

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/TWK/12

Applicant The Hong Kong Housing Authority (HKHA)

Premises Open-air parking spaces and/or covered parking spaces within multi-storey car park blocks and shopping centre at:

1. Lei Muk Shue Estate, Tsuen Wan
2. Kwai Shing West Estate, Kwai Chung
3. Lai King Estate, Kwai Chung
4. Lai Yiu Estate, Kwai Chung
5. Cheung Ching Estate, Tsing Yi

<u>Land Status</u>	Estate	Land Status
	1. Lei Muk Shue Estate	Vesting Order (V.O.) No. 20
	2. Kwai Shing West Estate	V.O. No. 77
	3. Lai King Estate	V.O. No. 79
	4. Lai Yiu Estate	V.O. No. 81
	5. Cheung Ching Estate	V.O. No. 65

<u>Plans</u>	Estate	Outline Zoning Plan (OZP)
	1. Lei Muk Shue Estate	Approved Tsuen Wan OZP No. S/TW/33
	2. Kwai Shing West Estate	Draft Kwai Chung OZP No. S/KC/29
	3. Lai King Estate	
	4. Lai Yiu Estate	
	5. Cheung Ching Estate	Approved Tsing Yi OZP No. S/TY/28

Zoning “Residential (Group A)” (“R(A)”) [Subject to a maximum domestic plot ratio (PR) of 5.0 or maximum non-domestic PR of 9.5 for domestic and non-domestic buildings respectively, or the PR of the existing building, whichever is the greater. For new development of a building that is partly domestic and partly non-domestic, it is subject to a maximum domestic/non-domestic PR of 5-9.5 under a composite formula]

Application Temporary Public Vehicle Park (excluding Container Vehicle) for a Period of Five Years (Surplus Car Parking Spaces Only)

1. The Proposal

1.1 The applicant seeks planning permission for temporary public vehicle park (excluding container vehicle) use at Lei Muk Shue Estate, Kwai Shing West Estate, Lai King Estate, Lai Yiu Estate and Cheung Ching Estate (the Premises) for a

period of five years to facilitate letting of the surplus monthly vehicle parking spaces to non-residents.

- 1.2 The car parks fall within areas zoned “R(A)” on the respective OZPs. According to the Notes of the OZPs for “R(A)” zone, ‘Public Vehicle Park (excluding Container Vehicle)’ is a Column 2 use which requires planning permission from the Board. The locations and site photos of these estates and the existing car parks are shown at **Plans A-2a to A-6c**.
- 1.3 According to the applicant’s submission, the average vacancy rate of vehicle parking spaces at these five public housing estates ranged from 3% to 35% from March 2018 to February 2019. A comparison of the total number of monthly parking spaces and the number of monthly parking spaces let to the residents of the five public housing estates under the previously approved applications (No. A/TW/478 and A/TWK/10) and the current application (No. A/TWK/12) is as follows:

Vehicle Type	Total no. of monthly parking spaces		No. of monthly parking spaces let to residents		Surplus parking spaces proposed to be let to non-residents (Vacancy Rate of monthly parking spaces)	
	Previous Scheme (A/TW/478) (a)	Current Scheme (A/TWK/12) (b)	Previous Scheme (A/TW/478) (c)	Current Scheme (A/TWK/12) (d)	Previous Scheme (A/TW/478) (a) – (c)	Current Scheme (A/TWK/12) (b) – (d)
Lei Muk Shue Estate						
Private Cars ¹	554	584	554	572	0 (0%)	12 (2%)
Light Goods Vehicles	76	76	66	67	10 (13%)	9 (12%)
Motorcycles	136	136	128	130	8 (6%)	6 (4%)
Total	766	769	748	769	18 (2%)	27 (3%)

Vehicle Type	Total no. of monthly parking spaces		No. of monthly parking spaces let to residents		Surplus parking spaces proposed to be let to non-residents (Vacancy Rate of monthly parking spaces)	
	Previous Scheme (A/TWK/10) (a)	Current Scheme (A/TWK/12) (b)	Previous Scheme (A/TWK/10) (c)	Current Scheme (A/TWK/12) (d)	Previous Scheme (A/TWK/10) (b) – (c)	Current Scheme (A/TWK/12) (b) – (d)
Kwai Shing West Estate						
Private Cars ²	298	335	168	243	130 (44%)	92 (27%)
Light Goods ² Vehicles	47	51	28	16	19 (40%)	35 (69%)
Motorcycles	75	75	45	40	30 (40%)	35 (47%)
Total	420	461	241	299	179 (43%)	162 (35%)

