

Minutes of the 7<sup>th</sup> Meeting of  
the Commerce, Industry and Housing Committee (2018-2019) of  
the Tuen Mun District Council

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Date: 3 December 2018 (Monday)

Time: 9:30 a.m.

Venue: Tuen Mun District Council (“TMDC”) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Ms CHING Chi-hung (Chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Manwell, Leo (Vice-chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:30 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:30 a.m.	End of meeting
Mr TO Shek-yuen, MH	TMDC Member	9:32 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:30 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:33 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	End of meeting
Ms LUNG Shui-hing, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:35 a.m.	End of meeting
The Hon HO Kwan-yiu, JP	TMDC Member	9:30 a.m.	End of meeting
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:30 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:30 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:32 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:30 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:30 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:30 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:30 a.m.	End of meeting
Mr FUNG Pui-yin	Co-opted Member	9:30 a.m.	End of meeting
Ms LAI Ka-man	Co-opted Member	9:30 a.m.	End of meeting
Mr LEUNG Ka-tai, Gary	Co-opted Member	9:30 a.m.	End of meeting
Mr LAW Wai-hung	Co-opted Member	9:30 a.m.	End of meeting
Mr WONG Yu-kei	Co-opted Member	10:09 a.m.	End of meeting
Ms HO Chui-wan, Ida (Secretary)	Executive Officer (District Council) 1, Tuen Mun District Office, Home Affairs Department		

In Attendance

Ms YAN Yuet-han, Fion	Senior Liaison Officer (1), Tuen Mun District Office, Home Affairs Department
Ms CHAK Man-yee, Rene	Liaison Officer i/c Building Management & Town Centre, Tuen Mun District Office, Home Affairs Department
Mr CHOI Chi-man, Michael	Senior Building Surveyor/E5, Buildings Department
Mr YUNG Wai-ming	Station Commander, Castle Peak Bay and Tai Lam Chung Fire Station, Fire Services Department
Mr CHAN Sau-hung	Housing Manager/Tuen Mun 4 (Acting), Housing Department
Ms WA Lei-chun, Winnie	Senior Community Relations Officer/ICAC Regional Office (NTNW), Independent Commission Against Corruption
Ms LAI Kit-wah, Jessica	Assistant Labour Officer (Workplace Consultation Promotion), Labour Department
Mr TAM Kwok-leung	Administrative Assistant/Lands (Acting), District Lands Office, Tuen Mun, Lands Department

Absent with Apologies

Mr AU Chi-yuen	TMDC Member
Mr CHAN Ho-ting	Co-opted Member

**I. Opening Remarks**

The Chairman welcomed all present to the 7<sup>th</sup> meeting of the Commerce, Industry and Housing Committee (“CIHC”).

2. The Chairman reminded that Members who were aware of their personal interests in any matters discussed at the meeting should declare the interests before the discussion. The Chairman would, in accordance with Order 39(12) of the Tuen Mun District Council Standing Orders, decide whether the Members who had declared interests might speak or vote on the matters, might remain at the meeting as observers, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

**II. Absence from Meeting**

3. The Secretary reported that no applications for leave of absence had been received from Members.

**III. Confirmation of Minutes of Last Meeting**

4. As Members proposed no amendments to the minutes, the Chairman announced that the minutes of the 6<sup>th</sup> meeting of the CIHC (2018-2019) were confirmed.

**IV. Discussion Items**

**(A) Request for Improvement to Housing Authority’s Car Park Rental Mechanism and Increase in Parking Supply**  
**(CIHC Paper No. 29/2018)**

5. The first proposer of the paper said that on 19 November 2018, the Commercial Properties Committee (“CPC”) of the Hong Kong Housing Authority (“HA”) had endorsed an increase in the HA’s car park charges, effective from 1 January 2019. He remarked that the majority of tenants’ cars were for work. The HA had not taken tenants’ financial capacity into consideration as it had increased car park charges for eight consecutive years. The arrangement would also indirectly boost private car park charges. In addition, he pointed out that the Government had not reviewed the Hong Kong Planning Standards and Guidelines (“HKPSG”) for over ten years and those guidelines had become outdated. The department should conduct review as soon as possible.

