

**For discussion
on 5 January 2021**

Legislative Council Panel on Transport

**3023TP – Public Vehicle Park at Areas 4 and 30 (Site 2), Sheung Shui
3024TP – Public Vehicle Park at Area 99, Tung Chung and
B085TI – Public Transport Interchange at Tung Chung Area 99**

PURPOSE

This paper seeks Members' views on the funding application for the following three projects to increase the provision of car parking spaces and to meet the demand for public transport services -

- (a) **3023TP** – Public Vehicle Park at Areas 4 and 30 (Site 2), Sheung Shui;
- (b) **3024TP** – Public Vehicle Park at Area 99, Tung Chung; and
- (c) **B085TI** – Public Transport Interchange at Tung Chung Area 99.

PROJECTS

- (a) Public Vehicle Park at Areas 4 and 30 (Site 2), Sheung Shui

2. The proposed works comprise the construction of a 9-storey aboveground public vehicle park (“PVP”), providing about 320 public parking spaces for private cars and about 10 for light goods vehicles. The project is necessary for meeting the local demand for public parking spaces arising from the termination of two short-term tenancy car parks so as to make way for the public housing development at Areas 4 and 30, Sheung Shui. The capital cost of the project is estimated to be \$421.3 million in money-of-the-day (“MOD”) prices. Details of this project are at

Enclosure 1.

- (b) Public Vehicle Park at Area 99, Tung Chung

3. The proposed works comprise the construction of a one-level underground PVP, providing about 80 public parking spaces for private cars. The project is necessary for meeting the local demand for public parking spaces in view of the population intake in Tung Chung in recent years. The

capital cost of the project is estimated to be \$167.5 million in MOD prices. Details of this project are at **Enclosure 2**.

(c) **Public Transport Interchange at Tung Chung Area 99**

4. The proposed works comprise the construction of a public transport interchange, providing transport facilities for the operation of franchised bus services at Tung Chung Area 99. The project is necessary for meeting the demand for public transport services arising from the increasing population in Tung Chung East. The capital cost of the project is estimated to be \$269.0 million in MOD prices. Details of this project are at **Enclosure 3**.

WAY FORWARD

5. After consulting the Panel on Transport, we plan to submit the proposal for upgrading the three projects to Category A to the Public Works Subcommittee to seek its support, and to seek funding approval from the Finance Committee in the current legislative session.

**Transport and Housing Bureau
Transport Department
December 2020**

**For discussion
on 5 January 2021**

Legislative Council Panel on Transport

3023TP – Public Vehicle Park at Areas 4 and 30 (Site 2), Sheung Shui

PURPOSE

This paper seeks Members' views on the funding application for upgrading **3023TP** "Public Vehicle Park at Areas 4 and 30 (Site 2), Sheung Shui" ("the Project") to Category A.

PROJECT SCOPE AND NATURE

2. The proposed scope of works under the Project comprises the construction of a 9-storey aboveground public vehicle park ("PVP")¹ providing about 320 and about 10 public parking spaces for private cars and light goods vehicles respectively, as well as its ancillary facilities, including a shroff office, plant rooms, etc., at Areas 4 and 30 (Site 2), Sheung Shui.

3. A site plan and artist's impression of the Project are at **Annexes 1 and 2** respectively.

4. We plan to commence the construction works upon obtaining funding approval from the Finance Committee ("FC") for target completion in around three years.

JUSTIFICATIONS

5. At Areas 4 and 30, Sheung Shui, there were two fee-paying public car parks under short-term tenancy ("STT"). The two STT car parks were vacated in August and November 2020 respectively to make way for the PHD project in two sites, namely Site 1 and Site 2, also in Areas 4 and 30 ("the PHD Project") to be funded and implemented by HKHA. Despite that the PHD Project will provide ancillary parking spaces for private cars,

¹ There will be a garden with leisure and recreational facilities, including a badminton court, a basketball court and landscaping areas, on the roof top of the PVP, as well as at-grade landscaping areas which form part of the ancillary facilities for the Public Housing Development ("PHD") at Areas 4 and 30, Sheung Shui. These facilities fall outside the scope of the Project and will be funded by the Hong Kong Housing Authority ("HKHA").

