For discussion
on 22 January 2025

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 703 – BUILDINGS
Transport – Car parks
27TP – Town Park with Public Vehicle Park in Area 66, Tseung Kwan O
32TP – Public Vehicle Park at Choi Shun Street, Sheung Shui

Members are invited to recommend to the Finance Committee the upgrading of **27TP** and **32TP** to Category A at estimated costs of $1,208.0 million and $160.2 million in money-of-the-day (MOD) prices respectively.

PROBLEM

We need to carry out the above proposed projects in line with the principle of "single site, multiple use" to provide open space and public housing to serve public needs, while increasing the provision of public car parking spaces, thereby achieving optimal land use.

PROPOSAL

2. The Director of Architectural Services, with the support of the Secretary for Transport and Logistics, proposes to upgrade the following projects to Category A –

(a) **27TP** at an estimated cost of $1,208.0 million in MOD prices for construction of a town park with public vehicle park (PVP) in Area 66, Tseung Kwan O; and

/(b) …..

(b) **32TP** at an estimated cost of $160.2 million in MOD prices for construction of a PVP at Choi Shun Street, Sheung Shui, with public housing residential buildings and welfare facilities atop.

PROJECT SCOPE AND NATURE

3. Details of the above two projects are at **Enclosure 1** and **2** respectively.

Transport and Logistics Bureau
Transport Department
Architectural Services Department
Leisure and Cultural Services Department
Housing Department
January 2025

27TP – Town Park with Public Vehicle Park in Area 66, Tseung Kwan O

PROJECT SCOPE AND NATURE

The project site is located between Po Yap Road and Chi Shin Street in Tseung Kwan O, which covers a site area of about 16 500 square metres (m^2). The proposed scope of the project comprises the construction of –

(a) a town park providing –

  (i) a landscaped garden;

  (ii) a central pedestrian avenue;

  (iii) a covered piazza; and

  (iv) fitness equipment; and

(b) a public vehicle park (PVP) providing –

  (i) about 455 public parking spaces for various types of vehicles. Some of these public parking spaces will be provided by adopting the Automated Parking System (APS); and

  (ii) ancillary facilities including a car park management cum shroff office, security guard booth, and plant rooms, etc.

2. A site and location plan, a sectional drawing, an artist's impression, and a barrier-free access plan of the proposed project are at **Annexes 1 to 4** to this Enclosure respectively.

3. We plan to commence the proposed works upon obtaining the funding approval from the Finance Committee (FC) for target completion in around three and a half years. To meet the works schedule, we have invited tenders in parallel to enable early commencement of the proposed works. The returned tender price has been reflected in the estimated cost of the proposed project. The works contract will only be awarded upon obtaining the FC's funding approval. Upon completion of the proposed works, the PVP will be handed over to the relevant departments for necessary preparatory work prior to its commissioning (including installation

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testing and commissioning of electronic equipment), as well as engagement of a contractor for the management, operation and maintenance of the proposed PVP. It is expected that the Town Park and the PVP will be commissioned in around half a year after completion of the construction works.

JUSTIFICATION

The Town Park

4. The "Town Park in Area 66 and 68, Tseung Kwan O" project is one of the projects included in the "Five-Year Plan for Sports and Recreation Facilities" announced in the 2017 Policy Address. Taking into account the feedback from various stakeholders on the provision of PVP and the public's expectation for early completion of the Town Park, the Government consulted the Sai Kung District Council (SKDC) on the phased development of the "Town Park in Area 66 and 68, Tseung Kwan O" in January 2019. The Government took forward the Town Park in Area 68 of Tseung Kwan O first, which is currently under construction. For the Town Park with PVP in Area 66, Tseung Kwan O (i.e. the proposed project), the planning and conceptual design have been substantially completed. The designs of the two projects will enable the parks of Areas 66 and 68 to harmonise with each other. The completion of the proposed project will conclude the overall planning of the Town Park.

5. Tseung Kwan O is a fast-developing new town in Sai Kung District. The overall population of the Sai Kung District is 509 700 in 2025, which is expected to increase to 538 800[1] by 2031. As the population in Tseung Kwan O South has increased in recent years, there is a high demand for public open space for public enjoyment.

6. The proposed Town Park is located near the waterfront of Tseung Kwan O South and the Tseung Kwan O Mass Transit Railway (MTR) station. Besides, it is surrounded by residential buildings and easily accessible. The project provides about 16 500 m^2 of open space. Upon completion, the proposed Town Park will link up the town centre near the Tseung Kwan O MTR station, the Town Park in Area 68 and the Tseung Kwan O Waterfront Park, thus bringing new faces to the Tseung Kwan O South waterfront area. It is expected that the Town Park will become a new attraction point in Tseung Kwan O and even the Sai Kung District as a whole.

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[1] Source: "Table 1: Projected Population by District Council District, 2023-2031" of the *Projections of Population Distribution 2023-2031* published by the Planning Department

7. The Town Parks in Tseung Kwan O (Areas 66 and 68) both adopt nature as the theme of design. The proposed project is primarily designed for passive recreation use. By providing a landscaped garden, a central pedestrian avenue, a covered piazza and fitness equipment, the project will integrate the active and passive recreation facilities in the Town Park in Area 68, Tseung Kwan O[2], and provide more diverse and rich leisure facilities for the whole neighbourhood. In addition, through landscape design and greening of the project, a quiet and comfortable space connecting the northern part of the town centre with the waterfront area will be created. The central pedestrian avenue will be designed as a landscaped corridor linking up the northern and southern parts of the Town Park. This significantly enhances the accessibility of the Town Park with the residential areas in the vicinity, thus enabling members of the public, including persons with disabilities, to enjoy the facilities with ease.

Public Vehicle Park

8. The Government has all along been closely monitoring the demand for parking spaces in different districts, and will increase the provision of parking spaces as far as practicable to meet the demand, taking into account the actual situation. The project site has been used as a short-term tenancy (STT) car park since 2013 to provide parking spaces in the area. With the gradual completion of various residential and commercial developments in Tseung Kwan O South, and the commissioning of the Tseung Kwan O-Lam Tin Tunnel, which enhances the overall accessibility of Tseung Kwan O with other districts, there is an ever-increasing demand for public parking spaces in the district. According to the parking demand assessment conducted by the Transport Department (TD) in the vicinity of the site recently, there is a strong demand for parking spaces in the district. Besides, the existing STT car park will be replaced by the proposed Town Park. Hence, the TD considers it necessary to provide a PVP in the Town Park of Tseung Kwan O Area 66 to compensate the loss of public parking spaces due to the cessation of operation of the STT car park arising from development of the site, while alleviating the demand for car parking spaces in the area.

9. Compared with other ongoing PVP projects, the project site is larger and more regular in shape, which is advantageous to providing a PVP of a larger scale. Following the principle of "single site, multiple use", we plan to build the proposed PVP in the basement to unleash the development potential of the

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[2] The proposed scope of the Town Park in Area 68, Tseung Kwan O project comprises a landscaped garden, a children's playground, a bicycle park (for children), basketball courts, a central pedestrian avenue (partial), and the expansion of the pet garden in Tseung Kwan O Waterfront Park, etc.

underground space, and at the same time provide a town park at grade for public enjoyment, bringing greater benefits to the community and achieving optimal land use. In this regard, the Town Planning Board (TPB) has approved the planning application of the project under section 16 of the Town Planning Ordinance (Cap. 131)[3].

