

Attachment 7

EMAIL CONFIRMATION FROM HONG KONG
POLICE FORCE ON PARKING PROVISION

From: cip-2b-p-d@police.gov.hk
Sent: Tuesday, October 21, 2025 4:14 PM
To: CKM Asia
Cc: JPOMQ; Kelvin Chung; lamyw2@archsd.gov.hk; sp-2-p-d@police.gov.hk; wonglss2@archsd.gov.hk
Subject: Re: Proposed Junior Police Officers Married Quarters at Area 134 in Tung Chung New Town Extension (East) (TPB ref.: A/I-TCE/6)

Dear Tommy,

Please note that we have **no adverse comments** on the proposed provisions.

I would like to take this opportunity to quote the relevant provision of vehicles from the paper for clarification, which are: -

- **87 private car parking spaces;**
- 13 motorcycles spaces; and
- **22 bicycle spaces.**

Grateful if you could confirm the above accuracy of the information, as the motorcycles spaces part is missing out in your previous email.

BRs,
Otto Wong

Chief Inspector of Police (2B)
Planning and Development Branch
Hong Kong Police Force
Tel : 3660 7622 Fax : 2856 2922

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"CKM Asia" <mail@ckmasia.com.hk> To:
2025/10/20 16:55 Cc:

"ottowong@police.gov.hk" <ottowong@police.gov.hk>
"cip-2b-p-d@police.gov.hk" <cip-2b-p-d@police.gov.hk>, "sp-2-p-d@police.gov.hk",
"wonglss2@archsd.gov.hk" <wonglss2@archsd.gov.hk>,
"lamyw2@archsd.gov.hk" <lamyw2@archsd.gov.hk>, "Kelvin Chung" <kelvin.chung@townland.com>, "JPOMQ" <JPOMQ@ivanhoarchitect.com>

Subject: Proposed Junior Police Officers Married Quarters at Area 134 in Tung Chung New Town Extension (East) (TPB ref.: A/I-TCE/6)

Reference:

Dear Otto Sir,

We refer to comments B1 and B3 from Transport Department on the Proposed Junior Police Officers Married Quarters at Area 134 in Tung Chung New Town Extension (East) (TPB ref.: A/I-TCE/6). It is much appreciated if you can confirm before 21 October 2025, your agreement to the following provision within the captioned Proposed Junior Police Officers Married Quarters at Area 134 in Tung Chung New Town Extension (East):

- (i) 87 car parking spaces
- (ii) 22 bicycle parking spaces

Thank you for your attention.

Regards,
Tommy Law
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Traffic and Transportation Planning Consultant
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[attachment "TD comments on A_I_TCE_6.pdf" deleted by cip-2b-p-d/P&D/STATION/POLICE/HKSARG]

Attachment 8

REPLACEMENT PAGE OF TRAFFIC IMPACT
ASSESSMENT

<u>Use</u>	<u>HKPSG Recommendation</u> 432 flats comprise of 378 flats @ 40.1 – 70m ² , 54 flats @ 70.1 – 100m ²	<u>Proposed Provision</u>
Residential	1 motorcycle parking space per 100 – 150 flats Minimum = $432 / 150 = 2.9$, say <u>3 nos.</u> Maximum = $432 / 100 = 4.3$, say <u>5 nos.</u>	13 nos. @ 2.4m(L) x 1m(W) x 2.4m(H) > maximum
<u>Loading / Unloading Bay</u>		
Residential	Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block = minimum <u>2nos.</u> for 2 residential blocks	2 nos. HGV@ 11m(L) x 3.5m(W) x 4.7m(H) = HKPSG recommendation, OK
<u>Bicycle parking spaces</u>		
Residential	Bicycle parking spaces shall be provided in the residential developments where proper cycle tracks with direct connection to rail stations are accessible. The following guidelines on the level of bicycle parking provision for these residential developments are recommended: (a) within a 0.5-2km radius of a rail station, 1 bicycle parking space for every 15 flats with flat size smaller than 70m ² . (b) outside a 2km radius of a rail station, 1 bicycle parking space for every 30 flats with flat size smaller than 70m ² . Since the Proposed JPOMQ is located within 2km radius of the Tung Chung East Station, provision rate (a) is adopted, and the calculation based on the HKPSG is presented below: Bicycle parking spaces to be provided for 324 flats with flat size < 70m ² = $324 / 15 = 21.6$, say <u>22 nos.</u>	22 nos. = HKPSG recommendation, OK

2.4 Table 2.2 shows that the car parking spaces, loading / unloading bay and bicycle parking spaces provided comply with the recommendation of the HKPSG.

2.5 In order to satisfy the operational needs of the residents of the Proposed JPOMQ at Area 134 in TCNTE, a total of 13 motorcycle parking spaces are provided.

2.6 The carpark layout plans for G/F and 1/F are shown in Figures 2.1 – 2.2.

Swept Path Analysis

2.7 The CAD-based swept path analysis program, Autodesk Vehicle Tracking, was used to check the ease of vehicle manoeuvring. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease. The swept path analysis drawings for critical movements are found in Appendix A.