

香港特別行政區政府
保安局



The Government of the
Hong Kong Special Administrative Region
Security Bureau

香港添馬添美道 2 號
電話號碼 TEL. NO.: 2810 2632
傳真號碼 FAX. NO.: 2810 7702
本函檔號 Our Ref.:

2 Tim Mei Avenue, Tamar, Hong Kong

來函檔號 Your Ref.:

31 March 2017

Ms Sharon Chung
Clerk to Public Works Subcommittee
of the Legislative Council
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Fax: 2869 6794)

Dear Ms Chung,

**Meeting of the Public Works Subcommittee
of the Finance Committee of the Legislative Council
70JA – Redevelopment of Junior Police Officers Married Quarters
at Fan Garden, Fanling
Supplementary Information to Discussion Paper No. PWSC(2016-17)42**

At its meeting on 16 March 2017, the Public Works Subcommittee of the Legislative Council discussed the recommendation of upgrading 70JA – “Redevelopment of Junior Police Officers Married Quarters at Fan Garden, Fanling” to Category A, and requested the Government to provide supplementary information on the standards for the provision of parking spaces in residential developments/ disciplined services quarters under the Hong Kong Planning Standards and Guidelines (“HKPSG”), the criteria for the provision of 149 parking spaces in this redevelopment project, and whether the Government would consider converting the non-departmental quarters (“NDQs”) currently on lease in the market into disciplined services quarters (“DSQs”) to address the shortage of quarters. This letter aims to provide the Public Works Subcommittee with the relevant supplementary information.

Standards for the provision of parking spaces

Section 7 “Parking” of Chapter 8 “Internal Transport Facilities” of the HKPSG sets out in detail the standards for the provision of parking spaces. The part “Details of Standards” in “Table 11: Parking Standards” under the Section lists out the parking standards for different types of development,

including subsidised housing, private housing and village housing, etc. The parking spaces provided in this project are worked out based on the standards for private housing and were agreed with relevant departments. Relevant standards are extracted below –

Type of Development	Parking Requirements				Remarks
	Standards				
Private Housing	- Private car:				See Notes (1) & (4) - (6)
	Global Parking Standard (GPS)			1 car space per 6-9 flats	
	Demand Adjustment Ratio (R1)	Flat Size (FS) (m ²) (Gross Floor Area)	FS≤40	0.4	
			40<FS≤70	0.7	
			70<FS≤100	2.1	
			100<FS≤130	5.5	
			130<FS≤160	7.5	
			FS>160	9.5	
	Accessibility Adjustment Ratio (R2)	Within a 500m-radius of rail station [see Note (4)]		0.75	
		Outside a 500m-radius of rail station [see Note (4)]		1.00	
	Development Intensity Adjustment Ratio (R3)	Domestic Plot Ratio (PR)	0.00<PR≤1.00	1.30	
			1.00<PR≤2.00	1.10	
			2.00<PR≤5.00	1.00	
			5.00<PR≤8.00	0.90	
			PR>8.00	0.75	
	Parking Requirement = GPS x R1 x R2 x R3				

Notes:

All Residential Developments

- (1) Within the limits of the Global Parking Standards, Transport Department will establish district-based parking standards for each district according to the prevailing demand/ supply conditions in respective districts. The district-based parking standards are subject to periodical review.

Private Housing

- (4) A 25% discount should be applied to the provision of residential car parking spaces where over 50% of the site area of the development fall within a 500m radius of rail stations. The 500m-radius catchment area of a rail station should be drawn from the centre of the station irrespective of the configuration and layout of the station.
- (5) The standard for the developments of flat size greater than 160m² is a minimum requirement. Request for provision beyond the standard will be considered by Transport Department on a case-by-case basis.
- (6) Visitor car parking for private residential developments with more than 75 units per block should include 1-5 visitor spaces per block in addition to the recommendations, or as determined by the Authority. For other private residential developments, the visitor car parking provision will be advised by Transport Department on a case-by-case basis.