10. To increase the number of parking spaces more effectively, the proposed PVP will also make good use of APS to increase parking density with limited space to enhance the cost-effectiveness of the building. According to the current design scheme, about 300 parking spaces for private cars (PCs) are APS parking spaces adopting "puzzle stacking system" in the basement and the remaining are conventional parking spaces, with a view to better meeting the parking needs of both PCs and commercial vehicles. The estimated number of parking spaces corresponding to the vehicle types in the PVP are as follows:

Type	**Number of Parking Spaces[4]**
Private Cars	360 (with about 300 APS parking spaces)
Light Goods Vehicles	40
Coaches/Buses	15
Light Buses	10
Motorcycles	30
Total	**455**

11. To enhance the parking experience of motorists, improve the efficiency of parking management and increase the turnover rate of parking spaces, the proposed PVP will be equipped with advanced electronic equipment, such as Access Control System and License Plate Recognition System. The TD will also install a Real-time Parking Vacancy Information System to keep motorists informed of the number of vacant parking spaces through its website, the "HKeMobility" mobile application, as well as the parking bay information display panels near the entrance of the PVP.

/FINANCIAL …..

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[3] As shown on the draft Tseung Kwan O Outline Zoning Plan No.S/TKO/29 (OZP), the project site is zoned "Open Space". According to the Notes of OZP, planning permission from the TPB is required for the proposed "Public Vehicle Park (excluding container vehicle)" use in "Open Space" zone, while the proposed "Open Space" use is always permitted.

[4] The actual number of parking spaces are subject to the detailed design in the Design and Build Contract.

FINANCIAL IMPLICATIONS

12. We estimate the capital cost of the project to be $1,208 million in money-of-the-day (MOD) prices, with breakdown as follows –

			$ million (in MOD prices)
(a)	Site works		5.7
(b)	Foundation[5]		159.2
(c)	Basement[6]		294.8
(d)	Building[7]		206.8
(e)	Building services		218.0
	(i) APS installation	83.4	
	(ii) Other building services[8]	134.6	
(f)	Drainage		65.5
(g)	External works[9]		117.1
(h)	Energy conservation, green and recycled features		10.9
(i)	Furniture and equipment (F&E)[10]		13.9

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5 Foundation works include the construction of footings and all associated testing and monitoring work.

6 Basement works cover construction of basement enclosure, waterproofing and excavation.

7 Building works cover construction of substructure and superstructure of the building.

8 Other building services works cover electrical installation, ventilation and air-conditioning installation, fire services installation, lift installation and other specialist installations.

9 External works include external paving, landscape architecture and planting of flowers and trees.

10 The estimated cost is based on an indicative list of F&E items required.

(j)	Consultants' fees for		3.8
	(i) contract administration[11]	3.2	
	(ii) management of resident site staff (RSS)	0.6	
(k)	Remuneration of RSS		2.5
(l)	Contingencies		109.8
	Total		1,208.0

13. We propose to engage consultants to undertake contract administration and site supervision for the project. A detailed breakdown of the estimate for consultants' fees and RSS costs by man-months is at **Annex 5** to this Enclosure.

14. We adopt the principles of "fitness for purpose and no-frills" and apply as far as possible the concepts of standardisation, simplification and single integrated element in the design and construction arrangements in the project. For instance, the adoption of APS can reduce the depth of basement excavation and enhance the efficiency, quality and cost effectiveness of the project. The construction floor area (CFA) of the project is about 16 275 m^2. The estimated construction unit cost, represented by the building and building services costs, is \$22,335 per m^2 of CFA in September 2024 prices. The construction unit cost varies with the uniqueness of each project in terms of site constraints, scope and nature of the project, and scale of the project. We have made reference to government projects of similar nature, for example, **25TP** - Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po, for which the construction unit cost is about \$31,400 per m^2 (in September 2024 prices). Compared with the proposed project, the unit cost of **25TP** is higher because the site is congested and requires the adoption of a Circular Shaft Lifting Type APS. In summary, we consider the construction unit cost for this proposed project reasonable.

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[11] The estimated fee covers quantity surveying fee.

15. Subject to funding approval, we plan to phase the expenditure of the project as follows –

Year	$ million (in MOD prices)
2025 – 26	67.2
2026 – 27	118.8
2027 – 28	270.9
2028 – 29	471.9
2029 – 30	123.3
2030 – 31	95.3
2031 – 32	60.6
	1,208.0

16. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2025 to 2032. We will deliver the construction works under the design-and-build New Engineering Contract form. We intend to award the contract on a lump-sum basis as we can clearly define the scope of the works in advance. The contract will provide for price adjustment.

17. We estimate the annual recurrent expenditure arising from this project to be $19.55 million.

PUBLIC CONSULTATION

18. We consulted the District Facilities Management Committee of the SKDC on the project scope of the "Town Park in Area 66 and 68, Tseung Kwan O" in July and September 2017 and from March to April 2018 respectively. We also consulted the SKDC on the phased development of the proposed Town Park in January 2019 and proposed to take forward the "Town Park in Area 68, Tseung Kwan O" first, which was supported by the SKDC.

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19. We also consulted and obtained support from the SKDC and the Tseung Kwan O (South) Area Committee in May 2021 on the proposed scope of works under the project and its planning intention.

20. On 29 October 2024, we consulted the Panel on Transport of the Legislative Council. Members of the Panel supported the project and our submission of the funding proposal to the PWSC for consideration.

ENVIRONMENTAL IMPLICATIONS

21. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We completed a Preliminary Environmental Review (PER) in November 2024, which concluded that the proposed project would not cause any long-term adverse environmental impacts with the implementation of the recommended mitigation measures, including the provision of a semi-enclosed acoustic enclosure above the vehicle access ramp to the basement. We have included in the project estimates the cost to implement suitable environmental mitigation measures during the construction period.

22. We will stipulate provisions in the works contracts requiring the contractor to implement appropriate mitigation measures in order to control the environmental impacts in compliance with the established standards and guidelines. These include the adoption of quiet construction equipment and methods, the use of silencers, mufflers, acoustic linings or shields and the building of barrier walls for noisy construction activities, frequent cleaning and watering of the site, the provision of hoardings and wheel washing facilities to minimise dust emission, and proper treatment of site run-off to avoid illegal discharge.

23. At the planning and design stages, we have considered the design and construction sequence of the PVP to reduce generation of construction waste wherever possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste on site (e.g. use of excavated materials for filling within the 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)[12]. We will encourage the contractor 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.

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[12] 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.

24. At the construction stage, we will require the contractor 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. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will also control the disposal of inert and non-inert construction waste at PFRFs and landfills respectively through a trip-ticket system.