Vehicle Type	Total no. of monthly parking spaces		No. of monthly parking spaces let to residents		Surplus parking spaces proposed to be let to non-residents (Vacancy Rate of monthly parking spaces)	
	Previous Scheme (A/TWK/10) (a)	Current Scheme (A/TWK/12) (b)	Previous Scheme (A/TWK/10) (c)	Current Scheme (A/TWK/12) (d)	Previous Scheme (A/TWK/10) (b) – (c)	Current Scheme (A/TWK/12) (b) – (d)
Lai King Estate						
Private Cars ³	110	104	96	102	14 (13%)	2 (2%)
Light Goods Vehicles ³	34	20	21	7	13 (38%)	13 (65%)
Motorcycles	40	40	24	24	16 (40%)	16 (40%)
Total	184	164	141	133	43 (23%)	31 (19%)
Lai Yiu Estate						
Private Cars ⁴	302	286	91	221	211 (70%)	65 (23%)
Light Goods Vehicles	27	27	25	25	2 (7%)	2 (7%)
Motorcycles ⁴	43	58	33	30	10 (23%)	28 (48%)
Total	372	371	149	276	223 (60%)	95 (26%)
Cheung Ching Estate						
Private Cars ⁵	333	336	303	333	30 (9%)	3 (1%)
Light Goods Vehicles	63	63	59	62	4 (6%)	1 (2%)
Motorcycles	75	75	60	58	15 (20%)	17 (23%)
Total	471	474	422	453	49 (10%)	21 (4%)

Note:

1. The total number of monthly private car parking spaces increases from 554 to 584 since 30 hourly private car parking spaces are changed to monthly use.
2. The total number of monthly private car parking spaces and light goods vehicle parking spaces increases from 298 to 335 and from 47 to 51 respectively since (i) four private car parking space and four light goods vehicle parking spaces are provided after the completion of lift tower construction works and (ii) 33 hourly private car parking spaces are changed to monthly use.
3. The total number of monthly private car parking spaces and light goods vehicle parking spaces decreases from 110 to 104 and from 34 to 20 respectively since (i) 18 private car parking spaces and two light goods vehicle parking spaces are deleted for the construction of a new public rental housing block and (ii) 12 light goods vehicle parking spaces are converted to private car parking spaces.
4. The total number of monthly private car parking spaces decreases from 302 to 286 whereas the total number of motorcycle parking spaces increased from 43 to 58 since (i) 16 monthly private car parking spaces are converted to private vehicle parking spaces at estate schools and (ii) four hourly private car parking spaces are converted to 15 monthly motorcycle parking spaces.
5. The total number of monthly private car parking spaces increases from 333 to 336 since three hourly private car parking spaces are changed to monthly use.

1.4 The conversion of residents' ancillary parking spaces to public vehicle park has PR implication. Yet, according to the applicant, even assuming all the monthly parking spaces are let to non-residents, the domestic PR and the resultant non-domestic PR for the current application as listed out in the table below is still

be within the maximum PR restriction under the “R(A)” zone on the OZP (**Appendix Ia**).

Name of Estate	Existing Domestic PR (Approx.)	Resultant Non-domestic PR after conversion of ancillary car parking spaces to public vehicle park (approx.)
Lei Muk Shue Estate	4	0.4
Kwai Shing West Estate	3	0.6
Lai King Estate	3	0.6
Lai Yiu Estate	3	0.8
Cheung Ching Estate	2	0.3

1.5 In support of the application, the applicant has submitted the following documents:

- (a) Application form and attachments received on 8.4.2019, 14.4.2019 and 15.4.2019 (**Appendix I**)
- (b) Further Information received on 23.4.2019 providing details of the number of surplus parking spaces to be let to non-residents, the existing PR and the resultant PR of the concerned estates taking into account the surplus parking spaces (**Appendix Ia**)
- (c) Further information received on 6.5.2019 providing layout plans of the concerned car parks (**Appendix Ib**)
- (d) Further information received on 8.5.2019 providing responses to public comments (**Appendix Ic**)

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in Attachment II of **Appendix I** and **Appendix Ic**, which are summarised as follows:

- (a) A parking survey on the subject estates was conducted to evaluate the take-up of monthly parking spaces by estate residents. As shown in the data collected, the overall vacancy rates of parking spaces in the subject estates were between 3% and 35% of the total parking spaces provided. In view of the observed vacancy, allowing non-residents to rent the vacant monthly parking spaces will make better use of public resources.
- (b) Sufficient parking spaces and allocation priority will continue to be given to residents of the estates to rent the monthly parking spaces. The monthly charge for both residents and non-residents will also be the same. The proposed letting of vacant parking spaces to non-residents hence will not compromise the rights of the residents.
- (c) The proposed letting of vacant monthly parking spaces will not generate additional traffic flow nor worsen the environmental condition. No adverse traffic and environmental impact is envisaged.

- (d) The proposed use does not involve any physical changes and changes in land use character. It is considered compatible with other uses in the surrounding areas.
- (e) Entrances to individual residential towers at the Premises are separated from the carpark. Security guards are stationed at each tower and will patrol within the Premises from time to time. The proposal should not create any management or security problems. No complaints regarding the letting of surplus parking spaces to non-residents from the Premises have been received since the last approval.
- (f) The respective Estate Management Advisory Committees of the estates were consulted between October 2018 and December 2018, the residents had no objection to or adverse comment on the proposed letting of surplus monthly parking spaces of the estates to non-residents.
- (g) The applicant has been reviewing the occupancy rate and demand for parking spaces in individual carparks, and conducting feasibility studies to identify opportunities for conversion to other uses. The applicant has completed several carpark conversion projects for welfare, educational and retail facilities taking into account the feasibility and other site constraints. Where conversion is not feasible, the applicant has also been adopting other measures to maximise the usage of carparks, including seeking necessary permission for the letting of surplus parking spaces to non-residents on a monthly basis

3. Compliance with the “Owner’s Consent/Notification” Requirements

As the Premises involve Government land only, the “owner’s consent/notification” requirements as set out in the Town Planning Board Guidelines on satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31) are not applicable.

4. Previous Applications

4.1 The Lei Muk Shue Estate is the subject of five previous applications (No. A/TW/348, 391, 411, 446 and 478) while the remaining four estates are the subject of five previous planning applications (No. A/TWK/2, 4, 6, 8 and 10) (**Appendix II and Plan A-1**).

Lei Muk Shue Estate

- 4.2 On 11.6.2004, the Committee approved application No. A/TW/348 for temporary public car park use at four Public Rental Housing (PRH) estates including Lei Muk Shue Estate on a temporary basis for a period of three years up to 11.6.2007.
- 4.3 On 25.5.2007, the Committee approved application No. A/TW/391 for the same use at Lei Muk Shue Estate on a temporary basis for a period of three years up to 25.5.2010. Subsequently, renewal applications No. A/TW/411, 446 and 478 were approved by the Committee on a temporary basis for a period of three years each on 7.5.2010, 3.5.2013 and 22.4.2016 respectively. The last planning approval under application No. A/TW/478 is valid until 25.5.2019.

Kwai Shing West Estate, Lai King Estate, Lai Yiu Estate and Cheung Ching Estate

- 4.4 On 28.5.2004, the Committee approved application No. A/TWK/2 for the same use for 21 PRH/Home Ownership Scheme (HOS) developments in Kwai Chung and Tsing Yi area including the concerned four estates on a temporary basis for a period of three years up to 28.5.2007.
- 4.5 On 25.5.2007, the Committee approved application No. A/TWK/4 for the same use for five PRH estates including the concerned four estates on a temporary basis for a period of three years up to 25.5.2010. Subsequently, renewal applications No. A/TWK/6, 8 and 10 were approved by the Committee on a temporary basis for a period of three years each on 7.5.2010, 3.5.2013 and 13.5.2016 respectively. The last planning approval under application No. A/TWK/10 is valid until 25.5.2019.

5. Similar Applications

- 5.1 There are 16 similar applications for public vehicle park in public rental housing estates in the concerned areas of which the details are at **Appendix III** and **Plan A-1**.

