

Minutes of the 8<sup>th</sup> Meeting of  
the Commerce, Industry and Housing Committee (2018-2019) of  
the Tuen Mun District Council

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Date: 11 February 2019 (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 LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:30 a.m.	10:08 a.m.
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:30 a.m.	9:56 a.m.
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	End of meeting
Mr AU Chi-yuen	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:31 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	9:51 a.m.
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	9:30 a.m.	9:52 a.m.
The Hon HO Kwan-yiu, JP	TMDC Member	9:30 a.m.	10:32 a.m.
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	9:51 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	9:36 a.m.	9:51 a.m.
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.	10:36 a.m.
Mr LAW Wai-hung	Co-opted Member	9:30 a.m.	End of meeting
Ms HO Chui-wan, Ida (Secretary)	Executive Officer (District Council) 1, Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr CHAN Ka-chi, Kelvin

Town Planner/Tuen Mun 2, Planning Department

Mr CHAN Ka-lai, Keith

Engineer/Strategic Studies 3, Transport Department

In Attendance

Ms YAN Yuet-han, Fion

Senior Liaison Officer (1), Tuen Mun District Office,  
Home Affairs Department

Mr LEUNG Hon-kit, Roger

Executive Officer (District Council)1 (Designate),  
Tuen Mun District Office, Home Affairs Department

Miss LEE Fung-yi, Maggie

Liaison Officer Town Centre (2),  
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

Ms CHUI Mei-ying

Housing Manager/Tuen Mun 4, Housing Department

Ms WA Lei-chun, Winnie

Senior Community Relations Officer /ICAC Regional Office (NTNW),  
Independent Commission Against Corruption

Mr HO Chik-tung, Dennis

Labour Officer (Workplace Consultation Promotion), Labour Department

Mr TAM Kwok-leung

Administrative Assistant/Lands, District Lands Office, Tuen Mun,  
Lands Department (Acting)

Absent with Apologies

Mr CHAN Manwell, Leo (Vice-chairman)

TMDC Member

Mr TO Shek-yuen, MH

TMDC Member

Mr NG Koon-hung

TMDC Member

Mr CHAN Ho-ting

Co-opted Member

Mr WONG Yu-kei

Co-opted Member

**I. Opening Remarks**

The Chairman welcomed all present to the 8<sup>th</sup> meeting of the Commerce, Industry and Housing Committee (“CIHC”). She thanked Ms CHENG Chui-king, Christine, the former Housing Manager of the Housing Department (“HD”), and Ms Ida HO, who would leave the post of Secretary soon, for their past contributions to the CIHC. She also welcomed their successors, Ms CHUI Mei-ying and Mr Roger LEUNG.

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 7<sup>th</sup> meeting of the CIHC (2018-2019) were confirmed.

**IV. Matters Arising**

**(A) Request for Improvement to Housing Authority’s Car Park Rental Mechanism and Increase in Parking Supply**  
**(CIHC Paper No. 29/2018)**  
**(Paragraphs 5-12 of the Minutes of the 7<sup>th</sup> CIHC Meeting(2018-2019))**  
**(Written Response of the Planning Department)**

5. The Chairman welcomed Mr Kelvin CHAN, Town Planner/Tuen Mun 2 of the Planning Department (“PD”), and Mr Keith CHAN, Engineer/Strategic Studies 3 of the Transport Department (“TD”), to the meeting.

6. The Chairman said that at the 7<sup>th</sup> meeting, the CIHC had requested that

the HD shelve the decision to increase car park rentals and that the TD and the PD review the Hong Kong Planning Standards and Guidelines (“HKPSG”).

7. The Chairman asked Ms CHUI Mei-ying of the HD, Mr Kelvin CHAN of the PD and Mr Keith CHAN of the TD to respond to the CIHC’s suggestions.

8. Ms CHUI Mei-ying of the HD replied that she had communicated with the HD’s unit responsible for determining rentals about the captioned matter. That unit had replied that under the established policy, the Hong Kong Housing Authority’s (“HA”) 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, and the rates were generally accepted by the public. In addition, when planning parking facilities of public rental housing (“PRH”), the HA would make reference to the guidelines in the HKPSG and consult the TD and relevant District Councils (“DC”). Taking into consideration the situation of individual estates, the DCs’ requests and the TD’s 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.

