

This document is received on 27 AUG 2024.
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP. 131)**

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

- (i) **Construction of “New Territories Exempted House(s)”;**
興建「新界豁免管制屋宇」;
- (ii) **Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and**
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) **Renewal of permission for temporary use or development in rural areas or Regulated Areas**
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

“Current land owner” means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill “NA” for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

2401909

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By Hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A1416/93
	Date Received 收到日期	27 AUG 2024

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件(倘有),送交香港北角渣華道333號北角政府合署15樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張,然後填寫此表格。該份文件可從委員會的網頁下載(網址:<http://www.tpb.gov.hk/>),亦可向委員會秘書處(香港北角渣華道333號北角政府合署15樓-電話:2231 4810或2231 4835)及規劃署的規劃資料查詢處(熱線:2231 5000)(香港北角渣華道333號北角政府合署17樓及新界沙田上禾輦路1號沙田政府合署14樓)索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載,亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全,委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Perfect Win Properties Limited and Silver Nicety Company Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Masterplan Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼(如適用)	Tunnel between Lee Garden One (33 Hysan Avenue) and Lee Garden Three (10 Hysan Avenue) under a section of Hysan Avenue. Tunnel connects lots IL 29 s.MM (part), IL 29 s.L RP (part), IL 29 s.J ss.1 RP and adjoining Government Land
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 381 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Gross floor area 總樓面面積 sq.m 平方米 <input type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積(倘有) 236 sq.m 平方米 <input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Causeway Bay Outline Zoning Plan No. S/H6/17
(e) Land use zone(s) involved 涉及的土地用途地帶	"Commercial (2)", "Commercial", "Road"
(f) Current use(s) 現時用途	Commercial use and Road use (above the application site which is below ground, the Road use can continue undisturbed). (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- ☒ is the sole "current land owner"^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。
- ☐ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。
- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 –

- ☐ has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"[#]
已通知 名「現行土地擁有人」[#]。

Details of the "current land owner(s)" [#] notified 已獲通知「現行土地擁有人」 [#] 的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)^{#&}
於 _____ (日/月/年)向每一名「現行土地擁有人」[#]郵遞要求同意書[&]

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在指定報章就申請刊登一次通知[&]
- ☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知[&]
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會[&]

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

- ☐ Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- ☒ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☐ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分		sq.m 平方米 <input type="checkbox"/> About 約
	Non-domestic part 非住用部分		sq.m 平方米 <input type="checkbox"/> About 約
	Total 總計		sq.m 平方米 <input type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

(a) Operation involved 涉及工程	<input type="checkbox"/> Diversion of stream 河道改道		
	<input type="checkbox"/> Filling of pond 填塘		
	Area of filling 填塘面積	sq.m 平方米	<input type="checkbox"/> About 約
	Depth of filling 填塘深度	m 米	<input type="checkbox"/> About 約
	<input type="checkbox"/> Filling of land 填土		
	Area of filling 填土面積	sq.m 平方米	<input type="checkbox"/> About 約
	Depth of filling 填土厚度	m 米	<input type="checkbox"/> About 約
	<input checked="" type="checkbox"/> Excavation of land 挖土		
	Area of excavation 挖土面積 366	sq.m 平方米	<input checked="" type="checkbox"/> About 約
	Depth of excavation 挖土深度 13.2	m 米	<input checked="" type="checkbox"/> About 約
(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍))			
(b) Intended use/development 有意進行的用途/發展	Underground Vehicular Tunnel T1 (connecting Lee Garden One and Lee Garden Three), Hysan Avenue, Causeway Bay For more details, please refer to the attached Planning Statement.		

(iii) For Type (iii) application 供第(iii)類申請

(a) Nature and scale 性質及規模	<input type="checkbox"/> Public utility installation 公用事業設施裝置		
	<input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置		
	Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度		
	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)
(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)			

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below –**
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction From 由 to 至
地積比率限制
- ☐ Gross floor area restriction From 由sq. m 平方米 to 至sq. m 平方米
總樓面面積限制
- ☐ Site coverage restriction From 由% to 至%
上蓋面積限制
- ☐ Building height restriction From 由m 米 to 至 m 米
建築物高度限制
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- ☐ Non-building area restriction From 由m to 至 m
非建築用地限制
- ☐ Others (please specify)
其他 (請註明)

(v) For Type (v) application 供第(v)類申請

(a) Proposed
use(s)/development
擬議用途/發展

Vehicle Tunnel T1, (connecting Lee Garden One and Lee Garden Three,) Hysan Avenue, Causeway Bay.

For more details, please refer to the attached Planning Statement.

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

- Proposed gross floor area (GFA) 擬議總樓面面積 sq.m 平方米 ☐ About 約
- Proposed plot ratio 擬議地積比率 ☐ About 約
- Proposed site coverage 擬議上蓋面積 % ☐ About 約
- Proposed no. of blocks 擬議座數
- Proposed no. of storeys of each block 每座建築物的擬議層數 storeys 層
☐ include 包括storeys of basements 層地庫
☐ exclude 不包括storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 mPD 米(主水平基準上) ☐ About 約
..... m 米 ☐ About 約

☐ Domestic part 住用部分GFA 總樓面面積 sq. m 平方米 ☐ About 約

number of Units 單位數目

average unit size 單位平均面積sq. m 平方米 ☐ About 約

estimated number of residents 估計住客數目

☐ Non-domestic part 非住用部分

GFA 總樓面面積

☐ eating place 食肆 sq. m 平方米 ☐ About 約☐ hotel 酒店 sq. m 平方米 ☐ About 約

(please specify the number of rooms

請註明房間數目)

☐ office 辦公室 sq. m 平方米 ☐ About 約☐ shop and services 商店及服務行業 sq. m 平方米 ☐ About 約☐ Government, institution or community facilities
政府、機構或社區設施 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

.....

.....

☒ other(s) 其他

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

Underground Vehicular Tunnel

.....

.....

☐ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 sq. m 平方米 ☐ Not less than 不少於☐ public open space 公眾休憩用地 sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....
.....
.....
.....
.....

(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

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7. Anticipated Completion Time of the Development Proposal**擬議發展計劃的預計完成時間**

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例: 2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

January 2028

8. Vehicular Access Arrangement of the Development Proposal**擬議發展計劃的行人通道安排**

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是 No 否	<input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Please see the attached Planning Statement. <input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度) <input type="checkbox"/>
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是 No 否	<input type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 _____ Motorcycle Parking Spaces 電單車車位 _____ Light Goods Vehicle Parking Spaces 輕型貨車泊車位 _____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 _____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 _____ Others (Please Specify) 其他 (請列明) _____ _____ _____ <input checked="" type="checkbox"/>
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是 No 否	<input type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 _____ Coach Spaces 旅遊巴車位 _____ Light Goods Vehicle Spaces 輕型貨車車位 _____ Medium Goods Vehicle Spaces 中型貨車車位 _____ Heavy Goods Vehicle Spaces 重型貨車車位 _____ Others (Please Specify) 其他 (請列明) _____ _____ _____ <input checked="" type="checkbox"/>

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> Please provide details 請提供詳情 The tunnel connects Lee Garden One and Lee Garden Three. There will be alterations at the connections with the existing buildings. </p> <p><input type="checkbox"/></p>																													
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input checked="" type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 366 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of excavation 挖土深度 13.2 m 米 <input checked="" type="checkbox"/> About 約</p> <p><input type="checkbox"/></p>																													
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?</p>	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
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Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the Planning Statement.

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature

簽署



Ian Brownlee

Name in Block Letters
姓名（請以正楷填寫）

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Managing Director

Position (if applicable)
職位（如適用）

Professional Qualification(s)
專業資格

☐ Member 會員 / ☒ Fellow of 資深會員

☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會

☐ RPP 註冊專業規劃師

Others 其他

on behalf of

代表

Masterplan Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

01/08/2024

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

(a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and

處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及

(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.

方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

[@] Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	Tunnel under Hysan Avenue connecting Lee Garden One (33 Hysan Avenue) and Lee Garden Three (10 Hysan Avenue)		
Site area 地盤面積	381	sq. m 平方米	<input checked="" type="checkbox"/> About 約
	(includes Government land of 包括政府土地	236	sq. m 平方米 <input checked="" type="checkbox"/> About 約)
Plan 圖則	Causeway Bay Outline Zoning Plan No. S/H6/17		
Zoning 地帶	"Road", "Commercial (2)" and "Commercial"		
Applied use/ development 申請用途/發展	Proposed Underground Vehicular Tunnel Connecting Lee Garden One and Lee Garden Three		
(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 <input type="checkbox"/> (Not more than 不多於)
		mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用	m 米 <input type="checkbox"/> (Not more than 不多於)
		mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途	m 米 <input type="checkbox"/> (Not more than 不多於)
		mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積	% <input type="checkbox"/> About 約	
(v) No. of units 單位數目		
(vi) Open space 休憩用地	Private 私人	sq.m 平方米 <input type="checkbox"/> Not less than 不少於
	Public 公眾	sq.m 平方米 <input type="checkbox"/> Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	<u>Chinese</u> 中文	<u>English</u> 英文
<u>Plans and Drawings 圖則及繪圖</u>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Location Plan, Lot Plan, _____		
<u>Reports 報告書</u>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>

Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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This document is received on 27 AUG 2024.
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP. 131)

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

- (i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;
- (ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) Renewal of permission for temporary use or development in rural areas or Regulated Areas
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

2401910

5/8

By Hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/HB/94.
	Date Received 收到日期	27 AUG 2024

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.tpb.gov.hk/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Perfect Win Properties Limited and Barrowgate Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Masterplan Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Tunnel between Lee Garden One (33 Hysan Avenue) and Lee Garden Two (2-38 Yun Ping Road). Tunnel connects lots IL 457 s.L (part) and IL 457 s.G RP (part) and adjoining Government Land
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 181 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Gross floor area 總樓面面積 sq.m 平方米 <input type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	168 sq.m 平方米 <input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Causeway Bay Outline Zoning Plan No. S/H6/17
(e) Land use zone(s) involved 涉及的土地用途地帶	"Commercial (2)", "Commercial", "Road"
(f) Current use(s) 現時用途	Commercial use and Road use (above the application site which is below ground, the Road use can continue undisturbed). (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- ☒ is the sole "current land owner"^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。
- ☐ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。
- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 –

- ☐ has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified “current land owner(s)”[#]
已通知 名「現行土地擁有人」[#]。

Details of the “current land owner(s)” [#] notified 已獲通知「現行土地擁有人」 [#] 的詳細資料		
No. of ‘Current Land Owner(s)’ 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the “current land owner(s)” on _____ (DD/MM/YYYY)^{#&}
於_____ (日/月/年)向每一名「現行土地擁有人」[#]郵遞要求同意書[&]

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on _____ (DD/MM/YYYY)[&]
於_____ (日/月/年)在指定報章就申請刊登一次通知[&]
- ☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)[&]
於_____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知[&]
- ☐ sent notice to relevant owners’ corporation(s)/owners’ committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)[&]
於_____ (日/月/年)把通知寄往相關的業主立案法團／業主委員會／互助委員會或管理處，或有關的鄉事委員會[&]

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

- ☐ Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- ☒ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☐ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分		sq.m 平方米 <input type="checkbox"/> About 約
	Non-domestic part 非住用部分		sq.m 平方米 <input type="checkbox"/> About 約
	Total 總計		sq.m 平方米 <input type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

(a) Operation involved 涉及工程	<input type="checkbox"/> Diversion of stream 河道改道		
	<input type="checkbox"/> Filling of pond 填塘		
	Area of filling 填塘面積	sq.m 平方米	<input type="checkbox"/> About 約
	Depth of filling 填塘深度	m 米	<input type="checkbox"/> About 約
	<input type="checkbox"/> Filling of land 填土		
	Area of filling 填土面積	sq.m 平方米	<input type="checkbox"/> About 約
	Depth of filling 填土厚度	m 米	<input type="checkbox"/> About 約
	<input checked="" type="checkbox"/> Excavation of land 挖土		
	Area of excavation 挖土面積 186	sq.m 平方米	<input checked="" type="checkbox"/> About 約
	Depth of excavation 挖土深度 12.2	m 米	<input checked="" type="checkbox"/> About 約
(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍))			
(b) Intended use/development 有意進行的用途/發展	Underground Vehicular Tunnel T2 (connecting Lee Garden One and Lee Garden Two), Hysan Avenue, Causeway Bay For more details, please refer to the attached Planning Statement.		

(iii) For Type (iii) application 供第(iii)類申請

(a) Nature and scale 性質及規模	<input type="checkbox"/> Public utility installation 公用事業設施裝置		
	<input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置		
	Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度		
	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)
(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)			

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction From 由 to 至
地積比率限制
- ☐ Gross floor area restriction From 由sq. m 平方米 to 至sq. m 平方米
總樓面面積限制
- ☐ Site coverage restriction From 由% to 至%
上蓋面積限制
- ☐ Building height restriction From 由m 米 to 至 m 米
建築物高度限制
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- ☐ Non-building area restriction From 由m to 至 m
非建築用地限制
- ☐ Others (please specify)
其他 (請註明)

(v) For Type (v) application 供第(v)類申請

- (a) Proposed use(s)/development
擬議用途/發展

Proposed Vehicle Tunnel T2, connecting Lee Garden One and Lee Garden Two, Hysan Avenue, Causeway Bay.

For more details, please refer to the attached Planning Statement.

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

- Proposed gross floor area (GFA) 擬議總樓面面積 sq.m 平方米 ☐ About 約
- Proposed plot ratio 擬議地積比率 ☐ About 約
- Proposed site coverage 擬議上蓋面積 % ☐ About 約
- Proposed no. of blocks 擬議座數
- Proposed no. of storeys of each block 每座建築物的擬議層數 storeys 層
☐ include 包括 storeys of basements 層地庫
☐ exclude 不包括 storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 mPD 米(主水平基準上) ☐ About 約
..... m 米 ☐ About 約

☐ Domestic part 住用部分GFA 總樓面面積 sq. m 平方米 ☐ About 約

number of Units 單位數目

average unit size 單位平均面積sq. m 平方米 ☐ About 約

estimated number of residents 估計住客數目

☐ Non-domestic part 非住用部分☐ eating place 食肆..... sq. m 平方米 ☐ About 約☐ hotel 酒店..... sq. m 平方米 ☐ About 約(please specify the number of rooms
請註明房間數目)☐ office 辦公室..... sq. m 平方米 ☐ About 約☐ shop and services 商店及服務行業..... sq. m 平方米 ☐ About 約☐ Government, institution or community facilities
政府、機構或社區設施(please specify the use(s) and concerned land
area(s)/GFA(s) 請註明用途及有關的地面面積／總
樓面面積)

.....

.....

.....

☒ other(s) 其他(please specify the use(s) and concerned land
area(s)/GFA(s) 請註明用途及有關的地面面積／總
樓面面積)

Underground Vehicular Tunnel

.....

.....

☐ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地..... sq. m 平方米 ☐ Not less than 不少於☐ public open space 公眾休憩用地..... sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....
.....
.....
.....
.....

(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

.....

.....

.....

.....

.....

7. Anticipated Completion Time of the Development Proposal**擬議發展計劃的預計完成時間**

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例: 2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

January 2028

8. Vehicular Access Arrangement of the Development Proposal**擬議發展計劃的行車通道安排**

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是 No 否	<input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Please see the attached Planning Statement. <input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度) <input type="checkbox"/>
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是 No 否	<input type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 _____ Motorcycle Parking Spaces 電單車車位 _____ Light Goods Vehicle Parking Spaces 輕型貨車泊車位 _____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 _____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 _____ Others (Please Specify) 其他 (請列明) _____ _____ _____
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是 No 否	<input type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 _____ Coach Spaces 旅遊巴車位 _____ Light Goods Vehicle Spaces 輕型貨車車位 _____ Medium Goods Vehicle Spaces 中型貨車車位 _____ Heavy Goods Vehicle Spaces 重型貨車車位 _____ Others (Please Specify) 其他 (請列明) _____ _____ _____

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是 <input checked="" type="checkbox"/> Please provide details 請提供詳情 The tunnel connects Lee Garden One and Lee Garden Two There will be alterations at the connections with the existing buildings.....</p> <p>No 否 <input type="checkbox"/></p>																														
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是 <input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input checked="" type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 186 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of excavation 挖土深度 12.2m 米 <input checked="" type="checkbox"/> About 約</p> <p>No 否 <input type="checkbox"/></p>																														
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？</p>	<table border="0"> <tbody> <tr> <td>On environment 對環境</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr> <td>On traffic 對交通</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr> <td>On water supply 對供水</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr> <td>On drainage 對排水</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr> <td>On slopes 對斜坡</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr> <td>Affected by slopes 受斜坡影響</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr> <td>Landscape Impact 構成景觀影響</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr> <td>Tree Felling 砍伐樹木</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr> <td>Visual Impact 構成視覺影響</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> </tbody> </table> <hr/> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
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Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the Planning Statement.

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature

簽署



Ian Brownlee

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Managing Director

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s)
專業資格

☐ Member 會員 / ☒ Fellow of 資深會員☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會☐ RPP 註冊專業規劃師

Others 其他

on behalf of

代表

Masterplan Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

25/07/2024

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
- (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

[@] Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要			
(Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)			
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	Tunnel under Yun Ping Road connecting Lee Garden One (33 Hysan Avenue) and Lee Garden Two (2-38 Yun Ping Road) Tunnel connects lots IL 457 s.L (part) and IL 457 s.G RP (part) and adjoining Government Land		
Site area 地盤面積	181 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 168 sq. m 平方米 <input checked="" type="checkbox"/> About 約)		
Plan 圖則	Causeway Bay Outline Zoning Plan No. S/H6/17		
Zoning 地帶	"Road", "Commercial (2)" and "Commercial"		
Applied use/ development 申請用途/發展	Proposed Underground Vehicular Tunnel T2, connecting Lee Garden One and Lee Garden Two, Hysan Avenue, Causeway Bay		
(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 <input type="checkbox"/> (Not more than 不多於)
		mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用	m 米 <input type="checkbox"/> (Not more than 不多於)
		mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途	m 米 <input type="checkbox"/> (Not more than 不多於)
		mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積	% <input type="checkbox"/> About 約	
(v) No. of units 單位數目		
(vi) Open space 休憩用地	Private 私人	sq.m 平方米 <input type="checkbox"/> Not less than 不少於
	Public 公眾	sq.m 平方米 <input type="checkbox"/> Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) <hr/> <hr/>	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) <hr/> <hr/>	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	<u>Chinese</u> 中文	<u>English</u> 英文
<u>Plans and Drawings 圖則及繪圖</u>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Location Plan, Lot Plan</u>		
<u>Reports 報告書</u>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<hr/>		

Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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Proposed
Tunnel T2

*IL 457 S.H

*GLA-HK157

LAN FONG ROAD

JARDINE'S CRESCENT

YUN PING ROAD

*IL 457 S.L

利國宏利保險大廈
The Lee Gardens, Modife Plaza

*IL 457 RP

*IL 29 S.L RP

*IL 29 S.MM

HYSAN AVENUE

*IL 29 S.J ss.1 RP

*IL 457 S.N

希慎道十八號
18 Hysan Avenue

*IL 29 S.LL

*IL 29 S.K ss.4

*IL 29 S.K ss.3

*IL 457 S.

MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

Appendix Ic of MPC
Paper No. A/H6/93A & 94A

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong.

Date: 1 August 2024

By Hand and email

Dear Sir/ Madam,

Section 16 Planning Application

**Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and Lee Garden Three) in "Commercial" zone and an area shown as "Road", Area below Hysan Avenue between Lee Garden One (33 Hysan Avenue) and Lee Garden Three (10 Hysan Avenue)
(Tunnel T1)**

We are authorized by the Applicants, namely "Perfect Win Properties Limited" and "Silver Nicety Company Limited", to submit a Section 16 planning application to the Town Planning Board for the captioned proposed use and location.

I enclose the following submissions in support of the application:

- 1) A signed original copy of the application form;
- 2) 4 hard-copies of the planning statement;
- 3) Original authorization letter signed by the Applicant;
- 4) Documentary proof of the land ownership;
- 5) Particulars of the Applicant and authorized agent; and
- 6) Checklist of Documents.

Yours faithfully,



Ian Brownlee
For and On Behalf of
Masterplan Limited

Encl.

cc. Client and Consultants (By Email)

Section 16 Application

Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and Lee Garden Three) in “Commercial” zone and an area shown as “Road”, Area below Hysan Avenue between Lee Garden One (33 Hysan Avenue) and Lee Garden Three (10 Hysan Avenue) (Tunnel T1)

Perfect Win Properties limited and Silver Nicety Company Limited

August 2024

Executive Summary
(Tunnel T1)

- S.1 This application is a section 16 application made for an underground vehicular tunnel connecting Lee Garden One and Lee Garden Three on the Causeway Bay Outline Zoning Plan Number S/H6/17. There have been approved s.16 and s.16A applications for the captioned proposed use and location. The original approval letter for the s.16 application No. A/H6/78 is dated 15 July 2016 and the s.16A extension of time application approval letter is dated 23 June 2020. The approval letters are attached in **Appendix 1** and the permission has expired on 24 June 2024.
- S.2 The Tunnel T1 is located between Lee Garden One and Lee Garden Three under a section of Hysan Avenue. The site involves three planning zones; Lee Garden One is zoned “Commercial (2)”, Lee Garden Three is zoned “Commercial”, and Hysan Avenue is zoned as “Road”.
- S.3 This application is to obtain approval for the Tunnel T1 to be implemented. The desire is to have the approval, including the Approval Conditions on the original application, to be extended for an additional 4 years. The applicant is eager to implement the approval, and has made significant progress on discharging the approval conditions and on the lease modification process. The main delay relates to the lease modification process which is yet to be completed.
- S.4 The Planning Statement demonstrates that there have been no material changes to the situation since the application was Approved in 2016, and it would be beneficial to approve the Tunnel T1 Application again. The construction of Tunnel T1 would continue to be of benefit to the area in vehicular traffic terms, for the pedestrians and also for the improvement of the air quality. The construction would not cause disruption to the existing traffic flow, and similarly would not result in any negative impact to the Old and Valuable Trees on Hysan Avenue. The only impacts of the proposal to the traffic, and the public realm in Causeway Bay are public planning gains.

行政摘要

(以英文版本為準)

(T1 隧道)

- S.1 本第 16 條申請旨在希望城市規劃委員會 (城規會) 核准涉及銅鑼灣分區計劃大綱核准圖編號 S/H6/17 上接連利園一期及利園三期的地下行車隧道。上述擬議用途和地點的第 16 條和第 16A 條申請已獲得批准。先前的第 16 條申請編號 A/H6/78 的批准信於 2016 年 7 月 15 日發出，而根據第 16A 條延長期限申請的批准信於 2020 年 6 月 23 日發出，並附在附錄一中。其規劃許可的期限直至 2024 年 6 月 24 日。
- S.2 T1 隧道位於連接利園一期及利園三期的希慎道地底。地盤包括三個規劃地帶：利園一期屬於「商業(2)」，利園三期屬於「商業」，而希慎道則屬於「道路」地帶。
- S.3 此規劃申請旨在獲得申請許可令隧道 T1 得以實施，希望將先前的規劃申請包括履行其附帶條件的期限延長四年。申請人積極實行已核准計劃，並在履行附帶條件和契約修訂方面有顯著進展。延誤的主要原因是契約修訂尚未完成。
- S.4 本規劃綱領闡明白 2016 年核准申請以來，情況並無重大改變，再次核准 T1 隧道的申請能帶來好處。建設 T1 隧道能為區內交通帶來好處，不但方便行人，還能改善空氣質素。有關的建設工程不會影響現行的交通，亦不會為希慎道的珍貴古樹帶來負面影響，涉及交通和公眾的影響只會為公眾帶來規劃增益。

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4. A&A Works General Building Plans Approval Letter
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6. Plan showing Excavation Area

Consultants

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Ove Arup & Partners Hong Kong Limited
Ronald Lu & Partners (Hong Kong) Limited
Savills (Hong Kong) Limited
SYSTRA MVA Asia Limited

Section 16 Application
Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and Lee Garden Three) in
“Commercial” zone and an area shown as “Road”, Area below Hysan Avenue between Lee Garden One
(33 Hysan Avenue) and Lee Garden Three (10 Hysan Avenue)
(Tunnel T1)

1. Introduction

- 1.1 This application is a section 16 application made for an underground vehicular tunnel connecting Lee Garden One and Lee Garden Three on the Causeway Bay Outline Zoning Plan Number S/H6/17. There have been approved s.16 and s.16A applications for the captioned proposed use and location. The original approval letter for the s.16 application No. A/H6/78 is dated 15 July 2016 and the s.16A extension of time application approval letter is dated 23 June 2020. The approval letters are attached in **Appendix 1** and the permission has expired on 24 June 2024. Since the s.16A approval letter stated that *“...any further extension of time for commencement of the development would require a fresh application under section 16 of the Town Planning Ordinance”*, this application is prepared.

2. The Application Site and Surrounding Area

- 2.1 The application site is shown on **Figure 1**. It is located between Lee Garden One and Lee Garden Three under a section of Hysan Avenue. Hysan Avenue is a two-way road that connects Yun Ping Road to the east and Percival Street to the west and provides access to Sun Wui Road, Hoi Ping Road and Sunning Road. The site is bounded by the basement car park of Lee Garden One to the north and the basement car park of Lee Garden Three to the south. The site involves three planning zones; Lee Garden One is zoned “Commercial (2)”, Lee Garden Three is zoned “Commercial”, and Hysan Avenue is zoned as “Road”.
- 2.2 The two buildings Lee Garden One and Lee Garden Three are owned by the Applicants. Hysan Avenue, which the tunnel will pass under, is a public road.
- 2.3 Causeway Bay is a key decentralized commercial node, as well as, one of the most popular shopping destinations in Hong Kong featuring high end retail spaces. The larger Causeway Bay area also includes a component of residential developments. There is good access to public transport through the MTR, the tram, and a comprehensive bus network. The site involves three planning zones; Lee Garden One is zoned “Commercial (2)”, Lee Garden Three is zoned “Commercial”, and Hysan Avenue is zoned as “Road”.

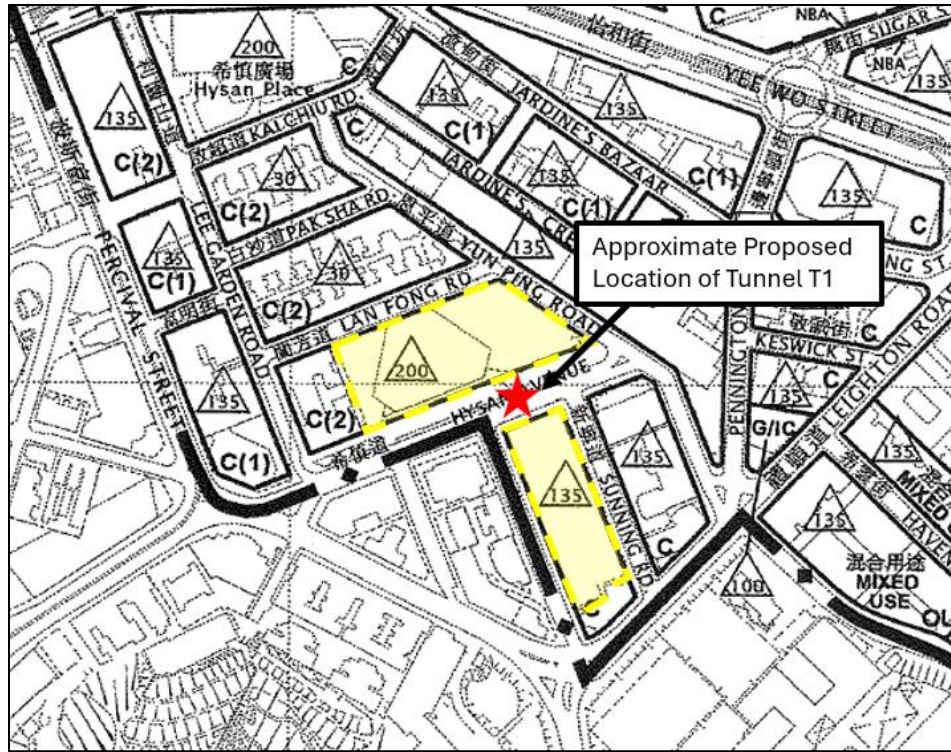


Figure 1: Location Plan (an extract from the Causeway Bay Outline Zoning Plan No S/H6/17)

3. **Land Administration**

- 3.1 The vehicle tunnel T1 is proposed underneath Hysan Avenue connecting lots IL 29 s.MM (part) and IL 29 S.L. RP (part) with IL 29 s.J ss.1 RP (part). These form part of the lots on which Lee Garden One and Lee Garden Three are located respectively.
- 3.2 IL 29 is held under a Government Lease for a term of 982 years from 25 June 1860. The Government Lease contains virtually no development restriction save for the non-offensive trade clause, and a range clause (IL 29 s.L be maintained as open space as per a Deed of Covenant dated 18.8.1949).
- 3.3 An application to Lands Department for the Grant of the land for construction is currently in process.

4. **The Planning Context**

“Road”

4.1 The Notes of the Causeway Bay OZP state that:

“In any area shown as ‘Road’, all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board”

The uses specified in Paragraph (7) and (8) of the Notes do not include a vehicular tunnel.

“Commercial” Zone

4.2 In both “Commercial” and “Commercial (2)” the Planning Intention in the Notes is:

“This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.”

The “Commercial (2)” sub-zone has some additional set back and non-building areas identified, however, none of these relate to the portion of the site fronting onto Hysan Avenue, and therefore has no impact on this application.

5. **Purpose of the Application**

5.1 This application is to obtain approval for the Tunnel T1 to be implemented. The applicant is eager to implement the approval, and has made significant progress on discharging the previous approval conditions and on the lease modification process. The discharge of approval condition progress is discussed in section 9 below.

5.2 As part of Hysan’s desire to further develop Causeway Bay into a high quality commercial and retail node, it is essential that the area functions efficiently and the amenity value of the public realm is increased wherever practical. Improvements in the public realm may be achieved by improving the private/public realm interface, as well as directly improving the public space. Hysan would like to slightly restructure the vehicular traffic flow within the area to reduce the amount of vehicular circulation at ground level. Tunnel T1 partially moves vehicular traffic into an integrated basement. This would provide dual benefits: making the area easier for drivers to locate available car parking spaces without circulating around the blocks: and to further reduce vehicular dominance at the ground level providing a better pedestrian environment.

- 5.3 The purpose of the application is to obtain approval for Tunnel T1 in the “Road” zone between the two buildings to integrate their basements. This would allow drivers to locate the closest car park through entering either building and then using the tunnel to travel to the other building underground if the car park is actually located in the other buildings. Or alternatively to exit through the other building if this reduces the ground level circulation required to leave the area efficiently.

6. **Background**

The Applicants

- 6.1 The Applicants are either wholly owned or majority owned subsidiaries of Hysan Development Company Limited (“Hysan”). Hysan is a property development, investment and management company based in Hong Kong. It has an investment property portfolio of approximately 4.5 million square feet of retail, office and residential space, excluding properties under redevelopment. Its roots run deep in Causeway Bay. In 1923, Hysan’s founding Lee family purchased land in Causeway Bay’s East Point Hill and built the Lee Gardens Amusement Park and the Lee Theatre. Since then, the Lee family, and eventually Hysan have continued to develop and manage their significant landholdings in Causeway Bay in a manner that not only creates world class commercial and retail spaces, but also encourages and enables a vibrant public realm. Hysan is also at the forefront of Hong Kong’s sustainable building development.
- 6.2 Completed in late 2017, Lee Garden Three is the newest addition to Hysan’s portfolio of premium commercial buildings in Causeway Bay and has green building features that conform to the highest international sustainability standards. It is comprised of a retail podium and a 21- storey Grade A office tower. This kind of large-scale sustainable building is rare in Hong Kong. The building's many advanced green architectural designs include the clever use of natural lighting and green elements such as largescale vertical green walls, indoor greenery designs, a roof-top garden, and Hong Kong's first sky jogging track in a commercial building.
- 6.3 The vehicular tunnel connection T1 proposed in this application is part of an overall plan of improved connectivity Hysan have for the area. There are the two vehicular Tunnels T1 and T2 which connect the basement car parks of Lee Garden One, Lee Garden Two and Lee Garden Three. This intends to make the at-grade level more pedestrian orientated by reducing vehicular traffic on the at-grade roads. In addition, there are 5 pedestrian link bridges, that are shown in **Figure 2**, and a covered walkway shown in **Figure 3**. The link bridges would provide a sheltered connection from the MTR in Hysan Place and right through to the Caroline Hill Road development that is currently under construction. The gazette for the proposed Pedestrian Link in Causeway Bay has already been published under Section 3(3) of the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 5 May 2023. While the full benefit will be achieved once all the

pedestrian and vehicular connections are implemented, there are benefits to the general public achieved as each individual connection is implemented.

Tunnel T1 Lease Modification Progress

- 6.4 Since the original approval in 2016 the applicant applied for lease modification, and has been in discussion with DLO ever since. Originally DLO wanted to bundle the Tunnel T1 lease modification with the “Nil Premium Application of Covered Walkway and Linkbridge System”. However, DLO then accepted to continue processing the Tunnel T1 lease modification separately. It was hoped that separating the Tunnel T1 from the Nil Premium application would speed up the approval process. On 24 February 2023 Hysan accepted the provisional basic terms for Tunnel T1 (see the letter attached in **Appendix 2**). It was hoped that the binding offer of basic terms would be issued prior to the lapsing of the section 16 approval. Currently, relevant government departments are assessing whether the lease modification can be processed as a minor works provision under the Roads (Works, Use and Compensation) Ordinance and be exempt from the gazettal procedures.

Tunnel T1 General Building Plans

- 6.5 General Building Plans (“GBPs”) were submitted on 28 November 2023 for Tunnel T1. The disapproval letter is included in **Appendix 3**. The GBPs cannot be approved until the lease modification is completed.
- 6.6 The applicant has an A&A Works General Building Plans approved for the modification of the basement carparks to enable the tunnel connection to be implemented once the lease modification has been approved. The GBP Approval letter is included as **Appendix 4**. This is an approval for the tunnel opening and modification to the existing buildings to receive Tunnel T1 and not for the tunnel itself.

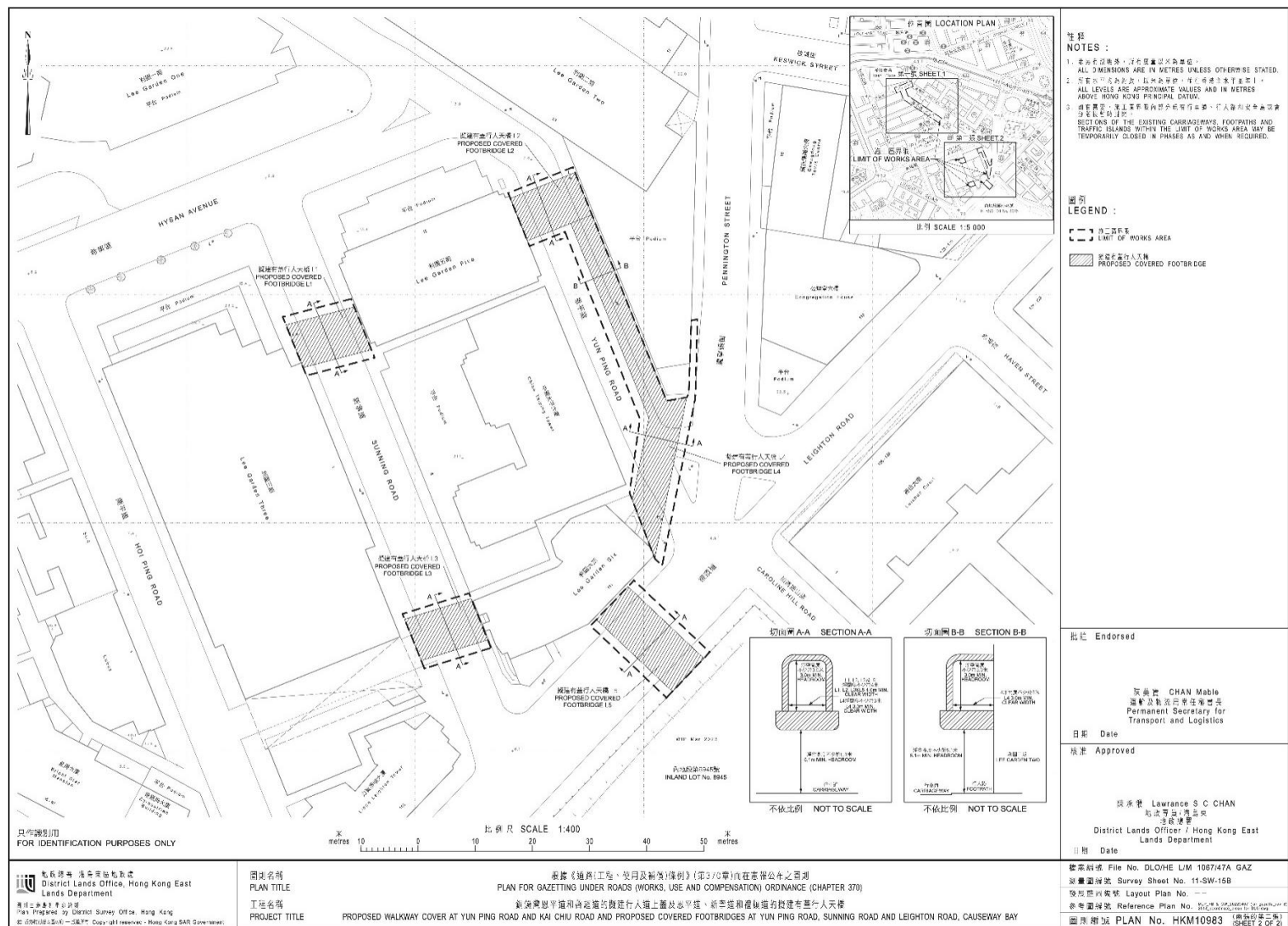


Figure 2: Plan showing the location of the 5 link bridges at Yun Ping Road, Sunning Road and Leighton Road, Causeway Bay.

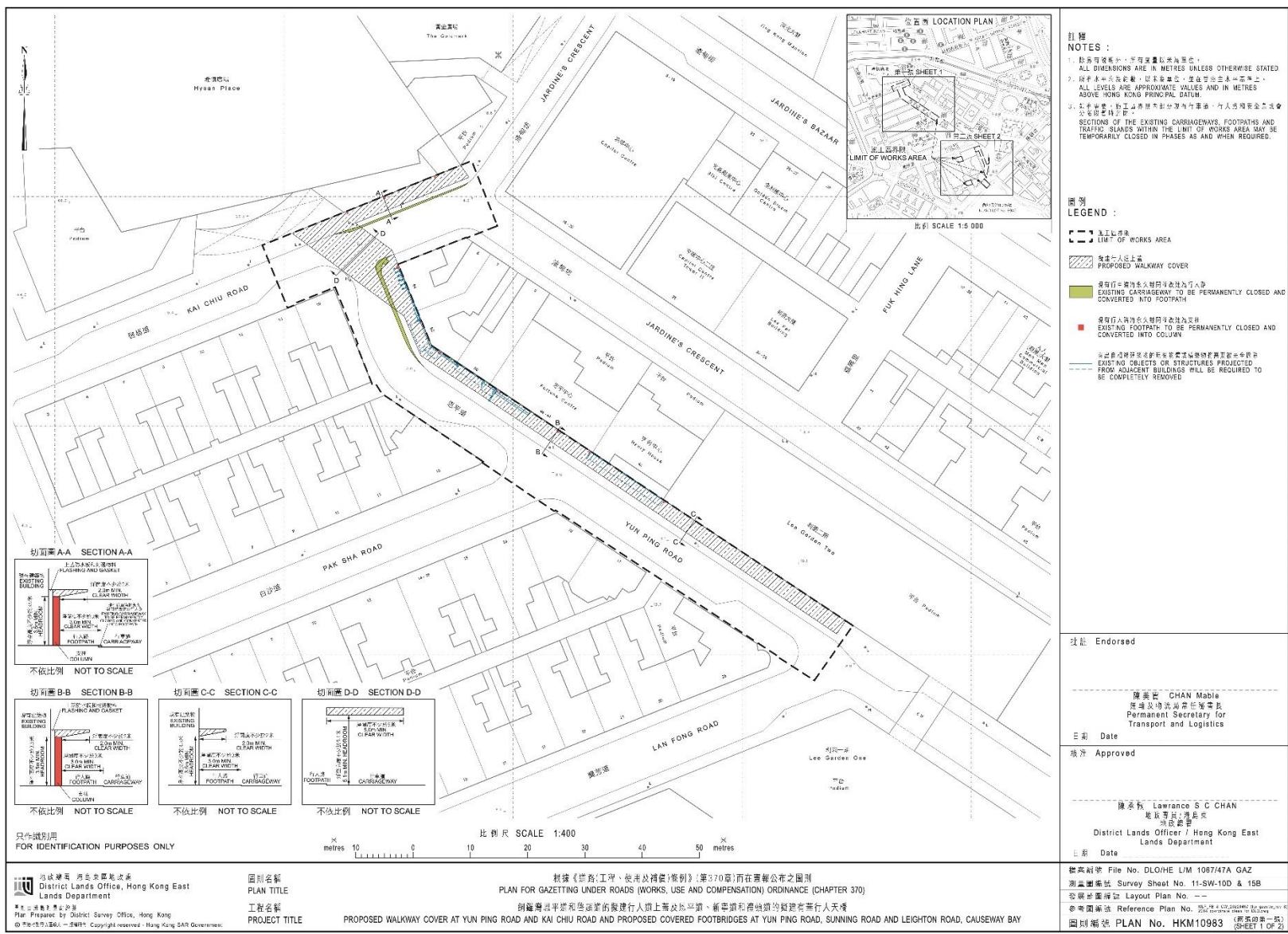


Figure 3: Plan showing the location of the covered walkway at Yun Ping Road and Kai Chiu Road, Causeway Bay.

7. The Proposal

- 7.1 The approved permission is for an underground vehicular tunnel, Tunnel T1, 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 T1 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 The T1 Tunnel will connect the southern side of basement B3 car park of Lee Garden One (at - 3.30mPD) across Hysan Avenue to the northern side of basement B2 car park of Lee Garden Three (at -1.35 mPD) so that the two basement car parks will be integrated as one. Tunnel T1 will have an area of about 381m², a length of approximately 26m, an overall width of approximately 15m, a gradient of about 1:13 and minimum clear headroom of 2.4m. 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 T1 are included in **Appendix 5**.
- 7.3 At present, vehicular access to the car park of Lee Garden One can only be made via Lan Fong Road. With Tunnel T1, vehicles from the west (Percival Street and Leighton Road eastbound) can access Lee Garden One through the alternative ingress of Lee Garden Three at Hoi Ping Road to avoid the busy road sections of Yun Ping Road and Lan Fong Road. In addition, the alternative egress at Lee Garden Three allows vehicles to leave Lee Garden One to the east directly from Lee Garden Three to Leighton Road eastbound 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 T1 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 2 and 3**). In addition, there is another approved but not yet constructed Tunnel, T2, under application number A/H6/79 which connects Lee Garden One and Lee Garden Two under Yun Ping Road.
- 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.

8. Implementation

- 8.1 Tunnel T1 will be constructed by a tunnelling method so that there will be no excavation, nor vertical shaft, on public roads. The Launching Shaft of the tunnel will be formed within the basement of Lee Garden One while the receiving shaft will be formed within the basement of Lee Garden Three so that all the construction work will be conducted within the private premises. This construction method will help to preserve and safeguard the rootballs of the Old and Valuable Trees (“OVTs”) along Hysan Avenue above Tunnel T1. **A plan showing the excavation area is included in Appendix 6.**
- 8.2 Accesses of construction traffic to the underground construction sites will be via the existing car park accesses of Lee Garden One and Lee Garden Three, and therefore new opening of site access on public road is not required. To further minimize traffic impact, the access of construction traffic will be arranged outside the peak periods of 08:00-10:00, 12:00-14:00 and 16:00-20:00.
- 8.3 Besides, the car park operators would dedicate staff to patrol traffic at the car park entrances in order to avoid any obstruction at the car park entrances leading to adverse impact to the operation of public transportation and the traffic on public roads. Furthermore, the loading/unloading activities for the buildings would be well coordinated and managed by the car park operators to avoid such activities being carried out during the peak of the car park hours and/or during the access periods of construction traffic.
- 8.4 In view of the latest status of the project, it is anticipated that the construction of Tunnel T1 would not commence earlier than year 2026. Since the construction of the link bridges and the covered walkway are planned to be completed by year 2026 which will be aligned with construction programme of the Caroline Hill Road development, it is unlikely that the construction of Tunnel T1 would overlap the construction of the link bridges and the covered walkway.

9. Discharge of Conditions Progress

9.1 The Applicants have been in the process of discharging the Approval Conditions. **Table 1** below summarizes the current situation regarding the progress made to discharge the conditions. A number of the approval conditions can only be discharged upon implementation and therefore cannot be discharged at this point in the project.

Table 1 : Current Status of the Discharge of Approval Conditions

Approval Conditions	Submission to DPO	Decision / Comments
(a) “no excavation works on public roads for construction of the proposed tunnel is allowed”	-	<i>This can only be discharged upon implementation.</i>
(b) “the submission and implementation of a Construction Traffic Management Scheme to the satisfaction of the Commissioner for Transport (C for T) or of the TPB”	2 Feb 2024	Comments from LCSD received on 20 Feb 2024, Comments from TD received on 23 Feb 2024. <i>The comments are being reviewed, and the responses will be submitted upon further detailed study.</i>
(c) “the provision of ingress/egress of the carparks to the satisfaction of the Commissioner for Transport or of the TPB”	-	<i>This can only be discharged upon implementation.</i>
(d) “the submission and implementation of a car parking layout to the satisfaction of the Commissioner for Transport or the TPB”	28 March 2024	Comments from TD received on 11 April 2024. <i>A response to these comments is currently being prepared.</i>
(e) “the submission of a tree protection proposal for the Old and Valuable Trees (OVTs) on Hysan Avenue before commencement of construction	22 Feb 2024	Condition (e) is considered complied with on 17 June 2024.

works to the satisfaction of the Director of Leisure and Cultural Services or of the TPB”	19 Apr 2024 Revised TPP + RtoC	Comments from LCSD received on 9 May 2024 <i>A response to these comments is currently being prepared.</i>
(f) “the implementation of a tree protection proposal for the OVTs on Hysan Avenue to the satisfaction of the Director of Leisure and Cultural Services or of the TPB”	-	<i>This can only be discharged upon implementation.</i>
(g) “the submission of monthly tree monitoring reports for the OVTs at least 3 months before the commencement of construction works for the proposed tunnel until 12 months after works completion to the satisfaction of the Director of Leisure and Cultural Services or of the TPB”	-	<i>This can only be discharged upon implementation.</i>
(h) “the provision of fire service installations and water supplies for fire fighting to the satisfaction of the Director of Fire Services of the TPB”	-	<i>This can only be discharged upon implementation.</i>

10. **Planning Assessment and Justification**

- 10.1 While the full justifications were made in the original application (2016), this section will summarize the main planning justifications and considerations.

At-grade Traffic Improvements

- 10.2 Lan Fong Road is a one-way local road which serves not only as the main vehicular access to Lee Garden One, but also for a number of green minibus (“GMB”) stands, as well as on street loading and unloading. Lan Fong Road is also a major route for vehicles travelling from Leighton Road westbound to the Sharp Street East area. It is common for the existing GMB stands and on-street loading and unloading areas to be fully occupied by GMBs and illegal parking. This results in pick-up and drop-off activities taking place on the carriageway and accordingly frequently vehicles tailing back from Lan Fong Road to its junction with Yun Ping Road. As a consequence, vehicular access to Lan Fong Road, Pak Sha Road and Kai Chiu Road and Sharp Street East Area will occasionally be obstructed.

10.3 A summary of the proposed Tunnel T1 benefits is:

- a) Reduced at-grade traffic on local roads – the Traffic Impact Assessment (TIA) for the approved Application No. A/H6/78 has concluded that Tunnel T1 would reduce the traffic flows along Hysan Avenue, Yun Ping Road and Lan Fong Road. There would be a positive traffic impact to the local road network from the development of Tunnel T1;
- b) Efficient use of available car parking spaces – the available car parking spaces at the two car parks can be shared used upon linking up by the Tunnel T1, by which the utilisation of available car parking spaces can be maximised while the way-finding of vacant spaces can be taken place internally, therefore minimizing the queuing at car park entrances as well as the traffic circulation on the at-grade roads;
- c) Balanced use of roads/junctions' capacities – the proposed tunnel will provide route choices for drivers to enter or leave the car parks in different traffic situations on the surrounding roads. This will result in a more balanced use of the spare capacities of the surrounding roads and junctions; and
- d) Provides flexibility in access and traffic management – Tunnel T1 would enable alternative ingress and egress points for the car parks, which allows flexibility for the car park operators to manage ingress and egress of vehicles. It also provides more opportunities to implement short-term/temporary traffic management schemes for special events/traffic situations.

Improved Public Realm

- 10.4 The existing two individual car parks will be linked up by the proposed Tunnel T1 to form an integrated car park. This makes the area easier for drivers to access the car parks and locate available car parking spaces without circulating around the blocks, while simultaneously reducing the vehicular dominance at the ground level. As a result, this creates a better pedestrian environment.
- 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 T1 cars can locate a car park quicker and less time will be spent at-grade circling around the area. This will help to reduce traffic emissions. 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 the Old and Valuable Trees on Hysan Avenue

- 10.8 The protection of the Old and Valuable Trees (“OVTs”) on Hysan Avenue has been carefully considered in this proposal. The construction work will be carried out inside the basements of the connecting buildings and will not require any above ground works, or road closure. As the permanent structure of Tunnel T1 will be at least 5 meters below the ground it will not affect the OVTs as the roots of the OVTs do not go further than 2 meters below ground. The extent of the roots of the OVTs are currently being surveyed and will be established in detail in advance of the commencement of any works. This will ensure that there is no disruption to the OVTs.

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/H6/79 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 staff 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 Three 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 T1 will not cause any damage to the adjacent buildings, structures, land, streets or services. Precautionary measures such as ground investigation along Hysan Avenue 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.

- 10.11 Based on a utilities survey, the lowest level of underground utilities is approximately 1.8 meter below the ground level, and the structure surface level of Tunnel T1 is approximately 5m below ground level. Therefore, it is unlikely that there will be any disturbance or disruption to the underground utilities.

Air Quality Levels Inside the Car Parks

- 10.12 The Tunnel T1 will be designed with supply and exhaust ventilating fans to ensure that sufficient outdoor air is drawn into, and polluted air is extracted from, the car parks and Tunnel T1. Local jet fans and carbon monoxide sensors will be installed to enhance the local ventilation effectiveness and to monitor the concentration of carbon monoxide. This will ensure the air quality is high in the Tunnel T1 and the car parks.

No Adverse Noise Impact

- 10.13 The noise disruption to nearby noise sensitive receivers from road traffic will be reduced. Construction noise is expected to be minimal, due to the works exclusively taking place underground. In addition, appropriate mitigation measures such as quiet powered mechanical equipment and movable barriers will be used to ensure that noise can be reduced to acceptable levels. It will be ensured that good site practice and noise management will be adopted to mitigate noise impact. Should it arise that noise impact to nearby noise sensitive receivers are identified, then remedial measures such as additional acoustic treatment or enclosure will be formulated.

11. **Conclusion**

- 11.1 The Planning Statement demonstrates that there have been no material changes to the situation since the application was Approved in 2016, and it would be beneficial to approve the Tunnel T1 Application again. The construction of Tunnel T1 would continue to be of benefit to the area in vehicular traffic terms, for the pedestrians and also for the improvement of the air quality. The construction would not cause disruption to the existing traffic flow, and similarly would not result in any negative impact to the Old and Valuable Trees on Hysan Avenue. The only impacts of the proposal to the traffic, and the public realm in Causeway Bay are public planning gains.
- 11.2 The applicant has taken significant steps to implement the approved development. The main delay relates to the lease modification process which is yet to be completed. The TPB is requested to consider the application on these merits and to decide in favour of Approving the application again.

Appendix 1

**S.16 Approval Letter and s.16A Extension of
Time Approval Letter for Application Number
A/H6/78**

城市規劃委員會

香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD

15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳 真 Fax: 2877 0245 / 2522 8426

電 話 Tel: 2231 4810

來函檔號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/H6/78

By Registered Post & Fax (25877068)

15 July 2016

Masterplan Ltd.
Room 3516B, 35/F, China Merchants Tower
Shun Tak Centre
200 Connaught Road, Central, Hong Kong
(Attn: Kira Brownlee)

Dear Sir/Madam,

Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and the Sunning Plaza/Sunning Court Redevelopment) in "Commercial" zone and an area shown as 'Road', Area below Hysan Avenue between Lee Garden One (33 Hysan Avenue) and 10 Hysan Avenue (the Sunning Plaza/Sunning Court Redevelopment)

I refer to my letter to you dated 20.6.2016.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid until 24.6.2020; and after the said date, the permission shall cease to have effect unless before the said date either the development hereby permitted is commenced or the permission is renewed. The permission is subject to the following conditions :

- (a) no excavation works on public roads for construction of the proposed tunnel is allowed;
- (b) the submission and implementation of a Construction Traffic Management Scheme to the satisfaction of the Commissioner for Transport (C for T) or of the TPB;
- (c) the provision of ingress/egress of the car parks to the satisfaction of C for T or of the TPB;
- (d) the submission and implementation of a car parking layout to the satisfaction of C for T or of the TPB;
- (e) the submission of a tree protection proposal for the Old and Valuable Trees (OVTs) on Hysan Avenue before commencement of construction works to the satisfaction of the Director of Leisure and Cultural Services (DLCS) or of the TPB;

- (f) the implementation of a tree protection proposal for the OVTs on Hysan Avenue to the satisfaction of the DLCS or of the TPB;
- (g) the submission of monthly tree monitoring reports for the OVTs at least 3 months before the commencement of construction works for the proposed tunnel until 12 months after works completion to the satisfaction of the DLCS or of the TPB; and
- (h) the provision of fire service installations and water supplies for fire fighting to the satisfaction of the Director of Fire Services or of the TPB.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix V of the TPB Paper.

If you wish to seek an extension of the validity of this permission, you may submit an application to the TPB for renewal of the permission no less than six weeks before its expiry. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for renewal of permission if the time limit for commencement of development specified in the permission has already expired at the time of consideration by the TPB. Please refer to the TPB Guidelines No. 35B and 36A for details. The Guidelines and application forms are available at the TPB's website (www.info.gov.hk/tpb/), the Planning Enquiry Counters (PECs) of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

For amendments to the approved scheme that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36A for details.

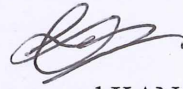
A copy of the TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 24.6.2016 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 5.8.2016). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Miss Irene Lai of Hong Kong District Planning Office at 2231 4935. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,

A handwritten signature in dark ink, appearing to be 'Raymond KAN', written in a cursive style.

(Raymond KAN)
for Secretary, Town Planning Board

RK/DY/syl

規 劃 署

港島規劃處
香港北角渣華道 333 號
北角政府合署 14 樓

**Planning Department**

Hong Kong District Planning Office
14/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong

本函檔號	Your Reference		
本署檔號	Our Reference	TPB/A/H6/78-1 (EOT)	Please quote our reference
電話號碼	Tel. No. :	2231 4930	in future correspondence
傳真機號碼	Fax No. :	2895 3957	

BY POST & FAX (2587 7068)

23 June 2020

Masterplan Limited
Room 3516B, 35/F,
China Merchants Tower, Shun Tak Centre,
200 Connaught Road Central, Hong Kong
(Attn: Ms. Kira BROWNLEE)

Dear Sir/Madam,

**Application for Permission
To Extend the Time for Commencement of Development**

**Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and
Lee Garden Three, Former Sunning Plaza)
in "Commercial" Zone and an area shown as 'Road',
Area below Hysan Avenue between Lee Garden One
(33 Hysan Avenue) and Lee Garden Three (10 Hysan Avenue)
(Section 16A Application No. A/H6/78-1)**

I refer to your application of 27.5.2020 which was received by the Town Planning Board (TPB) on 29.5.2020, to extend the time for commencement of the above approved development proposal under Application No. A/H6/78.

After giving consideration to your application, the Director of Planning, under the delegated authority of the TPB, approved your application for amendment to permission under section 16A of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The amended permission is subject to the following conditions and shall be valid until 24.6.2024; and after the said date, the permission shall cease to have effect unless before the said date either the development hereby permitted is commenced or the permission is renewed:

- (a) no excavation works on public roads for construction of the proposed tunnel is allowed;
- (b) the submission and implementation of a Construction Traffic Management Scheme to the satisfaction of the Commissioner for Transport (C for T) or of the TPB;
- (c) the provision of ingress/egress of the carparks to the satisfaction of C for T or of the TPB;

.../2

- 2 -

- (d) the submission and implementation of a car parking layout to the satisfaction of C for T or the TPB;
- (e) the submission of a tree protection proposal for the Old and Valuable Trees (OVTs) on Hysan Avenue before commencement of construction works to the satisfaction of the Director of Leisure and Cultural Services (DLCS) or of the TPB;
- (f) the implementation of a tree protection proposal for the OVTs on Hysan Avenue to the satisfaction of the DLCS or of the TPB;
- (g) the submission of monthly tree monitoring reports for the OVTs at least 3 months before the commencement of construction works for the proposed tunnel until 12 months after works completion to the satisfaction of the DLCS or of the TPB; and
- (h) the provision of fire service installations and water supplies for fire fighting to the satisfaction of the Director of Fire Services or of the TPB.

The advisory clauses as advised per our letter dated 15.7.2016 are still valid and attached with this letter for your information.

This permission will expire on **24.6.2024**. According to the TPB Guidelines No. 35C, any extension of time for commencement of development shall not result in an aggregate extension period longer than the original duration for commencement of the approved development proposal, i.e. 4 years for application No. A/H6/78. As such, you are reminded to **strictly** adhere to the time limit for commencement of the approved development. Any further extension of the validity of this permission will be outside the scope of Class B amendments. If you wish to seek any further extension of time for commencement of the development, you may submit a fresh application under section 16 of the Town Planning Ordinance. You are also reminded that submissions for compliance with the planning approval conditions should be made as soon as possible.

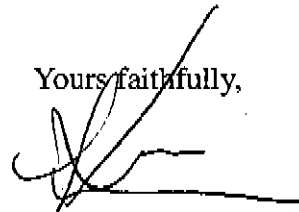
Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform the Secretariat of the TPB (15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong – Tel: No. 2231 4810 or 2231 4835 and Fax. No. 2877 0245 or 2522 8426) within 21 days from the date of this letter (on or before 14.7.2020). The Secretariat of the TPB will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend.

.../3

- 3 -

If you have any queries regarding this permission, please contact Mr. T.W. NG of the Hong Kong District Planning Office at 2231 4935.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'Louis K. H. KAU', written over a horizontal line.

(Louis K. H. KAU)

for and on behalf of Director of Planning

Encl.

**Appendix V of
MPC Paper No. A/H6/78A**

Advisory Clauses

- (a) to note the comments of the District Lands Officer/Hong Kong East, Lands Department (LandsD) in paragraph 7.1.1 of the paper regarding the need for prior written approval for any trees affected, the applicants should confirm whether the proposed tunnel will be opened for public use and the opening hours, the need for application for proper land document and variation/extinguishment of the Deed of Covenant dated 18.8.1949 to effect the proposed development and to note the gazettal requirements under the Roads (Works, Use and Compensation) Ordinance Cap. 370;
- (b) to note the advice of the Secretary for Housing and Transport in Appendix III of the paper in respect of the Roads (Works, Use and Compensation) Ordinance Cap. 370;
- (c) to note the comments of the Chief Building Surveyor/Hong Kong East and Heritage, Buildings Department in paragraph 7.1.3 of the paper regarding the requirements under Buildings Ordinance and submission of structural plans to the Building Authority for approval;
- (d) to note the detailed requirements of the Commissioner for Transport in paragraph 7.1.4(a) of the paper that the Construction Traffic Management Scheme under approval condition (b) shall include but not limit to that the access of construction vehicles to the car park of Lee Garden One should only be arranged during the off-peak time periods of 1000-1200 hours and 1400-1600 hours on weekdays, a maximum of 14 construction vehicle trips (round trips) per day and not exceeding 6 vehicle trips (round trips) per hour;
- (e) to note the comments of the Commissioner of Police in paragraph 7.1.5(b) of the paper on the need to take appropriate measures to minimise traffic obstruction or congestion and noise nuisance;
- (f) to note the comments of the Chief Highway Engineer/Hong Kong, Highways Department in paragraph 7.1.6 of the paper that sufficient ground cover should be provided for the proposed tunnel and to consult relevant utility undertakers for any necessary diversion of existing underground utilities;
- (g) to note the comments of the Chief Architect/Central Management Division 2, Architectural Services Department in paragraph 7.1.8(b) of the paper to follow up with relevant Government departments on GFA and land ownership issues;
- (h) to note the comments of the Hong Kong East Tree Team of the Leisure and Cultural Services Department in paragraph 7.1.9(c) to (e) of the Paper on the information to be included in the tree protection proposal under planning condition (c) and for tree monitoring purpose. The applicants are reminded that any work inside or near the Old and Valuable Tree (OVT) tree protection zone that would affect the OVTs shall be approved by LandsD according to ETWB TC(W) No. 29/2004, and that works concerning the 5 OVTs shall be agreed by LCSD;
- (i) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department in paragraph 7.1.10(c) of the paper to routinely monitor the

condition of the OVTs and precaution should be taken to avoid any impact to the underground water level;

- (j) to note the comments of the Director of Environmental Protection in paragraph 7.1.11(b) of the paper to consider using non-percussive method in demolishing slabs on basement floors for the construction of launching and receiving shafts to reduce the ground-borne construction noise impact, and to strictly comply with relevant legislation/guidelines for proper management and disposal of waste generated by the proposed development;
- (k) to note the comments of the Head of Geotechnical Engineering Office (GEO), Civil Engineering and Development Department in paragraph 7.1.12 of the paper that the detailed technical proposal on the design and construction methods of the proposed tunnel, as well as precautionary measures should be submitted for GEO's consideration through BD at the building plan submission stage; and
- (l) to note the comments of the Chief Engineer/Construction, Water Supplies Department (WSD) in paragraph 7.1.13 of the paper regarding the need to allow free access by WSD to carry out operation and maintenance of the existing water mains, submit diversion proposal, if any, for WSD's approval, water mains diversion works shall be carried out at the applicants' own cost, the waterworks reserve requirement within the application site, and coordinate with WSD on the construction programme of the proposed development before commencement of works.

Appendix 2

Letter Accepting the Provisional Basic Terms Offer

[Dated : 24 February 2023]



District Lands Office / Hong Kong East

19/F, Southorn Centre
130 Hennessy Road
Wanchai
Hong Kong

Attention: Ms. Carrie Ng

24 February 2023

Your Ref: (57) in LD DLO/HE 1067/47A MOD IX

Our Ref : PS/2019/VPS/0306/L072(T1)/WAC/HIN/ENL/bs

Walter Cheung
E: wacheung@savills.com.hk
DL: (852) 2840 4698
F: (852) 3007 0530

Room 1208,
1111 King's Road,
Taikoo Shing, Hong Kong

EA LICENCE: C-023750
T: (852) 2801 6100
savills.com

**BY FAX AND BY POST
(FAX NO.: 2834 4324)**

Dear Madam,

**RE: PROPOSED LEASE MODIFICATION FOR
PROPOSED TUNNEL T1 LINKING LEE GARDEN ONE AND LEE GARDEN THREE**

We refer to your letter dated 10 February 2023 regarding the provisional basic terms offer of the captioned.

We hereby confirm that our client accepts the provisional basic terms offer in the abovementioned letter.

If you have any questions or wish to discuss, please do not hesitate to contact the undersigned at 2840 4698 or our Mr. C H Kwok at 2842 4571 / Mr. Enoch Lee at 2840 4685.

Yours faithfully,
For and on behalf of

Savills Valuation and Professional Services Limited

Walter Cheung
MHKIS RPS (GP)
Director

c.c. Client

Appendix 3

**Letter from Buildings Department Rejecting
the Tunnel T1 General Building Plans
Application**

CHEUNG Man Ching Anthony
33rd Floor,
Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong

18 January 2024

88 255

RONALD LU
& PARTNERS

22 JAN 2024

RECEIVED
(1)

Dear Mr Cheung,

**33 Hysan Avenue, Hong Kong (The Lee Garden One) –
I.L. 29 s.DD, s.MM & s.L R.P. and I.L. 457 s.L & R.P.
and
10 Hysan Avenue, Hong Kong - I.L. 29 s.J R.P., s.J ss.1 R.P. and s.J ss.2**

I refer to your application received on 20 November 2023 for approval of proposals in respect of BUILDING (ALTERATIONS & ADDITIONS).

2. Your submission of plans has been checked under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ADM-19. On this basis, the submission has been found to be fundamentally unacceptable and I hereby disapprove the submission for the reasons detailed in paragraph 7 of this letter.

3. You are reminded that the curtailed check system covers only the fundamental issues of a building proposal. Although non-fundamental issues will not be raised as reasons for disapproving a submission, I expect that all contraventions of the Buildings Ordinance (BO) and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority (BA) attaches great importance to the proper assumption of duties and responsibilities by authorized persons, registered structural engineers and registered geotechnical engineers.

4. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him.

5. With the exception of one set of plans which I will retain for record purposes, the remaining copies of your submission are returned herewith.

6. You are advised that under section 44(1) of the BO, any person aggrieved by a decision made by the BA may appeal from that decision. Should your client wish to appeal against my decision in this letter, please refer to the provisions of Part VI of the BO. In particular, please note that a Notice of Appeal should be served by your client in writing directly on the Secretary to the Appeal Tribunal to be received by him not later than 21 days from the date of this letter.

7. Your plans are disapproved on the grounds as detailed in **Appendix I**.

8. You are reminded that the refusal grounds as mentioned in paragraph 7 above should not be treated as being exhaustive, and no such refusal shall be construed as implying any approval of any part of such plans. Your attention is drawn to section 15(2) of the BO.

/9.....

Our Ref.: BD 2-3/3046/93/70

9. Please note that your plans are not approvable under BO as the fundamental issues have not been resolved, the procedures under PNAP ADM-14 for making minor amendment to plans are not applicable.
10. You are reminded that under regulation 29(3) of the Building (Administration) Regulations (B(A)R) and without prejudice to regulation 30(3) of the B(A)R, the submission of further particulars or other plans consequent upon the refusal of the BA to give his approval under section 16(1)(i) or (2)(f) of the BO shall be deemed to be a fresh application in respect of the plans which the BA had refused to approve. Your future re-submission of plans for the subject proposal will be considered as plans submitted for the first time to the BA for approval, which regulation 30(3)(a) of the B(A)R applies.
11. Your plans have been referred to the District Planning Officer/Hong Kong, Planning Department for comments. His comments were conveyed to you in his fax dated 3 January 2024.
12. Your plans have been referred to the District Lands Officer/Hong Kong East for scrutiny under the lease condition. His comments were conveyed to you in his letter dated 15 January 2024.
13. Chief Engineer/ Hong Kong & Islands, Drainage Services Department (contact officer: Calvin Lo at tel. no.: 3101 2364) has comments to your plans in Appendix II.
14. Commissioner for Transport, Transport Department (contact officer: CHAN Quan Wai at tel. no.: 2829 5425) has comments to your plans in Appendix III to your plans.
15. Chief Highway Engineer/Hong Kong, Highways Department (Contact Officer: Mr. CHAN Kai-yin at tel. no. 2231 5722) has comments to your plans in Appendix IV.
16. Your plan has been referred to Chief Geotechnical Engineer/Island, Geotechnical Engineering Office, Civil Engineering and Development Department, and Leisure and Cultural Services Department for comments. Their comments would be conveyed to you once available.

Yours sincerely,



(LAM Tsz-fung)
Senior Building Surveyor
for Building Authority

c.c. Perfect Win Properties Limited
49/F, Lee Garden One
33 Hysan Avenue, Hong Kong

D of FS
DLO/HKE
DPO/HK
C for T
CHE/HK, HyD
LCSD
DSD
CGE/I, GEO, CEDD

SL8 (11/2013) (T-ND f)

Appendix II

Our Ref.: BD 2-3/3046/93/72

Address: 33 Hysan Avenue, Hong Kong and 10 Hysan Avenue, Hong Kong

Comments from Chief Engineer/ Hong Kong & Islands, Drainage Services Department (contact officer: Calvin Lo at tel. no.: 3101 2364)

1. Please ensure the existing sewage / stormwater terminal manhole is in good serviceable condition and ensure that the dimension and gradient of its downstream sewer / stormwater drain are adequate to discharge for the site.
2. Should there be any abandoned pipes as a result of the proposed development, they shall be removed or filled up at the developer's cost and to the satisfaction of this Department. For detailed requirements on the handling of abandoned pipes, please refer to DSD Technical Circular No. 1/2022 - Handling of Abandoned Pipes under DSD's Purview. The location and the method of handling such abandoned pipes should be indicated on drawings for future reference. The schedule of abandoned pipes / manholes should be submitted when any pipe / manhole is abandoned, and updated when any more pipes / manholes are abandoned; such schedule should not be delayed until the HBP1 / BA13 / BA14 stage or the completion of development.
3. The AP is required to ensure that no construction debris, silt and sediments, untreated site runoff or cementitious materials will be discharged to or deposited inside the public stormwater drains (SWD) or sewers within or in the vicinity of the development site. The AP shall monitor the internal conditions of the existing public SWD/sewers within or in the vicinity of the development site by CCTV surveys (or other alternatives to be agreed by DSD), prior to commencement and upon completion of the construction works to our satisfaction. The AP shall propose the detailed arrangement including the timing, methodology and extent of the public SWD/sewer to be surveyed by CCTV (or by other alternatives) for DSD's agreement. Nevertheless, such CCTV surveys (or other agreed alternatives) serve no intention to relieve the AP's liabilities on any damage to other SWD/sewers that are not included in the survey. Any pipe blockage or damage arising from the construction works shall be made good at the cost of the developer and to our satisfaction. In case the CCTV survey is abandoned for any section of SWD/sewers, the AP shall notify DSD by the following working day and arrange joint site inspection with DSD prior to the formal submission of CCTV report for considering the follow-up actions required from the AP. In addition, the AP shall also seek DSD's agreement on the proposed discharge point(s) of site runoff and the detailed discharge arrangement before application of the discharge licence for approval by EPD. During the process, DSD might

request the AP to arrange joint-site inspection to facilitate determination of the suitable discharge point(s).

In addition, the A.P. is reminded of the following general comments:-

4. The AP is required to liaise with relevant utility undertakers to obtain the latest records, plans and alignments of their utilities in order to ensure the feasibility of the proposed drainage works. The AP is also required to excavate inspection pits and conduct utility detection to verify the alignments of utilities shown in such utility records if considered necessary.
5. It is the developer's responsibility to identify/locate the existing government sewers and stormwater drains to which drainage connections from his site are to be proposed. The AP should verify the existence of any drains/sewers/utilities and also their exact locations, levels and alignments on site in order to ascertain the positions and levels of the proposed manholes and the associated connection works. The AP should also verify that the existing government drains/sewer, to which connections are proposed, are in normal working conditions and capable of taking the discharge from the site. Besides, for any excavation works over or in close vicinity to existing government drains/sewers, the AP should notify DSD in writing at least 14 working days before backfilling the excavation works and arrange joint site inspection with DSD prior to covering up.

The AP is also reminded that any person wilfully, except with the permission in writing of the Authority, or negligently damages, alters, disconnects or otherwise interferes with any public sewer or drain or any connection therewith, shall be guilty of an offence under Section 6 of Public Health and Municipal Services Ordinance (Cap 132).

6. Under the Water Pollution Control Ordinance (Cap 358), discharge of wastewater into stormwater drains is not permitted. The AP shall ensure that the proposed sewerage works shall convey all wastewater, including but not limited to those wastes generated by the domestic use of toilets, water closets, baths, showers, sinks, basins and other sanitary and kitchen fitments, through the sewage terminal manhole(s) to the public sewers. Besides, to ensure the sustainability of the public sewerage network, the AP shall ensure that the surface runoff within the development site will be collected and discharged via a stormwater drainage system and not be drained to the public sewerage network.
7. The submitted drawings nos. AA_T1/GBP/GBP_AA1 & AA2 are retained for future reference.

Appendix III

Our Ref.: BD 2-3/3046/93/72

Address: 33 Hysan Avenue, Hong Kong and 10 Hysan Avenue, Hong Kong

Comments from Commissioner for Transport, Transport Department (contact officer: CHAN Quan Wai at tel. no.: 2829 5425)

I refer to your MUR dated 29 Nov 2023 (received by this office on 6 Dec 2023) regarding the submission of T1 Tunnel only. Please find my comments below from traffic engineering viewpoint:

- The internal clear width of tunnel is 11,560mm. Please indicate the clear width of each traffic lane within the tunnel for clarity. Also, please clarify the compliance of its width and headroom with the proposed lease modification.
- Noting that a portion of tunnel (i.e. 1400mm) is separated by metal railing, please clarify its purpose and indicate its clear width on plan. Also, please demonstrate whether it fulfills with the proposed lease modification (i.e. passage of "pedestrians" within the tunnel).
- We have already provided our comments from traffic engineering on the proposed change of car parking spaces at Lee Garden I & III under separate submissions.

