



香港房屋委員會
Hong Kong Housing Authority

Our Ref. HD(P2) 8/3/ST39
Your Ref.

Tel No. 2761 5305
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Date: 12 September 2024

By Email

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

Dear Sir/Madam,

**Section 16 Planning Application for Proposed Public Vehicle Park
(Excluding Container Vehicle) at the Government Complex co-locating with the
Permitted Public Housing Development at Tsuen Nam Road, Tai Wai
(Application No. S/ST/1030)**

We submit herewith Further Information in response to comments from the Planning Department to substantiate the captioned application.

(i) Arrangement of Government Complex

As recommended by the relevant government departments, the government complex at the Application Site is proposed to accommodate various types of community / welfare / government facilities: a general out-patient clinic, an integrated family services centre, a child care centre (CCC), a social security field unit, a neighbourhood elderly centre (NEC), a small library with students' study room, Home Affairs Department's facilities (including Tai Wai sub-office cum home affairs enquiry centre, and conference room and multi-purpose room), and parking facilities (including the proposed public vehicle park (PVP) and ancillary carpark for future residents and above-mentioned facilities).

In view of easy discharge of the users (e.g. the elderly and young children) to open area in case of fire, certain welfare facilities, such as the CCC and NEC, are required to be situated at a height of not more than 12m or 24m above the ground level **in compliance with relevant regulations.** After accommodating these welfare



facilities along with essential components like lifts and lobbies, necessary electrical and mechanical facilities, number of loading/unloading bays and refuse collection point including the refuse collection vehicle, the proposed PVP and ancillary carpark **cannot be located on the lowest storeys of the government complex**. This arrangement takes into account the optimal use of space while balancing the requirements of users and fulfilling the statutory requirements.

(ii) Feasibility of Underground Carpark

The feasibility of underground carpark has been carefully reviewed. The size of the Application Site is small and has various underground facilities, including the underground CLP cables and its reserved area, as well as the underground box culvert and the necessary drainage reserve. We have explored with the utility company and relevant government department whether the diversion of these underground facilities outside the Application Site is possible. However, considering the constraints of the existing underground conditions near the Application Site, these facilities cannot be diverted outside the Application Site. Moreover, these constraints result in a significant reduction in the basement floor area, causing a limited number of parking spaces that could be accommodated in each basement storey. Multi-storey aboveground carpark is thus necessary.

After careful analysis of the construction and operational cost-effectiveness and time considerations, it is considered **not practical or recommended to provide parking spaces in the basement**. In addition, underground carpark should be avoided for this Application Site due to the potential risk of flooding from the close proximity of the Shing Mun River Channel.

(iii) Design Considerations of the Proposed PVP

The layout of the proposed PVP has been specifically designed in response to the site constraints of the Application Sites as far as practical.

Alternative options such as adoption of car lift system and automated parking system (APS) were examined since the feasibility stage. However, both options present significant challenges. The queuing area required on ground floor for either systems will further congest the parking and loading/unloading spaces for various uses, e.g. refuse collection vehicle, taxi, coach, etc. The queuing for car lift and APS may jeopardise the entry of parking facilities, and may even create tail-back situation, blocking the flow of passing traffic outside the Application Site at Chik Fuk Street. The implantation of both systems requires substantial floor height and significantly increases the average waiting time for parking, thus reducing its attractiveness as a measure against illegal parking in the area.



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In light of these considerations, the current proposal for the **proposed PVP has been optimised** to strike a balance between efficiency and the constraints of the Application Site, and would best serve its intended purpose whilst minimising potential negative impacts on the traffic flow at Chik Fuk Street.

Should you have any queries or need further information, please do not hesitate to contact me at 2761 5315. Thank you.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Howard Tang", written over a horizontal line.

(Howard TANG)
Planning Officer/8
for Director of Housing