

**Submission of Layout Plan and Application for Commercial Development on IL No.8945 Causeway Bay, Hong Kong  
under s16 of the Town Planning Ordinance (Cap.131)**

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**Planning Statement**

**s.16 Planning Application No. A/H7/185 - Departmental Comments**

**Response to Comments**

April 2024

**TABLE OF CONTENT**

<b>1. DISTRICT COURT TEAM, ARCHITECTURAL SERVICES DEPARTMENT.....</b>	<b>2</b>
<b>2. SOCIAL WELFARE DEPARTMENT .....</b>	<b>2</b>
<b>3. BUILDINGS DEPARTMENT .....</b>	<b>5</b>
<b>4. PLANNING DEPARTMENT .....</b>	<b>6</b>
<b>5. LANDS DEPARTMENT .....</b>	<b>7</b>
<b>6. HEALTH BUREAU .....</b>	<b>8</b>

**Attachment A: 5/F Plan (included in Annex B under previous FI1 submission)**

**Attachment B: Summary on Internal Transport Facilities for Ancillary Uses**

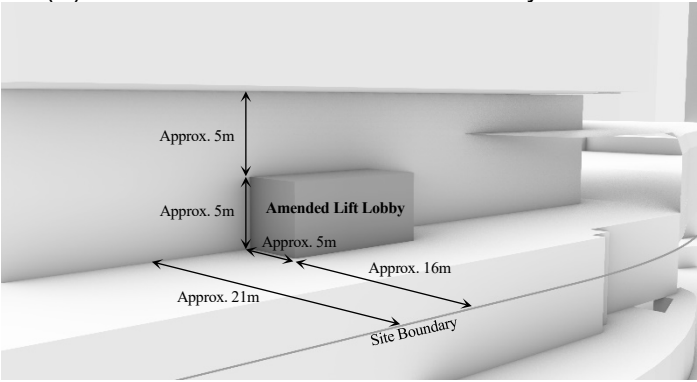
FI(2)	
<b>1. DISTRICT COURT TEAM, ARCHITECTURAL SERVICES DEPARTMENT</b> (Received via email from Mr. David LEUNG, TP/HK10 HKDPO on 25 March 2024 and extracted from R-to-C of FI1 submission)	
Comments	Responses
7. Referring to Air Ventilation Assessment included in Annex D in the submission, the Applicant is reminded to consult relevant B/Ds to considerate and incorporate the AVA submission of the DC project which was approved in November 2023, and ensure the proposed development will not cause adverse effect to the ventilation performance of the DC site and its immediate surroundings.	We confirm that the design of DC project adopted in the AVA report and latest design of DC project received from ArchSD dated April 8, 2024, are aligned. The conclusion of the AVA report would not be affected.
<b>2. SOCIAL WELFARE DEPARTMENT</b> (Received via email from Mr. David LEUNG, TP/HK10 HKDPO on 28 March 2024) Contact officer: Ms. Emily Tai, tel.: 2116 3582	
Comments	Responses
Please find the following departmental comments on your submission for action as and where appropriate:	
<b>A. <u>Service Branch</u></b>	
CCC –	
<ul style="list-style-type: none"> <li>To our understanding, the Disabled Access comprises a lift that our CCC service users can use to access other floors from 1/F, including B2/F where the L/UL bay and drop-off for CCC are located. However, it is observed that certain layout plans, such as those on pages 23 of “A_H7_185_Figures”, etc.) depict the Disabled Access only up to B3/F, G/F, UG/F, 1/F &amp; 2/F, as if omitting B2/F. The applicant is required to clarify on this.</li> </ul>	We would like to clarify that the disabled access also covers B2/F. Please refer to the Annex B under previous FI1 submission for the revised layout plans and revised figures (Figures 4.8a, 4.8b and 4.9d) under this FI2 submission.
<ul style="list-style-type: none"> <li>Additionally, the applicant should also confirm whether the location of CCC, loading/unloading bay and drop-off point for CCC can met the following requirements:</li> </ul>	

