

**S16 Planning Application Nos. A/H6/93 and A/H6/94**

**Further Information Submission 1:  
Responses to Departmental Comments**

December 2024

**Reponses to Departmental Comments**

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**List of Attachments**

- Annex 1: Replacement Pages of Planning Statement (S16 Planning Application No. A/H6/93)
- Annex 2: Replacement Pages of Planning Statement (S16 Planning Application No. A/H6/94)
- Annex 3: Traffic Review Report
- Annex 4: Letter to District Lands Office Dated 19 Nov 2021
- Annex 5: Revised Appendix 5 Location Plan and Sectional Plans (S16 Planning Application No. A/H6/93)
- Annex 5: Revised Appendix 5 Location Plan and Sectional Plans (S16 Planning Application No. A/H6/94)

**Transport Department (contact officer: Sammy WONG, tel. 2829 5262)**

	Comment	Response
	<u>Traffic Impact on the Surrounding Network</u>	
1.	Based on our record, Traffic Impact Assessment (TIA) report for the proposed Tunnels T1 & T2 was conducted for the previous s16 application in 2016. The applicant shall conduct a traffic review to verify whether the previous approved TIA is still valid under this s16 application.	A traffic review has been conducted, and the findings from the review verified that the conclusion of no adverse traffic impact by the proposed Tunnels T1 & T2 is still valid.  For the details of the traffic review and findings, please refer to the attached <b>Traffic Review Report in Annex 3.</b>
2.	The traffic impact on the reduction of number of carparks during and after the construction of tunnel shall also be reviewed and included in the traffic review and/or planning statement. In general the suspension of car parking spaces at Lee Garden One, Lee Garden Two and Lee Garden Three shall be minimised as far as possible.	The traffic impact on the reduction of number of carparks during and after the construction of tunnel has been reviewed and included in <b>Section 4.2</b> of the attached <b>Traffic Review Report in Annex 3.</b>
3.	To demonstrate whether there is any adverse traffic impact on the surrounding road network, a traffic review to be conducted by the applicant should confirm (i) whether the result of previously approved TIA is still valid in this s16 application and (ii) implementation of the Construction Traffic Management Scheme (“CTMS”) under the previous planning application including but not limited to:	A traffic review has been conducted, and the findings from the review as presented in the attached <b>Traffic Review Report in Annex 3.</b> has verified that the proposed Tunnels T1 & T2 will not cause any adverse traffic impact on the surrounding road network.  Meanwhile, the implementation of CTMS including but not limited to the mentioned measures is also confirmed in <b>Section 4.4</b> of the attached <b>Traffic Review Report in Annex 3.</b>
	<ul style="list-style-type: none"> <li>• Proposed works shall only be carried out underground without at-grade excavation works leading to any closure of public road</li> </ul>	
	<ul style="list-style-type: none"> <li>• The overall construction traffic demand shall be kept minimal and limited to 14 vehicles per day. The construction vehicles shall access to/from the underground construction site via the existing vehicular access of Lee Garden</li> </ul>	

	One, Lee Garden Two and Lee Garden Three.	
	<ul style="list-style-type: none"> <li>The access of construction traffic shall only be arranged outside peak period of 0800-1000, 1200-1400 and 1600-2000 during weekdays except General Holidays to minimise traffic impact.</li> </ul>	
	<ul style="list-style-type: none"> <li>The car park operators of Lee Garden One, Lee Garden Two and Lee Garden Three shall deploy staff for patrolling traffic at the car park entrance and guiding the motorists to park their cars at other car parks in the vicinity with vacant spaces when necessary.</li> </ul>	
	<ul style="list-style-type: none"> <li>The suspension of car parking spaces at Lee Garden One, Lee Garden Two and Lee Garden Three shall be minimised as far as possible and maintain at least 80% of provision at all time.</li> </ul>	
	<ul style="list-style-type: none"> <li>Loading/unloading activities of Lee Garden One, Lee Garden Two and Lee Garden Three shall be well coordinated and managed by the car park operators to avoid carry out during access period of construction traffic.</li> </ul>	
	<ul style="list-style-type: none"> <li>Adequate car park vacancy information signs shall be erected at the car park entrance to alert motorists</li> </ul>	
	<ul style="list-style-type: none"> <li>Other measures as stipulated in the approved CTMS.</li> </ul>	
	<ul style="list-style-type: none"> <li>The proposed works shall not commence earlier than the construction of covered walkway</li> </ul>	

	and footbridge at the area and full provision of private car parking spaces under the commercial development at Caroline Hill Road development as proposed by the applicant in their letter to DLO dated 21 May 2024.	
<u>Dimension of the proposed Tunnels T1 and T2</u>		
4.	It was noted that the minimum clear headroom (i.e. 2.4m) and minimum width of the driveway (i.e. 3.5m) for both Tunnels T1 and T2 is the same as previous approved s16 planning application. The applicant shall clarify whether both tunnels will only serve passage of private cars only/ and proper signages shall also be erected to show clearly the headroom of the tunnels.	Please be clarified that both Tunnels T1 and T2 will only serve passage of private cars and pedestrian for travelling between the connected basement car parks. Signages will be erected to show the headroom limitation at the appropriate locations in the connected car parks.