25. We estimate that the proposed project will generate about 221 740 tonnes of construction waste in total. Of these, we will reuse about 360 tonnes (0.2%) of inert construction waste on site and deliver about 219 070 tonnes (98.8%) of inert construction waste to PFRFs for subsequent reuse. We will dispose of the remaining 2 310 tonnes (1.0%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at PFRFs and landfills is estimated to be about $16 million (based on a unit charge rate of $71 per tonne for disposal at PFRFs and $200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

HERITAGE IMPLICATIONS

26. The project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings/structures, sites of archaeological interest, all sites, buildings/structures on the new list of proposed grading items and government historic sites identified by the Antiquities and Monuments Office.

TRAFFIC IMPLICATIONS

27. According to the results of the relevant Traffic Impact Assessment, the project will not cause any adverse impact on the roads and traffic in the area. During the construction period, the contractor will be required to implement temporary traffic arrangements and appropriate control measures for construction vehicles to minimize the impact of the works on the traffic in the vicinity. In addition, the Architectural Services Department (ArchSD) will require the contractor to erect notice boards on site to provide details of the temporary traffic arrangements and the expected completion date of the works. The ArchSD will also require the contractor to set up a telephone hotline to respond to public enquiries and handle complaints.

/LAND …..

LAND ACQUISITION

28. The project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

29. The project will adopt various forms of energy-efficient features and renewable energy technologies, in particular -

(a) demand control ventilation;

(b) energy efficient lift system; and

(c) photovoltaic system.

30. For greening features, we will provide landscaping, vertical greening as well as planting areas for environmental and amenity benefits.

31. For recycling installations, we will adopt rainwater harvesting system for landscape irrigation to conserve water.

32. The total estimated cost for adoption of the above features is around $10.9 million (including $1.2 million for energy efficient features), which has been included in the cost estimate of the project. The energy-efficient features will achieve 10% energy savings in the annual energy consumption with a payback period of about seven years.

BACKGROUND INFORMATION

33. We have engaged a term contractor to carry out ground investigation and consultants to provide various services including quantity surveying services and preliminary environmental review, etc. at a total cost of about $5.8 million. The investigation carried out by the contractor and the services provided by the consultants 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". The above pre-construction work can help finalise the project scope and estimated cost, based on which funding approval will be sought from the FC.

34. There are 19 trees within and adjacent to the project boundary, of which 11 trees will be retained. The project will involve removal of 8 trees, including 1 tree to be replanted at the greenery area adjacent to the project boundary

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and 7 tress to be felled. All trees to be removed are common trees that are not trees of particular interest[13]. We will incorporate planting proposals as part of the project, including the estimated quantities of 180 trees, 18 430 shrubs, 70 climbers, and 9 220 groundcover.

35. We estimate that the proposed works will create about 150 jobs (130 for labourers and 20 for professional/technical staff) providing a total employment of 7 400 man-months.

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[13] "Trees of particular interest" are defined in paragraph 3.3 of the Guidelines for Tree Risk Assessment and Management Arrangement promulgated by the Development Bureau. Examples of trees of particular interest are listed as follows –

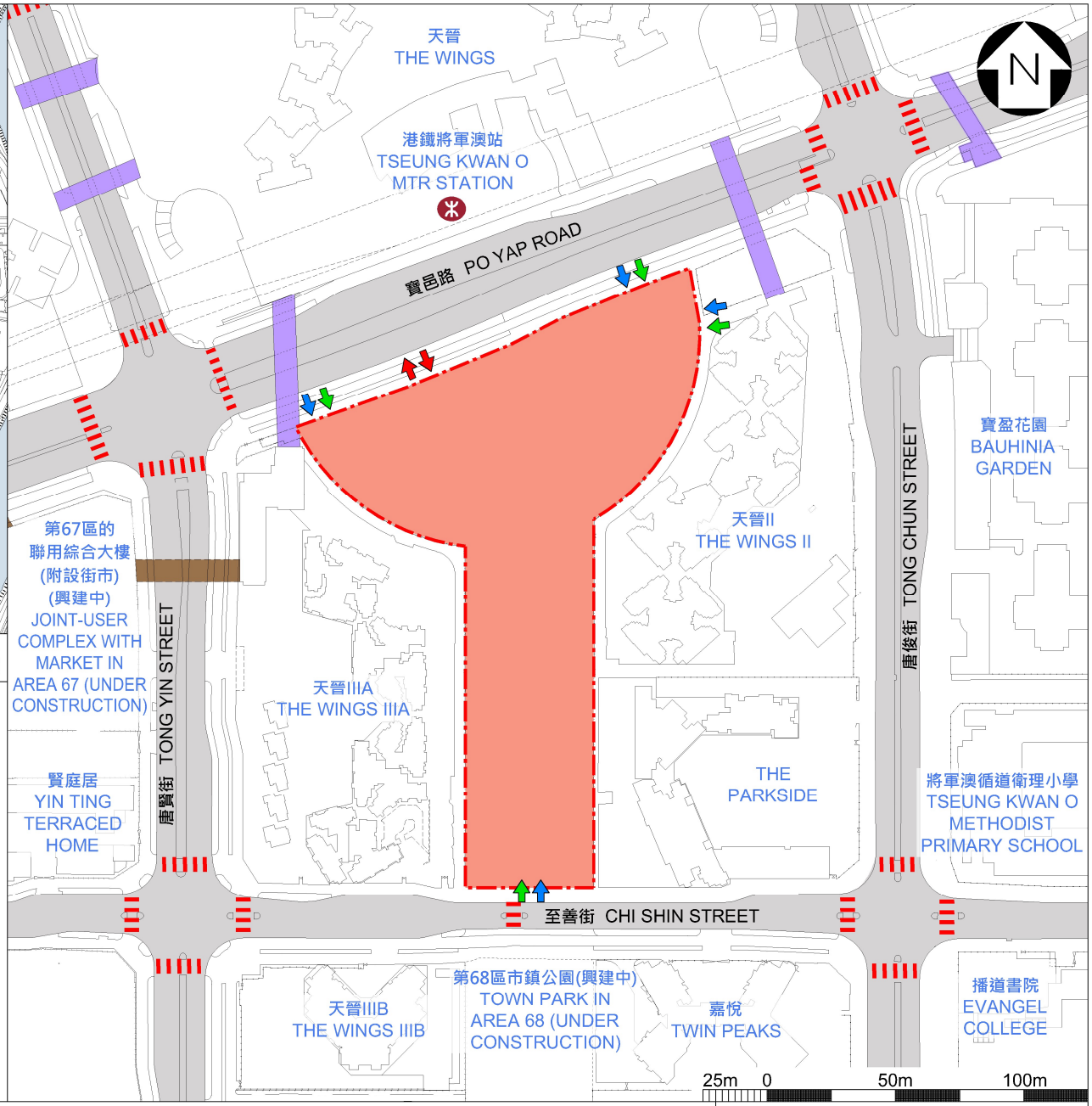
(a) Old and Valuable Trees (OVTs) and trees that are potentially registerable in the Register of OVTs;
(b) Trees of 100 years old or above;
(c) Trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metres above ground level), or with height/canopy spread equal or exceeding 25 metres;
(d) Stonewall trees or trees of outstanding form (taking account of overall tree sizes, shape and any special features);
(e) "Rare and Previous Plants of Hong Kong" published by Agriculture, Fisheries and Conservation Department;
(f) Endangered plant species protected under the Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586);
(g) Tree species listed in the Forestry Regulations (Cap. 96A) under the Forests and Countryside Ordinance (Cap. 96);
(h) Well-known Fung Shui trees;
(i) Landmark trees with evidential records to support the historical or cultural significance of the trees;
(j) Trees which may arouse widespread public concerns; and
(k) Trees which may be subject to strong local objections on removal.

