

| | | | | |
|---|--------------------|---|-----------------|-------|
| 2 | SITE ASPECTS | 2.1 | SITE LOCATION | |
| | | SA 2 | LOCAL TRANSPORT | |
| | EXCLUSIONS | None. | | |
| | OBJECTIVE | Discourage the use of private vehicles and taxis by building users, with the aim to reduce air pollution, energy use, and noise from traffic. | | |
| | CREDITS ATTAINABLE | 3 | | |
| | PREREQUISITES | None. | | |
| | CREDIT REQUIREMENT | a) Car parking provisions | | |
| | | 1 credit where parking capacity does not exceed the minimum requirement from government and parking is provided for carpools or shuttle service vehicles. | | A1 |
| | | 2 credits where no car parking is provided other than provisions intended for use by disabled persons and/or shuttle service vehicles. | | |
| | | b) Public transport | | |
| | | 1 credit for availability of convenient pedestrian access to mainstream public transport. | | B1 |
| | ASSESSMENT | a) Car parking provisions | | |
| | | The Client shall provide details of any car parking facilities and the means of vehicular access and egress, in terms of drawings and/or photographs, together with a report confirming access and restrictions on use, as they affect the occupants. To obtain credit, any car park shall comply with the following conditions: | | A2 A3 |
| | | • by providing access that ensures simultaneous free flow of vehicles in and out of the car park; and | | A4 |
| | | • provisions to avoid ground contamination from oil run-off. | | A5 |
| | | b) Public transport | | |
| | | To obtain the credit, the mass transit station or other public transport facilities must be within 500m walking distance of the occupied building, and the scheduled operating frequency between 07.00 to 19.00 hours shall be 10 minutes or less. | | B2 |
| | | The Client shall provide evidence in the form of a survey map of the occupied building and the public transport facilities in the near vicinity. | | B3 |
| | | The map shall identify the location of the building at or near the centre of a scale drawing produced on an A3 size sheet with each of the listed services identified. The unencumbered walking route from the building main entrance to the main entrance to each public transport stop/station shall be clearly marked by lines on the drawing and the walking distance shown alongside. An legend shall be included on the drawing identifying the mass transit system, the walking distance, and the frequency of services during 07.00 to 19.00 hours. | | B4 |
| | | For sites not directly served by mainstream public transport, the provision of a shuttle service vehicle which links to a main stream mass transport interchange operating at the stated frequency may be deemed to satisfy the criteria. The onus is on the Client to demonstrate that the service is of adequate capacity, the frequency will meet the needs of all building users, and the shuttle bus is company owned, or there is a minimum 1 year rolling contract in place with the service provider. | | B5 |
| | | | | B6 |

The principle is to demonstrate easy access for the public; applicants are required to measure from the main access points of the development.

Future services/facilities provisions not operable at the time of building completion will be considered if they will be in operation no later than one year after obtained the Occupation Permit (OP) for the proposed development.

B7

BACKGROUND

The increasing number of private vehicles in Hong Kong not only increases pressure on the highway and urban traffic system, but also worsens local air pollution. The most urgent problem to be resolved comes from fossil fuel burning vehicles, often aggravated by the street canyon effect of high-rise buildings. Exhaust fumes from cars contain volatile organic compounds: some of these are known carcinogens while others contribute to photochemical smog by assisting in the rapid formation of ozone in the atmosphere. The exhaust fumes also contain CO, CO₂, NO_x and SO₂ which contribute a variety of environmental problems. Apart from the health effects of traffic fumes, motor vehicles also generate noise, another environmental nuisance.

Part of the solution to the air pollution problem is to reduce the use of private vehicles and taxis. Building users should be encouraged to use public transport to and from the building. Provision of pedestrian links which allow easy access to major public transport systems and local amenities can discourage use of private transport, thereby reducing air and noise pollution.

The adequacy of a shuttle bus service may be demonstrated by data showing capacity, frequency, service hours, and the percentage of building users that can be transported during peak periods of commuting.



Circular Letter No.: 2018.150

Issue Date: 26 September 2018

Application: BEAM Plus NB Version 1.1 & 1.2

Effective Date: 26 September 2018

SA 2a Car Parking Provisions

This Circular Letter announces the following amendments on car parking provisions for use by persons with disabilities: -

1. The credit requirement is updated as follows:

- a. 1 credit can be achieved if the car parking facilities provided in the development satisfies the following conditions:

- i) the number of private car parking spaces for use by persons with disabilities exceeds the minimum requirement from government, but the TOTAL number of car parking spaces does not exceed the minimum requirement¹.

A7

- b. 2 credits can be achieved if the car parking facilities provided in the development satisfies the following conditions:

- i) no car parking is provided other than car parking provided for use by persons with disabilities and/or shuttle service vehicles; and
ii) the number of private car parking spaces for use by persons with disabilities shall not exceed the minimum requirement from Government.

A8

2. Approved PA projects: For projects that have already completed PA and with specific basis of minimum car parking provision accepted, the Applicant may continue to adopt the same basis in subsequent assessments (FA or Re-assessment of PA stage). For the avoidance of doubt, the Applicant shall provide relevant PA evidence (e.g. car parking calculation submitted in PA, minimum car parking requirement adopted in PA). in subsequent assessments to demonstrate that the same basis in PA is used in subsequent assessments.

