existing population of 15,000 to 25,000 by 2016]

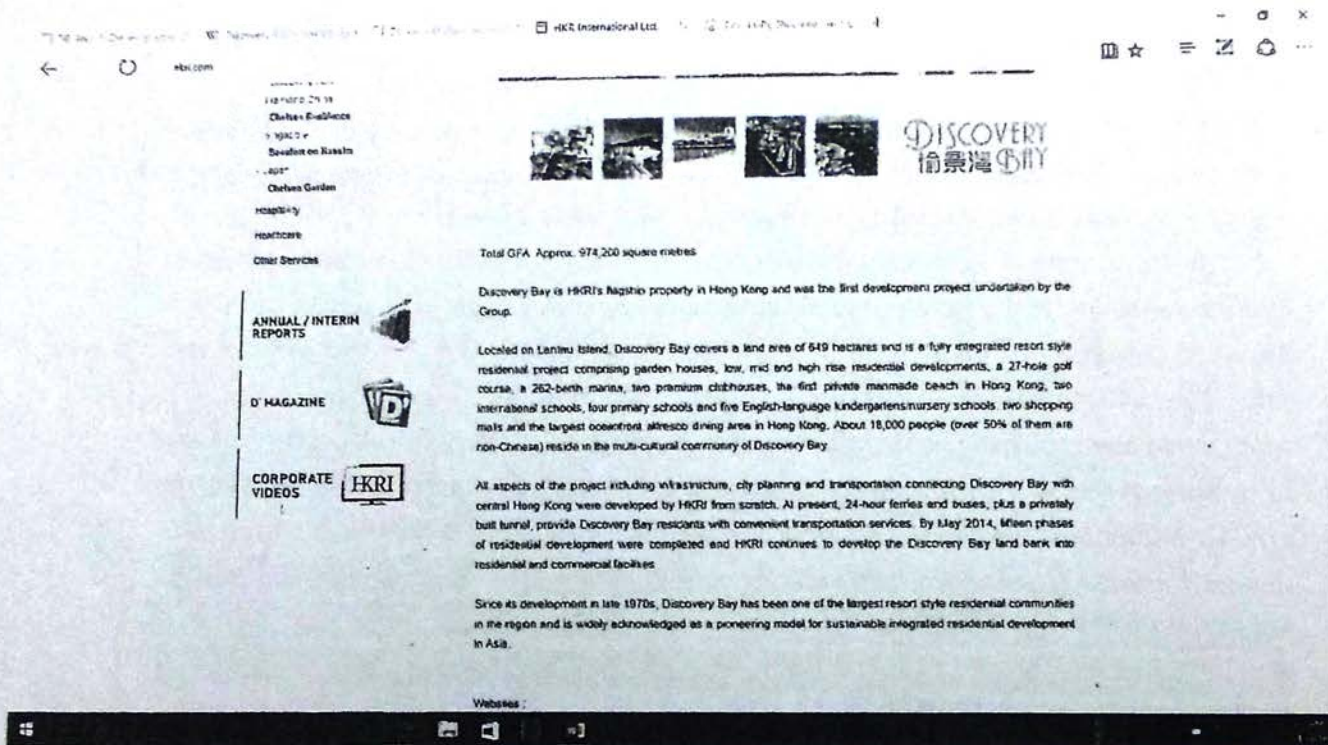
Which recommendation is endorsed by the current approved Outline Zoning Plan (OZP) that limits the population to 25,000 abiding in 10,000 residential units (Appendix 2.1.1.2.)

It is believed that the existing population possibly exceeds this limit and, that in any event, the Application's approval will see this number well exceeded when the facilities and infrastructure cannot support such.

In estimating the current DB population, the following errors are noted in the Application;

- A. The actual existing number of housing units is 8,326 not "around" 8,300 (per 1.1.1). The difference of 326 units is significant – see 3.2 E below. This error is conceded in para 4.3.1 of the Assessment which acknowledges 8,326 housing units as being the correct number.
- B. The number of residents in the Application and supporting documents is misstated at 15,000. The Government Strategy Report in 2001 states that to be the then population. The population has grown significantly since 2001 with the completion and release of many new developments.