位置圖 LOCATION PLAN

90m 0 270m

圖例 LEGEND

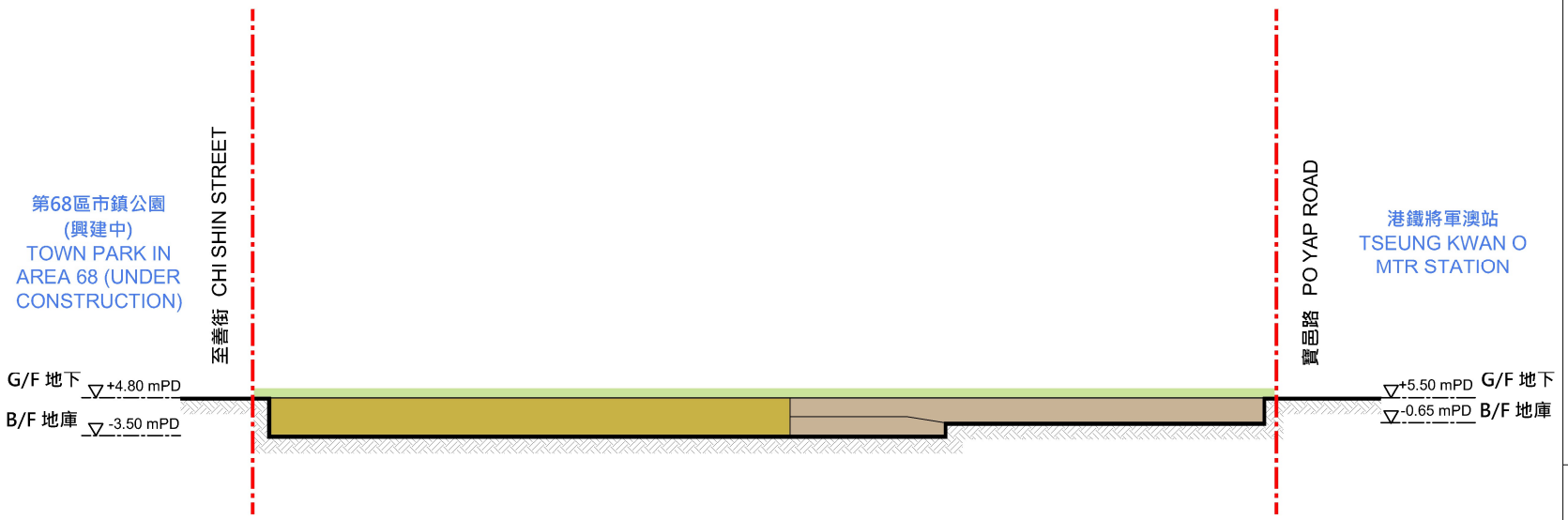
- 工地界線 SITE BOUNDARY
- 現有行人隧道 EXISTING PEDESTRIAN SUBWAY
- 現有行人天橋 EXISTING PEDESTRIAN FOOTBRIDGE
- 擬建行人天橋(由土木工程拓展署負責承建的另一工程計劃) PROPOSED PEDESTRIAN FOOTBRIDGE (BY CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT UNDER ANOTHER PROJECT)
- 行人出入口 PEDESTRIAN ENTRANCE / EXIT
- 無障礙出入口 BARRIER-FREE ENTRANCE / EXIT
- 車輛出入口 VEHICULAR INGRESS / EGRESS
- 現有行人過路處 EXISTING AT-GRADE PEDESTRIAN CROSSING



工地平面圖
SITE PLAN

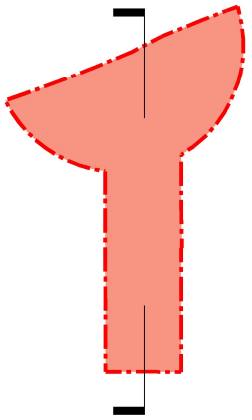
工程計劃項目編號 3027TP
將軍澳第66區市鎮公園及公眾停車場
PWP ITEM NO. 3027TP
TOWN PARK WITH PUBLIC VEHICLE PARK IN AREA 66, TSEUNG KWAN O

ARCHITECTURAL SERVICES DEPARTMENT 建築署



圖例 LEGEND

- 工地界線 SITE BOUNDARY
- 休憩用地 OPEN SPACE
- 公眾停車場 (傳統泊車位) PUBLIC VEHICLE PARK (CONVENTIONAL PARKING SPACE)
- 公眾停車場 (自動泊車位) PUBLIC VEHICLE PARK (AUTOMATED PARKING SPACE)



備註: 設計視乎將來的設計發展
REMARK: DESIGN SUBJECT TO FUTURE DESIGN DEVELOPMENT

15m 0 30m 60m

剖面圖
SECTION

工程計劃項目編號 3027TP
將軍澳第66區市鎮公園及公眾停車場
PWP ITEM NO. 3027TP
TOWN PARK WITH PUBLIC VEHICLE PARK IN AREA 66, TSEUNG KWAN O