motorcycles and light goods vehicles to cater for its self-generated parking demand, the Transport Department (“TD”) sees a genuine need for the proposed PVP to meet the local demand for public parking spaces in view of the termination of the two STT car parks. Prior to the commissioning of the proposed PVP, a new STT car park with about 300 parking spaces for private cars will come into operation in part of Site 1 in the first quarter of 2021 as an interim measure to address the public parking demand in the area. After the commissioning of the proposed PVP, this STT car park will be terminated and the subject land so vacated will be handed over to HKHA for construction of the PHD Project.

6. The Government plans to entrust the design and construction of the Project to HKHA to facilitate better co-ordination between the Project and the PHD Project. Design provision will be made in the Project to facilitate future footbridge connection between the PVP and the PHD in Site 2 by HKHA such that the PVP will have linkage to the existing footbridge system connecting to the Sheung Shui MTR Station. The construction works of the Project are expected to be completed in around three years so as to tie in with the earliest commencement of the PHD Project in part of Site 1.

7. Upon completion, the PVP will be handed over to the Government for necessary preparatory work prior to its commissioning. The PVP and its ancillary facilities will be managed by the Government.

FINANCIAL IMPLICATIONS

8. The capital cost of the Project is estimated to be \$421.3 million in money-of-the-day prices.

PUBLIC CONSULTATION

9. The Housing Department (“HD”) and TD jointly consulted the District Minor Works and Environmental Improvement Committee of the North District Council on the proposed PHD Project together with the proposed PVP and its ancillary facilities under the Project on 21 January 2019. The Committee rendered support for the PVP.

ENVIRONMENTAL IMPLICATIONS

10. The Project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). HKHA completed a Preliminary

Environmental Review (“PER”), the findings of which were agreed by the Director of Environmental Protection in November 2020. The PER concluded that the Project would not cause long-term environmental impacts. HKHA has included in the project estimates the cost to implement suitable mitigation measures to control short-term environmental impacts.

11. During construction, HKHA will request the contractors to control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures. These include the use of silencers, mufflers and movable noise barriers for noisy construction activities, frequent cleaning and water spraying at the works site, and the provision of wheel-washing facilities for dust control.

12. At the planning and design stages, HKHA has considered measures (e.g. using metal site hoardings so that these materials can be recycled or reused in other projects) to reduce generation of construction waste wherever possible. In addition, HKHA will require the contractors to reuse inert construction waste on site or in other suitable construction sites as far as possible in order to minimise disposal of inert construction waste at public fill reception facilities (“PFRFs”)². HKHA will encourage the contractors to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

13. At the construction stage, HKHA will require the contractors to submit for approval a plan setting out waste management measures, which will include appropriate mitigation measures to avoid, reduce, reuse and recycle inert construction waste. HKHA will ensure that the day-to-day operations on site comply with the approved plan. HKHA will require the contractors to separate inert portion from non-inert construction waste on site for disposal at appropriate facilities. HKHA will control the disposal of inert and non-inert construction waste at PFRFs and landfills respectively through a trip-ticket system.

HERITAGE IMPLICATIONS

14. The Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of

² PFRFs are specified in Schedule 4 to the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste at PFRFs requires a licence issued by the Director of Civil Engineering and Development.

archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

15. The Project does not require acquisition of private land.

TRAFFIC IMPLICATIONS

16. According to the Traffic Impact Assessment conducted by HKHA for the PHD projects in Sheung Shui, in which the proposed PVP is also covered, the Project will not cause insurmountable traffic impact in the area concerned. HKHA will specify requirements for implementing appropriate temporary traffic arrangements (“TTA”) during construction in the works contracts to minimise the traffic impacts and to facilitate the related construction works. In addition, HKHA will display publicity boards on site to provide details of the TTA and the anticipated completion dates of individual sections of works. HKHA will also set up a telephone hotline to respond to public enquiries and complaints.

