

Section 16 Planning Application for Utility Installation for Private Project (Underground Cable Water, Telecommunication and Other Utilities Ducting) and associated excavation of land and filling of land at Various Lots in DD 233, Clear Water Bay, Sai Kung, N.T., New Territories

(Application No. A/SK-CWBS/52)

No.	Department	Comments	Response
1	Head of Geotechnical Engineering Office, Civil Engineering and Development Department	<p>1. The submitted GPRR is incomplete. Figures and Appendices in particular Appendix C (the NTHS for proposed farmhouse 2014) are missing;</p> <p>2. Please advise the facility group of the proposed above ground facilities (e.g. the paved walkway/road) in accordance with Table 2.2 of the GEO Report No. 138 and carry out a screening in respect of natural terrain hazards to confirm whether a NTHS is required for the proposed development; and</p> <p>3. Section 1.3 of GPRR indicates that a NTHS was carried out in 2014 and was endorsed by GEO in 2014. Please provide the relevant records to support this statement.</p>	<p>1. An NTHS was conducted for the planning application (Application No. A/SK-CWBS/17) for the Farmhouse submitted in 2014. A copy of the NTHS is attached (Appendix A1).</p> <p>2. According to GEO Report No.138 table 2.2., the proposed development involved Group 5 facility (road/footpath with extremely low traffic volume). Report No. 138 states that the set of "inclusion" guideline comprise the following two conditions:</p> <p>A. the proposed development involves Group 1, 2 or 3 facilities (Table 2). and</p> <p>B. There is a "hillside" with sloping angle more than 15 degrees within 100 m of the site boundary. Since the proposed development only involves Group 5 facility, the site may be excluded from further screening and study of natural terrain hazard.</p> <p>According to point 2, the proposed development may be excluded from further screening and study of natural terrain hazard according to GEO Report No 138.</p> <p>3. A copy of the planning approval (Application No. A/SK-CWBS/17) dated 6 February 2015 is attached (Appendix A2). Please be advised one of the planning conditions (condition a) is to submit to Buildings Department for Geotechnical Works. Since the planning application is approved, it would infer that GEO had endorsed the NTHS submitted for the Farm House.</p> <p>However, NTHS carried out in similar location confirmed no natural hazard affecting the proposed development. With regard to local stability of the proposed Works, site specific investigation shall be carried out and submission shall be made to relevant departments for consideration and approval before commencement of Works.</p>
2	Chief Town Planner/Urban Design & Landscape, Planning Department	<p>1. The planning application boundary should be clearly demarcated on Compensatory Tree Planting Plan.</p> <p>2. Please review if the typical planter drain detail is applicable to the compensatory tree planting.</p> <p>3. 4 nos. of protected tree species (Aquilaria sinensis) are found adjacent to and outside the application site boundary. The Applicant is reminded to avoid disturbance to the existing trees close to the site.</p>	<p>1. Please refer to Drawing CPT01 of the Tree Preservation and Removal Proposal ("TPRP") (Appendix A3)</p> <p>2. Noted. The typical planter drain detail is replaced by Typical Tree Planting Detail (on slope). Please refer to LD-01-02 for your illustration.</p> <p>3. Noted</p>

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3	Director of Fire Services	1. Clear Water Bay Road could serve as an emergency vehicular access (EVA) for NTEHs at Lot Nos. 25s.B to 25s.M in D.D. 233.	Noted
4	Transport Department Comments Dated 5 November 2025	<p>1. It is stated in the Planning Statement that the utility corridor would also provide vehicular access for vacuum trucks. Please clarify relevant traffic management measures to implement the access control.</p> <p>2. Re. Figure 1, please indicate the dimension of the run-in/out, width and length of utility corridor.</p> <p>3. Please demonstrate the sight distance at the proposed run- in/out.</p> <p>4. Re. the swept path demonstration, the swept path analysis for ingress and egress shall be provided, please also indicate the length of vehicle of the swept path. In the swept path analysis, the vehicle was shown to travel along the public footpath, please review.</p> <p>5. It is noted there is level difference between Clear Water Bay Road and the application site, please provide the longitudinal profile of the utility corridor. Please also advise the traffic management measures in relation to the level difference.</p>	<p>Appendix A4 To meet the hygienic requirement, the applicant has arranged vacuum trucks to access the site once every three months during off-peak hours (10:00 a.m. to 4:00 p.m.). There is an access entry management control. Prior to entry, the drivers will contact the village office staff to open the gate, and related maintenance vehicles will also follow the same procedure. The applicant has requested the services providers to cause all the vacuum trucks and its associated maintenance vehicles to travel southbound along Clear Water Bay Road, make a U-turn at the roundabout leading to Po Toi O, and then proceed northbound along Clear Water Bay Road to enter the site. When leaving the site, vehicles must follow the same route, first travelling southbound along Clear Water Bay Road, making a U-turn at the roundabout leading to Po Toi O, and then continuing towards Kowloon.</p> <p>To enhance safety at the 8.7m wide of the proposed run-in/out, a series of safety measures have been proposed, as shown in Figure 3. A pair of amber revolving lanterns and a convex mirrors will be installed on both sides of the site access at approximately 2.3 metres above ground level to alert approaching road users. Traffic controller(s) will be deployed to manage vehicle movements entering and exiting the site, to avoid potential conflicts with the surrounding road traffic.</p> <p>According to the Transport Planning and Design Manual (“TPDM”) Volume 2 Chapter 3.6 Table 3.6.3.1, the required length of visibility line is 60m or above when the design speed of main road (Clear Water Bay Road) is 50 km/h. The sight distance at the proposed run-in/out is shown in Figure 2.4, the sight distance to the left and right are 60m and 60m, respectively, which are considered adequate.</p> <p>Figures 2 – 1.1 to 1.2 show the swept-path analysis for vacuum trucks. The results indicate that the proposed vehicular ingress and egress provide sufficient turning and circulation space for vacuum trucks.</p> <p>The longitudinal profile of the utility corridor is shown in Figures 2.2 and 2.3. In relation to the level difference, appropriate traffic management measures will be implemented to ensure safe and orderly vehicle movements. These include the provision of clear signage to alert drivers of the gradient change, deployment of traffic controllers during vehicle ingress/egress.</p>

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5	Highways Department Comments Dated 20 November 2025	1. The swept path analysis should be agreed by Transport Department from traffic engineering point of view.	Appendix A4 Figures 2 – 1.1 to 1.2 show the swept-path analysis for vacuum trucks. The results indicate that the proposed vehicular ingress and egress provide sufficient turning and circulation space for vacuum trucks.
		2. Regarding Figure 1, please indicate the proposed dimension of the run-in/out, as well as the width and length of the utility corridor for further comment.	To enhance safety at the 8.7m wide of the proposed run-in/out, a series of safety measures have been proposed, as shown in Figure 3 . A pair of amber revolving lanterns and a convex mirrors will be installed on both sides of the site access at approximately 2.3 metres above ground level to alert approaching road users. Traffic controller(s) will be deployed to manage vehicle movements entering and exiting the site, to avoid potential conflicts with the surrounding road traffic.