ARCHITECTURAL SERVICES DEPARTMENT 建築署

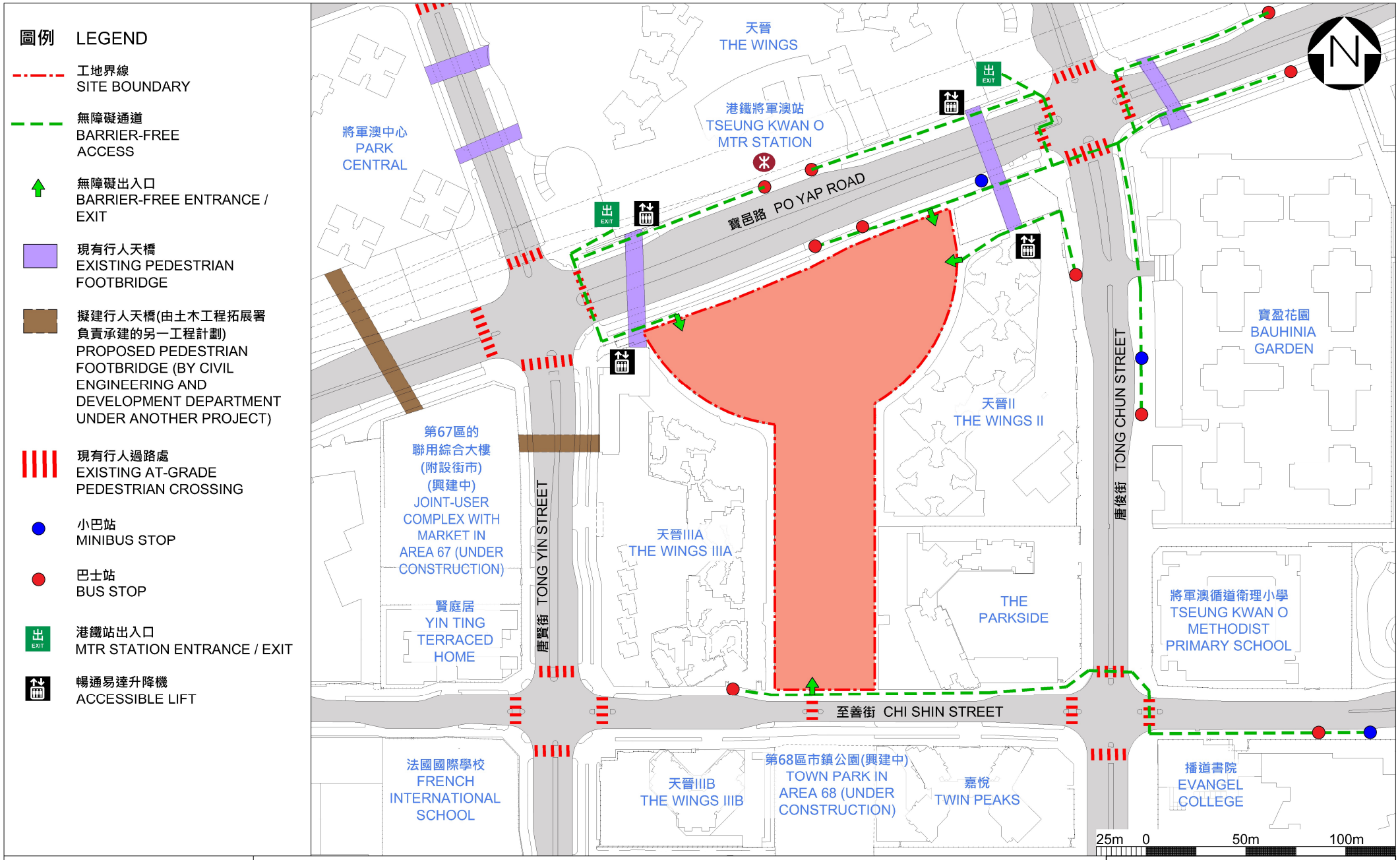
從西北面望向市鎮公園的構思透視圖

PERSPECTIVE VIEW OF TOWN PARK FROM NORTHWEST DIRECTION

備註: 設計視乎將來的設計發展

REMARK: DESIGN SUBJECT TO FUTURE DESIGN DEVELOPMENT

構思圖 ARTIST'S IMPRESSION	工程計劃項目編號 3027TP 將軍澳第66區市鎮公園及公眾停車場 PWP ITEM NO. 3027TP TOWN PARK WITH PUBLIC VEHICLE PARK IN AREA 66, TSEUNG KWAN O	ARCHITECTURAL SERVICES DEPARTMENT 建築署



無障礙通道平面圖
BARRIER-FREE ACCESS PLAN

工程計劃項目編號 3027TP
將軍澳第66區市鎮公園及公眾停車場
PWP ITEM NO. 3027TP
TOWN PARK WITH PUBLIC VEHICLE PARK IN AREA 66, TSEUNG KWAN O

ARCHITECTURAL SERVICES DEPARTMENT 建築署

27TP – Town Park with Public Vehicle Park in Area 66, Tseung Kwan O

Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2024 prices)

			Estimated man-months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee ($ million)
(a)	Consultants' fees for contract administration (Note 2)	Professional	–	–	–	2.0
		Technical	–	–	–	0.7
					Sub-total	2.7#
(b)	Resident site staff (RSS) costs (Note 3)	Professional	–	–	–	–
		Technical	48	14	1.6	2.6
					Sub-total	2.6
	Comprising –					
	(i) Consultants' fees for management of RSS				0.5 #	
	(ii) Remuneration of RSS				2.1 #	
					Total	**5.3**

* MPS = Master Pay Scale

Notes

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the staff cost of RSS supplied by the consultants (as at present, MPS salary point 14 = $33,405 per month).

2. The consultants' fee for contract administration is calculated in accordance with the existing consultancy agreement for the provision of contract administration and site supervision of **27TP**. The assignment will only be executed subject to the Finance Committee's approval to upgrade **27TP** to Category A.

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3. The consultants' fees and RSS cost for site supervision are based on the estimate prepared by the Director of Architectural Services. We will only know the actual man-months and actual costs after completion of the construction works.

Remarks

The cost figures in this Annex are shown in constant prices to correlate with the MPS salary point of the same year. The cost figures marked with # are shown in money-of-the-day prices in paragraph 12 of the main paper.

32TP – Public Vehicle Park at Choi Shun Street, Sheung Shui

PROJECT SCOPE AND NATURE

The project site is located at the Public Housing Development at Choi Shun Street, Sheung Shui (the public housing development), which covers a site area of about 15 000 square metres (m^2). The proposed scope of the project comprises the construction of a public vehicle park (PVP), providing -

(a) 58 parking spaces for heavy goods vehicles (HGVs); and

(b) ancillary facilities, including a car park management cum shroff office, security guard booth, and plant rooms, etc.

2. The proposed PVP is located at the ground level of the public housing development. Four storeys above it is the podium of the public housing development, providing other welfare facilities (e.g. elderly, children, rehabilitation facilities, etc.). There are three residential blocks above the podium, each having a maximum height of 44 storeys.

3. A site and location plan, a sectional drawing, an artist's impression and a barrier-free access plan of the proposed project are at **Annexes 1 to 4** to this Enclosure respectively.

4. We plan to entrust the design and construction of the project to the Hong Kong Housing Authority (HA) so as to achieve better interface between the project and the public housing development on the same site in terms of design coordination and construction interface. We plan to commence the project in parallel with the public housing development upon obtaining the funding approval from the Finance Committee (FC) of the Legislative Council and aim to complete both projects in around four and a half years. To meet the construction schedule, we have invited tenders in parallel to enable early commencement of the proposed works. The returned tender price has been reflected in the estimated cost above. The contract will only be awarded upon obtaining the funding approval from the FC. Upon completion of the project, the PVP will be handed over to the relevant departments for necessary preparatory work prior to its commissioning (including installing, testing and commissioning of electronic equipment), as well as engagement of a contractor for the management, operation and maintenance of the proposed PVP. It is expected that the entire public housing development cum PVP will be commissioned in around half a year after completion of the construction works.

/JUSTIFICATION …..