Appendix IV

Our Ref.: BD 2-3/3046/93/72

Address: 33 Hysan Avenue, Hong Kong and 10 Hysan Avenue, Hong Kong

Comments from Chief Highway Engineer/Hong Kong, Highways Department (Contact Officer: Mr. CHAN Kai-yin at tel. no. 2231 5722)

- 1) As the Tunnel is outside the lot boundary and on the government land, LandsD, TD and PlanD's comments should be sought;
- 2) As the Proposed Tunnel will only connect with private developments, this Office will not take up its maintenance in future;
- 3) Necessary statutory procedures, such as gazettal or authorization of minor works under relevant Ordinance, lease modification and other land matters should be resolved between the developer and relevant government departments;
- 4) If trenchless works are involved, the AP shall demonstrate he has followed all requirements stipulated in the guideline "Control of Trenchless Works by Non-government Proponents to Avoid Subsidence and Damage to Public Roads". A copy is attached.
- 5) Prior to carrying out any excavation works on public footpath and carriageway, the AP shall apply for Excavation Permit from this Office;
- 6) It is presumed that the AP will assess the impact on the ventilation and fire services provision (e.g. means of escape) and seek comments from other relevant departments;
- 7) The AP should exercise extreme care and take adequate measures including any necessary investigations, in order not to damage adjacent HyD's road/structures/slopes/facilities/road drains/services and utilities in the vicinity of the proposed site;
- 8) The lot owner shall be responsible for the cost of making good any settlement or damages to the above-mentioned properties resulting directly or indirectly from the works. Any such settlement or damages shall be brought to the attention of this Regional Office immediately.
- 9) Any affected pavement and street furniture should be reinstated to the latest HyD standards and to our satisfaction.

**Control of Trenchless Works by Non-government Proponents
to Avoid Subsidence and Damage to Public Roads
(March 2019)**

1 Basis of the Requirements in these Guidelines

- 1.1 Further to the issue of the Block Licence/Lease Conditions to the non-government proponent by the Lands Department (LandsD) setting out conditions that require proponent to take or cause to be taken all proper and adequate care, skill and precautions at all times to avoid doing any damage to any government or other existing works and services, and to submit proposals for dealing with the works and services in writing to the appropriate authority for approval, these guidelines on the control of trenchless works by non-government proponents ("Guidelines") set out the requirements that the non-government proponent shall comply with in order to satisfy those conditions in the Block Licence/Lease Conditions that are relevant to the Highways Department (HyD).
- 1.2 In case of non-compliance of the non-government proponent with requirements stipulated in these Guidelines, the HyD shall report the cases to the LandsD for taking necessary action under the Block Licence/Lease Conditions.

2 Scope

- 2.1 These Guidelines apply to non-government underground works (hereafter referred to as "Trenchless Works") involving tunnels, pipes, crossings, conduits, etc. that:
- are constructed by trenchless excavation methods within unallocated government land and affecting public roads, under public roads, or within a horizontal distance from public roads equal to the existing ground cover of the works;
 - are proposed by non-government proponents; and
 - have the diameter of the excavation for the tunnel, pipe, crossing, or conduit etc. more than 1 metre.
- 2.2 The requirements specified in these Guidelines are to avoid subsidence and damage to public roads and features maintained by the HyD due to Trenchless Works only. For other aspects of the Trenchless Works, including but not limited to construction site safety of works and impact to existing facilities, the non-government proponent responsible for the Trenchless Works ("Project Proponent") shall satisfy the requirements of all other relevant government departments and utility undertakers.

3 Liability of the Project Proponents, its Designer, Contractor and Independent Checking Engineer (ICE)

- 3.1 No work carried out and no submission made by the Project Proponent, its Designer, Contractor and ICE (specified below) in connection to the requirements stipulated in these Guidelines shall absolve the Project Proponent, its Designer, Contractor and ICE from their liability on the Trenchless Works. The HyD will not be responsible for any deficiency in the work or submissions of the Project Proponent, its Designer, Contractor and ICE according to the requirements in

these Guidelines in connection to the Trenchless Works, nor any works carried out thereof.

- 3.2 It is the solely obligation of the Project Proponent to timely notify the Labour Department (LD), all other relevant government departments and utility undertakers in writing the details of its Trenchless Works, including but not limited to the location, commencement and completion dates of the proposed Trenchless Works, and to satisfy their requirements, including those stipulated in the "Guidance Notes on Safety and Health of Hand-dug Tunnelling Work" issued by the LD. The written notification to the LD shall be copied to the HyD for record purpose.

4 The Requirements of the Highways Department

4.1 General Requirements

- 4.1.1 The Project Proponent shall employ a professionally qualified and experienced consultant as the designer ("Designer") to undertake the ground investigation (GI), ground water monitoring, design and supervision of the proposed Trenchless Works. At least one of the staff of the consultant responsible for the work shall be registered with the Engineers Registration Board in the Geotechnical or Civil discipline (and also in the Structural discipline if structural works are required), with a minimum of 5 years of experience in GI, planning, design and construction supervision of Trenchless Works. The Designer shall be independent from the Contractor and the ICE.
- 4.1.2 The Project Proponent shall also employ a professionally qualified and experienced engineer as the ICE to independently check and certify the GI and design including subsequent design amendments and independently audit the construction supervision of the Designer for the Trenchless Works. The ICE shall be registered with the Engineers Registration Board in the Geotechnical or Civil discipline (and also in the Structural discipline if structural works are required), with a minimum of 5 years of experience in GI, planning, design and construction supervision of Trenchless Works. The ICE shall be independent from the Contractor and Designer.
- 4.1.3 The Project Proponent shall employ also a suitably experienced and competent contractor ("Contractor") with sufficient resources to carry out the Trenchless Works.
- 4.1.4 The Project Proponent shall require its Designer, Contractor and ICE to strictly follow the procedures set out in these Guidelines for the planning, investigation, design, construction and supervision of its Trenchless Works. The Project Proponent, its Designer, Contractor and the ICE shall be fully responsible for the adequacy and appropriateness of all matters and all submissions in connection to the Trenchless Works.
- 4.1.5 The Project Proponent shall submit details of its Designer, Contractor, and ICE, and the curriculum vitae of the engineers of its Designer responsible for the Trenchless Works, to the HyD for record purpose. The submissions shall include engagement confirmation of the Project Proponent with the Designer, the Contractor and the ICE, and the employment of the engineers responsible for the Trenchless Works issued by the Designer. The above

submissions may pass to other relevant government departments for their specific use.

4.2 Pre-construction Requirements

- 4.2.1 The design of the Trenchless Works, including GI and associated temporary works, shall be undertaken by the Designer.
- 4.2.2 The design shall comply with all relevant geotechnical standards listed in GEO TGN 1 and recognised structural and safety standards. The design and construction method shall ensure that the Trenchless Works will not cause excessive road settlement.
- 4.2.3 The Designer shall recommend the road settlement limit with due consideration of the recommendations given in Appendix B to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-137 published by Buildings Department. If the Designer considers this road settlement limit not applicable to the particular conditions of the Trenchless Works and/or concerned road, the Designer shall carry out an analysis to review and justify any revised settlement limit so required.
- 4.2.4 The Designer shall make design submission to the ICE for checking and certification. The submission shall include:
- (a) plans showing existing nature of the site, including accurate survey plan with ground level contours, road levels, geological conditions, groundwater conditions and surface water conditions, and details of streets, structures, foundations, public utilities and other services;
 - (b) plans showing all proposed works, including any excavation, ground support, ground treatment and groundwater control, incorporating the findings, recommendations and requirements in the report specified in paragraph 4.2.4 (j) below;
 - (c) a schedule of geotechnical design assumptions and verification requirement of these assumptions in the design review ("Design Review") which includes verifying and reviewing, during construction, the geotechnical assumptions made;
 - (d) sequence of the proposed works and the methods to be adopted, highlighting the critical stages of the Trenchless Works;
 - (e) an assessment of the magnitude and extent of ground settlement/heave/lateral movement, including estimates of the maximum allowable water inflow rates/groundwater pressure changes to be specified for the control of ground deformation, as well as their effects;
 - (f) particulars of monitoring to be carried out for sensitive receivers, ground and sub-surface movements and vibrations, variations in piezometric levels, the period of the monitoring to be carried out and the mitigation measures for settlement/subsidence of road pavement reaching Alert, Alarm and Action (AAA) levels;

- (g) a site supervision plan (SSP) which shall include details of the Category A supervisor and Category B supervisor who are appointed by the Designer specified below to carry out site supervision:

Category A supervisor is an engineer who shall be registered with the Engineers Registration Board in the Geotechnical or Civil discipline (and also in the Structural discipline if structural works are required), with a minimum of 5 years of experience in GI, planning, design and construction supervision of Trenchless Works.

Category B supervisor acceptable for site supervision shall possess a minimum of a higher certificate/diploma in civil/structural/geotechnical engineering and 2 years relevant site experience in trenchless works.

- (h) a report containing the results of a study including topography, geology, groundwater, surface water, site history, public utilities, other services and geotechnical records;
- (i) a report containing the results of ground investigation and laboratory testing;
- (j) a report on critical examination and interpretation of the reports specified in paragraphs 4.2.4 (h) and (i) above. The report shall also contain:
- (i) a schedule of the geotechnical assumptions;
 - (ii) discussion of anticipated geotechnical problems;
 - (iii) an outline of possible variations of the works; and
 - (iv) geotechnical requirements for the design and construction of the works including inspection, monitoring and testing requirements.
- (k) design calculations for the proposed works, calculations of the effects of the works on groundwater conditions, the site and any structure, street, land or service, and calculations for and consideration of all other relevant geotechnical matters.
- (l) construction procedures to be adopted if, during the carrying out of the works, a geotechnical design assumption is revealed to be erroneous so that there is an unacceptable level of risk to public life and property due to damage/subsidence of public road; and
- (m) the schedule for submitting all the above to the ICE for checking and certification.

4.2.5 The ICE shall be fully responsible to ensure and certify that the GI, design, construction method statements and procedures, performance, risk control limits and measures, monitoring and SSP and all the details submitted under Paragraph 4.2.4 are satisfactory and meet all required standards for the proposed Trenchless Works.

4.2.6 Prior to commencement of construction, the Project Proponent shall submit to the HyD the Design Checking Certificate from the ICE confirming that the requirements stipulated in Paragraphs 4.2.5 are satisfactorily completed.

4.2.7 The ICE shall keep a copy of the design submission with details stipulated in Paragraphs 4.2.4 that ICE certified and agreed. This copy of the design submission shall be made available for checking by any parties when requested by the HyD or other Government Departments.

4.2.8 The Project Proponent is required to submit the following information to the HyD for record purpose at least two months before commencement of works:

- (a) brief account of the design assumptions and construction method;
- (b) layout plan and longitudinal profile of the proposed works with existing structures and utilities;
- (c) typical cross-section;
- (d) the estimated values of settlement/subsidence;
- (e) the AAA levels of settlement to be adopted;
- (f) the mitigation measures for settlement/subsidence of road pavement reaching AAA levels;
- (g) particulars of monitoring to be carried out for ground and sub-surface movements and variations in piezometric levels;
- (h) baseline measurement including contour of existing road level, water table level and ground level of the settlement markers, etc;
- (i) the curriculum vitae of Category A and Category B supervisors; and
- (j) the written notification to the LD with details stipulated in Paragraph 3.2.

4.2.9 The Project Proponent is required to notify the HyD at least one week in advance of the commencement date of the works.

4.3 Requirements during Construction

4.3.1 The Category A supervisor shall conduct inspections at least twice a week and shall critically inspect the Trenchless Works including but not limited to the excavated ground, the tunnel faces and the support system.

4.3.2 The Category B supervisor shall conduct full time site supervision, to inspect and check the compliance of the works with drawings and specifications, and working procedures are followed properly.

4.3.3 During the critical stages of the works, or when irregularities are reported by site personnel on ground movement, seepages and changes of soil conditions during excavation, the Category A supervisor shall conduct inspections more frequently as necessary, and shall be available at all time to deal with any emergency incidents that arise from the works. The Designer shall review its design including geotechnical design assumptions made, and submit the design amendment to the ICE for checking and certification if amendments are made.

4.3.4 During construction, the ICE shall ensure that the Designer, through the Project Proponent, submits to him the Category A supervisor's reports on the works at the times specified. The reports shall document the site

inspection observations, Design Review and design amendments made, and a review of the ground investigation, groundwater condition, inspection, monitoring and test data obtained during construction. Relevant data and site records should be included in the reports. The ICE shall carry out audit inspections, including the excavated ground, tunnel faces, and support system, to confirm the adequacy of the Design Review and risk control action taken, at least once a week or more frequently if necessary during the critical stages of the works and if irregularities are identified and reported by the Designer. The ICE shall be available at all time to deal with any emergency incident that arises from the works.

4.3.5 The ICE shall keep copies of the Category A supervisor's reports together with his own inspection report for inspection by any parties upon request by the HyD.

4.3.6 The ICE should submit a summary list bi-weekly to the HyD upon commencement and until completion of Trenchless Works with the following information:

- (a) The results of monitoring of ground and sub-surface movements and variations in piezometric levels;
- (b) Confirmation on the adequacy of the Design Review and risk control action taken;
- (c) The dates of site inspection conducted by the ICE and Category A supervisor;
- (d) The amendments of the works and construction procedures which should be adopted if, during the carrying out the works, a geotechnical design assumption is revealed to be erroneous so that there is an unacceptable level of risk to public life and property due to damage/subsidence of public road; and
- (e) Mitigation measures taken if the AAA levels reached or any emergency incidents arisen from the works.

4.3.7 The Designer shall ensure that the Trenchless Works will not cause road settlement affecting the safe use of the roads. The Designer shall notify the HyD immediately if any of the AAA levels is reached or any emergency incident that arises from the works. Where the ground settlement reaches or exceeds the Alert level given in the AAA plan, the Designer shall conduct more frequent monitoring measurements and/or install additional monitoring points. Where the ground settlement reaches or exceeds the Alarm level given in the AAA plan, the Designer shall take necessary action to carry out Design Review and implement necessary remedial/emergency measures with the agreement and certification of the ICE. Where the ground settlement reaches or exceeds the Action level given in the AAA plan, the Trenchless Works shall suspend immediately. The Trenchless Works shall not resume without the agreement of the ICE. The Project Proponent shall notify the HyD before resuming works.

4.4 Requirements upon Completion of Construction

4.4.1 Upon completion of the Trenchless Works, the ICE shall carry out a site inspection, if necessary, recommend remedial works that need to be carried out to restore the site to a satisfactory condition and ensure the remedial

works are completed accordingly, before certifying completion of his checking of the works. The ICE shall confirm, in writing, to the Project Proponent and the HyD, that his checking of the site works has been completed and the site has been restored to a satisfactory condition, and submit copies of all his own inspection report and Category A supervisor's reports to the Project Proponent and the HyD for record at the same time.

5 Notification and Auditing

- 5.1 The Regions of the HyD shall notify LandsD to take appropriate follow up action under the Block Licence/Lease Conditions in the event that the Trenchless Works result in subsidence/damages of public road which causes damage to property or injury to members of the public.
- 5.2 The Regions of the HyD together with the Geotechnical Engineering Office of Civil Engineering and Development Department may carry out site audits of the Trenchless Works in the event that the works result in damage to property or injury to members of the public due to subsidence/damages of public road and or any emergency incidents arisen by the works. The Project Proponent shall make all necessary arrangements and provide all necessary assistance to facilitate these audits swiftly once it is required by the HyD.

Appendix 4

**A&A Works General Building Plans
Approval Letters**

DWG

190304K

CHEUNG Man Ching Anthony
33rd Floor,
Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong.

24 March 2020

IN 000565
RONALD LU & PARTNERS

17 APR 2020

RECEIVED

140
15

Dear Sir,

**33 Hysan Avenue, Hong Kong (The Lee Garden One) –
I.L. 29 s.DD, s.MM & s.L R.P. and I.L. 457 s.L & R.P.**

I refer to your application dated received on 25 February 2020 for approval of proposals in respect of Building (Alterations and Additions).

2. Your submission of plans has been checked under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ADM-19. On this basis, I am satisfied that your submission is fundamentally acceptable and may be approved.

3. You are reminded that the curtailed check system covers only the fundamental issues of a building proposal. Although non-fundamental issues will not be raised as reasons for disapproving a submission, I expect that all contraventions of the Buildings Ordinance and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority attaches great importance to the proper assumption of duties and responsibilities by authorized persons and registered structural engineers.

4. In accordance with the provisions of regulation 30(1) of the Building (Administration) Regulations, this is to notify that the above – mentioned plans submitted with your application dated received on 25 February 2020 are hereby approved. One set of the said plans, on which I have signified my approval, is enclosed. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him.

5. This approval should not be deemed to confer any title to land or to act as a waiver of any term in any lease or licence. This approval does **NOT** authorize the commencement or the carrying out of any works shown in the approved plans. Section 14(2) of the Buildings Ordinance refers.

6. This approval only covers the building works as coloured on the submitted plan on the basis that the uncoloured parts of the plans are exactly the same as the corresponding parts in the previous approved plans, and should not be construed as implying the approval of the uncoloured portion of the plan.

7. Your plans have been referred to the District Planning Officer/Hong Kong, Planning Department for comments. Your attention is drawn to Buildings Ordinance section 4(3) in case any amendments are required.

/8.

SL 9(11/2013) (T-b+ND a)

Our Ref: BD 2-3/3046/93 /55

8. Your plan and development schedule have been referred to the District Lands Officer/Hong Kong East for scrutiny under the lease condition. His comments will be directly conveyed to you.

9. The Commissioner for Transport, Transport Department (Contact Officer Mr. TANG Siu-chung at tel. no. 2829 5425) has the following comments on the proposed A&A works

- (a) It is noted that 12 numbers of parking spaces are proposed to be omitted in this A&A works. The AP should consider re-provisioning the affected parking spaces to other locations in the building and provide the re-provisioning proposal and car parking layout for our consideration. Otherwise, the AP should demonstrate that the compliance of the remaining provision of internal transport facilities in accordance with the requirements as stipulated in HKPSG is still maintained.
- (b) No excavation works on public roads for construction of the proposed tunnels is allowed.
- (c) The AP shall submit the Construction Traffic Management Scheme and provision of ingress/egress of the carparks for consideration by TD and other relevant department.
- (d) The AP shall be reminded that all the manoeuvring of vehicles during the construction shall be carried out within the development. No reversing movement of vehicles from/to the development would be allowed.

Yours faithfully,



(NG Pelene)
Chief Building Surveyor
for Building Authority

c.c. Perfect Win Properties Limited
49/F
Lee Garden One
33 Hysan Avenue
Hong Kong

D of FS
DLO/HKE
DPO/HK
C for T, TD
CO/SM

SL 9(11/2013) (T-b+ND a)

CHEUNG Man Ching Anthony
33rd Floor,
Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong.

24 March 2020

Dear Sir,

10 Hysan Avenue, Hong Kong - I.L. 29 s.J R.P., s.J ss.1 R.P. and s.J ss.2

I refer to your application dated received on 25 February 2020 for approval of proposals in respect of Building (Alterations and Additions).

2. Your submission of plans has been checked under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ADM-19. On this basis, I am satisfied that your submission is fundamentally acceptable and may be approved.

3. You are reminded that the curtailed check system covers only the fundamental issues of a building proposal. Although non-fundamental issues will not be raised as reasons for disapproving a submission, I expect that all contraventions of the Buildings Ordinance and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority attaches great importance to the proper assumption of duties and responsibilities by authorized persons and registered structural engineers.

4. In accordance with the provisions of regulation 30(1) of the Building (Administration) Regulations, this is to notify that the above – mentioned plans submitted with your application dated received on 25 February 2020 are hereby approved. One set of the said plans, on which I have signified my approval, is enclosed. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him.

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6. This approval only covers the building works as coloured on the submitted plan on the basis that the uncoloured parts of the plans are exactly the same as the corresponding parts in the previous approved plans, and should not be construed as implying the approval of the uncoloured portion of the plan.

7. Your plans have been referred to the District Planning Officer/Hong Kong, Planning Department for comments. Your attention is drawn to Buildings Ordinance section 4(3) in case any amendments are required.

SL 9(11/2013) (T-b+ND a)

/8.

Our Ref: BD 2-3/3001/09 /(2)/8

8. Your plan and development schedule have been referred to the District Lands Officer/Hong Kong East for scrutiny under the lease condition. His comments will be directly conveyed to you.

9. The Commissioner for Transport, Transport Department (Contact Officer Mr. TANG Siu-chung at tel. no. 2829 5425) has the following comments on the proposed A&A works

- (a) It is noted that 6 numbers of parking spaces are proposed to be omitted in this A&A works. The AP should consider re-provisioning the affected parking spaces to other locations in the building and provide the re-provisioning proposal and car parking layout for our consideration. Otherwise, the AP should demonstrate that the compliance of the remaining provision of internal transport facilities in accordance with the requirements as stipulated in HKPSG is still maintained.
- (b) No excavation works on public roads for construction of the proposed tunnels is allowed.
- (c) The AP shall submit the Construction Traffic Management Scheme and provision of ingress/egress of the carparks for consideration by TD and other relevant department.
- (d) The AP shall be reminded that all the manoeuvring of vehicles during the construction shall be carried out within the development. No reversing movement of vehicles from / to the development would be allowed.

Yours faithfully,



(NG Pelene)
Chief Building Surveyor
for Building Authority

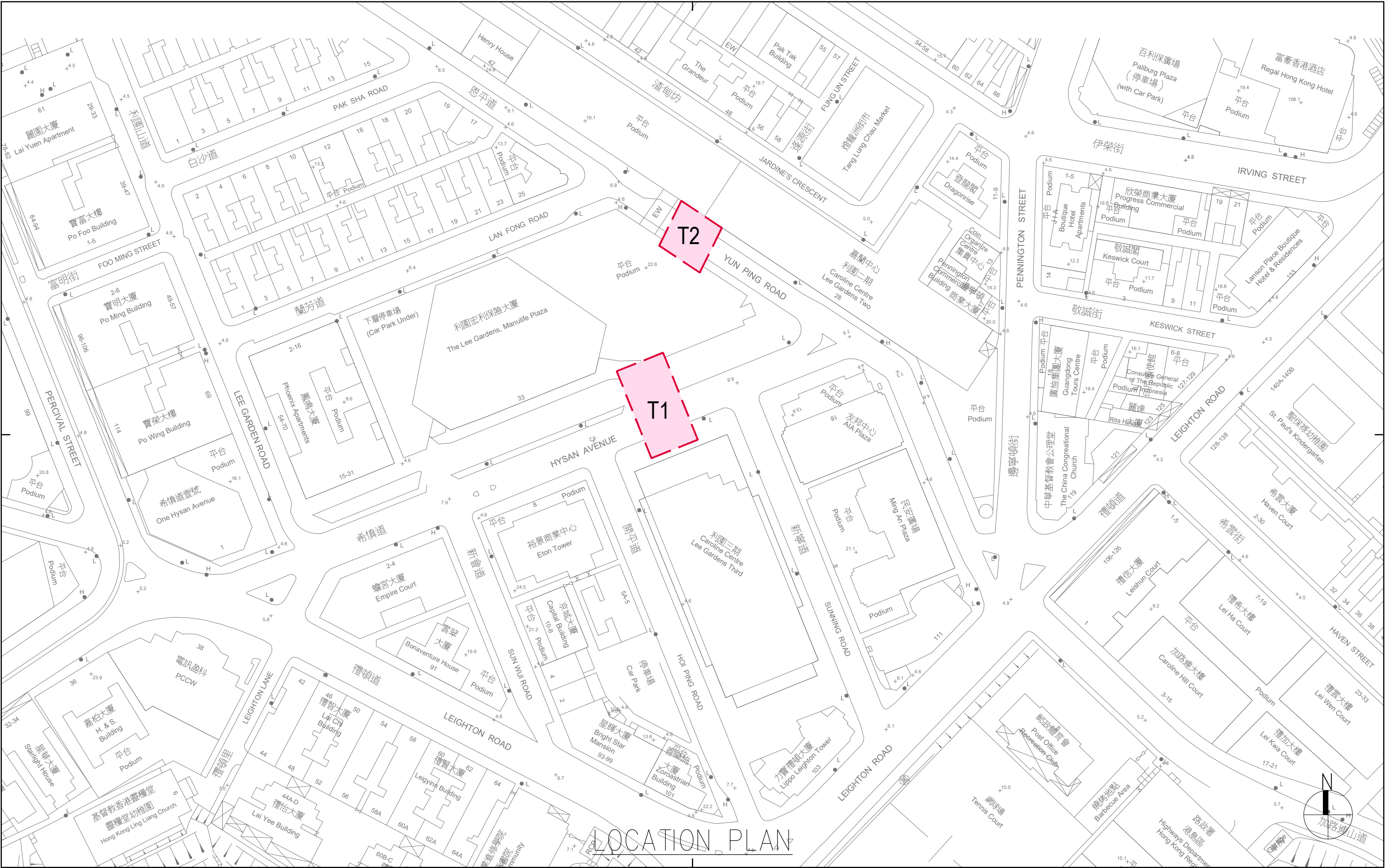
c.c. Silver Nicety Company Limited
49/F
Lee Garden One
33 Hysan Avenue
Hong Kong

D of FS
DLO/HKE
DPO/HK
C for T, TD
CO/SM

SL 9(11/2013) (T-b+ND a)

Appendix 5

Location Plan and Sectional Plans



Rev.	Description	Drawn	Checked	Approved	Date

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	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



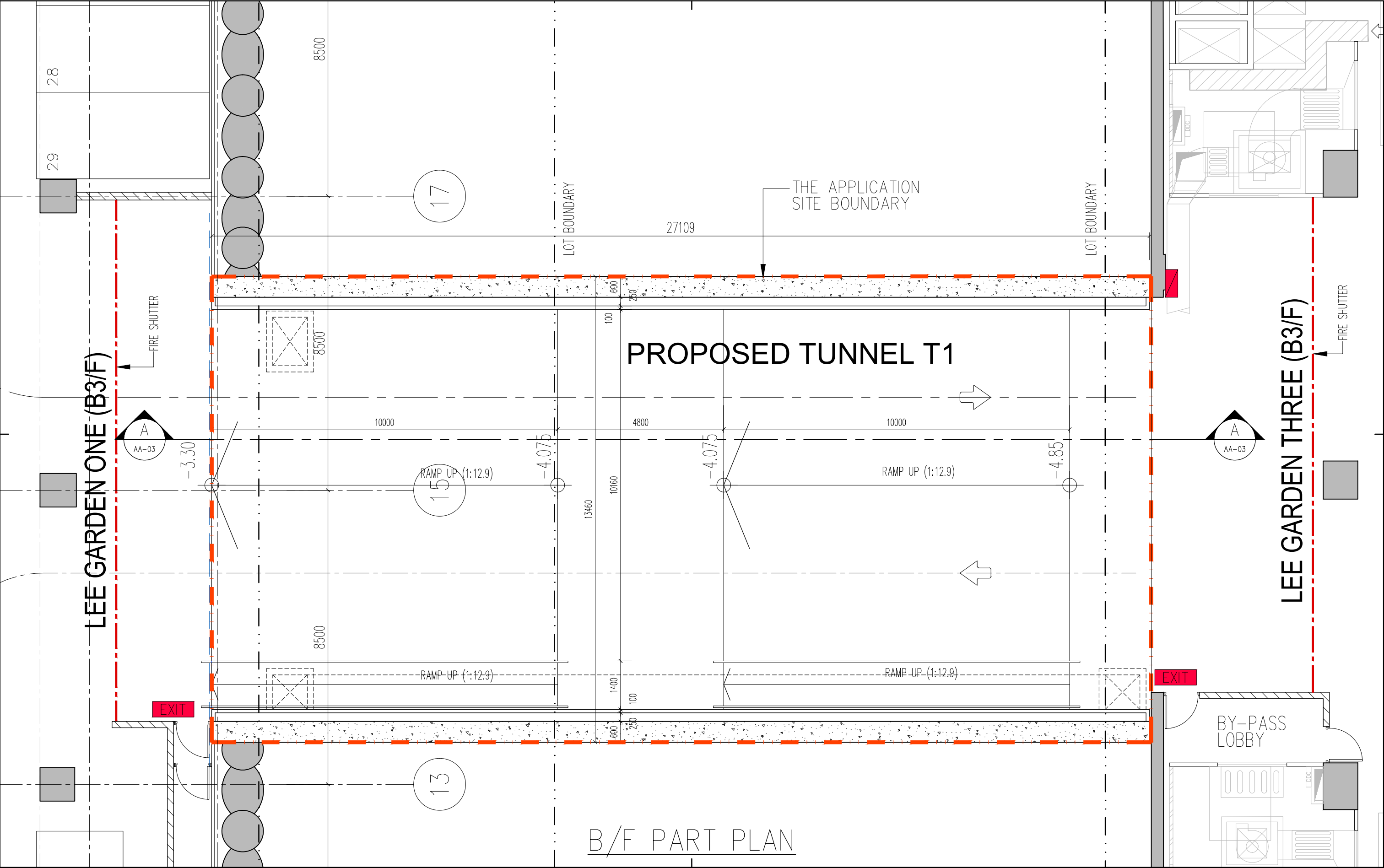
呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

Drawing Title	T1, T2 LOCATION PLAN
Project No.	19030HK
Scale	1:1000 @A3 Issue Date 07/2024
Drawing No.	/ GBP / AA-01

AP's Signature

Drawing Purpose



Rev.	Description	Drawn	Checked	Approved	Date

Rev.	Description	Drawn	Checked	Approved	Date

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

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B.D. Ref.	-
F.S.D. Ref.	-
D.L.O. Ref.	-
Drawn	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



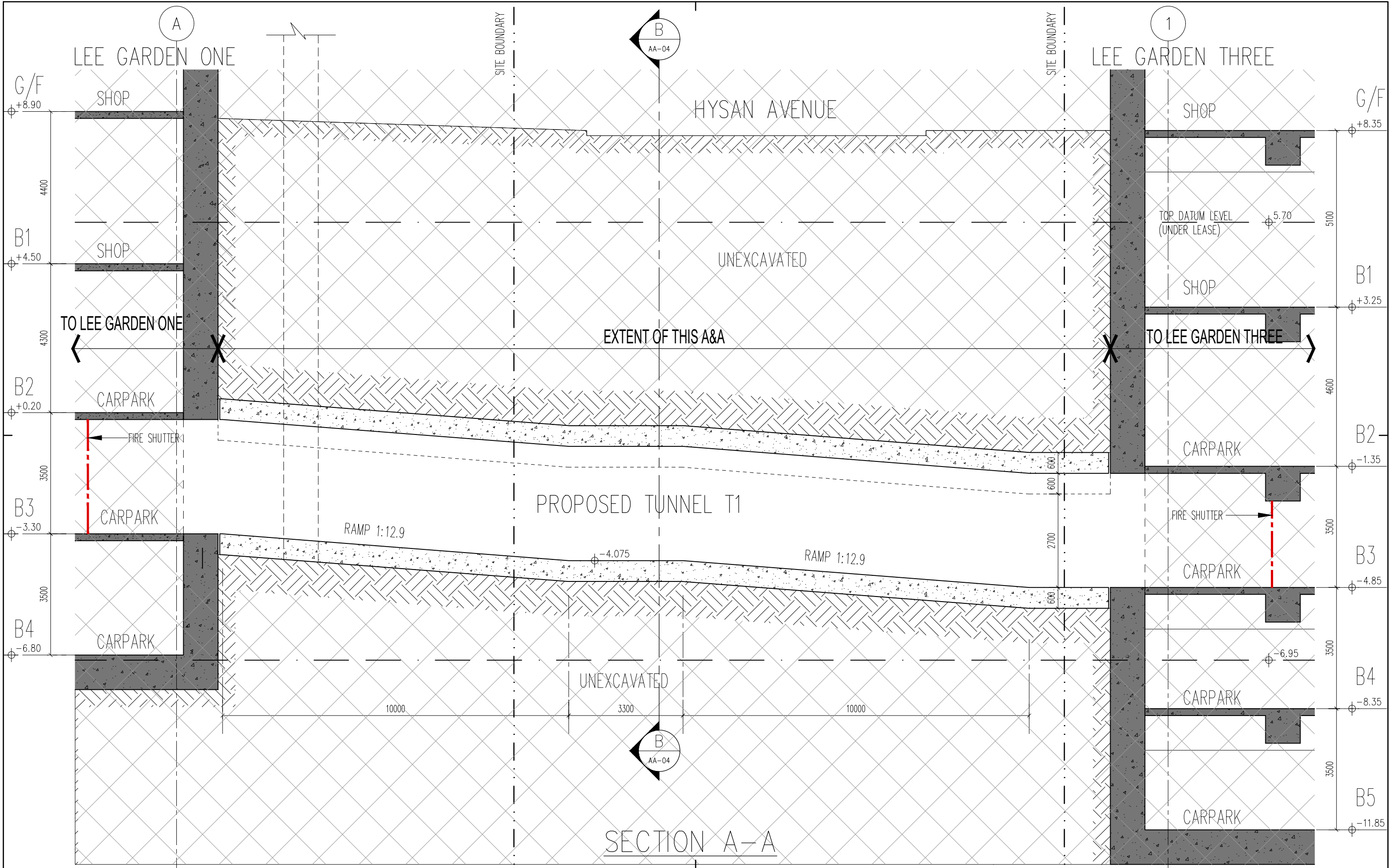
呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

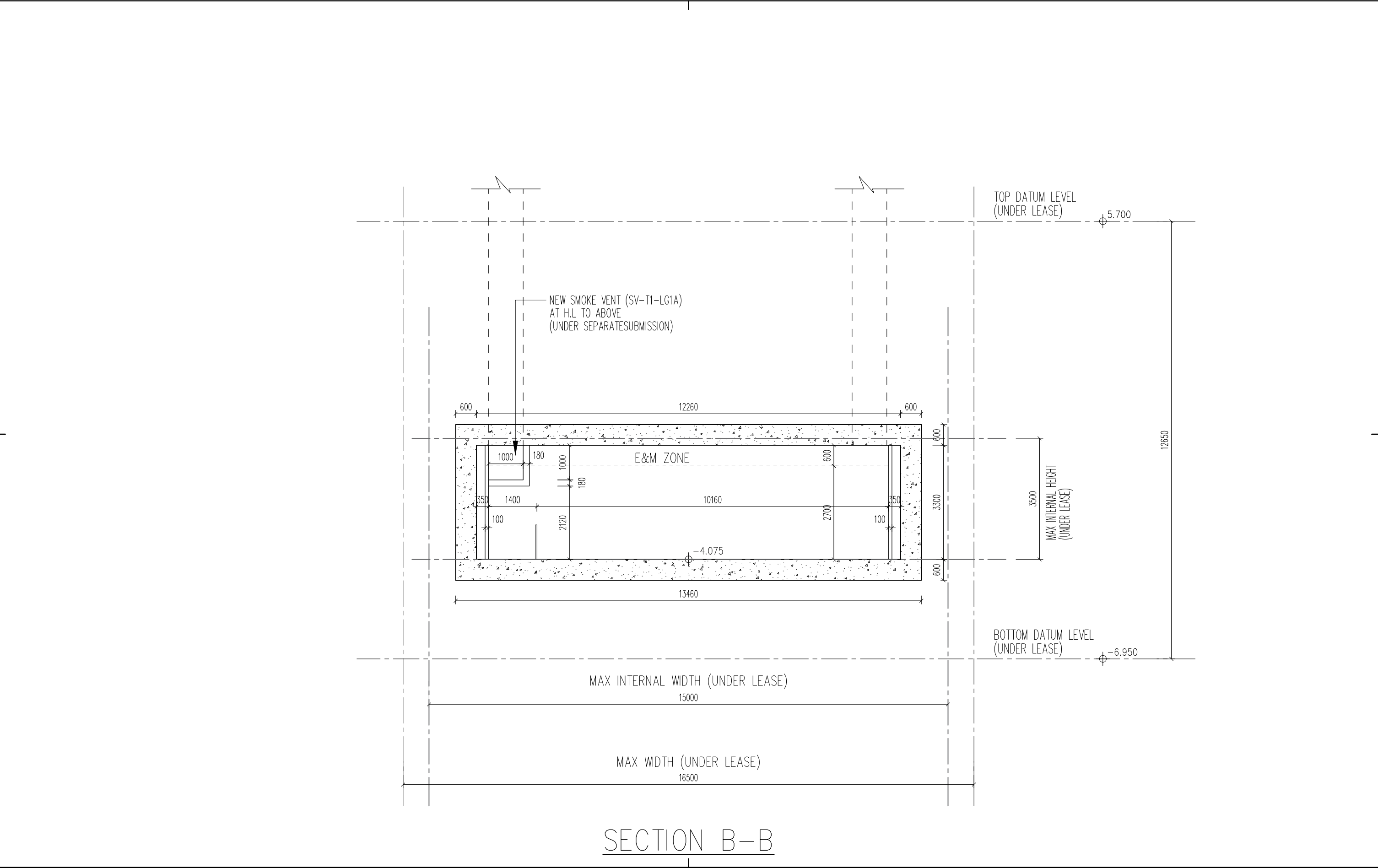
Drawing Title	T1 BASEMENT FLOOR PART PLAN
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/ GBP / AA-02

AP's Signature

Drawing Purpose



Rev.						Description						Drawn						Checked						Approved						Date						Check all measurements on site. Do not scale off drawings.												B.D. Ref.						<div><div></div><div></div></div> <div>RONALD LU & PARTNERS</div> <div>呂元祥建築師事務所</div>						Project Title PROPOSED TUNNEL T1 LINKING LEE GARDEN ONE AND LEE GARDEN THREE												Drawing Title T1 SECTION A-A												AP's Signature												Drawing 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Rev.	Description	Drawn	Checked	Approved	Date

Rev.	Description	Drawn	Checked	Approved	Date

Check all measurements on site.
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F.S.D. Ref.	-
D.L.O. Ref.	-
Drawn	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

Drawing Title	T1 SECTION B-B
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/ GBP / AA-04

AP's Signature

Drawing Purpose

Appendix 6

Plan showing Excavation Area

EXISTING AREA OF COMPARTMENT B AT
EXISTING COMPARTMENT VOLUME OF BAY 1
EXTRACTED FROM RECORD DRAWING NO. 240H (U.S.
DEDUCTION)

(A1) = 45,156 sq.m

PROPOSED AREA OF COMPARTMENT B AT
PROPOSED COMPARTMENT VOLUME OF BAY 1

$$\begin{array}{l} \textcircled{A1} = 45.156 \text{ sq.m} \\ \textcircled{T1} = 388.255 \text{ sq.m} \\ \textcircled{A2} = 65.743 \text{ sq.m} \end{array} \left. \vphantom{\begin{array}{l} \textcircled{A1} \\ \textcircled{T1} \\ \textcircled{A2} \end{array}} \right\} = 499.154 \text{ sq.m}$$
$$\begin{array}{l} \textcircled{U1} = 41.592 \text{ sq.m} \\ \textcircled{U2} = 313.954 \text{ sq.m} \\ \textcircled{U3} = 65.742 \text{ sq.m} \end{array} \left. \vphantom{\begin{array}{l} \textcircled{U1} \\ \textcircled{U2} \\ \textcircled{U3} \end{array}} \right\} = \underline{421.288 \text{ sq.m}}$$

EXISTING AREA OF COMPARTMENT B AT BASEMENT LEVEL 3 = 3583.010 sq.m
 PROPOSED COMPARTMENT VOLUME OF BASEMENT LEVEL 3 = 3583.010 sq.m x 3.2 m = 11465.632 cum.m
 *EXTRACTED FROM RECORD DRAWING NO. 240H UNDER B.D. 7/3046/93.
DEDUCTION
 (A1) = 45.156 sq.m
 PROPOSED AREA OF COMPARTMENT B AT BASEMENT LEVEL 3 = 3583.010 - 45.156 = 3537.854 sq.m
 PROPOSED COMPARTMENT VOLUME OF BASEMENT LEVEL 3 = 3537.854 sq.m x 3.2 m = 11321.133 cum.m

ZONE	FLOOR	USE	FLOOR AREA (sq.m)	FLOOR TO CEILING (m)	VOLUME (cu.m)	SMOKE EXTRACTION	SMOKE VENT REQUIRED	SMOKE VENT PROVIDED
(UG1) B	B3	CARPARK	3585.010 – 45.156 = 3539.854	3.2	11328	DYNAMIC	11328 / 3500 = 4 (NO CHANGE)	4 x 1' = 4 sq.m
A1+T1 +A2	B3	TUNNEL	499.154	3.2	1597	DYNAMIC	1597 / 3500 = 1	2 (MIN.)
UG3 BG	B2	CARPARK	2297	3.5	(2297 + 2292.989 + 168) x 3.5 = 16653 <28000			
	B3	CARPARK	2358.732 – 65.743 = 2292.989					
	B4	CARPARK	168					

LOCATION		U.F.A. (sq.m)	OCCUPANCY FACTOR	TOTAL NO. OF PERSON	REQUIRED	PROVIDED	MIN. WIDTH OF EACH				MIN. TOTAL WIDTH OF			
					MIN. NO OF EXIT DOORS OR EXIT ROUTES	NO OF EXIT DOORS OR EXIT ROUTES	REQUIRED		PROVIDED		REQUIRED		PROVIDED	
							EXIT DOORS	EXIT ROUTES	EXIT DOORS	EXIT ROUTES	EXIT DOORS	EXIT ROUTES	EXIT DOORS	EXIT ROUTES
B3/F	TUNNEL	421.288	30	15	1	2	750	1050	750	1050	—	—	1500	2100

LOCATION	USE	CLASS	COMPARTMENT VOLUME		F.R.R. (HOURS)	MIN. DIMENSION FOR ELEMENTS OF CONSTRUCTION												MIN. THICKNESS OF PROTECTION			
			FLOOR AREA (sq.m)	VOLUME (cu.m)		R.C. SLAB THICKNESS (mm)	COVER TO STEEL (mm)	R.C. BEAM MIN. WIDTH (mm)	COVER TO STEEL (mm)	R.C. COLUMN THICKNESS (mm)	COVER TO STEEL (mm)	R.C. WALL THICKNESS (mm)	COVER TO STEEL (mm)	BRICK WALL	CONCRETE BLOCK WALL	R.C. STAIR SLAB THICKNESS (mm)	COVER TO STEEL (mm)	STEEL COLUMN	STEEL BEAM		
T1 TUNNEL	CARPARK	7	499.154	1597	4	170	55 (S) 45 (C)	280	80 (S) 60 (C)	450	35	180	25	—	—	—	—	75	—	75	—

[illegible][illegible]

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

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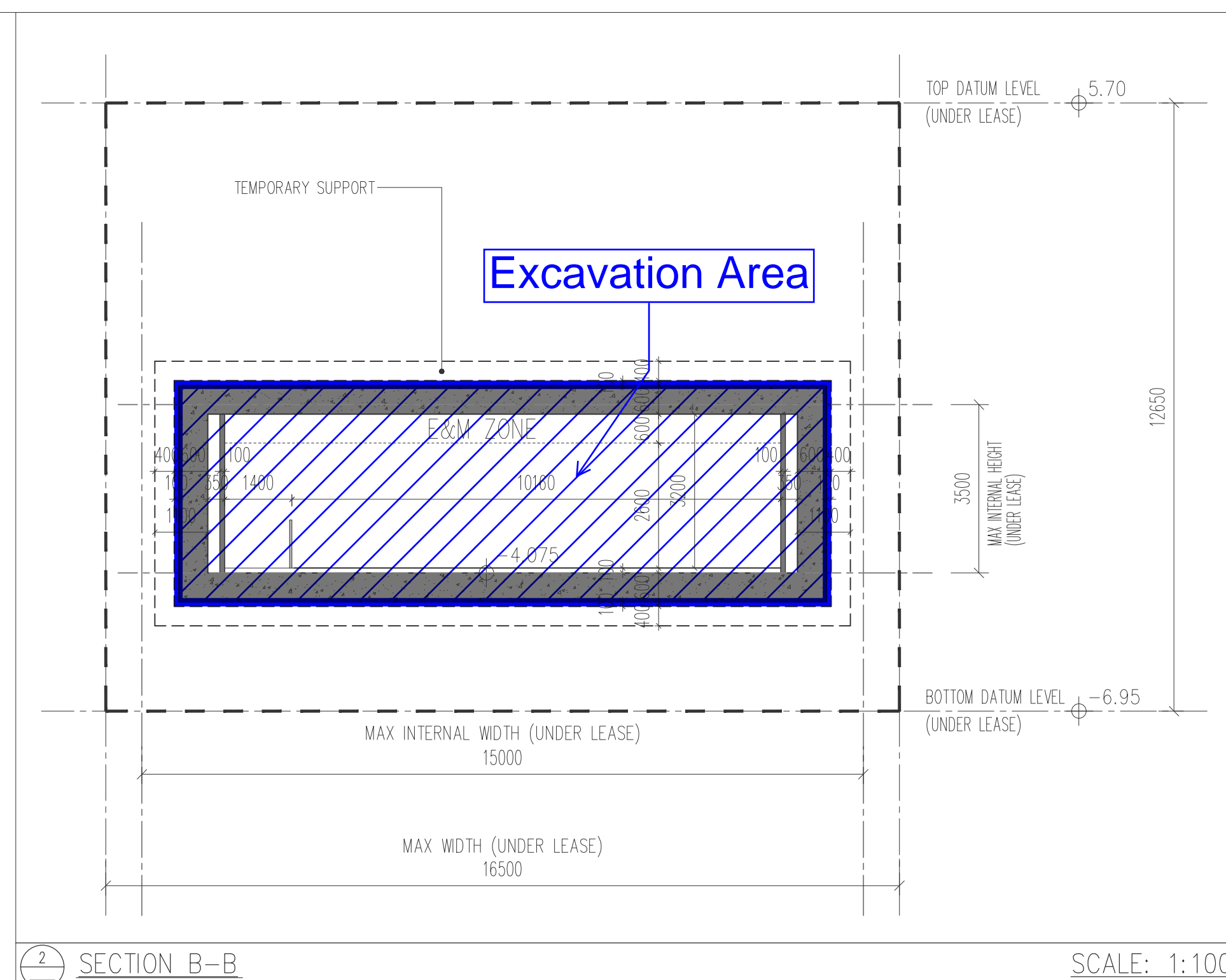
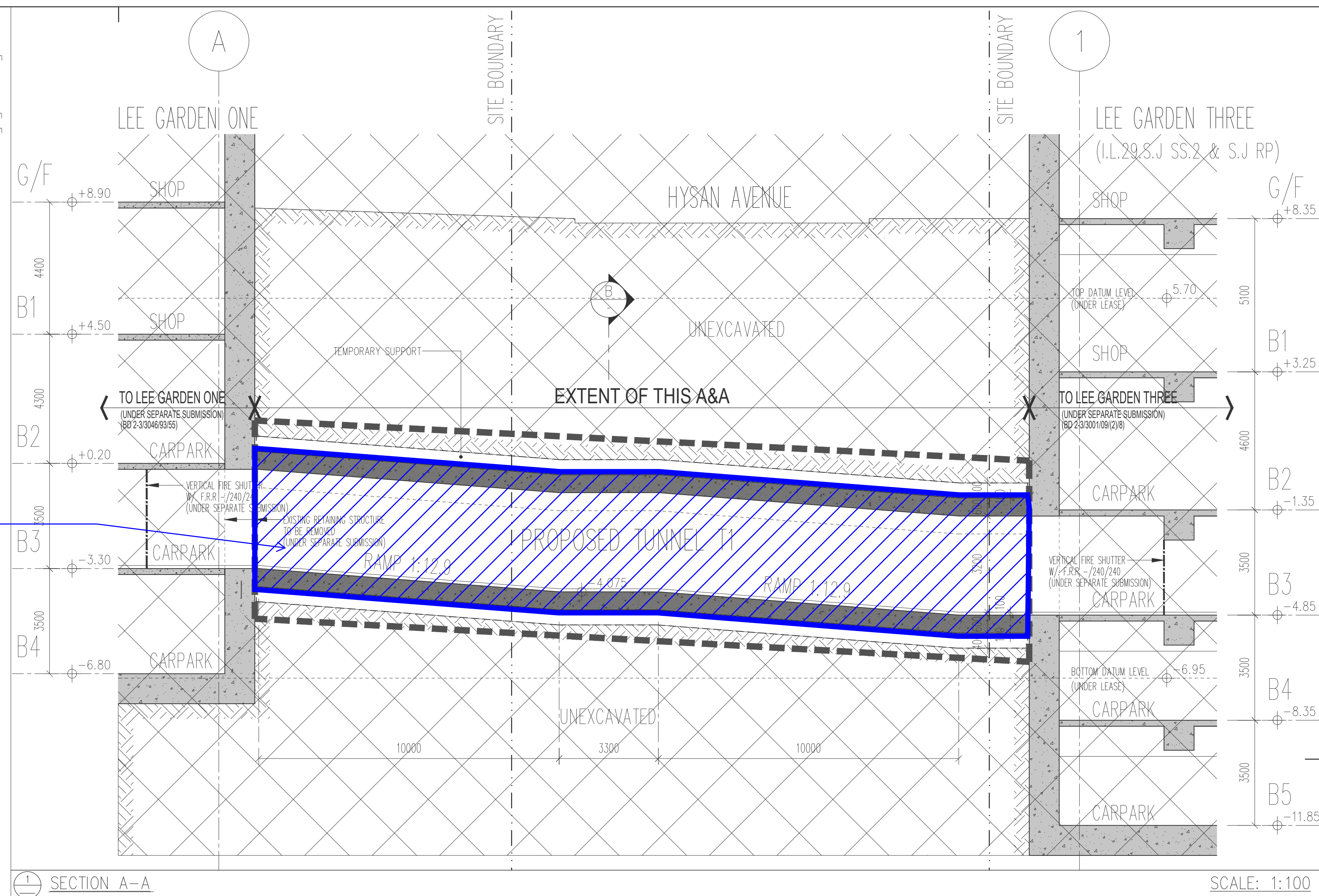
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D.L.O. Ref.	-	
Drawn	FKL	Date 07/2023
Checked	COL	Date 07/2023
Approved	JHY	Date 07/2023
Cod File No.	-	



**RONALD LU
& PARTNERS**

呂元祥建築師事務所



Project Title

PROPOSED A&A WORKS AT
LEE GARDEN ONE,
33 HYSAN AVENUE,
CAUSEWAY BAY ,
HONG KONG.

Drawing Title

**SCHEDULES AND
CALCULATIONS**

Project No.	19030HK		
Scale	A.S	Issue Date	07/07/2023
Drawing No.	AA T1 / GBP / GBP AA2		

AP's Signature

CHEUNG Man-Ching, Anthony
Authorized Person (Architect)

Drawing Purpose

Buildings Department

MASTERPLAN LIMITED

Planning and Development Advisors

領賢規劃顧問有限公司

**Appendix Id of MPC
Paper No. A/H6/93A & 94A**

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong.

Date: 1 August 2024

By Hand and email

Dear Sir/ Madam,

Section 16 Planning Application

**Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and Lee Garden Two) in "Commercial" zone and an area shown as "Road", Area below Yun Ping Road between Lee Garden One (33 Hysan Avenue) and Lee Garden Two (2-38 Yun Ping Road)
(Tunnel T2)**

We are authorized by the Applicants, namely "Perfect Win Properties Limited" and Barrowgate Limited", to submit a Section 16 planning application to the Town Planning Board for the captioned proposed use and location.

I enclose the following submissions in support of the application:

- 1) A signed original copy of the application form;
- 2) 4 hard-copies of the planning statement;
- 3) Original authorization letter signed by the Applicant;
- 4) Documentary proof of the land ownership;
- 5) Particulars of the Applicant and authorized agent; and
- 6) Checklist of Documents.

Yours faithfully,



Ian Brownlee
For and On Behalf of
Masterplan Limited

Encl.

cc. Client and Consultants (By Email)

Section 16 Application

Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and Lee Garden Two) in “Commercial” zone and an area shown as “Road”, Area below Yun Ping Road between Lee Garden One (33 Hysan Avenue) and Lee Garden Two (2-38 Yun Ping Road) (Tunnel T2)

Perfect Win Properties Limited and Barrowgate Limited

August 2024

Executive Summary
(Tunnel T2)

- S.1 This application is a section 16 application made for an underground vehicular tunnel connecting Lee Garden One and Lee Garden Two on the Causeway Bay Outline Zoning Plan Number S/H6/17. The original approval letter for the application No. A/H6/79 is dated 15 July 2016 and the s.16A extension of time application approval letter is dated 23 June 2020. The approval letters are attached in **Appendix 1** and the permission has expired on 24 June 2024.
- S.2 The Tunnel T2 is located between Lee Garden One and Lee Garden Two under a section of Yun Ping Road. Yun Ping Road is a one-way local road providing access from Hysan Avenue to Lan Fong Road, Pak Sha Road and Kai Chiu Road.
- S.3 This application is to obtain approval for the Tunnel T2 to be implemented. The desire is to have the approval, including the Approval Conditions on the original application, to be extended for an additional 4 years. The applicant is eager to implement the approval, and has made significant progress on discharging the approval conditions and on the lease modification process. The main delay relates to the lease modification process which is yet to be completed.
- S.4 The Planning Statement demonstrates that there have been no material changes to the situation since the application was Approved in 2016, and it would be beneficial to approve the Tunnel T2 Application again. The construction of Tunnel T2 would continue to be of benefit to the area in vehicular traffic terms, for the pedestrians and also for the improvement of the air quality. The construction would not cause disruption to the existing traffic flow. The only impacts of the proposal to the traffic, and the public realm in Causeway Bay are public planning gains.

行政摘要

(以英文版本為準)

(T2 隧道)

- S.1 本第 16 條申請旨在希望城市規劃委員會(城規會)核准涉及銅鑼灣分區計劃大綱核准圖編號 S/H6/17 上接連利園一期及利園二期的地下行車隧道。上述擬議用途和地點的第 16 條和第 16A 條申請已獲得批准。先前的第 16 條申請編號 A/H6/79 的批准信於 2016 年 7 月 15 日發出，而根據第 16A 條延長期限申請的批准信於 2020 年 6 月 23 日發出，並附在附錄一中。其規劃許可的期限直至 2024 年 6 月 24 日。
- S.2 T2 隧道位於連接利園一期及利園二期的恩平道地底。恩平道是一條單向區內道路，連接希慎道至蘭芳道、白沙道和啓超道。
- S.3 此規劃申請旨在獲得申請許可令隧道 T2 得以實施，希望將先前的規劃申請包括履行其附帶條件的期限延長四年。申請人積極實行已核准計劃，並在履行附帶條件和契約修訂方面有很大的進展。延誤的主要原因是契約修訂尚未完成。
- S.4 本規劃綱領闡明自 2016 年核准申請以來，情況並無重大改變，再次核准 T1 隧道的申請能帶來好處。建設 T1 隧道能為區內交通帶來好處，不但方便行人，還能改善空氣質素。有關的建設工程不會影響現行的交通，亦不會為希慎道的珍貴古樹帶來負面影響，涉及交通和公眾的影響只會為公眾帶來規劃增益。

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Appendices

1. S.16 Approval Letters and s.16A Extension of Time Approval Letters for Application Number A/H6/79
2. Letter Accepting the Provisional Basic Terms Offer
3. Letter from Buildings Department Rejecting the Tunnel T2 General Building Plans Application
4. A&A Works General Building Plans Approval Letter
5. Location Plan and Sectional Plans
6. Plan showing Excavation Area

Consultants

Masterplan Limited
Ove Arup & Partners Hong Kong Limited
Ronald Lu & Partners (Hong Kong) Limited
Savills (Hong Kong) Limited
SYSTRA MVA Asia Limited

Section 16 Application
Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and Lee Garden Two) in “Commercial” zone and an area shown as “Road”, Area below Yun Ping Road between Lee Garden One (33 Hysan Avenue) and Lee Garden Two (2-38 Yun Ping Road) (Tunnel T2)

1. Introduction

- 1.1 This application is a section 16 application made for an underground vehicular tunnel connecting Lee Garden One and Lee Garden Two on the Causeway Bay Outline Zoning Plan Number S/H6/17. The original approval letter for the application No. A/H6/79 is dated 15 July 2016 and the s.16A extension of time application approval letter is dated 23 June 2020. The approval letters are attached in **Appendix 1** and the permission has expired on 24 June 2024. Since the s.16A approval letter stated that “...*any further extension of time for commencement of the development would require a fresh application under section 16 of the Town Planning Ordinance*”, this application is prepared.

2. The Application Site and Surrounding Area

- 2.1 The application site is shown on **Figure 1**. It is located between Lee Garden One and Lee Garden Two under a section of Yun Ping Road. Yun Ping Road is a one-way local road providing access from Hysan Avenue to Lan Fong Road, Pak Sha Road and Kai Chiu Road. The site is bounded by the basement car parks of Lee Garden One to the west and Lee Garden Two to the east. The site involves three planning zones; Lee Garden One is zoned “Commercial (2)”, Lee Garden Two is zoned “Commercial”, and Yun Ping Road is zoned as “Road”.
- 2.2 The two buildings Lee Garden One and Lee Garden Two are owned by the Applicants. Yun Ping Road, which the tunnel will pass under, is a public road.
- 2.3 Causeway Bay is a key decentralized commercial node in Hong Kong. It is also one of the most popular shopping destinations in Hong Kong featuring high end retail spaces. The larger Causeway Bay area also includes a component of residential developments. There is good access to public transport through the MTR, the tram, and a comprehensive bus network. The site involves three planning zones; Lee Garden One is zoned “Commercial (2)”, Lee Garden Two is zoned “Commercial”, and Yun Ping Road is zoned as “Road”.

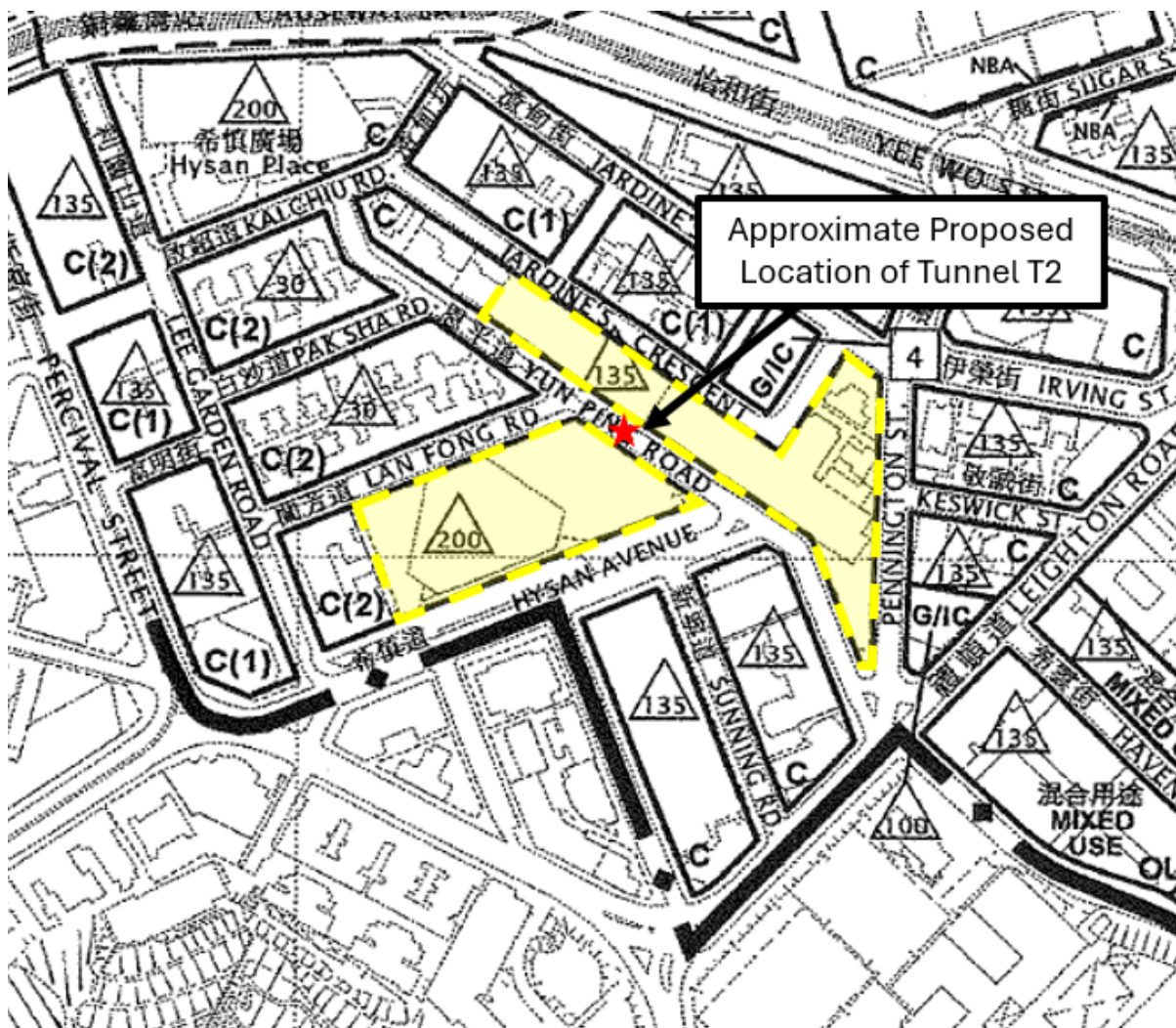


Figure 1: Location Plan (an extract from the Causeway Bay Outline Zoning Plan No S/H6/17)

3. Land Administration

- 3.1 The vehicle tunnel T2 is proposed underneath Yun Ping Road connecting lots IL 457 s.L (part) and IL 457 s.G RP (part). These form part of the lots on which Lee Garden One and Lee Garden Two are located respectively. The lot index plan is shown as **Figure 2**.
- 3.2 IL 457 is held under a Government Lease for a term of 999 years from 24 December 1865. The Government Lease is for first class European Houses or Gowdowns only (with no objection letter for the existing commercial development issued in 1986) with non-offensive trade clause and rate and range clause.
- 3.3 Two respective licenses have been given for the carrying out of the trades or business of Sugar-baker, Oilman, Butcher, Victualler or Tavern-keeper for the parts of the application site at IL 457 s.L (part) within Lee Garden One and IL 457 s.G RP (part) within Lee Garden Two.
- 3.4 An application to Lands Department for the Grant of the land for construction is currently in process.

4. The Planning Context

“Road”

- 4.1 The Notes of the Causeway Bay OZP state that:

“In any area shown as ‘Road’, all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board”

The uses specified in Paragraph (7) and (8) of the Notes do not include a vehicular tunnel.

“Commercial” Zone

- 4.2 In both “Commercial” and “Commercial (2)” the Planning Intention in the Notes is:

“This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.”

- 4.3 The Notes to the zone have the following remarks on both Lee Garden One (33 Hysan Avenue) and Lee Garden Two (28 Yun Ping Road) respectively.

- *“(4)...A minimum 2m-wide non-building area from the lot boundary of 33 Hysan Road fronting Yun Ping Road shall be provided.”*
- *“(2) For 28 Yun Ping Road, a minimum 2m-wide non-building area from the lot boundary fronting Yun Ping Road shall be provided.”*

- 4.4 It is generally considered that non-building areas do not pose any restrictions below ground.

5. Purpose of the Application

- 5.1 This application is to obtain approval for the Tunnel T2 to be implemented. The applicant is eager to implement the approval, and has made significant progress on discharging the approval conditions and on the lease modification process. The discharge of approval condition progress is discussed in section 9 below.

- 5.2 As part of Hysan’s desire to further develop Causeway Bay into a high quality commercial and retail node, it is essential that the area functions efficiently and the amenity value of the public realm is increased wherever practical. Improvements in the public realm may be achieved by improving the private/public realm interface, as well as directly improving the public space. Hysan would like to slightly restructure the vehicular traffic flow within the area to reduce the

amount of vehicular circulation at ground level. The proposal partially moves vehicular traffic into an integrated basement. This would provide dual benefits: making the area easier for drivers to locate available car parking spaces without circulating around the blocks: and to further reduce vehicular dominance at the ground level providing a better pedestrian environment.

- 5.3 The purpose of the application is to secure approval for the proposed vehicle tunnel T2 in the “Road” zone between the two buildings to integrate their basements. This would allow drivers to locate the closest car park through entering either building and then using the tunnel to travel to the other building underground if the car park is actually located in the other buildings. Or alternatively to exit through the other building if this reduces the ground level circulation required to leave the area efficiently.

6. **Background**

The Applicants

- 6.1 The Applicants are either wholly owned or majority owned subsidiaries of Hysan Development Company Limited (Hysan). Hysan is a property development, investment and management company based in Hong Kong. It has an investment property portfolio of approximately 4.5 million square feet of retail, office and residential space, excluding properties under redevelopment. Its roots run deep in Causeway Bay. In 1923, Hysan’s founding Lee family purchased land in Causeway Bay’s East Point Hill and built the Lee Gardens Amusement Park and the Lee Theatre. Since then, the Lee family, and eventually Hysan have continued to develop and manage their significant landholdings in Causeway Bay in a manner that not only creates world class commercial and retail spaces, but also encourages and enables a vibrant public realm. Hysan is also at the forefront of Hong Kong’s sustainable building development.
- 6.2 The vehicular Tunnel T2 is part of an overall plan of improved vehicular and pedestrian connectivity Hysan have for the Causeway Bay area. Due to a number of administrative reasons each of the proposed connections, which require TPB approval, are being submitted in individual applications. While the full benefit will be achieved once all of the connections are implemented, there are benefits to the general public achieved through each individual connection.
- 6.3 The vehicular tunnel connection T2 proposed in this application is part of an overall plan of improved connectivity Hysan have for the area. There are the two vehicular Tunnels T1 and T2 which connect the basement car parks of Lee Garden One, Lee Garden Two and Lee Garden Three. This intends to make the at-grade level more pedestrian orientated by reducing vehicular traffic on the at-grade roads. In addition, there are 5 pedestrian link bridges, that are shown in **Figure 2**, and a covered walkway shown in **Figure 3**. The link bridges would provide a sheltered connection from the MTR in Hysan Place and right through to the Caroline Hill Road development that is currently under construction. The gazette for the proposed

Pedestrian Link in Causeway Bay has already been published under Section 3(3) of the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 5 May 2023. While the full benefit will be achieved once all the pedestrian and vehicular connections are implemented, there are benefits to the general public achieved as each individual connection is implemented.

Tunnel T2 Lease Modification Progress

- 6.4 Since the original approval in 2016 the applicant applied for lease modification, and has been in discussion with DLO ever since. Originally DLO wanted to bundle the Tunnel T2 lease modification with the “Nil Premium Application of Covered Walkway and Link bridge System”. However, DLO then accepted to continue processing the Tunnel T2 lease modification separately. It was hoped that separating the Tunnel T2 from the Nil Premium application would speed up the approval process. On 24 February 2023 Hysan accepted the provisional basic terms for Tunnel T2 (see the letter attached in **Appendix 2**). It was hoped that the binding offer of basic terms would be issued prior to the lapsing of the section 16 approval. Currently, relevant government departments are assessing whether the lease modification can be processed as a minor works provision under the Roads (Works, Use and Compensation) Ordinance and be exempt from the gazettal procedures.

Tunnel T2 General Building Plans

- 6.5 General Building Plans (“GBPs”) were submitted on 28 November 2023 for Tunnel T2. The disapproval letter is included in **Appendix 3**. The GBPs cannot be approved until the lease modification is completed.
- 6.6 The applicant has an A&A Works General Building Plans approved for the modification of the basement carpark to enable the tunnel connection to be implemented once the lease modification has been approved. The GBP Approval letter is included as **Appendix 4**. This is an approval for the tunnel opening and modification to the existing buildings to receive Tunnel T2 and not for the tunnel itself.

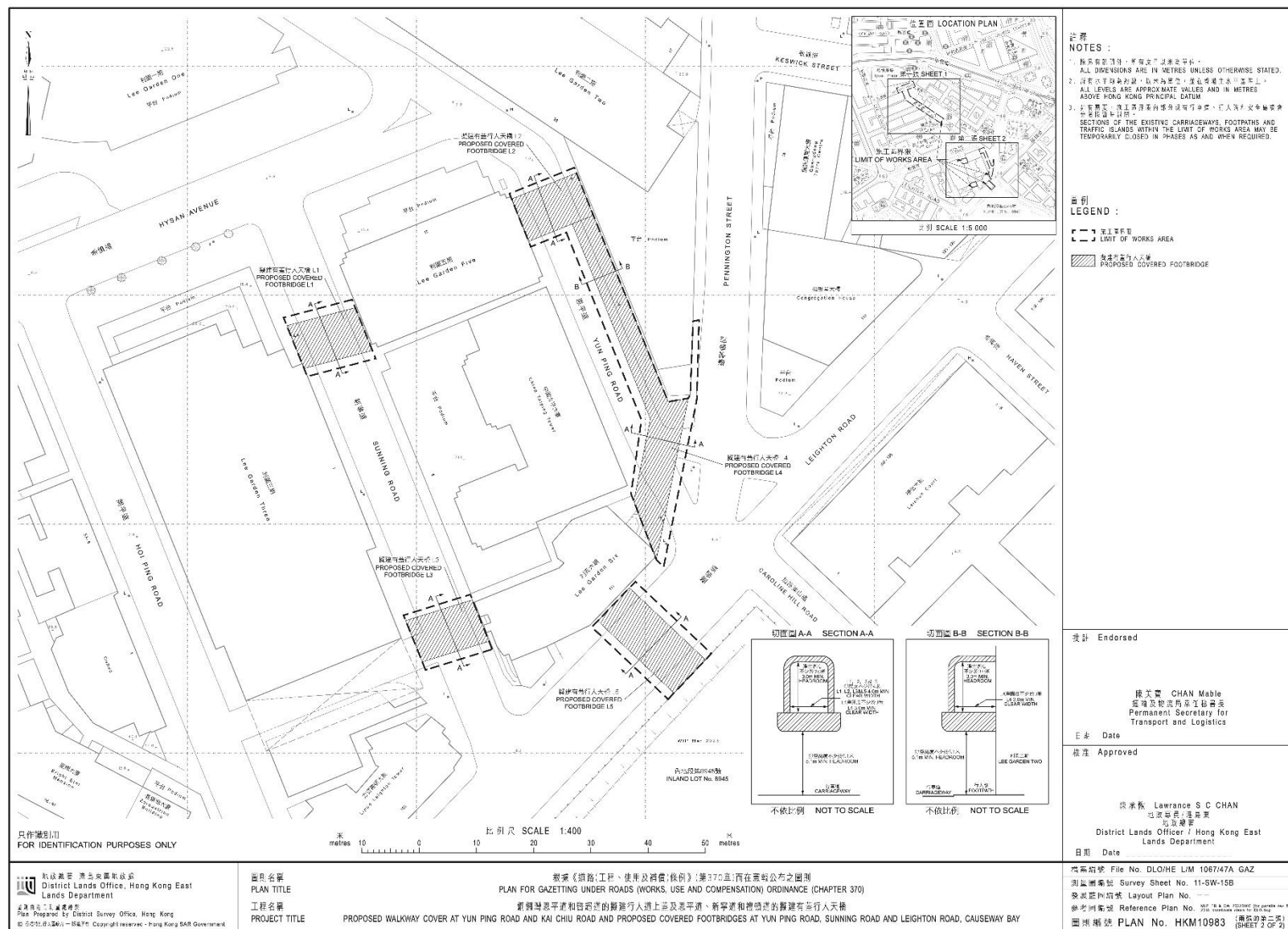


Figure 2: Plan showing the location of the 5 link bridges at Yun Ping Road, Sunning Road and Leighton Road, Causeway Bay.