BACKGROUND INFORMATION

17. We upgraded **3023TP** to Category B in August 2019.

18. All of the 21 trees within the project boundary will have to be removed to make way for the proposed PVP. In accordance with the established guidelines, a tree removal application has been submitted to the Tree Preservation Committee of HD and the application has been approved in principle. All trees to be removed are not important trees³. HKHA will

³ “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria -

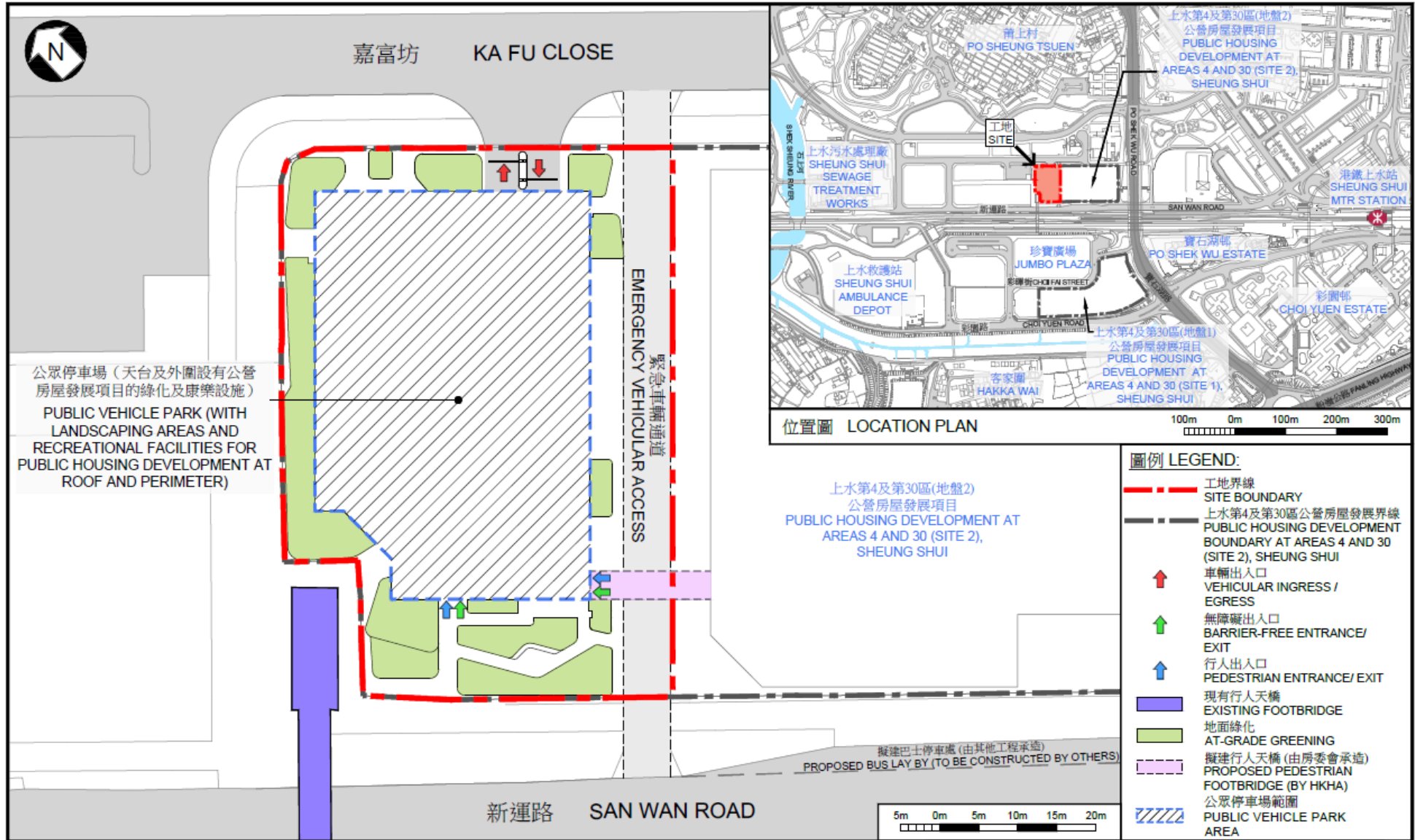
- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features), e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metres above ground level), or with height/canopy spread equal or exceeding 25 metres.

incorporate planting proposals as part of the PHD Project, including the compensatory planting of trees.