	<ul style="list-style-type: none"> <li>- the location of CCC be complied with the licensing and operation requirements as laid down in PNAP APP-43 as well as relevant building regulation, FS requirement and ongoing regulatory control under the Child Care Services Ordinance, Child Care Services Regulations and the latest version of Operation Manual for Pre-primary Institutions;</li> </ul>	Confirmed.
	<ul style="list-style-type: none"> <li>- no part of any centre premises, except the parapet wall around a roof playground, be situated at a height of more than 12 m above ground level; and</li> </ul>	Confirmed.
	<ul style="list-style-type: none"> <li>- the loading/unloading bay or drop-off point is accessible conveniently and close to CCC for the emergency use of ambulances.</li> </ul>	Confirmed.
	<ul style="list-style-type: none"> <li>● Please provide the layout plans showing the increased GFA that related to CCC and advise its usage for our further comment.</li> </ul>	Please note that the GA plans submitted to SWD/HB have already reflected the latest layouts. There is an increase in GFA only when comparing with the approved S.16 back in 2022, the approved GBP dated 3 Aug 2023 was already showing similar GFA as the current S.16 submission.
	DE –	
	<ul style="list-style-type: none"> <li>● For the change of level of DE to 1/F of Tower 3, we have no adverse comment in principle. For clarity sake, please provide the updated layout plan and section plan for our record.</li> </ul>	Please note that the GA plans previously submitted to your department were up to date.
	<ul style="list-style-type: none"> <li>● Please provide the updated layout plan(s) and SoA table(s) and indicate the usage of the increased GFA for our further comments.</li> </ul>	Please note that the GA plans submitted to your department were already reflecting the latest layouts. There is an increase in GFA only when comparing with the approved S.16 back in 2022, the approved GBP dated 3 Aug 2023 was already showing similar GFA as the current S.16 submission.
<p><i>[the following comments are given re. your email dated 8.3.2024 related to Response-to-Comments on the pre-submission that not forming part of the No. A/H7/185]</i></p>		
	<ul style="list-style-type: none"> <li>● <i>In Attachment C, please identify the routing from the accessible lifts to the DE situated on the 1st floor of Tower 3.</i></li> </ul>	We would like to clarify that the DE is situated on UG/F, and the accessible lifts will be directly open into the DE. Detailed layouts shall be vetted via the GA plans which were submitted to your offices earlier for your perusal.

	<ul style="list-style-type: none"> <li>For shared L/UL area, as there are tail-lifts in the private light buses (PLB) of DE while the L/UL would also be shared with ambulance and other vehicles, we usually take the dimension for Medium / Heavy Goods Vehicles as suggested by HKPSG, i.e. 3.5m(W) x 11m(L) x 4.7m (minimum headroom). The proposed dimension of L/UL is 3.0m(W) x 7m(L) as indicated in the drawing A/GBP_10 (attachment C) is deviated from our requirement, please rectify.</li> </ul>	<p>The shared L/UL area of 3.5m(W) x 7.0m(L) with a minimum headroom of 3.6m was proposed to be used by Government Accommodation for the picking up and setting down of passengers from, and the loading or unloading of motor vehicles (including taxis), light buses, ambulances and refuse collection vehicles strictly in accordance with the Lease SC(b)(i)(I) and no adverse comments were received throughout our ongoing liaison with SWD.</p>
	<ul style="list-style-type: none"> <li>Regarding the 3 designated parking spaces for 3 private light buses with tail-lift, the required measurement is 8m x 3m with minimum headroom of 3.3 m. Please state the headroom of the parking spaces in the drawing A/GBP_10 (attachment C). please provide the necessary details.</li> </ul>	<p>We confirm that the measurement of the 3 designated parking spaces is 8m x 3m with minimum headroom of 3.3m.</p>
	<ul style="list-style-type: none"> <li>We will be over 60 service users to access the DE during peak hours (8-10am and 3-5pm), about 40-50 among them are wheelchair users, please ensure sufficient lifts are provided, especially for the DE could not be accessed directly on street level. For reference, a wheelchair with user will take up the floor area of about 1.2m x 0.8 m.</li> </ul>	<p>2 nos. of passenger lifts with capacity of 1600kg and lift internal car size 1700x1900 are provided in accordance to CIBSE Guide D – “Transportation systems in buildings” and are sufficient to cater 40-50 wheelchair users in 2 hours of time.</p>
	<ul style="list-style-type: none"> <li>Please clarify whether the accessible lifts used by the DE should be marked in the drawings A/GBP_09 and A/GBP_10 (attachment E).</li> </ul>	<p>We confirm that the accessible lift used by the DE will be further marked on the GBP drawings.</p>
	<p><b>B. <u>District:</u></b></p>	
	<ul style="list-style-type: none"> <li>No adverse comment to the proposed change of level of the CCC and DE on Tower 3 and relocation of loading/ unloading area/ drop-off point from district perspective on the condition that the latest arrangement should comply with the statutory requirement and meet the operational needs of the CCC and DE.</li> </ul>	<p>Noted with thanks.</p>
	<ul style="list-style-type: none"> <li>Please advise us the usage of the increased GFA.</li> </ul>	<p>Please note that the GA plans submitted to SWD/FHB have already reflected the latest layouts and GFA. There is an increase in GFA only when comparing with the approved S.16 back in 2022, the approved GBP dated 3 Aug 2023 was already showing similar GFA as the current S.16 submission.</p>
	<p><b>C. <u>Arch</u></b></p>	