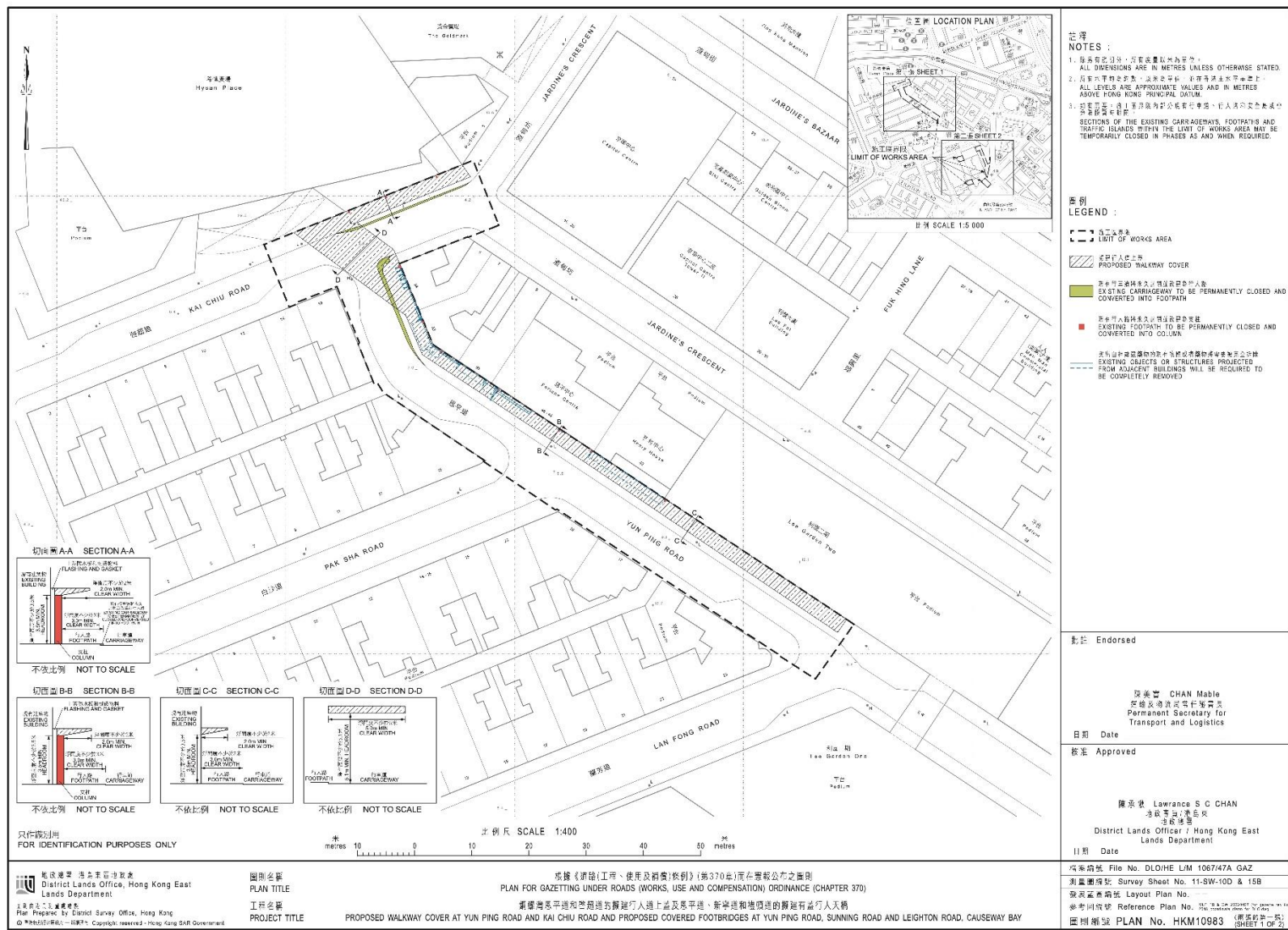


Figure 3: Plan showing the location of the covered walkway at Yun Ping Road and Kai Chiu Road, Causeway Bay

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 T1 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 181m², a length of approximately 13m, an overall width of approximately 15m, a gradient of about 1:12 and minimum clear headroom of 2.4m. 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/H6/79 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.

8. Implementation

- 8.1 Tunnel T2 will be constructed by a tunneling method so that there will be no open excavation, nor vertical shaft on public roads. The Launching shaft of the tunnel will be formed within the basement of Lee Garden One while the receiving shaft will be formed within the basement of Lee Garden Two so that all construction works are within the private premises. The construction time is estimated to be approximately 2 years. A plan showing the excavation area is included in **Appendix 6**.
- 8.2 Accesses of construction traffic to the underground construction sites will be via the existing car park accesses of Lee Garden One and Lee Garden Two, and therefore new opening of site access on public road is not required. To further minimize traffic impact, the access of construction traffic will be arranged outside the peak periods of 08:00-10:00, 12:00-14:00 and 16:00-20:00.
- 8.3 Besides, the car park operators would dedicate staffs to patrol traffic at the car park entrances in order to avoid any obstruction at the car park entrances leading to adverse impact to the operation of public transportation and the traffic on public roads. Furthermore, the loading/unloading activities for the buildings would be well coordinated and managed by the car park operators to avoid such activities being carried out during the peak of the car park hours and/or during the access periods of construction traffic.
- 8.4 In view of the latest status of the project, it is anticipated that the construction of Tunnel T2 would not commence earlier than year 2026. Since the construction of the link bridges and the covered walkway are planned to be completed by year 2026 which will be aligned with construction programme of the Caroline Hill Road development, it is unlikely that the construction of T2 would overlap the construction of the link bridges and the covered walkway.

9. Discharge of Conditions Progress

- 9.1 The Applicants have been in the process of discharging the Approval Conditions. **Table 1** below summarizes the current situation regarding the progress made to discharge the conditions. A number of the approval conditions can only be discharged upon implementation and therefore cannot be discharged at this point in the project.

Table 1 : Current Status of the Discharge of Approval Conditions

Approval Conditions	Submission to DPO	Decision / Comments
(a) "no excavation works on public roads for construction of the proposed tunnel is allowed"	-	<i>This can only be discharged upon implementation.</i>
(b) "the submission and implementation of a Construction Traffic Management Scheme to the satisfaction of the Commissioner for Transport (C for T) or of the TPB"	2 Feb 2024	Comments from LCSD received on 20 Feb 2024, Comments from TD received on 23 Feb 2024. <i>The comments are being reviewed, and the responses will be submitted upon further detailed study.</i>
(c) "the provision of ingress/egress of the carparks to the satisfaction of the Commissioner for Transport or of the TPB"	-	<i>This can only be discharged upon implementation.</i>
(d) "the submission and implementation of a car parking layout to the satisfaction of the Commissioner for Transport or the TPB"	28 March 2024	Comments from TD received on 11 April 2024. <i>A response to these comments is currently being prepared.</i>
(e) "the provision of fire service installations and water supplies for fire fighting to the satisfaction of the Director of Fire Services of the TPB"	-	<i>This can only be discharged upon implementation.</i>

10. Planning Assessment and Justification

- 10.1 While the full justifications were made in the original application (2016), this section will summarize the main planning justifications and considerations.

At-grade Traffic Improvements

- 10.2 Lan Fong Road is a one-way local road which serves not only as the main vehicular access to Lee Garden One, but also for a number of green minibus (“GMB”) stands, as well as on street loading and unloading. Lan Fong Road is also a major route for vehicles travelling from Leighton Road westbound to the Sharp Street East area. It is common for the existing GMB stands and on-street loading and unloading areas to be fully occupied by GMBs and illegal parking. This results in pick-up and drop-off activities taking place on the carriageway and accordingly frequently vehicles tailing back from Lan Fong Road to its junction with Yun Ping Road. As a consequence, vehicular access to Lan Fong Road, Pak Sha Road and Kai Chiu Road and Sharp Street East Area will occasionally be obstructed.

- 10.3 A summary of the proposed Tunnel T2 benefits is:

- a) Reduced at-grade traffic on local roads – the Traffic Impact Assessment (TIA) for the approved Application No. A/H6/79 has concluded that Tunnel T2 would reduce the traffic flows along Hysan Avenue, Yun Ping Road and Lan Fong Road. There would be a positive traffic impact to the local road network from the development of Tunnel T2;
- b) Efficient use of available car parking spaces – the available car parking spaces at the two car parks can be shared used upon linking up by the Tunnel T2, by which the utilisation of available car parking spaces can be maximised while the way-finding of vacant spaces can be taken place internally, therefore minimizing the queuing at car park entrances as well as the traffic circulation on the at-grade roads;
- c) Balanced use of roads/junctions’ capacities – the proposed tunnel will provide route choices for drivers to enter or leave the car parks in different traffic situations on the surrounding roads. This will result in a more balanced use of the spare capacities of the surrounding roads and junctions; and
- d) Provides flexibility in access and traffic management – Tunnel T2 would enable alternative ingress and egress points for the car parks, which allows flexibility for the car park operators to manage ingress and egress of vehicles. It also provides more opportunities to implement short-term/temporary traffic management schemes for special events/traffic situations.

Improved Public Realm

- 10.4 The existing two individual car parks will be linked up by the proposed Tunnel T2 to form an integrated car park. This makes the area easier for drivers to access the car parks and locate available car parking spaces without circulating around the blocks, while simultaneously reducing the vehicular dominance at the ground level. As a result, this creates a better pedestrian environment.

- 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 reduce traffic emissions. 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.

Air Quality Levels Inside the Car Parks

- 10.11 The Tunnel T2 will be designed with supply and exhaust ventilating fans to ensure that sufficient outdoor air is drawn into, and polluted air is extracted from, the car parks and Tunnel T2. Local jet fans and carbon monoxide sensors will be installed to enhance the local ventilation effectiveness and to monitor the concentration of carbon monoxide. This will ensure the air quality is high in the Tunnel T2 and the car parks.

No Adverse Noise Impact

- 10.12 The noise disruption to nearby noise sensitive receivers from road traffic will be reduced. Construction noise is expected to be minimal, due to the works exclusively taking place underground. In addition, appropriate mitigation measures such as quiet powered mechanical equipment and movable barriers will be used to ensure that noise can be reduced to acceptable levels. It will be ensured that good site practice and noise management will be adopted to mitigate noise impact. Should it arise that noise impact to nearby noise sensitive receivers are identified, then remedial measures such as additional acoustic treatment or enclosure will be formulated.

11. Conclusion

- 11.1 The Planning Statement demonstrates that there have been no material changes to the situation since the application was Approved in 2016, and it would be beneficial to approve the Tunnel T2 Application again. The construction of Tunnel T2 would continue to be of benefit to the area in vehicular traffic terms, for the pedestrians and also for the improvement of the air quality. The construction would not cause disruption to the existing traffic flow. The only impacts of the proposal to the traffic, and the public realm in Causeway Bay are public planning gains.
- 11.2 The applicant has taken significant steps to implement the approved development. The main delay relates to the lease modification process which is yet to be completed. The TPB is requested to consider the application on these merits and to decide in favour of Approving the application again.

Appendix 1

**S.16 Approval Letter and s.16A Extension of
Time Approval Letter for Application
Number A/H6/79**

城市規劃委員會

香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD

15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳真 Fax: 2877 0245 / 2522 8426

電話 Tel: 2231 4810

來函檔號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/H6/79

By Registered Post & Fax (25877068)

15 July 2016

Masterplan Ltd.
Room 3516B, 35/F, China Merchants Tower
Shun Tak Centre
200 Connaught Road, Central, Hong Kong
(Attn: Kira Brownlee)

Dear Sir/Madam,

**Proposed Underground Vehicular Tunnel (Connecting Lee Garden One
and Lee Garden Two) in "Commercial" and "Commercial (2)" zones
and an area shown as 'Road', Under Yun Ping Road between
Lee Garden One (33 Hysan Avenue) and Lee Garden Two (2-38 Yun Ping Road)**

I refer to my letter to you dated 20.6.2016.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid until 24.6.2020; and after the said date, the permission shall cease to have effect unless before the said date either the development hereby permitted is commenced or the permission is renewed. The permission is subject to the following conditions :

- (a) no excavation works on public roads for construction of the proposed tunnel is allowed;
- (b) the submission and implementation of a Construction Traffic Management Scheme to the satisfaction of the Commissioner for Transport (C for T) or of the TPB;
- (c) the provision of ingress/egress of car parks to the satisfaction of C for T or of the TPB;
- (d) the submission and implementation of a car parking layout to the satisfaction of C for T or of the TPB; and
- (e) the provision of fire service installations and water supplies for fire fighting to the satisfaction of the Director of Fire Services or of the TPB.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix V of the TPB Paper.

an application to the TPB for renewal of the permission no less than six weeks before its expiry. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for renewal of permission if the time limit for commencement of development specified in the permission has already expired at the time of consideration by the TPB. Please refer to the TPB Guidelines No. 35B and 36A for details. The Guidelines and application forms are available at the TPB's website (www.info.gov.hk/tpb/), the Planning Enquiry Counters (PECs) of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

For amendments to the approved scheme that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36A for details.

A copy of the TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 24.6.2016 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 5.8.2016). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Miss Irene Lai of Hong Kong District Planning Office at 2231 4935. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,



(Raymond KAN)
for Secretary, Town Planning Board

List of Government Department Contacts

(Application No. A/H6/79)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
運輸署 Transport Department	市區分區辦事處 交通工程(港島)部 灣仔區組 Urban Regional Office Traffic Engineering (HK) Division Wan Chai District Section	張世光先生 Mr. CHEUNG Sai Kwong, Tony	2829 5262	2824 0399
消防處 Fire Services Department	消防安全總區 新建設課 Fire Safety Command New Projects Division (NP)	黃旭平先生 Mr. WONG Yuk Ping	2733 1568	2722 6234

規 劃 署

港島規劃處
香港北角渣華道 333 號
北角政府合署 14 樓

**Planning Department**

Hong Kong District Planning Office
14/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong

本函檔號 Your Reference
本署檔號 Our Reference TPB/A/H6/79-1 (EOT)
電話號碼 Tel. No.: 2231 4930
傳真機號碼 Fax No.: 2895 3957

Please quote our reference
in future correspondence

BY POST & FAX (2587 7068)

23 June 2020

Masterplan Limited
Room 3516B, 35/F,
China Merchants Tower, Shun Tak Centre,
200 Connaught Road Central, Hong Kong
(Attn: Ms. Kira BROWNLEE)

Dear Sir/Madam,

**Application for Permission
To Extend the Time for Commencement of Development**

**Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and Lee Garden Two)
in “Commercial” and “Commercial (2)” Zones and an area shown as ‘Road’
Area below Yun Ping Road between Lee Garden One (33 Hysan Avenue) and
Lee Garden Two (2-38 Yun Ping Road)
(Section 16A Application No. A/H6/79-1)**

I refer to your application of 27.5.2020 which was received by the Town Planning Board (TPB) on 29.5.2020, to extend the time for commencement of the above approved development proposal under Application No. A/H6/79.

After giving consideration to your application, the Director of Planning, under the delegated authority of the TPB, approved your application for amendment to permission under section 16A of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The amended permission is subject to the following conditions and shall be valid **until 24.6.2024**; and after the said date, the permission shall cease to have effect unless before the said date either the development hereby permitted is commenced or the permission is renewed:

- (a) no excavation works on public roads for construction of the proposed tunnel is allowed;
- (b) the submission and implementation of a Construction Traffic Management Scheme to the satisfaction of the Commissioner for Transport (C for T) or of the TPB;
- (c) the provision of ingress/egress of the carparks to the satisfaction of C for T or of the TPB;

.../2

- 2 -

- (d) the submission and implementation of a car parking layout to the satisfaction of C for T or the TPB; and
- (e) the provision of fire service installations and water supplies for fire fighting to the satisfaction of the Director of Fire Services or of the TPB.

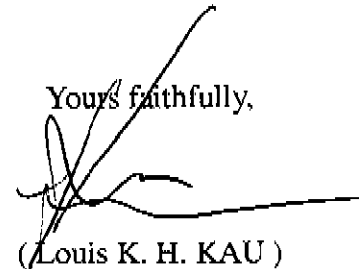
The advisory clauses as advised per our letter dated 15.7.2016 are still valid and attached with this letter for your information.

This permission will expire on 24.6.2024. According to the TPB Guidelines No. 35C, any extension of time for commencement of development shall not result in an aggregate extension period longer than the original duration for commencement of the approved development proposal, i.e. 4 years for application No. A/H6/79. As such, you are reminded to strictly adhere to the time limit for commencement of the approved development. Any further extension of the validity of this permission will be outside the scope of Class B amendments. If you wish to seek any further extension of time for commencement of the development, you may submit a fresh application under section 16 of the Town Planning Ordinance. You are also reminded that submissions for compliance with the planning approval conditions should be made as soon as possible.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform the Secretariat of the TPB (15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong – Tel: No. 2231 4810 or 2231 4835 and Fax: No. 2877 0245 or 2522 8426) within 21 days from the date of this letter (on or before 14.7.2020). The Secretariat of the TPB will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend.

If you have any queries regarding this permission, please contact Mr. NG Tak Wah of the Hong Kong District Planning Office at 2231 4935.

Yours faithfully,



(Louis K. H. KAU)

for and on behalf of Director of Planning

Encl.

Appendix V of
MPC Paper No. A/H6/79A

Advisory Clauses

- (a) to note the comments of the District Lands Officer/Hong Kong East, Lands Department (LandsD) in paragraph 7.1.1 of the paper regarding the need for prior written approval for any trees affected, the applicants should confirm whether the proposed tunnel will be opened for public use and the opening hours, the need for application for proper land document and variation/extinguishment of the Deed of Covenant dated 18.8.1949 to effect the proposed development and to note the gazettal requirements under the Roads (Works, Use and Compensation) Ordinance Cap. 370;
- (b) to note the advice of the Secretary for Housing and Transport in Appendix III of the paper in respect of the Roads (Works, Use and Compensation) Ordinance Cap. 370;
- (c) to note the comments of the Chief Building Surveyor/Hong Kong East and Heritage, Buildings Department (BD) in paragraph 7.1.3 of the paper regarding the requirements under Buildings Ordinance and submission of structural plans to the Building Authority for approval;
- (d) to note the detailed requirements of the Commissioner for Transport in paragraph 7.1.4(a) of the paper that the Construction Traffic Management Scheme under approval condition (b) shall include but not limit to that the access of construction vehicles to the car park of Lee Garden One should only be arranged during the off-peak time periods of 1000-1200 hours and 1400-1600 hours on weekdays, a maximum of 14 construction vehicle trips (round trips) per day and not exceeding 6 vehicle trips (round trips) per hour;
- (e) to note the comments of the Commissioner of Police in paragraph 7.1.5(b) of the paper on the need to take appropriate measures to minimise traffic obstruction or congestion and noise nuisance;
- (f) to note the comments of the Chief Highway Engineer/Hong Kong, Highways Department in paragraph 7.1.6 of the paper that sufficient ground cover should be provided for the proposed tunnel and to consult relevant utility undertakers for any necessary diversion of existing underground utilities;
- (g) to note the comments of the Chief Architect/Central Management Division 2, Architectural Services Department in paragraph 7.1.8(b) of the paper to follow up with relevant Government departments on GFA and land ownership issues;
- (h) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department in paragraph 7.1.9(c) of the paper to routinely monitor the condition of the existing trees and precaution should be taken to avoid any impact to the underground water level;
- (i) to note the comments of the Director of Environmental Protection in paragraph 7.1.10(c) of the paper to consider using non-percussive method in demolishing slabs on basement floors for the construction of launching and receiving shafts to reduce the ground-borne construction noise impact, and to strictly comply with relevant

legislation/guidelines for proper management and disposal of waste generated by the proposed development;

- (j) to note the comments of the Head of Geotechnical Engineering Office (GEO), Civil Engineering and Development Department in paragraph 7.1.12 of the paper that the detailed technical proposal on the design and construction methods of the proposed tunnel, as well as precautionary measures should be submitted for GEO's consideration through BD at the building plan submission stage; and
- (k) to note the comments of the Chief Engineer/Construction, Water Supplies Department (WSD) in paragraph 7.1.13 of the paper regarding the need to allow free access by WSD to carry out operation and maintenance of the existing water mains, submit diversion proposal, if any, for WSD's approval, water mains diversion works shall be carried out at the applicants' own cost, the waterworks reserve requirement within the application site, and coordinate with WSD on the construction programme of the proposed development before commencement of works.

Appendix 2

Letter Accepting the Provisional Basic Terms Offer

[Dated : 24 February 2023]



District Lands Office / Hong Kong East

19/F, Southorn Centre
130 Hennessy Road
Wanchai
Hong Kong

Attention: Ms. Carrie Ng

24 February 2023

Your Ref: (58) in LD DLO/HE 1067/47A MOD IX

Our Ref : PS/2019/VPS/0306/L076(T2)/WAC/HIN/ENL/bs

Walter Cheung
E: wacheung@savills.com.hk
DL: (852) 2840 4698
F: (852) 3007 0530

Room 1208,
1111 King's Road,
Taikoo Shing, Hong Kong

EA LICENCE: C-023750
T: (852) 2801 6100
savills.com

**BY FAX AND BY POST
(FAX NO.: 2834 4324)**

Dear Madam,

**RE: PROPOSED LEASE MODIFICATION FOR
PROPOSED TUNNEL T2 LINKING LEE GARDEN ONE AND LEE GARDEN TWO**

We refer to your letter dated 10 February 2023 regarding the provisional basic terms offer of the captioned.

We hereby confirm that our client accepts the provisional basic terms offer in the abovementioned letter.

If you have any questions or wish to discuss, please do not hesitate to contact the undersigned at 2840 4698 or our Mr. C H Kwok at 2842 4571 / Mr. Enoch Lee at 2840 4685.

Yours faithfully,

For and on behalf of

Savills Valuation and Professional Services Limited

Walter Cheung
MHKIS RPS (GP)
Director

c.c. Client

Appendix 3

**Letter from Buildings Department
Rejecting the Tunnel T2 General Building
Plans Application**

CHEUNG Man Ching Anthony
33rd Floor,
Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong



18 January 2024

22 JAN 2024

RECEIVED
(1)

80-755

Dear Mr Cheung,

33 Hysan Avenue, Hong Kong (The Lee Garden One) –
I.L. 29 s.DD, s.MM & s.L R.P. and I.L. 457 s.L & R.P.
and
28 Yün Ping Road, Hong Kong (Caroline Centre) –
I.L. 29 s.G and I.L. 457 s.A, s.O, s.F, s.C R.P., s.C ss.1, s.D R.P., s.D ss.1, s.E R.P., s.E
ss.1, s.E ss.2, s.G R.P., s.G ss.1 & s.H and I.L. 461 s.C ss.1, s.C ss.2, s.C ss.3 & s.C R.P

I refer to your application received on 20 November 2023 for approval of proposals in respect of BUILDING (ALTERATIONS & ADDITIONS).

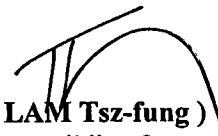
2. Your submission of plans has been checked under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ADM-19. On this basis, the submission has been found to be fundamentally unacceptable and I hereby disapprove the submission for the reasons detailed in paragraph 7 of this letter.
3. You are reminded that the curtailed check system covers only the fundamental issues of a building proposal. Although non-fundamental issues will not be raised as reasons for disapproving a submission, I expect that all contraventions of the Buildings Ordinance (BO) and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority (BA) attaches great importance to the proper assumption of duties and responsibilities by authorized persons, registered structural engineers and registered geotechnical engineers.
4. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him.
5. With the exception of one set of plans which I will retain for record purposes, the remaining copies of your submission are returned herewith.
6. You are advised that under section 44(1) of the BO, any person aggrieved by a decision made by the BA may appeal from that decision. Should your client wish to appeal against my decision in this letter, please refer to the provisions of Part VI of the BO. In particular, please note that a Notice of Appeal should be served by your client in writing directly on the Secretary to the Appeal Tribunal to be received by him not later than 21 days from the date of this letter.
7. Your plans are disapproved on the grounds as detailed in Appendix I.
8. You are reminded that the refusal grounds as mentioned in paragraph 7 above should not be treated as being exhaustive, and no such refusal shall be construed as implying any approval of any part of such plans. Your attention is drawn to section 15(2) of the BO.

/9.....

Our Ref.: BD 2-3/3046/93/72

9. Please note that your plans are not approvable under BO as the fundamental issues have not been resolved, the procedures under PNAP ADM-14 for making minor amendment to plans are not applicable.
10. You are reminded that under regulation 29(3) of the Building (Administration) Regulations (B(A)R) and without prejudice to regulation 30(3) of the B(A)R, the submission of further particulars or other plans consequent upon the refusal of the BA to give his approval under section 16(1)(i) or (2)(f) of the BO shall be deemed to be a fresh application in respect of the plans which the BA had refused to approve. Your future re-submission of plans for the subject proposal will be considered as plans submitted for the first time to the BA for approval, which regulation 30(3)(a) of the B(A)R applies.
11. Your plans have been referred to the District Planning Officer/Hong Kong, Planning Department for comments. Your attention is drawn to Buildings Ordinance section 4(3) in case any amendments are required.
12. Your plans have been referred to the District Lands Officer/Hong Kong East for scrutiny under the lease condition. His comments were conveyed to you in his letter dated 15 January 2024.
13. Chief Engineer/ Hong Kong & Islands, Drainage Services Department (contact officer: Calvin Lo at tel. no.: 3101 2364) has comments to your plans in Appendix II.
14. Your plan has been referred to Commissioner for Transport, Transport Department, Chief Highway Engineer/Hong Kong, Highways Department, Chief Geotechnical Engineer/Island, Geotechnical Engineering Office, Civil Engineering and Development Department, and Leisure and Cultural Services Department for comments. Their comments would be conveyed to you once available.
15. Your submission of plans has been selected for audit checking and contravention on non-fundamental issue was identified as follow:
- (a) Clarify the fire resistance rating of the fire shutters, which is inconsistent with the one shown on the table regarding fire resisting construction.

Yours sincerely,



(LAM Tsz-fung)
Senior Building Surveyor
for Building Authority

c.c. Barrowgate Limited
49/F, Lee Garden One,
33 Hysan Avenue
Causeway Bay

D of FS
DLO/HKE
DPO/HK
C for T
CHE/HK, HyD
LCSD
DSD
CGE/I, GEO, CEDD

SPO/IAU

SL8 (11/2013) (T-ND f)

BD Ref.: 2-3/3046/93/72

Address: 33 Hysan Avenue, Hong Kong and 28 Yun Ping Road, Hong Kong

- A. Your plans are disapproved under section 16(1)(b) of the BO in that your plans are not endorsed or accompanied by a certificate from the Director of Fire Services.
- B. Under section 16(1)(e) of the BO, geotechnical assessment of the adequacy of the site for the proposed building works has not been submitted under regulation 8(1)(ba) of the Building (Administration) Regulations (B(A)R) and PNAP APP-25.
- C. Your plans are disapproved under section 16(1)(i) of the BO in that further information and clarifications in respect of the followings are required:
 - (i) Provide justification on the proposed tunnel projecting under street including but not limited to the lease and/or planning permission. My position under section 31(1) of the BO and regulation 23(3)(a) of the B(P)R is reserved.
 - (ii) Provide further particulars to proof that the applicant has realistic prospect of control of land forming the site. Your attention is drawn to the Circular Letter dated 27 September 2021. My position under regulation 21 of the B(P)R is reserved.
 - (iii) Demonstrate the fire separation between the proposed tunnel and the connected buildings in compliance with clauses C5 of the FS Code. My position under section 35 of the B(C)R is reserved.

BD Ref.: 2-3/3046/93/72

Address: 33 Hysan Avenue, Hong Kong and 28 Yun Ping Road, Hong Kong

Remarks:

<u>Description</u>	<u>Abbreviations</u>
1. Building (Administration) Regulations	B(A)R
2. Building (Construction) Regulation	B(C)R
3. Building Environmental Assessment Method Plus	BEAM Plus
4. Buildings Ordinance	BO
5. Building (Planning) Regulations	B(P)R
6. Building (Refuse Storage and Material Recovery Chambers and Refuse Chutes) Regulations	B(RSMRC&RC)R
7. Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations	B(SSFPDW&L)R
8. Circular Letters to Authorized Persons, Registered Structural Engineers, Registered Geotechnical Engineers, Registered General Building Contractors, Registered Specialist Contractors and Minor Works Contractors	Circular Letter
9. Code of Practice for Building Works for Lifts and Escalators 2011	L&E Code
10. Code of Practice for Fire Safety in Buildings 2011	FS Code
11. Code of Practice on Access for External Maintenance 2021	AfEM Code
12. Continuous projected façade length	Lp
13. District Planning Officer/ XX	DPO/XX
14. Design Manual – Barrier Free Access 2008	DMBFA
15. Emergency Vehicular Access	EVA
16. Fire Resisting Construction	FRC
17. Fire Resistance Rating	FRR
18. Firefighting and Rescue Stairway	FRS
19. Fire Service Access Point	FSAP
20. Gross Floor Area	GFA
21. Intervening space	IS
22. Joint Practice Notes	JPN
23. Mean width of street canyon	U
24. Outline Zoning Plan	OZP
25. Permeable element	PE
26. Permeability	P
27. Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineer	PNAP
28. Places of Public Entertainment	PPE
29. Plot Ratio	PR
30. Residential Recreational Facilities	RRF
31. Sustainable Building Design Guidelines	SBD Guidelines
32. Site Coverage	SC
33. The Hong Kong Green Building Council	HKGBC
34. Travel Distance	TD
35. Temporary Refuge Spaces	TRS

Appendix II

Our Ref.: BD 2-3/3046/93/72

Address: 33 Hysan Avenue, Hong Kong and 28 Yun Ping Road , Hong Kong

Comments from Chief Engineer/ Hong Kong & Islands, Drainage Services Department (contact officer: Calvin Lo at tel. no.: 3101 2364)

The submitted drawings have been examined and my comments are as follows:

1. Please ensure the existing sewage / stormwater terminal manhole is in good serviceable condition and ensure that the dimension and gradient of its downstream sewer / stormwater drain are adequate to discharge for the site.
2. Should there be any abandoned pipes as a result of the proposed development, they shall be removed or filled up at the developer's cost and to the satisfaction of this Department. For detailed requirements on the handling of abandoned pipes, please refer to DSD Technical Circular No. 1/2022 - Handling of Abandoned Pipes under DSD's Purview. The location and the method of handling such abandoned pipes should be indicated on drawings for future reference. The schedule of abandoned pipes / manholes should be submitted when any pipe / manhole is abandoned, and updated when any more pipes / manholes are abandoned; such schedule should not be delayed until the HBP1 / BA13 / BA14 stage or the completion of development.
3. From our record, there are existing Ø225 private stormwater drains passing through the site along Yun Ping Road. The AP should check with the Buildings Department and/or the adjacent property owners (if they belong to adjacent property owners) regarding its status. In case these existing private drains are still functioning, they should not be disturbed or interfered with until any necessary diversion works, which have been accepted by BD and the property owners, have been satisfactorily completed. Moreover, sufficient allowance for future maintenance of these existing private drains and sewers should be provided.
4. The AP is required to ensure that no construction debris, silt and sediments, untreated site runoff or cementitious materials will be discharged to or deposited inside the public stormwater drains (SWD) or sewers within or in the vicinity of the development site. The AP shall monitor the internal conditions of the existing public SWD/sewers within or in the vicinity of the development site by CCTV surveys (or other alternatives to be agreed by DSD), prior to commencement and upon completion of the construction works to our satisfaction. The AP shall propose the detailed arrangement including the timing, methodology and extent of the public SWD/sewer to be surveyed by CCTV (or by other alternatives) for DSD's agreement. Nevertheless, such CCTV surveys (or other agreed alternatives) serve no intention to relieve the AP's liabilities on any damage to other

SWD/sewers that are not included in the survey. Any pipe blockage or damage arising from the construction works shall be made good at the cost of the developer and to our satisfaction. In case the CCTV survey is abandoned for any section of SWD/sewers, the AP shall notify DSD by the following working day and arrange joint site inspection with DSD prior to the formal submission of CCTV report for considering the follow-up actions required from the AP. In addition, the AP shall also seek DSD's agreement on the proposed discharge point(s) of site runoff and the detailed discharge arrangement before application of the discharge licence for approval by EPD. During the process, DSD might request the AP to arrange joint-site inspection to facilitate determination of the suitable discharge point(s).

In addition, the A.P. is reminded of the following general comments:-

5. The AP is required to liaise with relevant utility undertakers to obtain the latest records, plans and alignments of their utilities in order to ensure the feasibility of the proposed drainage works. The AP is also required to excavate inspection pits and conduct utility detection to verify the alignments of utilities shown in such utility records if considered necessary.
6. It is the developer's responsibility to identify/locate the existing government sewers and stormwater drains to which drainage connections from his site are to be proposed. The AP should verify the existence of any drains/sewers/utilities and also their exact locations, levels and alignments on site in order to ascertain the positions and levels of the proposed manholes and the associated connection works. The AP should also verify that the existing government drains/sewer, to which connections are proposed, are in normal working conditions and capable of taking the discharge from the site. Besides, for any excavation works over or in close vicinity to existing government drains/sewers, the AP should notify DSD in writing at least 14 working days before backfilling the excavation works and arrange joint site inspection with DSD prior to covering up.

The AP is also reminded that any person wilfully, except with the permission in writing of the Authority, or negligently damages, alters, disconnects or otherwise interferes with any public sewer or drain or any connection therewith, shall be guilty of an offence under Section 6 of Public Health and Municipal Services Ordinance (Cap 132).

7. Under the Water Pollution Control Ordinance (Cap 358), discharge of wastewater into stormwater drains is not permitted. The AP shall ensure that the proposed sewerage works shall convey all wastewater, including but not limited to those wastes generated by the domestic use of toilets, water closets, baths, showers, sinks, basins and other sanitary and kitchen fittings, through the sewage terminal manhole(s) to the public sewers. Besides, to ensure the sustainability of the public sewerage network, the AP shall ensure that the surface runoff within the development site will be collected and discharged via a stormwater drainage system and not be drained to the public sewerage network.
8. The submitted drawings nos. AA_T2/GBP/GBP_AA1 & AA2 are retained for future reference.

Appendix 4

**A&A Works General Building Plans
Approval Letters**

DWG

190304K

CHEUNG Man Ching Anthony
33rd Floor,
Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong.

24 March 2020

IN 000565
RONALD LU
& PARTNERS

17 APR 2020

RECEIVED

140
15

Dear Sir,

**33 Hysan Avenue, Hong Kong (The Lee Garden One) –
I.L. 29 s.DD, s.MM & s.L R.P. and I.L. 457 s.L & R.P.**

I refer to your application dated received on 25 February 2020 for approval of proposals in respect of Building (Alterations and Additions).

2. Your submission of plans has been checked under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ADM-19. On this basis, I am satisfied that your submission is fundamentally acceptable and may be approved.

3. You are reminded that the curtailed check system covers only the fundamental issues of a building proposal. Although non-fundamental issues will not be raised as reasons for disapproving a submission, I expect that all contraventions of the Buildings Ordinance and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority attaches great importance to the proper assumption of duties and responsibilities by authorized persons and registered structural engineers.

4. In accordance with the provisions of regulation 30(1) of the Building (Administration) Regulations, this is to notify that the above – mentioned plans submitted with your application dated received on 25 February 2020 are hereby approved. One set of the said plans, on which I have signified my approval, is enclosed. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him.

5. This approval should not be deemed to confer any title to land or to act as a waiver of any term in any lease or licence. This approval does **NOT** authorize the commencement or the carrying out of any works shown in the approved plans. Section 14(2) of the Buildings Ordinance refers.

6. This approval only covers the building works as coloured on the submitted plan on the basis that the uncoloured parts of the plans are exactly the same as the corresponding parts in the previous approved plans, and should not be construed as implying the approval of the uncoloured portion of the plan.

7. Your plans have been referred to the District Planning Officer/Hong Kong, Planning Department for comments. Your attention is drawn to Buildings Ordinance section 4(3) in case any amendments are required.

/8.

SL 9(11/2013) (T-b+ND a)

Our Ref: BD 2-3/3046/93 /55

8. Your plan and development schedule have been referred to the District Lands Officer/Hong Kong East for scrutiny under the lease condition. His comments will be directly conveyed to you.

9. The Commissioner for Transport, Transport Department (Contact Officer Mr. TANG Siu-chung at tel. no. 2829 5425) has the following comments on the proposed A&A works

- (a) It is noted that 12 numbers of parking spaces are proposed to be omitted in this A&A works. The AP should consider re-provisioning the affected parking spaces to other locations in the building and provide the re-provisioning proposal and car parking layout for our consideration. Otherwise, the AP should demonstrate that the compliance of the remaining provision of internal transport facilities in accordance with the requirements as stipulated in HKPSG is still maintained.
- (b) No excavation works on public roads for construction of the proposed tunnels is allowed.
- (c) The AP shall submit the Construction Traffic Management Scheme and provision of ingress/egress of the carparks for consideration by TD and other relevant department.
- (d) The AP shall be reminded that all the manoeuvring of vehicles during the construction shall be carried out within the development. No reversing movement of vehicles from/to the development would be allowed.

Yours faithfully,



(NG Pelene)
Chief Building Surveyor
for Building Authority

c.c. Perfect Win Properties Limited
49/F
Lee Garden One
33 Hysan Avenue
Hong Kong

D of FS
DLO/HKE
DPO/HK
C for T, TD
CO/SM

SL 9(11/2013) (T-b+ND a)

10 January 2020

CHEUNG Man Ching Anthony
33rd Floor,
Wu Chung House,
213 Queen's Road East,
Wanchai,
Hong Kong.



13 JAN 2020

RECEIVED

Dear Sir,

28 Yun Ping Road, Hong Kong (Caroline Centre Lee Garden II) –
I.L. 29 s.G and I.L. 457 s.A, s.O, s.F, s.C R.P., s.C ss.1, s.D R.P., s.D ss.1, s.E R.P., s.E
ss.1, s.E ss.2, s.G R.P., s.G ss.1 & s.H and I.L. 461 s.C ss.1, s.C ss.2, s.C ss.3 & s.C R.P.

I refer to your application dated received on 12 November 2019 for approval of proposals in respect of Building (Alterations and Additions).

2. Your submission of plans has been checked under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ADM-19. On this basis, I am satisfied that your submission is fundamentally acceptable and may be approved.

3. You are reminded that the curtailed check system covers only the fundamental issues of a building proposal. Although non-fundamental issues will not be raised as reasons for disapproving a submission, I expect that all contraventions of the Buildings Ordinance and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority attaches great importance to the proper assumption of duties and responsibilities by authorized persons and registered structural engineers.

4. In accordance with the provisions of regulation 30(1) of the Building (Administration) Regulations, this is to notify that the above – mentioned plans submitted with your application dated received on 12 November 2019 are hereby approved. One set of the said plans, on which I have signified my approval, is enclosed. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him.

5. This approval should not be deemed to confer any title to land or to act as a waiver of any term in any lease or licence. This approval does **NOT** authorize the commencement or the carrying out of any works shown in the approved plans. Section 14(2) of the Buildings Ordinance refers.

6. This approval only covers the building works as coloured on the submitted plan on the basis that the uncoloured parts of the plans are exactly the same as the corresponding parts in the previous approved plans, and should not be construed as implying the approval of the uncoloured portion of the plan.

7. The District Planning Officer/ Hong Kong, Planning Department (Contact Officer: Mr. T W NG at tel. no. 2231 4935) has no statutory planning objection to the plans submitted. Detailed comments have already been conveyed to you in his fax dated 30 December 2019.

/8.

SL 9(11/2013) (T-b+ND a)

Our Ref: BD 2-3/3062/88 /60

8. Your plans have been referred to the District Lands Officer/Hong Kong East for scrutiny under the lease condition. His comments will be directly conveyed to you.

9. The Commissioner for Transport, Transport Department (Contact Officer Mr. TANG Siu-chung at tel. no. 2829 5425) has the following comments on the proposed A&A works from traffic viewpoint:

- (a) Only location plan and part plans are shown. No details of works are provided.
- (b) It is indicated in B2/F part plan that a number of parking spaces will be omitted. The AP should consider re-provisioning the affected parking spaces to other locations and provide the re-provisioning proposal and car parking layout for our consideration. Otherwise, the AP should demonstrate the remaining provision of parking spaces satisfying the high-end requirement of HKPSG.
- (c) No excavation works on public roads for construction of the proposed tunnel or link bridge is allowed.
- (d) No pier and foundation works shall be carried out on public roads or streets for construction of the proposed link bridge.
- (e) The AP should ensure that the vertical distance of any structure (both under permanent and temporary stage) over carriageway, or within 600mm of a carriageway, should be 5.1m minimum, while the vertical clearance of a structure over a pavement, and not within 600mm of a carriageway, should be 3.5m minimum.
- (f) The AP shall submit the Construction Traffic Management Scheme for consideration by TD and other relevant departments.

10. It is noted that for facilitating your amendments to the submitted plans, you took away the said plans from this office on 6 January 2020 and subsequently returned the same on 8 January 2020.

Yours faithfully,



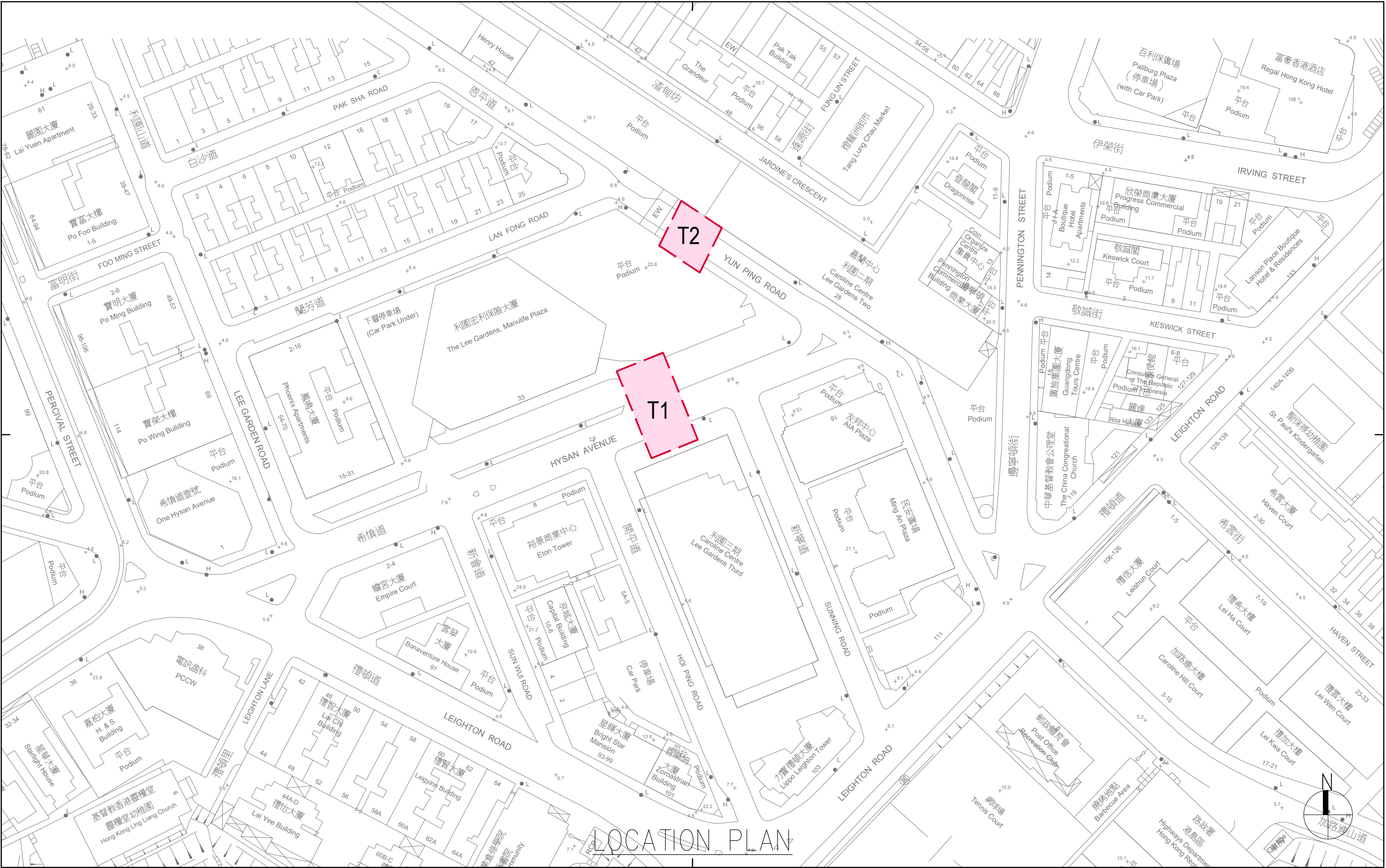
(NG Pelene)
Chief Building Surveyor
for Building Authority

c.c. BARROWGATE LIMITED
49/F. LEE GARDEN ONE
33 HYSAN AVENUE
CAUSEWAY BAY

D of FS
DPO/HK
DLO/HKE
C of T, TD
CO/SM

Appendix 5

Location Plan and Sectional Plans



Rev.	Description	Drawn	Checked	Approved	Date

Rev.	Description	Drawn	Checked	Approved	Date

Check all measurements on site.
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D.L.O. Ref.	-
Drawn	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



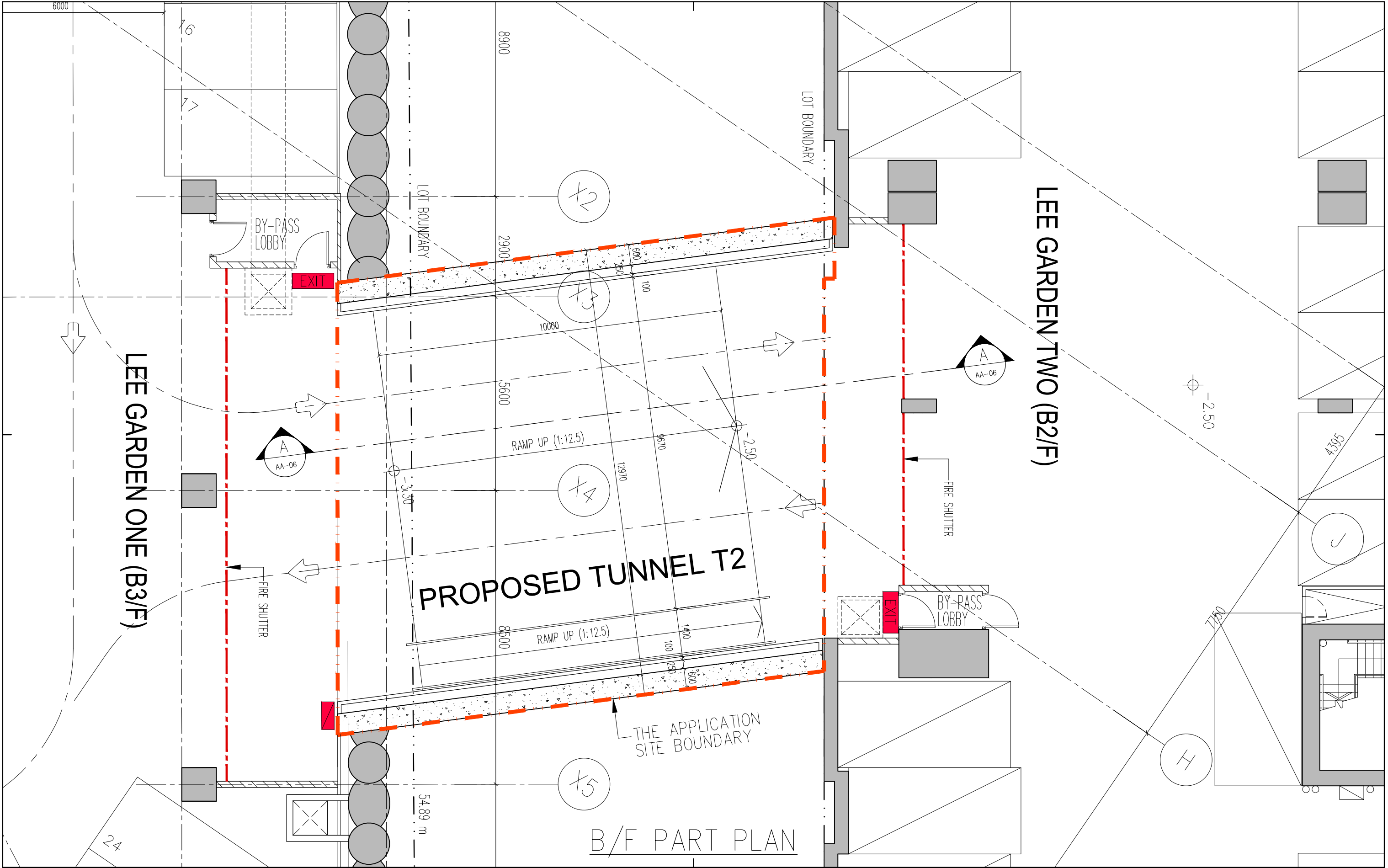
呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

Drawing Title	T1, T2 LOCATION PLAN
Project No.	19030HK
Scale	1:1000 @A3 Issue Date 07/2024
Drawing No.	/ GBP / AA-01

AP's Signature

Drawing Purpose



Rev.	Description	Drawn	Checked	Approved	Date

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F.S.D. Ref.	-		
D.L.O. Ref.	-		
Drawn	FKL	Date	07/2024
Checked	LEL	Date	07/2024
Approved	CMC	Date	07/2024
Cad File No.	-		



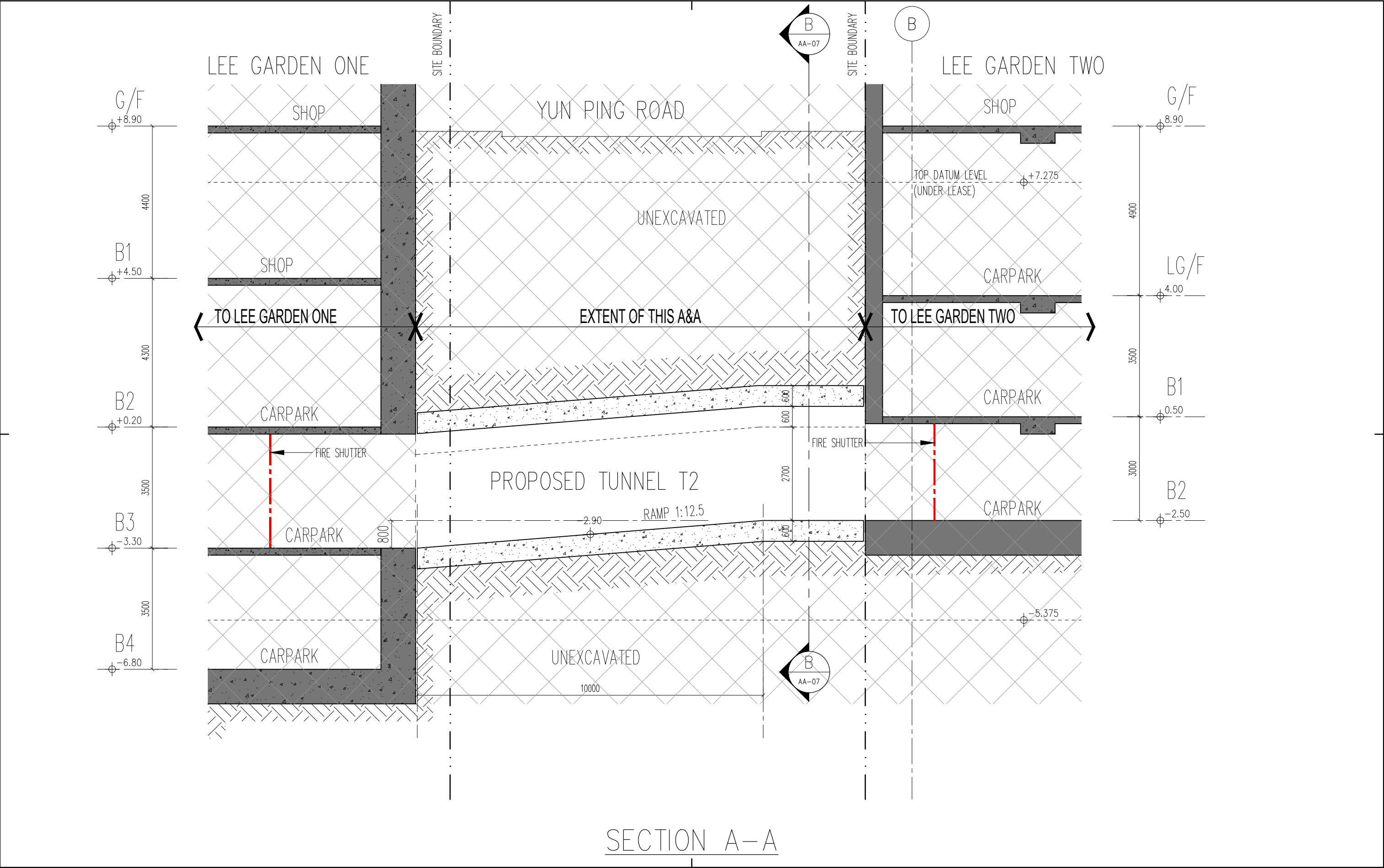
呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T2 LINKING
LEE GARDEN ONE AND
LEE GARDEN TWO

Drawing Title			
T2 BASEMENT FLOOR PART PLAN			
<hr/>			
Project No.		19030HK	
Scale	1:100 @A3	Issue Date	07/2024
Drawing No.		/ GBP / AA-05	

AP's Signature

Drawing Purpose



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B.D. Ref.	-
F.S.D. Ref.	-
D.L.O. Ref.	-
Drawn	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



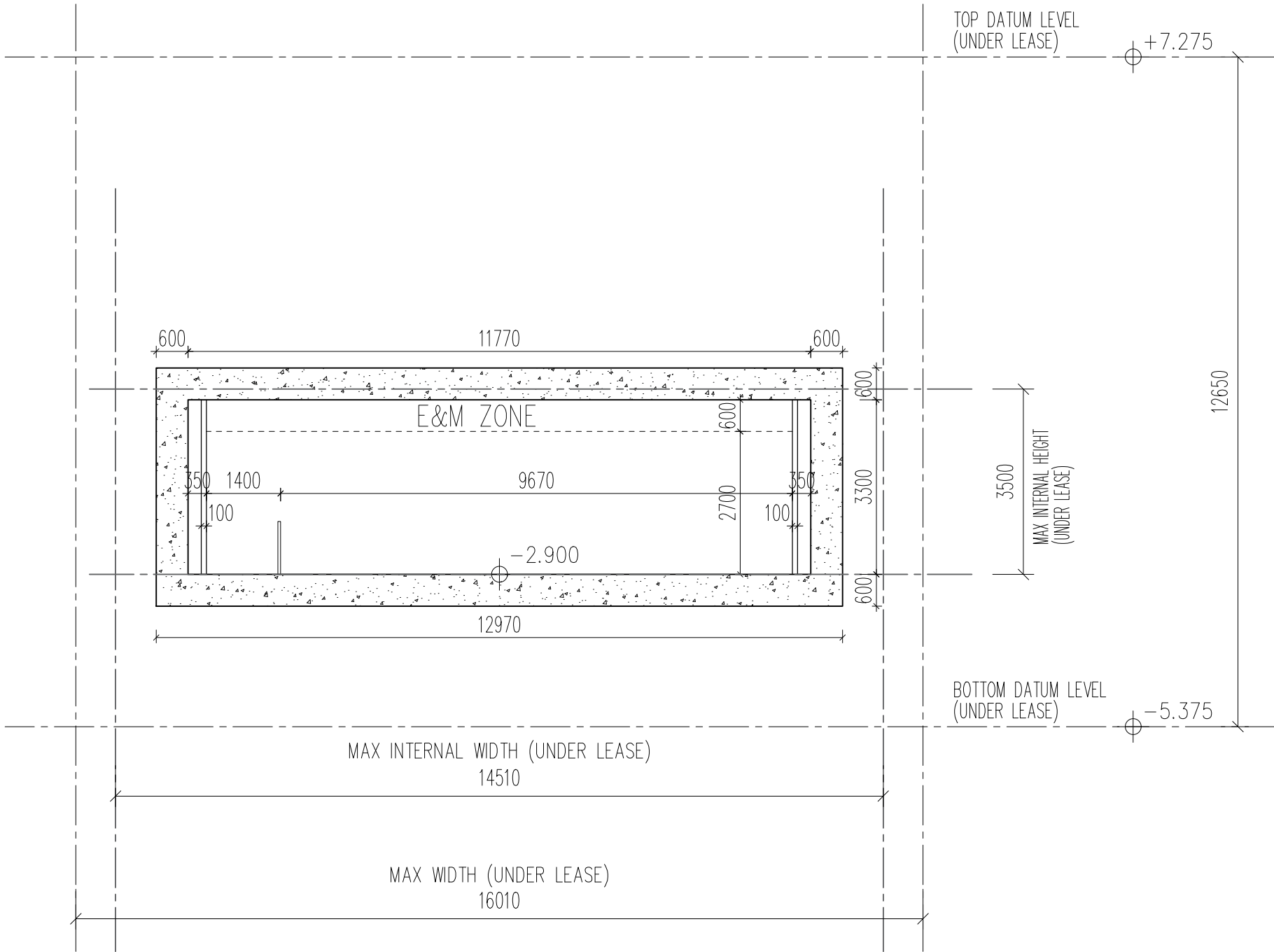
呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T2 LINKING
LEE GARDEN ONE AND
LEE GARDEN TWO

Drawing Title	T2 SECTION A-A
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/ GBP / AA-06

AP's Signature

Drawing Purpose



SECTION B-B

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D.L.O. Ref.	-
Drawn	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



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Project Title
PROPOSED TUNNEL T2 LINKING
LEE GARDEN ONE AND
LEE GARDEN TWO

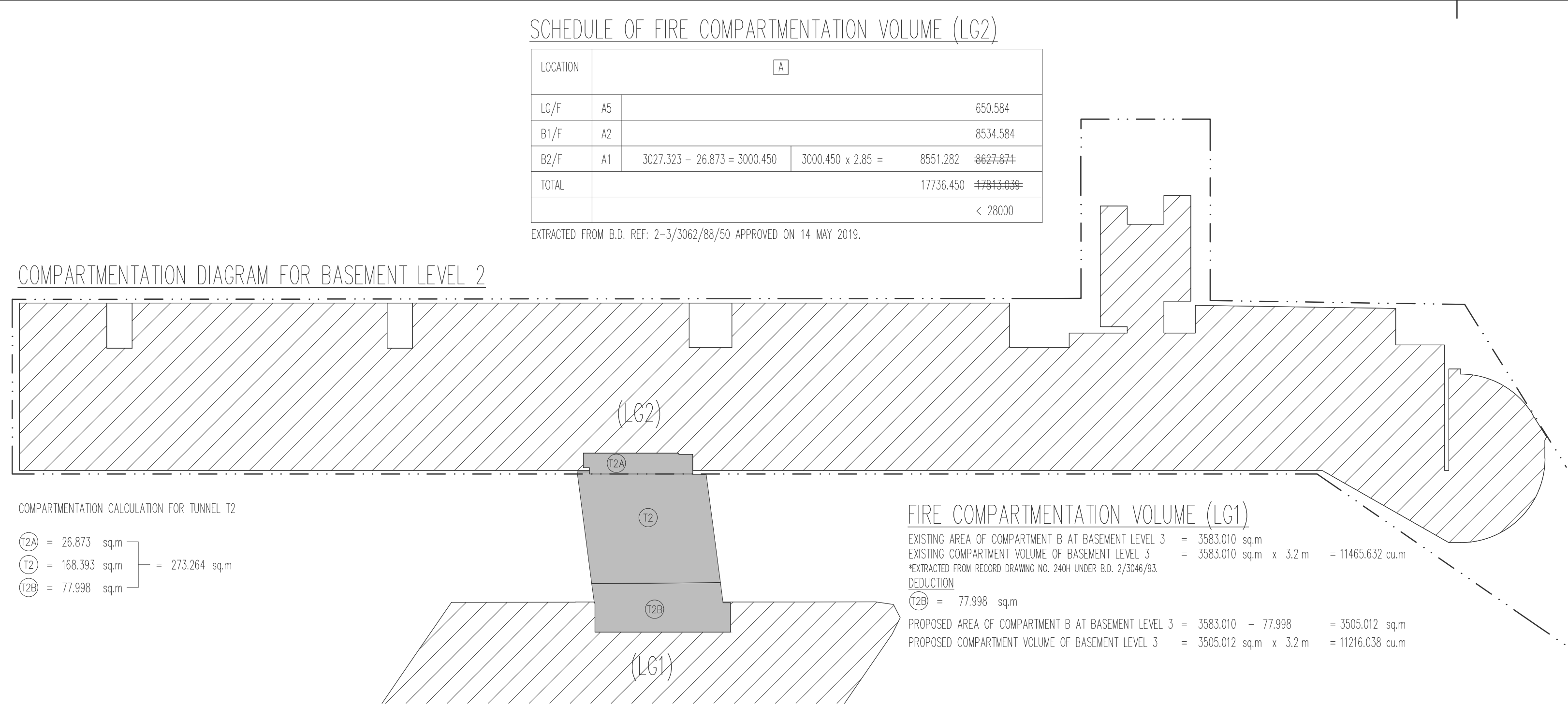
Drawing Title	T2 SECTION B-B
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/ GBP / AA-07

AP's Signature

Drawing Purpose

Appendix 6

Plans showing Excavation Area

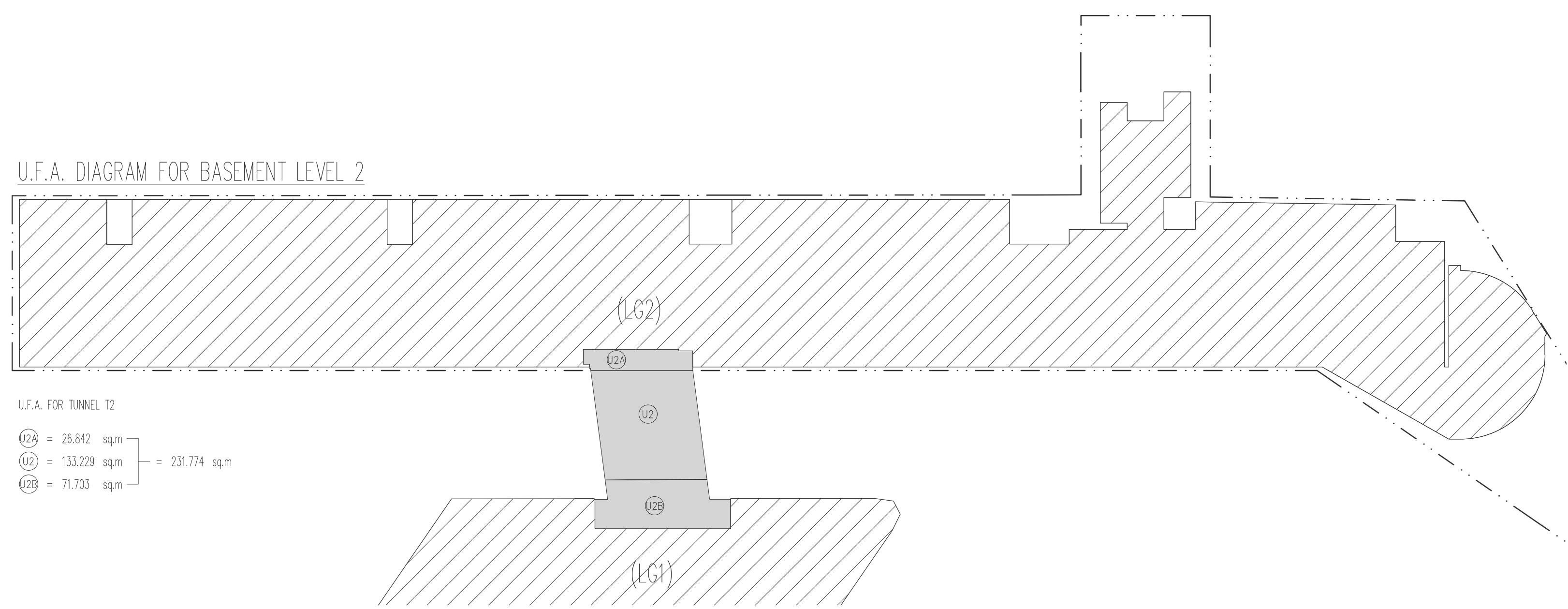


COMPARTMENT VOLUME & SMOKE VENT TABLE

ZONE	USE	FLOOR AREA (sq.m)	FLOOR TO CEILING (m)	VOLUME (cu.m)	SMOKE EXTRACTION	SMOKE VENT REQUIRED	SMOKE VENT PROVIDED
T2A+T2+T2B	TUNNEL	(T2A) 26.873	2.85	76.588	DYNAMIC	865.040 / 3500 = 1	2 (MIN.)
		(T2) 168.393	3.2	538.858			
		(T2B) 77.998	3.2	249.594			

SCHEDULE OF FIRE RESISTANCE PERIOD

LOCATION	USE	CLASS	COMPARTMENT VOLUME		F.R.R. (HOURS)	MIN. DIMENSION FOR ELEMENTS OF CONSTRUCTION												MIN. THICKNESS OF PROTECTION			
						R.C. SLAB		R.C. BEAM		R.C. COLUMN		R.C. WALL		BRICK WALL	CONCRETE BLOCK WALL	R.C. STAIR		STEEL COLUMN		STEEL BEAM	
			FLOOR AREA (sq.m)	VOLUME (cu.m)		THICKNESS (mm)	COVER TO STEEL (mm)	MIN. WIDTH (mm)	COVER TO STEEL (mm)	THICKNESS (mm)	COVER TO STEEL (mm)	THICKNESS (mm)	COVER TO STEEL (mm)			SLAB THICKNESS (mm)	COVER TO STEEL (mm)	CONCRETE (mm)	SPRADD MINOR* FIBRE (mm)	CONCRETE (mm)	SPRADD MINOR* FIBRE (mm)
T2 TUNNEL	CARPARK	7	273.264	865.040	4	170	55 (S) 45 (C)	280	80 (S) 60 (C)	450	35	180	25	-	-	-	-	75	-	75	-



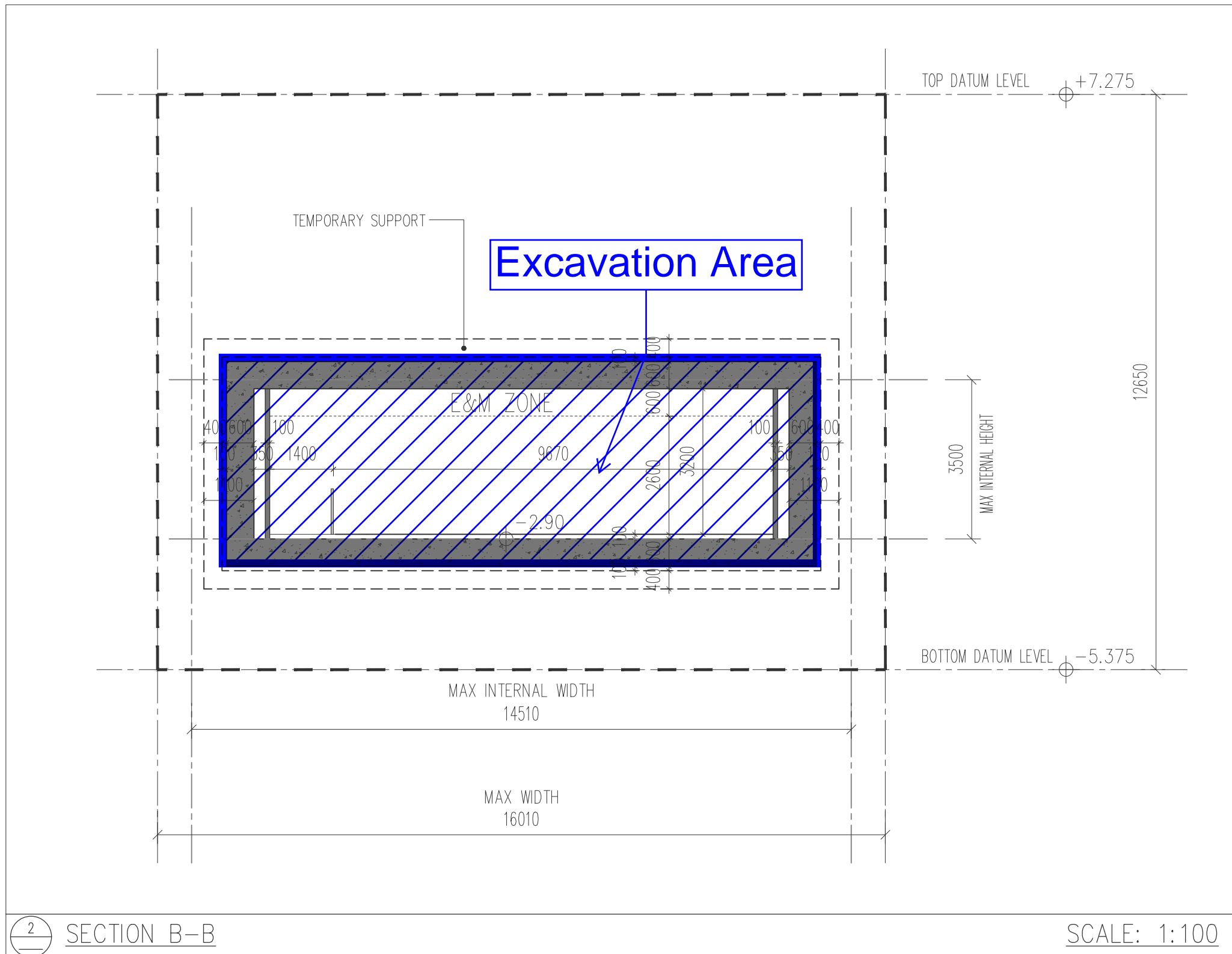
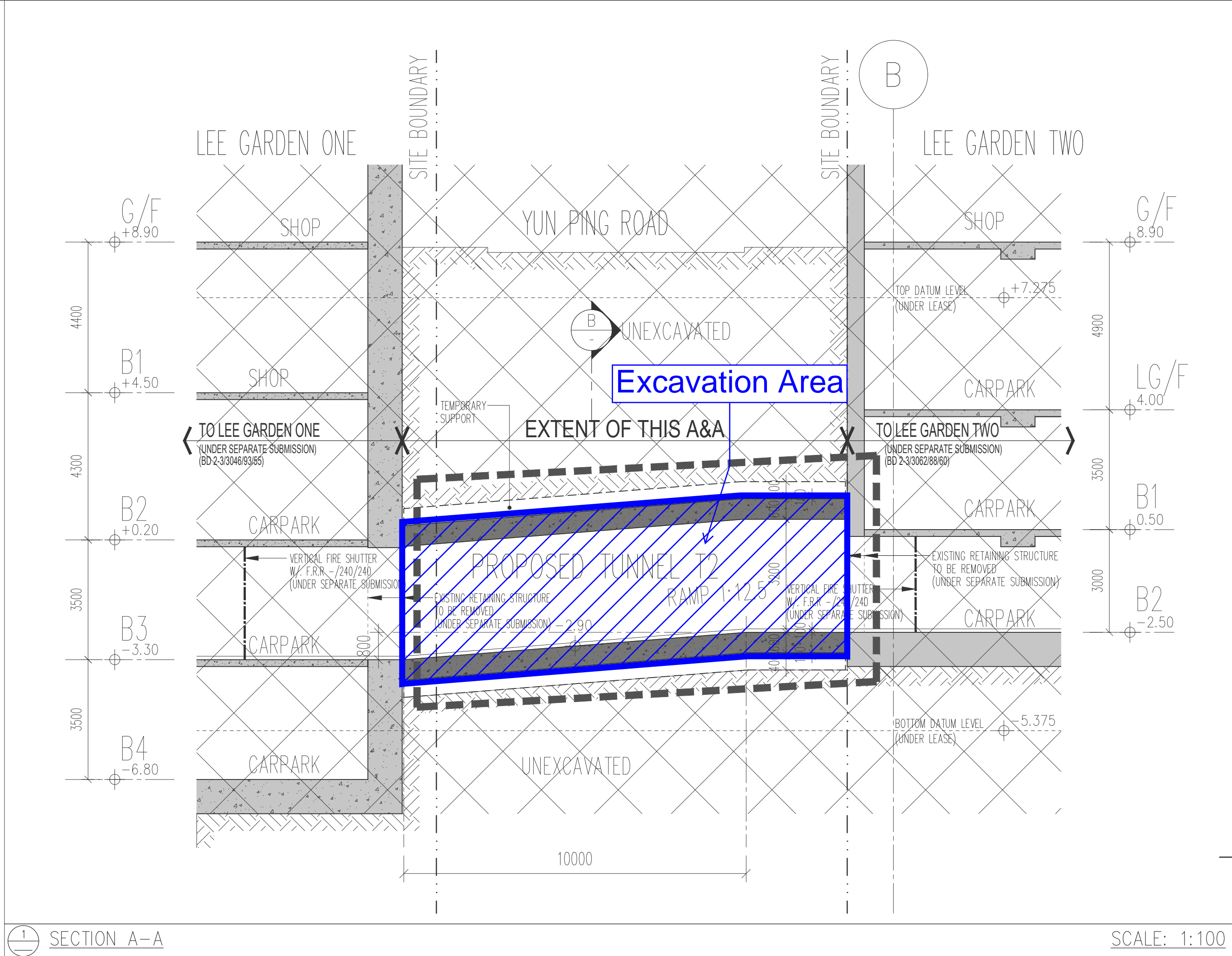
REQUIREMENT OF EXIT DOOR & EXIT ROUTE

LOCATION	U.F.A. (sq.m)	OCCUPANCY FACTOR	TOTAL NO. OF PERSON	REQUIRED	PROVIDED	MIN. WIDTH OF EACH				MIN. TOTAL WIDTH OF			
						REQUIRED	PROVIDED	REQUIRED	PROVIDED	REQUIRED	PROVIDED	REQUIRED	PROVIDED
T2 TUNNEL	231.774	30	8	1	2	750	1050	750	1050	-	-	1500	2100
						EXIT DOORS	EXIT ROUTES	EXIT DOORS	EXIT ROUTES	EXIT DOORS	EXIT ROUTES	EXIT DOORS	EXIT ROUTES

Rev.	Description	Drawn	Checked	Approved	Date	Rev.	Description	Drawn	Checked	Approved	Date	Check all measurements on site. Do not scale off drawings.
1	1st A&A AMENDMENT	HKO	COL	JHY	11/07/2023							
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B.D. Ref.	-	RONALD LU & PARTNERS
F.S.D. Ref.	-	
D.L.O. Ref.	-	
Drawn	FKL Date 07/2023	
Checked	COL Date 07/2023	
Approved	JHY Date 07/2023	
Cod File No.	-	

呂元祥建築師事務所



Project Title	Project No.	AP's Signature	Drawing Purpose
PROPOSED A&A WORKS AT LEE GARDEN ONE, 33 HYSAN AVENUE, CAUSEWAY BAY, HONG KONG.	19030HK		
Drawing Title	Scale	Issue Date	
SCHEDULES AND CALCULATIONS	AS	07/07/2023	
	Drawing No.		
	AA_T2 / GBP / GBP_AA2		
			Buildings Department

**Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and the Redevelopment of Sunning Plaza / Sunning Court) Under Hysan Avenue between Lee Garden One (33 Hysan Avenue) and 10 Hysan Avenue
In respect of Condition (e) under Application No. A/H6/78-1**

**TREE PROTECTION PROPOSAL
For the Old and Valuable Trees (OVTs) on Hysan Avenue
Before Commencement of Construction Works**

(2nd RE-SUBMISSION)

June 2024

Landscape Government
Submission Consultant

Axxa Group Limited



axxa group

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- 2.0 Protection Zone for Tree Roots & Tree Protection at Implementation**
- 3.0 Method Statement for Monthly Tree Monitoring**
- References**

APPENDICES

- APPENDIX A Proposed Layout & Section of Tunnel T1**
- APPENDIX B Tree Assessment Schedule**
- APPENDIX C Photographic Record of Old and Valuable Trees on Hysan Avenue**
- APPENDIX D Methodology of Tree Survey**
- APPENDIX E Conditions of Planning Application No. A/H6/78-1**
- APPENDIX F1 Letter to DLO dated 23 November 2021**
- APPENDIX F2 Letter to DLO dated 8 December 2021**
- APPENDIX F3 Ground Investigation final fieldwork report (Drillhole record)**

1.0 INTRODUCTION

This Tree Protection Proposal is submitted for compliance with approval condition (e) “the submission of a tree protection proposal of a tree protection proposal for the Old and Valuable Trees (OVTs) on Hysan Avenue before commencement of construction works to the satisfaction of the Director of Leisure and Cultural Services (DLCS) or of the TPB” for the proposed underground vehicular tunnel connecting Lee Garden One and the redevelopment of Sunning Plaza / Sunning Court under Hysan Avenue between Lee Garden One (33 Hysan Avenue) and 10 Hysan Avenue.