Mr KM So
Chairperson of Standards Sub-committee

¹ Minimum requirement from Government is defined as (a) parking requirement as stipulated in the Conditions of Sale from the Land Sales Document or Condition of Lease from the Engineering Condition, (b) minimum car parking spaces calculated with reference to Table 11 (Parking Standards) in Chapter 8 (Internal Transport Facilities) of the Hong Kong Planning Standards and Guidelines, or (c) minimum number of carparking spaces as approved by Transport Department when conditions (a) and (b) does not apply to the development.

A9



Circular Letter No.: 2016.129

Issue Date: 11 January 2016

Application: BEAM Plus NB Version 1.1
BEAM Plus NB Version 1.2

Effective Date: 11 January 2016

SA 2a Car Parking Provisions

This Circular Letter announces that parking provision for carpools is no longer required. In addition, parking provision for shuttle service vehicles can be exempted for:

1. Development that have convenient pedestrian access within 500m walking distance from the building's main entrance to mainstream public transport as required under the credit requirement of SA 2b.

A10

Note: Parking for shuttle service vehicle will not be taken into account of the minimum car park requirement.

A handwritten signature in blue ink, appearing to read "W. Chan".

Signed: _____

Sr. Kenneth CHAN Jor Kin
Vice Chairperson of Technical Review Committee



Circular Letter No.: 2014.119

Issue Date: 23 June 2014

Application: BEAM Plus NB Version 1.1
BEAM Plus NB Version 1.2

Effective Date: 23 June 2014

Credits Not Applicable to Not Normally Occupied Buildings

This circular letter announces that the following credits are not applicable to buildings that are not normally occupied (e.g. pump stations, sewerage treatment plants).

1

- SA 2
- SA 3
- IEQ 10
- IEQ 15
- IEQ 16
- IEQ 21
- IEQ 23a

Signed :

A handwritten signature in blue ink, appearing to read "Ray", is written over a horizontal line.

Dr. Raymond Yau
Chairperson of Technical Review Committee

BEAM Plus Assessment Tools

BEAM Plus New Buildings & Existing Buildings

Registered Projects

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[FAQ - NB v1.1 and 1.2](#)

[FAQ - NB v2.0](#)

[FAQ - EB v1.1 and 1.2](#)

[FAQ - EB v2.0](#)

[e-Form](#)

[BEAM Plus Interiors](#)

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[BEAM Plus Data Centres & Green Data Centres Practice Guide](#)

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[Technical Circular Letter](#)

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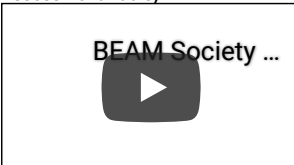
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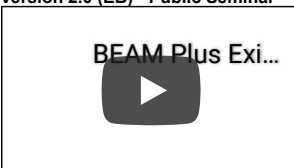
[Fees](#)

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BEAM Plus Existing Building Version 2.0 (EB) - Public Seminar



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FAQ - NB v1.1 and 1.2

Site Aspects

SA 2 Local Transport

#12. SA 2a, 3a, & 3b, What is the reference point to measure the "500m from site" requirement for large scale development?

The principle is to demonstrate the easy access for the public, applicants are required to measure from the main access point(s) of the development.

(Obsolete as of 23 June 2014)

#13. SA 2a, 3a & 3b, If future services/facilities provisions not operable at the time of building completion, is it countable?

Yes, it could be countable whereby comprehensive documentation from an independent third party is provided that demonstrates the provision(s) will be provided no later than one year after Occupation Permit (OP) it would count. The third party evidence is being provided by a government agency or quasigovernment body.

#14. SA 2b, 3a & 3b, What is / are the reference point(s) to measure the "500m from site" requirement in BEAM Plus New Buildings Version 1.1 and 1.2?

For BEAM Plus New Buildings Version 1.1: The intent is to demonstrate easy access by building users to public transport for SA2b, and to neighbourhood amenities for SA 3a and 3b. Applicants are required to measure the walking distance from building main entrance(s) for SA 2b and main access point(s) of the development for 3a & 3b. For BEAM Plus New Buildings Version 1.2: Applicants are required to measure the walking distance from building main entrance(s) for SA 2b, 3a & 3b.

(Released on 23 June 2014)

#135. SA 2b, For BEAM Plus New Buildings Version 1.1 and 1.2, can a project demonstrate compliance by combining the operating frequencies of multiple public transport?

Yes. The following considerations shall be taken account of when combining the operating frequency of the mainstream public transport:

(i) All public transport facilities shall be within 500m walking distance measured from the building main entrance(s);

(ii) All public transport facilities shall be within 80m walking distance from each other; and

(iii) Routes of the public transport shall be to the same direction.

(Released on 28 January 2022)

SA 3 Neighbourhood Amenities

SA 4 Site Design Appraisal

SA 6 Cultural Heritage

SA 7 Landscaping and Planters

SA 8 Microclimate Around Buildings

SA 9 Neighbourhood daylight access

SA 10 Environmental Management Plan

SA 11 Air pollution during construction

SA 12 Noise during construction