6. Mr CHAN Sau-hung of the Housing Department (“HD”) responded that under the established policy, the HA’s car parks were operated on commercial principles and parking charges were set at market level. In its annual review of charges, the HA made reference to the car park charges of other public bodies and comparable private organisations in determining its car park charges. At the moment, the standard monthly charges of the HA’s car parks were still lower than those of some car parks managed by public and private organisations. In addition, to optimise the use of resources and lower vacancy rates, the HA had introduced a three-tier charging system which was based on the utilisation of the car parks over three consecutive months. Tier 1 comprised car parks with occupancy rates at 90% or above and the charges were at standard level. Tier 2 comprised those with occupancy rates at 50% to below 90%, and Tier 3 below 50%. Various discounts would be provided for those car parks. Depending on the vacancy of car parks of individual housing estates, the HD would apply to the Town Planning Board to lease vacant parking spaces to non-residents while giving priority to residents of the estates. The arrangement aimed at sharing communal facilities.

7. Mr CHAN Sau-hung of the HD added that when planning parking facilities of public rental housing (“PRH”), the HA would make reference to the guidelines in the HKPSG and consult the Transport Department (“TD”) and relevant District Councils (“DC”). Taking into consideration the situation of individual estates and the TD’s and the DCs’ views, the HA would strive to plan as many parking facilities as allowed by the relevant standards and provide more parking spaces when practicable to meet residents’ parking needs. Also, without compromising flat numbers or building schedules, the HA would seek to provide additional public parking spaces as far as possible depending on the situation of individual construction sites and the TD’s views, with a view to meeting the parking needs of neighbouring communities. He hoped that Members would understand that the HA had to comply with the HKPSG in planning parking facilities and it had no authority to amend the HKPSG.

8. Members’ comments and enquiries on the HD’s response are summarised as follows:

- (i) A Member was dissatisfied that the HA’s car parks were operated on commercial principles. She believed that increasing car park rentals

would aggravate the burden on the public and the private sector might follow suit. Separately, she suggested that the HA return PRH car parks to the Government for building multi-storey car parks;

- (ii) A Member pointed out that the HA had only frozen, but never reduced, its car park rentals during economic recession. He doubted whether it was appropriate for the HA to make profit from operating car parks. Separately, he suggested establishing a mechanism for both upward and downward adjustments to review the level of car park rentals;
- (iii) Some Members said that government departments had never consulted the Tuen Mun District Council (“TMDC”) on the planning of parking spaces. They also reckoned that it would be more efficient for the departments to study on their own how to increase the supply of parking spaces than to consult the DCs;
- (iv) A Member said it was contradictory that the HA operated PRH car parks on commercial principles while the purpose of PRHs was to satisfy the housing needs of the grassroots. Since parking spaces already fell short, introducing a three-tier charging system could not help alleviate the burden of car owners;
- (v) Some Members pointed out that the TMDC had discussed the problem of insufficient parking spaces for many years. It was necessary for the Government to expeditiously review the HKPSG guidelines regarding the supply of parking spaces for residential buildings. They also suggested that the CIHC write to the Transport and Housing Bureau and the TD to convey the issue;
- (vi) A Member reckoned that the HD treated new PRHs differently. He pointed out that multi-storey car parks were available in Fu Tai Estate, Butterfly Estate, On Ting Estate, Yau Oi Estate, Tai Hing Estate, Shan King Estate and Leung King Estate. However, parking spaces were limited in Yan Tin Estate, which was newly completed in Area 54, and it led to the prevalence of illegal parking;
- (vii) Some Members said that the complementary facilities in Area 54 were

inadequate and there was a severe shortage of parking spaces in Area 29 West. At the consultation stage, designers from the HD had said they would provide as many parking spaces as allowed by the ratio. Later, it was found out that the majority of parking spaces had been reserved for staff members of the Department of Health. This resulted in a severe illegal parking problem on Tsun Wen Road and Ming Kum Road. Separately, the Members suggested building multi-storey car parks in Area 54 and providing double car parking lifts to boost the supply of parking spaces;

- (viii) Some Members reckoned that the HD should proactively request the Development Bureau to review the HKPSG to alleviate the severe shortage of parking spaces in PRHs;
- (ix) A Member reckoned that it was unfair to PRH residents for the HA to increase car park rentals every year and she suggested that the HA conduct consultation before adjusting the charges. Separately, she pointed out that the number of applications for parking spaces made by residents of Yan Tin Estate had nearly tripled the number of parking spaces available in the estate. Due to the shortage, illegal parking was severe on Tsz Tin Road and Hong Po Road nearby. She believed that the Government should provide adequate parking spaces when planning new PRHs; and
- (x) A Member suggested carrying this item over to the next meeting and inviting representatives of the Planning Department (“PD”) and the TD to the meeting to discuss the arrangement for reviewing the HKPSG.