9. Mr Kelvin CHAN of the PD said that he had no supplementary information about the PD’s written response.

10. Mr Keith CHAN of the TD replied that the parking standards in the HKPSG aimed to provide individuals and organisations participating in development projects and government departments with guidelines on the parking demand for development projects. The Government had all along paid attention to the supply of and demand for parking spaces in Hong Kong. Also, it had studied and updated the standards of parking space supply as and when necessary, having regard to the usage rates of different types of parking spaces

and social and economic factors affecting the growth in vehicles. Over the past 15 years, the Government had updated the parking standards under the HKPSG six times, covering the parking space supply for private residential buildings, PRH estates, shopping centres, hotels, commercial buildings and industrial buildings.

11. Members' comments and enquiries on the government departments' responses are summarised as follows:

- (i) A Member was dissatisfied with the responses of the government department representatives and pointed out that the HA had increased car park charges for eight consecutive years. As some private car parks charged less than the HA's car parks, he doubted whether it was justified for the HA to increase car park charges. Also, private car parks might follow suit if the Government took the lead in increasing car park rentals. Therefore, it was necessary for the Government to review whether the car parks should still be operated on commercial principles;
- (ii) A Member opined that PRH residents who commuted by private car had to bear a double burden in face of the simultaneous increase in car park charges and PRH rents. The HD had emphasised that it would make reference to the guidelines in the HKPSG when planning PRH parking facilities. In fact, however, Tai Hing Estate, On Ting Estate, Yau Oi Estate and Sam Shing Estate, which had been completed many years ago, were equipped with multi-storey car parks whereas Yan Tin Estate, which had been completed in recent years, faced the shortage of parking spaces. Therefore, the Member reckoned that the Government should not follow the HKPSG blindly;
- (iii) A Member pointed out that the latest review of the HKPSG had been conducted in 2014, when the standards of parking space supply had been lowered. However, based on the current living standards and economic situation in Hong Kong, the supply of parking spaces should be boosted and not reduced. The TMDC had discussed the problem of insufficient parking spaces for many years. Therefore, it was necessary for the Government to expeditiously review the HKPSG guidelines on the parking space supply for residential buildings;

- (iv) A Member pointed out that although the Government had said it would review the HKPSG guidelines on the parking space supply for residential buildings, there was a severe shortage of parking spaces in Yan Tin Estate, which had been completed recently. Therefore, the Member reckoned that the Government's actions were inconsistent with its words;
- (v) A Member reckoned that it was necessary for the Government to expeditiously review the HKPSG guidelines on the parking space supply for residential buildings. He pointed out that at the moment, the majority of the HA's parking spaces were for monthly rental. The lack of hourly parking spaces had led to a severe illegal parking problem on the streets. For example, in some parts of Tuen Mun, some vehicles were illegally parked at the same spot every day and members of the public would file complaints or call the Police. Nonetheless, stringent law enforcement actions by the Police might cause dissatisfaction among professional drivers and lead to disputes; and
- (vi) A Member pointed out that in many districts, parking spaces were open to purchase by residents of the same district only, but the practice in Tuen Mun was contrary to such a regulation. He suggested that the HD review whether the practice for private companies to sell the parking spaces was against the legal principles behind the HD's sale of its car park operation rights.

[Post-meeting note: The HD provided supplementary information. Its Land Administration Section had responded that, in 2005, the HA and the Link had signed a sale and purchase agreement for car parks under some Home Ownership Scheme estates in Tuen Mun such as Siu Hei Court. Under the provisions, the sales of individual parking spaces were not prohibited. In other words, as long as permitted by the land leases, owners might sell individual parking spaces to different buyers. As one of the owners of the housing estates, the HA had all along maintained communication with other owners on matters concerning the daily management of such estates, with a view to protecting its rights under the deeds of mutual covenant ("DMC") and the restrictive covenants. Any suspected breach of land leases identified by the HA would be referred to DMC Managers, owners' corporations and the relevant District Lands

Offices for follow-up actions.]

