

**Legislative Council Panel on Environmental Affairs**  
**Subcommittee to Study Issues Relating to the Development of Electric**  
**Vehicles**

**Supplementary Information**

As requested by the Subcommittee to Study Issues Relating to the Development of Electric Vehicles at the meeting on 8 July 2020, we, after consulting the Buildings Department (BD), provide the following information on the arrangement for granting of Gross Floor Area (GFA) concessions for car parking spaces provided with electric vehicle (EV) charging-enabling infrastructure in the BD's relevant guidelines.

**Arrangement for GFA concessions**

2. In light of the recommendations of the Council for Sustainable Development after extensive public engagement, the Government introduced a package of measures in April 2011 to enhance the design standard of new buildings to foster a quality and sustainable built environment. One of the measures is to tighten up the previous practice whereby all private car parks<sup>1</sup> may be disregarded from GFA calculation (i.e. 100% GFA concessions). In this connection, the BD has updated the requirements for disregarding the car parks and loading and unloading areas from GFA calculation set out in Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-2<sup>2</sup> and APP-111<sup>3</sup>, stipulating that, instead of all private car parks can be exempted from GFA calculations as in the past, only underground private car parks provided with EV charging-enabling infrastructure at each car parking space may be granted 100% GFA concessions. For those provided with EV charging-enabling infrastructure but are above-ground, only 50% GFA concessions may be granted.

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<sup>1</sup> Car parks under private ownership and intended for use by the occupants of the parent building and their bona fide visitors.

<sup>2</sup> <https://www.bd.gov.hk/doc/en/resources/codes-and-references/practice-notes-and-circular-letters/pnap/APP/APP002.pdf>

<sup>3</sup> <https://www.bd.gov.hk/doc/en/resources/codes-and-references/practice-notes-and-circular-letters/pnap/APP/APP111.pdf>

3. To incentivise the private developers to provide more parking spaces for public use, the BD further revised APP-2 in March 2017, among other things, to include underground public car parks<sup>4</sup> provided with EV charging-enabling infrastructure<sup>5</sup> which may also be disregarded from GFA calculation, while no GFA concessions will be granted for above-ground public car parks. Nevertheless, exceptions would be considered for granting 100% GFA concessions for above-ground car parks where it is proven with sufficient evidence that it is technically infeasible to construct the car park underground or where the above-ground car park poses no adverse environmental or visual impact.

4. On the other hand, loading and unloading areas provided at ground level or underground may also be granted 100% GFA concessions, while only 50% GFA concessions may be granted if they are provided at upper storeys above ground level.

**Environment Bureau/Environmental Protection Department  
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<sup>4</sup> Public car parks refer to car parks in private ownership required under the statutory town plans or by the Commissioner for Transport that are open and operated commercially for parking by the general public. It should not be confused with car parks owned and operated by the Government for parking by the general public.

<sup>5</sup> EV charging-enabling infrastructure shall mean (a) fixed electrical installations (FEI) on the consumer side including, but not limited to, switchboards, distribution boards, electricity meters, cabling, conduits and trunking; and (b) socket outlets. Among the EV charging-enabling infrastructure, the provisions of electricity meter(s) and socket outlets are optional.