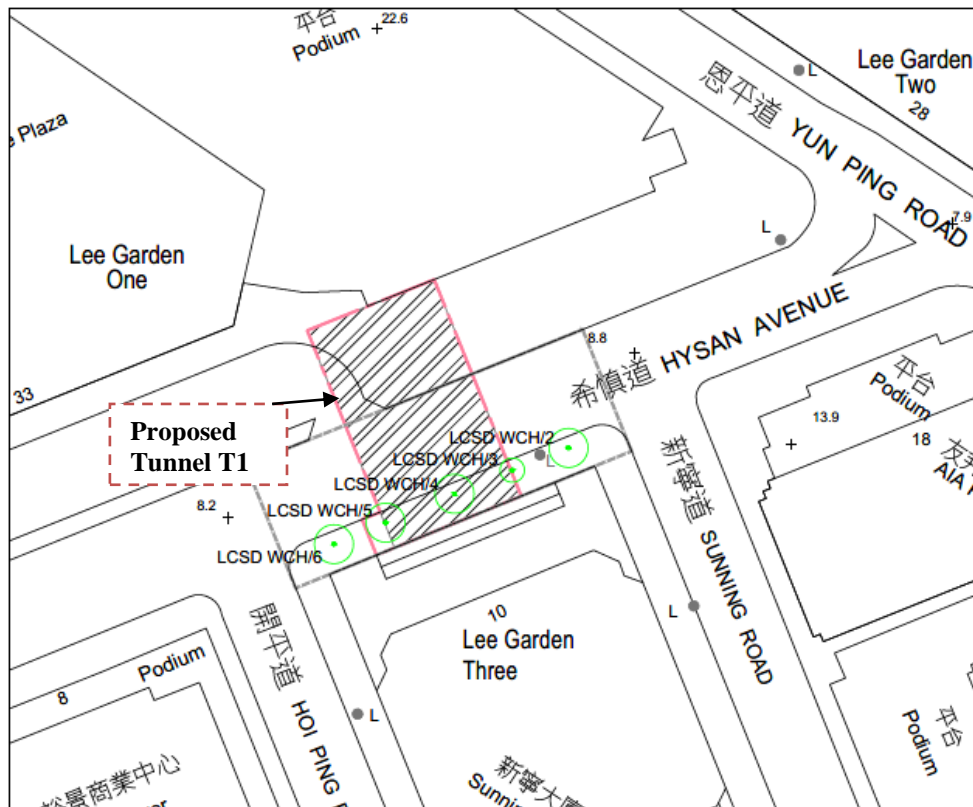
This Tree Protection Proposal is formulated based on the principles of tree protection plan as set out in Appendix C of DEVB TC(W) No. 4/2020. The purpose of this proposal is to set up criteria of tree protection for 5 nos. OVTs on Hysan Avenue currently maintained by Leisure and Cultural Services Department (LCSD) before commencement of construction works, during and after works completion of underground vehicular tunnel named “T1”.

1.1 Background

s

The proposed underground vehicular tunnel T1 is to be constructed below the ground of 5 nos. OVTs on Hysan Avenue. Locations of the 5 nos. OVTs named LCSD WCH/2, LCSD WCH/3, LCSD WCH/4, LCSD WCH/5 and LCSD WCH/6 are shown in below **Figure 1** for information.

Figure 1 Location Plan of Five OVTs on Hysan Avenue



The proposed tunnel T1 will be constructed below ground initially under 3 nos. OVTs named LCSD WCH/3, LCSD WCH/4 and LCSD WCH/5. Please refer to **Appendix A**, no works under the development as confined by this Application will be carried out at street level close to or within Tree Protection Zone (TPZ) of OVTs on Hysan Avenue. For more illustrations of proposed T1 development relating to works at below ground of OVTs on Hysan Avenue and coordination with respective government department relevant to the proposed construction of T1, please refer to **Appendix F**.

1.2 Conditions of OVTs

Tree inspection for the status of 5 nos. OVTs on Hysan Avenue was carried out in January 2024 with reference to DEVB TC (W) No. 5/2020 “*Registration and Preservation of Old and Valuable Trees in Hong Kong*” and DEVB TC (W) No. 6/2015 “*Maintenance of Vegetation and Hard Landscape Features*”. The information of OVTs is recorded in Tree Assessment Schedule (**Appendix B**) prepared based on Methodology of Tree Survey (**Appendix D**). The current view of OVTs is referenced in Tree Photographic Record (**Appendix C**).

2.0 PROTECTION ZONE FOR TREE ROOTS & TREE PROTECTION AT IMPLEMENTATION

The proposed underground vehicular tunnel T1 and its associated works are to be constructed in below ground level of 3 nos. OVTs and there will not be any construction works at street level close to or within dripline of OVTs on Hysan Avenue. Please refer to proposed Layout and Section of Tunnel T1 in **Appendix A** illustrating the relationship between the proposed tunnel T1 and the OVTs on Hysan Avenue. To prevent OVTs from disturbance at ground level, engineering design and excavation methods such as open cut excavation, open trenching, and works from above ground to ground level within driplines of OVTs will not be adopted. Since no works will be carried out at street level, no protection fence and no TPZ will be set up at ground level for the OVTs and the OVTs will be continued to be maintained by LCSD. Protection zone for tree roots of OVTs may be required if the proposed works encroaches the root zone of OVTs at soil level.

2.1 Extent of Protection Zone for Tree Roots

With reference to “*Guidelines on Tree Preservation during Development (April 2015)*” issued by Greening, Landscape and Tree Management Section (GLTMS) of Development Bureau (DevB), “*protection of the roots and soil structure is treated as priority*” and “*over 90% of the roots are located at the top 1m of soil*”. Root patterns, including distributions of all major roots such as lateral roots, heart roots, sinker roots and tap roots, are affected by topography, characteristics of the soil or substrate, and underground obstructions. In addition, according to para. 26 of DEVB TC(W) No. 5/2020, “*A zone encompassing the tree along its (OVTs’) dripline projecting vertically from the tree canopy and extending 2m below the ground level and 2m above the top of an OVT shall be designated as tree protection zone*”. Thus, a tree root detection exercise shall be provided during implementation stage to ensure sufficient protection for all lateral roots of OVTs on Hysan Avenue.

2.1.1 Root Detection for Extent of Tree Roots Protection at Implementation Stage

To avoid roots of OVTs from injury or damage by construction works and to comply with condition (f) of the Application (**Appendix E**), a tree root detection exercise shall be carried out on site well before commencement of works. It targets to practically define major tree roots patterns and create map of tree roots in radial and vertical distance.

Non-invasive method or equipment or tool that are non-invasive to trees shall be selected for root detection. The sensitivity of root detection equipment or tool shall accurately read and detect tree root of minimum size at or less than 30mm root diameter within the initial 600mm soil depth measuring from top of soil, 50mm root diameter down to minimum 2M soil depth and 100mm root diameter further down below 2M soil depth until no major tree roots detected. Details of root detection exercise shall be carried out depending on actual site condition. A root map of OVTs shall form as reference of tree root protection and tree root protection zone, which shall also form part of “*tree protection proposal for the OVTs on Hysan Avenue to the satisfaction of DLCS or of the TPB*” in accordance with condition (f) of the Application.

If major roots of OVTs on Hysan Avenue are only be detected within 1.5m measured from surface level, a clearance of minimum 2m soil measured vertically from top of soil at the location of concerned OVTs, including within dripline of tree and both lateral and vertical extents of roots, shall be formed as untouched area within TPZ of OVTs. Such untouched area is treated as means to protect the initial soils and all roots likely within the zone measured vertically away from surface dripline of OVTs on Hysan Avenue.

To ensure healthy growth of OVTs on Hysan Avenue free from potential damage by works, the current design of tunnel T1 and its associated works have ensured a clearance of minimum 2.5m soil zone measured vertically away from concerned OVTs on Hysan Avenue.

2.1.2 Qualification of Certified Arborist

All tree assessment and tree inspection, tree roots detection exercise, setting up of TPZ if any and tree monitoring reports shall be carried out and prepared by the qualified professional(s). Such qualified professional(s) shall meet the Registration Requirements of “Arborist” under the “Registration Scheme for Tree Management Personnel” maintained by the GLTMS of DevB with Academic Qualification up to or above the standard of Level 4 in the Hong Kong Qualifications Framework (HKQF) or equivalent in appropriate discipline, and; be a Registered Tree Management Professional (Arborist) registered in Hong Kong; or attained professional qualifications (i) Certified Arborist, Certified Arborist Utility Specialist, Certified Arborist Municipal Specialist or Board-Certified Master Arborist of the International Society of Arboriculture; or (ii) Technician Member, Professional Member or Fellow Member of the Arboricultural Association of the United Kingdom; or (iii) European Tree Worker or European Tree Technician of the European Arboricultural Council; or (vi) General Member of the National Arborists Association of Australia (issued on or before

31 Dec 2010); or (v) Registered Qualified Arborist, Registered Practicing Arborist, Registered Consulting Arborist, Registered Consulting & Practicing Arborist of the Arboriculture Australia; or (vi) Accredited Arborist of the Hong Kong Institute of Landscape Architects; or equivalent; With a minimum of 5 years' full-time experiences working in the professional tree care industry. Requirements of "Arborist" for Registered Tree Management Professional shall be referred to the link as follows:

https://www.greening.gov.hk/rstmp/en/types_of_registered_tree_management_personnel/index.html

2.2 Implementation of Tree Protection Proposal

To fulfil condition (f) of the Application, a Tree Protection Proposal (Implementation Stage) demonstrating method of protection for minimum 2m protected soil zone for OVTs with latest layout/section(s) of tunnel T1 design works illustrating the protected soil zone will be submitted to LCSD and associated authority(ies) for consent well before commencement of tunnel T1 construction works. Such Proposal shall include but not limited to site appraisal for the OVTs on Hysan Avenue, method of tree protection at below-ground, analysis of the results derived from root survey report and a map illustrating lateral roots distributions of the OVTs on Hysan Avenue. To avoid soil loss and damage in protected soil zone initially under dripline of OVTs, a continuous impermeable cover made of non-toxic material shall be installed along the entire ceiling of works area. To fulfil condition (g) of the Application, a monthly tree monitoring report for OVTs on Hysan Avenue will be carried out and submitted to LCSD until 12 months after works completion to the satisfaction of the LCSD. Illustrations of TPZ and untouched subsurface for OVTs on Hysan Avenue showing conditions of trees and condition at soil level will be incorporated into the tree monitoring report.

Training of site staff for care of OVTs in works areas shall be delivered to ensure quality of tree care at implementation stage. It is essential that training of relevant site staff shall ensure consistent and faithful compliance on protection of OVTs. A competent staff shall be provided on-site who shall oversee the works throughout implementation stage to ensure no intrusion of works into the TPZ of OVTs including tree roots protection. Unwanted incursions such as but not limited to site staff, solid debris, contaminated materials and water, fluids, machines, tools and all vehicles, fumes, hot air/water shall be prohibited and avoided physical contact within TPZ of OVTs including tree roots protection.

During construction phase, officers / representatives of LCSD or GLTMS of DevB have the right to access through the works areas to soil zone/ protection zone for tree roots of OVTs for the purposes of inspecting and checking the safety and health of the OVTs on Hysan Avenue, yet advance notice shall be given to the works agent for arrangements of site visit. For the sake of public safety, such soil zone/ protection zone for tree roots of OVTs, if any, shall be prohibited from public access.

3.0 METHOD STATEMENT FOR MONTHLY TREE MONITORING

3.1 To fulfil condition (g) of the Application, monthly tree monitoring reports for the OVTs shall be submitted to LCSD at least 3 months before the commencement of construction works for the proposed tunnel T1 until 12

months after works completion to the satisfaction obtained from LCSD.

- 3.2 The monthly tree monitoring reports shall be prepared by a service provider or a qualified professional(s) with recognised qualifications and expertise to undertake tree risk assessment and associated tree inspection works/ operations as defined in Section **2.1.2 Qualification of Certified Arborist**. Attention to the submissions of tree protection proposal (Implementation Stage) and monthly tree monitoring reports to fulfil Planning Application should be drawn to landscape consultant.
- 3.3 Such regular tree monitoring report for the OVTs on Hysan Avenue will include the following contents:
- Tree Assessment for the Conditions of OVTs
 - Photographic Record of OVTs
 - Recommendation
- 3.4 Tree Risk Assessment (Form 2) for the 5 nos. OVTs on Hysan Avenue will be conducted at least every six (6) months to follow para. 16 of DEVB TC(W) No. 5/2020 and with reference to “*Tree Risk Assessment and Management Arrangement*” in GLTMS’s website:
<https://www.greening.gov.hk/en/tree-care/tree-risk-assessment-and-management-arrangement/index.html>
- 3.5 The findings of the first tree risk assessment will be treated as baseline for tree monitoring and will be incorporated in the first Tree Monitoring Report. Monthly tree inspection will be provided to update the conditions of OVTs in a tree assessment schedule for reference. The format of tree assessment schedule shall follow the format of *Appendix C (1)* under DEVB TC (W) No. 4/2020 “*Tree Preservation*” or deemed equivalent.
- 3.6 Photographic record of OVTs shall be of reasonable size and quality, in colour and imprinted showing the entire tree as far as practicable i.e. general view of whole tree, the crown in minimum two angles, tree trunk and surrounding ground near the root collar of each tree). Sensible labelling and annotation of the photo is required without blocking the imagery of each tree. Defect(s) of each OVT should be given close-up photos for record purpose.
- 3.7 Based on the findings of regular tree inspection and tree assessment supported by photographic record, recommendations may be made for better health and structure of OVTs. If tree defect(s) is spotted due to natural cause, recommendations will be considered as general and counter reference for the maintenance authority. If tree defect(s) due to construction of tunnel T1 or its associated works is/are spotted during tree inspection, mitigation measures for OVTs will be provided in the monthly tree monitoring report. Endorsement of mitigation measures from tree maintenance authority i.e. LCSD is required before

proceeding tree works. The completion of mitigation measures shall be reported to LCSD in photograph(s) and recorded in the next monthly tree monitoring report.

- 3.8 Tree inspection for OVTs on Hysan Avenue shall be carried out in 72 hours after lowering of adverse weather conditions including but not limited to severe storm signals, Typhoon Signal No. T8. Any defects on OVTs are found shall be detailed in Tree assessment with tree photographic records and recorded in the next monthly tree monitoring report. If substantial damage observed, an individual tree risk assessment may be conducted and reported in the next monthly tree monitoring report.

REFERENCES

DEVB TC (W) No. 4/2020 Tree Preservation

DEVB TC (W) No. 5/2020 Registration and Preservation of Old and Valuable Trees in Hong Kong

DEVB TC (W) No. 6/2015 Maintenance of Vegetation and Hard Landscape Features

GLTMS of DevB (April 2015) Guidelines on Tree Preservation during Development

GLTMS of DevB (2023) Guidelines for Tree Risk Assessment and Management Arrangement (10th Edition)

Jim, C.Y. (1994) Champion Trees in Urban Hong Kong. Urban Council, Hong Kong

Webb, R. (1991) Tree Planting and Maintenance in Hong Kong. Standing Interdepartmental Landscape
Technical Group, HKSAR Government, Hong Kong

Websites:

Types of Registered Tree Management Personnel

https://www.greening.gov.hk/rstmp/en/types_of_registered_tree_management_personnel/index.html

Appendix 3 - Requirements for Inspection Officers for Form 1 – Tree Group Inspection and Form 2 - Individual Tree
Risk Assessment

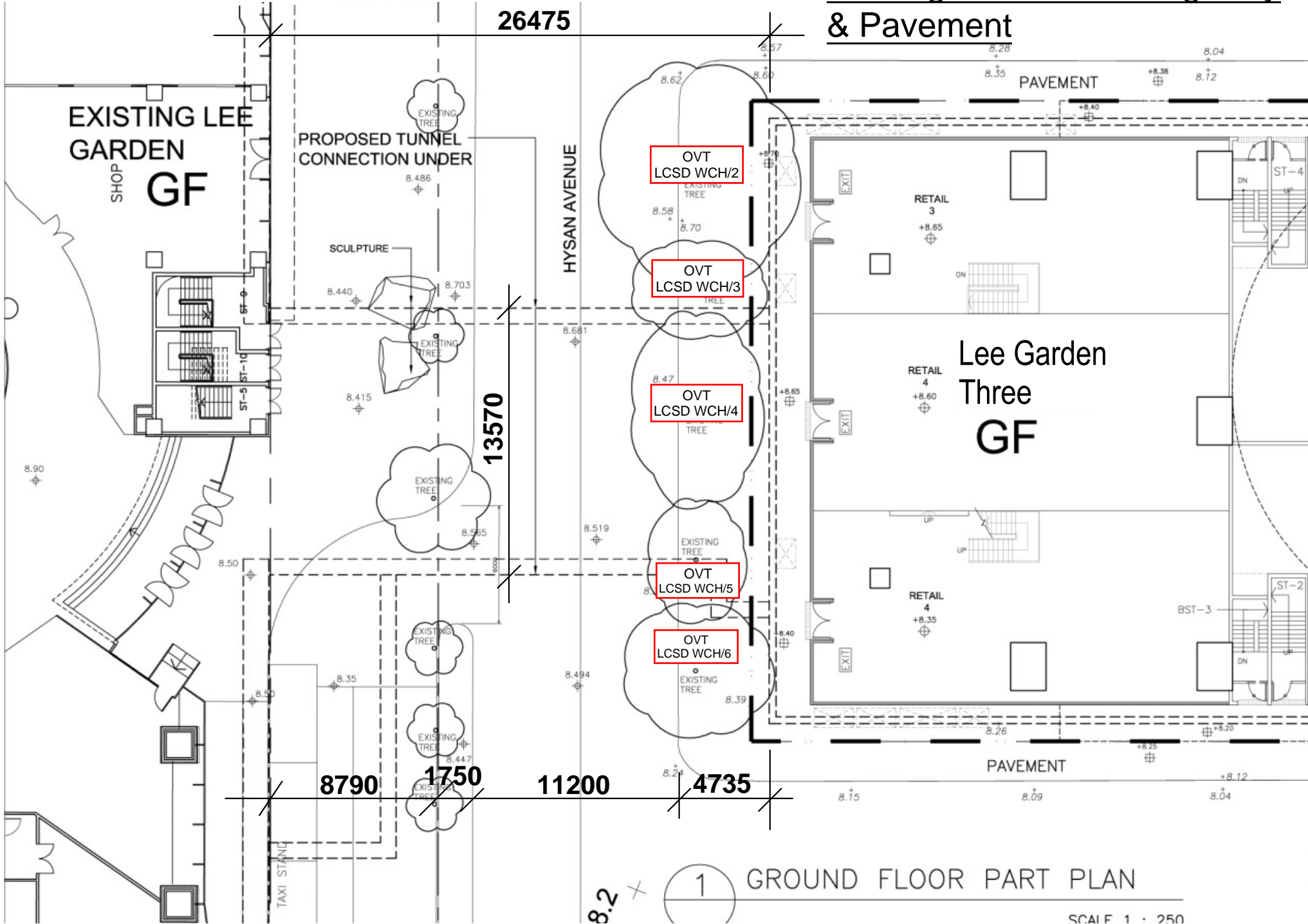
https://www.greening.gov.hk/filemanager/greening/common/pdf/tree_care/TRAM_10th.pdf

Appendix A

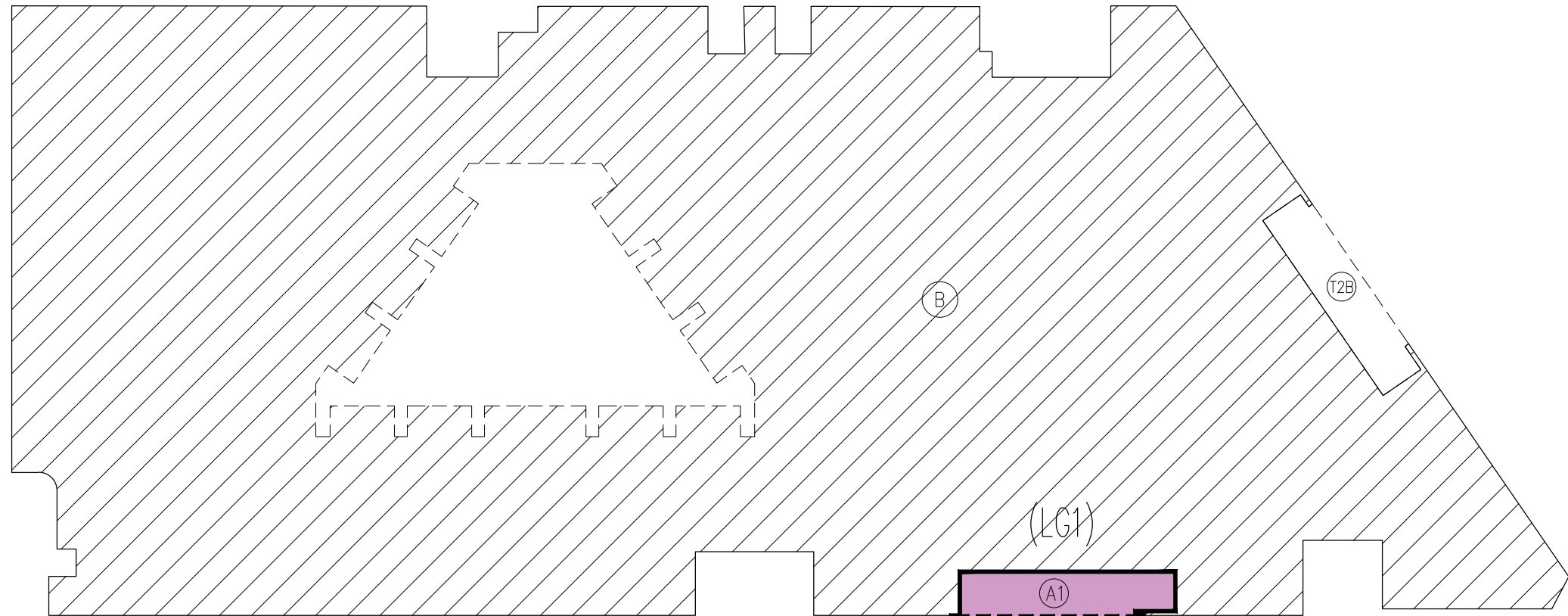
Proposed Layout & Section of Tunnel T1

Proposed Layout and Section of Tunnel T1

Existing Width of Carriageway
& Pavement



COMPARTMENTATION DIAGRAM FOR NEW TUNNEL T1



COMPARTMENTATION CALCULATION FOR TUNNEL T1

(A1) = 45.218 sq.m
(T1) = 365.565 sq.m
(A2) = 61.756 sq.m

SMOKE VENT AREA REQUIRED = 472.539 x 0.5 %
= 2.363 sq.m

SMOKE VENT AREA PROVIDED = 1.4 x 1.0 (SV-T1-LG1) + 1.0 x 1.0 (SV-T1-LG1A)
= 2.400 sq.m > 2.363 (ok)

COMPARTMENT VOLUME & SMOKE VENT TABLE

*EXTRACTED FROM RECORD DRAWING NO. 242H UNDER B.D. 2/3046/93.

ZONE	FLOOR	USE	FLOOR AREA (sq.m)	FLOOR TO CEILING (m)	VOLUME (cu.m)	SMOKE EXTRACTION	SMOKE VENT REQUIRED	SMOKE VENT PROVIDED
(LG1) B	B3	CARPARK	3585.010 - 45.218 = 3539.792	3.2	11327	DYNAMIC	11327 / 3500 = 4 (NO CHANGE)	4 x 1 = 4 sq.m
A1+T1+A2	B3	TUNNEL	472.539	3.2	1512	DYNAMIC	1512 / 3500 = 1	2
(LG3) BC	B2	CARPARK	2297	3.5	(2297 + 2297.244 + 168) x 3.5 = 16668 <28000			
	B3	CARPARK	2359 - 61.756 = 2297.244					
	B4	CARPARK	168					

FIRE COMPARTMENTATION VOLUME (LG1)

EXISTING COMPARTMENT B OF B3/F = 3583.010 sq.m
EXISTING COMPARTMENT VOLUME OF B3/F = 3583.010 x 3.2 = 11465.632cu.m

DEDUCTION
(A1) = 45.218 sq.m (FOR TUNNEL T1)
(T2B) = 51.231 sq.m (FOR TUNNEL T2) (UNDER SEPARATE SUBMISSION)

NEW COMPARTMENT B OF B3/F = 3583.010 - 45.218 - 51.231 = 3486.561 sq.m
NEW COMPARTMENT VOLUME OF B3/F = 3486.561 x 3.2 = 11156.995cu.m

FIRE COMPARTMENTATION VOLUME (LG3)

EXISTING COMPARTMENT AREA OF BC-2 = 2359 sq.m
EXISTING COMPARTMENT VOLUME OF BASEMENT 3 = 2359 x 3.5 = 8257 cu.m

REDUCED AREA FOR NEW TUNNEL T1 = 61.756 sq.m
REDUCED VOLUME FOR NEW TUNNEL T1 = 216.146 cu.m

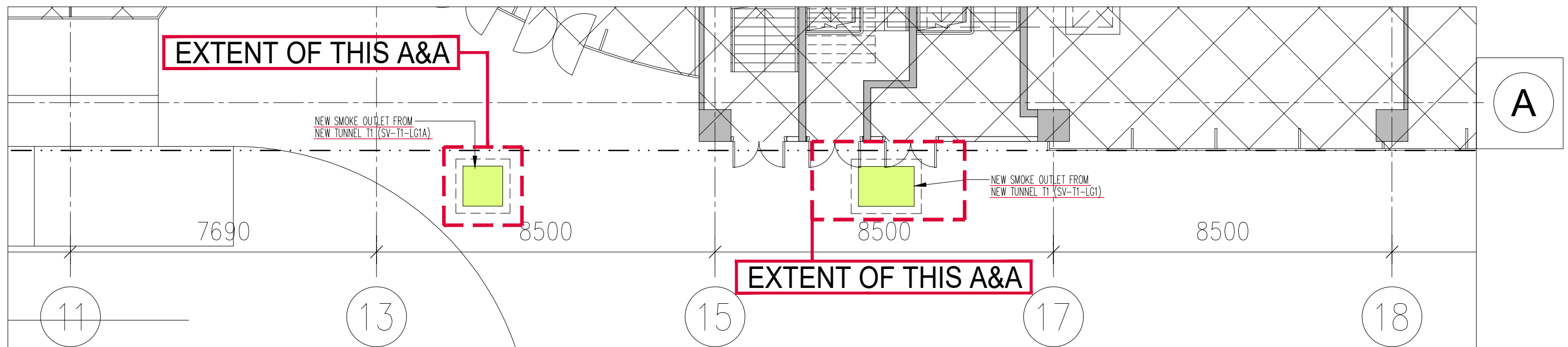
NEW COMPARTMENT AREA OF BC-2 = 2359 - 61.756 = 2297.244 sq.m
NEW COMPARTMENT VOLUME OF BASEMENT 3 = 8257 - 216.146 = 8040.854 sq.m

REQUIREMENT OF EXIT DOOR & EXIT ROUTE

LOCATION	U.F.A. (sq.m)	OCCUPANCY FACTOR	TOTAL NO. OF PERSON	REQUIRED MIN. NO. OF EXIT DOORS OR EXIT ROUTES	PROVIDED NO. OF EXIT DOORS OR EXIT ROUTES	MIN. WIDTH OF EACH				MIN. TOTAL WIDTH OF			
						REQUIRED		PROVIDED		REQUIRED		PROVIDED	
TUNNEL T1	472.539	30	17	1	2	750	1050	750	1050	-	-	1500	2100

SCHEDULE OF FIRE RESISTANCE PERIOD

LOCATION	USE	CLASS	COMPARTMENT VOLUME		F.R.R. (HOURS)	MIN. DIMENSION FOR ELEMENTS OF CONSTRUCTION										MIN. THICKNESS OF PROTECTION					
						R.C. SLAB		R.C. BEAM		R.C. COLUMN		R.C. WALL		BRICK WALL	CONCRETE BLOCK WALL	R.C. STAIR		STEEL COLUMN		STEEL BEAM	
			FLOOR AREA (sq.m)	VOLUME (cu.m)		THICKNESS (mm)	COVER TO STEEL (mm)	MIN. WIDTH (mm)	COVER TO STEEL (mm)	THICKNESS (mm)	COVER TO STEEL (mm)	THICKNESS (mm)	COVER TO STEEL (mm)			SLAB THICKNESS (mm)	COVER TO STEEL (mm)	CONCRETE (mm)	SPRINK MINER* FIBRE (mm)	CONCRETE (mm)	SPRINK MINER* FIBRE (mm)
TUNNEL T1	CARPARK	7	472.539	1512	4	170	55 (S) 45 (C)	280	80 (S) 60 (C)	450	35	180	25	-	-	-	-	75	-	75	-



G/F PART PLAN

(REFER TO THE APPROVED BUILDING PLAN DWG NO.AA11/GBP/AA3.0 DATED:11 JUL 2023. BD REF: 2-3/3046/93/60)

Rev.	Description	Drawn	Checked	Approved	Date
1	1st A&A BD SUBMISSION	FKL	LEL	CMC	16/11/2023

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.

This drawing remains the copyright property of the Architect and is not to be reproduced in whole or in part without permission of the Architect.

B.D. Ref.	-
F.S.D. Ref.	-
D.L.O. Ref.	-
Drawn	FKL Date 11/2023
Checked	LEL Date 11/2023
Approved	CMC Date 11/2023
Cad File No.	-



呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

Drawing Title
SCHEDULES AND
CALCULATIONS

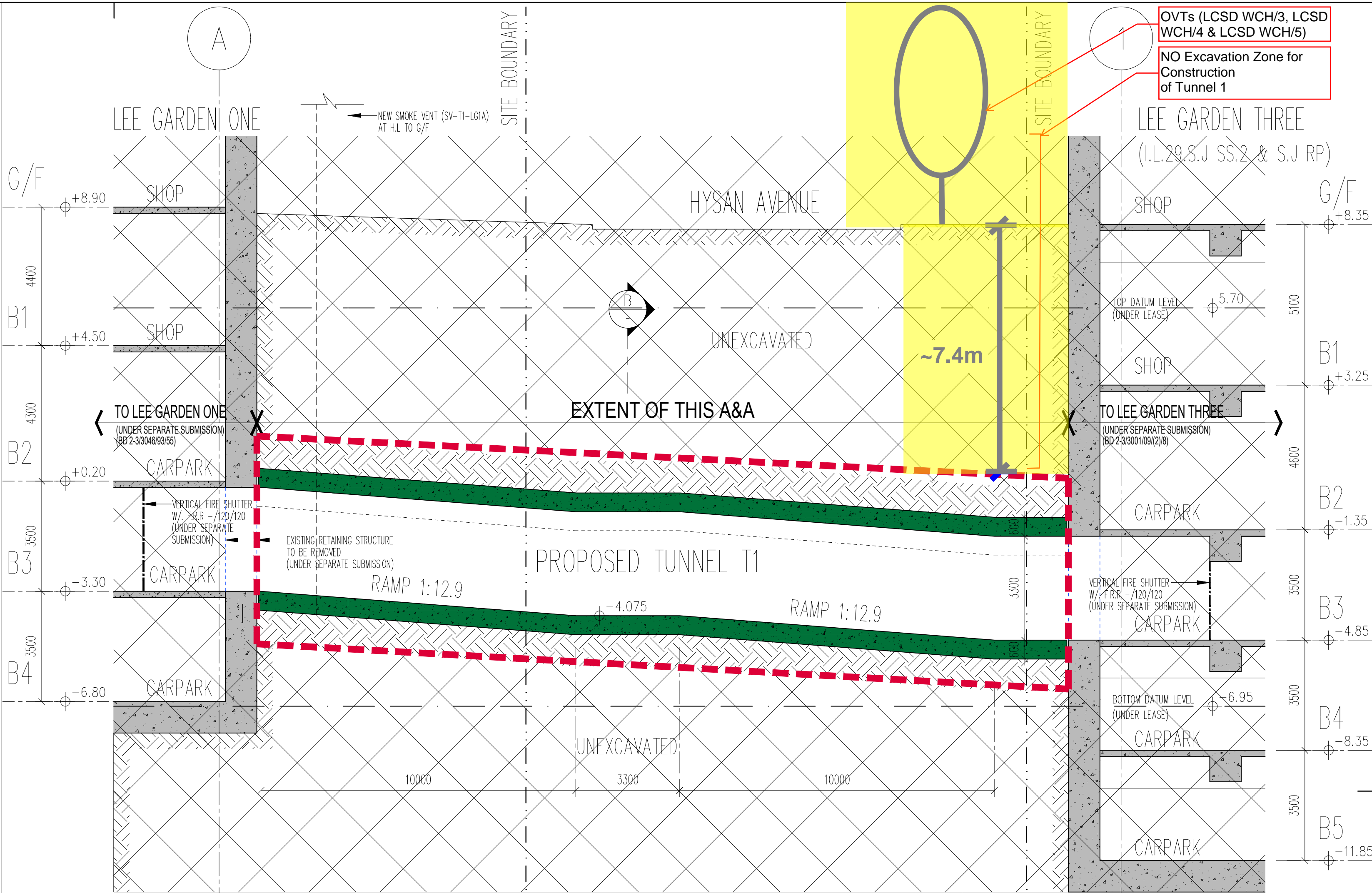
Project No.	19030HK
Scale	AS
Issue Date	11/2023
Drawing No.	AA_T1 / GBP / GBP_AA2

AP's Signature

CHEUNG Man Ching Anthony
Authorized Person (Architect)

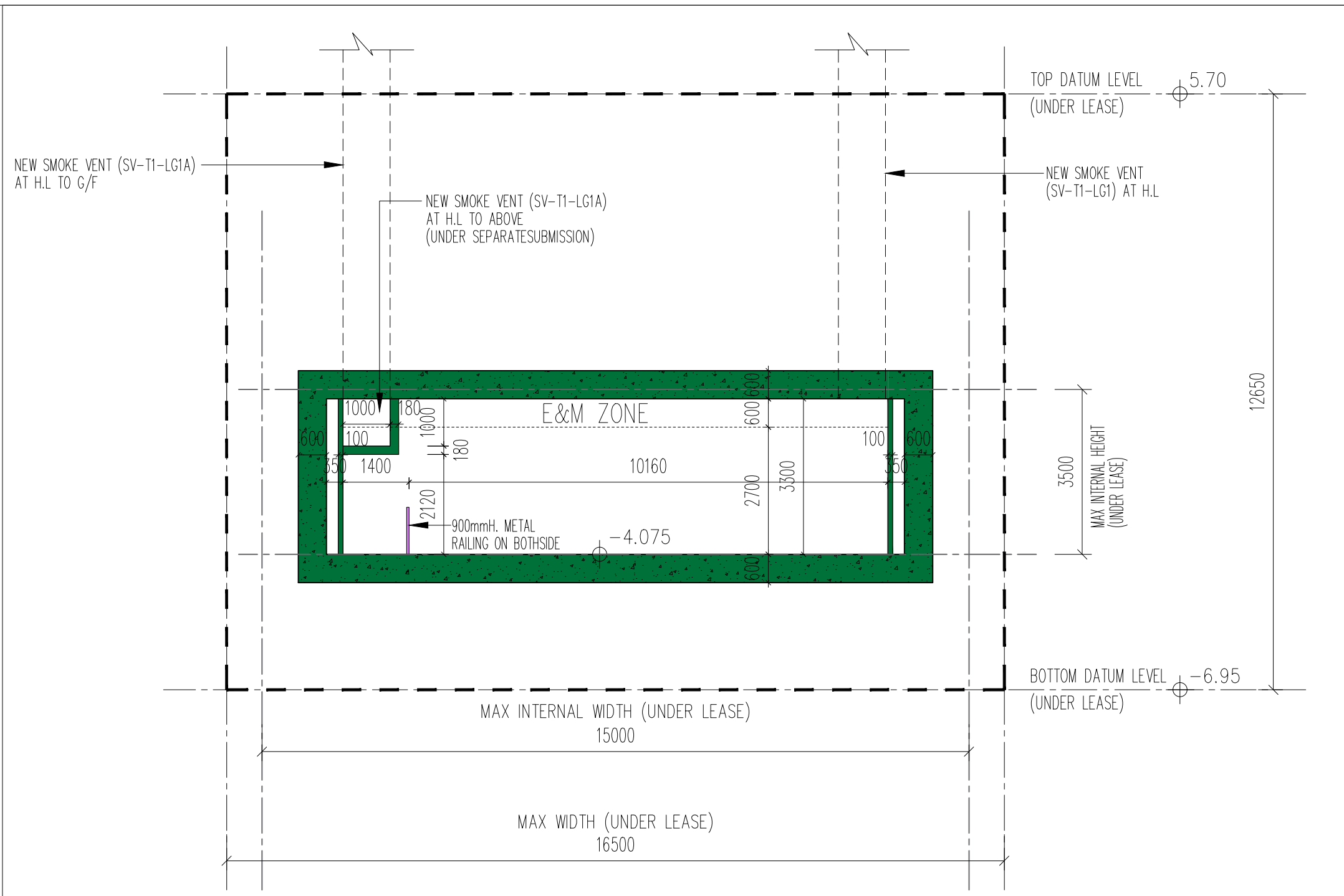
Drawing Purpose

Buildings Department



SECTION A-A

SCALE: 1:100



SECTION B-B

SCALE: 1:100

Appendix B

Tree Assessment Schedule

Tree Assessment Schedule

Project: Area Rejuvenation- Connectivity Pedestrian Links in Lee Gardens, Causeway Bay

Surveyed by: Mr. Wilson CHIN (CA, no. HK-0797A)

Date of Tree Survey : 16 January 2024

To be read in conjunction with Drawing Nos.: TT1-01

Tree No.	Species		Measurements			Amenity Value	Form	Health Condition	Structural Condition	Suitability for Transplanting		Conservation Status (Yes/ No)	Recommendation	Maintenance Department to Provide Comments on TPRP		Additional Remarks*
	Scientific Name	Chinese Name	Height (m)	DBH (mm)	Crown Spread (m)	(High/ Medium/ Low)	(Good/ Average/ Poor)			(High/ Medium/ Low)	Remarks		(Retain/ Transplant/ Remove)	Before	After	
LCSD WCH/2	<i>Artocarpus nitidus subsp. lingnanensis</i>	桂木	8	414	12.5	M	A	A	A	L	Exposed root / wounds on branches with poor wound wood development	Y	Retain			
LCSD WCH/3	<i>Artocarpus nitidus subsp. lingnanensis</i>	桂木	6.5	263	5.5	M	A	A	A	L	Exposed root / wounds on branches with poor wound wood development	Y	Retain			
LCSD WCH/4	<i>Artocarpus nitidus subsp. lingnanensis</i>	桂木	9.2	356	10	M	A	A	A	L	Exposed root / wounds on branches with poor wound wood development / bark cracks / crossing branch	Y	Retain			
LCSD WCH/5	<i>Artocarpus nitidus subsp. lingnanensis</i>	桂木	8.4	308	8.5	M	A	A	A	L	Exposed root / wounds on branches with poor wound wood development	Y	Retain			
LCSD WCH/6	<i>Artocarpus nitidus subsp. lingnanensis</i>	桂木	7.5	302	7.5	M	A	A	A	L	Exposed root / wounds on branches with poor wound wood development	Y	Retain			

*Additional Remarks (Justification):	
A	Conflict with proposed covered walkway /canopy /footbridges
B	Poor condition/ poor form
C	Low survival rate after transplanting
D	Located on steep slope and inaccessible for transplanting
E	Overpruned/ topped after transplanting
F	Low Amenity Value

Summary	
Total no. of surveyed trees	5
Trees Proposed to be Retained	5
Trees Proposed to be Transplanted	0
Trees Proposed to be Removal	0

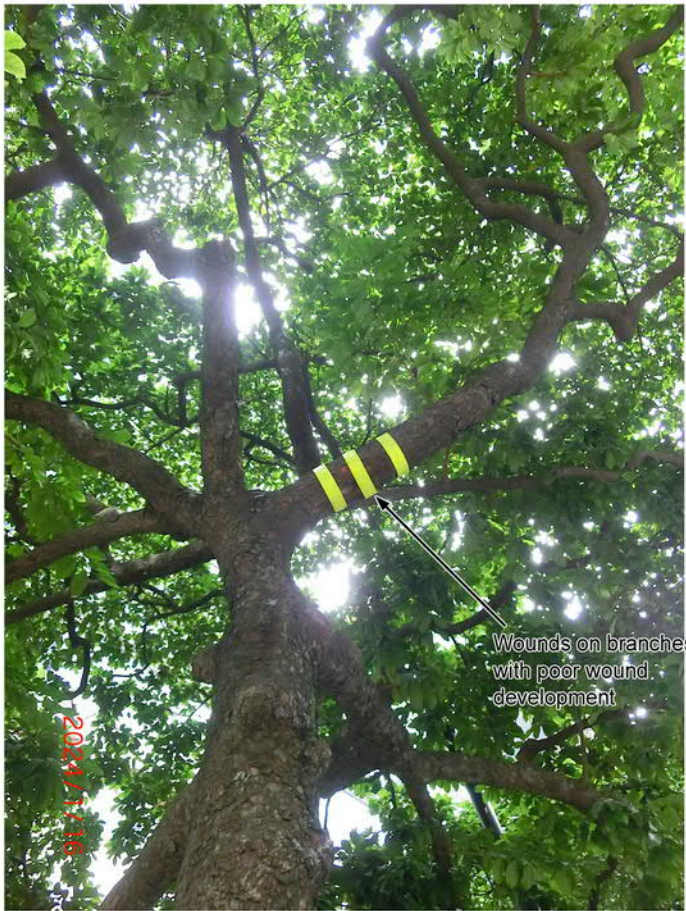
Note:

Appendix C

Photographic Record of Old and Valuable Trees on Hysan Avenue



LCSD WCH/2



CLOSE-UP



Wounds on branches with poor wound development



Wounds on branches with poor wound development

Wounds on branches with poor wound development

Wounds on branches with poor wound development



Exposed roots

CLOSE-UP

Proposed Covered Walkway/ Canopy and Footbridges Linking
Hysan Place and Lee Gardens

Tree Photographic Record
(OVT)



LCSD WCH/3



CLOSE-UP



CLOSE-UP



CLOSE-UP

Proposed Covered Walkway/ Canopy and Footbridges Linking
Hysan Place and Lee Gardens

Tree Photographic Record
(OVT)



LCSD WCH/4



Wounds on branches
with poor wound
development



Cross branching



Wounds on branches
with poor wound
development

CLOSE-UP



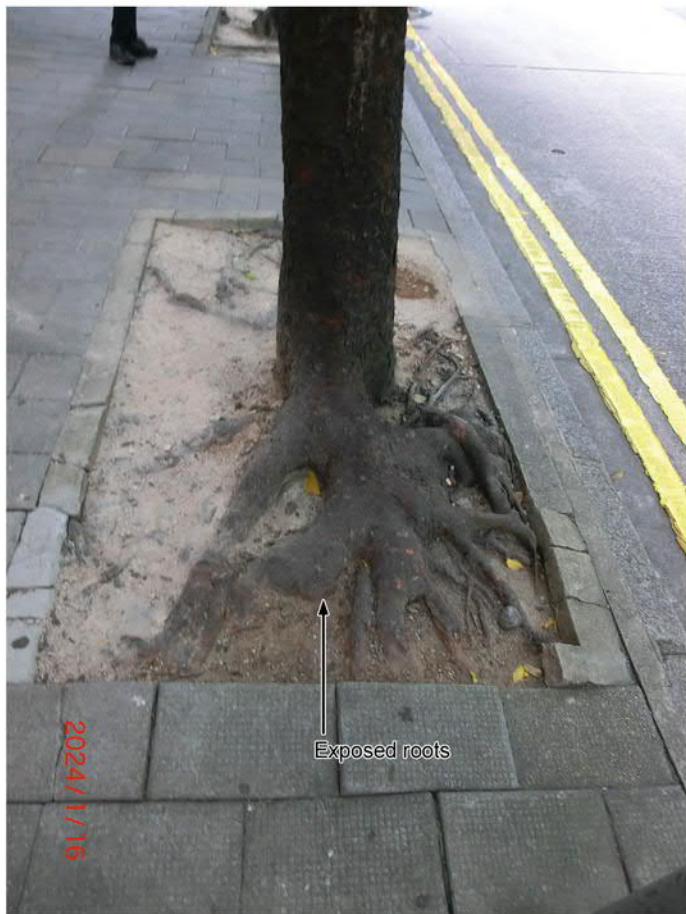
Wounds on branches
with poor wound
development

CLOSE-UP

<p>Proposed Covered Walkway/ Canopy and Footbridges Linking Hysan Place and Lee Gardens</p> <p>Tree Photographic Record (OVT)</p>		
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LCSD WCH/5



CLOSE-UP



Wounds on branches with poor wound development



Dead branch is pruned



Wounds on branches with poor wound development

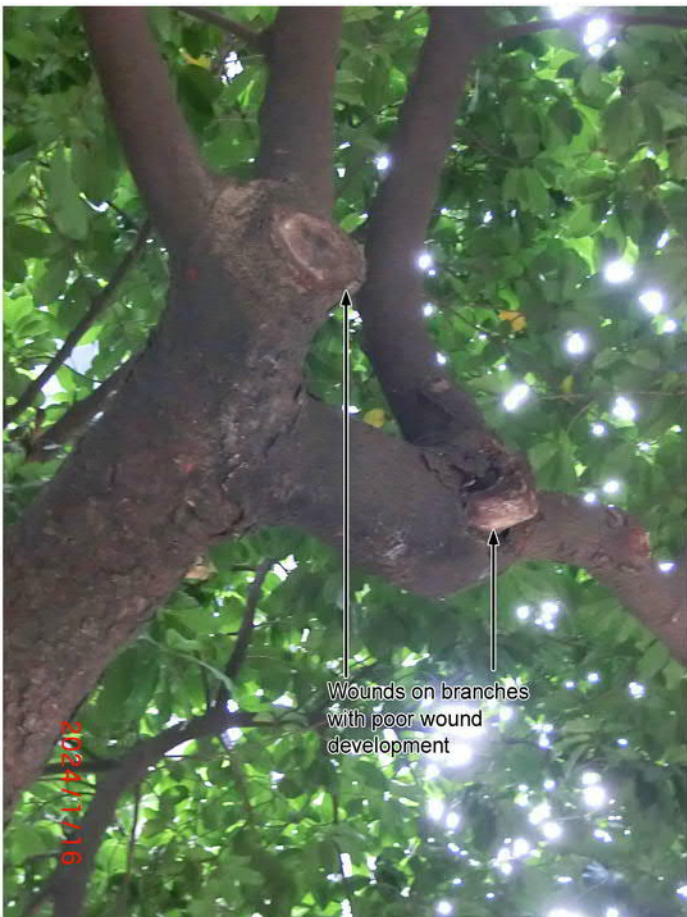
CLOSE-UP

Proposed Covered Walkway/ Canopy and Footbridges Linking
Hysan Place and Lee Gardens

Tree Photographic Record
(OVT)



LCSD WCH/6



CLOSE-UP



CLOSE-UP



CLOSE-UP

<p>Proposed Covered Walkway/ Canopy and Footbridges Linking Hysan Place and Lee Gardens</p> <p>Tree Photographic Record (OVT)</p>		
--	--	--

Appendix D

Methodology of Tree Survey

General Description

Tree(s) of a stem diameter over 95mm measured at a point 1.3m above the root collar (hereafter referred to as the DBH) are included in the Tree Survey as defined in the Nature Conservation Practise Note No. 02 (Rev. Jun 2006) issued by AFCD.

Each tree is allocated a tree number, is clearly marked on site with an identity label showing the tree number and its position plotted on topographic plans.

All trees are identified by species, or in some cases by genus if full identification is not possible. Where necessary, identification is verified / assisted by AFCD Hong Kong Herbarium or CUHK Herbarium.

Measurements are recorded of the DBH, overall height and overall spread of each tree and a photograph taken of each tree.

The following information about each tree surveyed is included in The Tree Assessment Schedule in **Appendix B**.

Tree assessment

Tree assessment should be conducted in form of *tree assessment schedule* specified as follows for Old and Valuable Trees (OVTs) on Hysan Avenue:

- i) The *tree assessment schedule* (**Appendix B**) should include the following information:
 - a. tree assessment schedule
 - b. tree no.
 - c. the species (both scientific name and Chinese common name);
 - d. measurements including height, DBH (trunk diameter at 1.3m above the ground level) and crown spread;
 - e. amenity value;
 - f. form;
 - g. health and structural conditions;
 - h. suitability for transplanting;
 - i. conservation status (indicates rarity and protection status under relevant ordinances of a species in Hong Kong. References such as Rare and Precious Plants of Hong Kong³, the IUCN Red List of Threatened Species⁴ and the Forestry Regulations (Cap. 96A) may be used.); and
 - j. recommendations, i.e. retain, transplant or remove.
- i) Colour photographs with imprinted dates of each whole tree as far as practicable and marked with tree identification numbers. The photograph should also show the defective part(s) of the tree(s) and the proposed treatment(s) with clear annotation.

- ii) Where the project involves removal of trees of particular interest, paragraph 26 of the Circular and Sensitivity Analysis specified in the TRAM Guidelines shall be followed.
- iii) For trees in government projects, the tree survey plan and assessment schedule should be based on the findings of tree surveys conducted within two years prior to submission, provided that there have been no substantial deviations to the number and conditions of the trees in the affected area. For trees in arboricultural maintenance, the current requirements on tree risk assessment as stipulated in the TRAM Guidelines should be followed.

Tree Assessment Schedule

The tree assessment schedule in table format is prepared based on Appendix C(1) of DEVB TC(W) No. 4/2020. Individual tree survey for each OVT will be conducted and recorded in this tree assessment schedule.

Tree No.

Identification of Tree No. for OVTs on Hysan Avenue is based on the Register of Old and Valuable Trees recorded in the web page of Old and Valuable Trees in Hong Kong (<https://ovt.greening.gov.hk/>) with unique registration numbers.

Species.

Guidance on proper use of scientific name of plants is given in the Agriculture, Fisheries and Conservation Department's Nature Conservation Practice Note No. 3, which can be viewed at AFCD's web page http://www.afcd.gov.hk/english/conservation/con_tech/files/common/NCP_C_No.03_The_use_of_plant_names_rev_2008_2.pdf. Identification of tree species for OVTs on Hysan Avenue shall follow website of Old and Valuable Trees in Hong Kong (<https://ovt.greening.gov.hk/>).

Measurements

DBH of a tree refers to its diameter at breast height (i.e. measured at 1.3 m above ground level). Guidance on DBH measurement is given in the Agriculture, Fisheries and Conservation Department's Nature Conservation Practice Note No. 2, which can be viewed at AFCD's web page http://www.afcd.gov.hk/english/conservation/con_tech/files/common/NCPN_No.02_measurement_of_DBH_ver.2006.pdf.

The measurement of OVTs including DBH, Height and Crown Spread, shall make reference to and consistent to the latest *Old and Valuable Tree Information* at web page (<https://ovt.greening.gov.hk/>).

Amenity value

Amenity value of a tree should be assessed by its functional values for shade, seasonal interest, screening, reduction of pollution and noise and also its fung shui significance, and classified into the following categories.

High (H):	important trees which should be retained by adjusting the design layout accordingly.
Medium (M):	trees that are desirable to be retained in order to create a pleasant environment, which includes healthy specimens of lesser importance than "High" trees.
Low(L):	trees that are dead, dying or potentially hazardous and should be removed.

Form

Tree form is evaluated with reference to the overall tree size, shape and any special features.

The form of each tree is recorded in **Appendix B** - Tree Assessment Schedule by means of the following codes and definitions:

- Good Trees with well-balanced, upright, evenly branching, well-formed crowns and which are considered good examples of their species are graded as good;
- Average Trees with less balanced crowns which are mildly distorted due to competition with neighbouring trees or structures, or which have suffered minor damage or which have leaning trunks for example are graded as average;
- Poor Trees with very distorted crowns, which are leaning severely or which have suffered the loss of major branches or which are unstable are graded as poor.

Health and Structural condition

OVTs on Hysan Avenue of 300mm girth (= 95mm diameter) or over (measured at 1.3m above ground level) were studied. Each tree was identified to species level, and its girth, height and spread measured. The condition of each tree was then evaluated according to the following criteria (Webb 1991)¹:

- Good Trees of good form, moderate to large size (for their species type) and in good health are classified as Good
- Average Trees of reasonable form, with few or no visible defects or health problems are classified as average;
- Poor Trees which are of poor form, badly damaged or clearly suffering from decay, die back, or the effects of very heavy vine growth are classified as poor.

Suitability for transplanting

Assessment shall take into account conditions of an individual tree at the time of survey (including health, structure, age and root conditions), site conditions (including topography and accessibility), and intrinsic characters of tree species (survival rate after transplanting).

Major determining factors for the rating on suitability for transplanting should be included if necessary.

Conservation status

State the rarity and protection status of the species.

¹ Webb, R(ed.) 1991 Tree Planting & Maintenance in Hong Kong, Government Printer

Recommendation

- Retain
- Transplant
- Remove

The felling of a tree must be justified by the following criteria:

- a) No irreplaceable, rare or protected species (under Forestry Regulation Cap.96) is felled.
- b) The felling would not cause a serious loss of species diversity in the subject area.
- c) A genuine development or traffic need exists, which cannot be reasonably overcome.
- d) Adequate compensatory tree planting is to be implemented.
- e) The tree is not an unusually large or fine example of its species.
- f) The tree is in poor condition or is unsuitable for transplanting due to its low survival potential.
- g) The tree is not in the list of Champion Trees (Ref: Jim, C.Y. 1994. *Champion Trees in Urban Hong Kong*. Urban Council, Hong Kong) nor Unusual Trees (Ref: AFCD's *Register of Unusual Trees in Rural Areas*).
- h) The tree is neither a significant landmark tree nor of special *fung shui* or cultural significance.
- i) Existing site conditions are such that transplantation would be hazardous to the public.
- j) The tree is dead, hazardous or diseased.
- k) A tree that has been rendered unstable because of the removal of neighbouring trees may be considered for felling.
- l) The tree possesses invasive habits.

Maintenance department to provide comments on Tree Protection Proposal

Refer to paragraphs 35 and 36 of the Circular DEVB TC(W) No.4/2020

Comments from the tree maintenance department(s), including the tree maintenance department(s) of the subject site before the commencement of the government project and the tree maintenance department(s) which will take over the subject site for long-term tree maintenance if known at this stage, should be obtained before the formulation of the TPRP in order to draw the attention of the responsible TWVPs to noteworthy issues concerning the TPRPs for the affected trees.

At the design stage, the maintenance responsibilities of the proposed new planting, retained trees and compensatory planting, if any, in the government project after the establishment period or the completion of the government project whichever is longer should be determined⁵. The views of the maintenance department(s) on the proposed new planting, retained trees and compensatory planting should be addressed in the TPRP.

Additional remarks

Any additional information deemed necessary for consideration of the proposed management recommendation.

³ Agriculture, Fisheries and Conservation Department, *Rare and Precious Plants of Hong Kong* (Hong Kong: AFCD, the Government of the Hong Kong Special Administrative Region, 2003).

⁴ IUCN Red List of Threatened Species. The latest version can be accessed at www.iucnredlist.org.

Appendix E

Conditions of Planning Application No. A/H6/78-1

規 劃 署
港島規劃處
香港北角渣華道 333 號
北角政府合署 14 樓



Planning Department
Hong Kong District Planning Office
14/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong

By Fax (2587 7068)

本函檔號 Your Reference
本署檔號 Our Reference () in TPB/A/H6/78-1
電話號碼 Tel. No. : 2231 4603
傳真機號碼 Fax No. : 2895 3957

11 March 2024

Masterplan Ltd.
Room 3516B, 35/F, China Merchants Tower
Shun Tak Centre
200 Connaught Road, Central, Hong Kong
(Attn.: Ms. Kira BROWNLEE)

Dear Sir/Madam,

**Proposed Underground Vehicular Tunnel (Connecting Lee Garden One
and the Lee Garden Three) under
Hysan Avenue between Lee Garden One (33 Hysan Avenue) and 10 Hysan Avenue
(Application No. A/H6/78-1)**

**Submission of Tree Protection Proposal
for Compliance with Approval Condition (e)**

I refer to your email/letter dated 22.2.2024 enclosing a Tree Protection Proposal for compliance with approval condition (e) of the subject planning application on “the submission of a tree protection proposal for the Old and Valuable Trees (OVTs) on Hysan Avenue before commencement of construction works to the satisfaction of the Director of Leisure and Cultural Services (DLCS) or of the Town Planning Board”.

DLCS has been consulted on your submission and his comments are appended in **Appendix I** for your information.

In view of the comments from DLCS, approval condition (e) of the subject planning application could not be considered complied with at the current stage. Should you have any queries on the technical comments stated in paragraph 2 above, please contact Mr. Kaizer CHAN of the Leisure and Cultural Services Department at 2601 8687 direct.

Yours faithfully,

(David LEUNG)

for District Planning Officer/Hong Kong
Planning Department

C.C.

DLCS

(Attn.: Mr. Kaizer CHAN)

Fax: 2695 3886

Internal

Secy, TPB

HK-6/03

Site Record – H6/133

Appendix F1

Letter to DLO dated 23 November 2021



District Lands Office / Hong Kong East
19/F, Southorn Centre
130 Hennessy Road
Wanchai, Hong Kong

Walter Cheung
E: wacheung@savills.com.hk
DL: (852) 2840 4698
F: (852) 3007 0530

Attentions: Mr. Arnold Chu

Room 1208,
1111 King's Road,
Taikoo Shing, Hong Kong

23 November 2021

Your Ref: (1) in LD DLO/HE 1067/47A MOD V

Our Ref: PS/2019/VPS/0306/L633/WAC/HIN/ENL/bs

EA LICENCE: C-023750
T: (852) 2801 6100
savills.com

BY FAX, BY EMAIL AND BY HAND
(FAX : 2834 4324)

Dear Sir,

RE: PROPOSED LEASE MODIFICATION FOR
(i) PROPOSED TUNNEL T1 LINKING LEE GARDEN ONE AND LEE GARDEN THREE; AND
(ii) PROPOSED TUNNEL T2 LINKING LEE GARDEN ONE AND LEE GARDEN TWO
LEE GARDEN ONE – IL 457 s.L, IL 457 R.P., IL 29 s.DD, IL 29 s.L R.P., IL 29 s.MM
LEE GARDEN TWO – IL 29 s.G, IL 457 s.A, IL 457 s.O, IL 457 s.F, IL 457 s.C R.P., IL 457 s.C ss.1,
IL 457 s.D R.P., IL 457 s.D ss. 1, IL 457 s.E R.P., IL 457 s.E ss.1, IL 457 s.E ss.2, IL 457 s.G R.P.,
IL 457 s.G ss.1, IL 457 s.H, IL 461 s.C ss.1, IL 461 s.C ss.2, IL 461 s.C ss.3 AND IL 461 s.C R.P.,
LEE GARDEN THREE – IL 29 s.J ss.1 R.P., IL 29 s.J ss.2 AND IL 29 s.J R.P.,
(COLLECTIVELY DESCRIBED BELOW AS THE “LOTS”)


We refer to the paragraph 4.1 of the DLC Notes and the DLC on 30 September 2021.

Please find the attached letter for the advice from ARUP on “the nature and scale of physical and/or structural operations involved in the proposed works below ground” for the construction of Tunnels T1 and T2.

Besides, please also note the receiving level of Tunnel 1 at Lee Garden Three is changed from B2/F (at S.16 Stage) to B3/F.

Please do not hesitate to contact the undersigned at 2840 4698 or our Mr. CH Kwok at 2842 4571 / Mr. Enoch Lee at 2840 4685 for any queries.

Yours faithfully,
For and on behalf of
Savills Valuation and Professional Services Limited



Walter Cheung
MHKIS RPS (GP)
Director

Encl.

c.c. Client
AP
MVA
Arup

Our ref 229731-CON/JP/at/21-0004
Your ref PS/2019/VPS/0306/L546/WAC/HIN/ENL/bs

ARUP

By Email

Savills Valuation and Professional Services Limited
Room 1208, 111 King's Road
Taikoo Shing
Hong Kong

Attention: Mr Walter Cheung

Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon Tong
Kowloon
Hong Kong
t +852 2528 3031
d +852 2268 3845
f +852 2268 3946
johnson.po@arup.com
www.arup.com

19 November 2021

Dear Sirs,

Proposed Construction Methodology and Tentative Programme for Tunnel T1 and T2 Connecting Lee Garden One to Lee Garden Three and Lee Garden One to Lee Garden Two Respectively

We refer to the paragraph 4.1 of the DLC Notes and the DLC on 30 September 2021. It is understood that further advice/clarification would be required on "the nature and scale of physical and/or structural operations involved in the proposed works below ground" for construction of Tunnels T1 and T2.

Based on our review together with construction consultant Gammon, underground mining method with horizontal pipe piles would be adopted for constructing T1 and T2. While T1 is longer (~26m) than T2 (~12m) and thus more critical, the work sequence described below and attached are illustrated by using T1 as an example. Similar approach would also be adopted for T2.

The works area/starting area of excavation will be at basement B2&3 levels of Lee Garden One, for T1 and/or T2. A number of existing Car Parking Spaces and Driveway will be temporarily suspended to facilitate the construction works. On the wall where the proposed opening is located, the following work sequence will be performed:

- i. Insertion of pipe piles and grouting at the top of proposed tunnel, penetrating underneath the government land, to the other end of the tunnel;
- ii. Excavation and removal of excavation material starts;
- iii. Concrete lining applies to the tunnel inner surface as the excavation advances;
- iv. Repeat above steps (ii) and (iii) until reaching the other end of the tunnel.

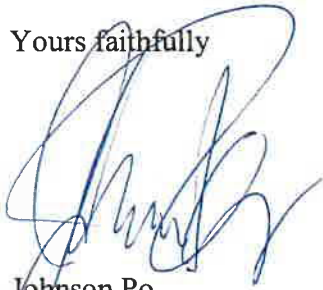
Some renderings provided by Gammon showing the work sequence for T1 are enclosed for your easy understanding.

In addition, our construction consultant has also estimated that the overall duration for T1 excavation works would be approximately 36 months.

We trust the above has demonstrated that the works will not render physical construction at street level and will not affect the usage of Hysan Avenue and/or Yun Ping Road during the above-mentioned tunnel construction.

Should you have any inquiries, please feel free to contact our Stephen Deng at 2908-4176 or the undersigned at 2268-3845.

Yours faithfully



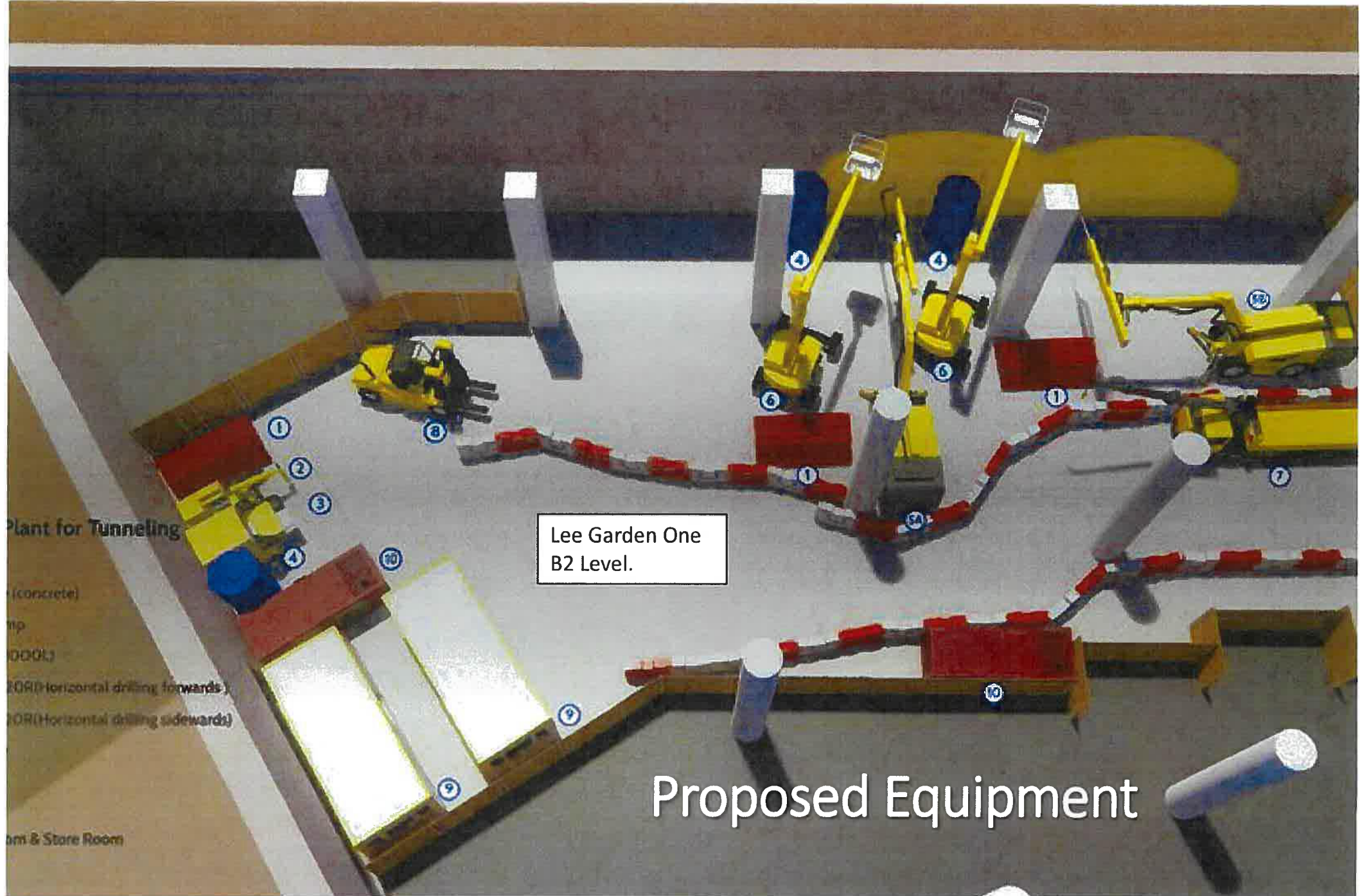
Johnson Po
Associate Director

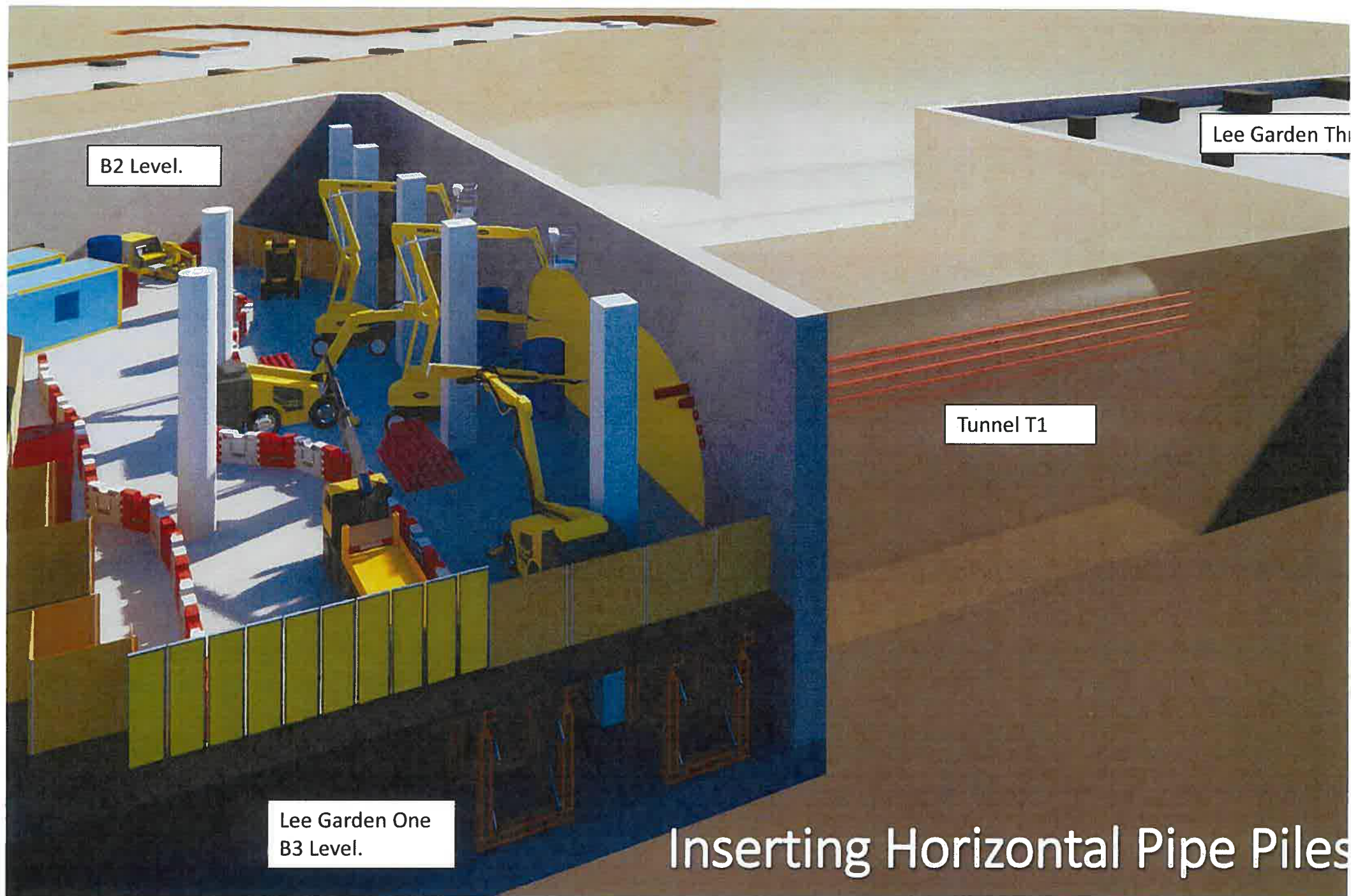
Encl.

c.c. Hysan – Winnie Wong, Keith Yue, Francis Wong, Kenny Cheng
 RLP – Anthony Cheung, Tommy Li, Cindy Ng
 MVA – Rebecca Chan, Charles Lee

An aerial photograph of a city street grid, overlaid with a semi-transparent dark green filter. A blue triangle marker is positioned on a street intersection in the lower-left quadrant. A rectangular area in the upper-middle section contains a blue grid pattern, possibly representing a proposed tunnel route or a specific study area. The text "Tunnel Feasibility Study" is centered over the image in a large, white, sans-serif font.