**Water Supplies Department (contact officer: Terry LAW, tel. 2152 5737)**

	<b>Comment</b>	<b>Response</b>
1.	Please note that there are some existing fresh water mains within the site and are affected by the proposed tunnel. Free access should be allowed for WSD at any time to carry out operation and maintenance of these water mains. In case the project proponent considers that diversion of these water mains is required, they should study the feasibility of diverting these water mains. If diversion is considered feasible, the project proponent should submit their proposal for WSD's consideration and approval. The water mains diversion work shall be carried out by the project proponent at their own cost to the satisfaction of WSD. WSD will only carry out the connections works to the existing network and the associated connection cost should be borne by the project proponent.	Noted. The tunnels level is lower than the water mains.

2.	<p>Please find attached partprint of our pains record plans showing the existing water mains in the vicinity of the captioned site for your information. Please note that the alignments of the water mains are indicative only. The exact lines and levels of our water mains should be established by hand dug trial pits on site if they are of significance to your works. Some changes might have been made to the information shown on the drawings in the course of time and that digging of trial holes to ascertain the exact alignment and depth of water mains would still be necessary before any road excavation.</p>	Noted.
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**Electrical and Mechanical Services Department (contact officer: Henry CHENG, tel: 2808 3692)**

	<b>Comment</b>	<b>Response</b>
	<p>Please be advised that we have no particular comment on the document from electricity supply safety aspect. However, in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable under the mentioned document should approach the electricity supplier (i.e. HK Electric) for the requisition of cable plans to find out whether there is any underground cable within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines.</p>	Noted.

**Food and Environmental Hygiene Department (contact officer: Yoyo NG, tel: 3141 1229)**

	<b>Comment</b>	<b>Response</b>
(a)	If any Food and Environmental Hygiene Department's (FEHD) facility is to be affected by the development, FEHD's prior consent must be obtained;	Noted.
(b)	If provision of cleansing service for new roads, streets, cycle tracks, footpaths, paved areas etc, is required, FEHD should be separately consulted. Prior consent from FEHD must be obtained; and	Noted.
(c)	No environmental nuisance should be generated to the surroundings. Also, arrangement shall be made to dispose any waste so generated from commercial/trading activities properly at own expenses.	Noted.

**Environmental Protection Department (contact officer: Kathy HO, tel: 2835 1847)**

	<b>Comment</b>	<b>Response</b>
(a)	The Applicant is reminded to observe the air quality requirements and other factors that should be considered in design and operation of car parks / tunnels including but not limited to air pollutants inside the tunnels, design considerations for ventilation systems, if any, as stipulated in the relevant guidelines / practice notes, such as ProPECC PN 2/96 Control of Air Pollution in Car Parks, Practice Note on Control of Air Pollution in Vehicle Tunnels, etc.	Noted.
(b)	The Applicant is also reminded that any ventilation exhaust / ventilation shaft of the proposed tunnels and carparks should be located and faced away from air sensitive uses (including openable windows and fresh air intake of mechanical ventilation) of the	Noted.

	surrounding buildings otherwise installation of air treatment system should be provided to avoid adverse air quality impact on the air sensitive uses.	
(c)	Section 10.6 of the planning statements (i.e. the reduction in vehicular emissions) may not be justified since the vehicles may shift to travel underground around the different phases of Lee Gardens. The applicant is suggest to revise "reduce traffic emissions" to "improve at-grade air quality".	The planning statements have been revised accordingly, please refer to the attached replacement pages.
(d)	For the excavation works as stated in Appendix 6 of the planning statement, the applicant is reminded to implement good site practices and necessary construction air quality control measures as stipulated in the Air Pollution Control (Construction Dust) Regulation to minimise the air quality impact at the nearby air sensitive uses during construction phase.	Noted.
(e)	Please clarify and confirm non-percussive method (e.g. cut & lift method) will be adopted in demolishing the slabs on basement floors for the construction of launching and receiving shafts.	Non-percussive method could be adopted for slab demolition on basement floors for construction of launching and receiving shafts, which is subject to further review in detail design stage.
(f)	The applicant is reminded to comply with the relevant legislations/guidelines for proper management and disposal of wastes to be generated by the proposed underground vehicular tunnels.	Noted.
(g)	The project applicant should consider the guidelines in relevant practice notes where applicable. ProPECC PN1/24 Minimizing Noise from Construction Activities was issued and superseded ProPECC PN1/93, PN2/93 and PN1/96. The applicant is reminded to comply with the relevant legislations/guidelines.	Noted.



