

**Annex 2: Replacement Pages of Planning Statement
(S16 Planning Application No. A/H6/94)**

7. The Proposal

- 7.1 The approved permission is for an underground vehicular tunnel, Tunnel T2, connecting the basement car parks of Lee Garden One and Lee Garden Three. The proposed tunnel will become an integral part of the two commercial developments. On the Approved Causeway Bay OZP No. S/H6/17. Tunnel T2 falls within an area mainly shown as “Road” and marginally encroaches onto the “Commercial” (“C”) zone. Commercial development is always permitted within the “C” zone, but planning permission is required in the area shown as “Road”.
- 7.2 Tunnel T2 will connect the eastern side of basement B2 of Lee Garden One across Yun Ping Road to the western side of basement B2 of Lee Garden Two. Tunnel T2 will have an area of about 184.8m², a length of approximately 13.0m, an overall width of approximately 14.0m, a gradient of about 1:12 and minimum clear headroom of 2.7m. It will provide two lanes for private cars with a minimum width of 3.5m each to serve two-way traffic. An electrical and mechanical zone will be provided at the upper portion of the tunnel above the vehicular access. The location plan, floorplans and sections of the proposed Tunnel T2 are included in **Appendix 5**.
- 7.3 At present, vehicular access to the car park of Lee Garden One can only be made vis Lan Fong Road. With Tunnel T2, vehicles from the east (Leighton Road) and the south (Caroline Hill Road) will be able to access Lee Garden One via the ingress of Lee Garden Two at Pennington Street without the need of circulation at Lan Fong Road, Lee Garden Road and Hysan Avenue.
- 7.4 The car parks at Lee Garden One and Lee Garden Two will provide barrier-free access to the connections of the tunnel to benefit the general public between 7:30am – 12:30am. This is the same as in 2016, when the application was approved.
- 7.5 Tunnel T2 is part of Hysan’s overall plan to improve the connectivity for the area, which also includes the covered walkway and 5 pedestrian link bridges (shown in Figures 3 and 4). In addition, there is another approved but not yet constructed Tunnel, T1, under application number A/H6/78 which connects Lee Garden One and Lee Garden Three under Hysan Avenue.
- 7.6 Once both Tunnel T1 and Tunnel T2 are constructed the car parks at Lee Garden One, Lee Garden Two and Lee Garden Three will be interconnected and operate as a single car park. Vehicles from the east (Leighton Road) and the south (Caroline Hill Road) will also be able to access the Lee Garden One car park via the ingress of Lee Garden Two at Pennington Street without passing through the busy road sections of Yun Ping Road and Lan Fong Road.

- 10.5 Due to the reduction of vehicles at grade, it would allow pedestrians to enjoy a higher quality pedestrian environment. The reduction of cars on streets with heavy pedestrian usage, such as Yun Ping Road, would build upon the pedestrian areas already existing in the area to further enhance the local pedestrian environment and improve the public realm.

Improved Air Quality

- 10.6 With the proposed tunnel T2 cars can locate a car park quicker and less time will be spent at-grade circling around the area. This will help to **improve at-grade air quality**. In addition, the reduction in vehicles should translate into a more reasonable speed of traffic flow at grade which will reduce the overall emission levels.
- 10.7 Causeway Bay has been identified as an area where there is a need to improve the air quality and as a result it is one of the three Franchised Bus Low Emission Zones. This shows the importance of identifying ways to improve the air quality in Causeway Bay and implementing them.

No Impact to Traffic During Construction

- 10.9 Construction vehicles will access Lee Garden One from the vehicular access on Lan Fong Road. The maximum construction traffic of the two tunnels under this application and Application No. A/H6/78 will be approximately 14 vehicles per day. Access of construction vehicles will be arranged during off-peak time periods to avoid overlapping with the peak traffic in the surrounding area during 08:00-10:00, 12:00-14:00 and 16:00-20:00. The car park operators would dedicate staffs to patrol traffic at the car park entrances while the loading/unloading activities for the buildings would be well coordinated and managed by the car park operators throughout the construction period. Appropriate internal temporary traffic arrangements will also be implemented within the car parks of both Lee Garden One and Lee Garden Two in order to maintain the operation of the majority of the car parking spaces during the construction period.

No Impact to the Surrounding Buildings, Structures, Land, Streets or Services

- 10.10 The proposed Tunnel T2 will not cause any damage to the adjacent buildings, structures, land, streets or services. Precautionary measures such as ground investigation along Yun Ping Road will be conducted before construction. During construction, regular monitoring of the settlement, tilting, vibration and ground water drawdown at the adjacent ground, utilities and buildings will be provided at the detailed technical design submission stage.