According to Hong Kong Resorts' ("HKR") very own website, even today, HKR states the existing population to be "about 18,000 people". (Although it is believed it started to make this claim as early as 2011) <http://bit.ly/1SiU53x>



That said, however, even the 18,000 population HKR website currently states would probably be an understatement of current reality.

Throughout the Application HKR uses a ratio of 2.5 permanent residents per housing unit. Paragraph 1.1.1 of the Assessment yields a ratio of 1.8 persons/unit which makes no sense at all and therefore makes the Application flawed.

To restate the 8,326 units @ 2.5 persons/unit consistently, as per the rest of the Application, translates into a more realistic estimated starting point for the current population of some 20,815 residents.

It should be noted, however, that the 8,326 units does **NOT** include any allowance for the many additional DB residents who currently live on board boats moored at the Discovery Bay Marina ("Boat People"). The Boat People comprise the complete spectrum of individuals, couples and

families. Although no census has been taken of such, it is quite probable that between 400 – 600 people enjoy such a lifestyle on the many live aboard boats.

- C. There are a further 6 luxury villas and 185 units (total 191 units) currently under physical development which have not been mentioned in the population calculations. These will shortly add to the number of DB residents
- D. There are at any given time a number of temporary DB residents living in the hotel in DB North. This is a 325 room hotel (see HKRI 2014/15 annual report). Potentially that's up to another 650 residents, assuming double occupancy, plus the related 24/7 staff to serve such.
- E. In determining a more reliable estimate of the current situation, is appropriate to have regard to relevant external reliable population estimation resources – such as the HK Government 2011 census which reported a population of 12,362 living in the then 4,487 surveyed units. This suggests an average of 2.755 persons/unit as being more appropriate than the 2.5 number used throughout the Assessment. And it seems all the more reliable an estimate given the significant family presence, many with domestic helpers, in Discovery Bay. (IE Mum + Dad + 1 Child + 1 Helper = 4 persons in a unit. There are many families with 2 or 3 children.)
- F. Adjusting for these errors and the additional populations from the proposed 6f and 10b Applications and remainder of the 10,000 units to be built under the existing Master Plan and Outline Zoning Plan, **BUT NOT** including any adjustment for the hotel temporary residents or Boat People, yields the following, truer, fairer and more reliable population estimates:

Number and type of units		@2.5 persons/unit General ratio	@2.75 persons/unit 2011 Census ratio
Existing	8,326	20,815	22,896
Under Construction	191	477.5	525.5
6f Proposed	476	1,190	1,309
10b Proposed	1,125	2,812.5	3093.75
Other units to be developed under <i>existing</i> Master Plan (10,000 – (8,326+191))	1,483	3,707	4,078
Hotel Residents	300 – 400?	++?	++?
Boat People	500?	++?	++?
Total		29,002 persons	31,902 persons

As can be seen both these preliminary population estimates exceed the Application's amended OZP proposed population limit of 29,000 and all the more so when hotel residents, Boat People day visitors etc., are considered:

Section 7.2 of the current Outline Zoning Plan states:

Box
"7.2 Having regard to the character of the area, environmental considerations and the existing and planned infrastructure provision, in particular the limited capacity of external links, the plan provides for a planned total population of about 25,000 persons for the Discovery Bay development. Any further increase in population would have to be considered in the context of the general planning intention for the Area and subject to detailed feasibility investigations on infrastructure and environmental capacities. **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.**"

The general planning intention has yet to be defined by the yet to be established LDO:

The detailed feasibility studies have yet to be done. The reports submitted in support of the Application are inadequate for this purposes of satisfying this requirement.

Consequently, the OZP and Master Plans would require further appropriate study based on such. The Application Executive summary assertion that: "The proposal is supported by technical studies quantifying the infrastructure requirement to accommodate the population increase." is wrong, because the population estimates it relies on are wrong

Accordingly, so as to obtain a reliable population count, such an appropriate study should include a proper Government census taken at a time outside of School holidays and festivities which cause DB residents to go on holiday. In the meantime, neither the 6f nor 10b plans should be approved pending the outcome of such investigations.