12. The Chairman said that some PRH estates had been completed one after another in recent years. Planning PRH parking facilities in accordance with the existing HKPSG guidelines on the parking space supply for residential buildings would result in a shortage of parking spaces in PRH.

13. Mr Kelvin CHAN of the PD replied that in drawing up the HKPSG, the PD mainly acted as an editor and coordinator. Take the standards of parking space supply for example, the PD would, as requested by respective policy bureaux or government departments, amend the guidelines and announce the revised ones in accordance with established procedures.

14. The Chairman asked if the PD had received any requests from the policy bureaux or government departments to boost the parking space supply for PRH estates.

15. Mr Kelvin CHAN of the PD replied that he was not sure if any of the policy bureaux or government departments had made such a request.

[Post-meeting note: The PD added that it had not received any requests from the HD or the TD to amend the guidelines on parking space supply for subsidised housing.]

16. The Chairman asked the TD to comment on the traffic congestion problem in Tuen Mun.

17. Mr Keith CHAN of the TD replied that the Government's transport policy was to encourage the use of public transport as far as possible, and to expand the public transport capacity by enhancing services when necessary having regard to the demand of the public and the development need of each district, thereby facilitating wider use of the public transport system with greater convenience. He added that Hong Kong enjoyed a well-developed public transport network, with about 90% of passenger trips made through the public transport system every day. At the same time, the Government provided an appropriate number of private car parking spaces as some members of the public chose to commute by private car for various reasons. However, the Government did not wish to

attract passengers to opt for private cars in lieu of public transport, so as to avoid aggravating the road traffic.

18. Mr Keith CHAN of the TD added that the Government had always been concerned about the supply of and demand for parking spaces for various types of vehicles, especially the parking needs of commercial vehicles (“CV”). Depending on the situation of each district, the Government would implement a range of short-term and medium- to long-term measures to boost parking space supply. The measures included:

- (i) Designating suitable on-street locations as night-time parking spaces for CVs;
- (ii) Where feasible, requiring developers to provide as many parking spaces as allowed by the parking standards under the HKPSG for new developments;
- (iii) Following the principle of “single site, multiple uses” to provide public parking spaces in suitable “Government, Institution or Community” facilities and public open space projects;
- (iv) Providing additional parking spaces and pick-up/drop-off facilities for coaches; and
- (v) Where feasible, stipulating in the tenancy agreement the number of CV parking spaces at short-term tenancy car parks, with a view to increasing supply.

19. Members’ comments and enquiries on the responses from the PD’s and the TD’s representatives are summarised as follows:

- (i) A Member was disappointed by the responses of the government department representatives and pointed out that among all districts in Hong Kong, Tuen Mun faced the most severe shortage of parking spaces. In this regard, the TMDC had been requesting that multi-storey public car parks be built in Tuen Mun for parking of different types of vehicles, but to no avail. He pointed out that the shortage of parking spaces not only affected CV drivers, but also posed a threat to road traffic. Therefore, he suggested that the PD review the transport planning of Tuen Mun and



provide multi-storey public car parks to solve the problem;

- (ii) A Member opined that the PD should not only be responsible for editing. Regarding Mr Kelvin CHAN's response that the amendment of the HKPSG had to be initiated by requests from the respective policy bureaux or government departments, he asked Mr Kelvin CHAN to give a detailed account of the procedures, e.g. the government department responsible for making the request for more PRH parking spaces; and
- (iii) Regarding Mr Keith CHAN's response that the Government's transport policy was to encourage the use of public transport as far as possible, a Member enquired about the TD's supporting measures in that connection, e.g. limiting the number of private car licences.

20. Mr Kelvin CHAN of the PD replied that the department's involvement in matters concerning the parking space supply for PRH was limited. While the HKPSG would be referred to, the actual parking space supply was determined by the TD and the HD.

21. The Chairman reckoned that when building PRH estates, HD staff would make suggestions about flat design and parking provision. She asked the HD's representative whether the department had proposed to provide multi-storey car parks when building PRH estates.