JUSTIFICATION

5. The Government has all along been closely monitoring the demand for parking spaces in different districts, and will increase the provision of parking spaces as far as practicable to meet the demand, taking into account the actual situation. The proposed PVP is located at Area 30, Sheung Shui with many commercial buildings. There are also short-term tenancy (STT) car parks providing parking spaces for commercial vehicles. Following the resumption of some STT car parks for long-term development, we consider that provision of additional public parking spaces is required to make up for the losses as far as possible[1]. In fact, according to the Transport Department (TD)'s survey, the demand for HGV public parking spaces has remained strong in the area near the project site. According to the TD's recent parking demand assessment conducted in the vicinity of the project site, despite the upcoming commissioning of PVPs in the district (including the multi-storey public carpark at Ka Fu Fong[2] in the vicinity of the proposed PVP), the TD sees a genuine need for the provision of more parking spaces in particular for HGVs, to alleviate parking demand in the area and support the operation of the logistics industry. By grasping the development opportunity that arises under the principle of "single site, multiple use", the TD has incorporated 58 parking spaces for HGVs in the relevant public housing development.

6. To enhance the parking experience of motorists, improve the efficiency of parking management and increase the turnover rate of parking spaces, the proposed PVP will be equipped with advanced electronic equipment, such as Access Control System and License Plate Recognition System. The TD will also install a Real-time Parking Vacancy Information System to keep motorists informed of the number of vacant parking spaces through its website, the "HKeMobility" mobile application and the parking bay information display panels near the entrance of the PVP.

FINANCIAL IMPLICATIONS

7. We estimate the capital cost of the project to be $160.2 million in money-of-the-day (MOD) prices, broken down as follows –

/(a) …..

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[1] The existing on-street parking spaces (including 15 on-street night-time heavy goods vehicle parking spaces) at Choi Fat Street, which is adjacent to the project, will be removed to make way for land formation works to be carried out by the Civil Engineering and Development Department (CEDD) in connection with the public rental housing development as well as the public parking lot. The site formation works have commenced in August 2023.

[2] The PVP in question (i.e. 23TP – Public Vehicle Park in Area 4 and Area 30 (Site 2), Sheung Shui) provides 320 parking spaces for private cars and 6 parking spaces for light goods vehicles and has commenced operation on 13 November 2024.

		$ million (in MOD prices)
(a)	Site works	0.4
(b)	Foundation	8.5
(c)	Building	82.8
(d)	Building services	32.2
(e)	Drainage	1.8
(f)	External works	1.8
(g)	Energy conservation, green and recycled features	0.1
(h)	On-costs payable to HA[3]	16.0
(i)	Furniture and equipment (F&E)[4]	2.0
(j)	Contingencies	14.6
	Total	160.2

8. During the design process of the proposed project, we have considered different options and optimized them to enhance cost-effectiveness, including the provision of the PVP at ground level to minimize excavation works. The construction floor area (CFA) of the proposed project is about 5 735 m^2. The estimated construction unit cost of the CFA, represented by the building and building services costs, is $16,582 per m^2 of CFA in September 2024 prices. The construction unit cost varies from project to project because of factors such as site constraints, scope and nature of the project, and size of the project. We have made reference to government projects of similar types, for example, **23TP** - Public Vehicle Parks in Areas 4 and 30 (Site 2), Sheung Shui, for which the construction

/unit …..

[3] This estimate, at 12.5% of the construction cost, is to cover the costs for the HA's design, administration and supervision of the proposed project.

[4] The estimated cost is based on an indicative list of F&E items required.

unit cost is about $15,800 per m^2 (in September 2024 prices). Compared with the proposed project, **23TP**, which mainly provides conventional parking spaces for private cars, has a relatively lower floor-to-ceiling height and hence a lower unit cost. In summary, we consider the construction unit cost of the project reasonable.

9. Subject to funding approval, we plan to phase the expenditure of the project as follows –

Year	$ million (in MOD prices)
2025 – 26	4.1
2026 – 27	10.8
2027 – 28	16.9
2028 – 29	29.5
2029 – 30	62.9
2030 – 31	19.3
2031 – 32	12.1
2032 – 33	4.6
	160.2

10. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2025 to 2033. The HA will implement the construction works through a design-and-build contract. The HA plans to award the contract on a lump-sum basis because it can clearly define the scope of works in advance. The contract will provide for price adjustments.

11. We estimate the annual recurrent expenditure arising from this project to be $2.56 million.

PUBLIC CONSULTATION

12. We consulted the Committee on Land Development, Housing and Works of the North District Council in March 2023 on the proposed public housing development and PVP, and received support from the Committee.

13. On 29 October 2024, we consulted the Panel on Transport of the Legislative Council. Members supported the proposed project and our submission of the funding proposal to the PWSC for consideration.

ENVIRONMENTAL IMPLICATIONS

14. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). A Preliminary Environmental Review on the proposed project has been carried out by the CEDD and concluded that the proposed project would not cause long-term adverse environmental impacts. The Director of Environmental Protection concurred. The HA has included in the project estimate the necessary cost for implementing the required environmental mitigation measures.

15. The HA will stipulate provisions in the works contracts requiring the contractor to implement appropriate mitigation measures in order to control the environmental impacts in compliance with the established standards and guidelines. These include the use of silencers, mufflers, acoustic lining or shields for noise mitigation during construction, frequent cleaning and watering of the site, the provision of hoardings and wheel-washing facilities to minimise dust emission, and the disposal of site run-off to avoid illegal discharges

16. At the planning and design stages, the HA has adopted measures to reduce generation of construction waste wherever possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, the HA will require the contractor to reuse inert construction waste on site (e.g. use of excavated materials for filling within the 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)[5]. We will encourage the contractor 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.

/17. …..

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[5] 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.

17. At the construction stage, the HA will require the contractor 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. The HA will ensure that the day-to-day operations on site comply with the approved plan. The HA will require the contractor to separate inert portion from non-inert construction waste on site for disposal at appropriate facilities. The HA will also control the disposal of inert and non-inert construction waste at PFRFs and landfills respectively through a trip-ticket system.

18. The HA estimates that the proposed project will generate about 4 860 tonnes of construction waste in total. Of these, we will reuse about 330 tonnes (6.8%) of inert construction waste on site and deliver about 3 750 tonnes (77.2%) of inert construction waste to PFRFs for subsequent reuse. We will dispose of the remaining 780 tonnes (16.0%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at PFRFs and landfills is estimated to be about $400,000 (based on a unit charge rate of $71 per tonne for disposal at PFRFs and $200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

HERITAGE IMPLICATIONS

19. The project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings/structures, sites of archaeological interest, all sites, buildings/structures on the new list of proposed grading items and government historic sites identified by the Antiquities and Monuments Office.

TRAFFIC IMPLICATIONS

20. According to the Traffic Impact Assessment conducted by the HA for the above public housing development (including the public carpark), the proposed project will not cause insurmountable traffic impact on the areas concerned. During the construction period, the HA will require the contractor to implement suitable temporary traffic arrangements to minimize the traffic impact and to facilitate the construction works. In addition, the HA will require the contractor to erect notice boards on site to provide details of the temporary traffic arrangements and the expected completion dates of individual parts of the works. The HA will also require the contractor to set up a telephone hotline to respond to public enquiries and handle complaints.

LAND ACQUISITION

21. The proposed project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

22. The proposed project will adopt various energy efficient features, including light-emitting diode for general lighting and exit signs.