	<ul style="list-style-type: none"> <li>Please provide the layout plans/ GBP showing the increased GFA of about 100m2 for the GIC facilities.</li> </ul>	<p>Please note that the GA plans submitted to SWD/FHB have already reflected the latest layouts and GFA. There is an increase in GFA only when comparing with the approved S.16 back in 2022, the approved GBP dated 3 Aug 2023 was already showing similar GFA as the current S.16 submission.</p>
	<p><b>D. PMMS:</b></p>	
	<ul style="list-style-type: none"> <li>Please clearly indicate the change on the demarcation plans.</li> </ul>	<p>Please note that the GA plans submitted to SWD/FHB have already reflected the latest layouts.</p>
	<ul style="list-style-type: none"> <li>Please ensure no common area or common facilities shall be handed over to SWD.</li> </ul>	<p>We confirm that no common area or common facilities will be handed over to SWD.</p>
	<ul style="list-style-type: none"> <li>Please confirm that no common area or common facilities shall be exclusively used by SWD.</li> </ul>	<p>We confirm that no common area or common facilities will be used exclusively by SWD.</p>
	<p>2. My further observation on top my previous emails:</p>	
	<ul style="list-style-type: none"> <li>Regarding the POS plan on G/F in the LMP of the planning statement, it is noted there are some features lines at the portion of Banyan Garden underneath the OVT. It appears inconsistent with the planting area shown in the LMP. Please clarify and review.</li> </ul>	<p>Please note that the drawings of POS and LMP at Annex C are updated under previous F11 submission.</p>
<p><b>3. BUILDINGS DEPARTMENT</b>                  (Received via email from Mr. David LEUNG, TP/HK10 HKDPO on 2 April 2024)                  Contact officer: Mr. Eric Wong, tel.: 3162 8807</p>		
	<p><b>Comments</b></p>	<p><b>Responses</b></p>
	<p>Please find the comments from Buildings Department for your information:</p>	

