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Ms Connie HO
Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

18 May 2021

Dear Ms HO,

Legislative Council Public Works Subcommittee
Meeting on 28 April 2021

23TP - Public Vehicle Park at Areas 4 and 30 (Site 2), Sheung Shui
24TP - Public Vehicle Park at Area 99, Tung Chung and
85TI - Public Transport Interchange at Tung Chung Area 99

Supplementary Information

At the Public Works Subcommittee meeting held on 28 April 2021, Members requested the Administration to submit supplementary information on the captioned three proposed works projects. The relevant supplementary information is set out at Annex for Members' reference.

Yours sincerely,


(Alexander LEUNG)

for Secretary for Transport and Housing

C.C.

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Director of Housing	(Attn.: Mr HONG Wing-kit)	Fax: 3549 6539
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**Legislative Council Public Works Subcommittee
Follow-up items in relation to the meeting on 28 April 2021**

**Supplementary information on
23TP - Public Vehicle Park at Areas 4 and 30 (Site 2), Sheung Shui
24TP - Public Vehicle Park at Area 99, Tung Chung and
85TI - Public Transport Interchange at Tung Chung Area 99**

At the Public Works Subcommittee meeting held on 28 April 2021, Members requested the Government to submit supplementary information on the captioned three proposed works projects. The relevant information is consolidated as follows.

(1) Provision of electric vehicle chargers at the proposed public vehicle parks

2. In accordance with the requirements stipulated in Development Bureau Technical Circular (Works) No. 2/2015 and Environment Bureau (“ENB”) Circular Memorandum No. 3/2015 on “Green Government Buildings”, the two proposed public vehicle parks (“PVPs”) will provide electric vehicle (“EV”) charging facilities in not less than 30% of their private car parking spaces. The remaining parking spaces will be equipped with EV charging infrastructure including power supply, cables, distribution boards, switchgears, conduits and trunkings, for the timely installation of EV chargers at parking spaces subject to the evaluation of needs.

3. We understand that ENB is planning to update the aforementioned circulars and relevant guidelines to require all parking spaces for private cars, motorcycles and light goods vehicles within new government buildings to be equipped with medium chargers unless there are extreme technical constraints, so as to further enhance EV charging support. ENB will work out the details of the new requirements/standards in consultation with relevant bureaux and departments. The proposed new standards will be applicable to future new government buildings. After ENB has finalised the new circulars and guidelines, we will actively follow up with ENB and consider providing more EV charging parking spaces at the two proposed PVPs for public use, provided that the construction progress, project cost and development programme of the two PVP projects have been taken into consideration.

(2) Design of the proposed public vehicle park and public transport interchange at Tung Chung Area 99

4. Following the principle of “single site, multiple uses”, the proposed Tung Chung PVP will be built at the basement, and the proposed public transport interchange (“PTI”) will be built at ground level, so as to facilitate the public to

take public transport and to optimise land use.

5. We considered the option of building a PVP above the proposed PTI. However, after detailed analysis, it is determined that such proposal would affect the design of the cover above the PTI. Currently, the proposed PTI adopted a semi-enclosed environment-friendly noise cover with a number of ventilation openings, which could enhance the natural lighting and air ventilation inside the proposed PTI. Please see Appendix I for the current design sections of the proposed PTI.

6. Appendix I indicated that any building structure constructed above the PTI, including a car park (in the form of either conventional parking spaces or automated parking systems (“APS”)), will block the ventilation openings above the PTI from providing air ventilation and natural lighting. An enclosed PTI would also cause an increase of about 2 metres in height, and bring about the need to enhance the structural loading ability to accommodate additional ancillary fire services as well as electric and mechanical facilities, in order to meet the required air ventilation and fire safety of the PTI. In addition, in order to mitigate nuisance to the residents in Tung Chung Area 99 and neighborhood, we may consider erecting a screen at the aboveground car park, no matter whether conventional parking spaces or APS is adopted. Such screen may prevent the aboveground car park from meeting the air circulation requirements under the “Sustainable Building Design Guidelines”. Please see Appendix II for the sections of the proposed PTI with aboveground APS.