WAY FORWARD

19. After consulting the Panel on Transport, we plan to submit the proposal for upgrading **3023TP** as mentioned in paragraph 2 above to Category A to the Public Works Subcommittee for its support, and to seek funding approval from the FC in the current legislative session.

**Transport and Housing Bureau
Transport Department
December 2020**



公眾停車場（天台及外圍設有公營房屋發展項目的綠化及康樂設施）
PUBLIC VEHICLE PARK (WITH LANDSCAPING AREAS AND RECREATIONAL FACILITIES FOR PUBLIC HOUSING DEVELOPMENT AT ROOF AND PERIMETER)

位置圖 LOCATION PLAN

上水第4及第30區(地盤2)
公營房屋發展項目
PUBLIC HOUSING DEVELOPMENT AT AREAS 4 AND 30 (SITE 2), SHEUNG SHUI

- 圖例 LEGEND:**
- - - 工地界線
SITE BOUNDARY
 - - - 上水第4及第30區公營房屋發展界線
PUBLIC HOUSING DEVELOPMENT BOUNDARY AT AREAS 4 AND 30 (SITE 2), SHEUNG SHUI
 - ↑ 車輛出入口
VEHICULAR INGRESS / EGRESS
 - ↑ 無障礙出入口
BARRIER-FREE ENTRANCE / EXIT
 - ↑ 行人出入口
PEDESTRIAN ENTRANCE / EXIT
 - ▬ 現有行人天橋
EXISTING FOOTBRIDGE
 - ▬ 地面綠化
AT-GRADE GREENING
 - ▬ 擬建行人天橋 (由房委會承造)
PROPOSED PEDESTRIAN FOOTBRIDGE (BY HKHA)
 - ▬ 公眾停車場範圍
PUBLIC VEHICLE PARK AREA

工務計劃項目編號 3023TP
上水第4及第30區(地盤2)的公眾停車場
PWP ITEM NO. 3023TP

PUBLIC VEHICLE PARK AT AREAS 4 AND 30 (SITE 2), SHEUNG SHUI

工地平面圖
SITE PLAN



工務計劃項目編號 3023TP
上水第4及第30區(地盤2)的公眾停車場
PWP ITEM NO. 3023TP

PUBLIC VEHICLE PARK AT AREAS 4 AND 30 (SITE 2), SHEUNG SHUI

構思圖
ARTIST'S IMPRESSION

**For discussion
on 5 January 2021**

Legislative Council Panel on Transport

3024TP – Public Vehicle Park at Area 99, Tung Chung

PURPOSE

This paper seeks Members' views on the funding application for upgrading **3024TP** "Public Vehicle Park at Area 99, Tung Chung" ("the Project") to Category A.

PROJECT SCOPE AND NATURE

2. The proposed scope of works under the Project comprises the construction of a one-level underground public vehicle park ("PVP"), providing about 80 public parking spaces for private cars as well as its ancillary facilities, including a shroff office, plant rooms, etc., at Area 99, Tung Chung.

3. A site plan and artist's impression of the Project are at **Annexes 1 and 2** respectively.

4. We plan to commence the construction works upon obtaining funding approval from the Finance Committee ("FC") for target completion in around three years.

JUSTIFICATIONS

5. The Hong Kong Housing Authority ("HKHA") has planned to implement the public housing development at Area 99, Tung Chung ("the PHD Project"). Amongst others, the PHD Project will provide ancillary parking spaces for private cars, motorcycles and light goods vehicles so as to cater for its self-generated parking demand.

6. In the light of the population intake in Tung Chung in recent years, the Transport Department ("TD") considers it opportune to provide a

PVP in order to meet the local parking demand. To optimise land use, an underground PVP is proposed, which will integrate with a public transport interchange (“PTI”)¹ to be provided at ground level.

7. The Government plans to entrust the design and construction of the Project to HKHA to facilitate better co-ordination among the Project, the PHD Project and the PTI.