	<ul style="list-style-type: none"> <li>No detailed layout plans of the proposed communal podium garden on 5/F is provided. Based on the available information (i.e. the floor plan of 5/F showing the rough extent only without detailed layout and para.6.3 of the planning statements), compliance of the criteria set out in JPN 1 and its Appendix A - para.1(d) and 2(d) for exemption of GPA under BO should be demonstrated. In particular, there is no occupied accommodation at the same floor and the floor is for use as podium garden for sitting out purpose only.</li> </ul>	<p>We confirm that there will be no occupied accommodation at the same floor and the floor will be for use as podium garden for sitting out purpose only. Please kindly refer to <b>Attachment A</b> of this R-to-C for revised 5/F Plan (included in Annex B under previous F11 submission) and Para. 6.3 of the revised Planning Statement under this F12 submission.</p> <p>Detail layout plans of the proposed communal podium garden will be further submitted via GBP amendments / enquiry to BD for review and approval. The communal podium garden will be designed strictly in accordance with JPN1.</p>
<p><b>4. PLANNING DEPARTMENT</b>                  (Received via email from Mr. David LEUNG, TP/HK10 HKDPO on 3 April 2024)</p>		
<p><b>Comments</b></p>		<p><b>Responses</b></p>
<p>Please note the following comment in respect of the AVA submitted:</p>		
	<ul style="list-style-type: none"> <li>In relation to Tower 3 (T3), it is noted that the floor layout of its 2/F in the AVA report is <b>inconsistent</b> with the floor layout plan of 2/F of T3 as shown in <b>MLP-008</b> of the planning statement and that as shown in <b>Figure 4.8b</b> of the planning statement. Please clarify any impact on the AVA conclusions.</li> </ul>	<p>The elevated design on 2/F of T3 is modelled as approx. 18m(W) x 10m(H) in the AVA-IS. As the design continue to develop, the lift lobby on 2/F of T3 is enlarged to allow more room for pedestrian flow. The amendment results in an extension of lift lobby towards the elevated void with approx. 5m (W) x 5m (H). Refer to illustration provided in response for next comment below.</p> <p>The overall ventilation performance along the Site Boundary and Assessment Area due to the amendment would be minimal with confined difference near the amended lift lobby due to the following reasons:</p> <p>Podium level incoming wind would reach T3 from the eastern side along Caroline Hill Road and from the south-western side under both annual and summer conditions.</p> <p>For incoming wind from eastern side, the amended lift lobby is a minor extension from core structure and away from the north-eastern site boundary, which minimize the blockage. The elevated design with at least. 16m (W) x 10m (H) are free of obstruction for eastern wind. With additional 5m(W) x 5m (H) void atop the lift lobby, the effectiveness of the void would be insignificantly affected. Wind from eastern side would still be able to flow through underneath the tower and the influence on Caroline Hill Road would be minimal.</p>