Tunnel Feasibility Study





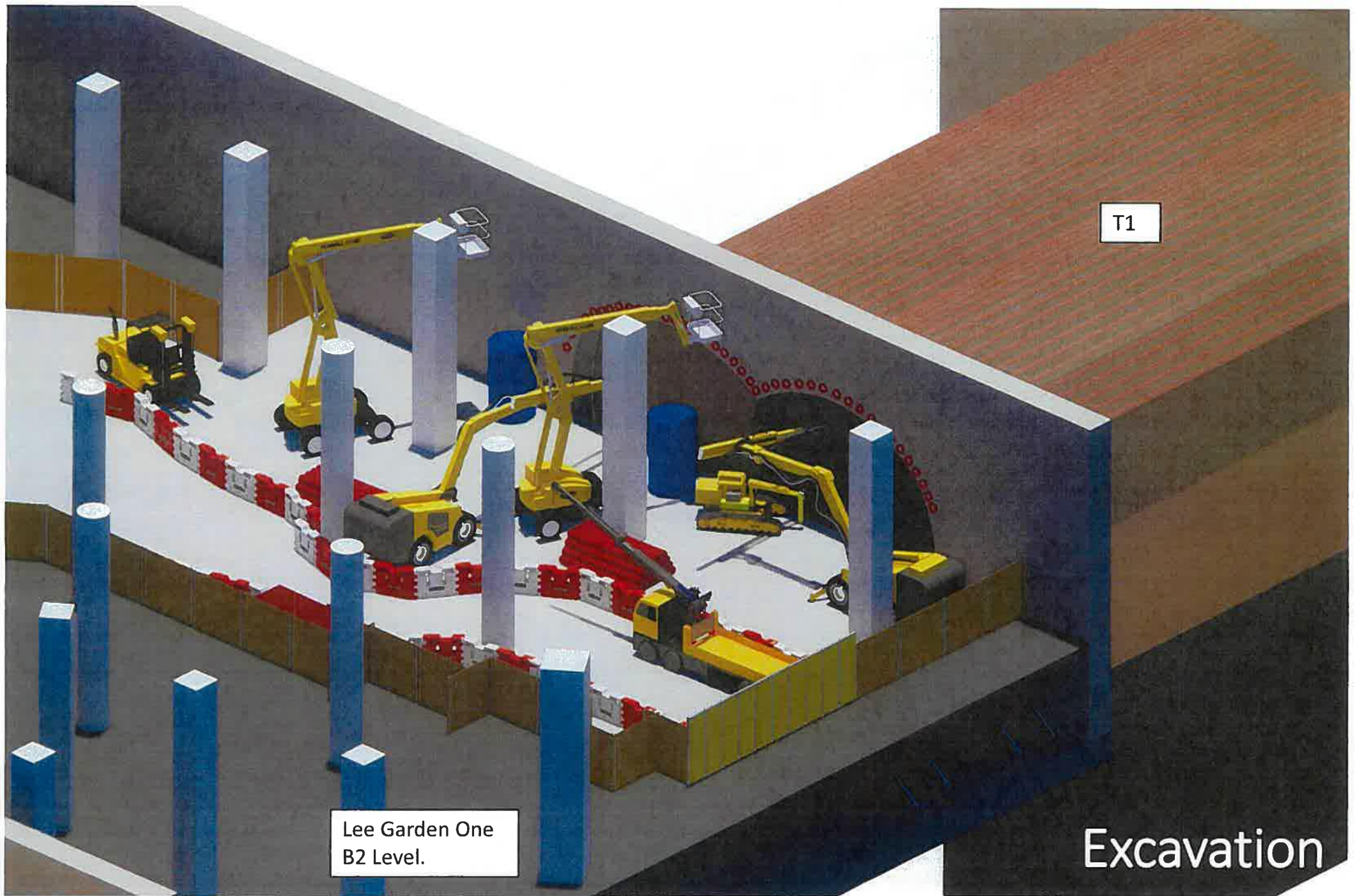
B2 Level.

Lee Garden Th

Tunnel T1

Lee Garden One
B3 Level.

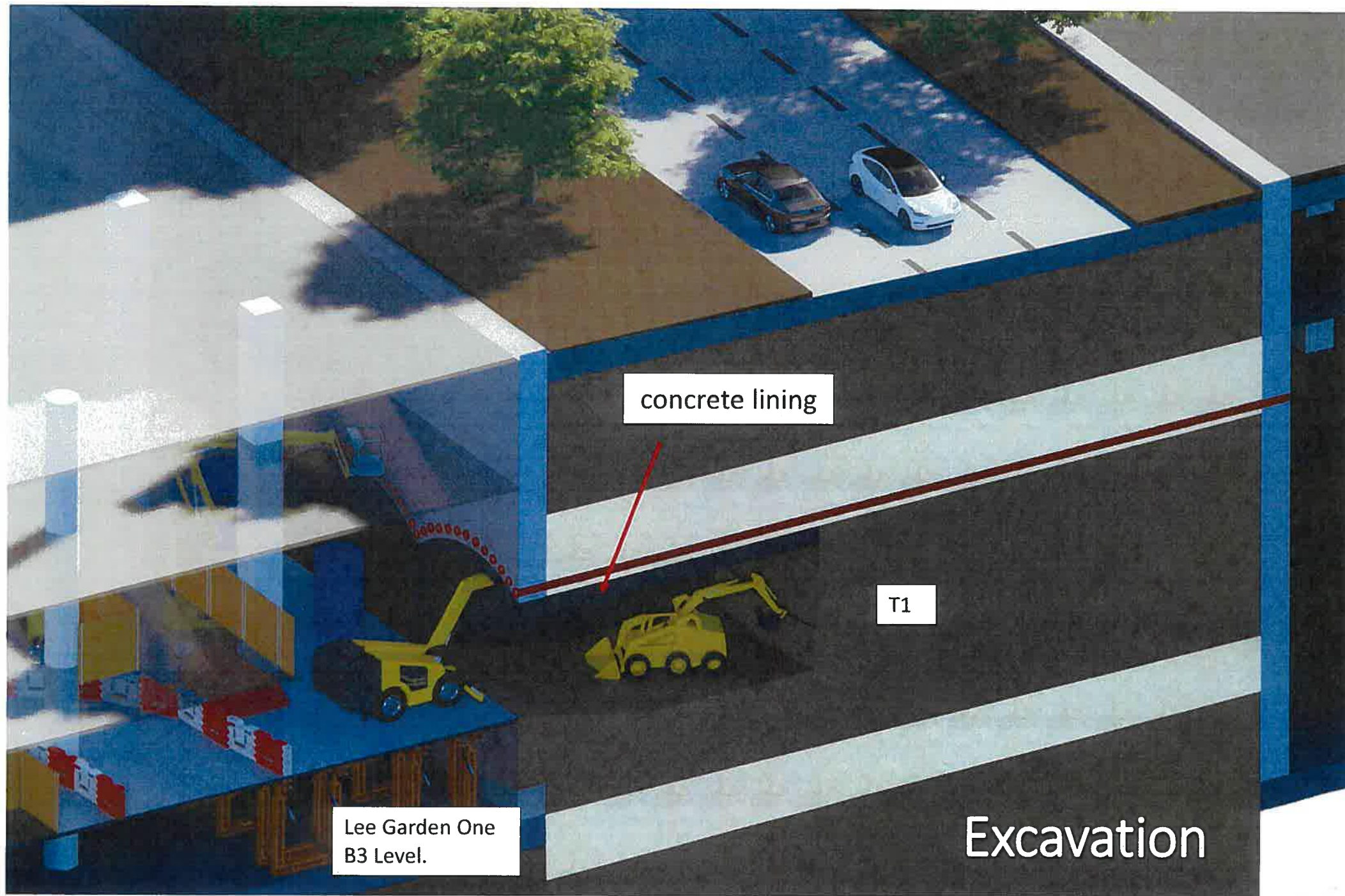
Inserting Horizontal Pipe Piles



Lee Garden One
B2 Level.

T1

Excavation



concrete lining

T1

Lee Garden One
B3 Level.

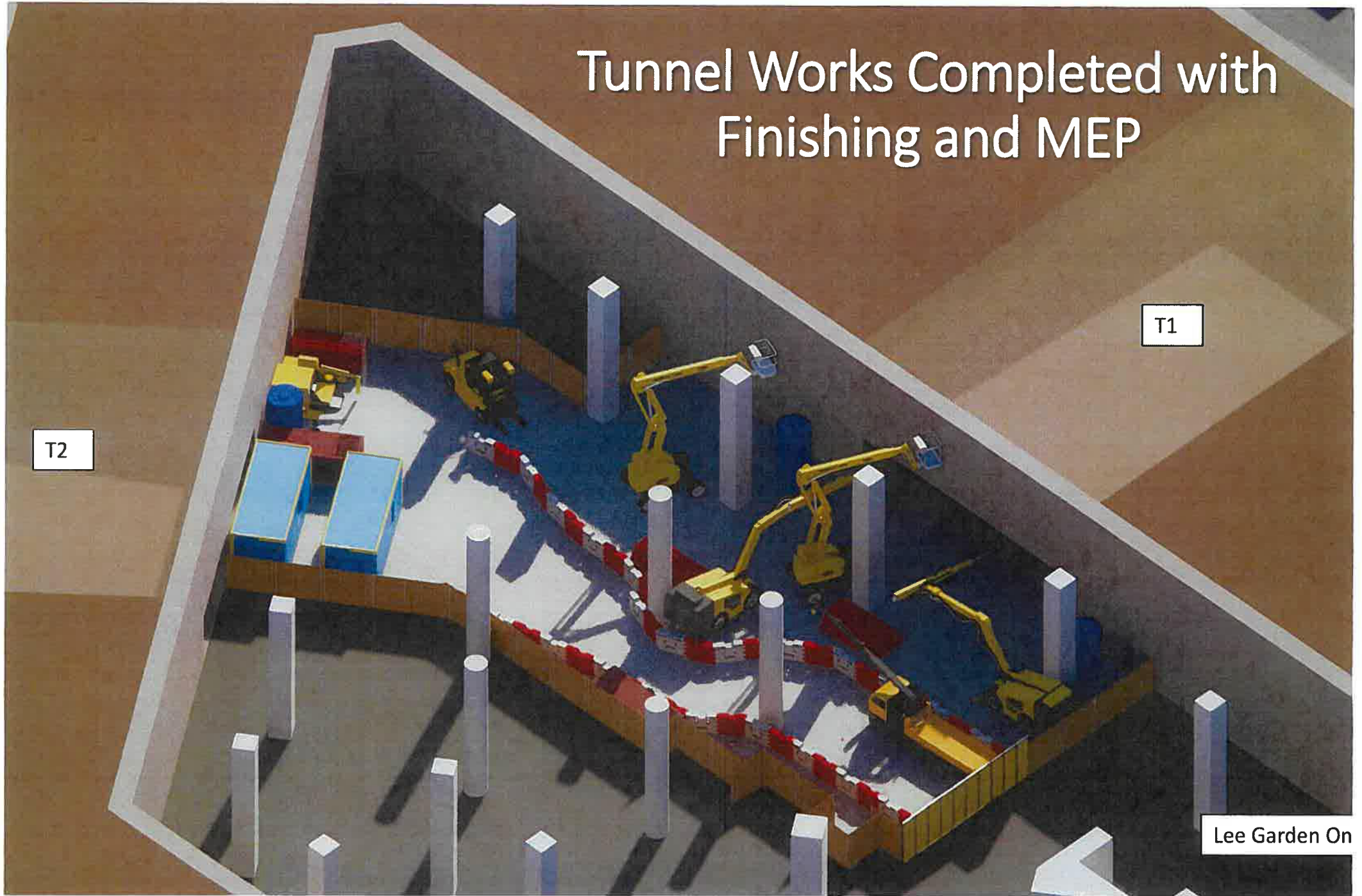
Excavation

Tunnel Works Completed with Finishing and MEP

T1

T2

Lee Garden On



Appendix F2

Letter to DLO dated 8 December 2021



District Lands Office / Hong Kong East
19/F, Southorn Centre
130 Hennessy Road
Wanchai, Hong Kong

Walter Cheung
E: wacheung@savills.com.hk
DL: (852) 2840 4698
F: (852) 3007 0530

Attentions: Mr. Arnold Chu

Room 1208,
1111 King's Road,
Taikoo Shing, Hong Kong

8 December 2021

EA LICENCE: C-023750
T: (852) 2801 6100
savills.com

Your Ref: (1) in LD DLO/HE 1067/47A MOD V

Our Ref: PS/2019/VPS/0306/L666/WAC/HIN/ENL/bs

BY FAX, BY EMAIL AND BY HAND
(FAX : 2834 4324)

Dear Sir,

RE: PROPOSED LEASE MODIFICATION FOR

(I) PROPOSED TUNNEL T1 LINKING LEE GARDEN ONE AND LEE GARDEN THREE; AND

(II) PROPOSED TUNNEL T2 LINKING LEE GARDEN ONE AND LEE GARDEN TWO

LEE GARDEN ONE – IL 457 s.L, IL 457 R.P., IL 29 s.DD, IL 29 s.L R.P., IL 29 s.MM

LEE GARDEN TWO – IL 29 s.G, IL 457 s.A, IL 457 s.O, IL 457 s.F, IL 457 s.C R.P., IL 457 s.C ss.1, IL 457 s.D R.P., IL 457 s.D ss. 1, IL 457 s.E R.P., IL 457 s.E ss.1, IL 457 s.E ss.2, IL 457 s.G R.P., IL 457 s.G ss.1, IL 457 s.H, IL 461 s.C ss.1, IL 461 s.C ss.2, IL 461 s.C ss.3 AND IL 461 s.C R.P.,

LEE GARDEN THREE – IL 29 s.J ss.1 R.P., IL 29 s.J ss.2 AND IL 29 s.J R.P.,

(COLLECTIVELY DESCRIBED BELOW AS THE “LOTS”)

We refer to our tele-conversation with you last week and your email dated 6 December 2021.

In addition to our letter dated 23 November 2021, we would like to supplement you the advice from ARUP on whether the construction of T1/T2 may cause potential noise and nuisance to the adjoining public including road users, nearby residents and office/shop occupiers.

Please do not hesitate to contact the undersigned at 2840 4698 or our Mr. CH Kwok at 2842 4571 / Mr. Enoch Lee at 2840 4685 for any queries.

Yours faithfully,

For and on behalf of

Savills Valuation and Professional Services Limited

PP

Walter Cheung
MHKIS RPS (GP)
Director

Encl.

c.c. Client
AP
MVA
Arup

Our ref 229731-CON/JP/at/21-0006
Your ref PS/2019/VPS/0306/L546/WAC/HIN/ENL/bs

ARUP

By Email

Savills Valuation and Professional Services Limited
Room 1208, 111 King's Road
Taikoo Shing
Hong Kong

Attention: Mr Walter Cheung

Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon Tong
Kowloon
Hong Kong
t +852 2528 3031
d +852 2268 3845
f +852 2268 3946
johnson.po@arup.com
www.arup.com

7 December 2021

Dear Sirs,

Proposed Construction Methodology and Tentative Programme for Tunnel T1 and T2 Connecting Lee Garden One to Lee Garden Three and Lee Garden One to Lee Garden Two Respectively – Further Clarifications

Further to our letter to you dated November 19, 2021 regarding the captioned proposal and our subsequent review with Gammon, we would like to supplement on whether the construction of T1/T2 may cause potential noise and nuisance to the adjoining public including road users, nearby residents and office/shop occupiers.

As stated in the aforesaid letter, there will be three stages of construction for Tunnel T1/2, namely pipe piles insertion, excavation and concrete lining installation.

Noise

As the proposed works will be carried out at B2/B3 level inside relevant building basements (which is about 9-12m below grade), it is envisaged that the construction noise generated would mainly be confined within the basement area and therefore the impact to the public above grade could be considered as minimal, if not nil.

Nuisance

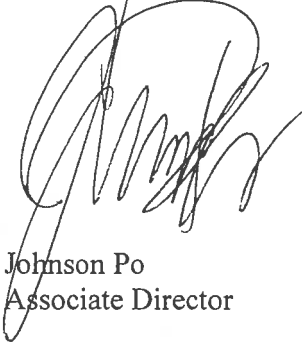
Both insertion of pipe piles and excavation will cause vibration to the surrounding ground. However, due to the works will be carried out at such deep level below grade, most of the vibration will be attenuated as it transmits towards the surface ground. Therefore, the vibration to the public at grade level could also be considered as minimal or very minor.

For disposal of excavation material and delivery of concrete, anticipated nuisance such as dust and truck traffic will be significantly lesser than other typical building construction sites. In addition, excavation material will be transported off site during non-peak hours as necessary to alleviate the impact to nearby traffic.

In conclusion, the proposed excavation method would not cause adverse impact to the public above grade.

Should you have any inquiries, please feel free to contact our Stephen Deng at 2908-4176 or the undersigned at 2268-3845.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Johnson Po', written over a horizontal line.

Johnson Po
Associate Director


















c.c. Hysan – Winnie Wong, Keith Yue, Francis Wong, Kenny Cheng
 RLP – Anthony Cheung, Tommy Li, Cindy Ng
 MVA – Rebecca Chan, Charles Lee

Appendix F3

Ground Investigation final fieldwork report (Drillhole record)

Appendix C

Drillhole Record

 DRILTECH GEOTECHNICAL ENG. LTD.		DRILLHOLE RECORD		HOLE NO. BH301										
				SHEET 1 of 4										
PROJECT Ground Investigation Works for Tunnel Connection at Yun Ping Road and Hysan Avenue, Causeway Bay, Hong Kong														
METHOD ROTARY		CO-ORDINATES E 837112.63 N 815504.26		WORKS ORDER NO. DG-245										
MACHINE SD04				DATE 02.03.2018 to 10.03.2018										
FLUSHING MEDIUM WATER		ORIENTATION VERTICAL		GROUND LEVEL +8.56 mPD										
Drilling Progress	Casing Size	Water Level (m) Shift Start/End	TCR%	SCR%	RQD%	Fracture Index	Tests	Samples	Reduced Level	Depth (m)	Legend	Grade	Description	
02.03.2018	SW							1	0.00	+8.56	0.00			Pink spotted and mottled white, clayey silty fine to coarse SAND with some subangular fine to medium gravel. (FILL)
1								2	0.45					
								3	0.95					
2								4	1.45	+7.06	1.50			Very weak to weak, pink spotted white and brown, completely decomposed medium grained GRANITE. (Clayey silty sandy fine to medium and occasional coarse GRAVEL)
								5	1.95	+6.56	2.00			Extremely weak, pink or very pale brown spotted white, completely decomposed medium grained GRANITE. (Clayey silty fine SAND with some fine gravel)
	SW 2.50m PW		90					6	2.50					
3								7	3.50					
								8	3.60					
4							2.5 9,13,18,21 N=61	9	4.00					
								10	4.50					
5			91					11	5.50					
								12	5.60					
6							3.5 21,24,29 N=83	13	6.00					
								14	6.50					
7			89					15	7.50	+0.96	7.60			
	PW 7.60m	1.88 at 1800						16	7.60					
02.03.2018							15,22 30,51,79,40/25mm 200bls/250mm	17	8.50					
03.03.2018	HW	2.94 at 0800						18	9.50					
8								19	9.60					
								20	10.00	-1.44	10.00			
9			0											
10														
<div> <div>  SMALL DISTURBED SAMPLE  LARGE DISTURBED SAMPLE  U76 SAMPLE  PISTON SAMPLE (76mm)  MAZIER SAMPLE  SPT LINER SAMPLE  WATER SAMPLE  U100 SAMPLE </div> <div>  STANDARD PENETRATION TEST  IN-SITU VANE SHEAR TEST  PACKER TEST  PERMEABILITY TEST  IMPRESSION PACKER TEST  BOREHOLE TELEVIEWER  PIEZOMETER TIP  STANDPIPE TIP </div> </div>								LOGGED L. Zhang DATE 11.03.2018 CHECKED C. Lun DATE 21.03.2018		REMARKS 1. An inspection pit was excavated to 2.00m deep by hand tools. 2. Falling head permeability test was carried out from 8.80m to 10.30. 3. Constant head permeability test was carried out from 4.60m to 6.10m. 4. Packer (Water Absorption) tests were carried from 25.00m to 27.00m, 27.00m to 29.00m and 28.80m to 30.30m. 5. A standpipe was installed at 8.00m. 6. A piezometer was installed with tip at 18.00m.				

 <small>DRILTECH GEOTECHNICAL ENG. LTD.</small>		DRILLHOLE RECORD		HOLE NO. BH301									
				SHEET 2 of 4									
PROJECT Ground Investigation Works for Tunnel Connection at Yun Ping Road and Hysan Avenue, Causeway Bay, Hong Kong													
METHOD ROTARY		CO-ORDINATES E 837112.63 N 815504.26		WORKS ORDER NO. DG-245									
MACHINE SD04				DATE 02.03.2018 to 10.03.2018									
FLUSHING MEDIUM WATER		ORIENTATION VERTICAL		GROUND LEVEL +8.56 mPD									
Drilling Progress	Casing Size	Water Level (m) Shift Start/End	TCR%	SCR%	RQD%	Fracture Index	Tests	Samples	Reduced Level	Depth (m)	Legend	Grade	Description
03.03.2018 06.03.2018 12 13 14 05.03.2018 06.03.2018 15 16 17 06.03.2018 07.03.2018 18 19 07.03.2018 08.03.2018			100									V	As sheet 1 of 4.
		1.82 at 1800	59	36	44	NI						IV	Very weak to moderately weak, very pale brown, highly decomposed medium grained GRANITE. (Recovered as COBBLES and GRAVEL) Strong, light greyish pink spotted black and white, slightly decomposed medium grained GRANITE. (CORESTONES)
		3.06 at 0800	83	83	83	5.7						II	
				80			NR					V	10.72m to 10.97m, 12.30m to 12.43m, 12.87m to 13.00m, 13.14m to 13.21m, 13.66m to 13.81m, 13.94m to 14.14m, 15.98m to 16.07m, 16.55m to 16.75m and 19.21m to 19.32m: Moderately strong, moderately decomposed.
				83	83	74	1.4					II	
							NR					V	11.78m to 11.95m, 13.00m to 13.14m, 16.07m to 16.27m, 16.75m to 16.90m, 18.99m to 19.21m and 19.60m to 19.80m: No recovery, assumed to be completely decomposed.
				100	100	100	1.7					II	
				81	65	59	NI					IV	11.95m to 12.30m: Weak, pink spotted white, highly decomposed. (Silty SAND with some fine gravel)
		2.05 at 1800				5.0	NR					V	13.81m to 13.94m: Weak to moderately weak, pinkish spotted white and brown, highly decomposed. (COBBLES with some fine to coarse gravel)
		3.37 at 0800										IV	14.14m to 14.80m: Extremely weak, yellowish brown spotted white and pink, completely decomposed. (Slightly silty fine to coarse SAND with some fine gravel)
				0								II	14.80m to 15.32m: Weak, pink spotted white and brown, highly decomposed. (Slightly clayey silty sandy fine to medium and occasional GRAVEL)
				79	79	75	1.7					V	
			76	70	67	8.3	NR				II		
	1.91 at 1800										V		
	3.42 at 0800										IV	16.90m to 18.68m: Weak, pink spotted white and brown, highly decomposed. (Slightly clayey silty sandy fine to medium and occasional GRAVEL)	
			95								II		
			58	58	58	0.0	NR				V		
			66	59	54	5.1	NR				II		
	2.02 at 1800										V		
											IV		

⬆ SMALL DISTURBED SAMPLE
 ⬆ LARGE DISTURBED SAMPLE
 U76 SAMPLE
 PISTON SAMPLE (76mm)
 MAZIER SAMPLE
 SPT LINER SAMPLE
 WATER SAMPLE
 U100 SAMPLE

⬆ STANDARD PENETRATION TEST
 ⬆ IN-SITU VANE SHEAR TEST
 PACKER TEST
 PERMEABILITY TEST
 IMPRESSION PACKER TEST
 BOREHOLE TELEVIEWER
 PIEZOMETER TIP
 STANDPIPE TIP


LOGGED L. Zhang

















DATE 11.03.2018














CHECKED C. Lun

DATE 21.03.2018

REMARKS

 DRILTECH GEOTECHNICAL ENG. LTD.		DRILLHOLE RECORD		HOLE NO. BH301									
				SHEET 3 of 4									
PROJECT Ground Investigation Works for Tunnel Connection at Yun Ping Road and Hysan Avenue, Causeway Bay, Hong Kong													
METHOD ROTARY			CO-ORDINATES E 837112.63 N 815504.26		WORKS ORDER NO. DG-245								
MACHINE SD04					DATE 02.03.2018 to 10.03.2018								
FLUSHING MEDIUM WATER			ORIENTATION VERTICAL		GROUND LEVEL +8.56 mPD								
Drilling Progress	Casing Size	Water Level (m) Shift Start/End	TCR%	SCR%	RQD%	Fracture Index	Tests	Samples	Reduced Level	Depth (m)	Legend	Grade	Description
21 08.03.2018 09.03.2018	HW 23.50m	3.25 at 0800	88	88	88	1.7	200bls/50mm	T2-101	21.10	20.38	++	II	19.80m to 19.96m: Weak, pink stained brown, highly decomposed. (Sandy fine to coarse gravel) As sheet 2 of 4.
		NR				20.55				++	III		
		2.06 at 1800	93	92	92	1.0	J50/15mm 200/45mm 200bls/45mm	T2-101	22.03	20.69	++	V	20.38m to 20.55m, 20.69m to 20.86m, 22.03m to 22.26m and 23.20m to 23.36m: Moderately strong, moderately decomposed.
		NR								20.86	++	III	
		3.41 at 0800	34	34	34	NR	T2-101	22.47	22.65	++	II	20.55m to 20.69m, 22.65m to 23.00m and 23.36m to 23.50m: No recovery, assumed to be completely decomposed.	
		NR							23.00	++	V		
		53	53	53	6.3	NR	T2-101	23.20	++	IV	23.00m to 23.20m: Weak, pink spotted white and light grey, highly decomposed. (Slightly sandy fine to coarse GRAVEL)		
		NR	23.36	++	III								
		94	94	91	2.8	T2-101	24.46	25.28	++	II	Strong, light greyish pink white and black, slightly decomposed medium grained GRANITE. Joints are medium to widely, occasional very closely to closely spaced, rough planar, iron and manganese oxide stained, dipping at 5° to 15°, 45° to 55° and 65° to 75°.		
		91	87	87								24.91	++
93	82	82	11.1	T2-101	25.46	++	III	25.28m to 25.31m: Weak, highly decomposed along a subvertical joint dipping at 55°.					
88	85	81	1.4	T2-101	26.54	++	II		25.28m to 25.46m: Moderately strong, moderately decomposed.				
100	100	90						27.35		++			
100	98	93	>20	T2-101	27.50	++	III	27.50m to 27.66m: Moderately strong, moderately decomposed.					
100	87	87	1.0	T2-101	28.27	++	II						
2.01 at 1800	100	87	87	1.0	T2-101	28.81	++	II					
3.60 at 0800										29.62	++		
29													
30													

 SMALL DISTURBED SAMPLE  LARGE DISTURBED SAMPLE  U76 SAMPLE  PISTON SAMPLE (76mm)  MAZIER SAMPLE  SPT LINER SAMPLE  WATER SAMPLE  U100 SAMPLE	 STANDARD PENETRATION TEST  IN-SITU VANE SHEAR TEST  PACKER TEST  PERMEABILITY TEST  IMPRESSION PACKER TEST  BOREHOLE TELEVIEWER  PIEZOMETER TIP  STANDPIPE TIP	LOGGED <u>L. Zhang</u> DATE <u>11.03.2018</u> CHECKED <u>C. Lun</u> DATE <u>21.03.2018</u>	REMARKS

 DRILTECH GEOTECHNICAL ENG. LTD.		DRILLHOLE RECORD		HOLE NO. BH301									
				SHEET 4 of 4									
PROJECT Ground Investigation Works for Tunnel Connection at Yun Ping Road and Hysan Avenue, Causeway Bay, Hong Kong													
METHOD ROTARY			CO-ORDINATES E 837112.63 N 815504.26		WORKS ORDER NO. DG-245								
MACHINE SD04					DATE 02.03.2018 to 10.03.2018								
FLUSHING MEDIUM WATER			ORIENTATION VERTICAL		GROUND LEVEL +8.56 mPD								
Drilling Progress	Casing Size	Water Level (m) Shift Start/End	TCR%	SCR%	RQD%	Fracture Index	Tests	Samples	Reduced Level	Depth (m)	Legend	Grade	Description
10.03.2018						7.4		T2-101	-21.74	30.30	++++	II	As sheet 3 of 4.
													End of hole at 30.30 m.
31													
32													
33													
34													
35													
36													
37													
38													
39													
40													
<div> <div> ↓ SMALL DISTURBED SAMPLE ↓ LARGE DISTURBED SAMPLE  U76 SAMPLE  PISTON SAMPLE (76mm)  MAZIER SAMPLE  SPT LINER SAMPLE  WATER SAMPLE  U100 SAMPLE </div> <div> ↓ STANDARD PENETRATION TEST ✓ IN-SITU VANE SHEAR TEST  PACKER TEST  PERMEABILITY TEST  IMPRESSION PACKER TEST  BOREHOLE TELEVIEWER  PIEZOMETER TIP  STANDPIPE TIP </div> </div>								LOGGED <u>L. Zhang</u> DATE <u>11.03.2018</u> CHECKED <u>C. Lun</u> DATE <u>21.03.2018</u>		REMARKS			

For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：<http://www.tpb.gov.hk/>)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓)索取。
3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱
<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構) Perfect Win Properties Limited and Silver Nicety Company Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)
<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構) Masterplan Limited

3. Application Site 申請地點	
(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼 (如適用)	Tunnel between Lee Garden One (33 Hysan Avenue) and Lee Garden Three (10 Hysan Avenue) under a section of Hysan Avenue. Tunnel connects lots IL 29 s.MM (part), IL 29 s.L RP (part), IL 29 s.J ss.1 RP and adjoining Government Land
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 365.6 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Gross floor area 總樓面面積 sq.m 平方米 <input type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有) 236 sq.m 平方米 <input checked="" type="checkbox"/> About 約

Gist of Application 申請摘要			
(Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)			
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置／地址	Tunnel under Hysan Avenue connecting Lee Garden One (33 Hysan Avenue) and Lee Garden Three (10 Hysan Avenue)		
Site area 地盤面積	365.6 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 236 sq. m 平方米 <input checked="" type="checkbox"/> About 約)		
Plan 圖則	Causeway Bay Outline Zoning Plan No. S/H6/17		
Zoning 地帶	"Road", "Commercial (2)" and "Commercial"		
Applied use/ development 申請用途／發展	Proposed Underground Vehicular Tunnel Connecting Lee Garden One and Lee Garden Three		
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途		

(ii) For Type (ii) application 供第(ii)類申請	
(a) Operation involved 涉及工程	<div> <input type="checkbox"/> Diversion of stream 河道改道 </div> <div> <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 </div> <div> <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 </div> <div> <input checked="" type="checkbox"/> Excavation of land 挖土 365.6 Area of excavation 挖土面積 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of excavation 挖土深度 13.2 m 米 <input checked="" type="checkbox"/> About 約 </div> <p>(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍))</p>
(b) Intended use/development 有意進行的用途／發展	<p>Underground Vehicular Tunnel T1 (connecting Lee Garden One and Lee Garden Three), Hysan Avenue, Causeway Bay</p> <p>For more details, please refer to the attached Planning Statement.</p>

(iii) For Type (iii) application 供第(iii)類申請													
(a) Nature and scale 性質及規模	<div> <input type="checkbox"/> Public utility installation 公用事業設施裝置 </div> <div> <input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置 </div> <p>Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量，包括每座建築物／構築物(倘有)的長度、高度和闊度</p> <table border="1"> <thead> <tr> <th>Name/type of installation 裝置名稱／種類</th> <th>Number of provision 數量</th> <th>Dimension of each installation /building/structure (m) (LxWxH) 每個裝置／建築物／構築物的尺寸 (米) (長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table> <p>(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)</p>	Name/type of installation 裝置名稱／種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置／建築物／構築物的尺寸 (米) (長 x 闊 x 高)									
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9. Impacts of Development Proposal 擬議發展計劃的影響			
<p>If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。</p>			
<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是 <input checked="" type="checkbox"/> Please provide details 請提供詳情 The tunnel connects Lee Garden One and Lee Garden Three. There will be alterations at the connections with the existing buildings. No 否 <input type="checkbox"/></p>		
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是 <input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 365.6 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of excavation 挖土深度 13.2 m 米 <input checked="" type="checkbox"/> About 約 No 否 <input type="checkbox"/></p>		
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?</p>	<p>On environment 對環境 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On traffic 對交通 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On water supply 對供水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On drainage 對排水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On slopes 對斜坡 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Affected by slopes 受斜坡影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Landscape Impact 構成景觀影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Tree Felling 砍伐樹木 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Visual Impact 構成視覺影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Others (Please Specify) 其他 (請列明) Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> </p>	<p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) </p>	

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2. The Application Site and Surrounding Area	1
3. Land Administration	2
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Appendices

1. S.16 Approval Letters and s.16A Extension of Time Approval Letters for Application Number A/H6/78
2. Letter Accepting the Provisional Basic Terms Offer
3. Letter from Buildings Department Rejecting the Tunnel T1 General Building Plans Application
4. A&A Works General Building Plans Approval Letter
5. Location Plan and Sectional Plans

Consultants

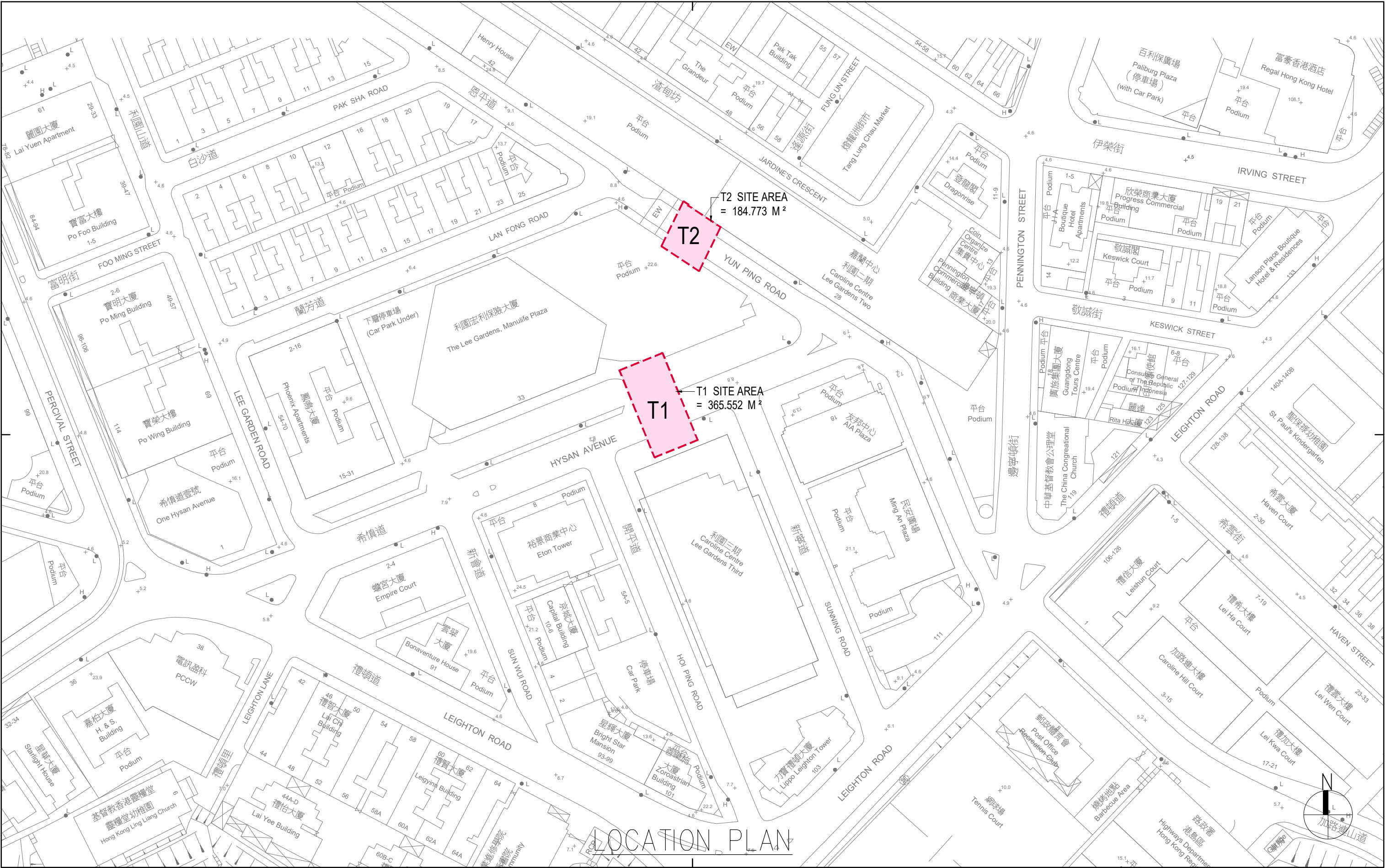
Masterplan Limited
Ove Arup & Partners Hong Kong Limited
Ronald Lu & Partners (Hong Kong) Limited
Savills (Hong Kong) Limited
SYSTRA MVA Asia Limited

7. The Proposal

- 7.1 The approved permission is for an underground vehicular tunnel, Tunnel T1, 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 T1 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 The T1 Tunnel will connect the southern side of basement B3 car park of Lee Garden One (at -3.30mPD) across Hysan Avenue to the northern side of basement B2 car park of Lee Garden Three (at -1.35 mPD) so that the two basement car parks will be integrated as one. Tunnel T1 will have an area of about 365.6m², a length of approximately 27.1m, an overall width of approximately 13.5m, a gradient of about 1:13 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 T1 are included in **Appendix 5**.
- 7.3 At present, vehicular access to the car park of Lee Garden One can only be made via Lan Fong Road. With Tunnel T1, vehicles from the west (Percival Street and Leighton Road eastbound) can access Lee Garden One through the alternative ingress of Lee Garden Three at Hoi Ping Road to avoid the busy road sections of Yun Ping Road and Lan Fong Road. In addition, the alternative egress at Lee Garden Three allows vehicles to leave Lee Garden One to the east directly from Lee Garden Three to Leighton Road eastbound 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 T1 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 2 and 3**). In addition, there is another approved but not yet constructed Tunnel, T2, under application number A/H6/79 which connects Lee Garden One and Lee Garden Two under Yun Ping Road.
- 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.

8. **Implementation**

- 8.1 Tunnel T1 will be constructed by a tunnelling method so that there will be no excavation, nor vertical shaft, on public roads. The Launching Shaft of the tunnel will be formed within the basement of Lee Garden One while the receiving shaft will be formed within the basement of Lee Garden Three so that all the construction work will be conducted within the private premises. This construction method will help to preserve and safeguard the rootballs of the Old and Valuable Trees (“OVTs”) along Hysan Avenue above Tunnel T1.
- 8.2 Accesses of construction traffic to the underground construction sites will be via the existing car park accesses of Lee Garden One and Lee Garden Three, and therefore new opening of site access on public road is not required. To further minimize traffic impact, the access of construction traffic will be arranged outside the peak periods of 08:00-10:00, 12:00-14:00 and 16:00-20:00.
- 8.3 Besides, the car park operators would dedicate staff to patrol traffic at the car park entrances in order to avoid any obstruction at the car park entrances leading to adverse impact to the operation of public transportation and the traffic on public roads. Furthermore, the loading/unloading activities for the buildings would be well coordinated and managed by the car park operators to avoid such activities being carried out during the peak of the car park hours and/or during the access periods of construction traffic.
- 8.4 In view of the latest status of the project, it is anticipated that the construction of Tunnel T1 would not commence earlier than year 2026. Since the construction of the link bridges and the covered walkway are planned to be completed by year 2026 which will be aligned with construction programme of the Caroline Hill Road development, it is unlikely that the construction of Tunnel T1 would overlap the construction of the link bridges and the covered walkway.



Rev.	Description	Drawn	Checked	Approved	Date

Rev.	Description	Drawn	Checked	Approved	Date

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

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Approved	CMC Date 07/2024
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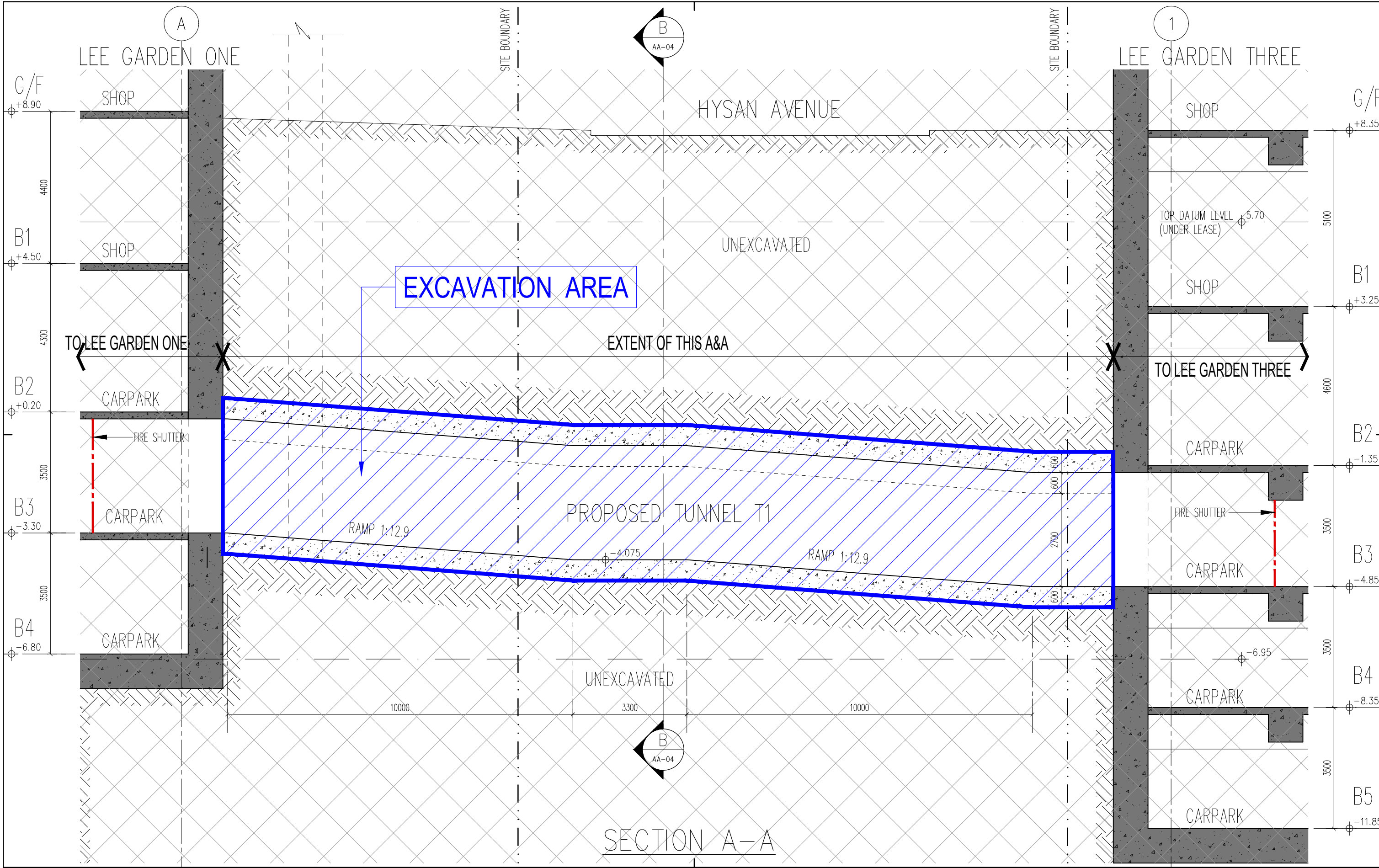
呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

Drawing Title	T1, T2 LOCATION PLAN
Project No.	19030HK
Scale	1:1000 @A3 Issue Date 07/2024
Drawing No.	/ GBP / AA-01

AP's Signature

Drawing Purpose



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**RONALD LU & PARTNERS**

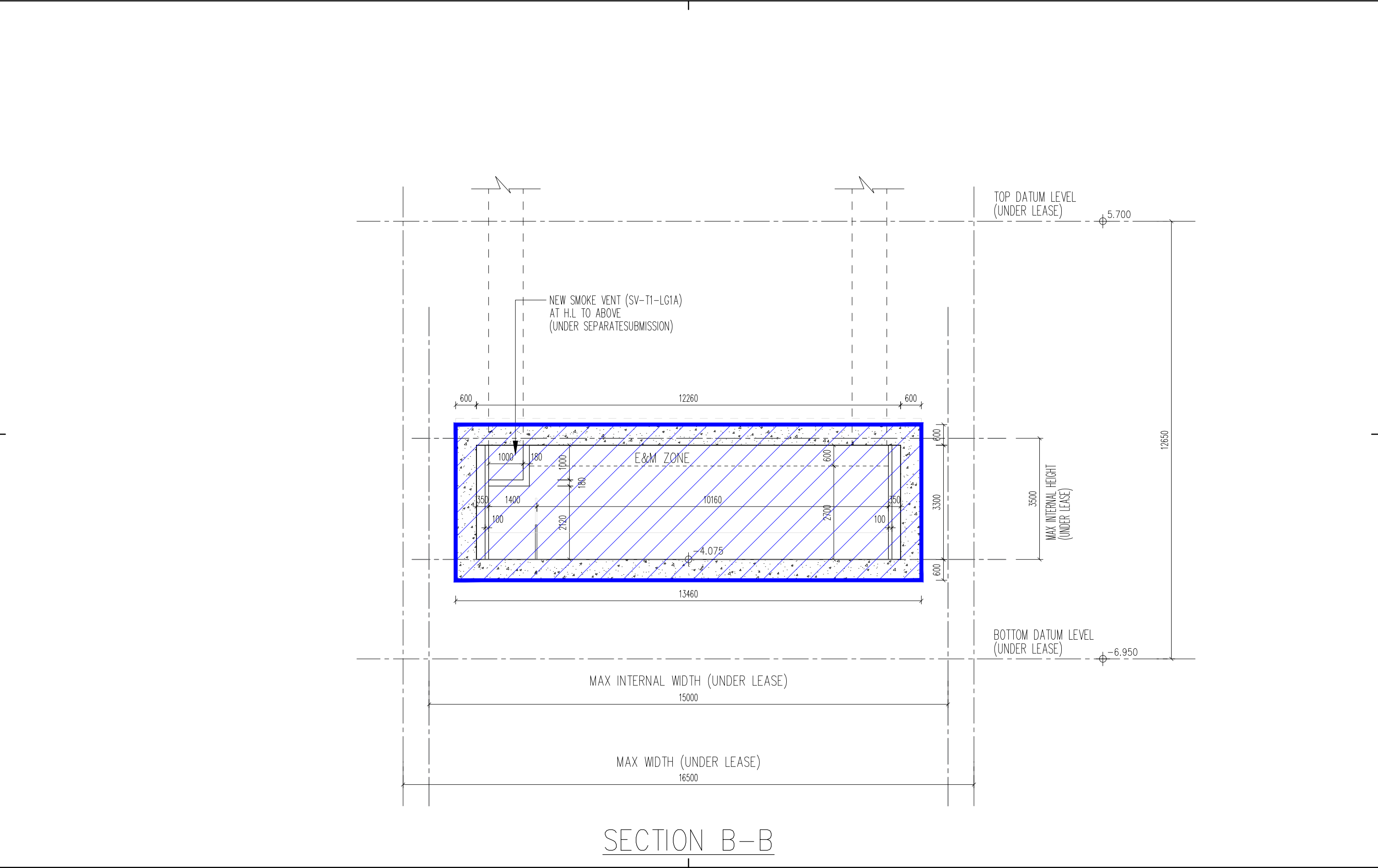
呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T1 LINKING LEE GARDEN ONE AND LEE GARDEN THREE

Drawing Title	T1 SECTION A-A
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/GBP/AA-03

AP's Signature

Drawing Purpose



SECTION B-B

Rev.	Description	Drawn	Checked	Approved	Date

Rev.	Description	Drawn	Checked	Approved	Date

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D.L.O. Ref.	-
Drawn	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

Drawing Title	T1 SECTION B-B
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/ GBP / AA-04

AP's Signature

Drawing Purpose

For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
2. Please read the “Guidance Notes” carefully before you fill in this form. The document can be downloaded from the Board’s website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：<http://www.tpb.gov.hk/>)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓)索取。
3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱
<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構) Perfect Win Properties Limited and Barrowgate Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)
<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構) Masterplan Limited

3. Application Site 申請地點	
(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼 (如適用)	Tunnel between Lee Garden One (33 Hysan Avenue) and Lee Garden Two (2-38 Yun Ping Road). Tunnel connects lots IL 457 s.L (part) and IL 457 s.G RP (part) and adjoining Government Land
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 184.8 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Gross floor area 總樓面面積 sq.m 平方米 <input type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有) 168 sq.m 平方米 <input checked="" type="checkbox"/> About 約

Gist of Application 申請摘要			
(Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)			
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置／地址	Tunnel under Yun Ping Road connecting Lee Garden One (33 Hysan Avenue) and Lee Garden Two (2-38 Yun Ping Road) Tunnel connects lots IL 457 s.L (part) and IL 457 s.G RP (part) and adjoining Government Land		
Site area 地盤面積	184.8 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 168 sq. m 平方米 <input checked="" type="checkbox"/> About 約)		
Plan 圖則	Causeway Bay Outline Zoning Plan No. S/H6/17		
Zoning 地帶	"Road", "Commercial (2)" and "Commercial"		
Applied use/ development 申請用途／發展	Proposed Underground Vehicular Tunnel T2, connecting Lee Garden One and Lee Garden Two, Hysan Avenue, Causeway Bay		
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途		

(ii) For Type (ii) application 供第(ii)類申請	
(a) Operation involved 涉及工程	<div> <input type="checkbox"/> Diversion of stream 河道改道 </div> <div> <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 </div> <div> <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 </div> <div> <input checked="" type="checkbox"/> Excavation of land 挖土 184.8 Area of excavation 挖土面積 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of excavation 挖土深度 12.2 m 米 <input checked="" type="checkbox"/> About 約 </div> <p>(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍))</p>
(b) Intended use/development 有意進行的用途／發展	<p>Underground Vehicular Tunnel T2 (connecting Lee Garden One and Lee Garden Two), Hysan Avenue, Causeway Bay</p> <p>For more details, please refer to the attached Planning Statement.</p>

(iii) For Type (iii) application 供第(iii)類申請													
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If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。			
Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是 No 否	<input checked="" type="checkbox"/> Please provide details 請提供詳情 The tunnel connects Lee Garden One and Lee Garden Two There will be alterations at the connections with the existing buildings.	
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是 No 否	<input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 184.8 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of excavation 挖土深度 12.2 m 米 <input checked="" type="checkbox"/> About 約	
Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	On environment 對環境 On traffic 對交通 On water supply 對供水 On drainage 對排水 On slopes 對斜坡 Affected by slopes 受斜坡影響 Landscape Impact 構成景觀影響 Tree Felling 砍伐樹木 Visual Impact 構成視覺影響 Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)

行政摘要

(以英文版本為準)

(T2 隧道)

- S.1 本第 16 條申請旨在希望城市規劃委員會(城規會)核准涉及銅鑼灣分區計劃大綱核准圖編號 S/H6/17 上接連利園一期及利園二期的地下行車隧道。上述擬議用途和地點的第 16 條和第 16A 條申請已獲得批准。先前的第 16 條申請編號 A/H6/79 的批准信於 2016 年 7 月 15 日發出，而根據第 16A 條延長期限申請的批准信於 2020 年 6 月 23 日發出，並附在附錄一中。其規劃許可的期限直至 2024 年 6 月 24 日。
- S.2 T2 隧道位於連接利園一期及利園二期的恩平道地底。恩平道是一條單向區內道路，連接希慎道至蘭芳道、白沙道和啓超道。
- S.3 此規劃申請旨在獲得申請許可令隧道 T2 得以實施，希望將先前的規劃申請包括履行其附帶條件的期限延長四年。申請人積極實行已核准計劃，並在履行附帶條件和契約修訂方面有很大的進展。延誤的主要原因是契約修訂尚未完成。
- S.4 本規劃綱領闡明自 2016 年核准申請以來，情況並無重大改變，再次核准 T2 隧道的申請能帶來好處。建設 T2 隧道能為區內交通帶來好處，不但方便行人，還能改善空氣質素。有關的建設工程不會影響現行的交通，亦不會為希慎道的珍貴古樹帶來負面影響，涉及交通和公眾的影響只會為公眾帶來規劃增益。

Contents

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1. Introduction	1
2. The Application Site and Surrounding Area	1
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Appendices

1. S.16 Approval Letters and s.16A Extension of Time Approval Letters for Application Number A/H6/79
2. Letter Accepting the Provisional Basic Terms Offer
3. Letter from Buildings Department Rejecting the Tunnel T2 General Building Plans Application
4. A&A Works General Building Plans Approval Letter
5. Location Plan and Sectional Plans

Consultants

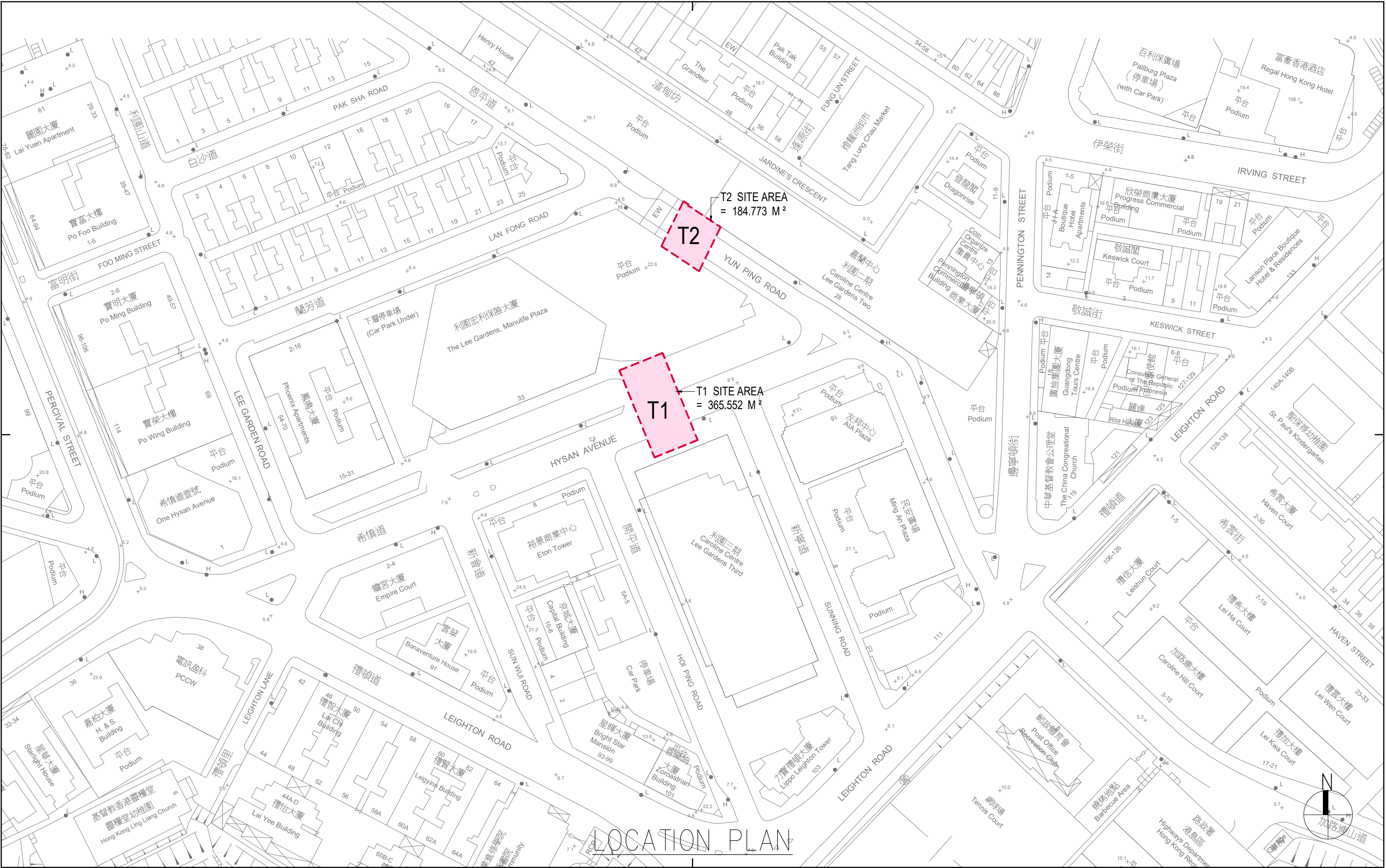
Masterplan Limited
Ove Arup & Partners Hong Kong Limited
Ronald Lu & Partners (Hong Kong) Limited
Savills (Hong Kong) Limited
SYSTRA MVA Asia Limited

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 T1 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 via 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.

8. Implementation

- 8.1 Tunnel T2 will be constructed by a tunneling method so that there will be no open excavation, nor vertical shaft on public roads. The Launching shaft of the tunnel will be formed within the basement of Lee Garden One while the receiving shaft will be formed within the basement of Lee Garden Two so that all construction works are within the private premises. The construction time is estimated to be approximately 2 years.
- 8.2 Accesses of construction traffic to the underground construction sites will be via the existing car park accesses of Lee Garden One and Lee Garden Two, and therefore new opening of site access on public road is not required. To further minimize traffic impact, the access of construction traffic will be arranged outside the peak periods of 08:00-10:00, 12:00-14:00 and 16:00-20:00.
- 8.3 Besides, the car park operators would dedicate staffs to patrol traffic at the car park entrances in order to avoid any obstruction at the car park entrances leading to adverse impact to the operation of public transportation and the traffic on public roads. Furthermore, the loading/unloading activities for the buildings would be well coordinated and managed by the car park operators to avoid such activities being carried out during the peak of the car park hours and/or during the access periods of construction traffic.
- 8.4 In view of the latest status of the project, it is anticipated that the construction of Tunnel T2 would not commence earlier than year 2026. Since the construction of the link bridges and the covered walkway are planned to be completed by year 2026 which will be aligned with construction programme of the Caroline Hill Road development, it is unlikely that the construction of T2 would overlap the construction of the link bridges and the covered walkway.



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**RONALD LU & PARTNERS**

呂元祥建築師事務所

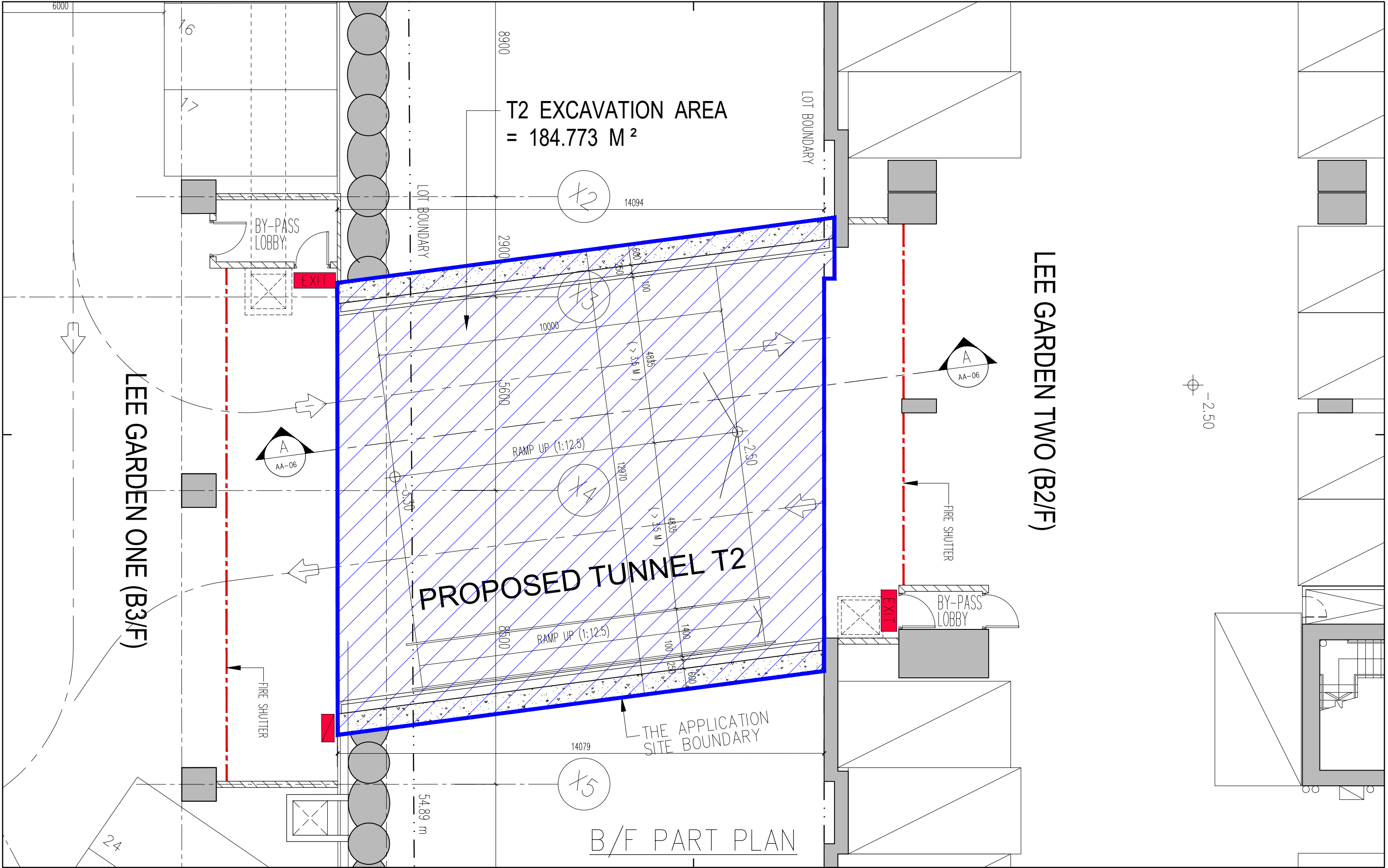
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LEE GARDEN ONE AND
LEE GARDEN THREE

Drawing Title
T1, T2 LOCATION PLAN

Project No. 19030HK
Scale 1:1000 @A3 Issue Date 07/2024
Drawing No. / GBP / AA-01

AP's Signature

Drawing Purpose



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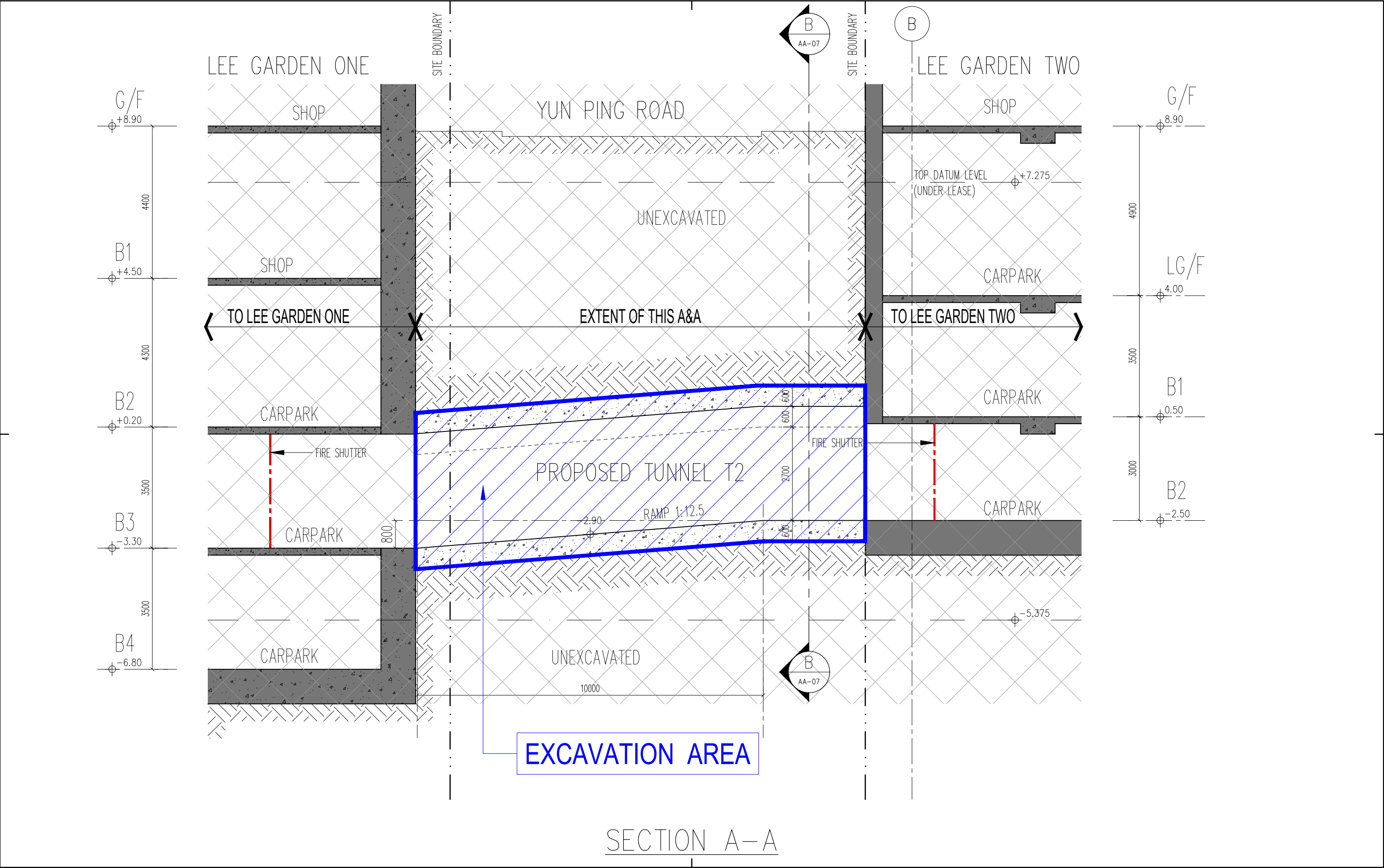
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PROPOSED TUNNEL T2 LINKING
LEE GARDEN ONE AND
LEE GARDEN TWO

Drawing Title
T2 BASEMENT FLOOR PART PLAN

Project No. 19030HK
Scale 1:100 @A3 Issue Date 07/2024
Drawing No. / GBP / AA-05

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Drawing Purpose



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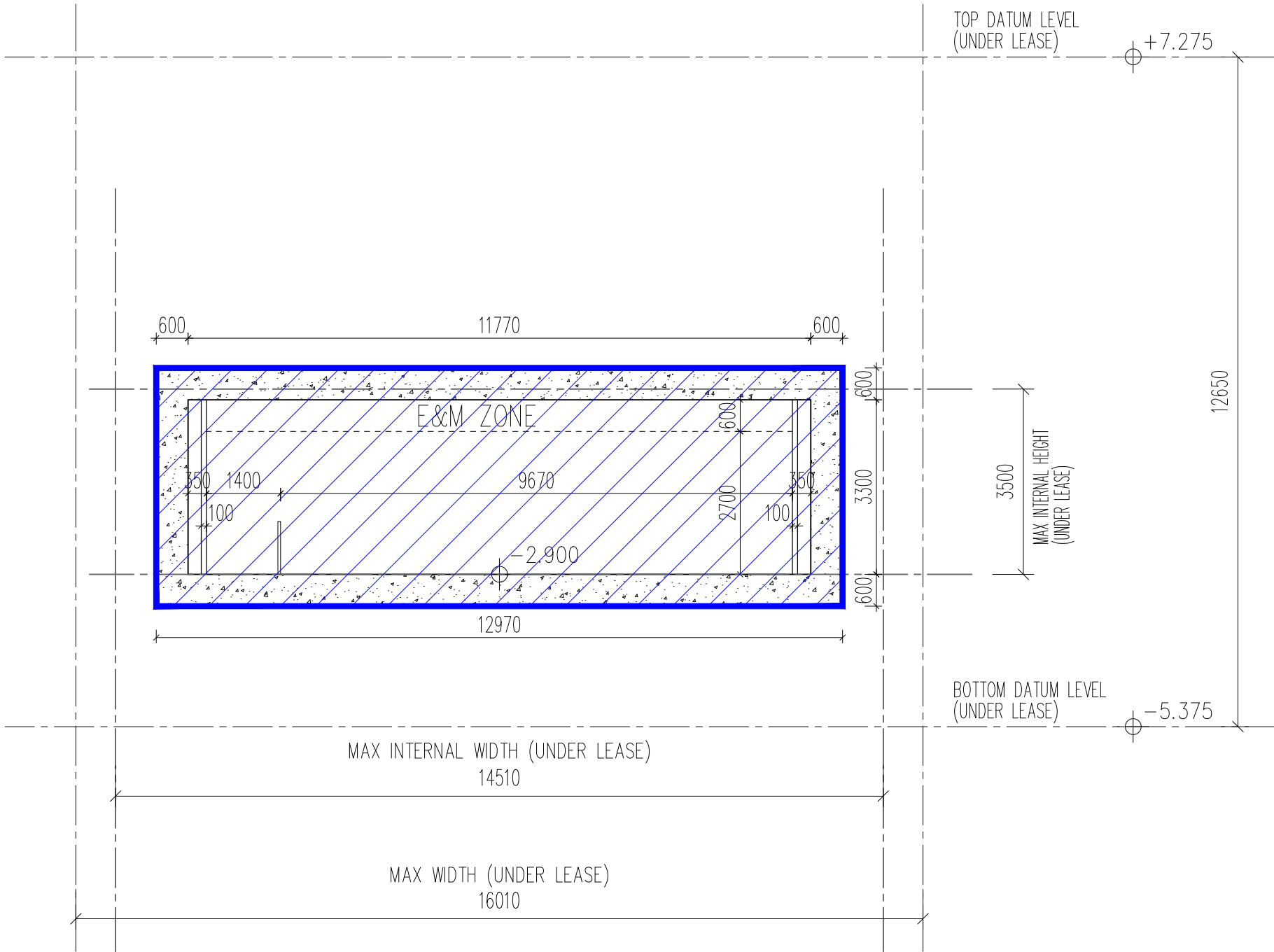
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Project Title
PROPOSED TUNNEL T2 LINKING
LEE GARDEN ONE AND
LEE GARDEN TWO

Drawing Title	T2 SECTION A-A
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/ GBP / AA-06

AP's Signature

Drawing Purpose



SECTION B-B

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Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
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Project Title
PROPOSED TUNNEL T2 LINKING
LEE GARDEN ONE AND
LEE GARDEN TWO

Drawing Title	T2 SECTION B-B
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/ GBP / AA-07

AP's Signature

Drawing Purpose

Your Ref. TPB/A/H6/93 and TPB/A/H6/94

The Secretary,
Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point
Hong Kong

Date: 16 December 2024
By Hand and Email

Dear Sir/Madam,

Section 16 Planning Applications No. A/H6/93 and A/H6/94

Further Information Submission 1

We submit herewith Further Information 1 in response to comments from relevant Government Departments to facilitate the consideration of application by the Board.

The submission includes only technical clarifications in response to departmental comments without changing the scheme. A Response to Comments Table, a Traffic Review Report and replacement pages of Planning Statement and Architectural Drawings are attached.

The submission has been prepared in accordance with the Town Planning Board Guideline No. 32B on submission of further information in relation to planning applications under the Town Planning Ordinance. It does not result in a "material change" in the application. As such, the submission should be accepted and exempted from the publication and recounting requirements.

Yours faithfully,



Kira Whitman
For and on behalf of
Masterplan Limited

Encl.

cc. DPO Mr. LEE Chi Lap, Jacky (Town Plnr/HK 10)

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.	<p>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.</p> <p>For the details of the traffic review and findings, please refer to the attached Traffic Review Report in Annex 3.</p>
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 Section 4.2 of the attached Traffic Review Report in Annex 3.
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:	<p>A traffic review has been conducted, and the findings from the review as presented in the attached Traffic Review Report in Annex 3. has verified that the proposed Tunnels T1 & T2 will not cause any adverse traffic impact on the surrounding road network.</p> <p>Meanwhile, the implementation of CTMS including but not limited to the mentioned measures is also confirmed in Section 4.4 of the attached Traffic Review Report in Annex 3.</p>
	<ul style="list-style-type: none"> Proposed works shall only be carried out underground without at-grade excavation works leading to any closure of public road 	
	<ul style="list-style-type: none"> 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 	

	One, Lee Garden Two and Lee Garden Three.	
	<ul style="list-style-type: none"> 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. 	
	<ul style="list-style-type: none"> 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. 	
	<ul style="list-style-type: none"> 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. 	
	<ul style="list-style-type: none"> 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. 	
	<ul style="list-style-type: none"> Adequate car park vacancy information signs shall be erected at the car park entrance to alert motorists 	
	<ul style="list-style-type: none"> Other measures as stipulated in the approved CTMS. 	
	<ul style="list-style-type: none"> The proposed works shall not commence earlier than the construction of covered walkway 	

	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)

	Comment	Response
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.
----	--	--------

Electrical and Mechanical Services Department (contact officer: Henry CHENG, tel: 2808 3692)

	Comment	Response
	<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)

	Comment	Response
(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)

	Comment	Response
(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)

	Comment	Response
(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)	<p><u>For TPB/A/H6/94:</u></p> <p>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>	<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>

	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.	procedures and requirements as stipulated in DEVB TC(W) No. 5/2020.
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Lands Department (contact officer: Ronnie YU, tel: 2835 1662)

	Comment	Response
3.	While there is no comment from land administration point of view on the subject planning applications, this office has the following observations: -	
(a)	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)”;	Noted, please find attached the revised drawings in Annex 5 and Annex 6.
(b)	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;	Noted.
(c)	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;	Noted.
(d)	It is noted that the parameters of the proposed tunnels have been amended. The Applicant should seek comments	Noted.