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3.0 Environment & Visual issues glossed over

The executive summary of the Application alleges:

"It [the Application] has given due regard for the mountain backdrop and the relationship with the existing residents. In summary, the proposal is considered satisfactory in addressing the general planning intention of the area."

This is misleading and simply isn't true. It has given no such appropriate regard.

In the first place what the Application refers to as the "already approved development" is low rise staff quarter's (no longer needed as stated by the applicant). Such approved quarters comprise buildings three storeys, or 9 meters, high that would have been proportionate to the immediate existing development and

surroundings. In other words, the approved staff quarters would have fitted in without dominating and destroying the outlook and setting of neighbouring/nearby buildings.

Moreover, had they been developed when the site preparation was completed at the time of the Woods construction, they would now be a mature development set in mature natural surroundings and would have fitted in sympathetically.

The reality is that the 6f area forms part of a very green and tranquil backdrop behind the Coral Court, Crystal Court, Woodview, Woodbury and Woodlands properties of Parkvale village.

Not only is there a wonderful view for all, but also these properties, particularly those that face the mountain to the rear, all enjoy, to a greater or lesser extent, a warm sunny outlook on the many good weather days which makes living there all the more attractive and enjoyable. This has been the case for some 25 years now. Please see Video C on the DVD attached.

Section 7.4 of the current Outline Zoning Plan states:

Box D

"7.4 In the designation of various zones in the Area, consideration has been given to the natural environment, physical landform, existing settlement, land status, availability of infrastructure, local development requirements and relevant strategic planning studies and master plans."

In its subsequent discussion of the staff quarters zoning it states:

Box E

Staff Quarters

"8.5.11 This zone is intended to designate land for the provision of staff quarters to serve the Discovery Bay development. The three existing staff quarters, including one located to the west of the marina and the other two near the fire station and the golf course in the south, are designated as "OU" annotated "Staff Quarters". This zone also covers two proposed staff quarters located to the east of Bijou Hamlet and in Parkvale Village. The development of individual staff quarters is subject to the maximum GFA and height restrictions as specified in the Notes of the Plan to reflect the existing scale of development."

This is of course in response to the guiding principles of Paragraph 7.4 highlighted above, because it would easily have been more efficient to combine all the staff quarters into one high rise building, but to do so would have disregarded the qualitative environmental aspects 7.4 addresses namely "the existing scale of development" which, as concerns Parkvale, Midvale and Hillgrove Villages – the immediate landscape neighbouring environs - has NOT changed since their original construction back in the 1980s. This leads one to ask what has changed that affects the existing scale of development?

Video C, in the DVD attached, illustrates well the current view enjoyed by Crystal and Coral Court residents on a typical sunny day. This view was taken from the 22nd floor Coral Court roof top. While the lower Crystal and Coral floors don't have such a panoramic view, they still enjoy the full radiance and warmth of having a current uninterrupted sunny view of the greenery behind them. They also enjoy peace and quiet from the lack of any development to the rear. Such views – a strong marketing point at their initial sale – would have been substantially the same today had the minimalistic approved staff quarters been developed as they were intended.

As can be seen from the cross section diagram Figure 6 "Section A – A" accompanying the Application and the HKR's own PowerPoint Presentation slide showing the view from the Plaza, the proposed development will dwarf Crystal and Coral courts, permanently depriving the mountain facing residents rooms of sunlight and spectacular mountain, reservoir and green views.

The new views would become akin to those "enjoyed" in Central Hong Kong or the Mid -levels high rise flats and are NOT what residents who bought in either of the Crystal or Coral properties want or expected. Nor would they be either in keeping with the desire to preserve the surrounding natural setting objective of Section 7.2 of the current Outline Zoning Plan – see Box D above, or Section 2.5.3.1 (b) Discovery Bay - of the Government Strategy Report – reproduced in Box F below:

Box F

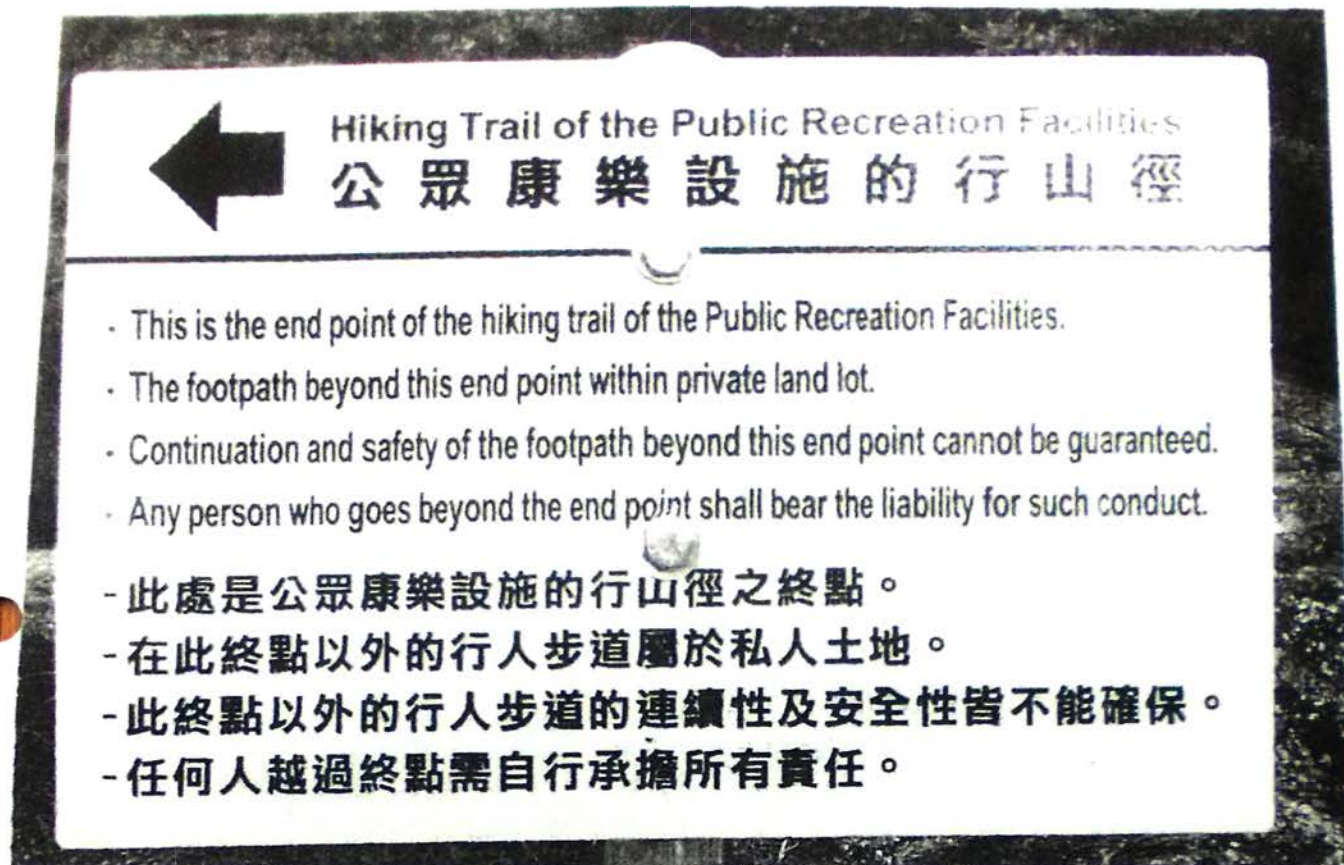
"The sub-urban character of the area, its car-free environment, its tranquility and relatively low-density are the major attributes that sustain the attractiveness of Discovery Bay. It provides a choice for people who prefer to live in a different type of environment not available in the urban area."

In this Government Strategy Report, the Planning Department concedes and confirms that Discovery Bay is different from other environments and that it should provide an alternative choice for those who would prefer it. Accordingly, any visual and environmental assessment guideline tests should be applied and interpreted sympathetically, in the unique Discovery Bay context and objectives noted in the Government Strategy Report. What would be the test in the Mid-Levels does not work for Discovery Bay.

