



銅
鑼
灣

Causeway Bay

Response to Comments

REVISION 1 (submitted on 28 August 2026)		
No.	Comment	Response
1	PLANNING DEPARTMENT HONG KONG DISTRICT PLANNING OFFICE MS. FARICA NG (TP/HK10) Ref. / Date: email dated 26 August 2026, 11:03 Received Date: 11 September 2026	
	Please find the attached B/Ds comments.	
	Comments of District Planning Officer/Hong Kong, Planning Department (contact officer: Ms. Farica NG, tel: 2231 4929)	
	We have the following observations/comments from district planning perspective:	
	(a) Referring to Table 4.2 of the Replacement Pages of Planning Statement, it is noted that the proposed tunnel has a width of 12m with a minimum internal clear width of 5m (including a minimum clear width of 4m for driveway). Please further clarify the purpose of the remaining 7m (12m – 5m (min. internal clear width)), such as maintenance access, structural clearance, etc. (b) Please also indicate the extent of excavation, vertical and horizontal, on the plan and/or section.	The remaining approx. 7m is required to cater for the permanent RC Structure, temporary support and precaution measures for tunnel construction. This is supplemented in the notes of Table 4.2. It should be noted that the extent of excavation works (vertical and horizontal) includes an area of facilitating pre-support works around the final tunnel itself as seen in amended Drawing 2.2 section B-B attached. The total combined facilitating pre-support works area plus final tunnel area are at their maximum extent therefore approx. 12m wide and 13.5m deep as shown on the Drawing. This has been annotated on the amended Drawing 2.2 of the TIA.
	Traffic Management	
	(c) Please further elaborate if any real time car parking guidance and/or vehicular ingress/egress guidance will be provided. For example, utilising new technology, such as mobile applications, and installing signage and digital display systems to show the location and number of vacant spaces of the car parks in the area, as well as traffic condition of the aboveground key roads and local roads.	Apart from the key directional signage to be provided at the tunnels' entrances/exits, as shown in Drawing No. 2.6 of the TIA report, directional signage displaying real-time vacancy information for the adjacent connected car parks will also be provided at the key car park circulation areas to inform drivers and guide them on how to get to the adjacent car parks with vacant spaces via the tunnels.

REVISION 1 (submitted on 28 August 2026)		
No.	Comment	Response
		In addition, signage will be provided at the car parks' entrances to show real-time vacancy information for all the connected car parks and to inform drivers that the car park they are accessing is also connected to the adjacent car parks. Furthermore, the real-time vacancy information for each connected car park will also be available on the mobile app. Details of the traffic management plan will be further developed at a later stage prior to the commencement of the tunnel operation.
	(d) Table 4.3 of the Replacement Pages of Planning Statement – for Lee Garden Three, please provide breakdown of car parking spaces after (i) completion of Tunnel T1 and T2 and (ii) completion of Tunnel T1, T2 and T3. Also, the “Difference” should focus on that due to the proposed Tunnel T3 (current application).	The breakdown of car parking spaces (i) completion of Tunnel T1 and T2 and (ii) completion of Tunnel T1, T2 and T3 is elaborated in Table 4.3 of the Planning Statement.
	Tree Protection	
	(e) Referring to the Responses-to-Comments submitted, a series of protection and rehabilitation measures for the Old and Valuable Tree (OVT) is proposed under a separate s.16 application (No. A/H7/188) and understand that these measures are currently being implemented. Please advise –	
	i) the current health and structural condition of the OVT, specifically detailing the current infection status and mitigation progress regarding Brown Root Rot Disease;	It is understood that the tree had already been infected with Brown Root Rot Disease (“BRRD”) before the site was granted. As BRRD cannot be cured, the tree will be managed through appropriate precautionary measures and regular monitoring. The recent health condition of the tree is considered to be fair. All precautionary measures for BRRD will be strictly followed in accordance with the Manual on the Management of Brown Root Rot Disease promulgated by GLTMS, DEVB. The tree health condition will continue to be closely monitored.
	ii) the verified root depth and lateral extent of the OVT; and	Since the OVT is located within a narrow planting area above a masonry wall, root development has been significantly constrained by the limited available soil volume, the

REVISION 1 (submitted on 28 August 2026)		
No.	Comment	Response
		masonry wall structure, and the adjoining hard-paved surfaces. In accordance with the Guidelines on Soil Volume for Urban Trees promulgated by GLTMS, DEVB, most tree roots (up to 90%) are typically found within the top 1 m below the soil surface. Accordingly, the principal rooting depth of the OVT is anticipated to be around 1 m below the existing soil surface. Having regard to the existing site conditions, surrounding physical constraints, and the observed crown spread of the OVT, the root system is considered to be predominantly confined within the existing planting area. The potential lateral root extent is estimated to extend up to approximately 50 m along Leighton Road, while remaining largely constrained by the limited planting area, masonry wall, and adjoining hard surfaces. As no direct root investigation has been undertaken, the above assessment represents a professional judgement based on observable site conditions, tree characteristics, published guidance, and established arboricultural principles.
	iii) whether the same qualified tree expert team will be retained to prepare, oversee, and certify the detailed Method Statement prior to the commencement of any site investigation or construction works.	A qualified tree expert team will be formed and certify all detailed Method Statement prior to the commencement of any site investigation or construction works.
2.	PLANNING DEPARTMENT HONG KONG DISTRICT PLANNING OFFICE MS. FARICA NG (TP/HK10) Ref. / Date: email dated 26 August 2026, 11:03 RECEIVED DATE: 17 SEPTEMBER 2026	
	Please find the attached B/Ds comments.	
	COMMENTS OF DISTRICT LAND OFFICER/HONG KONG EAST, LANDS DEPARTMENT (CONTACT PERSON: MS. PHOEBE TAI, TEL: 2835 1635)	
	However, it is noted that para. 1.3.1 and figure 1.4 of the PS have not been revised to include IL 29 s.J ss.1 RP.	IL 29 s.J. ss.1 RP has been included into para. 1.3.1 and Figure 1.4 of the Planning Statement.

REVISION 1 (submitted on 28 August 2026)		
No.	Comment	Response
		Noting that the application site boundary for the tunnel does not touch upon IL 29 s.J. ss.1 RP, such reference is added to facilitate the subsequent lease modification to Lee Garden Three.