8. Upon completion of the PVP, it will be handed over to the Government for necessary preparatory work prior to its commissioning. The PVP and its ancillary facilities will be managed by the Government.

FINANCIAL IMPLICATIONS

9. The capital cost of the Project is estimated to be \$167.5 million in money-of-the-day prices.

PUBLIC CONSULTATION

10. TD consulted the Traffic and Transport Committee of the Islands District Council on the Project on 21 September 2020. The Committee rendered support for the Project.

11. According to the Notes of the Outline Zoning Plan No. S/I-TCE/2 approved in February 2017, the proposed PVP use at Area 99, which is zoned “Residential (Group A) 3” in that only “Flat” and “Public Transport Terminus or Station (excluding open-air terminus or station)” uses are always permitted, requires planning permission from the Town Planning Board (“TPB”). TPB granted the requisite permission for the PVP on 6 November 2020.

ENVIRONMENTAL IMPLICATIONS

12. The Project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). HKHA completed a Preliminary Environmental Review (“PER”) for the Project, the findings of which were

¹ Constructed above the PVP, the PTI will be funded by a separate item (i.e. Public Works Programme Item No. **B085TI**) and share the same foundation with the PVP (please refer to **Enclosure 3** for details).

agreed by the Director of Environmental Protection in October 2020. The PER concluded that the Project would not cause long-term adverse environmental impacts. HKHA has included in the project estimates the cost to implement suitable mitigation measures to control short-term environmental impacts.

13. During construction, HKHA will request the contractors to control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures. These measures include the use of silencers, mufflers and temporary acoustic linings or shields for noisy construction activities, frequent cleaning and water spraying at the works site, and the provision of wheel-washing facilities for dust control.

14. At the planning and design stages, HKHA has considered measures (e.g. optimising the steel bar bending schedule to minimise scraps) to reduce generation of construction waste wherever possible. In addition, HKHA will require the contractors to reuse inert construction waste (e.g. use of excavated materials for filling within the site) on site or in other suitable construction sites as far as possible in order to minimise the disposal of inert construction waste at public fill reception facilities (“PFRFs”)². HKHA will encourage the contractors to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

15. At the construction stage, HKHA will require the contractors to submit for approval a plan setting out waste management measures, which will include appropriate mitigation measures to avoid, reduce, reuse and recycle inert construction waste. HKHA will ensure that the day-to-day operations on site comply with the approved plan. HKHA will require the contractors to separate inert portion from non-inert construction waste on site for disposal at appropriate facilities. HKHA will control the disposal of inert and non-inert construction waste at PFRFs and landfills respectively through a trip-ticket system.

² PFRFs are specified in Schedule 4 to the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste at PFRFs requires a licence issued by the Director of Civil Engineering and Development.

HERITAGE IMPLICATIONS

16. The Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

17. The Project does not require acquisition of private land.

TRAFFIC IMPLICATIONS

18. According to the Traffic Impact Assessment conducted by HKHA for Area 99, Tung Chung, the proposed PVP will not cause insurmountable traffic impact in the area concerned. HKHA will specify requirements for implementing appropriate temporary traffic arrangements (“TTA”) during construction in the works contracts to minimise the traffic impacts and to facilitate the related construction works. In addition, HKHA will display publicity boards on site to provide details of the TTA and the anticipated completion dates of individual sections of works. HKHA will also set up a telephone hotline to respond to public enquiries and complaints.