Popular hiking trail to be removed

Finally, please also note the existence of a well-used hiking route and steps to and from the top of the mountain slope and scenic look out. These steps and the recreational facility they provide to Discovery Bay residents and visitors alike will be lost. There is no mention of their replacement.

It is regrettable too that on or around the date of this letter, HKR has started a campaign to discourage users of the hiking trail through the erection of the following sign:



The 6f environmental and visual impacts on the immediately affected owners and the rest of the Discovery Bay community are devastating. The Application should be rejected on such grounds together with the destruction of a much enjoyed hiking facility.

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4.0 Inadequate Traffic Impact Assessment ("TIA")

4.1 The TIA is wholly inadequate: It is flawed because it:

- (a) relies and is based on inaccurate and omitted data (see 2.0, population above, and 4.2 below); and
- (b) totally ignores the traffic and health & safety impact of the proposed development in and around the immediate vicinity of 6f and the neighbouring Parkvale and Midvale Villages during and after its implementation (see 4.3); and
- (c) totally ignores emergency services access requirements (see 4.4); and

- (d) totally ignores the Planning Department's strategic plan conclusions on the suitability/desirability of the existing infrastructure to accommodate construction traffic (see 4.5); and.
- (e) totally ignores the fact that existing traffic law and regulations are not currently enforced which gives rise to dangerous driving already. This situation will only be made worse by additional construction vehicles during the lengthy construction period and extra vehicles thereafter (see 4.6).

4.2 Omissions from the TIA

The Application's TIA sets out in a very matter of fact way, background information and numerous statistics about the tunnel, road systems, traffic and passenger volumes into, in and around Discovery Bay. ***It is totally quantitative and totally lacks any meaningful qualitative discussion in its content which would have identified traffic saturation and safety issues.***

Put simply, it's not just how many vehicles per hour that there are here, there or wherever; but how they behave, especially in the "low under policed" district of Discovery Bay.

The observational data – passengers, vehicles etc., set out in the TIA are not disputed because there was no opportunity to observe and disagree therewith. Nor are they accepted for the same reason. ***However, the overall TIA conclusion that there is current capacity for the 6f and 10f developments is refuted.***

This is because the TIA fails to observe and consider any meaningful qualitative factors about Discovery Bay traffic in general and, vitally, in the immediate 6f/Parkvale vicinity. Both aspects are critical in interpreting the numeric data and concluding thereon:

These ignored considerations also impact the entire Midvale Village as regards (a) the disruption of their bus service and (b) the potential adverse impact on emergency services.

What's missing and how does DB traffic actually behave?

The following explains and demonstrates how the internal DB road systems are currently stretched to operating capacity. It shows why the introduction of the additional development construction traffic cannot be seamlessly and safely accommodated by the reported alleged "capacity". Significant information omitted by the TIA is also highlighted:

- (1) The TIA makes no mention of, and fails to take into account the fact that the many golf carts are mechanically speed restricted, often as low as 28 KPH. Even if not speed restricted, golf carts are significantly slower and have less torque to deal with the many uphill roads in Discovery Bay. There are almost 500 golf carts in Discovery Bay.

The consequences of this are that the golf carts create bottlenecks behind the golf carts. Dangerous driving by the frustrated drivers of faster vehicles to overtake the golf carts results; This problem is exacerbated when the golf carts have to go uphill and slow down even further, as is the case in Discovery Valley Road and Parkvale Drive the two roads that are proposed to be used for the constructing and servicing the 6f development.

- (2) The TIA does not comment on the fact that throughout DB all DB buses make frequent stops on their routes. Not all of these stops are in convenient off to the side of the road bus bays which theoretically

can free up the roads for other following traffic. The roads are often blocked by several vehicles having to wait for DB buses to restart their routes after stopping to pick up and drop off passengers, particularly on Discovery Bay Road opposite No. 21 and the school drop off further up the same road.

It is also particularly the case when accessing the Woods units in Parkvale Village, where the No.2/3 and No.3 bus can be required by passengers to stop blocking the main road outside Hillgrove Village and at two stops on the way up and at one stop on the way down Parkvale Drive. These bottlenecks are compounded by the large amount of double white lines on Parkvale Drive and 30 KPH restriction on much of the drive where there are no double white lines.