7. As the proposed PTI will be located at the wind corridor in the layout of the whole Tung Chung Area 99 project, blockage of the ventilation openings and increasing the height of the PTI structure will adversely affect the air circulation of the whole project (including public housing, PTI and PVP) and surrounding environment. In addition to creating a wall effect, the design of the whole project would not meet the requirements under the “Sustainable Building Design Guidelines” and not be granted with gross floor area concession, resulting in a reduction of about 200 flats in the public housing development at Tung Chung Area 99. Meanwhile, the provision of an upper floor car park will require the building of a longer vehicular access to connect the ground level, which will have a direct impact on the space reserved for bus and pedestrian access in the PTI; this will have implications on the PTI in respect of space, height and cost, which as a result will affect the feasibility of the PTI project.

8. We have developed the proposed PTI and PVP within the Tung Chung Area 99 public housing site in accordance with the principle of optimising land use. The current location and design of the proposed PTI and PVP have balanced various factors (e.g. microclimate of the whole project and surrounding neighborhood, noise mitigation effect, geotechnical and traffic assessment, statutory requirements, etc.), and optimised site development parameters (e.g. plot ratio, height restrictions, gross floor area concession, etc.), while enabling the construction of the adjacent public housing to be carried out independently so as to expedite the supply of public housing. We therefore consider the current

proposed location and construction method the most preferred option.

(3) Design of the proposed public vehicle park at Areas 4 and 30 (Site 2), Sheung Shui

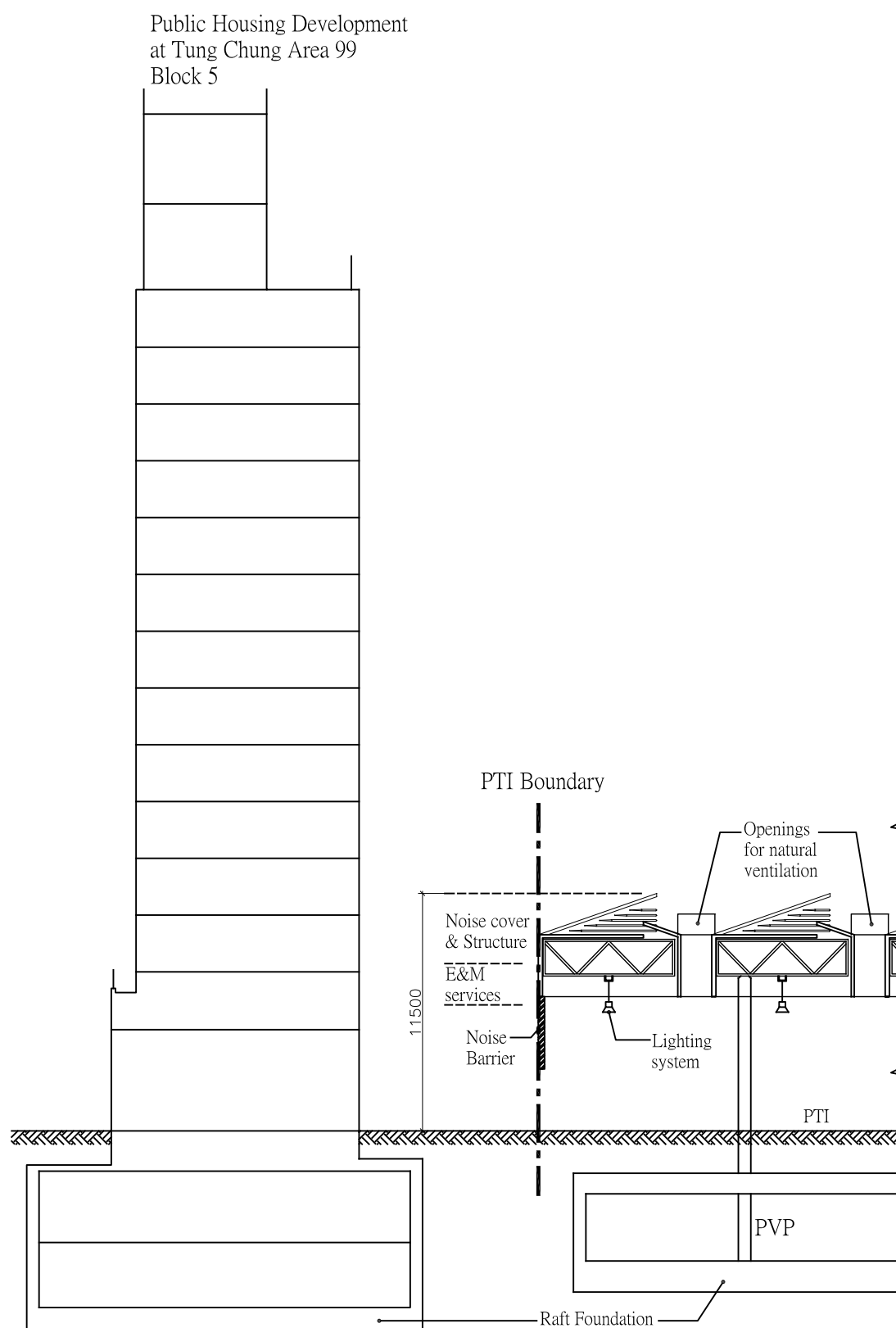
9. We have all along been planning the public housing developments at Sheung Shui Areas 4 and 30 in conjunction with the PVP in accordance with the principle of “single site, multiple uses”. We will make use of the roof-top of the proposed PVP to provide garden and ball courts required under the “Hong Kong Planning Standards and Guidelines” for the public housing developments, so as to enable flexible and comprehensive planning by the Hong Kong Housing Authority to provide more community and welfare facilities in the remaining sites under the public housing developments. Please refer to **Appendix III** for the location plan of the public housing and PVP developments at Sheung Shui Areas 4 and 30 as well as the relevant proposed community/welfare facilities.