	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 PBTs 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)

	Comment	Response
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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**Annex 1: Replacement Pages of Planning Statement
(S16 Planning Application No. A/H6/93)**

7. The Proposal

- 7.1 The approved permission is for an underground vehicular tunnel, Tunnel T1, 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 T1 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 The T1 Tunnel will connect the southern side of basement B3 car park of Lee Garden One (at - 3.30mPD) across Hysan Avenue to the northern side of basement B3 car park of Lee Garden Three (at - 4.85 mPD) so that the two basement car parks will be integrated as one. Tunnel T1 will have an area of about 365.6m², a length of approximately 27.1m, an overall width of approximately 13.5m, a gradient of about 1:13 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 T1 are included in **Appendix 5**.
- 7.3 At present, vehicular access to the car park of Lee Garden One can only be made via Lan Fong Road. With Tunnel T1, vehicles from the west (Percival Street and Leighton Road eastbound) can access Lee Garden One through the alternative ingress of Lee Garden Three at Hoi Ping Road to avoid the busy road sections of Yun Ping Road and Lan Fong Road. In addition, the alternative egress at Lee Garden Three allows vehicles to leave Lee Garden One to the east directly from Lee Garden Three to Leighton Road eastbound 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 T1 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 2 and 3**). In addition, there is another approved but not yet constructed Tunnel, T2, under application number A/H6/79 which connects Lee Garden One and Lee Garden Two under Yun Ping Road.
- 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.

Improved Air Quality

- 10.6 With the proposed tunnel T1 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 the Old and Valuable Trees on Hysan Avenue

- 10.8 The protection of the Old and Valuable Trees (“OVTs”) on Hysan Avenue has been carefully considered in this proposal. The construction work will be carried out inside the basements of the connecting buildings and will not require any above ground works, or road closure. As the permanent structure of Tunnel T1 will be at least 5 meters below the ground it will not affect the OVTs as the roots of the OVTs do not go further than 2 meters below ground. The extent of the roots of the OVTs are currently being surveyed and will be established in detail in advance of the commencement of any works. This will ensure that there is no disruption to the OVTs.

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/H6/79 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 staff 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 Three 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 T1 will not cause any damage to the adjacent buildings, structures, land, streets or services. Precautionary measures such as ground investigation along Hysan Avenue 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.

**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.

Annex 3: Traffic Review Report

Reference number: CHK50836810/CHC/L2401945/sys

**SECTION 16 PLANNING APPLICATIONS FOR PROPOSED
UNDERGROUND VEHICULAR TUNNELS T1
(CONNECTING LEE GARDEN ONE AND LEE GARDEN
THREE) AND T2 (CONNECTING LEE GARDEN ONE AND
LEE GARDEN TWO)**

TRAFFIC REVIEW REPORT



IDENTIFICATION TABLE	
Project	Section 16 Planning Applications for Proposed Underground Vehicular Tunnels T1 (Connecting Lee Garden One and Lee Garden Three) and T2 (Connecting Lee Garden One and Lee Garden Two)
Study	Traffic Review Report
Type of document	Draft Final Report
Date	29/11/2024
File name	L2401945 S16_T1_T2_Traffic Review.docx
Reference number	CHK50836810/CHC/L2401945/sys

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1. INTRODUCTION

1.1 Background

- 1.1.1 In order to enhance the traffic condition in the Causeway Bay south area, two vehicle tunnels, namely Tunnel T1 and Tunnel T2 were proposed beneath Hysan Avenue and Yun Ping Road respectively. Tunnel T1 would connect the basement car parks at Lee Garden One (LG One) and Lee Garden Three (LG Three), while Tunnel T2 would connect the basement car parks at Lee LG One and Lee Garden Two (LG Two). The locations of Tunnel T1 and Tunnel T2 are shown in **Drawing No. 1.1**.
- 1.1.2 Since the proposed Tunnels T1 and T2 would run across Hysan Avenue and Yun Ping Road respectively, where are zoned as 'Road' in the Causeway Bay Outline Zoning Plan (OZP), Section 16 Planning Applications (S16 Applications) for the proposed two tunnels with inclusion of Traffic Impact Assessments (TIAs) were submitted to the Town Planning Board (TPB) for obtaining permission. The S16 Applications for proposed two tunnels (application nos. A/H6/78 and A/H6/79) were approved by TPB in July 2016. Subsequently, the applications for extension of times for the two proposed tunnels were also approved by TPB in June 2020.
- 1.1.3 Given that the above permissions for the two proposed tunnels have been expired in June 2024, the subject applications are to obtain TPB's approvals for the Tunnels T1 and T2 to be implemented.
- 1.1.4 As per the comments on the subject applications received from Transport Department, a traffic review is required to verify whether the previous approved TIAs are still valid under the subject applications.
- 1.1.5 MVA Hong Kong Limited (MVA) is commissioned as a traffic consultant to conduct a traffic study and prepare a traffic review report in supporting the subject applications for the proposed Tunnels T1 and T2.

1.2 Study Objectives

- 1.2.1 The main objectives of the study are as follows:
- to present the latest scheme of the proposed Tunnels T1 and T2;
 - To discuss the key findings from the TIAs for the previous S16 applications of the proposed Tunnels T1 and T2 as approved in 2016;
 - to conduct a traffic review based on the latest traffic situation arrangement and project programme to re-assess if any adverse traffic impact due to the tunnels and to verify the conclusion as drawn from the previous; and
 - to present the proposed traffic arrangement and measures for the tunnel construction and review if any adverse traffic impact during the tunnel construction.

1.3 Structure of the Report

- 1.3.1 Following this introductory chapter, there are four further chapters.

- 1.3.2 Chapter 2 – *Proposed Tunnels T1 and T2***, which describes the latest details of the proposed Tunnels T1 and T2.
- 1.3.3 Chapter 3 – *Traffic Review***, which recaps the key findings from the previous TIAs, discusses the details of the traffic review based on the latest traffic situation and project programme, presents the re-assessment results, and summarizes the review findings.
- 1.3.4 Chapter 4 – *Review on Traffic Arrangement and Impact during Construction***, which discusses the proposed traffic arrangement and the associated measures to facilitate the tunnel construction and review if any traffic impact during the tunnel construction.
- 1.3.5 Chapter 5 – *Summary and Conclusion***, which summarizes the study findings and presents the conclusion for this traffic review report.

2. PROPOSED TUNNELS T1 AND T2

2.1 Tunnel Alignment

- 2.1.1 Except for the amendment to the connection level of Tunnel T1 at LG Three, i.e. changed from basement level 2 to level 3, there is no material change in the alignments of both the Tunnels T1 and T2 since the previous planning applications were approved in 2016.
- 2.1.2 Tunnel T1 will run across Hysan Avenue, and it will be connected from the northern side of the basement level 3 car park of LG Three to the southern side of the basement level 3 car park of LG One.
- 2.1.3 Tunnel T2 will run across Yun Ping Road, and it will be connected from the eastern side of the basement level 3 car park of LG One to the western side of the basement level 2 car park of LG Two.
- 2.1.4 The alignments of Tunnels T1 and T2 are shown in **Drawing No. 1.1**.

2.2 Traffic Arrangement

- 2.2.1 There is also no material change in traffic arrangement of both the Tunnels T1 and T2 since the previous planning applications were approved in 2016.
- 2.2.2 It was proposed that two-way traffic will be allowed at the tunnels for private cars use. To fulfil the minimum headroom requirement for private car as stipulated in HKPSG, a minimum clear headroom of 2.4m will be provided throughout the tunnel, and a minimum width of 3.5m will be provided at the driveways for each traffic direction. Apart from the driveways provided at the tunnels for 2-way traffic of private cars, a pedestrian passage will also be provided within each tunnel.
- 2.2.3 The latest layout and sectional designs of Tunnels T1 and T2 are presented in **Drawing Nos. 2.1, 2.2, 2.3 and 2.4**.

2.3 Tunnel Construction

- 2.3.1 As proposed in the previous approved applications in 2016, tunnelling method was proposed for the construction of both the Tunnels T1 and T2 which can avoid excavation works on public roads and hence minimizing disturbance to the at-grade vehicular and pedestrian traffic on Yun Ping Road.
- 2.3.2 The details of the proposed traffic arrangement during the construction stage of the tunnels are presented in **Chapter 4** of this report.

3. TRAFFIC REVIEW

3.1 Findings from the Previous TIAs

Re-routing of Traffic due to Tunnels T1 and T2

- 3.1.1 As reviewed in the previous TIAs, the proposed Tunnel T1 will enable an alternative ingress route for LG One via the existing vehicular entrance of LG Three on Hoi Ping Road, by which, vehicles come from Percival Street and Leighton Road eastbound can avoid entering the busy road sections of Yun Ping Road and Lan Fong Road to access LG One from Hoi Ping Road.
- 3.1.2 On the other hand, with Tunnel T2 connecting the basement car parks at LG One and LG Two, vehicles from the east (i.e. Leighton Road) and the south (i.e. Caroline Hill Road) will be able to access LG One via the ingress of LG Two at Pennington Street without passing through the busy road sections of Yun Ping Road and Lan Fong Road.
- 3.1.3 Furthermore, as enabled by the proposed Tunnel T2, the existing vehicular access of LG Two on Pennington Street will allow vehicles to leave LG One directly to the east without the need of circulation at Lan Fong Road, Lee Garden Road, Hysan Avenue and Sun Wui Road.
- 3.1.4 The above-mentioned re-routing of traffic with the proposed Tunnels T1 and T2 are shown in **Drawing Nos. 3.1, 3.2 and 3.3**.

No Adverse Traffic Impact

- 3.1.5 Since the Tunnels T1 and T2 will only be the linkages connecting the existing basement car parks, no additional traffic will be induced onto the road network. In contrast, the provision of Tunnels T1 and T2 will enable alternative and shorter routes for diverting the car park traffic from the at-grade roads to underground, and hence reducing traffic demand in the surrounding local roads in particular the traffic on Yun Ping Road and Lan Fong Road.
- 3.1.6 Notwithstanding the junction of Hysan Avenue/Hoi Ping Road would be slightly affected by the re-routing of traffic due to the proposed Tunnels T1 and T2, it was assessed in the previous TIAs that the effects on the junction operational performance were minimal, and all the assessed junctions were predicted to be operated within capacities in the Design Scenario.

Expected Benefits from Traffic Engineering Viewpoint

- 3.1.7 As concluded in the previous TIAs, the proposed Tunnels T1 and T2 were considered beneficial to the local area with the following expected benefits:
 - Reduction in at-grade traffic on local roads would help to enhance the road traffic conditions, improve the air quality and pedestrian safety in the area;
 - Enhancement of the accessibility of car parks would help to efficiently use of available car parking spaces and allow the way-finding of vacant parking spaces can be taken place internally, and thus minimizing queuing at car park entrances and traffic circulation on public roads;

- Available of route choices for vehicles would help to achieve balanced use of roads/junctions' capacities under different road traffic situations; and
- Provision of flexibility in access and traffic management would allow the car park operators to manage the ingress and egress of vehicles to suit different traffic conditions in the area.

3.2 Traffic Review with Latest Traffic Situation and Project Programme

Anticipated No Change in Re-routing of Traffic due to Tunnels T1 and T2

- 3.2.1 As discussed in **Section 2.1**, there is no material change in the proposed alignment of Tunnels T1 and T2 since the previous planning applications were approved in 2016, and therefore no change to the re-routing of traffic due to the Tunnels T1 and T2 as identified in the previous TIAs.
- 3.2.2 In view of the Tunnels T1 and T2 will not induce any additional traffic onto the road network but only enabling alternative and shorter routes for diverting the car park traffic from the at-grade roads to underground, the conclusion of no adverse traffic impact due to the Tunnels T1 and T2 as drawn from the previous TIAs should be still valid.
- 3.2.3 To verify the above, the traffic impact due to the Tunnels T1 and T2 is re-assessed by taking into account the latest traffic situation as well as the updated project programme. The details of the re-assessment will be discussed in the following of this section.

Updating of Traffic Surveys

- 3.2.4 Updated traffic count surveys have been conducted at junctions with anticipated changes in traffic pattern due to the Tunnels T1 and T2 for this review. The surveys were carried out during hours of 08:00 – 10:00, 11:30 - 13:30 and 17:30 - 19:30 on a typical weekday and 11:30 - 13:30 on a weekend in November 2024. The surveyed road junctions are identified in **Drawing No. 3.4** and listed in below **Table 3.1**.

Table 3.1 Surveved Junctions

Ref No.	Junctions	Method of Control	Drawing No.
J1	Leighton Road / Yun Ping Road / Pennington Street / Caroline Hill Road (East)	Signalised	3.5
J2	Leighton Road / Sunning Road	Priority	3.6
J3	Hysan Avenue / Hoi Ping Road	Priority	3.7
J4	Hysan Avenue / Sunning Road	Priority	3.7
J5	Hysan Avenue / Yun Ping Road	Priority	3.7

- 3.2.5 Observed traffic data indicated that the AM, Noon and PM peak hour flows occurred during hours of 08:45-09:45, 12:00-13:00 and 18:00-19:00 respectively on a typical weekday, and the weekend peak hour flows occurred during the hours of 12:15-13:15. The observed weekday and weekend peak hour traffic flows are shown in **Drawing No. 3.8**.

- 3.2.6 Apart from the traffic survey at junctions, vehicular Origin-Destination (O-D) surveys have also been conducted for the existing car park at LG One. The surveyed weekday and weekend peak hours O-D distributions of the car park related traffic of LG One are presented in **Drawing No. 3.9**.

Updating of Traffic Forecast

- 3.2.7 According to the latest project programme, the construction works for the tunnels are planned to be commenced in 2026 after the completion of the commercial development at Caroline Hill Road (the CHR Development), and the overall construction period would be about 35 months.
- 3.2.8 Taking into consideration the above latest project programme, a design year 2032 is adopted for this traffic review to cover any unexpected delays in the programme.
- 3.2.9 To derive the year 2032 traffic flows for Reference Scenario (i.e. without any proposed vehicle tunnel) in the local road network, an appropriate growth factor has to be identified for the area, which would be determined from historical growth trend and the planning data from Planning Department.
- 3.2.10 Transport Department has traffic count stations on the road sections in the vicinity of the subject site. The Average Annual Daily Traffic (A.A.D.T.) data from year 2017 to 2022 as reported in the Annual Traffic Census (ATC) are summarized in **Table 3.2**.

Table 3.2 Average Annual Daily Traffic (A.A.D.T.) Data from ATC

Stn. No.	Road	AADT (Vehicle/Day)						Annual Growth Rate (% p.a.)
		2017	2018	2019	2020	2021	2022	
1212	Irving Street and Pennington Street (Leighton Rd – Yee Wo St)	13,800	11,320	12,290	11,730	12,250	11,690	-3.26%
1436	Percival Street (Hennessy Rd – Leighton Rd)	12,830	12,860	12,180	12,170	12,410	11,760	-1.73%
1819	Hennessy Road and Yee Wo Street (Percival St – Pennington St)	20,840	20,830	18,530	16,700	17,240	16,980	-4.01%
2016	Yee Wo Street (Pennington St – Tung Lo Wan Rd)	20,980	18,420	16,390	14,770	15,240	14,820	-6.72%
2035	Leighton Road (Wong Nai Chung Rd – Percival St)	27,110	28,080	27,830	26,470	27,000	21,830	-4.24%
2036	Leighton Road (Irving St – Percival St)	14,910	15,080	14,950	14,220	14,510	13,940	-1.34%
2608	Caroline Hill Road (Leighton Rd – Yun Ping Rd)	4,900	5,220	4,550	4,800	4,610	4,890	-0.04%
2623	Lee Garden Road (Hennessy Rd – Hysan Ave)	3,250	3,200	3,470	2,870	2,980	2,540	-4.81%
Total		118,620	115,010	110,190	103,730	106,240	98,450	-3.66%

Source: The Annual Traffic Census 2017 – 2022 as available on TD's website.

- 3.2.11 The A.A.D.T. flows in **Table 3.2** show that the overall average traffic growth on the road sections in the vicinity of the subject site decreased at the rate of -3.66% per annum for year 2017 to 2022.

3.2.12 Other than the historical trend, the population and employment estimates from Territorial Population and Employment Data Matrix (TPEDM) as available on Planning Department's website are also referred for the review on the background traffic growth. The population and employment estimates for Wan Chai in years 2026 and 2031 are presented in **Table 3.3**.

Table 3.3 Population and Employment Estimates from TPEDM

Planning Data for Wan Chai District	Year		Growth Rate (% p.a.)
	2026	2031	2031/2026
Population	143,800	131,850	-1.72%
Employment	294,350	287,050	-0.50%
Population + Employment	438,150	418,900	-0.89%

Source: 2019-based Territorial Population and Employment Data Matrix as available on Planning Department's website.

3.2.13 As presented in **Table 3.3**, the growth rates as derived from TPEDM estimates for Wan Chai District from year 2026 to 2031 are ranged from -1.72% to -0.50% p.a.

3.2.14 Although both the historical trend and planning data have reflected the negative growths for the area, a nominal traffic growth rate of +0.1% is adopted in this review to reflect the background traffic growth in the area from year 2024 to 2032 for a conservative approach.

3.2.15 Other than the background traffic growth, the potential traffic induced by the planned future developments in the vicinity of the tunnels are also taken into account in the traffic forecast. The planning parameters of the identified planned developments are shown in the below **Table 3.4**.

Table 3.4 Planning Parameter for Planned Future Developments

Site Ref. No.	Planned Future Developments ⁽¹⁾	Use	Details
1	Commercial Development at Caroline Hill Road ⁽²⁾	Commercial	Total GFA : 102,000 m ²
2	District Court site ⁽³⁾	District Court	Total GFA : 70,000 m ²
3	Commercial Development in 8 Leighton Road ⁽⁴⁾ (A/H7/172)	Commercial	Total GFA : 14,945 m ²
4	Redevelopment of Po Leung Kuk Headquarters ⁽⁵⁾	Social Services	The service quotas for social services will be increased by about 140 upon the completion of the redevelopment

Notes: (1) Locations are indicated in **Drawing No. 3.10**

(2) Refer to information on the approved application no. A/H7/181 as available from the Statutory Planning Portal 2 by Town Planning Board

(3) Refer to MPC Paper No.5/19 as available on Town Planning Board's website

(4) Refer to information on the approved application no. A/H7/172 as available from the Statutory Planning Portal 2 by Town Planning Board

(5) Refer to information in Po Leung Kuk Annual Report 2023 – 2024 as available from Po Leung Kuk's website

3.2.16 The trip generations from the future developments as listed in **Table 3.4** are referred to the previous traffic study or to be estimated by the corresponding parameters and the trip rates as made reference to / derived from the mean trip rates as stipulated in TPDM as well as the consultant's in-house trip rates as obtained from various traffic surveys. The adopted trip rates and estimated traffic generations of these future developments are summarized in **Table 3.5**.

Table 3.5 Adopted Trip Rates and Estimated Traffic Generation of Planned Future Developments

	Weekday						Weekend	
	AM Peak		Noon Peak		PM Peak		Noon Peak	
	GEN	ATT	GEN	ATT	GEN	ATT	GEN	ATT
1. Commercial Development at Caroline Hill Road – 102,000 m² GFA								
Estimated Trips (pcu/hr) ⁽¹⁾	272	398	309	326	308	239	304	303
2. District Court Site – 70,000 m² GFA								
Adopted Trip Rates ⁽²⁾ (pcu/hr/100 m ²)	0.0606	0.0918	0.0483	0.0450	0.0466	0.0437	N/A	N/A
Estimated Trips (pcu/hr)	42	64	34	31	33	31	5 ⁽²⁾	5 ⁽²⁾
3. Commercial Development in 8 Leighton Road – 14,945 m² GFA								
Adopted Trip Rates ^{(3) (4)} (pcu/hr/100 m ²)	0.1703	0.2452	0.1835	0.1748	0.1573	0.1175	0.1431	0.1589
Estimated Trips (pcu/hr)	25	37	27	26	24	18	21	24
4. Redevelopment of Po Leung Kuk Headquarters – Additional 140 Service Quotas								
Adopted Trip Rates ⁽⁵⁾ (pcu/hr/quota)	0.0487	0.0200	0.0200	0.0243	0.0177	0.0222	0.0155	0.0200
Estimated Trips (pcu/hr)	7	3	3	3	2	3	2	3

- Notes: (1) Estimated trips refer to the Traffic Review Report in the approved application no. A/H7/181.
(2) Trip rates derived from the consultant's surveyed trip rates from Wanchai Tower and Lands Tribunal
(3) TPDM mean trip rates for office adopted for Weekday AM and PM Peaks
(4) Trip rates for weekday and weekend noon peaks are derived from the surveyed variance to the weekday PM peak trips of office development and applied onto the TPDM trip rates for office
(5) Trip rates derived from the consultant's surveyed trip rates from the existing Po Leung Kuk

3.2.17 The 2032 reference traffic flows are derived by applying a growth rate of 0.1% p.a. on the 2024 observed flows upto the design year 2032 and superimposing the potential additional traffic as induced by the planned future developments in the vicinity of the subject site (**Table 3.5**) onto the road network.

3.2.18 The anticipated year 2032 reference traffic flows are presented in **Drawing No. 3.11**.

3.2.19 To derive the year 2032 traffic flows for Design Scenario (i.e. with Tunnels T1 and T2), the changes in traffic flows in the local road network due to the Tunnels T1 and T2 are quantified with reference to the anticipated re-routing of traffic as discussed in **Section 3.1** and the surveyed demands and distributions of the car park-related traffic as presented in **Drawing No. 3.9**. The estimated net differences of traffic flows in the local road network with Tunnels T1 and T2 during weekday and weekend peak hours are shown in **Drawing No. 3.12**.

3.2.20 Having estimated the potential re-routing of traffic due to Tunnels T1 and T2, the year 2032 future traffic flows for Design Scenario can be derived by superimposing the estimated net differences of traffic (**Drawing No. 3.12**) onto the year 2032 reference traffic flows (**Drawing No. 3.11**). The year 2032 weekday and weekend peak hour traffic forecasts in Design Scenario are presented in **Drawing No. 3.13**.

Re-assessment for Year 2032 Reference Scenario and Design Scenario

3.2.21 The operational performances of the junctions identified in **Table 3.1** are assessed with the latest forecasted year 2032 future traffic flows in Reference Scenario and Design Scenario. The assessment results for weekday and weekend peak hour traffic flows are summarised in **Table 3.6**, and the details of junction assessments are attached in **Appendix A**.

Table 3.6 Year 2032 Operational Performance of Identified Junctions

Ref No.	Junctions	Method of Control	Year 2032 RC/RFC ⁽¹⁾							
			Reference Scenario (Without any tunnels)				Design Scenario (With Tunnels T1 and T2)			
			Weekday			Weekend	Weekday			Weekend
			AM Peak	Noon Peak	PM Peak	Noon Peak	AM Peak	Noon Peak	PM Peak	Noon Peak
J1	Leighton Road / Yun Ping Road / Pennington Street / Caroline Hill Road (East)	Signal	37%	34%	34%	31%	37%	34%	34%	31%
J2	Leighton Road / Sunning Road	Priority	0.44	0.52	0.60	0.55	0.44	0.52	0.57	0.52
J3	Hysan Avenue / Hoi Ping Road	Priority	0.65	0.60	0.58	0.57	0.68	0.65	0.63	0.62
J4	Hysan Avenue / Sunning Road	Priority	0.16	0.20	0.16	0.16	0.16	0.19	0.15	0.15
J5	Hysan Avenue / Yun Ping Road	Priority	0.30	0.61	0.37	0.39	0.28	0.56	0.32	0.34

3.2.22 The updated assessment results in **Table 3.6** verify that Tunnels T1 and T2 linking the basement car parks of the LG One, LG Two and LG Three will not cause adverse impact to the local road network, and all the assessed junctions are predicted to be operated within capacities during all peak hours on both weekday and weekend in Design Scenario of year 2032.

3.2.23 In contrast, Tunnels T1 and T2 allows alternative route for vehicles accessing LG One which help on reducing the at-grade vehicular traffic on Yun Ping Road and Lan Fong Road upto 43 pcus and 49 pcus (about 6% and 9% of the existing traffic flows on Yun Ping Road) during the peak hour on weekdays and weekends respectively as demonstrated in **Drawing No. 3.12**. The traffic benefits due to the Tunnels T1 and T2 as listed in **paragraph 3.1.7** remain unchanged.

4. REVIEW ON TRAFFIC ARRANGEMENT AND IMPACT DURING CONSTRUCTION STAGE

4.1 No Excavation Work on Public Road for Tunnel Construction

- 4.1.1 Tunnelling method is proposed for the construction of both the Tunnel T1 and Tunnel T2 in order to avoid any excavation work on the at-grade public road and hence minimizing disturbance to the at-grade vehicular and pedestrian traffic. The works areas for the tunnel construction will be situated at the basements of LG One, LG Two and LG Three.

4.2 Suspension of Parking Spaces during and after the Construction

- 4.2.1 With the proposed tunnelling construction method to avoid any work to be carried out on the public roads, it is unavoidable that some of the existing car parking spaces have to be temporarily suspended to facilitate tunnel construction works at the basement levels. Nevertheless, the extents of the works areas at the carparks will be well planned to ensure the daily operation of the carparks can be maintained throughout the construction period and to minimize the impact to parking provision.
- 4.2.2 Currently, there is a total of some 560 car parking spaces being provided at LG One, LG Two and LG Three. It was initially reviewed that it would be still a total of about 450 car parking spaces (approximately 80% of existing total provision at LG One, LG Two and LG Three) can be maintained to serve the ancillary use of the three affected buildings during the tunnel construction.
- 4.2.3 Besides, a commercial development at Caroline Hill Road (the CHR Development) with provision of about 600 car parking spaces is being constructed, and it was targeted to be completed by 2026. Since the construction of the tunnels is planned to be commenced after the completion of the CHR Development, the parking demand during the tunnel construction can be well absorbed by the remaining 80% of the existing car parking space at LG One, LG Two and LG Three together with the extra provision of 600 parking spaces at the CHR Development.
- 4.2.4 After the completion of tunnel construction, the temporarily suspended car parking spaces will be reinstated except for 12 spaces in LG One, 4 spaces in LG Two and 6 spaces in LG Three which are considered necessary to be permanently suspended for the opening of accesses for the tunnels.
- 4.2.5 Since the extra provision of 600 parking spaces at the CHR Development will be available before the completion of tunnels while the amount of parking spaces to be suspended permanently is minimal with only about 4% of the existing total car parking provision at LG One, LG Two and LG Three, the traffic impact due to the suspension of parking spaces should be negligible.
- 4.2.6 On the other hand, the available car parking spaces within the LG One, LG Two and LG Three can be shared used for the vehicles upon the car parks to be linked by the tunnel, and the accessibility of the car parks will also be improved without the need of any additional car park ingress and egress points. As a result, the utilizations of available car parking spaces can be maximised while the way-finding of vacant spaces can be taken place internally, therefore minimizing queuing at car park entrances.

4.3 Access Arrangement and Management for Construction Traffic

- 4.3.1 Given that the works areas required for the tunnel construction are all within the existing carparks of LG One, LG Two and LG Three, it is proposed that the accesses of construction traffic to the works areas will be via the existing vehicular accesses of LG One, LG Two and LG Three which can avoid any new opening of construction access on the public roads. The access routes of construction traffic would be similar to the those of the existing carpark traffic. The proposed access arrangement for construction traffic is shown in **Drawing No. 4.1.**
- 4.3.2 To minimize traffic impact, the overall construction traffic (including dump trucks) demand of the two tunnels will be kept minimal and limited to 14 vehicles per day only. Taking into consideration the necessity of maintaining the daily operation of the carparks as well as the headroom constraints at the carpark floors, it is planned that only small-sized trucks will be adopted for the tunnel construction.
- 4.3.3 Besides, time management for construction traffic will be implemented, by which the access of construction traffic will only be arranged outside the communal weekday's peak periods of 08:00-10:00, 12:00-14:00 and 16:00-20:00 except General Holidays in order to further minimize traffic impact to the surrounding road network during the communal peak periods.
- 4.3.4 With the above proposed time management for accesses of construction traffic, the hourly construction traffic demand will be kept at 3-4 vehicles per hour only. Therefore, the traffic impact to the surrounding roads caused by the construction traffic of the two tunnels would be very minimal.
- 4.3.5 To avoid traffic queueing for car park at public road, car park vacancy information signs will be erected at the car park entrances of LG One, LG Two and LG Three to guide the drivers to use the adjacent car park (i.e. the CHR Development) with vacant parking spaces.
- 4.3.6 Furthermore, to prevent any obstruction at the car park entrances leading to adverse impact to the operation of public transportation and the traffic on public roads, the car park operators would dedicate staffs 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 (e.g. the CHR development) when necessary. Besides, the loading/unloading activities for the buildings would be well coordinated and managed by the car park operators to avoid such activities to be carried out during the peaks of the car parks and/or during the access periods of construction traffic.

4.4 Construction Traffic Management Scheme

- 4.4.1 To ensure no adverse traffic impact on the surrounding road network, a Construction Traffic Management Scheme (CTMS) which to be reviewed and approved by Transport Department will be implemented during the tunnel construction.
- 4.4.2 The CTMS shall include but not limited to:
- The tunnel construction works shall only be carried out underground without at-grade excavation works leading to any closure of public road;

- 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 LG One, LG Two and LG Three;
- The access of construction traffic shall only be arranged outside peak period of 08:00-10:00, 12:00-14:00 and 16:00-20:00 during weekdays except General Holidays;
- The car park operators of LG One, LG Two and LG 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;
- The suspension of car parking spaces at LG One, LG Two and LG Three shall be minimised as far as possible and maintain at least 80% of provision at all time;
- Loading/unloading activities of LG One, LG Two and LG Three shall be well coordinated and managed by the car park operators to avoid carry out during access period of construction traffic;
- Adequate car park vacancy information signs shall be erected at the car park entrance to alert motorists;
- The tunnel construction works shall not commence earlier than the construction of covered walkway and footbridge at the area and full provision of private car parking spaces under the CHR Development; and
- Such other measures as stipulated in the approved CTMS.

5. SUMMARY AND CONCLUSION

5.1 Summary

- 5.1.1 In order to enhance the traffic condition in the Causeway Bay south area, Tunnel T1 and Tunnel T2 were proposed beneath Hysan Avenue and Yun Ping Road respectively. Tunnel T1 would connect the basement car parks at LG One and LG Three, while Tunnel T2 would connect the basement car parks at Lee LG One and LG Two.
- 5.1.2 Since the proposed Tunnels T1 and T2 would run across Hysan Avenue and Yun Ping Road respectively, where are zoned as 'Road' in the OZP, S16 Applications for the proposed two tunnels with inclusion of TIAs were submitted to the TPB for obtaining permission. The S16 Applications for proposed two tunnels were approved by TPB in July 2016. Subsequently, the applications for extension of times for the two proposed tunnels were also approved by TPB in June 2020.
- 5.1.3 Given that the above permissions for the two proposed tunnels have been expired in June 2024, the subject applications were to obtain TPB's approvals for the Tunnels T1 and T2 to be implemented.
- 5.1.4 As per the comments on the subject applications received from Transport Department, a traffic review was required to verify whether the previous approved TIAs were still valid under the subject applications.
- 5.1.5 MVA was commissioned as a traffic consultant to conduct a traffic study and prepare a traffic review report in supporting the subject applications for the proposed Tunnels T1 and T2.
- 5.1.6 Tunnel T1 would run across Hysan Avenue, and it would be connected from the northern side of the basement level 3 car park of LG Three to the southern side of the basement level 3 car park of LG One. Tunnel T2 would run across Yun Ping Road, and it would be connected from the eastern side of the basement level 3 car park of LG One to the western side of the basement level 2 car park of LG Two.
- 5.1.7 Except for the amendment to the connection level of Tunnel T1 at LG Three was changed from basement level 2 to level 3, there was no material change in the alignments of both the Tunnels T1 and T2 since the previous planning applications were approved in 2016.
- 5.1.8 As reviewed in the previous TIAs, the proposed Tunnel T1 would enable an alternative ingress route for LG One via the existing vehicular entrance of LG Three on Hoi Ping Road without the need of circulating at Hysan Avenue, Yun Ping Road and Lan Fong Road. On the other hand, Tunnel T2 would allow vehicles to access LG One via the ingress of LG Two at Pennington Street without passing through the busy road sections of Yun Ping Road and Lan Fong Road from the east and the south. Furthermore, Tunnel T2 would also enable a more direct route for the vehicles to leave LG One via the egress of LG Two at Pennington Street leading to the east.
- 5.1.9 In view of there was no material change in the proposed alignment of Tunnels T1 and T2 since the previous planning applications were approved in 2016, while the Tunnels T1 and T2 would not induce any additional traffic onto the road network but only enabling alternative and shorter routes for diverting the car park traffic from the at-grade roads to underground,

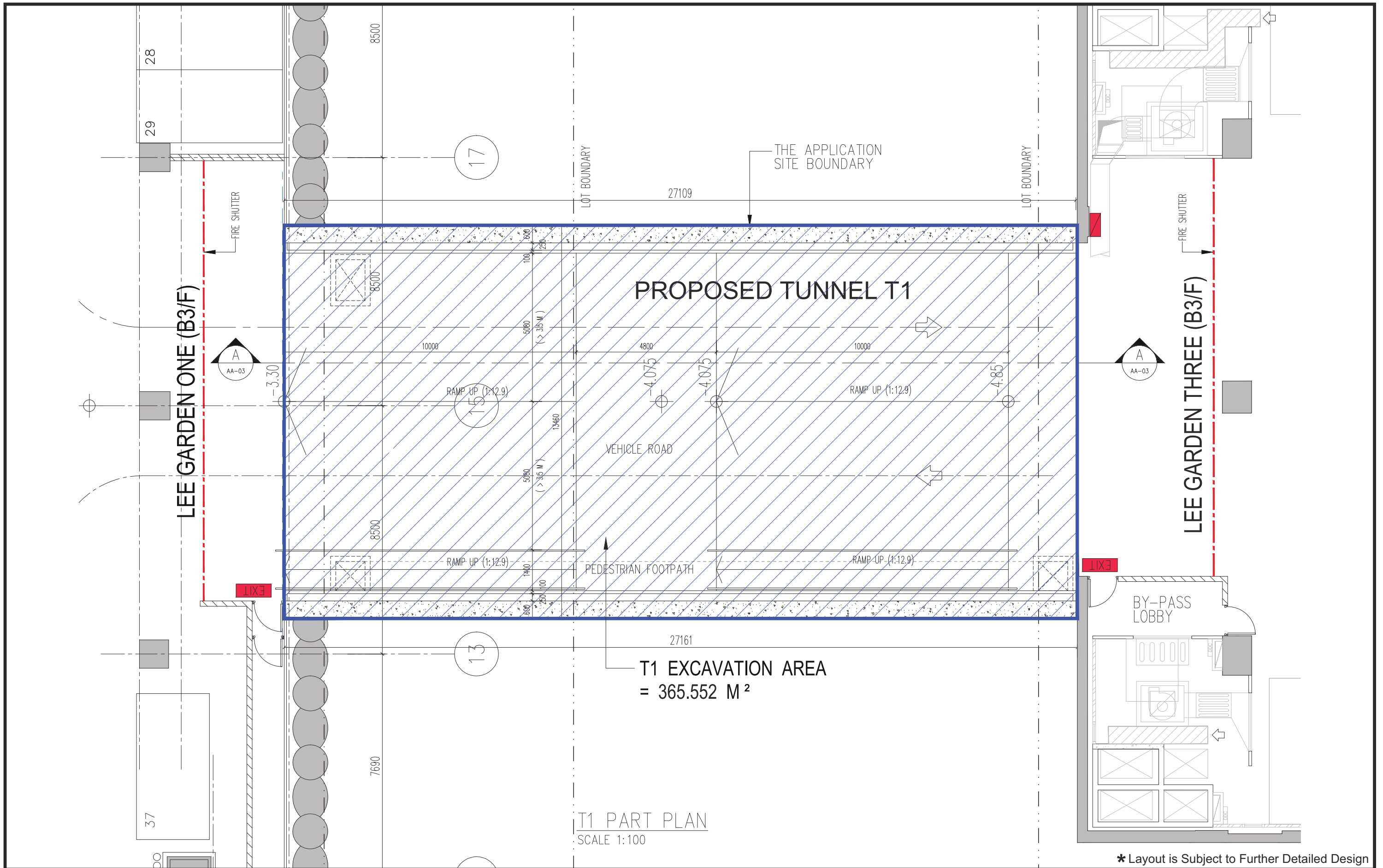
the conclusion of no adverse traffic impact due to the Tunnels T1 and T2 as drawn from the previous TIAs should be still valid.

- 5.1.10 For verification purpose, the traffic impact due to the Tunnels T1 and T2 was re-assessed by taking into account the latest traffic situation as well as the updated project programme.
- 5.1.11 The updated assessment results that Tunnels T1 and T2 linking the basement car parks of the LG One, LG Two and LG Three would not cause adverse impact to the local road network, and all the assessed junctions were predicted to be operated within capacities during all peak hours on both weekday and weekend in the design year 2032.
- 5.1.12 In contrast, Tunnels T1 and T2 would allow alternative route for vehicles accessing LG One which help on reducing the at-grade vehicular traffic on Yun Ping Road and Lan Fong Road. The traffic benefits due to the Tunnels T1 and T2 as identified from the previous TIAs remained unchanged.
- 5.1.13 Apart from the operational assessment, the traffic arrangement and impact during the construction stage of the tunnels were also reviewed. To avoid any excavation work on the at-grade public road and hence minimizing disturbance to the at-grade vehicular and pedestrian traffic, tunnelling method was proposed for the construction of both the Tunnel T1 and Tunnel T2. The works areas for the tunnel construction would be situated at the basements of LG One, LG Two and LG Three.
- 5.1.14 It would be unavoidable that some of the existing car parking spaces would be temporarily suspended to facilitate tunnel construction works at the basement levels; however, the extents of the works areas at the carparks would be well planned to maintain 80% of the existing total parking provision at LG One, LG Two and LG Three for the daily operation throughout the construction period. Besides, the construction of the tunnels was planned to be commenced after the completion of the CHR Development so that the parking demand during the tunnel construction would be well absorbed by the remaining existing car parking space at LG One, LG Two and LG Three together with the extra provision of 600 parking spaces at the CHR Development.
- 5.1.15 To avoid any new opening of construction access on the public roads it was proposed that the accesses of construction traffic to the works areas would be via the existing vehicular accesses of LG One, LG Two and LG Three.
- 5.1.16 Besides, the overall construction traffic demand of the two tunnels would be kept minimal, and time management for construction traffic would be implemented, by which the access of construction traffic would only be arranged outside the communal weekday's peak periods of 08:00-10:00, 12:00-14:00 and 16:00-20:00 except General Holidays. With the proposed time management, the hourly construction traffic demand would be kept at 3-4 vehicles per hour only. Therefore, the traffic impact to the surrounding roads caused by the construction traffic of the two tunnels would be very minimal.
- 5.1.17 Furthermore, a Construction Traffic Management Scheme (CTMS) which to be reviewed and approved by Transport Department would be implemented during the tunnel construction to ensure no adverse traffic impact on the surrounding road network.

5.2 Conclusion

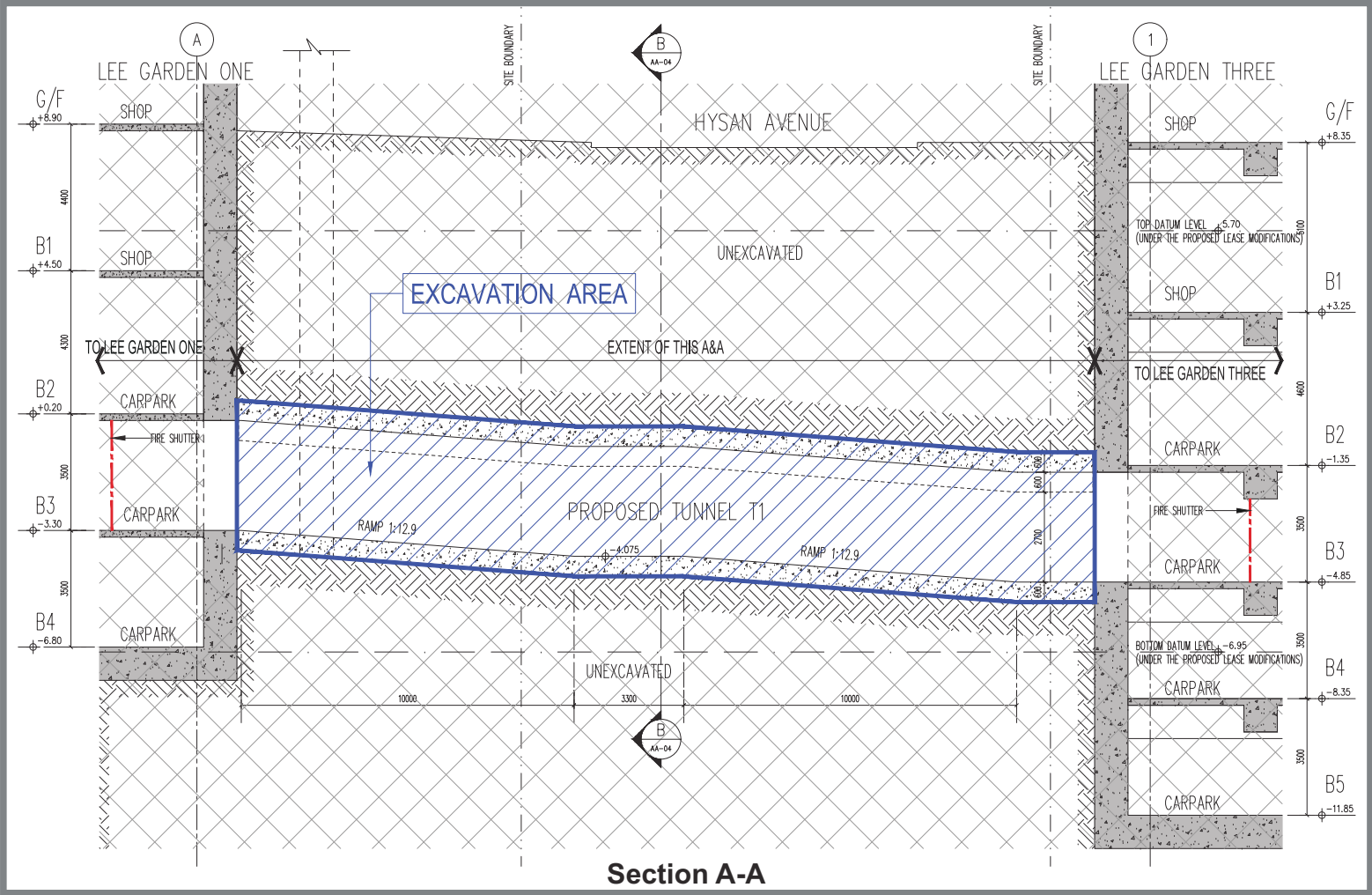
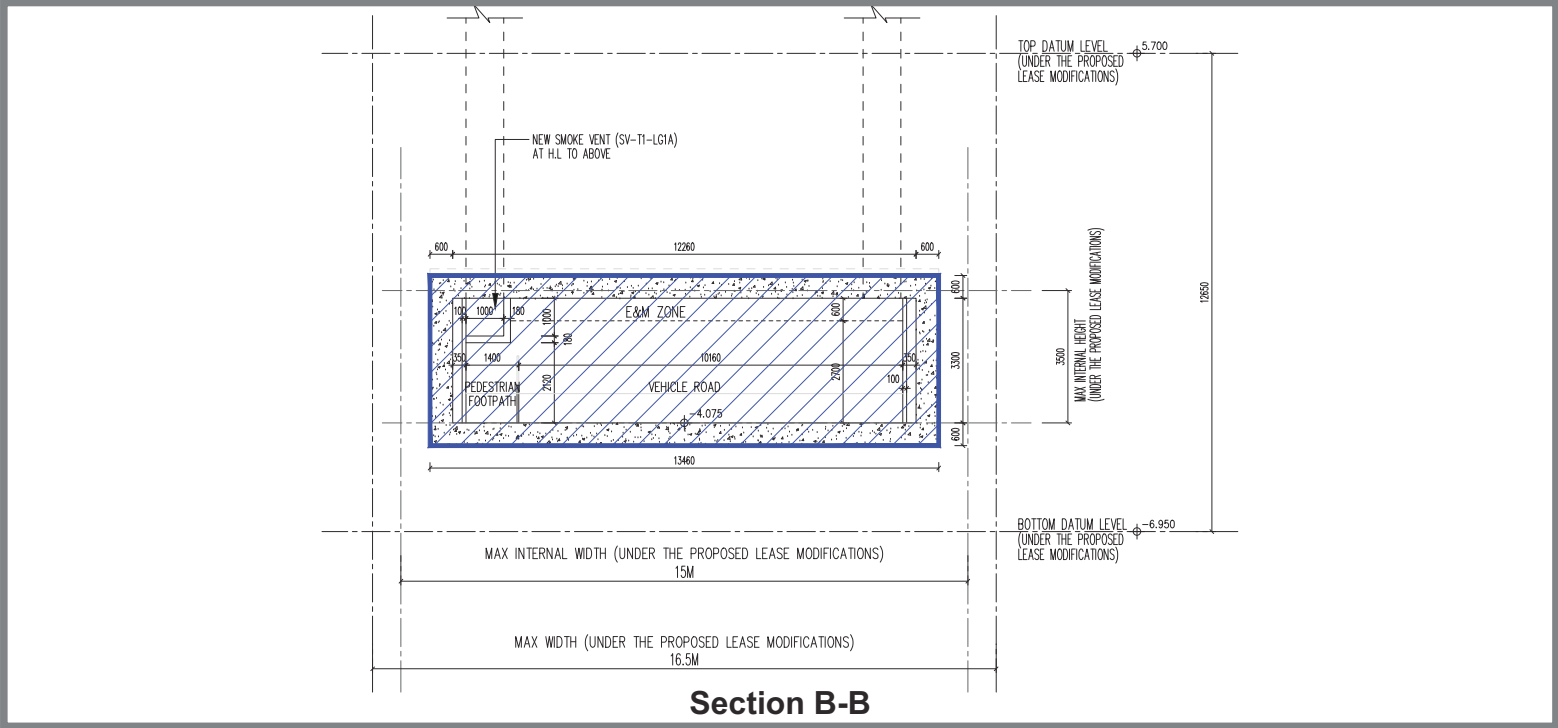
5.2.1 In conclusion, the proposed Tunnels T1 and T2 are supported from a traffic engineering point of view as it is considered to be beneficial to the local area with the following expected benefits:

- Reduction in at-grade traffic on local roads would help to enhance the road traffic conditions, improve the air quality and pedestrian safety in the area;
- Enhancement of the accessibility of car parks would help to efficiently use of available car parking spaces and allow the way-finding of vacant parking spaces can be taken place internally, and thus minimizing queuing at car park entrances and traffic circulation on public roads;
- Available of route choices for vehicles would help to achieve balanced use of roads/junctions' capacities under different road traffic situations; and
- Provision of flexibility in access and traffic management would allow the car park operators to manage the ingress and egress of vehicles to suit different traffic conditions in the area.



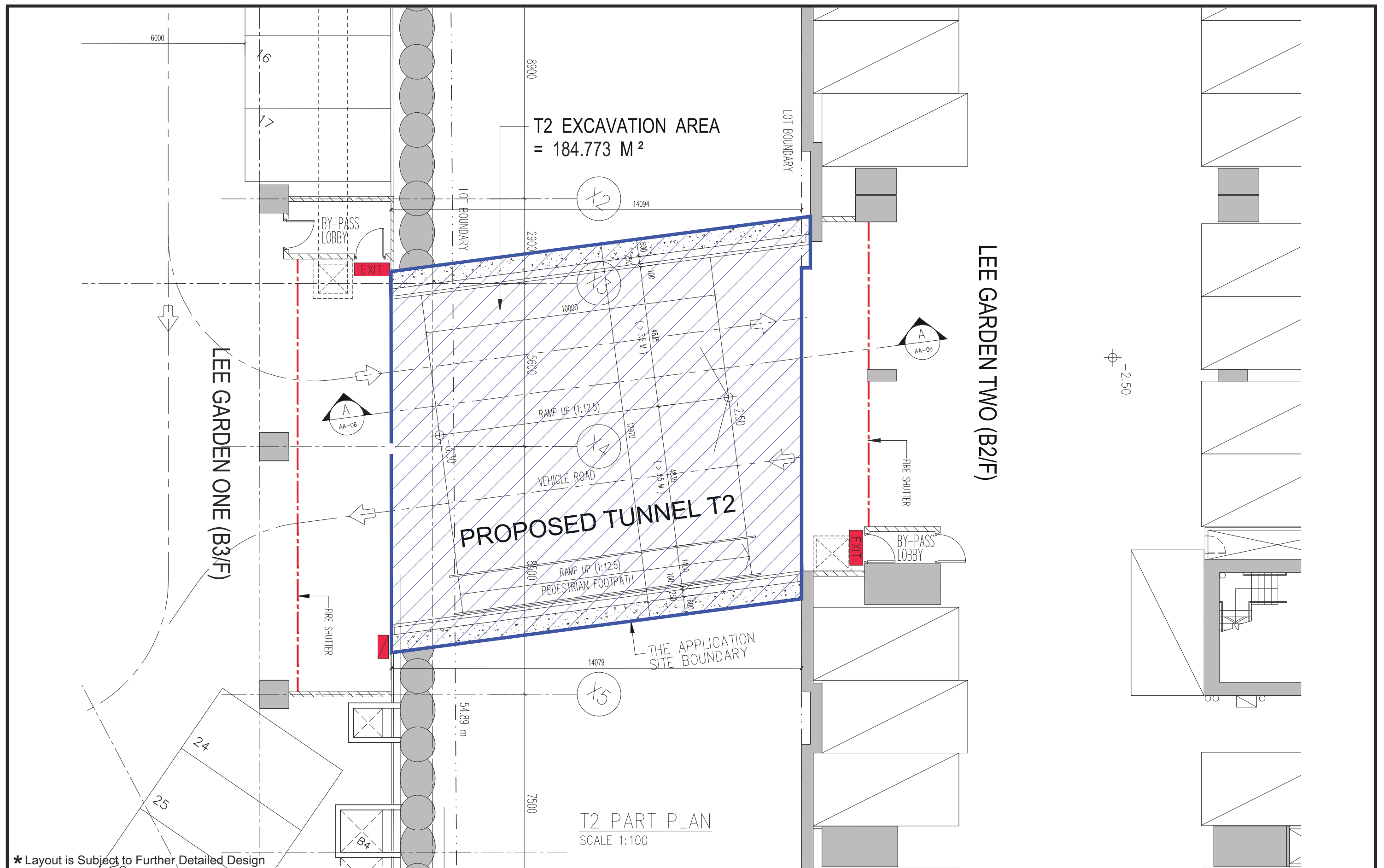
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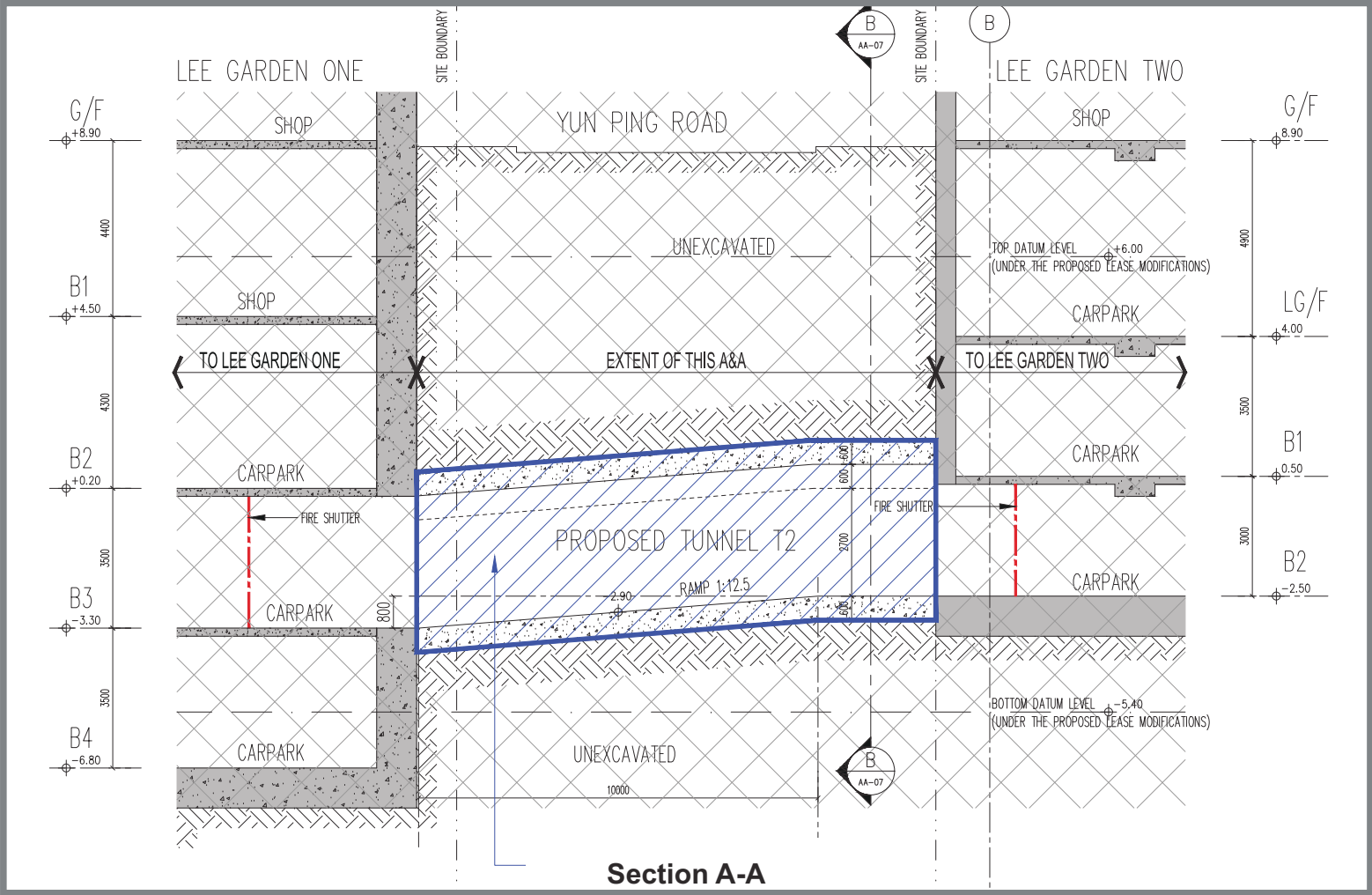
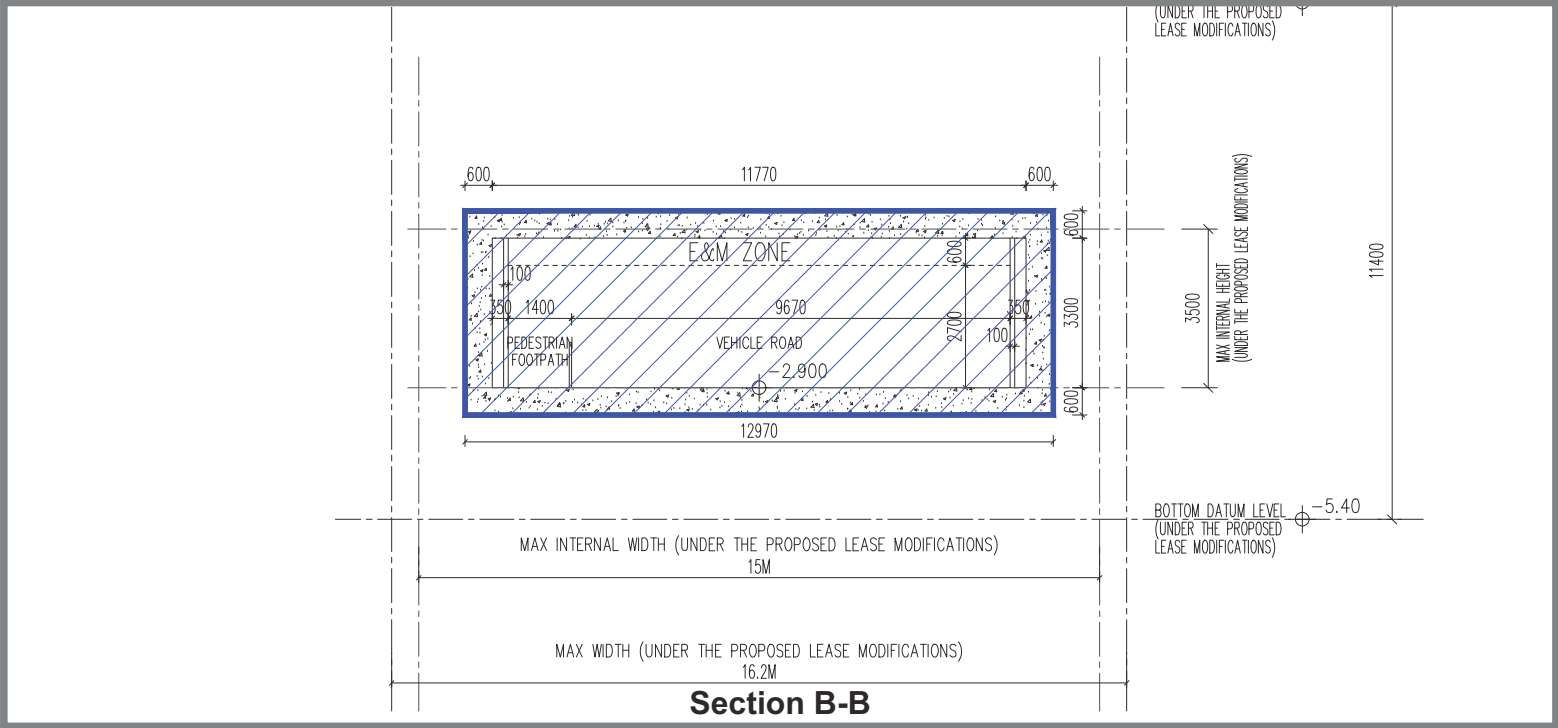
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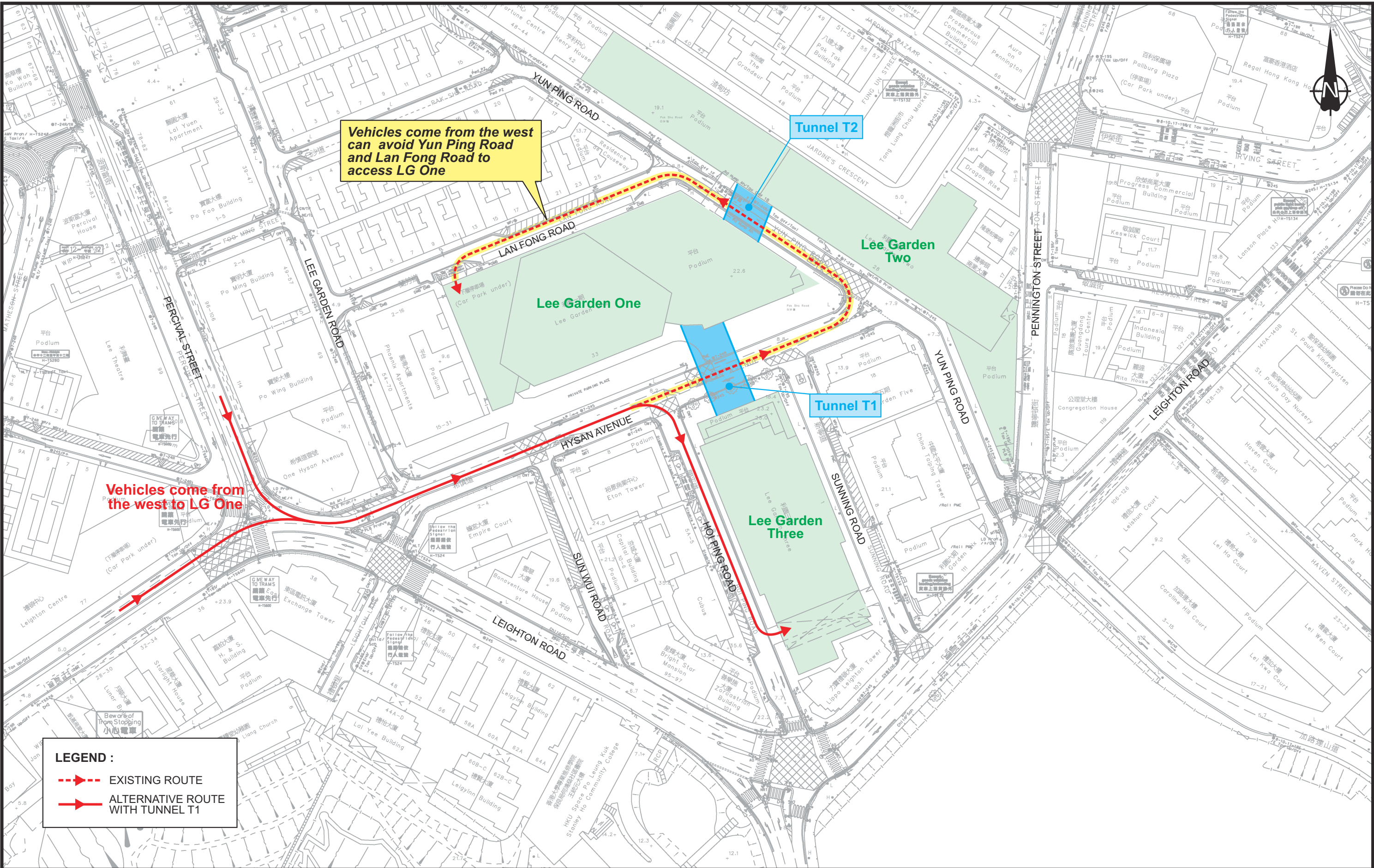
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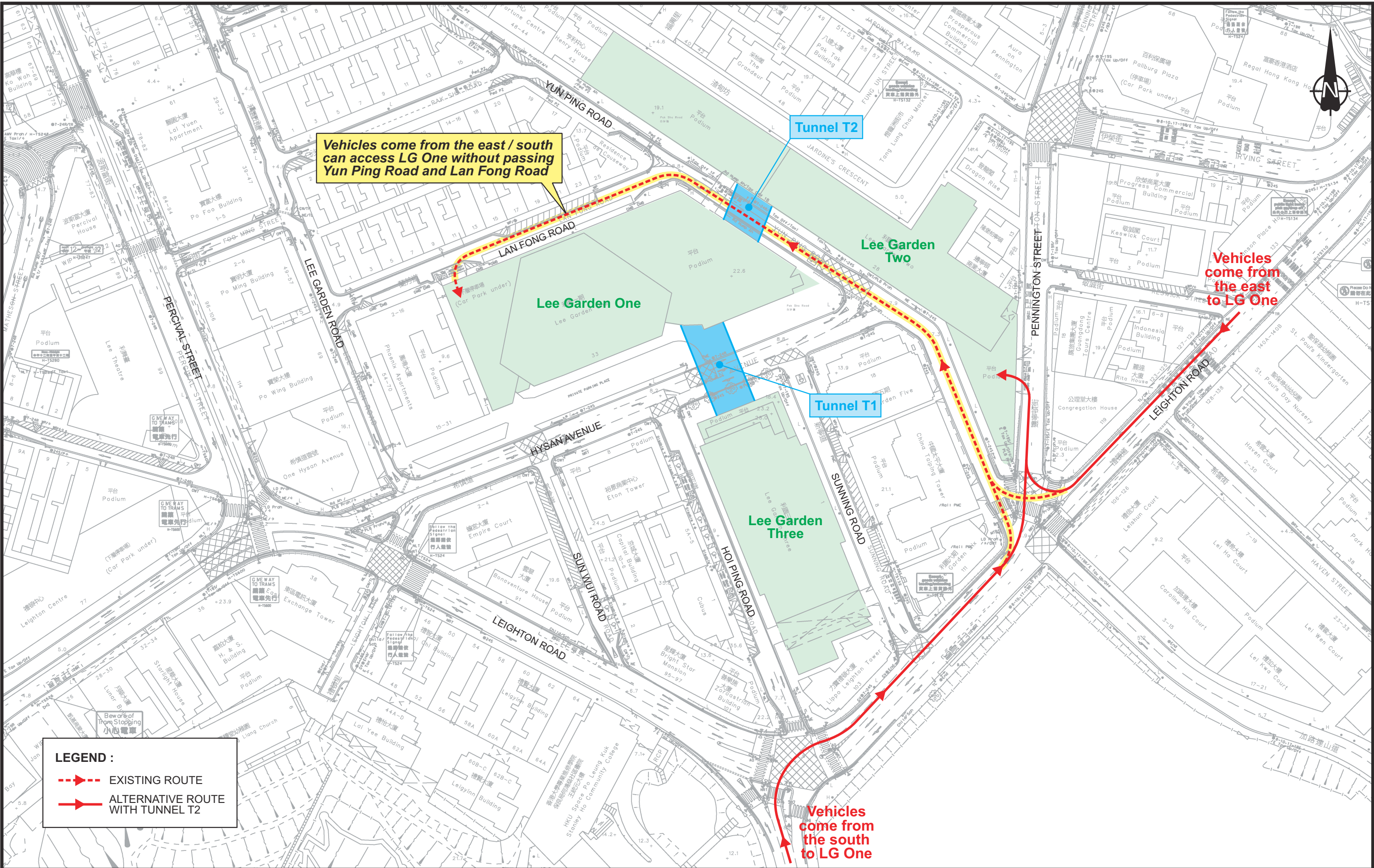


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PROPOSED UNDERGROUND VEHICULAR TUNNEL T1
(CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE) AND
T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO)
TRAFFIC REVIEW REPORT

Drawing Title	ANTICIPATED TRAFFIC RE-ROUTING DUE TO TUNNELS T1 AND T2 (1 OF 3)			
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LEGEND :

EXISTING ROUTE

ALTERNATIVE ROUTE WITH TUNNEL T2

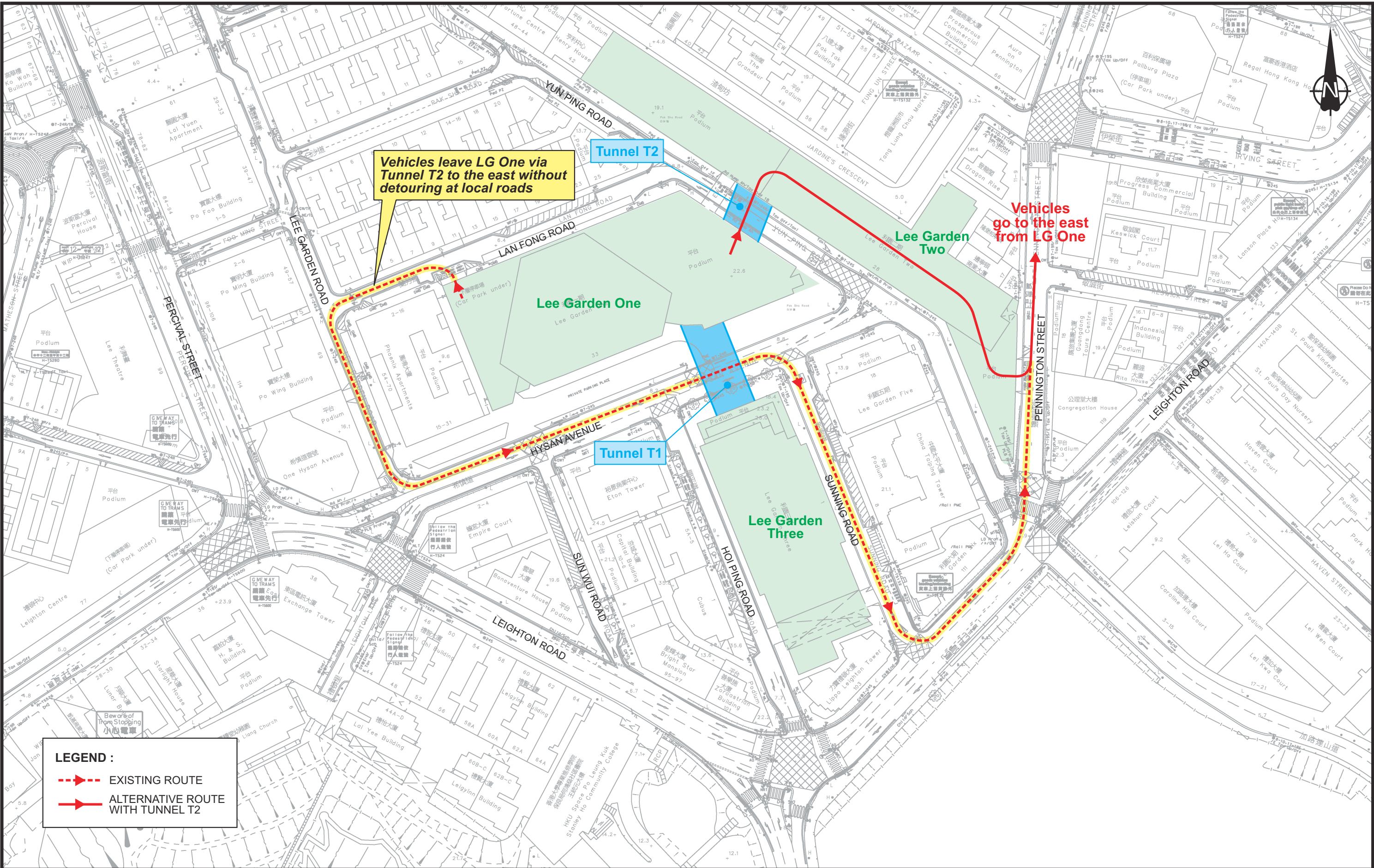
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PROPOSED UNDERGROUND VEHICULAR TUNNEL T1
(CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE) AND
T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO)
TRAFFIC REVIEW REPORT

Drawing Title	ANTICIPATED TRAFFIC RE-ROUTING DUE TO TUNNELS T1 AND T2 (2 OF 3)			
Designed	CNM	Checked	CHC	Scale
				NTS
Date	NOV 2024	Drawing No.	3.2	Rev.
				-

SYSTRA
MVA

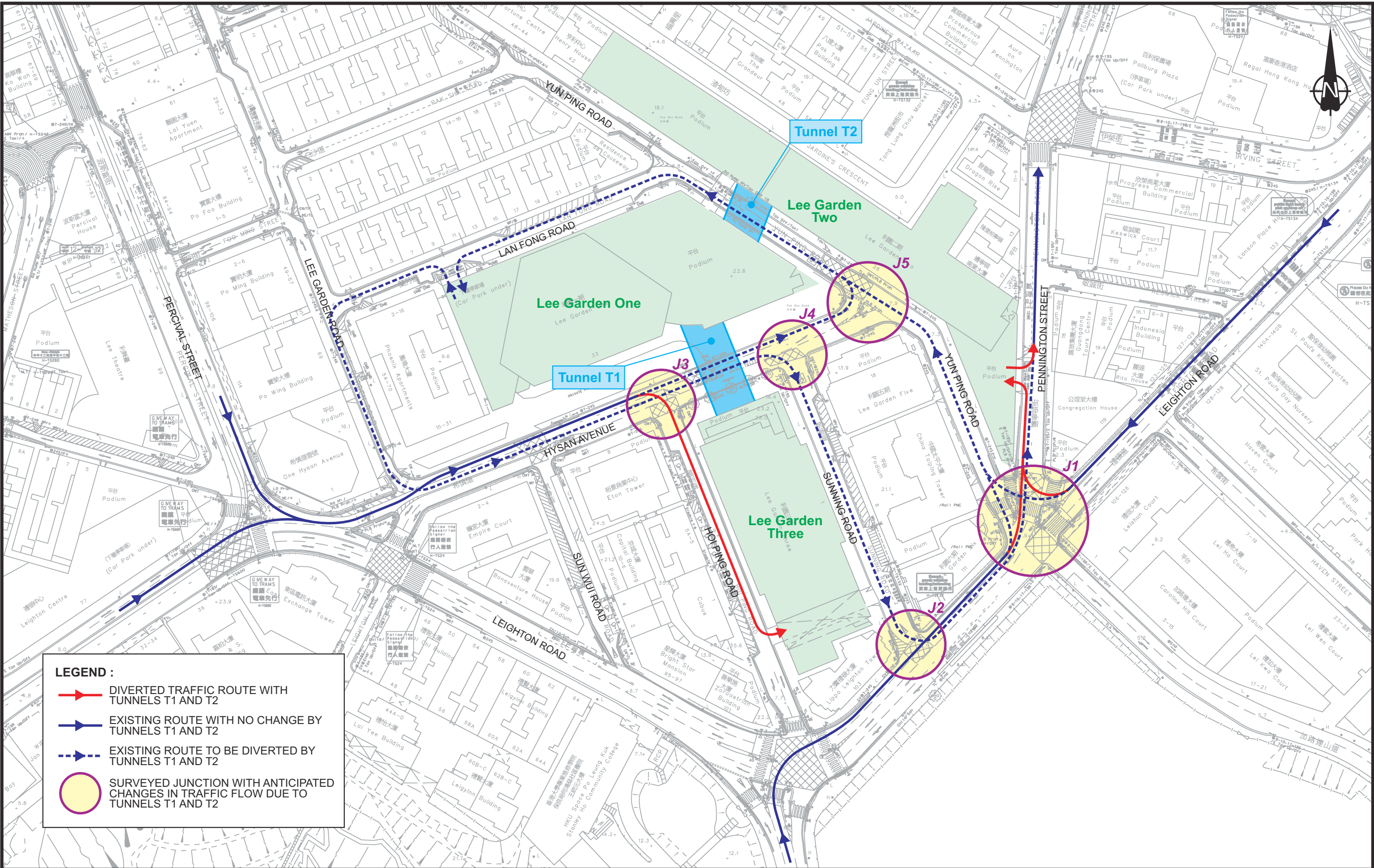


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Rev.	Description	Checked	Date