- (3) The Assessment does not deal with the traffic impact of the 6f development during construction, particularly on the driveway outside the three Woods high rise buildings off which the service road to the 6f development is proposed.
- (4) Paragraph 5.3.3 of the Assessment incorrectly states that the "existing Parkvale Drive" to the north will be "extended to serve area 6f". This is incorrect. Parkvale Drive terminates at the Woods' lower private village passageway which in turn leads to and finishes at an open pedestrian pavement area in front of the 3 Woods blocks. Both the lower slope and the pedestrian pavement are very different and distinct from Parkvale Drive. Please see 4.3 following.

4.3 The Woods immediate vicinity, and general Parkvale Traffic Health & Safety aspects during and after construction

Please see "Video A" on the DVD to view a typical weekday afternoon bus arrival and departure immediately outside the three Woods buildings on the pedestrian pavement in front thereof ("Top Pedestrian Area").

Please see "Video B" on the DVD to see how the Woods village private passageway ("Lower Passageway") connects to Parkvale Drive.

Please see "Videos K and L" on the DVD to see how the DB busses have to cut corners or take a wide berth when entering, exiting Parkvale Drive.

Please note the following points illustrated by Videos A and B:

- In the Top Pedestrian Area, the bus has to proceed very slowly, with absolute caution, because the Top Pedestrian Area is not a proper road in the normal sense. The Top Pedestrian Area comprises greyish interlocking bricks that have the appearance of a road and tend to be regarded and used as such by vehicles, but otherwise are equally regarded as a pedestrian area when vehicles are absent or stationary. It also has golf cart parking bays, a dead end turning area, block forecourts composed of reddish tiles/bricks, a bus stop and a very small passenger waiting area. It was not constructed as a road or to bear the load of a normal road.
- Unlike the Lower Passageway connecting to Parkvale Drive, there are no road markings on the Top Pedestrian Area; there is no pedestrian pavement; it has no safety barrier and the principal vehicular throughput area is very narrow measuring between just 5.95 meters and 6.04 meters on the bricked area that is regarded as the road.

- The bus has to perform a three point turn at the very end of its route in order to turn around for its return journey to the plaza. It requires the entire turning area to be clear in order to turn safely. The same can be observed for the yellow school bus. The same is true for any other sizeable vehicle such as a moving truck or emergency vehicle.
- Bus service to the Woods during the working week is every quarter of an hour.
- There are, as is often the case, other sizeable vehicles using the same area. In Video A please note the yellow school bus and white goods vehicle. There is also a smaller black, light goods vehicle parked up.
- There is barely enough room for the bus and the yellow light bus to pass each other on the main thoroughfare, without one vehicle having to use the off road area.
- Golf carts and smaller delivery vehicles also use the Top Pedestrian Area and parking is provided for them in the white bays seen in the video.
- There are residents/pedestrians using the area. These include young children some of which, the videos show, are understandably inclined to treat the area as a play area. The others walk freely anywhere in this area. There are many dog owners living in these Woods blocks.
- Neither the Lower Passageway, nor the Top Pedestrian Area were built structurally to accommodate the heavy vehicular traffic a large construction project such as the one subject to the Application, would generate. Note the surface destruction in the turning area flooded by rainwater.
- All in all, as Video A demonstrates, it's currently a fine balancing act to keep everything moving safely. The existing infrastructure system just about copes with the existing volume and nature of traffic.

The introduction of many construction and construction material delivery and debris removal vehicles, most of which will be making numerous trips between 8am and the end of the working day, will likely prove too much from a safe capacity perspective and the traffic and transport impact on the immediate three Woods blocks access. This will almost certainly result in:

1. Greater danger to pedestrians, particularly younger children who use the area as a playground;
2. Additional congestion in the general Top Pedestrian Area and particularly in the bus turning area, which will make it harder for the buses to run on schedule and to connect with the ferries that their current time table is synchronized with;
3. The increased potential for accidents as bus services, residents and 6f construction related traffic take greater risks as they compete to run to schedule.