**Leisure and Cultural Services Department (contact officer: Kaizer CHAN, tel: 2601 8687)**

	<b>Comment</b>	<b>Response</b>
(a)	The proposed Tunnel 1 (T1) likely affects the existing five Old and Valuable Trees along Hysan Avenue (OVT WCH/2, WCH/3, WCH/4, WCH/5 and WCH/6) which are currently maintained by this office. Since the proposed T1 will be built within the dripline zone of the OVTs, the project proponent is reminded to adhere to the procedures and requirements stipulated in DEVB TC(W) No. 5/2020 and seek relevant authorities, departments and LCSD for further comment.	<p>The proposed development of current application has no material changes to situation since approval of the planning application no. A/H6/78-1 and the approved Tree Protection Proposal (TPP) to comply with condition (e) of No. A/H6/78-1 will be maintained.</p> <p>The connection level of Tunnel T1 has changed from B2/F to B3/F. The B2/F connection was recorded in the previous approved planning application no. A/H6/78-1. The current proposal increases the soil depth by changing the connection level to B3/F, this will prevent the roots of the OVTs from injury or damage by the construction works.</p> <p>As mentioned in the current planning statement, the current application “would not result in any negative impact to the Old and Valuable Tree on Hysan Avenue”, i.e. OVT WCH/2, WCH/3, WCH/4, WCH/5 and WCH/6. The concerned OVTs will be preserved based on the procedures and requirements as stipulated in DEVB TC(W) No. 5/2020.</p>
(b)	Our previous comments and approval conditions on protection of the five OVTs given in the planning application no. A/H6/78 and A/H6/78-1 concerning T1 are still valid.	Noted. The previous comments and approval conditions on the protection of the five OVTs given in the planning application no. A/H6/78 and A/H6/78-1 concerning T1 would be continuously applied.
(c)	<u>For TPB/A/H6/94:</u> The proposed Tunnel 2 likely affects the pavement trees at Yun Ping Road which are currently maintained by this office. The project proponent shall make every possible measures to preserve and protect the existing trees from being adversely affected by the works through careful and proper planning, design, working out and	<p>Noted. The proposed development of current application has no material changes to the situation since the approval of the planning application no. A/H6/79.</p> <p>The proposed development will not have ground level works in close proximity to the pavement trees. The concerned pavement trees will be preserved based on the</p>

	<p>implementation of protective measures, site monitoring and post-construction maintenance. If any tree within or in the vicinity of the work site be affected by the works, the project proponent should adhere to the requirements and procedures stipulated in DEVB TC(W) 4/2020 - Tree Preservation.</p>	<p>procedures and requirements as stipulated in DEVB TC(W) No. 5/2020.</p>
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**Lands Department (contact officer: Ronnie YU, tel: 2835 1662)**

	<b>Comment</b>	<b>Response</b>
3.	<p>While there is no comment from land administration point of view on the subject planning applications, this office has the following observations: -</p>	
(a)	<p>At Appendix 5 of both planning applications, all the markings “(UNDER LEASE)” for Top Datum Level, Max Internal Height, Max Internal Width and Max Width should be clarified as “(Under the Proposed Lease Modifications)”;</p>	<p>Noted, please find attached the revised drawings in Annex 5 and Annex 6.</p>
(b)	<p>As there are discrepancies between the proposed lease modifications and the current planning applications in respect of the parameters of T2, the Applicant will be required to confirm the parameters to be adopted in the proposed lease modifications in the event that the planning applications are approved;</p>	<p>Noted.</p>
(c)	<p>In the event that gazettal is required under the Roads (Works, Use and Compensation) Ordinance (Cap.370) for the proposed road works, the Applicant is required to pay the Government all the relevant costs;</p>	<p>Noted.</p>
(d)	<p>It is noted that the parameters of the proposed tunnels have been amended. The Applicant should seek comments</p>	<p>Noted.</p>

	from relevant departments including Highways Department, Transport Department and Leisure and Cultural Services Department ("LCSD");	
(e)	For the Tree Preservation Proposal and any impact on the Old Valuable Trees, comments from LCSD are required; and	Noted.
(f)	This office is currently processing the relevant lease modifications. Notwithstanding the PBTOs for the proposed lease modifications have been accepted by the Applicant, such offers are not binding and the relevant land transactions have not yet been completed. We must advise that such applications will be subject to such terms and conditions, including payment of premium and fees, as imposed by the Lands Department acting in its capacity as the landlord as its discretion.	Noted.

**Civil Engineering and Development Department (contact officer: Candy CHO, tel: 2762 5383)**

	<b>Comment</b>	<b>Response</b>
2.	It is noted that there were only limited information and conceptual sketches for the proposed underground vehicular tunnels T1 (under Planning Application No. A/H6/93) and T2 (under Planning Application No. A/H6/94). Given the proposed vehicular tunnels are located below a public road with a shallow cover, the technical feasibility of the works is of concern from public safety point of view. The proposed tunnels shall be designed and constructed to follow relevant geotechnical standards/guidelines. The construction of the proposed vehicular tunnels shall not impair the safety of cause damage to the adjacent buildings, structures, land, streets or services.	Noted.

3.	Relevant supporting information, including conceptual layout, preliminary assessment of the technical feasibility, proposed construction methods and mitigation measures shall be submitted for consideration.	Please refer to the letter to DLO dated Nov 19, 2021, it indicates that underground mining could be adopted for constructing tunnel T1 and T2, and renderings of construction sequences are also provided for reference.
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