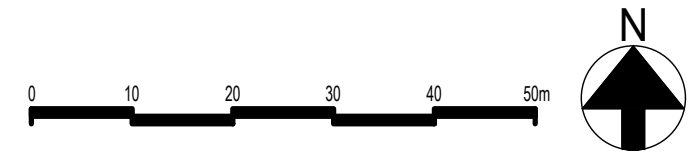
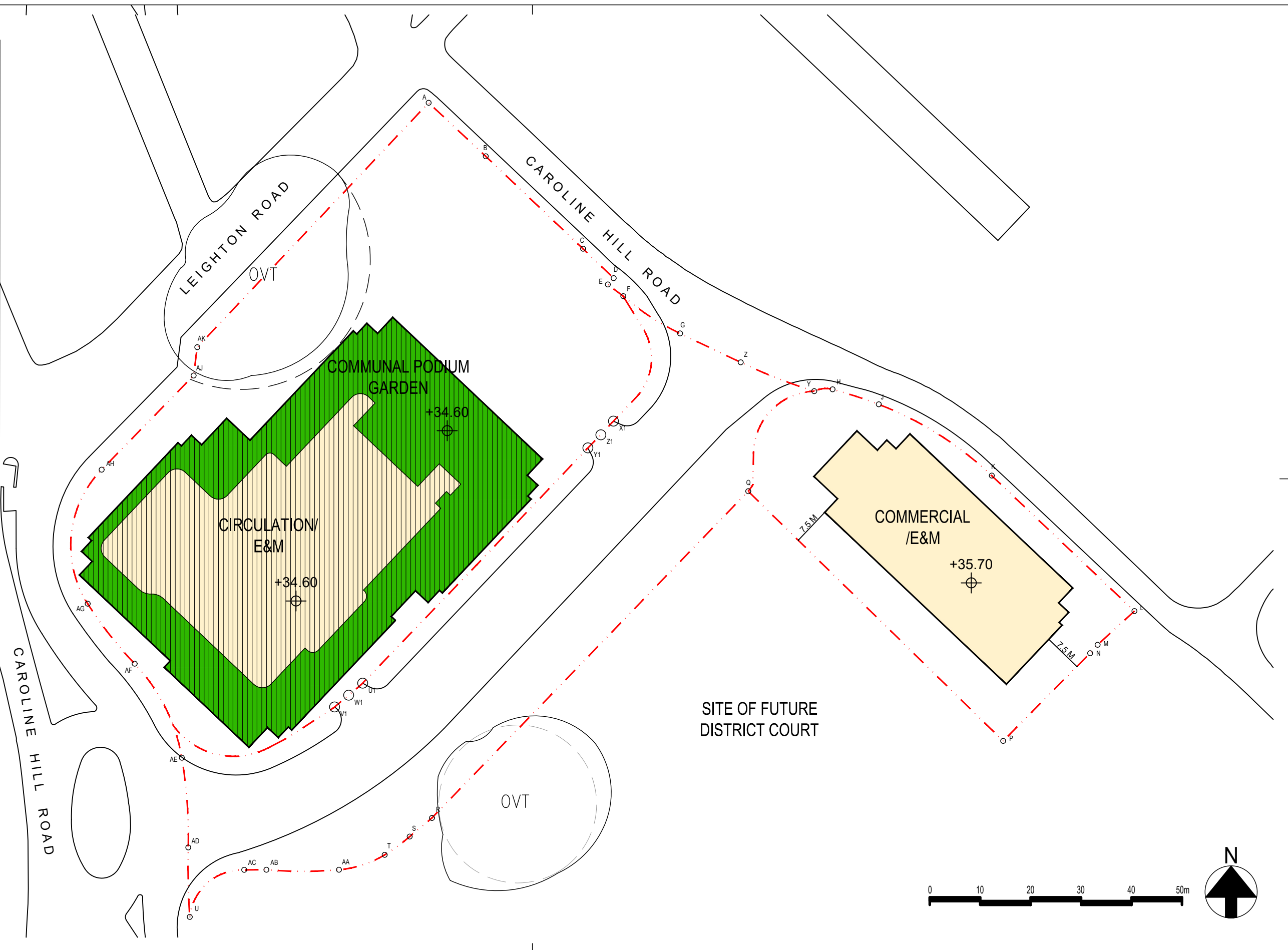
		<p>For incoming wind from south-western direction, the elongated shape of core structure would dominate the wind environment and cast a localized wind shadow at the elevated area under T3. The amended lift lobby would fall within shadow zone and the influence from the amendment on ventilation performance would be insignificant.</p> <p>In summary, the amendment would impose insignificant ventilation impact to wind performance along the site boundary and assessment area, the AVA conclusions remained valid.</p>
	<ul style="list-style-type: none"> <li>As the elevated design on 2/F of T3 is one of the enhancement measures and if the floor layout of 2/F of T3 in <b>MLP-008</b> and <b>Figure 4.8b</b> of the planning statement is selected and confirmed, please specify the dimension (including width calculated from site boundary and the height measured from +18.2mPD) of the <b>narrowest part</b> of the elevated void on 2/F of T3.</li> </ul>	<p>The elevated design varies from approx. 21m widest to 16m narrowest with a height maintained with approx. 10m. An additional void with approx. 5m (W) x 5m (H) is located above the amended lift lobby.</p> 
	<p>2. Further consideration of the AVA shall be subject to your clarifications on the above issues.</p>	<p>Noted.</p>
<p><b>5. LANDS DEPARTMENT</b>                  (Received via email from Mr. David LEUNG, TP/HK10 HKDPO on 3 April 2024)                  Contact officer: Ms. Michelle Wong, tel.: 2835 2169</p>		
<p style="text-align: center;"><b>Comments</b></p>		<p style="text-align: center;"><b>Responses</b></p>
<p>Please find the following comments from LandsD for your follow-up:</p>		