4.4 Emergency vehicle access

It is universally well understood and accepted that when it comes to saving lives "seconds" can make the difference between life and death when getting emergency services to the scene of an incident.

The Top Pedestrian Area

Video A clearly demonstrates that if emergency vehicles ("EV") have to use the Top Pedestrian Area to service an emergency either at the 6f construction site, or in any of the existing three Woods buildings, there is every chance that the EV response time may be adversely affected by not only the existing traffic using the Top Pedestrian Area, but also any additional construction traffic using the Top Pedestrian Area as an access route to 6f. Moreover, there would be inadequate width in this same area for buses, large construction vehicles and EVs to pass each other. The need for the DB bus and other non-construction vehicles to do three point turns to exit the Top Pedestrian Area poses a constant further threat of EV obstruction.

Traffic hold ups on Parkvale Drive

In addition, there will be more frequent traffic queues on the Discovery Valley, Parkvale Drive and the Lower Passageway when the additional construction vehicles have to slow down because they cannot overtake slow moving vehicles, notable golf carts, either due to a lack of speed, continuous white lines and/or blind corners or blocked views.

In either situation, the end result could be vital seconds lost in Parkvale Drive while EVs attend an incident, not only in getting to the Woods and the 6f site, but also the remainder of the Parkvale Village and the entire Midvale Village.

None of this is acceptable.

4.5 Conflict with Planning Department Strategy

Box G

Extracts from Section 4 – "Major Planning Issues" – South West New Territories Development Strategy Review – Recommended Development Strategy 2001

Issued by the Planning Department Hong Kong Government

2.5.3 Other Parts of Lantau

2.5.3.1 ...

...(b) Discovery Bay - The planning intention for Discovery Bay is to provide a resort-type development featuring a wide range of recreational facilities in the area. The sub-urban character of the area, its car-free environment, its tranquility and relatively low-density are the major attributes that sustain the attractiveness of Discovery Bay. It provides a choice for people who prefer to live in a different type of environment not available in the urban area. ...Although a tunnel road is connecting the area with Cheung Tung Road at Siu Ho Wan, this road tunnel is intended for emergency, residents shuttle buses and service vehicles only.

The planned population of 25,000, based on the existing and planned residential provision, and the limited public transport and the planning intention to maintain the sub-urban community character of Discovery Bay, is advised by the Strategy.

Adding to the planned population will lead to increased transport demands. Most obviously the addition of another 1,190 residents in the 6f area will require additional bus services, see additional hire car usage,

furniture, supermarket and other deliveries thereby putting permanent additional stress on the Discovery Valley, Parkvale Drive and Discovery Bay Road junctions/system.

This is not in accordance with the strategy outlined above. It will adversely affect the "tranquility", user safety and bring DB closer to the type of urban area environment that DB residents do not want.

4.6 Traffic Law is not enforced and ignored

Please see "Videos P to Z" on the attached DVD, to see how traffic going up and down Discovery Valley Road and into and out of Parkvale Drive actually behaves. The issues and violations could be observed on any day.

Please note the following from the videos:

- How construction and truck traffic from the new golf course development ignore the stop sign at the bottom of Discovery Valley Road and roll onto the main Discovery Bay Road in breach of the traffic regulations;
- How, when turning right off Discovery Valley Road onto Parkvale Drive, the larger vehicles busses, trucks etc., need to cut across the downhill lane where downhill vehicles are supposed to stop before turning left onto Discovery Valley Road.
- How traffic of all descriptions, cyclists, golf carts, busses, construction traffic, cleaning vehicles, delivery vans etc., ignore the stop sign on Parkvale Drive and drive straight into Discovery Valley road.

Quite clearly the current situation is unacceptable. The addition of construction traffic for several years will only exacerbate the situation and it is entirely foreseeable that there will be a serious accident causing loss of life or serious injury either during the construction period. Thereafter when service and transportation traffic will increase dramatically in response to increased resident demand.

For any one of the reasons set out in this section, the existing Application should not be approved until the detailed studies called for by the Outline Zoning Plan have been completed and concluded on.

=====
End