10. Regarding the alternative development proposal for the proposed PVP, HD has considered adopting the design of a podium-type car park, i.e. building a five-storey podium car park to accommodate all ancillary parking spaces for the public housing and public parking spaces, and constructing the public housing above the podium. However, after detailed assessment, it is considered that such proposal will not only lengthen the construction period of the public housing project, it will also cause the height of the public housing to exceed the building height restrictions under the “Outline Zoning Plan”. Moreover, it will result in the total length of the facade of the podium-type car park not meeting the conditions for gross floor area concession under the “Sustainable Building Design Guidelines”, hence leading to a reduction of about 150 flats in the public housing project.

11. In addition, the huge base structure will also have adverse impact to the air circulation and visual effect, and therefore not preferable from the town planning point of view. In comparison, wind corridors are incorporated in the current design of the proposed PVP to facilitate air circulation, and greening areas will be provided along the pavement to serve as buffer between the public housing and the industrial area in the vicinity.

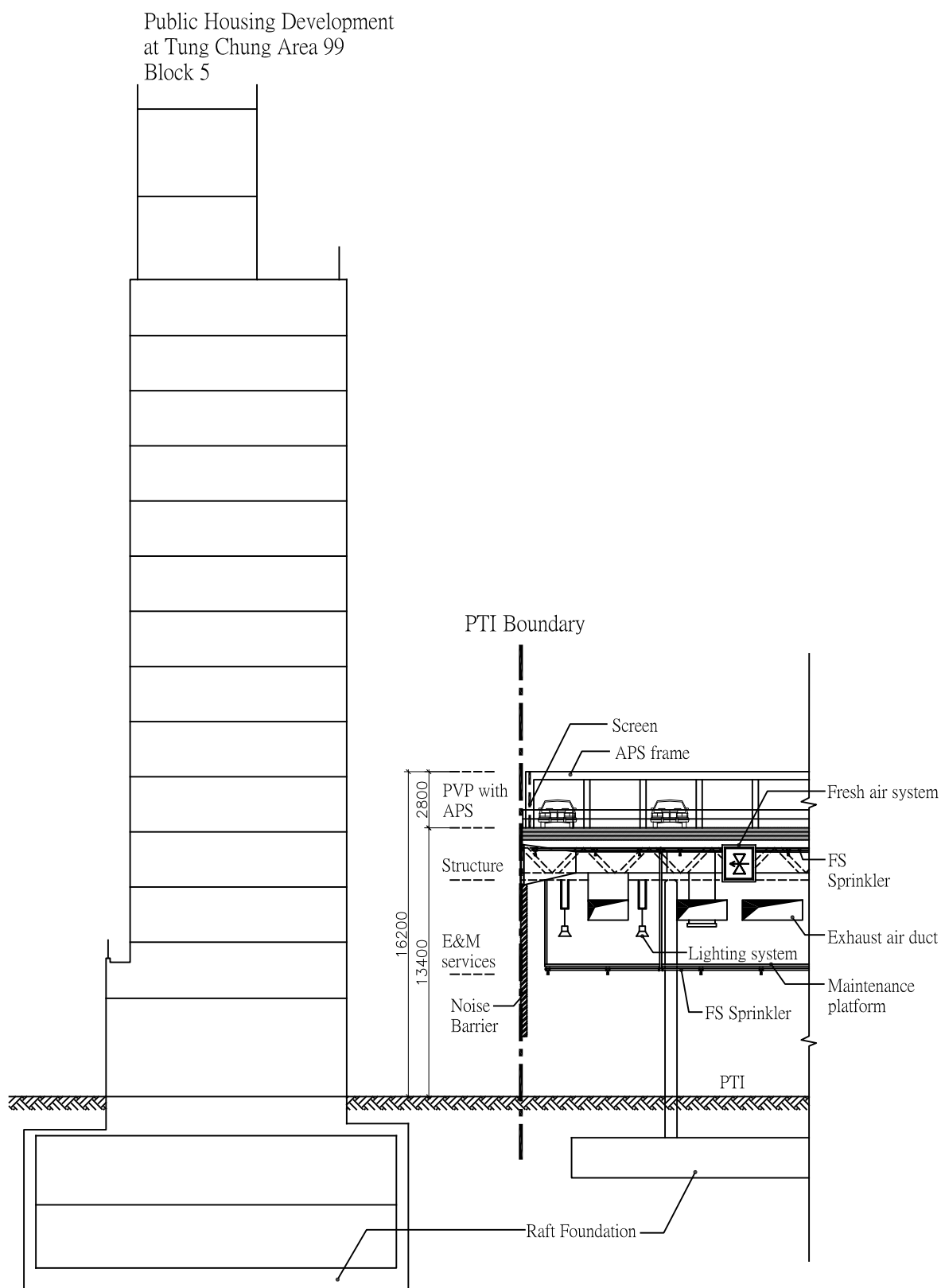
12. In short, we have developed the PVP at the public housing site in accordance with the principle of optimising land use. The current location and design of the proposed PVP have balanced various factors (e.g. traffic assessment and statutory requirements, etc.), and optimised site development parameters (e.g. plot ratio, height restrictions, site coverage and the required greening ratio, etc.), while enabling the construction of the adjacent public housing to be carried out independently so as to expedite the supply of public housing. We therefore consider the current proposed location and construction method the most preferred option.

- End -



Current Design Section of the Proposed Public Transport Interchange (PTI)
with Underground Public Vehicle Park (PVP)

Not to Scale



Section of the Proposed Public Transport Interchange (PTI) and
Aboveground Public Vehicle Park (PVP) with Automated Parking System (APS)

Not to Scale

PWP ITEM NO. 24TP - PUBLIC VEHICLE PARK AT AREA 99, TUNG CHUNG
PWP ITEM NO. 85TI - PUBLIC TRANSPORT INTERCHANGE AT TUNG CHUNG AREA 99



LOCATION PLAN