	<p>It is noted that a vent shaft is located close to the Tree Protection Zone (TPZ) of the OVT. The Applicant should further review the location and design of the vent shaft to keep it away from the TPZ as far as possible, avoid releasing exhaust directly to the OVT and prohibit the release of hot exhaust which will adversely affect the tree health.</p>	<p>Please be clarified that the vent shaft is outside the Tree Protection Zone, away from the OVT and the vent shaft is for basement carpark exhaust, in which the content of the exhaust is similar to that emitted from the vehicles passing by on Leighton Road abutting the OVT. Since the OVT has survived for many years beside this heavy traffic road, we believe that it is unlikely this exhaust may potentially cause harm to the OVT. In addition, the exhaust will not be emitted continuously throughout the day but occasionally based on the temperature or CO content of the car parks. The vent shaft will be designed to avoid exhaust directly emitted to the OVT.</p>
	<p>It is found that the numbers of loading/unloading (L/UL) space for LGV and HGV in relation to retail purposes as shown in Table 4.2 of the PS does not comply with that stipulated in SC(44)(a)(i)(II) and SC(44)(b)(i)(I) and (II) of the Conditions of Sale (C/S). Please clarify in this regard.</p>	<p>Please kindly refer to <b>Attachment B</b> of this R-to-C showing that the revised provisions for the loading/unloading bays for LGV and HGV in relation to retail purposes are complied with the relevant lease requirements.</p>
	<p>Besides, it is noted that only one L/UL space for shared use by the Child Care Centre and Day Care Centre for the Elderly is mentioned in the said Table 4.2. The applicant is advised to observe and comply with the shared-use arrangement as required under the C/S, e.g. SC(43)(b)(ii) and SC(44)(a)(ii)(II) and closely liaise with relevant B/Ds.</p>	<p>We have continuously liaised with SWD / HHB on their requirements for their share use arrangement. One no. of accessible car park was added for DHC as per HHB's comment. We will closely liaise with SWD/HHB/TD and any further comments or changes requested will be reflected in future GBP submissions.</p>
<p><b>6. HEALTH BUREAU</b>                  (Received via email from Mr. David LEUNG, TP/HK10 HKDPO on 9 April 2024)                  Contact officer: Ms. Carla CHEUNG, tel.: 25945674</p>		
<b>Comments</b>		<b>Responses</b>
	<p>The following comment for your information:</p>	
	<p>Please clarify whether the 1 additional no. accessible car parking for DHC under the current application is for shared use with the development for compliance with the Schedule of Accommodation and Technical Schedule of the Condition of Sale of the site.</p>	<p>We confirm that 1 no. of accessible car parking for DHC is for shared use with the development for compliance with the Schedule of Accommodation and Technical Schedule of the Condition of Sale of the site.</p>

# Attachment A

LEGEND	
	APPLICATION SITE
	PINK HATCHED BLUE NO STRUCTURE ERECTED ABOVE OR WITHIN 4M BELOW GROUND LEVEL
	PUBLIC OPEN SPACE
	COMMERCIAL/E&M
	G.I.C. FACILITIES
	FUTURE FOOTBRIDGE
	LIGHT BUSES LAYBYS
	CARPARK (PVP)
	CARPARK (PRIVATE)
	CARPARK (G.I.C. FACILITIES)
	ACCESS ROAD
	LOADING & UNLOADING CARPARK (PVP)
	UNEXCAVATED
	24-HR PEDESTRIAN WALKWAY
	PEDESTRIAN LINK
	E&M
	COMMUNAL PODIUM GARDEN
	CIRCULATION/ E&M



Rev.	Description	Drawn	Checked	Approved	Date
-	1st SUBMISSION				13-2022
A	1st AMENDMENT				9-2023
B	2nd AMENDMENT				1-2024

Rev.	Description	Drawn	Checked	Approved	Date

Check all measurements on site.  
Do not scale off drawings.