Project Title

SECTION 16 PLANNING APPLICATIONS FOR
PROPOSED UNDERGROUND VEHICULAR TUNNEL T1
(CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE) AND
T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO)
TRAFFIC REVIEW REPORT

Drawing Title	ANTICIPATED TRAFFIC RE-ROUTING DUE TO TUNNELS T1 AND T2 (3 OF 3)			
Designed	CNM	Checked	CHC	Scale
				NTS
Date	NOV 2024	Drawing No.	3.3	Rev.
				-



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Rev.	Description	Checked Date

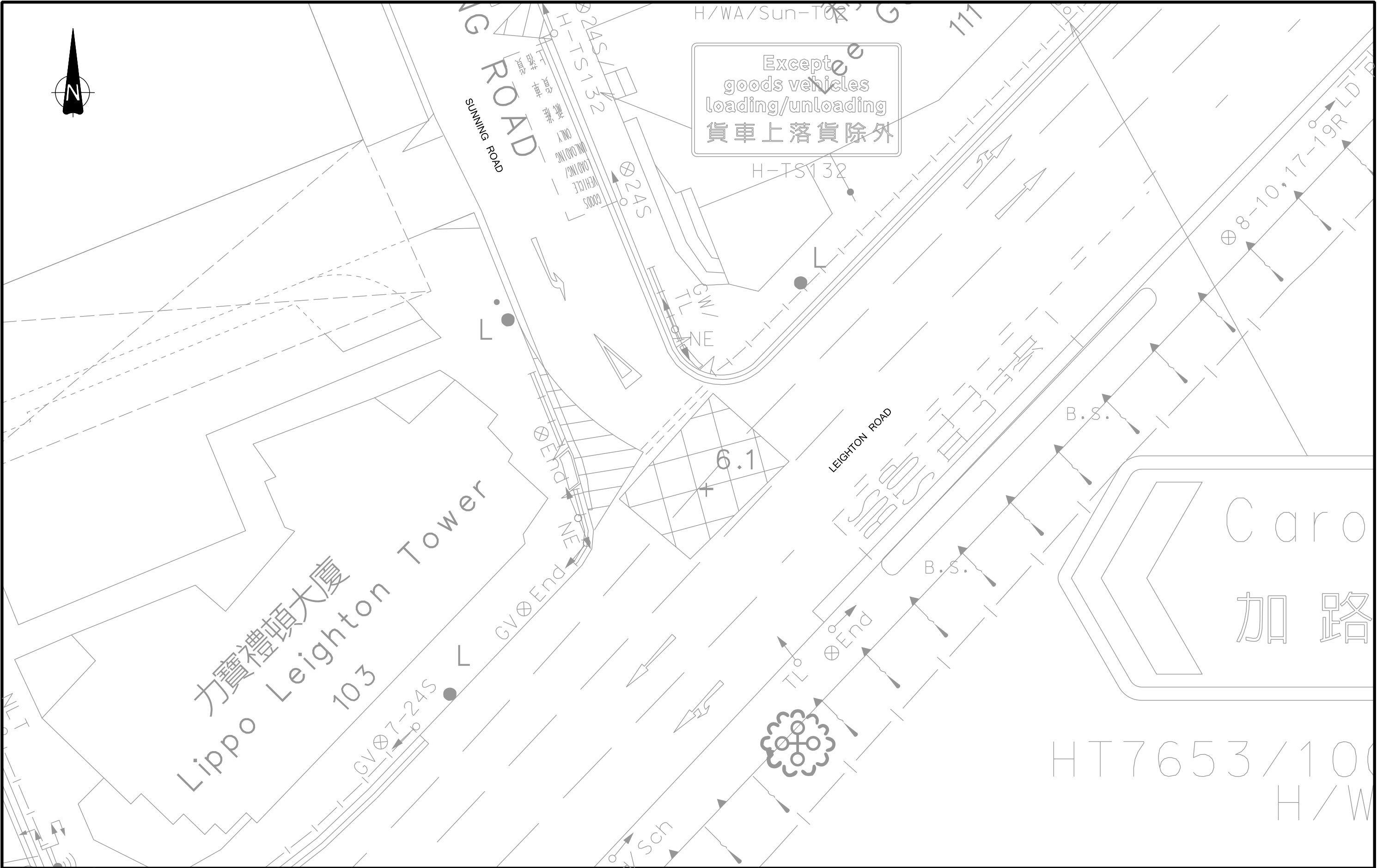
Project Title

SECTION 16 PLANNING APPLICATIONS FOR
PROPOSED UNDERGROUND VEHICULAR TUNNEL T1
(CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE) AND
T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO)
TRAFFIC REVIEW REPORT

Drawing Title			
SURVEYED JUNCTIONS IN YEAR 2024			
Designed	CNM	Checked	CHC
Scale	NTS	Date	NOV 2024
Drawing No.	3.4	Rev.	-



FILENAME: D:\OneDrive - SysraGroup\JOBS(NEW)\CHK50836810\TIAF36.dgn
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DATE: 11/28/2024
TIME: 2:53:44 PM



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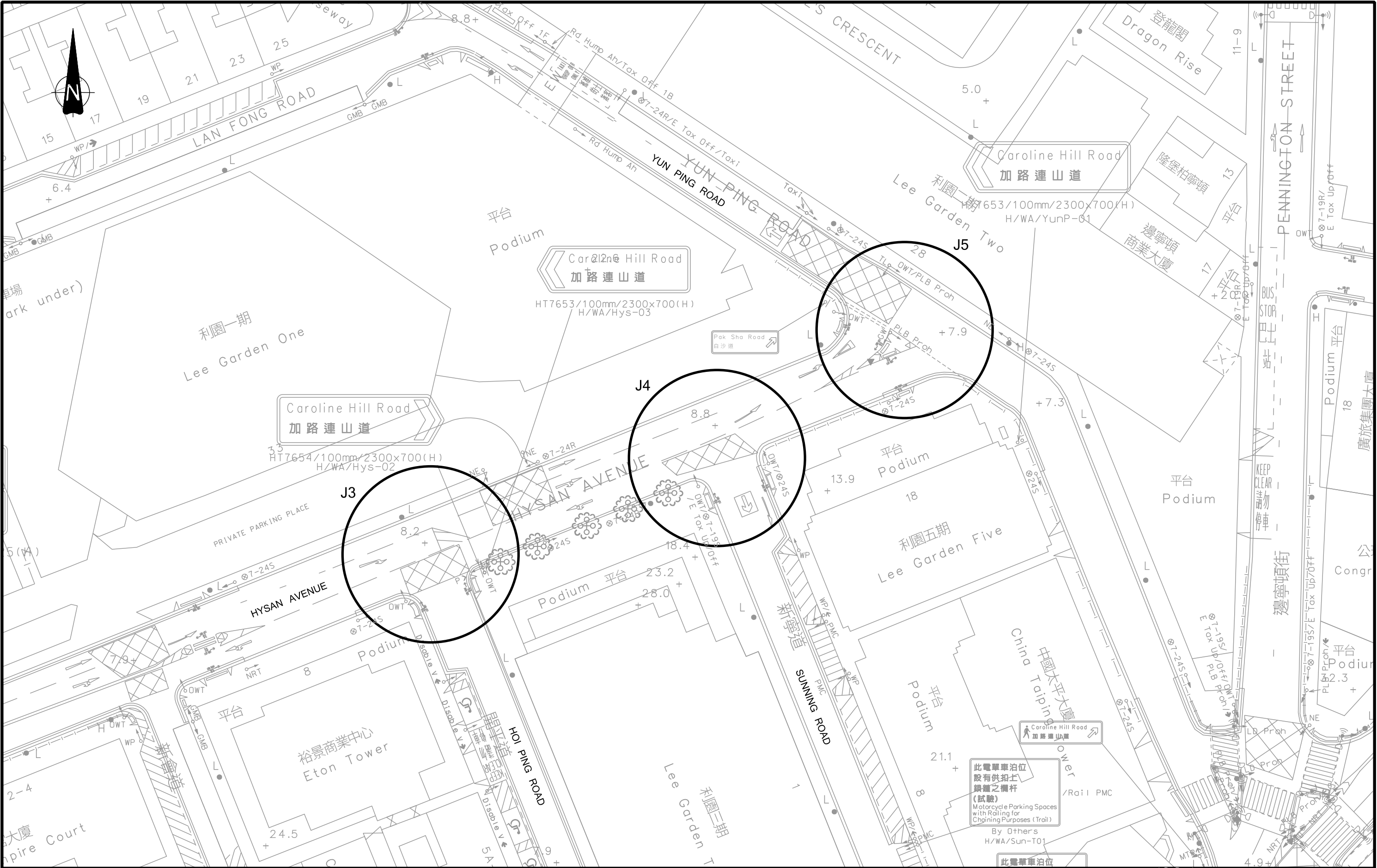
Project Title

SECTION 16 PLANNING APPLICATIONS FOR PROPOSED UNDERGROUND VEHICULAR TUNNELS T1 (CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE AND T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO)

Drawing Title			
EXISTING JUNCTION LAYOUT OF LEIGHTON ROAD / SUNNING ROAD (J2)			
Designed CNM	Checked TCW	Scale 1:200(A3)	Date NOV 2024
Drawing No. 3.6		Rev. -	



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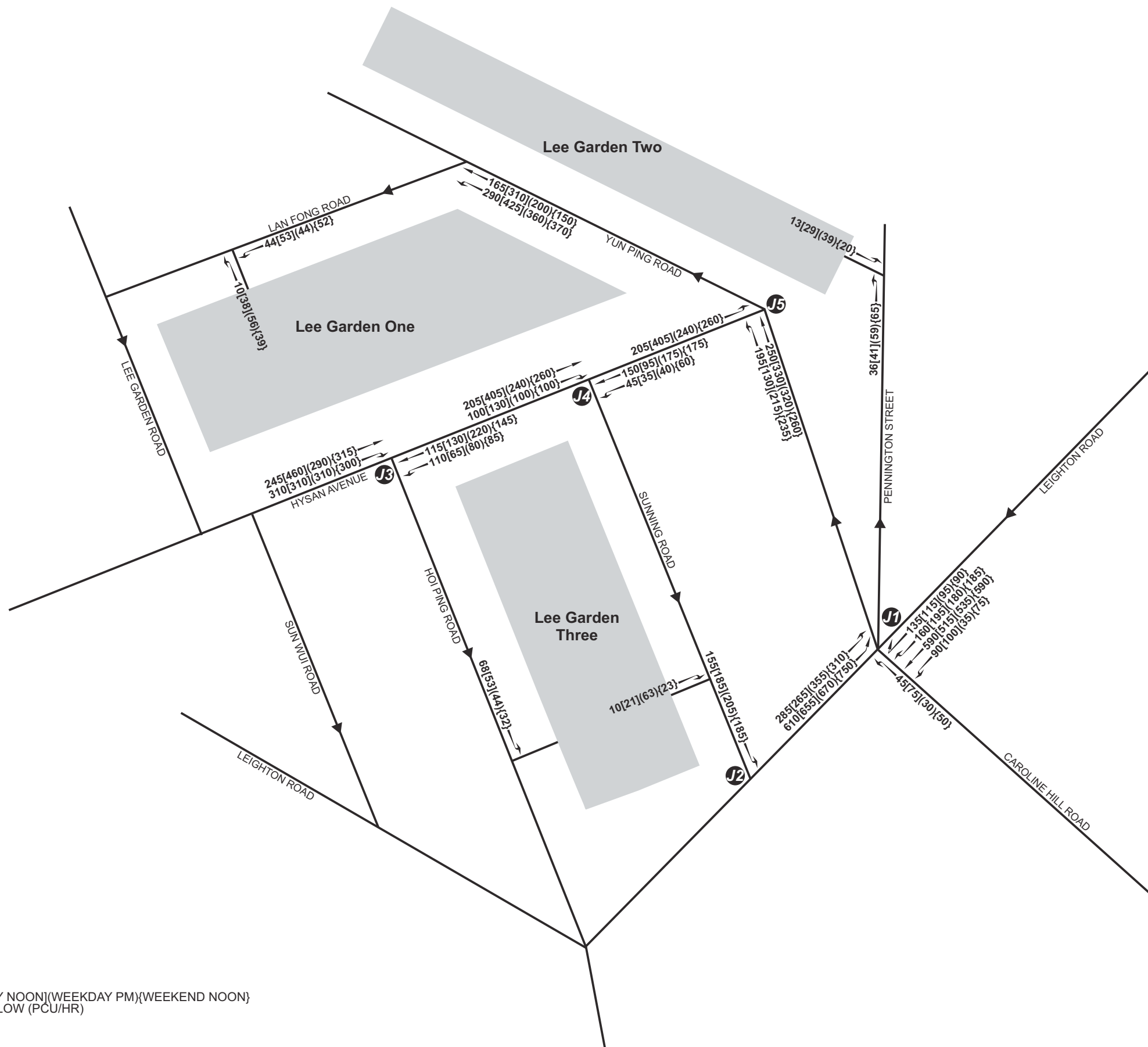
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Rev.	Description	Checked	Date

Project Title

SECTION 16 PLANNING APPLICATIONS FOR PROPOSED UNDERGROUND VEHICULAR TUNNELS T1 (CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE AND T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO)

Drawing Title			
EXISTING JUNCTION LAYOUT OF HYSAN AVENUE / HOI PING ROAD (J3), HYSAN AVENUE / SUNNING ROAD (J4) AND HYSAN AVENUE / YUN PING ROAD (J5)			
Designed	CNM	Checked	TCW
Scale	1:500(A3)	Date	NOV 2024
Drawing No.	3.7	Rev.	-

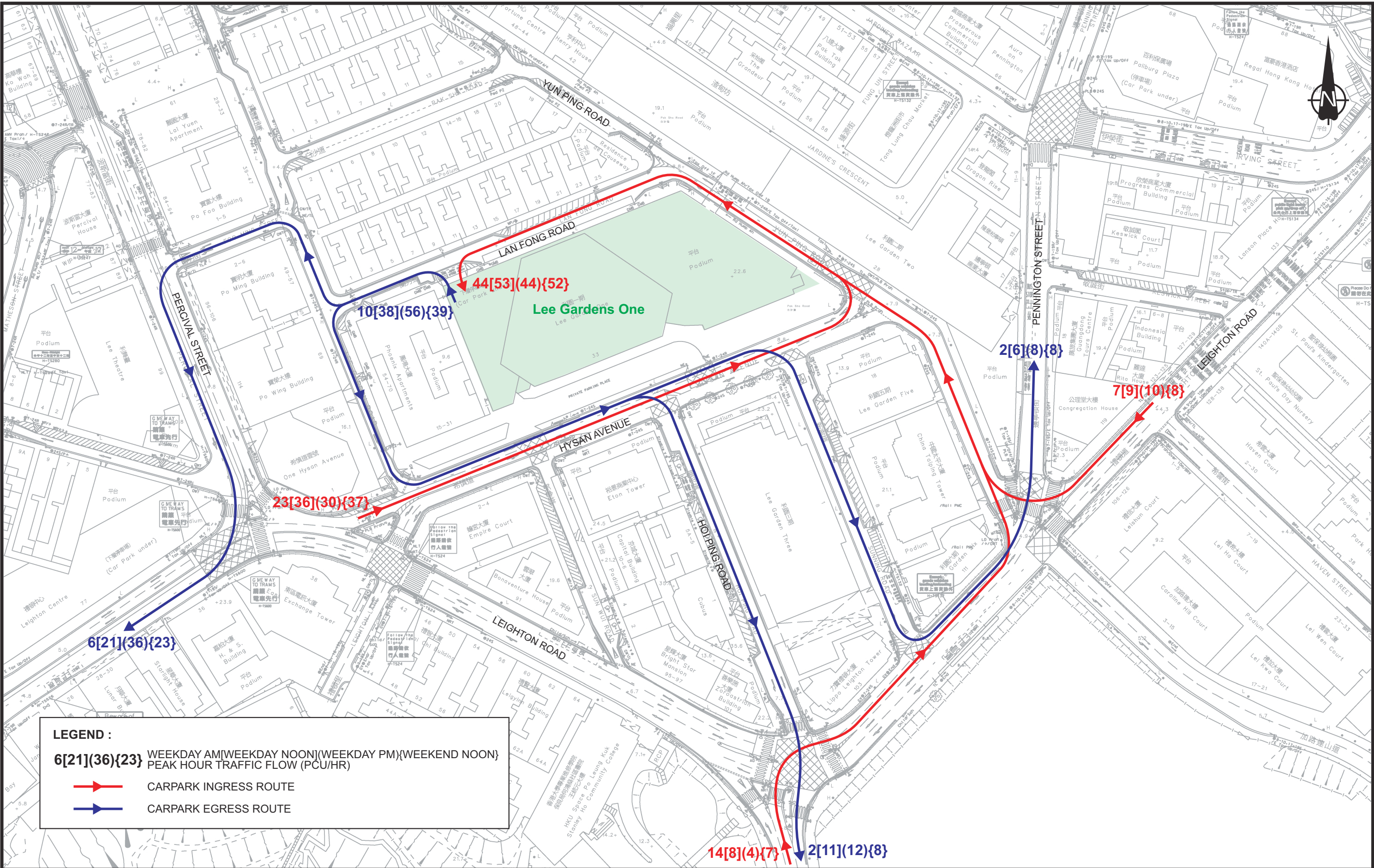




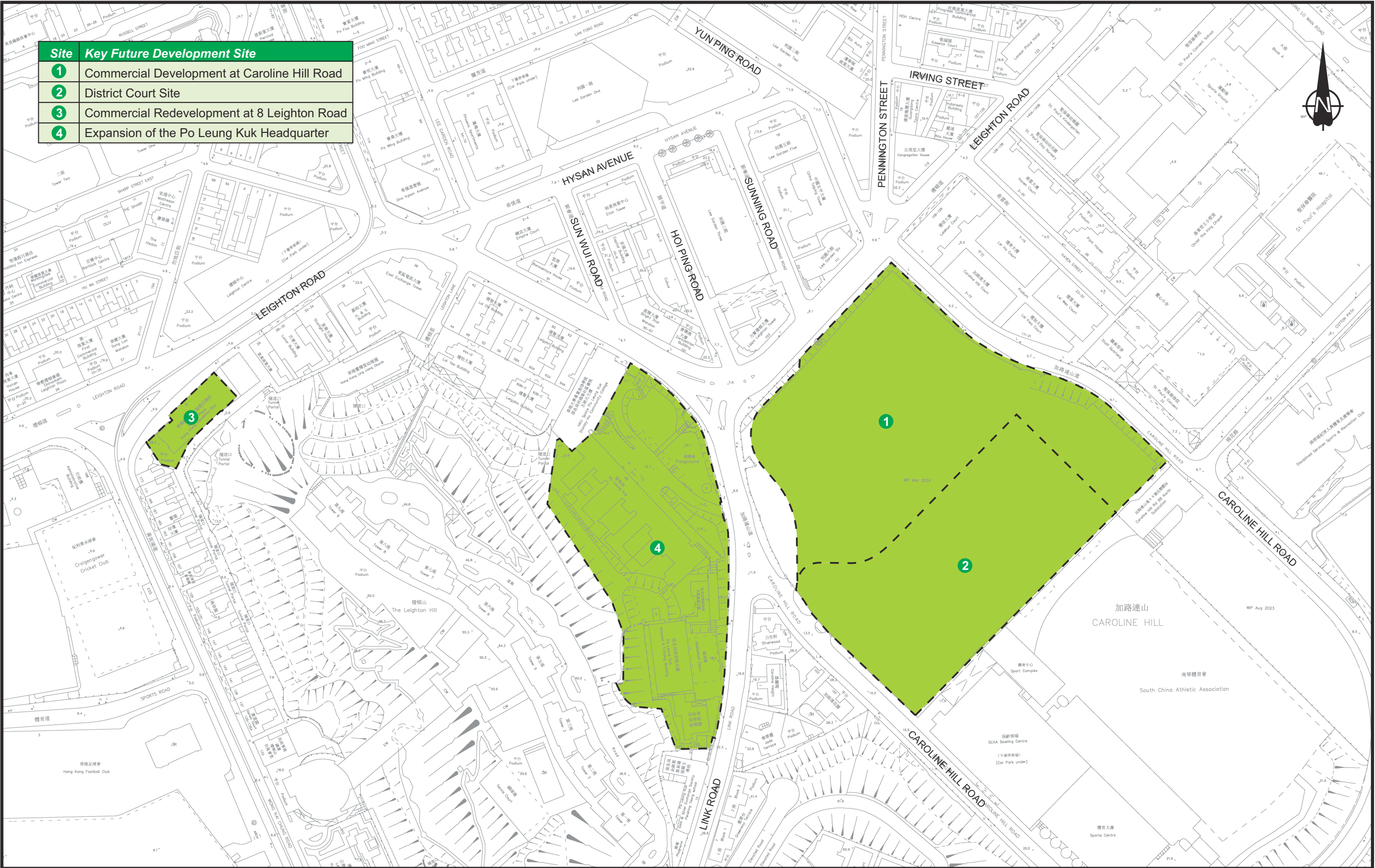
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125[115](95){70} WEEKDAY AM[WEEKDAY NOON](WEEKDAY PM){WEEKEND NOON}
PEAK HOUR TRAFFIC FLOW (PCU/HR)

-	-	-	-	Project Title SECTION 16 PLANNING APPLICATIONS FOR PROPOSED UNDERGROUND VEHICULAR TUNNEL T1 (CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE) AND T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO) TRAFFIC REVIEW REPORT	Drawing Title YEAR 2024 OBSERVED TRAFFIC FLOWS						
-	-	-	-								
-	-	-	-								
-	-	-	-								
Rev.	Description	Checked	Date								
					Designed CNM	Checked CHC	Scale NTS	Date NOV 2024	Drawing No. 3.8	Rev. -	



-	-	-	-	Project Title SECTION 16 PLANNING APPLICATIONS FOR PROPOSED UNDERGROUND VEHICULAR TUNNEL T1 (CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE) AND T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO) TRAFFIC REVIEW REPORT	Drawing Title YEAR 2024 SURVEYED CAR PARK RELATED TRAFFIC FLOWS AND PATTERNS OF LEE GARDENS ONE											
-	-	-	-													
-	-	-	-													
-	-	-	-													
Rev.	Description	Checked	Date													
					Designed	CNM	Checked	CHC	Scale	NTS	Date	NOV 2024	Drawing No.	3.9	Rev.	-



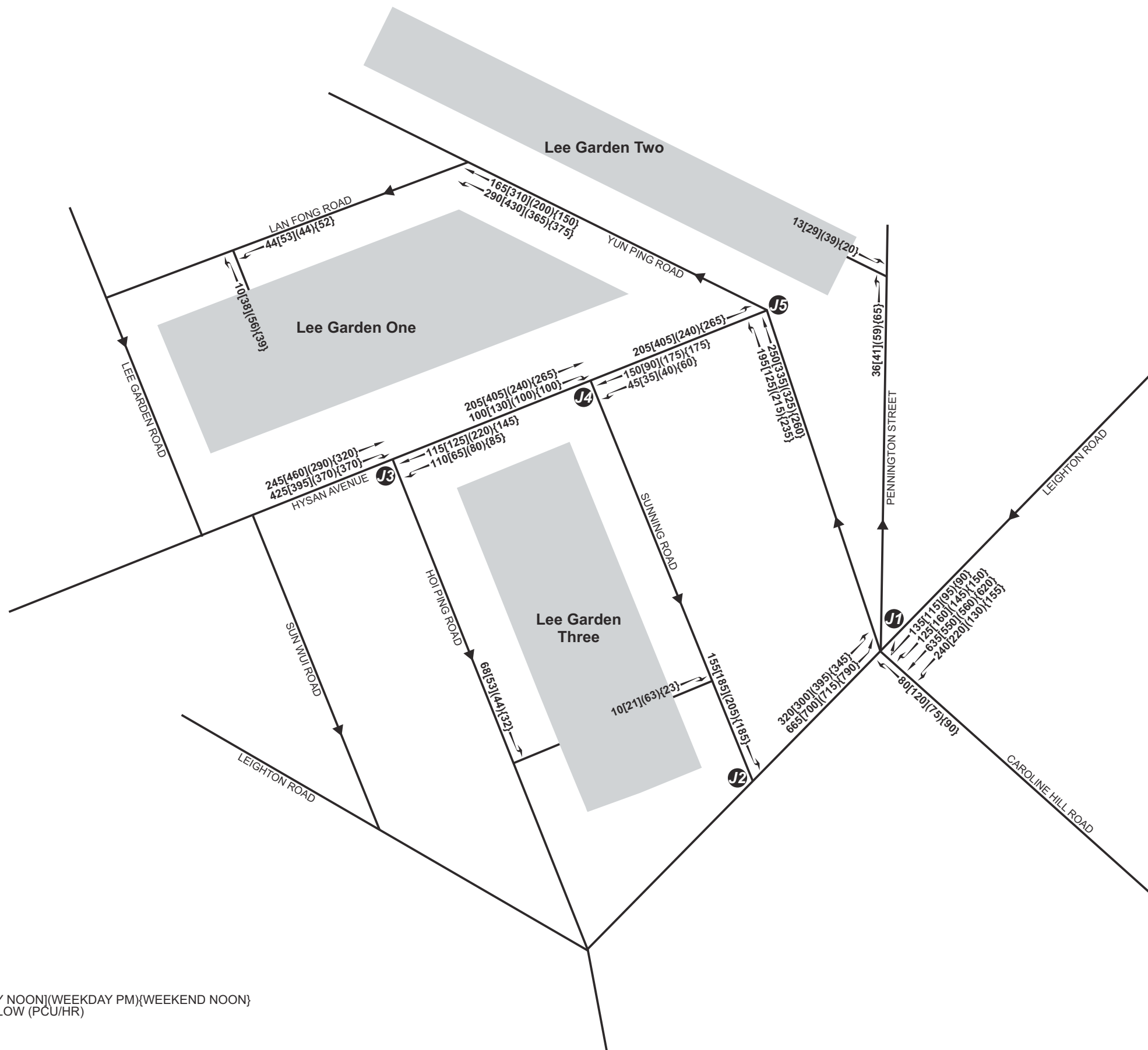
Site	Key Future Development Site
1	Commercial Development at Caroline Hill Road
2	District Court Site
3	Commercial Redevelopment at 8 Leighton Road
4	Expansion of the Po Leung Kuk Headquarter

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-	-	-	-
-	-	-	-
-	-	-	-
Rev.	Description	Checked	Date

Project Title
SECTION 16 PLANNING APPLICATIONS FOR PROPOSED UNDERGROUND VEHICULAR TUNNEL T1 (CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE) AND T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO) TRAFFIC REVIEW REPORT

Drawing Title											
PLANNED FUTURE DEVELOPMENT IN THE VICINITY											
Designed	CNM	Checked	CHC	Scale	NTS	Date	NOV 2024	Drawing No.	3.10	Rev.	-

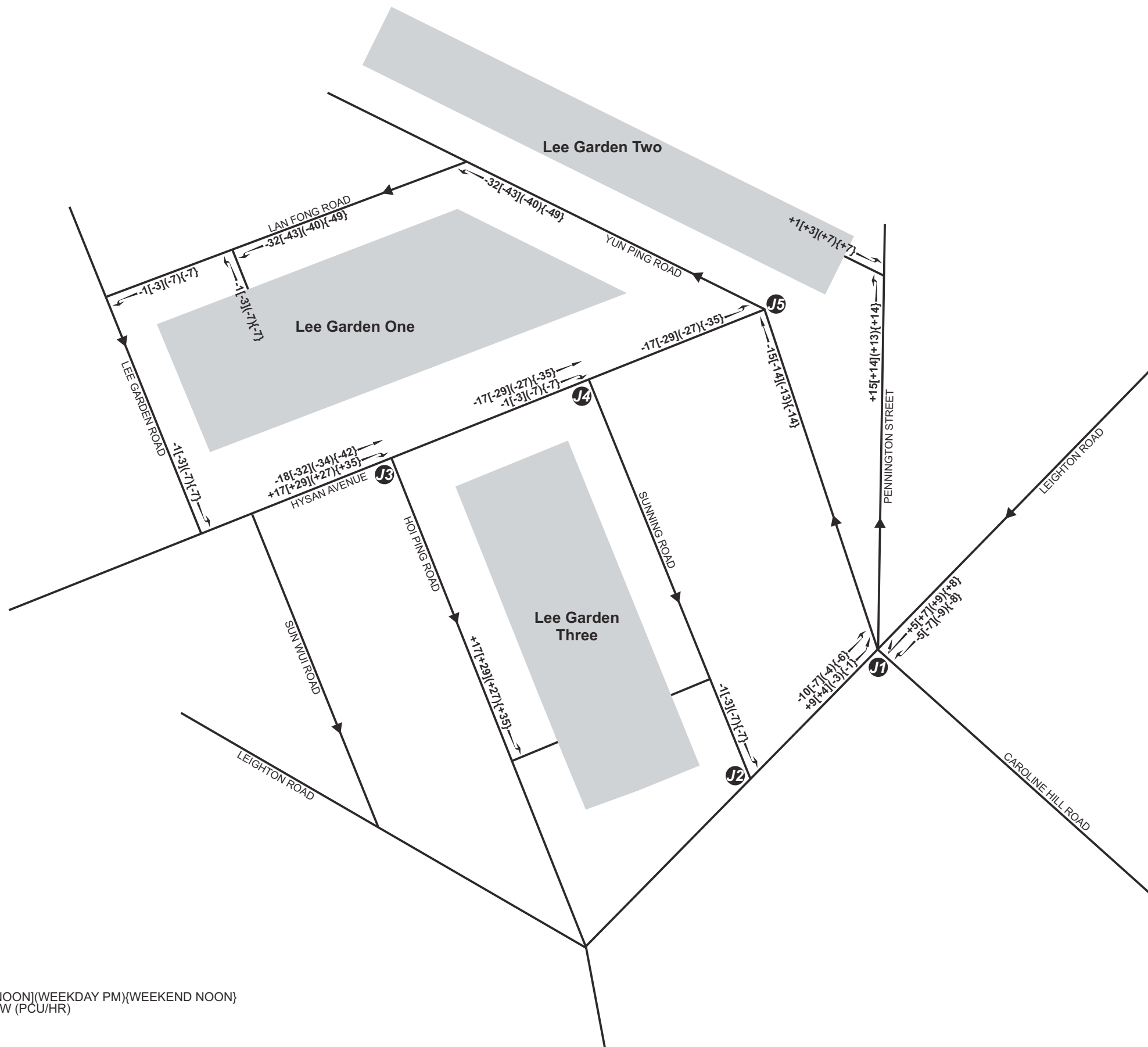




LEGEND :


125[115](95){70} WEEKDAY AM[WEEKDAY NOON](WEEKDAY PM){WEEKEND NOON}
PEAK HOUR TRAFFIC FLOW (PCU/HR)

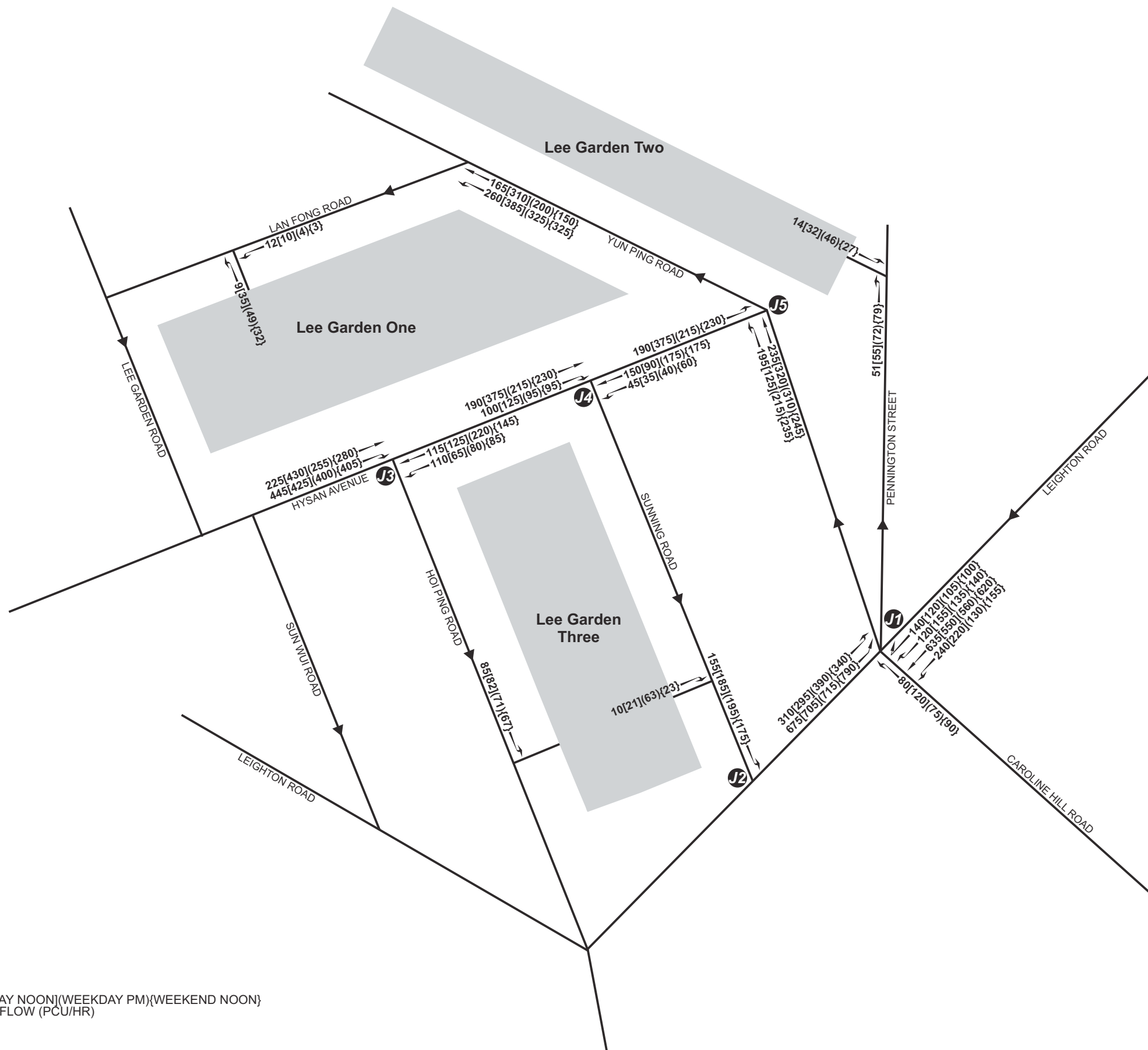
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-	-	-	-								
-	-	-	-								
-	-	-	-								
Rev.	Description	Checked	Date								
					Designed CNM	Checked CHC	Scale NTS	Date NOV 2024	Drawing No. 3.11	Rev. -	



LEGEND :

+5[+7](+9){+8} WEEKDAY AM[WEEKDAY NOON](WEEKDAY PM){WEEKEND NOON}
PEAK HOUR TRAFFIC FLOW (PCU/HR)

-	-	-	-	Project Title SECTION 16 PLANNING APPLICATIONS FOR PROPOSED UNDERGROUND VEHICULAR TUNNEL T1 (CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE) AND T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO) TRAFFIC REVIEW REPORT	Drawing Title NET DIFFERENCES IN TRAFFIC FLOWS DUE TO TUNNELS T1 AND T2										
-	-	-	-												
-	-	-	-												
-	-	-	-												
Rev.	Description	Checked	Date												
				Designed	CNM	Checked	CHC	Scale	NTS	Date	NOV 2024		Drawing No.	3.12	Rev.



LEGEND :

130[120](105){80} WEEKDAY AM[WEEKDAY NOON](WEEKDAY PM){WEEKEND NOON}
PEAK HOUR TRAFFIC FLOW (PCU/HR)

-	-	-	-	Project Title SECTION 16 PLANNING APPLICATIONS FOR PROPOSED UNDERGROUND VEHICULAR TUNNEL T1 (CONNECTING LEE GARDEN ONE AND LEE GARDEN THREE) AND T2 (CONNECTING LEE GARDEN ONE AND LEE GARDEN TWO) TRAFFIC REVIEW REPORT	Drawing Title YEAR 2032 DESIGN TRAFFIC FLOWS											
-	-	-	-													
-	-	-	-													
-	-	-	-													
Rev.	Description	Checked	Date													
					Designed	CNM	Checked	CHC	Scale	NTS	Date	NOV 2024	Drawing No.	3.13	Rev.	-

APPENDIX A – JUNCTION ASSESSMENTS

2032 Reference

Junction: Leighton Road / Yun Ping Road / Pennington Street / Caroline Hill Road (East)

Design Year: 2032

Description: 2032 Reference

Designed By: TCW

Checked By: CHC

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Leighton Road WB	←*	A	1	3.000	7			84%	56%	975	1025	286	0.293		234	0.228	
	←	A	1	2.500						2005	2005	589	0.294		456	0.227	
Leighton Road WB	←**	C	2	3.500		9				1180	1180	260	0.220	0.220	240	0.203	0.203
Caroline Hill Road NB	↖*	C	2	4.000	5					930	930	80	0.086		75	0.081	
Leighton Road EB	→**	A	1	3.000	15			70%	77%	1255	1245	459	0.366	0.366	515	0.414	0.414
	→	A	1	3.000						1440	1440	526	0.365		595	0.413	
Pedestrian Crossing		Bp	1	MIN GREEN + FLASH =		5	+	8	=	13							
		Dp	2	MIN GREEN + FLASH =		10	+	8	=	18							

Notes:

TAC junction: Cycle time of 105s and 130s are adopted for AM and PM Peak

* = Site factor of 0.6 adopted

** = Site factor of 0.7 adopted

Flow: (pcu/hr)

Group	A,Dp	A,C	Group	A,Dp	A,C
y	0.366	0.586	y	0.414	0.617
L (sec)	27	11	L (sec)	27	11
C (sec)	105	105	C (sec)	130	130
y pract.	0.669	0.806	y pract.	0.713	0.824
R.C. (%)	83%	37%	R.C. (%)	72%	34%

Stage / Phase Diagrams															
1. <div></div>				2. <div></div>				3.				4.			
I/G= 7				I/G= 6				I/G=				I/G=			
I/G= 7				I/G= 6				I/G=				I/G=			

Junction: Leighton Road / Yun Ping Road / Pennington Street / Caroline Hill Road (East)

Design Year: 2032

Description: 2032 Reference

Designed By: TCW

Checked By: CHC

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		WD NOON			WE NOON		
					Left	Right		WD NOON	WE NOON	WD NOON	WE NOON	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Leighton Road WB	←*	A	1	3.000	7			88%	59%	965	1020	251	0.260		261	0.256	
	←	A	1	2.500						2005	2005	519	0.259		514	0.256	
Leighton Road WB	←**	C	2	3.500		9				1180	1180	275	0.233	0.233	240	0.203	0.203
Caroline Hill Road NB	↖*	C	2	4.000	5					930	930	120	0.129		90	0.097	
Leighton Road EB	↗**	A	1	3.000	15			64%	65%	1260	1260	467	0.371	0.371	530	0.421	0.421
	→**	A	1	3.000						1440	1440	533	0.370		605	0.420	
Pedestrian Crossing		Bp	1	MIN GREEN + FLASH =		5	+	8	=	13							
		Dp	2	MIN GREEN + FLASH =		10	+	8	=	18							

Notes:

TAC junction: Cycle time of 110s and 120s are adopted for weekday noon and

* = Site factor of 0.6 adopted

** = Site factor of 0.7 adopted

Flow: (pcu/hr)

Group	A,Dp	A,C	Group	A,Dp	A,C
y	0.371	0.604	y	0.421	0.624
L (sec)	27	11	L (sec)	27	11
C (sec)	110	110	C (sec)	120	120
y pract.	0.679	0.810	y pract.	0.698	0.818
R.C. (%)	83%	34%	R.C. (%)	66%	31%

Stage / Phase Diagrams															
1. <div></div>				2. <div></div>				3.				4.			
I/G= 7				I/G= 6				I/G=				I/G=			
I/G= 7				I/G= 6				I/G=				I/G=			

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Leighton Road - Sunning Road		Ref. No.: J2	
Scheme: 2032 Reference		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Leighton Road			
ARM B: Sunning Road			
ARM C: Leighton Road			

ARM C

WD AM (WD PM)
715 (635)

ARM A

WD AM (WD PM)
830 (910)

Minor ARM B

WD AM (WD PM)
155 (205)

GEOMETRY				
Major road width	W	13.15	Lane widths	w(b-a) 5.50
Central Reserve width	Wcr	0.00		w(b-c) 0.00
2 Lane Minor Arm (Y/N)		N		w(c-b) 0.00
Visibilities	Vr(b-a)	40	Calculated	D 1.03
	VI(b-a)	55		E 0.61
	Vr(b-c)	40		F 0.63
	Vr(c-b)	70		Y 0.55

ANALYSIS			WD AM PEAK	(WD PM) PEAK
TRAFFIC FLOWS	q(c-a)		715	635
	q(c-b)		0	0
	q(a-b)		0	0
	q(a-c)		830	910
	q(b-a)		0	0
	q(b-c)		155	205
	f		1.00	1.00
	CAPACITIES	Q(b-a)	Factor 1	383
Q(b-c)		1	354	344
Q(c-b)		1	364	354
Q(b-ac)		1	354	344
RFC's	b-a		0.000	0.000
	b-c		0.438	0.596
	c-b		0.000	0.000
	b-ac		0.438	0.596
	Worst RFC		0.438	0.596

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1 + 0.094(w(b-a) - 3.65))(1 + 0.0009(Vr(b-a) - 120))(1 + 0.0006(VI(b-a) - 150))$$

$$E = (1 + 0.094(w(b-c) - 3.65))(1 + 0.0009(Vr(b-c) - 120))$$

$$F = (1 + 0.094(w(c-b) - 3.65))(1 + 0.0009(Vr(c-b) - 120))$$

$$Y = 1 - 0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c) * Q(b-a) / ((1-f) * Q(b-c) + f * Q(b-a))$$

T.P.D.M.V.2.4
Appendix 1

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 REF_AM&PM.xlsm]J2

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Leighton Road - Sunning Road		Ref. No.: J2	
Scheme: 2032 Reference		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Leighton Road			
ARM B: Sunning Road			
ARM C: Leighton Road			

GEOMETRY					
Major road width	W	13.15	Lane widths	w(b-a)	5.50
Central Reserve width	Wcr	0.00		w(b-c)	0.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	0.00
Visibilities	Vr(b-a)	40	Calculated	D	1.03
	VI(b-a)	55		E	0.61
	Vr(b-c)	40		F	0.63
	Vr(c-b)	70		Y	0.55

ANALYSIS			WD NOON PEAK	(WE NOON) PEA
TRAFFIC FLOWS	q(c-a)		670	710
	q(c-b)		0	0
	q(a-b)		0	0
	q(a-c)		815	950
	q(b-a)		0	0
	q(b-c)		185	185
	f		1.00	1.00
CAPACITIES	Q(b-a)	Factor	392	359
	Q(b-c)	1	355	339
	Q(c-b)	1	366	349
	Q(b-ac)	1	355	339
RFC's	b-a		0.000	0.000
	b-c		0.521	0.546
	c-b		0.000	0.000
	b-ac		0.521	0.546
Worst RFC			0.521	0.546

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$$

$$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$$

$$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$$

$$Y = 1-0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$$

T.P.D.M.V.2.4
Appendix 1

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 REF_NOON&WE.xlsm]J2

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Hoi Ping Road		Ref. No.: J3	
Scheme: 2032 Reference		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Hysan Avenue			
ARM B: Hoi Ping Road			
ARM C: Hysan Avenue			

GEOMETRY					
Major road width	W	10.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	0.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	3.30
Visibilities	Vr(b-a)	75	Calculated	D	0.59
	VI(b-a)	55		E	0.63
	Vr(b-c)	75		F	0.94
	Vr(c-b)	90		Y	0.66

ANALYSIS			WD AM PEAK	(WD PM) PEAK
TRAFFIC FLOWS	q(c-a)		245	290
	q(c-b)		425	370
	q(a-b)		110	80
	q(a-c)		115	220
	q(b-a)		0	0
	q(b-c)		0	0
	f		0.00	0.00
	CAPACITIES	Q(b-a)	Factor	242
Q(b-c)		1	446	432
Q(c-b)		1	651	634
Q(b-ac)		1	242	236
RFC's	b-a		0.000	0.000
	b-c		0.000	0.000
	c-b		0.653	0.584
	b-ac		0.000	0.000
	Worst RFC		0.653	0.584

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$$

$$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$$

$$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$$

$$Y = 1-0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$$

T.P.D.M.V.2.4
Appendix 1

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 REF_AM&PM.xlsm\J3

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Hoi Ping Road		Ref. No.: J3	
Scheme: 2032 Reference		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Hysan Avenue			
ARM B: Hoi Ping Road			
ARM C: Hysan Avenue			

ARM C

WD NOON	(WE NOON)
460	(320)
395	(370)

ARM A

WD NOON	(WE NOON)
125	(145)
65	(85)

WD NOON (WE NOON)

Minor ARM B

GEOMETRY					
Major road width	W	10.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	0.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	3.30
Visibilities	Vr(b-a)	75	Calculated	D	0.59
	VI(b-a)	55		E	0.63
	Vr(b-c)	75		F	0.94
	Vr(c-b)	90		Y	0.66

ANALYSIS			WD NOON PEAK	(WE NOON) PEAK
TRAFFIC FLOWS	q(c-a)		460	320
	q(c-b)		395	370
	q(a-b)		65	85
	q(a-c)		125	145
	q(b-a)		0	0
	q(b-c)		0	0
	f		0.00	0.00
CAPACITIES	Q(b-a)	Factor	230	244
	Q(b-c)	1	447	443
	Q(c-b)	1	658	649
	Q(b-ac)	1	230	244
RFC's	b-a		0.000	0.000
	b-c		0.000	0.000
	c-b		0.600	0.570
	b-ac		0.000	0.000
Worst RFC			0.600	0.570

Where VI and Vr are visibility distances to the left or right of the respective streams

$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$

$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$

$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$

$Y = 1-0.0345W$

f = proportion of minor traffic turning left

$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$

T.P.D.M.V.2.4

Appendix 1

Capacity of combined streams

- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 REF_NOON&WE.xlsm]J3

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Sunning Road		Ref. No.: J4	
Scheme: 2032 Reference		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Hysan Avenue			
ARM B: Sunning Road			
ARM C: Hysan Avenue			

ARM C

WD AM	(WD PM)
205	(240)
100	(100)

ARM A

WD AM	(WD PM)
150	(175)
45	(40)

Minor ARM B

WD AM
(WD PM)

GEOMETRY					
Major road width	W	10.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	0.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	3.30
Visibilities	Vr(b-a)	40	Calculated	D	0.59
	VI(b-a)	100		E	0.61
	Vr(b-c)	40		F	0.91
	Vr(c-b)	50		Y	0.66

ANALYSIS			
		WD AM PEAK	(WD PM) PEAK
TRAFFIC FLOWS	q(c-a)	205	240
	q(c-b)	100	100
	q(a-b)	45	40
	q(a-c)	150	175
	q(b-a)	0	0
	q(b-c)	0	0
	f	0.00	0.00
	CAPACITIES	Q(b-a)	309
Q(b-c)		430	426
Q(c-b)		633	629
Q(b-ac)		309	302
RFC's		b-a	0.000
	b-c	0.000	0.000
	c-b	0.158	0.159
	b-ac	0.000	0.000
	Worst RFC	0.158	0.159

Where VI and Vr are visibility distances to the left or right of the respective streams

$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$

$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$

$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$

$Y = 1-0.0345W$

f = proportion of minor traffic turning left

$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$

T.P.D.M.V.2.4

Appendix 1

Capacity of combined streams

- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 REF_AM&PM.xlsm]J4

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Sunning Road		Ref. No.: J4	
Scheme: 2032 Reference		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Hysan Avenue			
ARM B: Sunning Road			
ARM C: Hysan Avenue			

GEOMETRY					
Major road width	W	10.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	0.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	3.30
Visibilities	Vr(b-a)	40	Calculated	D	0.59
	VI(b-a)	100		E	0.61
	Vr(b-c)	40		F	0.91
	Vr(c-b)	50		Y	0.66

ANALYSIS			WD NOON PEAK	(WE NOON) PEA
TRAFFIC FLOWS	q(c-a)		405	265
	q(c-b)		130	100
	q(a-b)		35	60
	q(a-c)		90	175
	q(b-a)		0	0
	q(b-c)		0	0
	f		0.00	0.00
CAPACITIES	Q(b-a)	Factor	294	299
	Q(b-c)	1	439	425
	Q(c-b)	1	648	624
	Q(b-ac)	1	294	299
RFC's	b-a		0.000	0.000
	b-c		0.000	0.000
	c-b		0.201	0.160
	b-ac		0.000	0.000
Worst RFC			0.201	0.160

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1 + 0.094(w(b-a) - 3.65))(1 + 0.0009(Vr(b-a) - 120))(1 + 0.0006(VI(b-a) - 150))$$

$$E = (1 + 0.094(w(b-c) - 3.65))(1 + 0.0009(Vr(b-c) - 120))$$

$$F = (1 + 0.094(w(c-b) - 3.65))(1 + 0.0009(Vr(c-b) - 120))$$

$$Y = 1 - 0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c) * Q(b-a) / ((1-f) * Q(b-c) + f * Q(b-a))$$

T.P.D.M.V.2.4
Appendix 1

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 REF_NOON&WE.xlsm]J4

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Yun Ping Road		Ref. No.: J5	
Scheme: 2032 Reference		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Yun Ping Road			
ARM B: Hysan Avenue			
ARM C: Yun Ping Road			

GEOMETRY					
Major road width	W	7.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	5.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	0.00
Visibilities	Vr(b-a)	35	Calculated	D	0.57
	VI(b-a)	45		E	1.04
	Vr(b-c)	35		F	0.61
	Vr(c-b)	40		Y	0.76

ANALYSIS			
		WD AM PEAK	(WD PM) PEAK
TRAFFIC FLOWS	q(c-a)	0	0
	q(c-b)	0	0
	q(a-b)	195	215
	q(a-c)	250	325
	q(b-a)	0	0
	q(b-c)	205	240
	f	1.00	1.00
CAPACITIES	Q(b-a)	305	292
	Q(b-c)	681	657
	Q(c-b)	379	363
	Q(b-ac)	681	657
RFC's	b-a	0.000	0.000
	b-c	0.301	0.365
	c-b	0.000	0.000
	b-ac	0.301	0.365
Worst RFC		0.301	0.365

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$$

$$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$$

$$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$$

$$Y = 1-0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$$

T.P.D.M.V.2.4
Appendix 1

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 REF_AM&PM.xlsm]J5

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Yun Ping Road		Ref. No.: J5	
Scheme: 2032 Reference		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Yun Ping Road			
ARM B: Hysan Avenue			
ARM C: Yun Ping Road			

WD NOON (WE NOON)

WD NOON (WE NOON)	
335	(260)
125	(235)

ARM A

WD NOON (WE NOON)	
405	(265)

Minor ARM B

GEOMETRY					
Major road width	W	7.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	5.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	0.00
Visibilities	Vr(b-a)	35	Calculated	D	0.57
	VI(b-a)	45		E	1.04
	Vr(b-c)	35		F	0.61
	Vr(c-b)	40		Y	0.76

ANALYSIS			WD NOON PEAK	(WE NOON) PEAK
TRAFFIC FLOWS	q(c-a)		0	0
	q(c-b)		0	0
	q(a-b)		125	235
	q(a-c)		335	260
	q(b-a)		0	0
	q(b-c)		405	265
	f		1.00	1.00
CAPACITIES	Q(b-a)	Factor	296	301
	Q(b-c)	1	665	674
	Q(c-b)	1	377	371
	Q(b-ac)	1	665	674
RFC's	b-a		0.000	0.000
	b-c		0.609	0.393
	c-b		0.000	0.000
	b-ac		0.609	0.393
Worst RFC			0.609	0.393

Where VI and Vr are visibility distances to the left or right of the respective streams

$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$

$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$

$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$

$Y = 1-0.0345W$

f = proportion of minor traffic turning left

$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$

T.P.D.M.V.2.4

Appendix 1

Capacity of combined streams

- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 REF_NOON&WE.xlsm]J5

2032 Design

Junction: Leighton Road / Yun Ping Road / Pennington Street / Caroline Hill Road (East)

Design Year: 2032

Description: 2032 Design

Designed By: TCW

Checked By: CHC

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Leighton Road WB	←*	A	1	3.000	7			84%	56%	975	1025	286	0.293		234	0.228	
	←	A	1	2.500						2005	2005	589	0.294		456	0.227	
Leighton Road WB	←**	C	2	3.500		9				1180	1180	260	0.220	0.220	240	0.203	0.203
Caroline Hill Road NB	↖*	C	2	4.000	5					930	930	80	0.086		75	0.081	
Leighton Road EB	↗**	A	1	3.000	15			68%	76%	1255	1245	459	0.366	0.366	513	0.412	0.412
	→**	A	1	3.000						1440	1440	526	0.365		592	0.411	
Pedestrian Crossing		Bp	1	MIN GREEN + FLASH =			5	+	8	=	13						
		Dp	2	MIN GREEN + FLASH =			10	+	8	=	18						

Notes:

TAC junction: Cycle time of 105s and 130s are adopted for AM and PM Peak

* = Site factor of 0.6 adopted

** = Site factor of 0.7 adopted

Flow: (pcu/hr)

Group	A,Dp	A,C	Group	A,Dp	A,C
y	0.366	0.586	y	0.412	0.615
L (sec)	27	11	L (sec)	27	11
C (sec)	105	105	C (sec)	130	130
y pract.	0.669	0.806	y pract.	0.713	0.824
R.C. (%)	83%	37%	R.C. (%)	73%	34%

Stage / Phase Diagrams															
1. <div></div>				2. <div></div>				3.				4.			
I/G= 7				I/G= 6				I/G=				I/G=			
I/G= 7				I/G= 6				I/G=				I/G=			

Junction: Leighton Road / Yun Ping Road / Pennington Street / Caroline Hill Road (East)

Design Year: 2032

Description: 2032 Design

Designed By: TCW

Checked By: CHC

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		WD NOON			WE NOON		
					Left	Right		WD NOON	WE NOON	WD NOON	WE NOON	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Leighton Road WB	←*	A	1	3.000	7			88%	59%	965	1020	251	0.260		261	0.256	
	←	A	1	2.500						2005	2005	519	0.259		514	0.256	
Leighton Road WB	←**	C	2	3.500		9				1180	1180	275	0.233	0.233	240	0.203	0.203
Caroline Hill Road NB	↖*	C	2	4.000	5					930	930	120	0.129		90	0.097	
Leighton Road EB	↗**	A	1	3.000	15			63%	65%	1260	1260	467	0.371	0.371	527	0.418	
	→**	A	1	3.000						1440	1440	533	0.370		603	0.419	0.419
Pedestrian Crossing		Bp	1	MIN GREEN + FLASH =		5	+	8	=	13							
		Dp	2	MIN GREEN + FLASH =		10	+	8	=	18							

Notes:

TAC junction: Cycle time of 110s and 120s are adopted for weekday noon and

* = Site factor of 0.6 adopted

** = Site factor of 0.7 adopted

Flow: (pcu/hr)

Group	A,Dp	A,C	Group	A,Dp	A,C
y	0.371	0.604	y	0.419	0.622
L (sec)	27	11	L (sec)	27	11
C (sec)	110	110	C (sec)	120	120
y pract.	0.679	0.810	y pract.	0.698	0.818
R.C. (%)	83%	34%	R.C. (%)	67%	31%

Stage / Phase Diagrams																			
1.				2.				3.				4.				5.			
I/G= 7		I/G= 6		I/G=		I/G=		I/G=		I/G=		I/G=		I/G=		I/G=			
I/G= 7		I/G= 6		I/G=		I/G=		I/G=		I/G=		I/G=		I/G=		I/G=			

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Leighton Road - Sunning Road		Ref. No.: J2	
Scheme: 2032 Design		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Leighton Road			
ARM B: Sunning Road			
ARM C: Leighton Road			

GEOMETRY					
Major road width	W	13.15	Lane widths	w(b-a)	5.50
Central Reserve width	Wcr	0.00		w(b-c)	0.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	0.00
Visibilities	Vr(b-a)	40	Calculated	D	1.03
	VI(b-a)	55		E	0.61
	Vr(b-c)	40		F	0.63
	Vr(c-b)	70		Y	0.55

ANALYSIS			WD AM PEAK	(WD PM) PEAK
TRAFFIC FLOWS	q(c-a)		715	635
	q(c-b)		0	0
	q(a-b)		0	0
	q(a-c)		830	910
	q(b-a)		0	0
	q(b-c)		155	195
	f	1.00	1.00	1.00
CAPACITIES	Q(b-a)	383	377	
	Q(b-c)	354	344	
	Q(c-b)	364	354	
	Q(b-ac)	354	344	
RFC's	b-a	0.000	0.000	
	b-c	0.438	0.567	
	c-b	0.000	0.000	
	b-ac	0.438	0.567	
Worst RFC		0.438	0.567	

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1 + 0.094(w(b-a) - 3.65))(1 + 0.0009(Vr(b-a) - 120))(1 + 0.0006(VI(b-a) - 150))$$

$$E = (1 + 0.094(w(b-c) - 3.65))(1 + 0.0009(Vr(b-c) - 120))$$

$$F = (1 + 0.094(w(c-b) - 3.65))(1 + 0.0009(Vr(c-b) - 120))$$

$$Y = 1 - 0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c) * Q(b-a) / ((1-f) * Q(b-c) + f * Q(b-a))$$

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 DES_AM&PM.xlsm]J2

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Leighton Road - Sunning Road		Ref. No.: J2	
Scheme: 2032 Design		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Leighton Road			
ARM B: Sunning Road			
ARM C: Leighton Road			

GEOMETRY					
Major road width	W	13.15	Lane widths	w(b-a)	5.50
Central Reserve width	Wcr	0.00		w(b-c)	0.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	0.00
Visibilities	Vr(b-a)	40	Calculated	D	1.03
	VI(b-a)	55		E	0.61
	Vr(b-c)	40		F	0.63
	Vr(c-b)	70		Y	0.55

ANALYSIS			WD NOON PEAK	(WE NOON) PEA
TRAFFIC FLOWS	q(c-a)		670	710
	q(c-b)		0	0
	q(a-b)		0	0
	q(a-c)		815	950
	q(b-a)		0	0
	q(b-c)		185	175
	f		1.00	1.00
	CAPACITIES	Q(b-a)	Factor	392
Q(b-c)		1	355	339
Q(c-b)		1	366	349
Q(b-ac)		1	355	339
RFC's	b-a		0.000	0.000
	b-c		0.521	0.516
	c-b		0.000	0.000
	b-ac		0.521	0.516
	Worst RFC		0.521	0.516

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$$

$$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$$

$$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$$

$$Y = 1-0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$$

T.P.D.M.V.2.4
Appendix 1

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 DES_NOON&WE.xlsm]J2

Simplified Priority Junction Capacity Calculation

Job Title:				
Junction: Hysan Avenue - Hoi Ping Road			Ref. No.: J3	
Scheme: 2032 Design			Ref. No.:	
Year: 2032	Job No.: CHK50836810		Rev.: -	
ARM A: Hysan Avenue				
ARM B: Hoi Ping Road				
ARM C: Hysan Avenue				

ARM C

WD AM	(WD PM)
225	(255)
445	(400)

ARM A

WD AM	(WD PM)
115	(220)
110	(80)

Minor ARM B

WD AM	(WD PM)
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GEOMETRY					
Major road width	W	10.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	0.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	3.30
Visibilities	Vr(b-a)	75	Calculated	D	0.59
	VI(b-a)	55		E	0.63
	Vr(b-c)	75		F	0.94
	Vr(c-b)	90		Y	0.66

ANALYSIS				
		WD AM PEAK	(WD PM) PEAK	
TRAFFIC FLOWS	q(c-a)	225	255	
	q(c-b)	445	400	
	q(a-b)	110	80	
	q(a-c)	115	220	
	q(b-a)	0	0	
	q(b-c)	0	0	
	f	0.00	0.00	
CAPACITIES	Q(b-a)	240	233	
	Q(b-c)	446	432	
	Q(c-b)	651	634	
	Q(b-ac)	240	233	
RFC's	b-a	0.000	0.000	
	b-c	0.000	0.000	
	c-b	0.684	0.631	
	b-ac	0.000	0.000	
Worst RFC		0.684	0.631	

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$$

$$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$$

$$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$$

$$Y = 1-0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$$

T.P.D.M.V.2.4
Appendix 1

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 DES_AM&PM.xlsm\J3

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Hoi Ping Road		Ref. No.: J3	
Scheme: 2032 Design		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Hysan Avenue			
ARM B: Hoi Ping Road			
ARM C: Hysan Avenue			

WD NOON (WE NOON)

430	(280)
425	(405)

ARM C

WD NOON (WE NOON)

125	(145)
65	(85)

ARM A

WD NOON (WE NOON)
Minor ARM B

GEOMETRY				
Major road width	W	10.00	Lane widths	w(b-a) 0.00
Central Reserve width	Wcr	0.00		w(b-c) 0.00
2 Lane Minor Arm (Y/N)		N		w(c-b) 3.30
Visibilities	Vr(b-a)	75	Calculated	D 0.59
	VI(b-a)	55		E 0.63
	Vr(b-c)	75		F 0.94
	Vr(c-b)	90		Y 0.66

ANALYSIS		WD NOON PEAK	(WE NOON) PEA
TRAFFIC FLOWS	q(c-a)	430	280
	q(c-b)	425	405
	q(a-b)	65	85
	q(a-c)	125	145
	q(b-a)	0	0
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES	Q(b-a)	227	240
	Q(b-c)	447	443
	Q(c-b)	658	649
	Q(b-ac)	227	240
RFC's	b-a	0.000	0.000
	b-c	0.000	0.000
	c-b	0.646	0.624
	b-ac	0.000	0.000
Worst RFC		0.646	0.624

Where VI and Vr are visibility distances to the left or right of the respective streams

$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$

$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$

$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$

$Y = 1-0.0345W$

f = proportion of minor traffic turning left

$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$

T.P.D.M.V.2.4

Appendix 1

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 DES_NOON&WE.xlsm\J3

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Sunning Road		Ref. No.: J4	
Scheme: 2032 Design		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Hysan Avenue			
ARM B: Sunning Road			
ARM C: Hysan Avenue			

WD AM	(WD PM)
190	(215)
100	(95)

WD AM	(WD PM)
150	(175)
45	(40)

WD AM
(WD PM)

Minor ARM B

WD AM
(WD PM)

GEOMETRY					
Major road width	W	10.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	0.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	3.30
Visibilities	Vr(b-a)	40	Calculated	D	0.59
	VI(b-a)	100		E	0.61
	Vr(b-c)	40		F	0.91
	Vr(c-b)	50		Y	0.66

ANALYSIS			WD AM PEAK	(WD PM) PEAK
TRAFFIC FLOWS	q(c-a)		190	215
	q(c-b)		100	95
	q(a-b)		45	40
	q(a-c)		150	175
	q(b-a)		0	0
	q(b-c)		0	0
	f		0.00	0.00
CAPACITIES	Q(b-a)	Factor	310	306
	Q(b-c)	1	430	426
	Q(c-b)	1	633	629
	Q(b-ac)	1	310	306
RFC's	b-a		0.000	0.000
	b-c		0.000	0.000
	c-b		0.158	0.151
	b-ac		0.000	0.000
Worst RFC			0.158	0.151

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$$

$$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$$

$$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$$

$$Y = 1-0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$$

Capacity of combined streams

- in accordance with TPDM V2.4

Calculated by: TCW

Date: Nov-24

Checked by: CHC

O:\cnm\Sigcal_2032 DES_AM&PM.xlsm]J4

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Sunning Road		Ref. No.: J4	
Scheme: 2032 Design		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Hysan Avenue			
ARM B: Sunning Road			
ARM C: Hysan Avenue			

ARM C

WD NOON	(WE NOON)
375	(230)
125	(95)

ARM A

WD NOON	(WE NOON)
90	(175)
35	(60)

Minor ARM B

WD NOON
(WE NOON)

GEOMETRY					
Major road width	W	10.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	0.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	3.30
Visibilities	Vr(b-a)	40	Calculated	D	0.59
	VI(b-a)	100		E	0.61
	Vr(b-c)	40		F	0.91
	Vr(c-b)	50		Y	0.66

ANALYSIS			
		WD NOON PEAK	(WE NOON) PEA
TRAFFIC FLOWS	q(c-a)	375	230
	q(c-b)	125	95
	q(a-b)	35	60
	q(a-c)	90	175
	q(b-a)	0	0
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES	Q(b-a)	298	303
	Q(b-c)	439	425
	Q(c-b)	648	624
	Q(b-ac)	298	303
RFC's	b-a	0.000	0.000
	b-c	0.000	0.000
	c-b	0.193	0.152
	b-ac	0.000	0.000
Worst RFC		0.193	0.152

Where VI and Vr are visibility distances to the left or right of the respective streams

$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$

$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$

$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$

$Y = 1-0.0345W$

f = proportion of minor traffic turning left

$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$

T.P.D.M.V.2.4

Appendix 1

Capacity of combined streams

- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 DES_NOON&WE.xlsmJ4

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Yun Ping Road		Ref. No.: J5	
Scheme: 2032 Design		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Yun Ping Road			
ARM B: Hysan Avenue			
ARM C: Yun Ping Road			

GEOMETRY					
Major road width	W	7.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	5.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	0.00
Visibilities	Vr(b-a)	35	Calculated	D	0.57
	VI(b-a)	45		E	1.04
	Vr(b-c)	35		F	0.61
	Vr(c-b)	40		Y	0.76

ANALYSIS			WD AM PEAK	(WD PM) PEAK
TRAFFIC FLOWS	q(c-a)		0	0
	q(c-b)		0	0
	q(a-b)		195	215
	q(a-c)		235	310
	q(b-a)		0	0
	q(b-c)		190	215
	f		1.00	1.00
CAPACITIES	Q(b-a)	Factor	307	294
	Q(b-c)	1	686	662
	Q(c-b)	1	382	366
	Q(b-ac)	1	686	662
RFC's	b-a		0.000	0.000
	b-c		0.277	0.325
	c-b		0.000	0.000
	b-ac		0.277	0.325
Worst RFC			0.277	0.325

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1 + 0.094(w(b-a) - 3.65))(1 + 0.0009(Vr(b-a) - 120))(1 + 0.0006(VI(b-a) - 150))$$

$$E = (1 + 0.094(w(b-c) - 3.65))(1 + 0.0009(Vr(b-c) - 120))$$

$$F = (1 + 0.094(w(c-b) - 3.65))(1 + 0.0009(Vr(c-b) - 120))$$

$$Y = 1 - 0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c) * Q(b-a) / ((1-f) * Q(b-c) + f * Q(b-a))$$

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 DES_AM&PM.xlsm]J5

Simplified Priority Junction Capacity Calculation

Job Title:			
Junction: Hysan Avenue - Yun Ping Road		Ref. No.: J5	
Scheme: 2032 Design		Ref. No.:	
Year: 2032	Job No.: CHK50836810	Rev.: -	
ARM A: Yun Ping Road			
ARM B: Hysan Avenue			
ARM C: Yun Ping Road			

WD NOON (WE NOON)

WD NOON		(WE NOON)	
320	125	(245)	(235)

Minor ARM B

GEOMETRY					
Major road width	W	7.00	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	5.00
2 Lane Minor Arm (Y/N)		N		w(c-b)	0.00
Visibilities	Vr(b-a)	35	Calculated	D	0.57
	VI(b-a)	45		E	1.04
	Vr(b-c)	35		F	0.61
	Vr(c-b)	40		Y	0.76

ANALYSIS			WD NOON PEAK	(WE NOON) PEAK
TRAFFIC FLOWS	q(c-a)	0	0	
	q(c-b)	0	0	
	q(a-b)	125	235	
	q(a-c)	320	245	
	q(b-a)	0	0	
	q(b-c)	375	230	
	f	1.00	1.00	
CAPACITIES	Q(b-a)	298	303	
	Q(b-c)	669	678	
	Q(c-b)	379	373	
	Q(b-ac)	669	678	
RFC's	b-a	0.000	0.000	
	b-c	0.561	0.339	
	c-b	0.000	0.000	
	b-ac	0.561	0.339	
Worst RFC		0.561	0.339	

Where VI and Vr are visibility distances to the left or right of the respective streams

$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$

$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$

$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$

$Y = 1-0.0345W$

f = proportion of minor traffic turning left

$Q(b-ac) = Q(b-c)*Q(b-a)/((1-f)*Q(b-c)+f*Q(b-a))$

T.P.D.M.V.2.4
Appendix 1

Capacity of combined streams
- in accordance with TPDM V2.4

Calculated by: TCW	Date: Nov-24	Checked by: CHC
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O:\cnm\Sigcal_2032 DES_NOON&WE.xlsm\J5

Annex 4: Letter to District Lands Office Dated 19 Nov 2021



District Lands Office / Hong Kong East
19/F, Southorn Centre
130 Hennessy Road
Wanchai, Hong Kong

Walter Cheung
E: wacheung@savills.com.hk
DL: (852) 2840 4698
F: (852) 3007 0530

Attentions: Mr. Arnold Chu

Room 1208,
1111 King's Road,
Taikoo Shing, Hong Kong

23 November 2021

Your Ref: (1) in LD DLO/HE 1067/47A MOD V

Our Ref: PS/2019/VPS/0306/L633/WAC/HIN/ENL/bs

EA LICENCE: C-023750
T: (852) 2801 6100
savills.com

BY FAX, BY EMAIL AND BY HAND
(FAX : 2834 4324)

Dear Sir,

RE: PROPOSED LEASE MODIFICATION FOR
(i) PROPOSED TUNNEL T1 LINKING LEE GARDEN ONE AND LEE GARDEN THREE; AND
(ii) PROPOSED TUNNEL T2 LINKING LEE GARDEN ONE AND LEE GARDEN TWO
LEE GARDEN ONE – IL 457 s.L, IL 457 R.P., IL 29 s.DD, IL 29 s.L R.P., IL 29 s.MM
LEE GARDEN TWO – IL 29 s.G, IL 457 s.A, IL 457 s.O, IL 457 s.F, IL 457 s.C R.P., IL 457 s.C ss.1,
IL 457 s.D R.P., IL 457 s.D ss. 1, IL 457 s.E R.P., IL 457 s.E ss.1, IL 457 s.E ss.2, IL 457 s.G R.P.,
IL 457 s.G ss.1, IL 457 s.H, IL 461 s.C ss.1, IL 461 s.C ss.2, IL 461 s.C ss.3 AND IL 461 s.C R.P.,
LEE GARDEN THREE – IL 29 s.J ss.1 R.P., IL 29 s.J ss.2 AND IL 29 s.J R.P.,
(COLLECTIVELY DESCRIBED BELOW AS THE “LOTS”)

We refer to the paragraph 4.1 of the DLC Notes and the DLC on 30 September 2021.

Please find the attached letter for the advice from ARUP on “the nature and scale of physical and/or structural operations involved in the proposed works below ground” for the construction of Tunnels T1 and T2.

Besides, please also note the receiving level of Tunnel 1 at Lee Garden Three is changed from B2/F (at S.16 Stage) to B3/F.

Please do not hesitate to contact the undersigned at 2840 4698 or our Mr. CH Kwok at 2842 4571 / Mr. Enoch Lee at 2840 4685 for any queries.

Yours faithfully,
For and on behalf of
Savills Valuation and Professional Services Limited



Walter Cheung
MHKIS RPS (GP)
Director

Encl.

c.c. Client
AP
MVA
Arup

Our ref 229731-CON/JP/at/21-0004
Your ref PS/2019/VPS/0306/L546/WAC/HIN/ENL/bs

ARUP

By Email

Savills Valuation and Professional Services Limited
Room 1208, 111 King's Road
Taikoo Shing
Hong Kong

Attention: Mr Walter Cheung

Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon Tong
Kowloon
Hong Kong
t +852 2528 3031
d +852 2268 3845
f +852 2268 3946
johnson.po@arup.com
www.arup.com

19 November 2021

Dear Sirs,

Proposed Construction Methodology and Tentative Programme for Tunnel T1 and T2 Connecting Lee Garden One to Lee Garden Three and Lee Garden One to Lee Garden Two Respectively

We refer to the paragraph 4.1 of the DLC Notes and the DLC on 30 September 2021. It is understood that further advice/clarification would be required on "the nature and scale of physical and/or structural operations involved in the proposed works below ground" for construction of Tunnels T1 and T2.

