

## NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

### Supplementary Information on 3GA – Science Park at Pak Shek Kok – phase 1c

#### INTRODUCTION

When Members considered PWSC paper PWSC(2001-02)18 on 3GA – Science Park at Pak Shek Kok – phase 1c at the PWSC meeting held on 25 April 2001, the Administration undertook to provide information on -

- (a) the provision standard of carparking spaces for Science Park as compared with that for industrial estates; and
- (b) the guideline on the provision of carparking facilities in Science Park phase 1.

#### THE ADMINISTRATION'S RESPONSE

##### **Provision standard of carparking spaces for Science Park as compared with that for industrial estates**

2. The Hong Kong Planning Standards and Guidelines (HKPSG), recommend that the carparking requirement for a Science Park-type development is one carparking space per 75 square metres of gross floor area (GFA). The requirement for an Industrial Estate-type development is **at least** one carparking space per 900 square metres of GFA or one carparking space per 450 square metres of site area, whichever is the greater.

3. The higher carparking provision level for Science Park is due to the consideration that a majority of the working population in the Science Park, mostly scientists, researchers or engineers, need to work at irregular hours in research and development type of work.

4. On the other hand, working population in industrial estates, mainly technicians and operatives, are mainly engaged in manufacturing operations and their working hours are more regular. Hence, they can more readily rely on public transport or coaches provided by their employers.

#### **Guideline on the provision of carparking facilities in Science Park phase 1**

5. In working out the number of carparking spaces in Science Park phase 1, we have taken the following factors into account -

- (a) recommendations in the HKPSG;
- (b) the strong demand expressed by potential tenants; and
- (c) the development parameters approved by the Town Planning Board, such as the proportion of the site permitted for building work, the plot ratio and the height limit.

6. With a total GFA of 120 000 square metres in phase 1, the current provision of 1 000 carparking spaces in phase 1 means a ratio of one carparking space per 120 square metres of GFA. This is within the recommended standard laid down in the HKPSG. We plan to adopt a similar ratio in phase 2 and we will review the situation when planning phase 3.

7. In June 1998, the consultants engaged by the Director of Territory Development completed a Traffic Impact Assessment (TIA) report on the entire Pak Shek Kok development, including the Science Park. In carrying out the assessment, the Science Park was assumed to provide carparking spaces in accordance with the recommendations in the HKPSG (i.e. more carparking spaces than all currently provided). The TIA concluded that development at Pak Shek Kok is sustainable in terms of its traffic impact to the area. A copy of the TIA Report has been deposited at the Legislative Council's library for Members' reference. The Tolo Highway is now being widened to cope with the increasing transportation flow, including those generated from Pak Shek Kok.

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