BACKGROUND INFORMATION

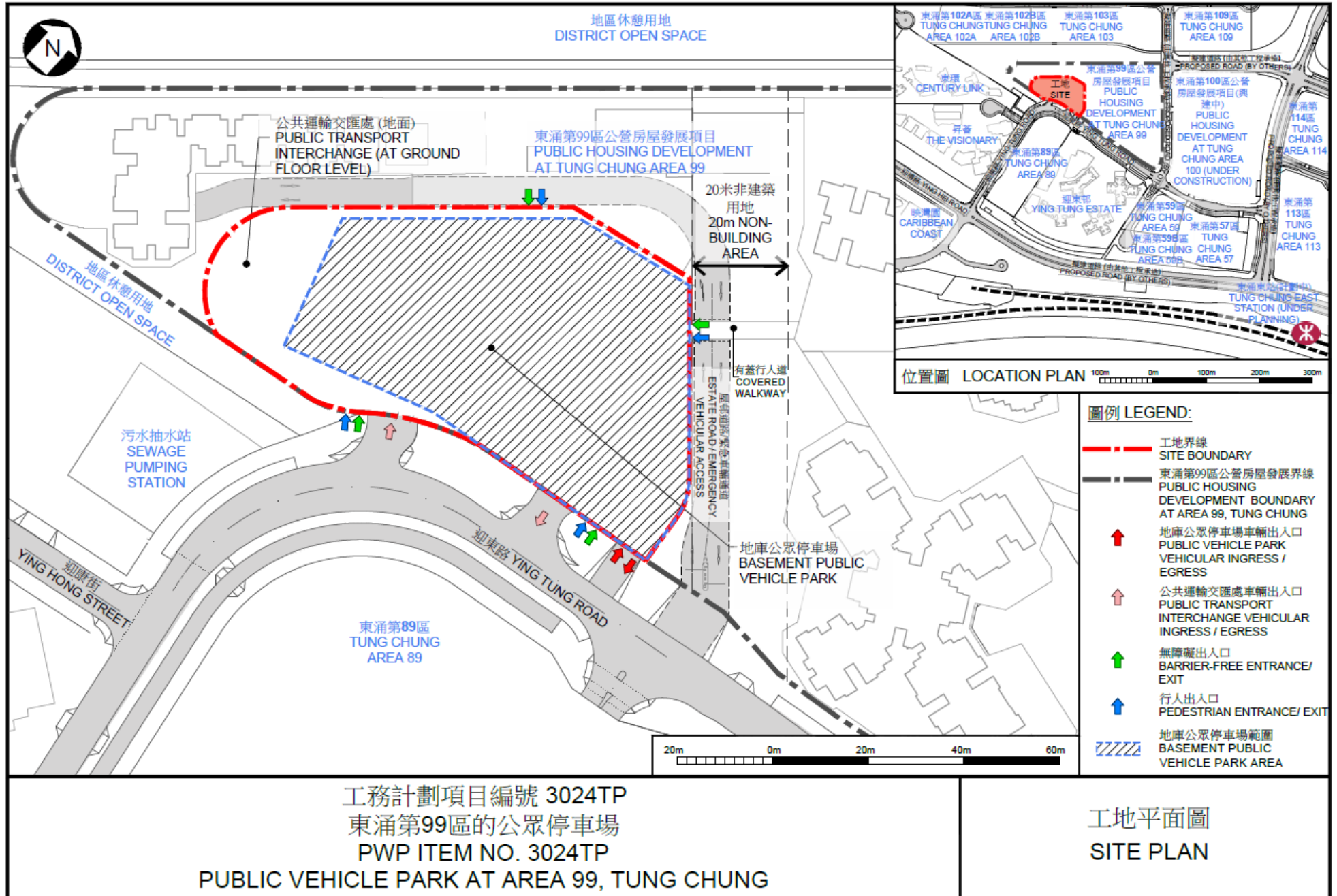
19. We upgraded **3024TP** to Category B in August 2019. HKHA engaged contractors to undertake ground investigation (“GI”) works at a total cost of about \$1.8 million. The works provided by HKHA were funded under block allocation **Subhead 3100GX** “Project feasibility studies, minor investigations and consultants’ fees for items in Category D of the Public Works Programme”. All the GI field works have been completed.

20. The Project will not involve removal of trees.

WAY FORWARD

21. After consulting the Panel on Transport, we plan to submit the proposal for upgrading **3024TP** as mentioned in paragraph 2 above to Category A to the Public Works Subcommittee for its support, and to seek funding approval from the FC in the current legislative session.

**Transport and Housing Bureau
Transport Department
December 2020**





工務計劃項目編號 3024TP
東涌第99區的公眾停車場
PWP ITEM NO. 3024TP
PUBLIC VEHICLE PARK AT AREA 99, TUNG CHUNG

構思圖
ARTIST'S IMPRESSION

**For discussion
on 5 January 2021**

Legislative Council Panel on Transport

B085TI – Public Transport Interchange at Tung Chung Area 99

PURPOSE

This paper briefs Members on the funding application for upgrading **B085TI** “Public Transport Interchange at Tung Chung Area 99” (“the Project”) to Category A.