22. A Member pointed out that while car parks in shopping centres were often quite full during the day, there would be vacant parking spaces in the evening. He asked whether the Government had any measures to optimise utilisation.

23. The Chairman reminded all present at the meeting to focus on the situation concerning the PRH estates. In addition, she highlighted that the paper could be divided into two parts, namely the HA's car park rentals and the demand for parking spaces in PRH estates.

24. A Member pointed out that when determining the number of additional parking spaces, the TD and the PD should consider the population growth rate of the district. Separately, for a PRH estate, it was already unusual if the number of applications for parking spaces reached 1.2 times of the number of parking

spaces available in that estate. However, for Yan Tin Estate, the number of applications nearly tripled the number of parking spaces available. It showed that there was a severe shortage of parking spaces.

[Post-meeting note: The HD provided supplementary information. The estate office of Yan Tin Estate had cited in its response figures concerning the ballot for monthly parking spaces of the estate in 2019. There were altogether 137 monthly parking spaces available for hire, comprising 111 private car parking spaces, nine light goods vehicle parking spaces and 17 motorcycle parking spaces, while there were 14 hourly parking spaces, including 11 private car parking spaces, one light goods vehicle parking space and two motorcycle parking spaces. A total of 196 applications for different types of parking spaces were received, representing an oversubscription of 1.43 times. There were 14 hourly parking spaces available for visitors. Yan Tin Estate provided 4 688 units, including 772 one-to-two-person flats. The number of residents was 13 121.]

25. Regarding Mr Keith CHAN's response that about 90% of passenger trips were made through the public transport system every day, a Member criticised that the Government could not even fulfil the parking needs of the remaining 10% of the citizens. Also, regarding Mr Kelvin CHAN's response that the guidelines in the HKPSG were for reference only, she opined that it would be meaningless to draw up the HKPSG if the government departments were not required to comply with those guidelines.

26. A Member requested again that the Government boost the supply of parking spaces in Tuen Mun in 2019.

27. A Member said that there were only about ten hourly parking spaces in Yan Tin Estate and reiterated that the HD should proactively make a request to the PD for more parking spaces.

28. Ms CHUI Mei-ying of the HD reiterated that when planning PRH parking facilities, the HA would make reference to the guidelines in the HKPSG and consult the TD and relevant DCs. Also, the HA would determine the number of parking spaces depending on the situation of individual new PRH projects. For instance, if a PRH estate was located in a relatively remote area, the HA would

provide more parking facilities to meet residents' parking needs. In designing new PRH estates and managing the existing ones, it was equally important to increase flat supply, provide necessary complementary facilities, and reserve sufficient space for various purposes such as greening, recreation and ventilation. When determining the parking facilities of new PRH estates, the HD's Planning Section would provide more parking spaces when practicable to meet residents' parking needs.

29. A Member was dissatisfied with Ms CHUI Mei-ying's response and criticised that the Government taking the lead in increasing charges would indirectly boost commodity prices and place a greater burden on the public.

30. A Member said that the representatives contradicted each other. On the one hand, at the CIHC meeting held in December 2018 ("the previous meeting"), Mr CHAN Sau-hung of the HD had clearly pointed out that the HKPSG was drawn up by the PD and the TD. On the other hand, at the current meeting, Mr Kelvin CHAN of the PD said that the PD compiled and published under the HKPSG the planning standards which were drawn up and reviewed by the respective policy bureaux or government departments. Separately, he enquired whether the HD had followed the global parking standard ("GPS") when planning the parking facilities of Yan Tin Estate, and if so, he asked the department to elaborate on the calculation. Moreover, Mr CHAN Sau-hung had specified at the previous meeting that the HA had to comply with the HKPSG in planning parking facilities, while Ms CHUI Mei-ying of the HD said at the current meeting that the HA would only make reference to the HKPSG.

[Post-meeting note: The HD provided supplementary information. Its Planning Section had responded that when planning PRH parking facilities, apart from making reference to the guidelines in the HKPSG, the HA would, taking into consideration the situation of individual estates and the TD's views, also 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. Furthermore, 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. The parking facilities of Yan Tin Estate were planned in accordance with the

HKPSG.]