23. For greening features, we will implement vertical greening for environmental and amenity benefits.

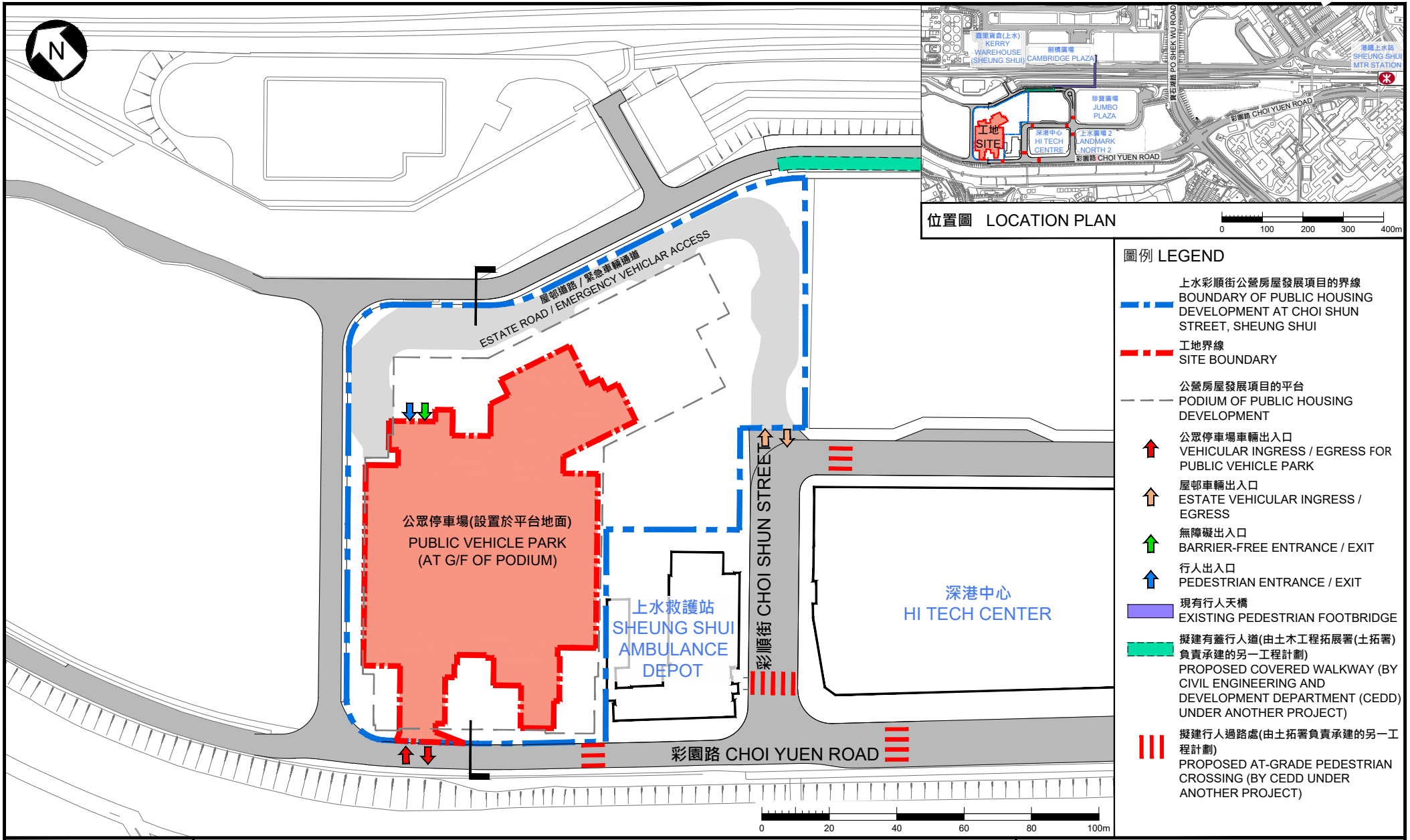
24. The total estimated cost for adoption of the above features is around $100,000, which has been included in the cost estimate of the project. The energy-efficient features will achieve 3.5% energy savings in the annual energy consumption with a payback period of about five years.

BACKGROUND INFORMATION

25. The FC approved the upgrading of **850CL** to Category A on 21 June 2023 for site formation and infrastructure works for the public housing development at Choi Shun Street, Sheung Shui. The above works commenced in August 2023 and the site formation and infrastructure works are expected to be completed in phases from the first quarter of 2025 onwards.

26. The proposed project will not involve any tree removal.

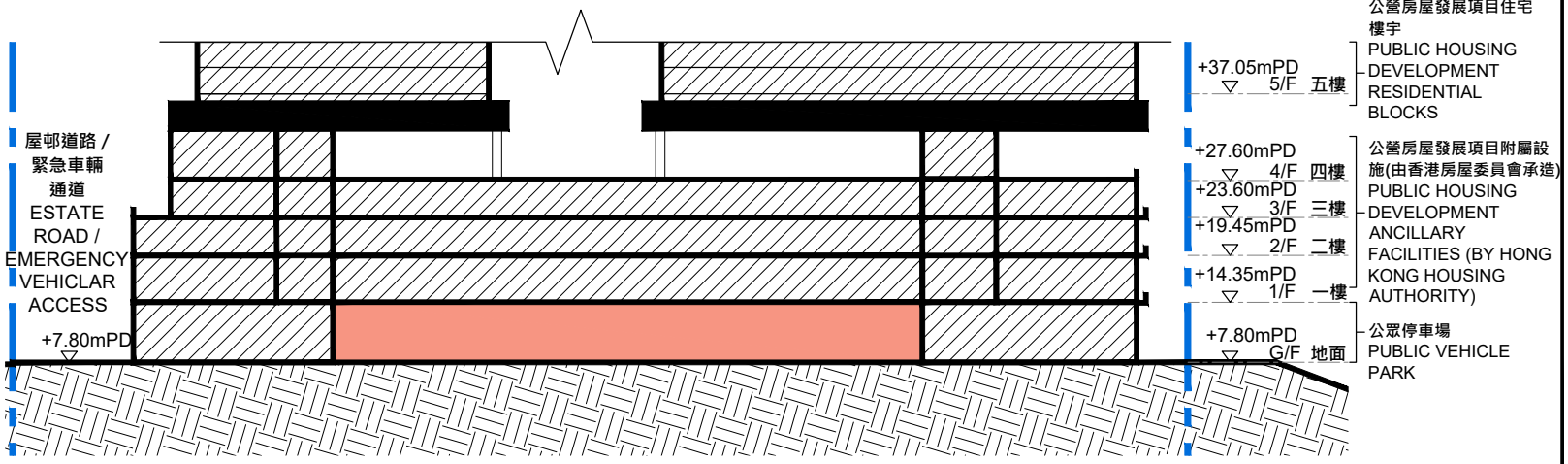
27. We estimate that the proposed works will create about 20 jobs (15 for labourers and 5 for professional/technical staff) providing a total employment of 830 man-months.