This project provides a total of 149 private car parking spaces, including 124 for residents and 25 for visitors. Under the project, 1 184 departmental quarters (DQs) units will be provided. Based on the GPS of providing 1 car parking space per 6 to 9 units, the GPS ranges from 131.6 (i.e. $1\,184/9$) to 197.3 (i.e. $1\,184/6$). The sizes of the units under this project are 55m^2 and 70m^2 . Hence, the Demand Adjustment Ratio (R1) is 0.7. The project is located outside the 500m-radius of rail station. Hence, the Accessibility Adjustment Ratio (R2) is 1. The plot ratio of the project is 6.0. Hence, the Development Intensity Adjustment Ratio (R3) is 0.9. Based on the above table, the formula for car parking requirements of this project is as follows –

$$= \text{Global Parking Standard (GPS)} \times \text{Demand Adjustment Ratio (R1)} \times \text{Accessibility Adjustment Ratio (R2)} \times \text{Development Intensity Adjustment Ratio (R3)}$$

Minimum provision allowed under the standards

$$\begin{aligned} &= 1\,184/9 \times 0.7 \times 1 \times 0.9 \\ &= 82.9 \text{ (i.e. 83 parking spaces)} \end{aligned}$$

Maximum provision allowed under the standards

$$\begin{aligned} &= 1\,184/6 \times 0.7 \times 1 \times 0.9 \\ &= 124.3 \text{ (i.e. 124 parking spaces)} \end{aligned}$$

This project provides 124 private car parking spaces and has therefore attained the maximum provision allowed under the standards.

Regarding visitor car parking spaces, as stipulated in Note (6) above, private residential developments with more than 75 units per block should include 1-5 visitor spaces per block in addition to the recommended standards. Since 5 blocks of quarters with more than 75 units per block will be built under this project, the minimum and maximum provision allowed under the standards for visitor car parking spaces are 5 spaces and 25 spaces respectively. As 25 visitor car parking spaces will be provided under this project, the maximum provision has been attained.

Regarding motorcycle parking spaces, paragraph 3(f) under “Table 11: Parking Standards” stipulates that –

“In all non-residential developments, additional parking spaces for motorcycles at the rate of 5 to 10% of the total provision for private cars with respect to each type of development should be provided. In the case of subsidised housing, the calculation shall be based on 1 motorcycle parking

space per 110-250 flats excluding one person/ two persons flats as well as non-residential elements. In the case of private housing, the calculation shall be based on 1 motorcycle parking space per 100-150 flats excluding non-residential elements. As a general guideline, parking spaces for motorcycles, whether on-street or off-street, should be 1m (width) x 2.4m (length). However, in cases of site constraint, a minimum standard of 1m x 2m could be considered acceptable."

Based on the above standards and with 1 184 DQs units provided under this project, the minimum and maximum provision allowed under the standards for motorcycle parking spaces are 7.9 spaces (1 184/150) (i.e. 8 spaces) and 11.8 spaces (1 184/100) (i.e. 12 spaces) respectively. Since 12 motorcycle parking spaces will be provided under this project, the maximum provision has been attained.

The 124 private car parking spaces, 25 visitor car parking spaces and 12 motorcycle parking spaces to be provided under this project are worked out based on the standards set out in the HKPSG and have attained the maximum provision.

Conversion of NDQs into DSQs

Regarding the inquiry about whether the Government would consider converting the NDQs currently on lease in the market into DSQs with a view to addressing the shortage of rank and file quarters ("RFQs"), since NDQs are usually units of a larger area (100m² or above), they are not suitable to be used as RFQs (usually 45m² to 70m² in area) for the disciplined services. The proposal would not have significant effect in addressing the current shortage of quarters. Nevertheless, if there are individual NDQ units suitable for use as DSQs, the Government will, depending on the circumstances, consider making appropriate arrangements with a view to making the best use of resources.

In the light of Report No. 62 of the Director of Audit published in April 2014, the Government Property Agency ("GPA") has implemented all the recommendations made by the Audit Commission in respect of the disposal of surplus quarters. The GPA will continue to adopt a practical and flexible strategy in the disposal of surplus NDQs, which includes conducting regular review of the sale programme and leasing out suitable units at market rent as a transitional arrangement so as to make the best use of public resources.

Yours sincerely,

(Andrew TSANG)
for Secretary for Security

C.C.:

Commissioner of Police
(Attn: Assistant Commissioner of Police (Personnel) Fax: 2200 4422)
(Attn: Chief Superintendent of Police (Planning and Development) Fax: 2200 4374)

Director of Planning
(Attn: District Planning Officer (Fanling, Sheung Shui and Yuen Long East) Fax: 3105 0057)

Director of Architectural Services
(Attn: Project Director (2) Fax: 2523 4693)

Government Property Administrator
(Attn: Chief Property Manager (Acquisition, Allocation and Disposal) Fax: 2827 1891)

Secretary for Financial Services and the Treasury
(Attn: Assistant Secretary (Treasury)(Works)2 Fax: 2147 5240)