Based on our review together with construction consultant Gammon, underground mining method with horizontal pipe piles would be adopted for constructing T1 and T2. While T1 is longer (~26m) than T2 (~12m) and thus more critical, the work sequence described below and attached are illustrated by using T1 as an example. Similar approach would also be adopted for T2.

The works area/starting area of excavation will be at basement B2&3 levels of Lee Garden One, for T1 and/or T2. A number of existing Car Parking Spaces and Driveway will be temporarily suspended to facilitate the construction works. On the wall where the proposed opening is located, the following work sequence will be performed:

- i. Insertion of pipe piles and grouting at the top of proposed tunnel, penetrating underneath the government land, to the other end of the tunnel;
- ii. Excavation and removal of excavation material starts;
- iii. Concrete lining applies to the tunnel inner surface as the excavation advances;
- iv. Repeat above steps (ii) and (iii) until reaching the other end of the tunnel.

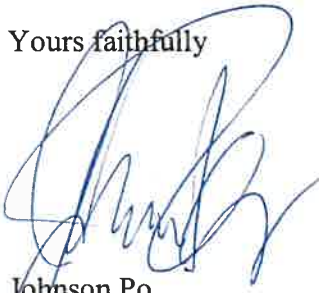
Some renderings provided by Gammon showing the work sequence for T1 are enclosed for your easy understanding.

In addition, our construction consultant has also estimated that the overall duration for T1 excavation works would be approximately 36 months.

We trust the above has demonstrated that the works will not render physical construction at street level and will not affect the usage of Hysan Avenue and/or Yun Ping Road during the above-mentioned tunnel construction.

Should you have any inquiries, please feel free to contact our Stephen Deng at 2908-4176 or the undersigned at 2268-3845.

Yours faithfully



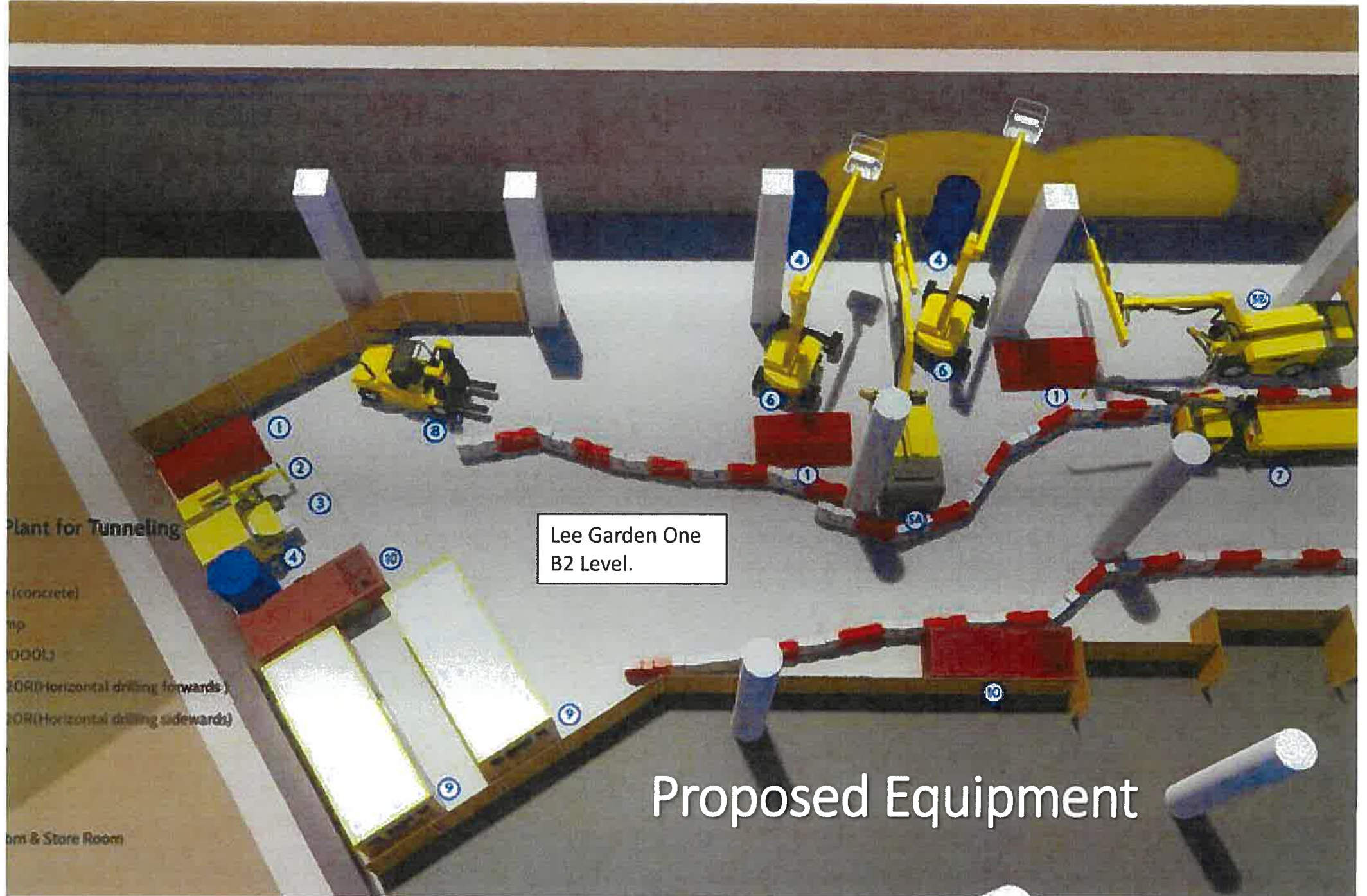
Johnson Po
Associate Director

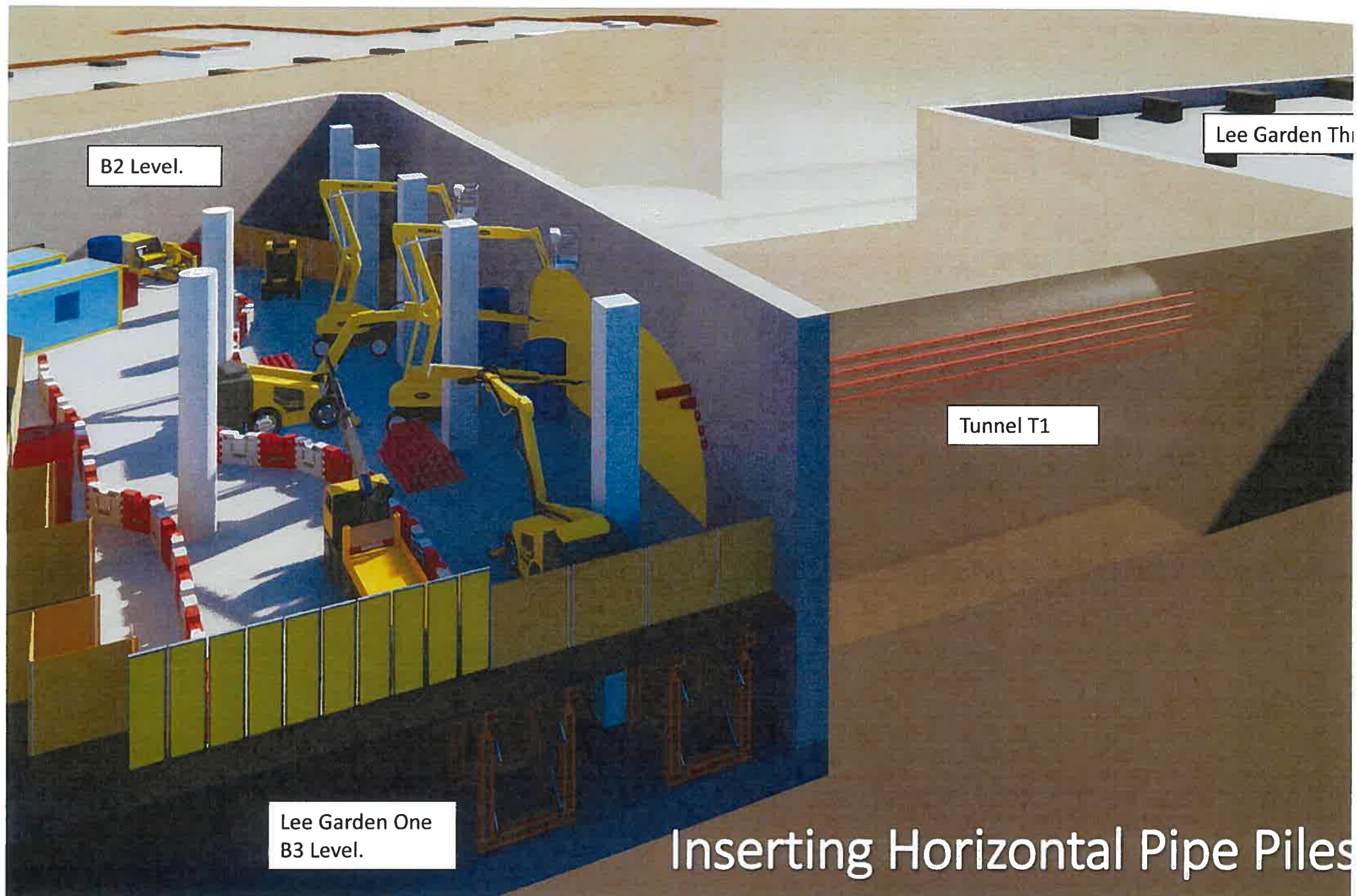
Encl.

c.c. Hysan – Winnie Wong, Keith Yue, Francis Wong, Kenny Cheng
 RLP – Anthony Cheung, Tommy Li, Cindy Ng
 MVA – Rebecca Chan, Charles Lee

An aerial photograph of a city street grid, overlaid with a semi-transparent dark green filter. A small blue triangle is positioned at the intersection of a horizontal and a vertical street in the lower-left quadrant. The text "Tunnel Feasibility Study" is centered over the image in a white, sans-serif font.

Tunnel Feasibility Study





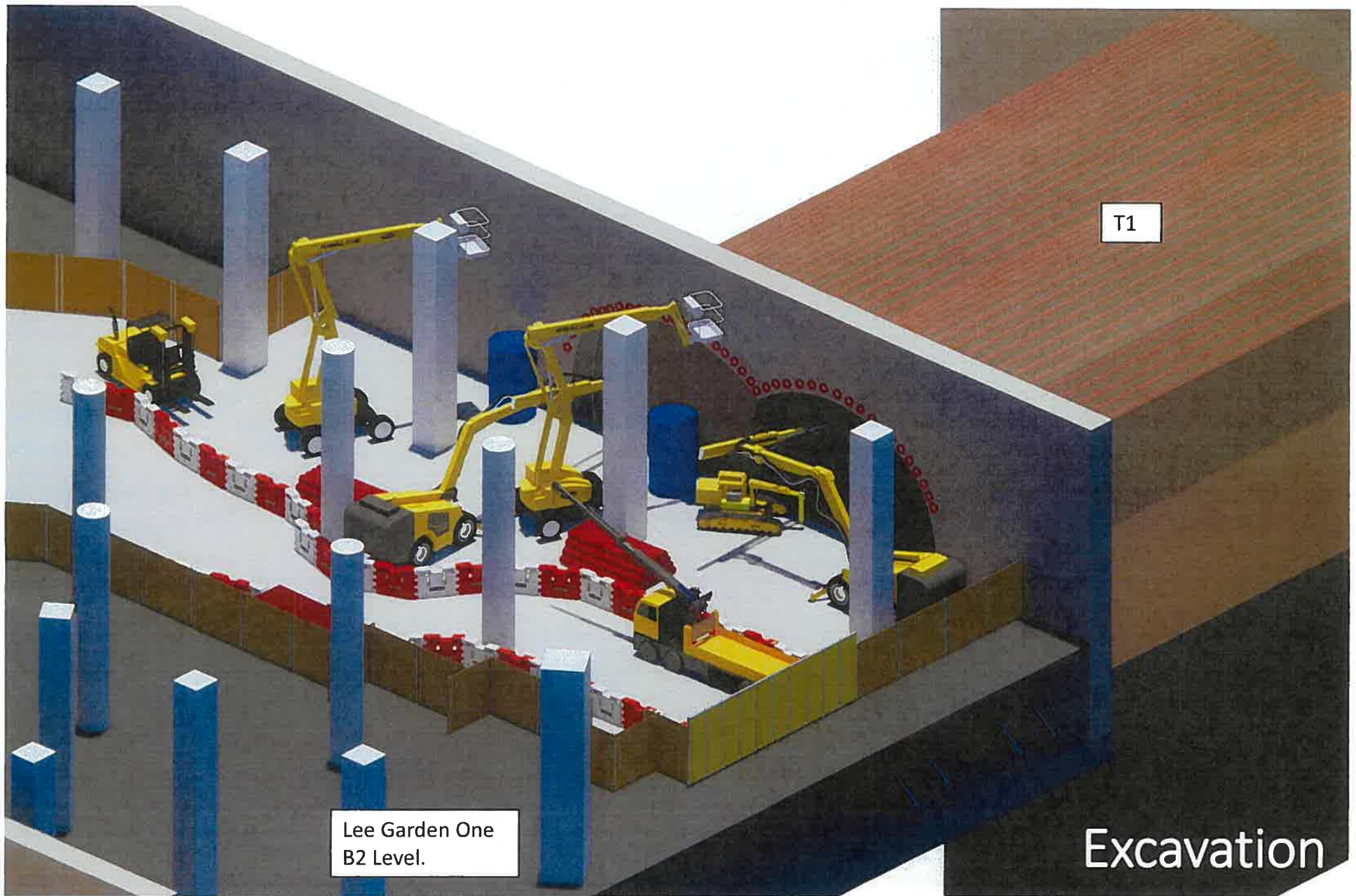
Lee Garden Th

B2 Level.

Tunnel T1

Lee Garden One
B3 Level.

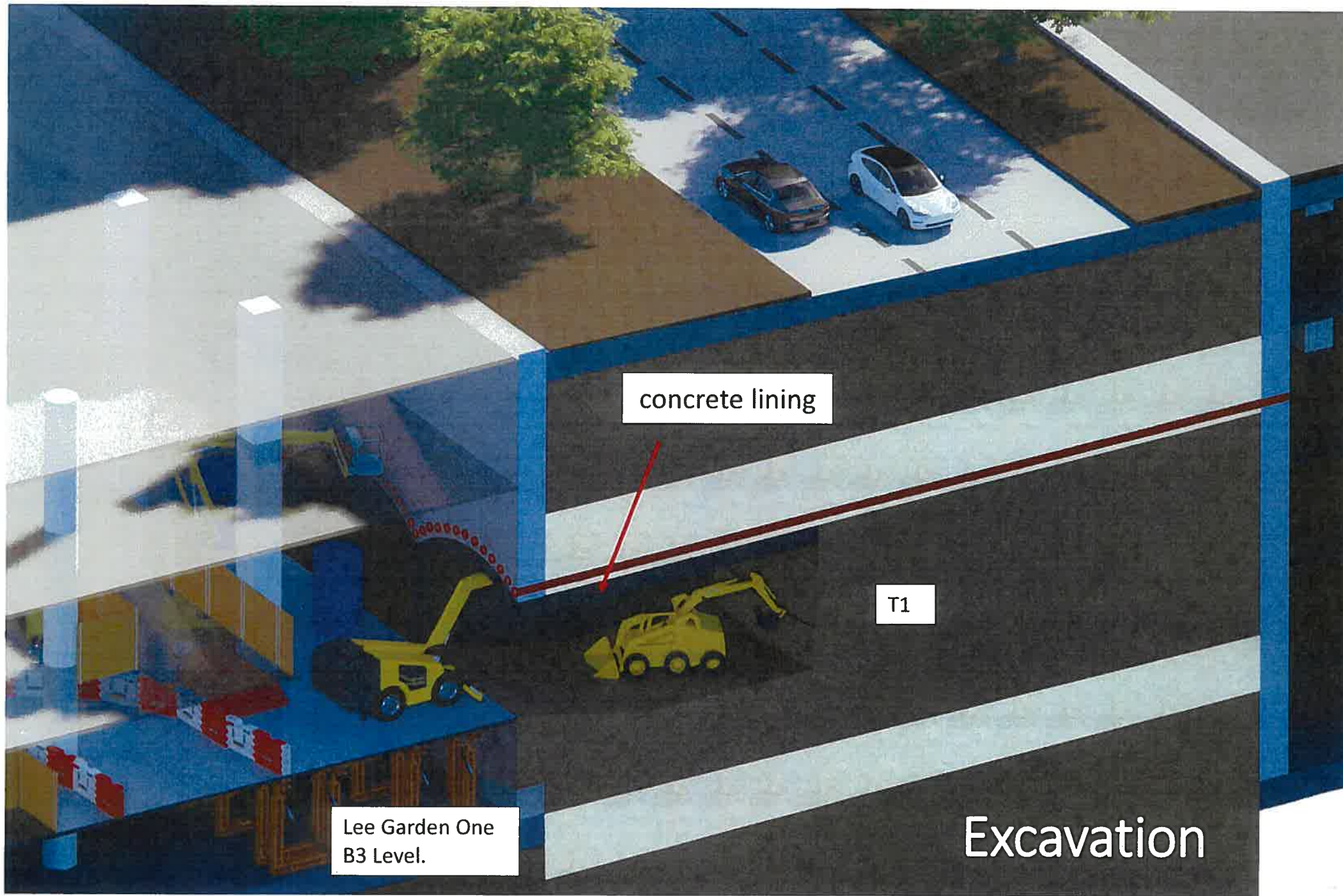
Inserting Horizontal Pipe Piles



T1

Lee Garden One
B2 Level.

Excavation



concrete lining

T1

Lee Garden One
B3 Level.

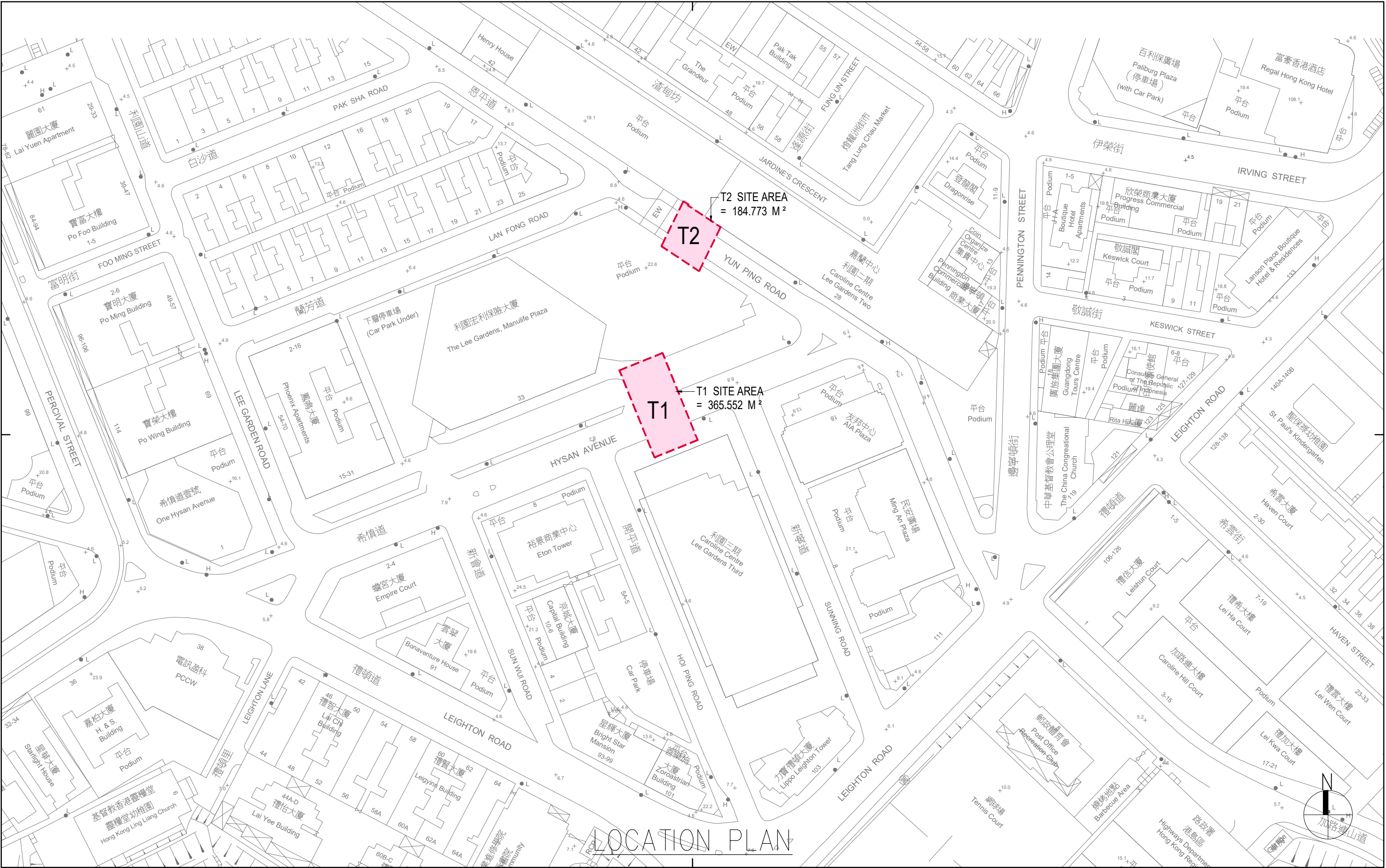
Excavation

Tunnel Works Completed with Finishing and MEP



Lee Garden On

**Annex 5: Revised Appendix 5 Location Plan and Sectional Plans
(S16 Planning Application No. A/H6/93)**



Rev.	Description	Drawn	Checked	Approved	Date

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	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



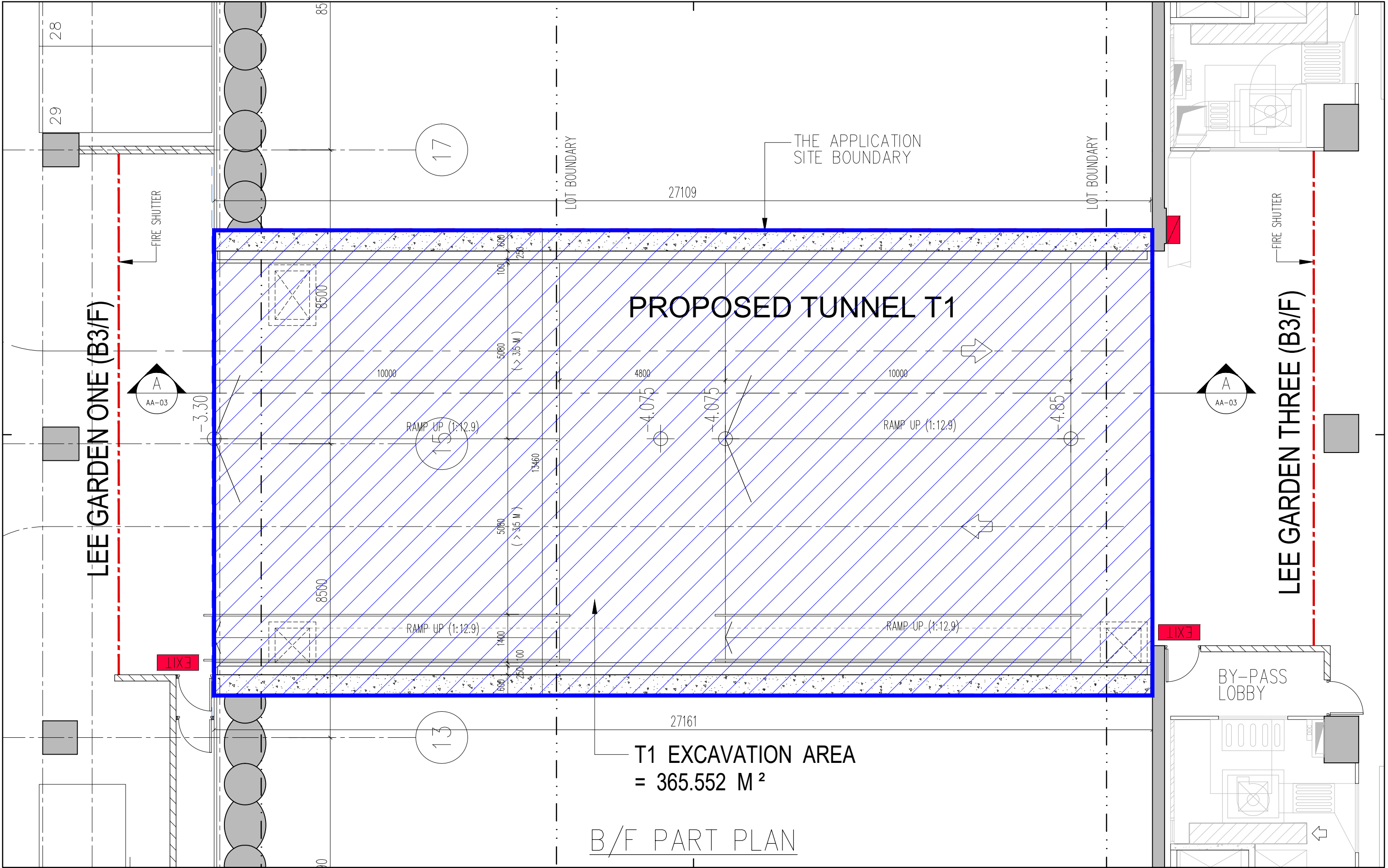
呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

Drawing Title	T1, T2 LOCATION PLAN
Project No.	19030HK
Scale	1:1000 @A3 Issue Date 07/2024
Drawing No.	/ GBP / AA-01

AP's Signature

Drawing Purpose



Rev.	Description	Drawn	Checked	Approved	Date

Rev.	Description	Drawn	Checked	Approved	Date

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B.D. Ref.	-
F.S.D. Ref.	-
D.L.O. Ref.	-
Drawn	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



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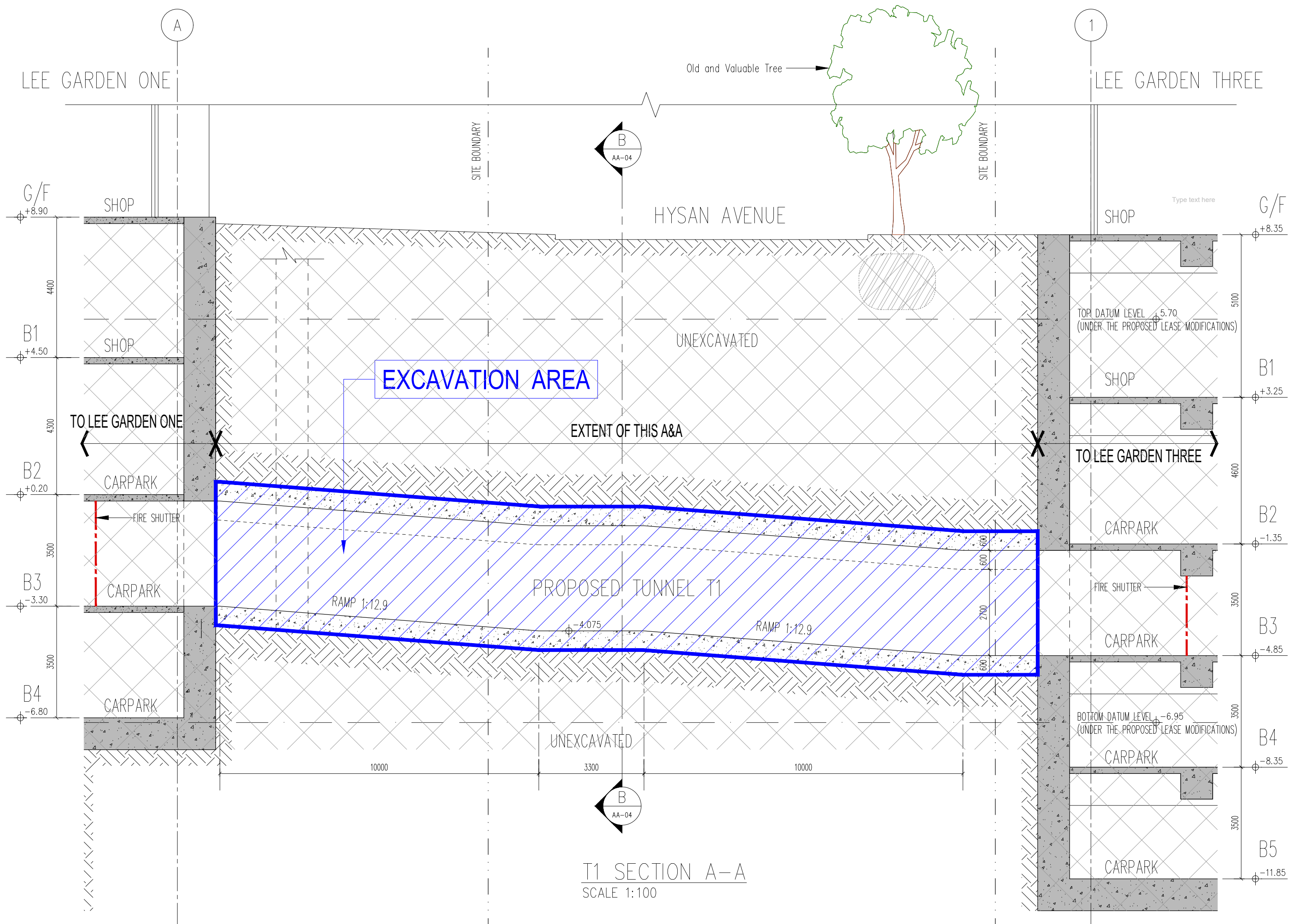
Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

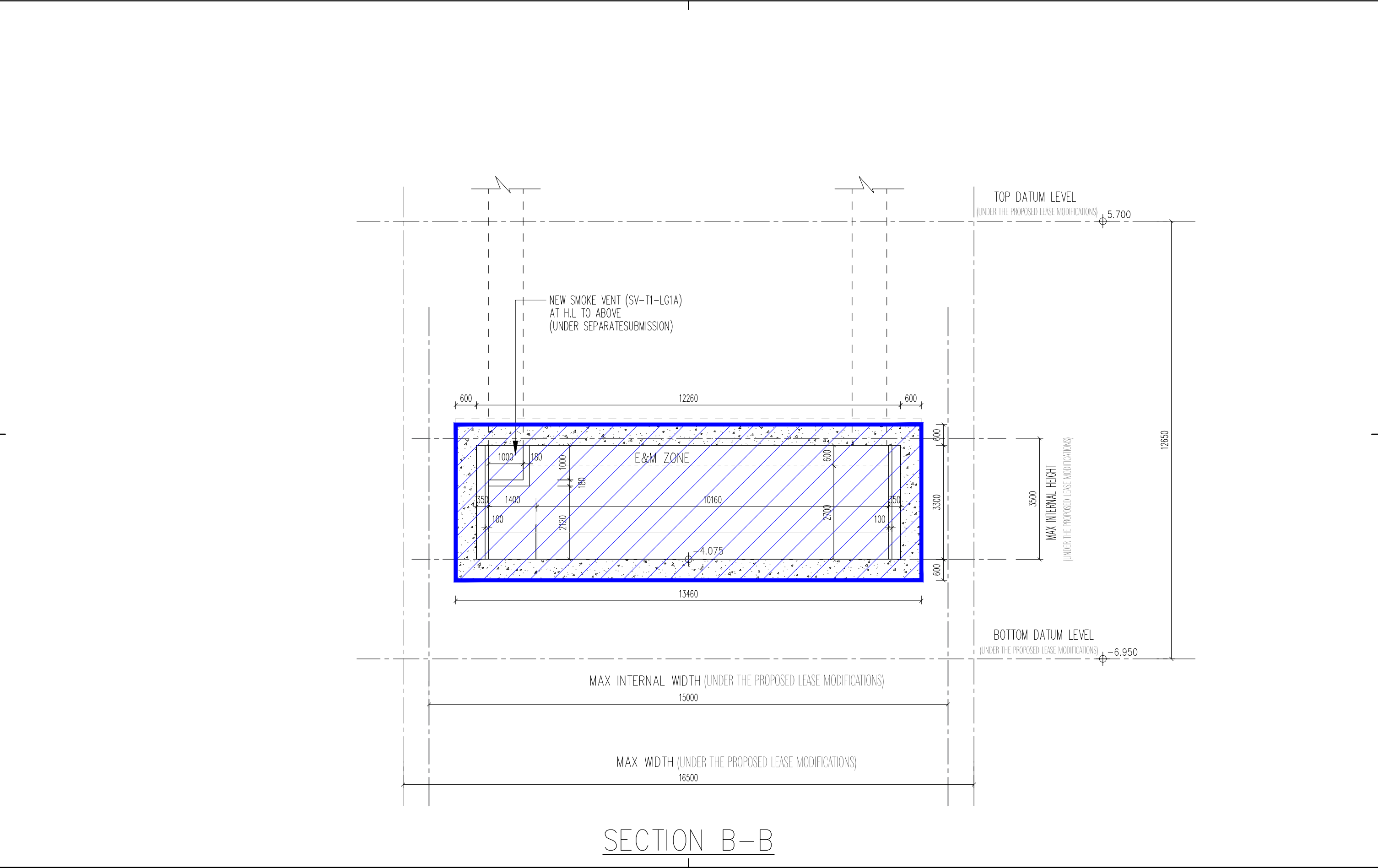
Drawing Title
T1 BASEMENT FLOOR PART PLAN

Project No. 19030HK
Scale 1:100 @A3 Issue Date 07/2024
Drawing No. / GBP / AA-02

AP's Signature

Drawing Purpose





Rev.	Description	Drawn	Checked	Approved	Date

Rev.	Description	Drawn	Checked	Approved	Date

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B.D. Ref.	-
F.S.D. Ref.	-
D.L.O. Ref.	-
Drawn	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



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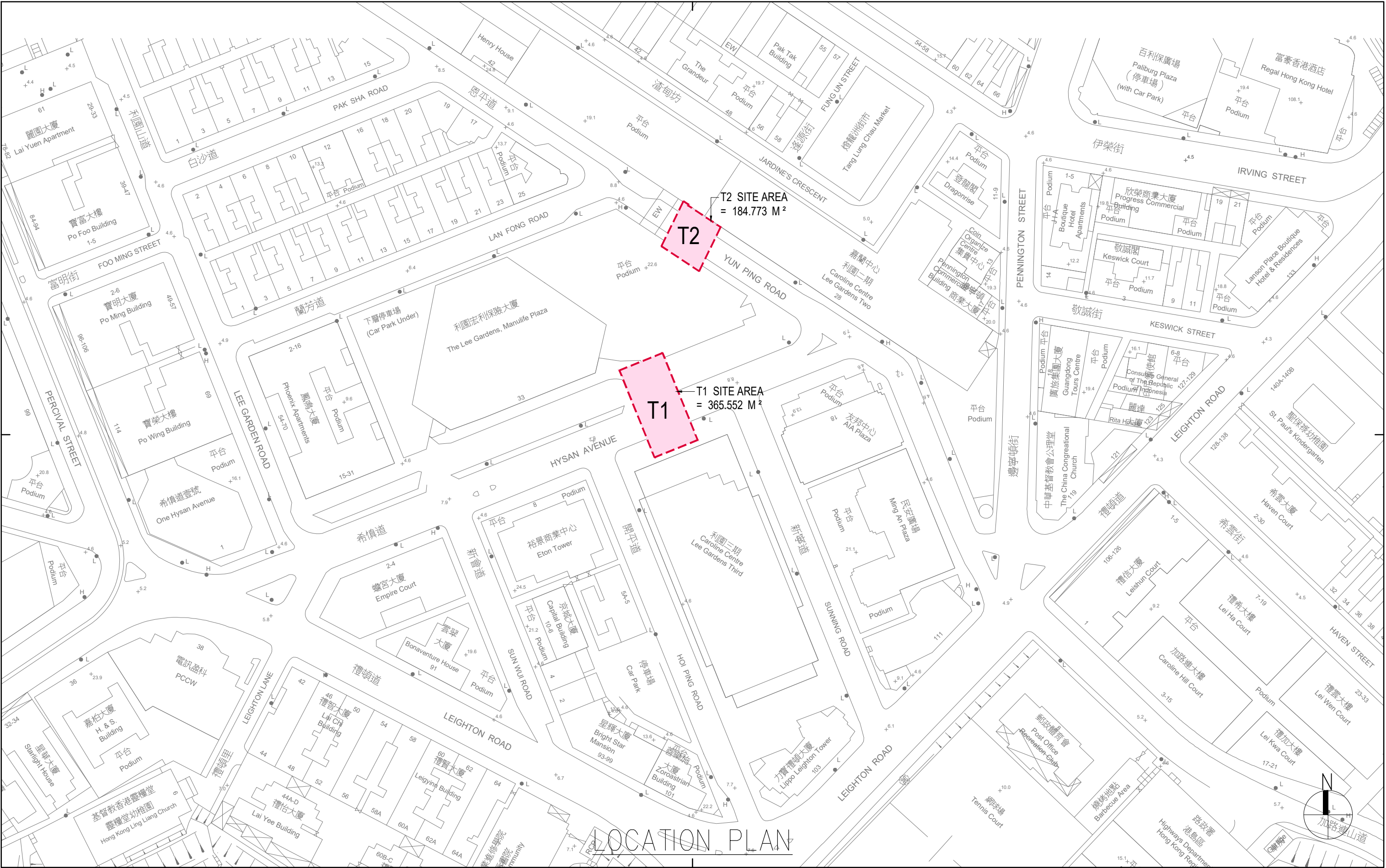
Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

Drawing Title	T1 SECTION B-B
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/ GBP / AA-04

AP's Signature

Drawing Purpose

**Annex 6: Revised Appendix 5 Location Plan and Sectional Plans
(S16 Planning Application No. A/H6/94)**



Rev.	Description	Drawn	Checked	Approved	Date

Rev.	Description	Drawn	Checked	Approved	Date

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B.D. Ref.	-
F.S.D. Ref.	-
D.L.O. Ref.	-
Drawn	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



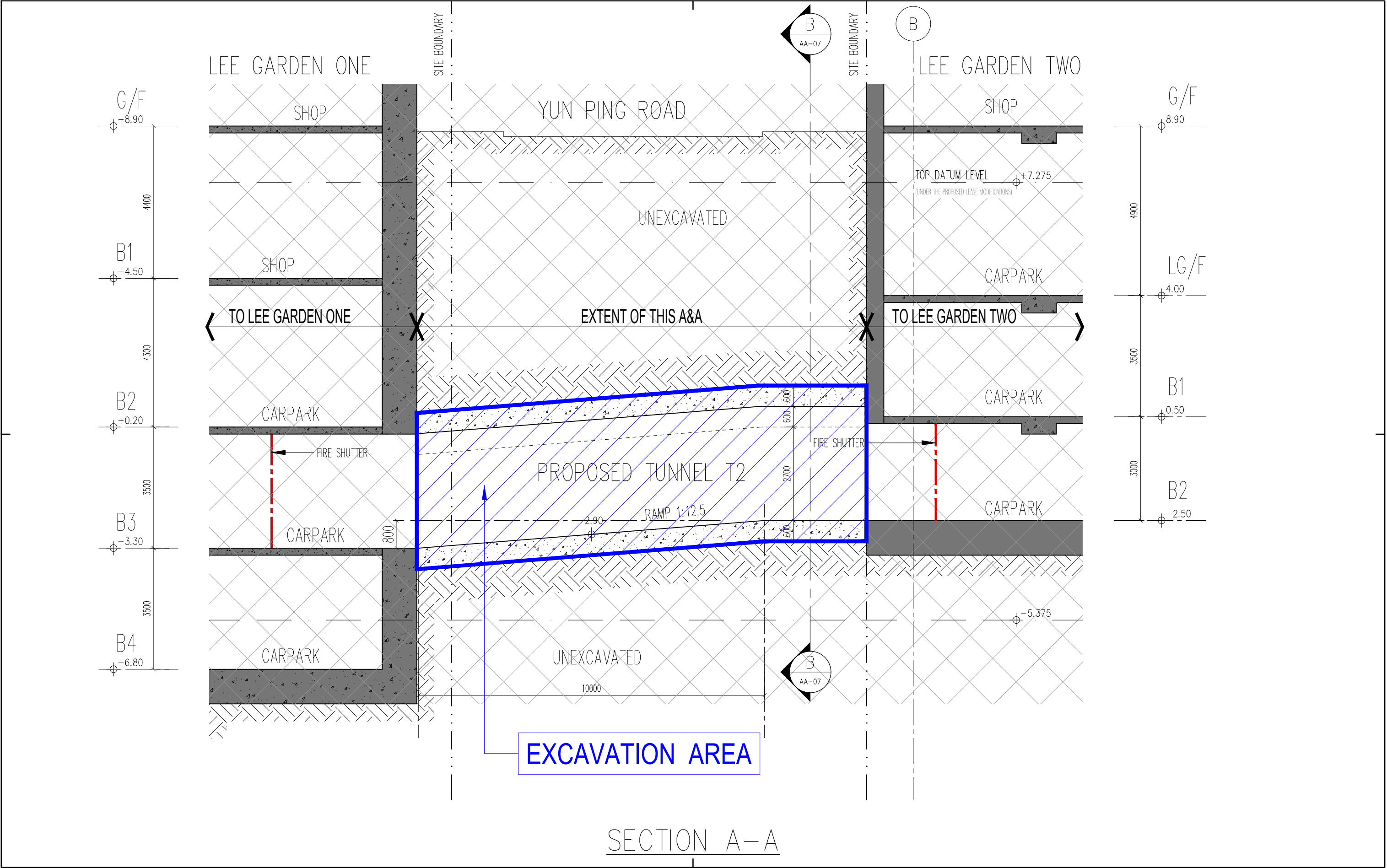
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Project Title
PROPOSED TUNNEL T1 LINKING
LEE GARDEN ONE AND
LEE GARDEN THREE

Drawing Title	T1, T2 LOCATION PLAN
Project No.	19030HK
Scale	1:1000 @A3 Issue Date 07/2024
Drawing No.	/ GBP / AA-01

AP's Signature

Drawing Purpose



Rev.	Description	Drawn	Checked	Approved	Date

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	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



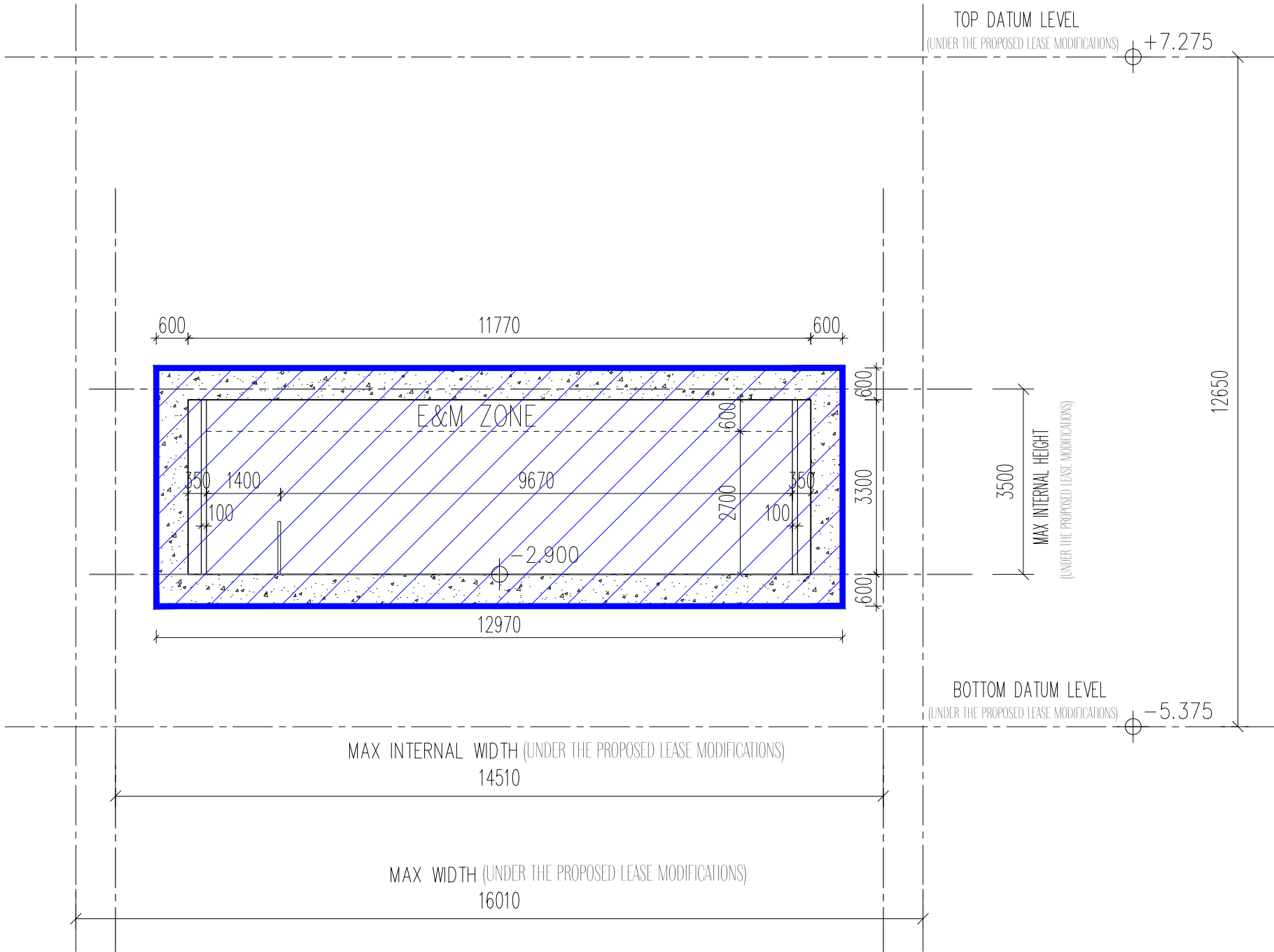
呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T2 LINKING
LEE GARDEN ONE AND
LEE GARDEN TWO

Drawing Title	T2 SECTION A-A
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/ GBP / AA-06

AP's Signature

Drawing Purpose



SECTION B-B

Rev.	Description	Drawn	Checked	Approved	Date

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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Architect.

B.D. Ref.	-
F.S.D. Ref.	-
D.L.O. Ref.	-
Drawn	FKL Date 07/2024
Checked	LEL Date 07/2024
Approved	CMC Date 07/2024
Cad File No.	-



呂元祥建築師事務所

Project Title
PROPOSED TUNNEL T2 LINKING
LEE GARDEN ONE AND
LEE GARDEN TWO

Drawing Title	T2 SECTION B-B
Project No.	19030HK
Scale	1:100 @A3
Issue Date	07/2024
Drawing No.	/ GBP / AA-07

AP's Signature

Drawing Purpose

Previous Planning Applications covering the Application Sites

Approved Applications (for Application No. A/H6/93)

Application No.	Proposed Use	Date of Consideration	Approval Condition(s)
A/H6/78	Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and the Sunning Plaza/Sunning Court Redevelopment)	24.6.2016 (MPC)	(a), (b), (c), (d), (e), (f), (g), (h)
A/H6/78-1	Extension of Time for Commencement of the Approved Underground Vehicular Tunnel (Connecting Lee Garden One and the Sunning Plaza/Sunning Court Redevelopment) under Application No. A/H6/78 for a period of 4 years until 24.6.2024	23.6.2020 (Director of Planning under the delegated authority of the Town Planning Board (the Board))	(a), (b), (c), (d), (e), (f), (g), (h)

Approved Application (for Application No. A/H6/94)

Application No.	Proposed Use	Date of Consideration	Approval Condition(s)
A/H6/79	Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and Lee Garden Two)	24.6.2016 (MPC)	(a), (b), (c), (d), (h)
A/H6/79-1	Extension of Time for Commencement of the Approved Underground Vehicular Tunnel (Connecting Lee Garden One and Lee Garden Two) under Application No. A/H6/79 for a period of 4 years until 24.6.2024	23.6.2020 (Director of Planning under the delegated authority of the Board)	(a), (b), (c), (d), (h)

Approval Conditions

- (a) No excavation works on public roads for construction of the proposed tunnel is allowed;
- (b) The submission and implementation of a Construction Traffic Management Scheme to the satisfaction of the Commissioner for Transport (C for T) or of the Town Planning Board (the Board);
- (c) The provision of ingress/egress of the car parks to the satisfaction of C for T or of the Board;
- (d) The submission and implementation of a car parking layout to the satisfaction of C for T or of the Board;

- (e) The submission of a tree protection proposal for the Old and Valuable Trees (OVTs) on Hysan Avenue before commencement of construction works to the satisfaction of the Director of Leisure and Cultural Services (DLCS) or of the Board;
- (f) The implementation of a tree protection proposal for the OVTs on Hysan Avenue to the satisfaction of the DLCS or of the Board;
- (g) The submission of monthly tree monitoring reports for the OVTs at least 3 months before the commencement of construction works for the proposed tunnel until 12 months after works completion to the satisfaction of the DLCS or of the Board; and
- (h) The provision of fire service installations and water supplies for fire fighting to the satisfaction of the Director of Fire Services or of the Board.

Detailed Comments from the District Lands Officer, Hong Kong East,
Lands Department (LandsD)

- (a) The lease particulars of the affected lots in relation to Tunnel T1 (under application No. A/H6/93) are as below:
- (i) the lease for Inland Lot (IL) 29 is virtually unrestricted except non-offensive trade clause and rate and range clause;
 - (ii) the lease for IL 457 is for first class European Houses or Godowns only (with no-objection letter for the existing commercial development issued in 1986) with non-offensive trade clause and rate and range clause;
 - (iii) IL 457 s.L (with s.H) is subject to a Modification Letter dated 3.8.1992 which permits the construction of a covered single storey pedestrian footbridge over Government land at Yun Ping Road;
 - (iv) two licences were given on 4.9.1995 to allow the carrying out of the trade or business of Sugar-baker, Oilman, Butcher, Victualler or Tavern-keeper within IL 29 s.DD, IL 29 s.MM, IL 29 s.L RP, IL 457 s.L and IL 457 RP (i.e. Lee Garden One); and
 - (v) a licence was given on 2.12.1983 to allow the carrying out of trade or business of Victualler and Tavern-Keeper (only) within IL 29 s.J ss.1 RP, IL 29 s.J ss.2 and IL 29 s.J RP (i.e. Lee Garden Three).
- (b) The lease particulars of the affected lots in relation to Tunnel T2 (under application No. A/H6/94) are as below:
- (i) the lease for IL 29 is virtually unrestricted except non-offensive trade clause and rate and range clause;
 - (ii) the lease for IL 457 is for first class European Houses or Godowns only (with no-objection letter for the existing commercial development issued in 1986) with non-offensive trade clause and rate and range clause;
 - (iii) the lease for IL 461 is virtually unrestricted except non-offensive trade clause;
 - (iv) IL 457 s.H & s.L are subject to a Modification Letter dated 3.8.1992 which permits the construction of a covered single storey pedestrian footbridge over government land at Yun Ping Road;
 - (v) two licences were given on 4.9.1995 to allow the carrying out of the trade or business of Sugar-baker, Oilman, Butcher, Victualler or Tavern-keeper within IL 29 s.DD, IL 29 s.MM, IL 29 s.L RP, IL 457 s.L and IL 457 RP (i.e. Lee Garden One);

- (vi) a licence was given on 1.11.1991 to allow the carrying out of the trade or business of Sugar-baker, Oilman, Butcher, Victualler or Tavern-keeper within IL 29 s.G of the Lee Garden Two;
 - (vii) an no-objection letter permitting the carrying out of the trade or business of Sugar-baker, Oilman, Butcher, Victualler or Tavern-keeper within IL 457 s.C ss.1, s.D ss.1, s.E ss.1, s.E ss.2 and s.G ss.1 of the Lee Garden Two was executed on 3.6.2003;
 - (viii) a licence was given on 1.11.1991 to allow the carrying out of the trade or business of Sugar-baker, Oilman, Butcher, Victualler or Tavern-keeper within IL 457 s.A, s.O, s.F s.C RP, s.D RP, s.E RP, s.G RP and s.H of the Lee Garden Two; and
 - (ix) a licence was given on 1.11.1991 to allow the carrying out of the trade or business of Sugar-baker, Oilman, Butcher, Victualler or Tavern-keeper within IL 461 s.C ss.1, s.C ss.2, s.C ss.3 and s.C RP of the Lee Garden Two.
- (c) Apart from the lease conditions, a Deed of Covenant dated 18.8.1949 was made between Lee Hysan Estate Company Limited (the Company), The Hongkong and Shanghai Banking Corporation (the Bank) and “His said Majesty” that the Company and the Bank respectively covenanted with His said Majesty that Section L of IL No. 29 as coloured green on the plan annexed to the Deed “would throughout the remainder unexpired of the leasehold term ... be maintained as an open space upon which no buildings of whatever type should be constructed and further that any assignment or reassignment of the said piece of land or nay part thereof thereafter should be subject to the said restriction and should include a covenant by the Assignee to be bound by and in all respects to observe and perform the said covenant”.

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/H6/93

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

The areas of Causeway Bay which are the best to spend time in are those where there is less traffic. I would like to see that the number of cars driving around Causeway Bay is reduced over time. If some vehicular circulation can take place underground that will reduce the cars at ground level and so I support the application.

「提意見人」姓名/名稱 Name of person/company making this comment Louis Chan

簽署 Signature

日期 Date 23 Sep 2024

2

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/H6/93

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

There are a lot of pedestrian street in Kowloon Bay to improve the overall pedestrian environment. I believe the proposed scheme would further ensure the safety of pedestrian and can accommodate more foot traffic. To make pedestrian the priority, I support the application.

「提意見人」姓名/名稱 Name of person/company making this comment Ng Tsz Wai

簽署 Signature



日期 Date

23 Sep 2024

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-184641-72934

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 18:46:41

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Anna Page

意見詳情

Details of the Comment :

I support the application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-185130-66905

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 18:51:30

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Chloe Lai

意見詳情

Details of the Comment :

I support the application which will enhance the car park operation and vehicular traffic will be less congested in Causeway Bay.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-185638-43405

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 18:56:38

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Jami Lau

意見詳情

Details of the Comment :

Anything that puts more emphasis on the pedestrian environment at ground level should be encouraged. I support the application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-190002-14034

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:00:02

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Lily Lau

意見詳情

Details of the Comment :

The application will make the car parking easier in Causeway Bay and will waste less time driving around trying to find a car park. I support the application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-190244-82201

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:02:44

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Jollie Cheung

意見詳情

Details of the Comment :

I want to support the application to improve the environment in Causeway Bay and make pedestrians the priority.

8

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-190651-26578

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:06:51

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Ricky Lai

意見詳情

Details of the Comment :

The areas of Causeway Bay which are the best to spend time in are those where there is less traffic. I would like to see that the number of cars driving around Causeway Bay is reduced over time. If some vehicular circulation can take place underground that will reduce the cars at ground level and so I support the application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-190852-22449

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:08:52

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Kevin Leung

意見詳情

Details of the Comment :

I have been looking forward to the completion of this tunnel. It would make vehicular traffic so much better. I support this application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-191142-92617

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:11:42

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Leanne Wong

意見詳情

Details of the Comment :

作為銅鑼灣居民，我支持此申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-191356-78282

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:13:56

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Dora Chan

意見詳情

Details of the Comment :

希望此申請能夠通過，隧道應該可以改善銅鑼灣的交通

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-191632-63572

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:16:32

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Matthew Li

意見詳情

Details of the Comment :

有關申請可以優化該區的泊車，我非常支持此申請。

13

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號**

241001-142420-11352

Reference Number:**提交限期**

04/10/2024

Deadline for submission:**提交日期及時間**

01/10/2024 14:24:20

Date and time of submission:**有關的規劃申請編號**

A/H6/93

The application no. to which the comment relates:**「提意見人」姓名/名稱**

小姐 Miss Wong Shuk Yee

Name of person making this comment:**意見詳情****Details of the Comment :**

It is vital to back initiatives that enhance Causeway Bay's environment, with a priority on pedestrians. As someone who values less traffic for a better experience, I support measures to gradually reduce the number of cars circulating in the area, potentially by implementing underground vehicular pathways. I am in full support of this application.

14

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號**

241001-142633-76587

Reference Number:**提交限期**

04/10/2024

Deadline for submission:**提交日期及時間**

01/10/2024 14:26:33

Date and time of submission:**有關的規劃申請編號**

A/H6/93

The application no. to which the comment relates:**「提意見人」姓名/名稱**

小姐 Miss Helen Cheung

Name of person making this comment:**意見詳情****Details of the Comment :**

Anticipating the positive impact on vehicular traffic through the completion of a tunnel in Causeway Bay, I lend my full support to this application. Improving traffic flow and alleviating congestion align with the vision of creating a more efficient and pleasant urban environment.

15

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號**

241001-142850-65928

Reference Number:**提交限期**

04/10/2024

Deadline for submission:**提交日期及時間**

01/10/2024 14:28:50

Date and time of submission:**有關的規劃申請編號**

A/H6/93

The application no. to which the comment relates:**「提意見人」姓名/名稱**

先生 Mr. Freddie Chan

Name of person making this comment:**意見詳情****Details of the Comment :**

Enhancing the ease of car parking in Causeway Bay and minimizing the time spent searching for a spot are crucial aspects that this application addresses. Supporting a pedestrian-centric environment at ground level is key, and therefore, I stand behind this application.

16

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 Reference Number:	241003-235006-17155
提交限期 Deadline for submission:	04/10/2024
提交日期及時間 Date and time of submission:	03/10/2024 23:50:06
有關的規劃申請編號 The application no. to which the comment relates:	A/H6/93
「提意見人」姓名/名稱 Name of person making this comment:	先生 Mr. Gavin Tse
意見詳情 Details of the Comment :	
我支持此申請	

17

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

241003-235300-45786

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

03/10/2024 23:53:00

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/93

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Hun Law

意見詳情

Details of the Comment :

As an advocate for sustainable urban development, I fully support the application aimed at streamlining car park operations in Causeway Bay.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From: [REDACTED]
Sent: 2024-10-03 星期四 03:32:24
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/H6/93 and 94 Hysan

Dear TPB Members,

So almost a decade has passed and its back again with some tweaking. Hopefully members will take time to read the minutes of the 24 June 2016 and the issues raised by members of the public and TPB members then.

Do the current applications address all the concerns expressed?

As for the benefit to the community, previous objections upheld.

This is the same developer that has conspired with Chinachem to deprive the community of a promised Open Space at its new development. Instead of an open to the sky facility the developers will provide what is nothing more than a series of tunnels connecting the three towers.

Any benefit from these applications will be solely for the commercial benefit of the developer.

The remaining few trees in the district will be put under pressure. There is also the issue of how extensive excavation under our roads could compromise stability. Recent reports of sink holes and flooding in mature urban districts are a matter of concern.

Mary Mulvihill

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Monday, 7 March 2016 1:32 AM HKT
Subject: A/H6/78 and 79 Hysan

A/H6/78

Under Hysan Avenue between Lee Garden One (33 Hysan Avenue) and 10 Hysan Avenue
Site area : About 381m² Includes Government Land of about 236m²

Zoning "Road" and "Commercial"

Applied Development : Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and the Redevelopment of Sunning Plaza/Sunning Court)

A/H6/79

Under Yun Ping Road between Lee Garden One (33 Hysan Avenue) and Lee Garden Two (2-38 Yun Ping Road)

Site area : About 181m² Includes Government Land of about 168 m²

Zoning : "Road", "Commercial (2)" and "Commercial"

Applied Use Development : Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and Lee Garden Two)

Dear TPB Members,

The Applicant claims that the tunnels will benefit pedestrians and improve air quality but no evidence is provided as to how these benefits would materialize.

The only beneficiary would appear to be the developer who can then juggle with the disposition of parking facilities at each site in order to maximize the provision of commercial space.

The roads are public land so in effect the developer would be acquiring additional GFA under the public domain. Approval could set an undesirable precedent for similar applications not only for underground rights but also for air space above the streets.

Handing the rights to space under our streets to developers could hinder future improvements in the street grid made possible by advances in technology such as auto drive cars etc.

I trust that TPB members will consider all the implications of these applications.

Mary Mulvihill


致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/H6/94

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

I agree and support the proposal of the underground vehicular tunnel between Lee Garden One and Lee Garden Two.

- It will be reduced the number of vehicles on the traffic road and congested, then minimise vehicle - pedestrian conflicts and improve roadside air quality.

- It is one more way to divert the vehicle when the road to be blocked during the festival events.

「提意見人」姓名/名稱 Name of person/company making this comment Catherine Cheung

簽署 Signature

日期 Date

24.9.2024

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

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By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/H6/94

意見詳情 (如有需要，請另頁說明)

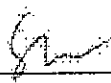
Details of the Comment (use separate sheet if necessary)

The application to construct Lee Garden One and Two by having an underground vehicular tunnel will make carparking easier in Causeway Bay road easier. It reduces the time spent searching for parking spaces as it often takes some time to find a parking space across different buildings, especially during weekends. Application like this can make urban living more convenient, so I support the application.

「提意見人」姓名/名稱 Name of person/company making this comment

~~Tina King~~ King Yau Shuen

簽署 Signature



日期 Date

23/09/2024

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-184940-05318

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 18:49:40

有關的規劃申請編號

The application no. to which the comment relates: A/H6/94

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Anna Page

意見詳情

Details of the Comment :

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-185227-46295

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 18:52:27

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/94

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Chloe Lai

意見詳情

Details of the Comment :

I support the application which will enhance the car park operation and vehicular traffic will be less congested in Causeway Bay.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-185802-57896

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 18:58:02

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/94

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Jami Lau

意見詳情

Details of the Comment :

Anything that puts more emphasis on the pedestrian environment at ground level should be encouraged. I support the application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-190116-23313

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:01:16

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/94

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Lily Lau

意見詳情

Details of the Comment :

The application will make the car parking easier in Causeway Bay and will waste less time driving around trying to find a car park. I support the application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-190530-27289

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:05:30

有關的規劃申請編號

The application no. to which the comment relates: A/H6/94

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Jollie Cheung

意見詳情

Details of the Comment :

I want to support the application to improve the environment in Causeway Bay and make pedestrians the priority.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-190744-37639

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:07:44

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/94

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Ricky Lai

意見詳情

Details of the Comment :

The areas of Causeway Bay which are the best to spend time in are those where there is less traffic. I would like to see that the number of cars driving around Causeway Bay is reduced over time. If some vehicular circulation can take place underground that will reduce the cars at ground level and so I support the application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-191020-77665

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:10:20

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/94

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Kevin Leung

意見詳情

Details of the Comment :

I have been looking forward to the completion of this tunnel. It would make vehicular traffic so much better. I support this application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-191241-69148

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:12:41

有關的規劃申請編號

The application no. to which the comment relates:

A/H6/94

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Leanne Wong

意見詳情

Details of the Comment :

作為銅鑼灣居民，我支持此申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-191455-49162

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:14:55

有關的規劃申請編號

The application no. to which the comment relates: A/H6/94

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Dora Chan

意見詳情

Details of the Comment :

希望此申請能夠通過，隧道應該可以改善銅鑼灣的交通

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

240929-191726-88116

提交限期

Deadline for submission:

04/10/2024

提交日期及時間

Date and time of submission:

29/09/2024 19:17:26

有關的規劃申請編號

The application no. to which the comment relates: A/H6/94

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Matthew Li

意見詳情

Details of the Comment :

有關申請可以優化該區的泊車，我非常支持此申請。

13

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號**

241001-142724-98195

Reference Number:**提交限期**

04/10/2024

Deadline for submission:**提交日期及時間**

01/10/2024 14:27:24

Date and time of submission:**有關的規劃申請編號**

A/H6/94

The application no. to which the comment relates:**「提意見人」姓名/名稱**

小姐 Miss Helen Cheung

Name of person making this comment:**意見詳情****Details of the Comment :**

Anticipating the positive impact on vehicular traffic through the completion of a tunnel in Causeway Bay, I lend my full support to this application. Improving traffic flow and alleviating congestion align with the vision of creating a more efficient and pleasant urban environment.

14

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號**

241001-142516-22071

Reference Number:**提交限期**

04/10/2024

Deadline for submission:**提交日期及時間**

01/10/2024 14:25:16

Date and time of submission:**有關的規劃申請編號**

A/H6/94

The application no. to which the comment relates:**「提意見人」姓名/名稱**

小姐 Miss Wong Shuk Yee

Name of person making this comment:**意見詳情****Details of the Comment :**

It is vital to back initiatives that enhance Causeway Bay's environment, with a priority on pedestrians. As someone who values less traffic for a better experience, I support measures to gradually reduce the number of cars circulating in the area, potentially by implementing underground vehicular pathways. I am in full support of this application.

15

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號**

241001-142941-25909

Reference Number:**提交限期**

04/10/2024

Deadline for submission:**提交日期及時間**

01/10/2024 14:29:41

Date and time of submission:**有關的規劃申請編號**

A/H6/94

The application no. to which the comment relates:**「提意見人」姓名/名稱**

先生 Mr. Freddie Chan

Name of person making this comment:**意見詳情****Details of the Comment :**

Enhancing the ease of car parking in Causeway Bay and minimizing the time spent searching for a spot are crucial aspects that this application addresses. Supporting a pedestrian-centric environment at ground level is key, and therefore, I stand behind this application.

16

參考編號

241003-235131-86214

Reference Number:

提交限期

04/10/2024

Deadline for submission:

提交日期及時間

03/10/2024 23:51:31

Date and time of submission:

有關的規劃申請編號

A/H6/94

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. Gavin Tse

Name of person making this comment:

意見詳情

Details of the Comment :

☒ 我支持此申請

17

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

241003-235419-40276

提交限期**Deadline for submission:**

04/10/2024

提交日期及時間**Date and time of submission:**

03/10/2024 23:54:19

有關的規劃申請編號**The application no. to which the comment relates:**

A/H6/94

「提意見人」姓名/名稱**Name of person making this comment:**

先生 Mr. Hun Law

意見詳情**Details of the Comment :**

As an advocate for sustainable urban development, I fully support the application aimed at streamlining car park operations in Causeway Bay.

From: [REDACTED]
Sent: 2024-10-03 星期四 03:32:24
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/H6/93 and 94 Hysan

Dear TPB Members,

So almost a decade has passed and its back again with some tweaking. Hopefully members will take time to read the minutes of the 24 June 2016 and the issues raised by members of the public and TPB members then.

Do the current applications address all the concerns expressed?

As for the benefit to the community, previous objections upheld.

This is the same developer that has conspired with Chinachem to deprive the community of a promised Open Space at its new development. Instead of an open to the sky facility the developers will provide what is nothing more than a series of tunnels connecting the three towers.

Any benefit from these applications will be solely for the commercial benefit of the developer.

The remaining few trees in the district will be put under pressure. There is also the issue of how extensive excavation under our roads could compromise stability. Recent reports of sink holes and flooding in mature urban districts are a matter of concern.

Mary Mulvihill

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Monday, 7 March 2016 1:32 AM HKT
Subject: A/H6/78 and 79 Hysan

A/H6/78

Under Hysan Avenue between Lee Garden One (33 Hysan Avenue) and 10 Hysan Avenue

Site area : About 381m² Includes Government Land of about 236m²

Zoning "Road" and "Commercial"

Applied Development : Proposed Underground Vehicular Tunnel (Connecting Lee Garden One and the Redevelopment of Sunning Plaza/Sunning Court)

A/H6/79

Under Yun Ping Road between Lee Garden One (33 Hysan Avenue) and Lee Garden Two (2-38 Yun Ping Road)

Site area : About 181m² Includes Government Land of about 168 m²

Zoning : "Road", "Commercial (2)" and "Commercial"

Applied Use Development : Proposed Underground Vehicular Tunnel (Connecting Lee Garden

One and Lee Garden Two)

Dear TPB Members,

The Applicant claims that the tunnels will benefit pedestrians and improve air quality but no evidence is provided as to how these benefits would materialize.

The only beneficiary would appear to be the developer who can then juggle with the disposition of parking facilities at each site in order to maximize the provision of commercial space.

The roads are public land so in effect the developer would be acquiring additional GFA under the public domain. Approval could set an undesirable precedent for similar applications not only for underground rights but also for air space above the streets.

Handing the rights to space under our streets to developers could hinder future improvements in the street grid made possible by advances in technology such as auto drive cars etc.

I trust that TPB members will consider all the implications of these applications.

Mary Mulvihill


Recommended Advisory Clauses

- (a) to note the comments of the District Lands Officer/Hong Kong East, Lands Department (LandsD) that applications on relevant lease modifications will be subject to such terms and conditions, including payment of premium and fees, as imposed by the LandsD acting in its capacity as the landlord at its discretion. Clarification and confirmation of the final parameters for the two tunnels to be adopted in the modification letters, which should cover the full extent of the tunnels, should be required. In the event that gazettal is required under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) for the proposed road works, you are required to pay the Government all the relevant costs;
- (b) to note the comments of the Commissioner for Transport that the traffic management measures as proposed in the Traffic Review Report in **Appendix Ih** of the Paper should be implemented including but not limited to:
 - (i) proposed works shall only be carried out underground without at-grade excavation works leading to any closure of public road;
 - (ii) 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 One, Lee Garden Two and Lee Garden Three;
 - (iii) the access of construction traffic shall only be arranged outside peak period of 08:00 – 10:00, 12:00 – 14:00 and 16:00 – 20:00 during weekdays except General Holidays to minimise traffic impact;
 - (iv) 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;
 - (v) 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;
 - (vi) 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;
 - (vii) adequate car park vacancy information signs shall be erected at the car park entrance to alert motorists; and
 - (viii) the proposed works shall not commence earlier than the construction of covered walkway and footbridge at the area and full provision of private car parking spaces under the commercial development at Caroline Hill Road;
- (c) to note the comments of the Chief Highway Engineer/Hong Kong, Highways Department that (i) the proposed tunnels should be managed and maintained by you at your own cost; (ii) sufficient ground cover should be provided for the proposed tunnels; and (iii) relevant utility undertakers should be consulted for any necessary diversion of existing underground utilities;

- (d) to note the comments of the Chief Building Surveyor/Hong Kong East & Heritage Section, Buildings Department (BD) that as the proposed tunnels are connected to buildings on private lots and be constructed under streets, exemption under section 31(1) of the Buildings Ordinance (BO) to permit such structure to project over streets will be required. Exemption under section 31(1) of the BO may be given provided that, among others, commercial activities generally are not allowed unless with planning permission and specific justified public benefit acceptable to relevant government departments, and are accountable for GFA calculation under OZP. Practice Notes for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-38 refers. Detailed checking for compliance with the BO will be made upon building plan submission stage;
- (e) to note the comments of the Director of Leisure and Cultural Services (DLCS) for application No. A/H6/93 that since the proposed Tunnel T1 will be built within the dripline zone of the Old and Valuable Trees (OVTs), you should adhere to the procedures and requirements stipulated in Development Bureau Technical Circular (Works) (DEVB TC(W)) No. 5/2020 and seek relevant authorities, departments and her department for further comment. The applicants should include the following information in the tree protection proposal: (i) drawings in different cross-section views to show the interface between all five OVTs in the different project stages; (ii) elaboration on the work arrangement of the proposed nondestructive root ball survey to be conducted before commencement of construction works; (iii) the content of monthly tree monitoring reports; and (iv) the method statement for collecting relevant data for the monthly tree monitoring reports. For tree monitoring purpose, information such as duration of drought, soil pH and other empirical data e.g. foliage density and chlorophyll level of the leaves, etc. could be useful;
- (f) to note the comments of DLCS for application No. A/H6/94 that every possible measures should be made to preserve and protect the existing trees from being adversely affected by the works through careful and proper planning, design, working out and 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 proponents should adhere to the requirements and procedures stipulated in DEVB TC(W) 4/2020 -Tree Preservation;
- (g) to note the comments of the Director of Environmental Protection that to consider using non-percussive method (e.g. cut and lift method) in demolishing the slabs on basement floors for the construction of launching and receiving shaft to reduce the ground-borne construction noise impact, as well as to strictly comply with relevant environmental legislation / guidelines during design, construction and operation of the proposed underground vehicular tunnels;
- (h) to note the comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department that the proposed tunnels should be designed and constructed to follow relevant geotechnical standards/guidelines. The construction of the proposed vehicular tunnels should not impair the safety or cause damage to the adjacent buildings, structures, land, streets or services. The detailed technical proposal should be submitted for his office's consideration at the building plan submission stage;
- (i) to note the comments of the Chief Engineer/Construction, Water Supplies Department (WSD) that if the construction works would affect the existing fresh water mains, WSD should be consulted. Free access should be allowed for WSD at any time to carry out operation,

monitoring and maintenance of the water mains. In case you consider that diversion of the water mains is required, the feasibility of diverting the water mains should be studied. If diversion is considered feasible, proposal should be submitted for WSD's consideration and approval. The water mains diversion work should be carried out by you at your own cost to WSD's satisfaction. WSD will only carry out the connection works to the existing network and the associated connection cost should be borne by you;

- (j) to note the comments of the Director of Fire Services that water supplies for firefighting and fire service installations should be provided to his satisfaction. Detailed fire services requirements will be formulated upon receipt of a formal submission of Short Term Tenancy / Short Term Waiver, general building plans or referral from the relevant licensing authority, and that the emergency vehicular access provision in the applications should comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 which is administrated by BD; and
- (k) to note the comments of the Director of Electrical and Mechanical Services that in the interests of public safety and ensuring the continuity of electricity supply, you 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. The Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation should be observed when carrying out works in the vicinity of the electricity supply lines.