工地平面圖
SITE PLAN

工程計劃項目編號 3032TP
上水彩順街公眾停車場
PWP ITEM NO. 3032TP
PUBLIC VEHICLE PARK AT CHOI SHUN STREET, SHEUNG SHUI

ARCHITECTURAL SERVICES DEPARTMENT 建築署



圖例 LEGEND

上水彩順街公營房屋發展項目的界線
BOUNDARY OF PUBLIC HOUSING DEVELOPMENT AT CHOI SHUN STREET, SHEUNG SHUI

公眾停車場範圍
PUBLIC VEHICLE PARK AREA

非公眾停車場範圍
NON PUBLIC VEHICLE PARK AREA

剖面圖
SECTION

工程計劃項目編號 3032TP
上水彩順街公眾停車場
PWP ITEM NO. 3032TP
PUBLIC VEHICLE PARK AT CHOI SHUN STREET, SHEUNG SHUI

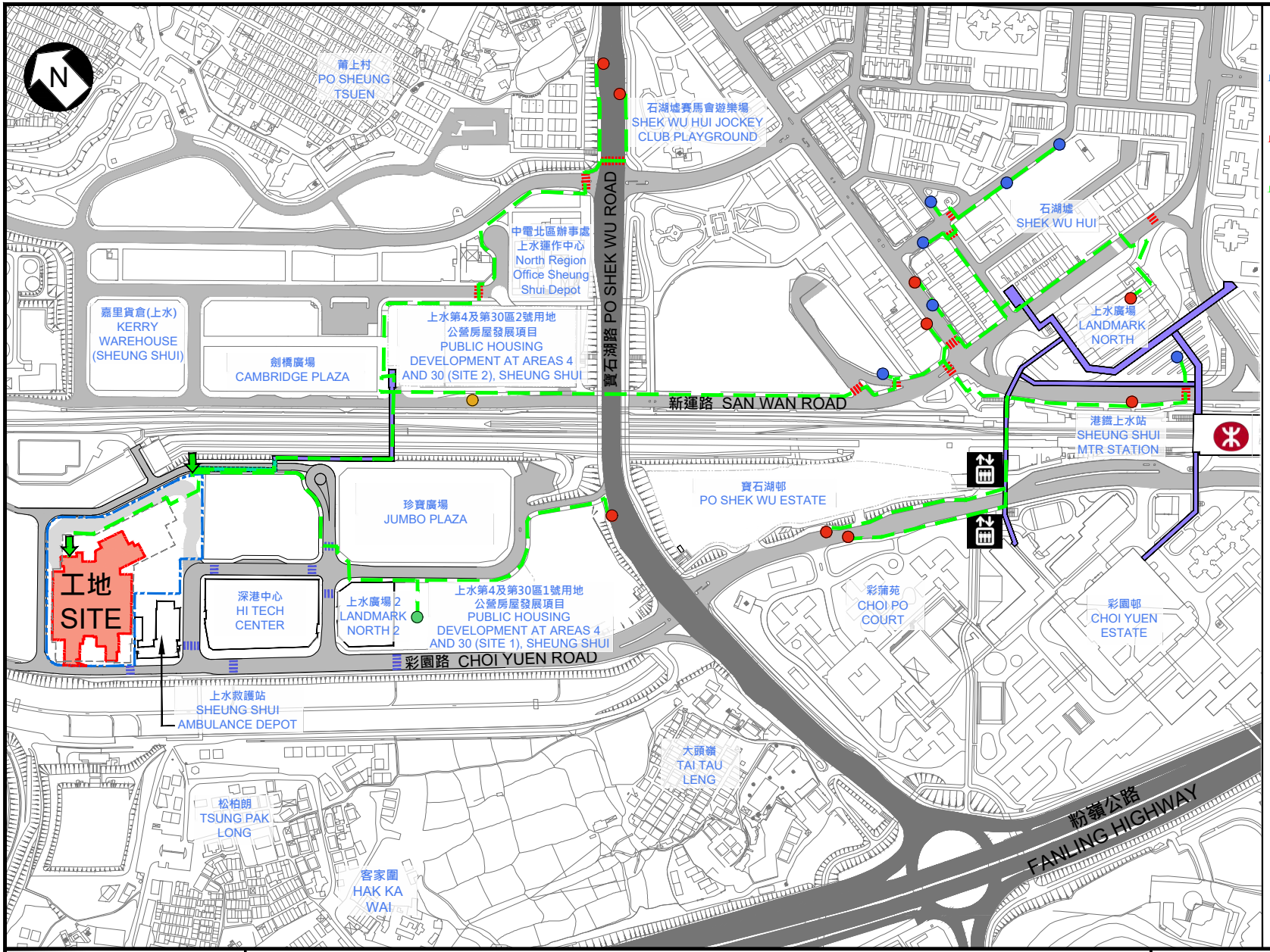
ARCHITECTURAL SERVICES DEPARTMENT 建築署

從西南面望向公眾停車場的構思透視圖

PERSPECTIVE VIEW OF PUBLIC VEHICLE PARK FROM SOUTHWEST DIRECTION

備註: 設計視乎將來的設計發展
REMARK: DESIGN SUBJECT TO FUTURE DESIGN DEVELOPMENT

構思圖 ARTIST'S IMPRESSION	工程計劃項目編號 3032TP 上水彩順街公眾停車場 PWP ITEM NO. 3032TP PUBLIC VEHICLE PARK AT CHOI SHUN STREET, SHEUNG SHUI	ARCHITECTURAL SERVICES DEPARTMENT 建築署



圖例 LEGEND

- 上水彩順街公營房屋發展項目的界線 BOUNDARY OF PUBLIC HOUSING DEVELOPMENT AT CHOI SHUN STREET, SHEUNG SHUI
- 工地界線 SITE BOUNDARY
- 無障礙通道 BARRIER-FREE ACCESS
- 無障礙出入口 BARRIER-FREE ENTRANCE / EXIT
- 巴士站 BUS STOP
- 小巴站 MINIBUS STOP
- 現有行人天橋 EXISTING PEDESTRIAN FOOTBRIDGE
- 現有行人過路處 EXISTING AT-GRADE PEDESTRIAN CROSSING
- 暢通易達升降機 ACCESSIBLE LIFT
- 擬建巴士站(由其他工程計劃負責) PROPOSED BUS LAY-BY (UNDER ANOTHER PROJECT)
- 擬建公共交通交匯處(由其他工程計劃負責) PROPOSED PUBLIC TRANSPORT INTERCHANGE (UNDER ANOTHER PROJECT)
- 擬建行人過路處(由土木工程拓展處負責承建的另一工程計劃) PROPOSED AT-GRADE PEDESTRIAN CROSSING (BY CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT UNDER ANOTHER PROJECT)

0 40 80 120 160 200m

無障礙通道平面圖
BARRIER-FREE ACCESS PLAN

工程計劃項目編號 3032TP
上水彩順街公眾停車場
PWP ITEM NO. 3032TP
PUBLIC VEHICLE PARK AT CHOI SHUN STREET, SHEUNG SHUI

ARCHITECTURAL SERVICES DEPARTMENT 建築署