PROJECT SCOPE AND NATURE

2. The scope of the proposed works under the Project includes -
 - (a) a public transport interchange (“PTI”) with pick-up / drop-off bays and stacking bays for franchised buses;
 - (b) regulator’s office and toilet with the associated works; and
 - (c) associated works including but not limited to roadworks, noise cover, electric vehicle charging facilities for electric buses, lighting, drainage, electrical and mechanical systems, etc.
3. The layout plan and artist’s impression of the Project are at **Annexes 1 and 2** respectively.
4. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee (“FC”) for target completion in around three years.

JUSTIFICATIONS

5. To meet the demand for public transport services arising from the increasing population in Tung Chung East, we propose to construct a new PTI at Tung Chung Area 99.

6. To follow the principle of “single site, multiple uses”, the proposed PTI is at ground level and integrated with an underground public vehicle park (“PVP”) underneath, which is funded separately under another project 3024TP. There will also be a public housing development (“PHD”) at Tung Chung Area 99.

7. We plan to entrust the design and construction of the Project to the Hong Kong Housing Authority (“HKHA”) to facilitate better co-ordination of the design and construction between the Project and the PHD. Upon completion of the Project, the proposed PTI will be managed and maintained by relevant government departments.

FINANCIAL IMPLICATIONS

8. The capital cost of the Project is estimated to be \$269.0 million in money-of-the-day prices.

PUBLIC CONSULTATION

9. We consulted the Islands District Council on 25 February 2019 about the PHDs at Tung Chung Area 99 and Area 100, including the associated facilities such as the proposed PTI, etc. The District Council raised no objection.

ENVIRONMENTAL IMPLICATIONS

10. The Project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). HKHA completed an Environmental Assessment Study (“EAS”) for the Project. The EAS concluded and the Director of Environmental Protection agreed that the Project would not cause long-term environmental impacts with the implementation of mitigation measures such as provision of noise cover at the PTI. We have included in the project estimate the cost to implement suitable mitigation measures to control short-term environmental impacts.

11. HKHA will request the contractor to control noise, dust and site run-off nuisances during construction to within established standards and guidelines through the implementation of mitigation measures in the

construction contract. These measures include the use of silencers, mufflers and temporary acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel-washing facilities.

12. At the planning and design stages, HKHA has considered measures (e.g. use pre-fabricated items as much as possible) to reduce the generation of construction waste where possible. In addition, HKHA will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities (“PFRFs”)¹. HKHA will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further reduce the generation of construction waste.

13. At the construction stage, HKHA will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. HKHA will ensure that the day-to-day operations on site comply with the approved plan. HKHA will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. HKHA will control the disposal of inert and non-inert construction waste at PFRFs and landfills respectively through a trip-ticket system.

HERITAGE IMPLICATIONS

14. The Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

¹ PFRFs are specified in Schedule 4 to the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste at PFRFs requires a licence issued by the Director of Civil Engineering and Development.

LAND ACQUISITION

15. The Project does not require any land acquisition.

BACKGROUND INFORMATION

16. We upgraded **B085TI** to Category B in September 2020.
17. The Project will not involve tree removal.

WAY FORWARD

18. We will seek support of the Public Works Subcommittee for the approval from FC to upgrade **B085TI** to Category A.

**Transport and Housing Bureau
December 2020**



工程計劃項目編號 B085TI
東涌第99區的公共運輸交匯處
PWP ITEM NO. B085TI
PUBLIC TRANSPORT INTERCHANGE AT TUNG CHUNG AREA 99

構思圖
Artist's Impression
Drawing



工程計劃項目編號 B085TI
東涌第99區的公共運輸交匯處
PWP ITEM NO. B085TI
PUBLIC TRANSPORT INTERCHANGE AT TUNG CHUNG AREA 99

構思圖
Artist's Impression
Drawing