This drawing is to be read in conjunction with the specification and any discrepancies are to be immediately reported to the Architect.

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B.D. Ref.	
F.S.D. Ref.	
D.L.O. Ref.	
Drawn	Date 1-2024
Checked	Date 1-2024
Approved	Date 1-2024
Cad File No.	



Project Title  
PROPOSED COMMERCIAL  
DEVELOPMENT ON IL NO.8945  
AT CAROLINE HILL ROAD,  
CAUSEWAY BAY, HONG KONG

Drawing Title  
FIFTH FLOOR PLAN

Project No. 21105HK  
Scale 1:750 (A3) Issue Date Jan 2024  
Drawing No. MLP-010

Drawing Purpose

**Table A Summary on Internal Transport Facilities for Ancillary Uses**

Transport Facilities	Development Component	Development Parameters	Lease Requirement	Provision
<b>Private Parking and Loading/Unloading</b>				
Private Car Parking Space	Office	85,300 m <sup>2</sup>	1 space for every 150 m <sup>2</sup> or part thereof of the first 15,000 m <sup>2</sup> GFA and 1 space for every 200 m <sup>2</sup> or part thereof of the remaining GFA for office purpose <sup>(1)</sup>	452
	Retail	10,000 m <sup>2</sup>	1 space for every 200 m <sup>2</sup> for non-industrial (excluding residential, office, hotel, godown and petrol filling station) purposes <sup>(2)</sup>	50
	<b>Total</b>			<b>502</b>
Motorcycle Parking Spaces	Office	85,300 m <sup>2</sup>	10% of the total number of the office parking spaces <sup>(3)</sup>	46
	Retail	10,000 m <sup>2</sup>	10% of the total number of the non-industrial parking spaces <sup>(4)</sup>	5
	<b>Total</b>			<b>51</b>
Layby for Taxi and Private Car	Office	85,300 m <sup>2</sup>	1 space for every 20,000 m <sup>2</sup> GFA for office purpose <sup>(5)</sup>	5
Loading/unloading Bays	Office	85,300 m <sup>2</sup>	1 space for every 2,000 m <sup>2</sup> GFA for office purpose <sup>(6) (7)</sup>	HGV: 15 LGV: 27 <sup>(9)</sup> <b>Total: 42</b> <sup>(10)</sup>
	Retail	10,000 m <sup>2</sup>	1 space for every 800 m <sup>2</sup> GFA for non-industrial (excluding residential, office, hotel, godown and petrol filling station) purposes <sup>(6) (8)</sup>	HGV: 5 LGV: 9 <b>Total: 14</b>
	<b>Total</b>			<b>HGV: 20</b> <b>LGV: 36</b> <b>Total: 56</b>

- Notes: (1) Refer to Clause 43(a)(i)(I) of the Conditions of Sale  
(2) Refer to Clause 43(a)(i)(II) of the Conditions of Sale  
(3) Refer to Clause 43(c)(i)(I) of the Conditions of Sale  
(4) Refer to Clause 43(c)(i)(II) of the Conditions of Sale  
(5) Refer to Clause 44(a)(ii)(I) of the Conditions of Sale  
(6) Refer to Clause 44(b)(i) of the Conditions of Sale, 65% (in numbers) of such spaces shall be used for the loading and unloading of light goods vehicles [7m(L) x 3.5m(W) x 3.6m(H)] and 35% (in numbers) of such spaces shall be used for loading and unloading of heavy goods vehicles [11m(L) x 3.5m(W) x 4.7m(H)]  
(7) Refer to Clause 44(a)(i)(I) of the Conditions of Sale  
(8) Refer to Clause 44(a)(i)(II) of the Conditions of Sale  
(9) Including 1 loading bay shared with Child Care Centre and Day Care Centre for the Elderly  
(10) Refer to Clause 46 of the Conditions of Sale, loading and unloading provisions, the Purchaser may increase or reduce the respective numbers of spaces required to be provided under the said Special Conditions by not more than 5% provided that the total number of spaces so increased or reduced shall not exceed 50