31. Mr Keith CHAN of the TD replied that the HKPSG was jointly drawn up by relevant policy bureaux and government departments, and the TD would explore with them the need to update the parking standards when appropriate. He reiterated that the Government's transport policy was to encourage the use of public transport as far as possible and reduce the reliance on private cars. The Government was very concerned about the traffic congestion problem caused by the growth in private cars. In view of the situation, the Government was taking forward progressively the series of short-, medium- and long-term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong, including measures to control the number of private cars. Regarding the enquiry about the parking space supply in Hong Kong, he pointed out that as suggested in the 2018 Policy Address, the Government would follow the principle of "single site, multiple uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space projects, with a view to optimising the use of land.

32. Mr Keith CHAN of the TD added that in 2017, the department had launched a consultancy study to assess the parking demand of CVs in various districts and formulate short- to long-term measures to address the parking and loading/unloading needs of CVs. The study would also explore amending the HKPSG guidelines regarding the parking and loading/unloading of CVs. It was expected to be completed in 2019.

33. The Chairman said that the TD's representative had not responded to the situation about PRH. Also, she asked the HD to send staff from its Planning Section to attend the next CIHC meeting.

34. Ms CHUI Mei-ying of the HD replied that she had communicated with Mr CHAN Sau-hung. Regarding what he had said at the previous meeting, he explained that it was only his personal view that the HA had to comply with the HKPSG in planning parking facilities.

[Post-meeting note: Ms CHUI Mei-ying of the HD added that she had talked to Mr CHAN Sau-hung. Regarding the last sentence in paragraph 7 of the minutes

of the previous meeting, he explained that it was his understanding that the HA had to comply with the HKPSG in planning parking facilities.]

35. The Chairman reminded the HD's representative to answer Members' enquiries prudently. Instead of giving personal views, a government representative should respond in accordance with his/her government department's stance on a matter. She added that the HD had proposed no amendments to the minutes of the 7<sup>th</sup> meeting of the CIHC (2018-2019).

36. A Member was dissatisfied with Ms CHUI Mei-ying's response and said that Mr CHAN Sau-hung's response at the previous meeting had not only been his personal view. Mr CHAN had replied that the number of private car parking spaces for a subsidised housing project was determined by the GPS, demand adjustment ratio ("R1") and accessibility adjustment ratio ("R2") (GPS x R1 x R2). Based on the above formula, the number of parking spaces which should be provided in Yan Tin Estate was 260.

[Post-meeting note: The HD provided supplementary information. Its Planning Section had responded that the number of parking spaces in Yan Tin Estate had been calculated in accordance with the HKPSG guidelines.]

37. A Member was dissatisfied with the government department representatives' responses as they contradicted each other and requested that they make clarifications at the next CIHC meeting.

38. Mr Keith CHAN of the TD replied that the consultancy study launched in 2017 would explore amending the HKPSG guidelines regarding the parking and loading/unloading of CVs and look into the situation concerning PRH. Depending on the results, the department would determine whether to revise the HKPSG, and if so, the TD would have to jointly discuss the revision with the relevant policy bureaux and government departments.

39. A Member pointed out that the government department representatives had not yet responded to the enquiry about the procedures for revising the HKPSG and requested that they make clarifications at the next meeting. In addition, he asked the government departments to put forward their plans, if any, to boost parking space supply in places other than newly built housing estates at

the next meeting.

40. The Chairman concluded that the CIHC was dissatisfied with the responses of the government department representatives. The agenda item would be carried over to the next meeting where representatives would be invited from the HD's Planning Section, 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. 1/2019)**

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

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

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

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

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

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

44. 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. 2/2019)**

45. Members noted the above work report.

**(C) Report by the Buildings Department**

**(CIHC Paper No. 3/2019)**

46. Members noted the above work report.

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

47. There being no other business, the Chairman closed the meeting at 10:39 a.m. The next meeting would be held on 1 April 2019.

Action

Tuen Mun District Council Secretariat

Date: 22 March 2019

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