9. Mr CHAN Sau-hung of the HD responded that in a charges review, the CPC of the HA noted that its car park charges were relatively low in the market. They compared the charges of various public and private car parks, including 11 multi-storey car parks managed by the Government, 52 car parks under the Hong Kong Housing Society, 133 car parks owned by Link Asset Management Limited and 194 private car parks. In view of the annual increase in maintenance and management costs, and to keep charges in line with market prices, the HA decided to increase its car park rentals.

10. Mr CHAN Sau-hung of the HD added that the HKPSG was drawn up by the PD and the TD. The number of private car parking spaces for a subsidised housing project was determined by the global parking standard (“GPS”), demand adjustment ratio (“R1”) and accessibility adjustment ratio (“R2”) (GPS x R1 x R2). According to the GPS, one parking space could be set up for every six to nine flats while the demand adjustment ratio was 0.23. The accessibility adjustment ratio was calculated based on the accessibility of the site (e.g. the ratio of a site within a 500-metre radius of rail stations was 0.85 and that of a site out of a 500-metre radius of rail stations was 1). The accessibility of the residential or development project and the availability of public transport facilities nearby would also affect the number of parking spaces. The aim was to prevent severe traffic congestion during peak hours by balancing residents’ parking needs and traffic volume. In addition, he would relay to the department proposals to provide double car parking lifts and to convert the HA’s car parks into multi-storey car parks.

11. Members made the following comments on the HD’s response:

- (i) Some Members disagreed with the practice where the HA increased car park rentals when there was a gap between its charges and market prices. They reckoned that the car parks should be operated in line with the PRH policy which aimed to help the grassroots;
- (ii) A Member reiterated that most of the cars in the HA’s car parks were owned by professional drivers, who relied on their cars to make a living. Increasing rentals would aggravate their burden. Also, she reckoned that the main reason for people to buy cars was the inadequacy of public transport facilities. Since the New Territories were relatively far from the urban area, more parking spaces should be provided;
- (iii) A Member reckoned that the HD should relay to relevant policy bureaux and departments that the HKPSG was outdated. He also pointed out that if the Government wished to reduce the number of vehicles, the TD could consider issuing licenses on a limited basis, instead of issuing licenses without providing sufficient parking spaces; and
- (iv) A Member reckoned that the HD should arrange for senior officials to attend related DC meetings and the CPC of the HA should have sent

representatives to that meeting.

12. The Chairman concluded that the HA's review mechanism on car park rental did not align with public views. Cars owned by PRH residents and parked in HA's car parks were mostly commercial vehicles. Since the HA had not fully considered residents' financial capacity, it was hoped that the HD could shelve the decision to increase rentals. In addition, government departments should expeditiously review the HKPSG and build more multi-storey car parks to curb illegal parking. She said that this item would be carried over to the next meeting where representatives would be invited from the TD and the PD to listen and respond to Members' views.

## **V. Reporting Items**

### **(A) Work Reports by the Working Groups under the Commerce, Industry and Housing Committee**

#### **(CIHC Paper No. 30/2018)**

##### **(i) Working Group on Occupational Safety and Health**

13. The Convenor of the working group said that as scheduled, a talk on occupational safety and health would be held on 17 December 2018, and Tuen Mun District Occupational Safety and Health Carnival 2019 cum "Safe Community" Designation Ceremony would be held in February 2019.

##### **(ii) Working Group on Economic Development in Tuen Mun**

14. Members noted the report of the above working group.

15. The Convenor of the working group added that the group had tried in vain to invite district organisations to co-organise activities in 2018-2019 on several occasions. Therefore, in the latest working group meeting, the group had decided to change the activity plan to making a video clip to promote Tuen Mun and one proposal had been received. However, since the funding application of the activity could not be included for endorsement at the Finance, Administration and Publicity Committee meeting on 14 December 2018 and the TMDC meeting on 8 January 2019, the working group would arrange to implement the relevant plan in 2019-2020.

##### **(iii) Working Group on Building Management**

16. Members noted the report of the above working group.



17. The Chairman announced that the working group reports in the paper were endorsed.

**(B) Work Report on Private Building Management in the Tuen Mun District**  
**(CIHC Paper No. 31/2018)**

18. Members noted the above work report.

**(C) Report by the Buildings Department**  
**(CIHC Paper No. 32/2018)**

19. Members noted the above work report.

**VI. Any Other Business and Date of Next Meeting**

20. There being no other business, the Chairman closed the meeting at 10:29 a.m. The next meeting would be held on 11 February 2019.

Tuen Mun District Council Secretariat

Date: 15 January 2019

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