Tsuen Wan Area

- 5.2 There are five similar applications (No. A/TW/392, 412, 448, 479 and 506) in the Tsuen Wan area. Application No. A/TW/392 for public vehicle park (excluding container vehicle) use at Cheung Shan Estate and Fuk Loi Estate for a temporary period of three years up was approved by the Committee on 25.5.2007. Subsequently, renewal applications No. A/TW/412, 448 and 479 were approved by the Committee on a temporary basis for a period of three years each on 7.5.2010, 24.5.2013 and 10.6.2016 respectively.
- 5.3 Application No. A/TW/506 for the same use submitted by the same applicant is currently under processing, which will be considered by the Committee on 31.5.2019 tentatively.

Kwai Chung Area

- 5.4 There are six similar applications (No. A/KC/326, 329, 353, 398, 438 and 461) in the Kwai Chung area. Application No. A/KC/326 for public vehicle park (excluding container vehicle) use at Kwai Chung Estate for a temporary period of three years was approved by the Committee on 25.5.2007. Subsequently, renewal applications No. A/KC/353, 398 and 438 were approved by the Committee on a temporary basis for a period of three years each on 7.5.2010, 3.5.2013 and 15.7.2016 respectively.
- 5.5 Application No. A/KC/329 for public vehicle park (excluding container vehicle) use at Wah Lai Estate for a temporary period of three years was approved by the Committee on 10.8.2007.
- 5.6 Application No. A/KC/461 for temporary public vehicle park (excluding container vehicle) for a period of five years and minor relaxation of non-domestic plot ratio

submitted by the same applicant is currently under processing, which will be considered by the Committee on 31.5.2019 tentatively.

Tsing Yi Area

- 5.7 There are five similar applications (No. A/TY/70, 107, 121, 133 and 138) in the Tsing Yi area. Application No. A/TY/70 for a permanent public vehicle park use at Ching Wah Court in Tsing Yi was approved by the Committee on 1.6.2001.
- 5.8 Application No. A/TY/107 for public vehicle park (excluding container vehicle) use at Cheung Fat Estate, Tsing Yi, for a temporary period of three years was rejected by the Committee on 9.4.2010 on the ground that there was no planning justification for letting the car parking spaces for residents to non-residents in view of the low vacancy rate and the strong demand for car parking provision.
- 5.9 Application No. A/TY/121 for public vehicle park (excluding container vehicle) use and minor relaxation of non-domestic PR (from 0.05 to 0.2) for the proposed public vehicle park (excluding container vehicle) at Easeful Court for a temporary period of three years until 3.5.2016 was approved by the Committee on 3.5.2013. Subsequently, renewal applications No. A/TY/133 and 138 were approved by the Committee on a temporary basis for a period of three years each on 18.3.2016 and 3.5.2019 respectively

6. The Premises and Their Surrounding Areas (Plans A-1 to A-6c)

- 6.1 This application involves one public housing estate in Tsuen Wan, three public housing estates in Kwai Chung and one public housing estate in Tsing Yi. All the parking spaces concerned are located within the boundaries of these estates.
- 6.2 The parking spaces proposed to be converted to public vehicle parks include open-air parking spaces and/or covered parking spaces within multi-storey car park blocks and shopping centre/commercial complex. The parking spaces, the respective access of the public housing estates and surrounding development are summarised below:

Sites	Parking Facilities	Adjacent/Surrounding Development	Accessibility to local/district roads
Lei Muk Shue Estate (Plans A-2a to A-2c)	<ul style="list-style-type: none"> - a 3-level car park above bus terminal and Lei Muk Shue Shopping Centre - three 1-level car park under residential block - open-air parking spaces 	Lower Shing Mun Village, secondary schools, Government and institutional uses (including Tsuen Wan No. 2 Fresh Water Service Reservoir and Lei Muk Shue 400kV Sub-station)	via internal roads to Lei Shue Road and Wo Yi Hop Road
Kwai Shing West Estate (Plans A-3a to A-3c)	<ul style="list-style-type: none"> - a 8-level car park block - a 4-level car park 	Kwai Shing East Estate, private residential developments (i.e. High	via internal roads to Kwai Shing Circuit and Kwai

A-3c)	<ul style="list-style-type: none"> - block open-air parking spaces 	Prosperity Terrace and Horizon Place), secondary schools, Government and institutional uses (including Kwai Shing Swimming Pool and Kwai Chung Sports Ground)	Luen Road
Lai King Estate (Plans A-4a to A-4c)	<ul style="list-style-type: none"> - open-air parking spaces 	HOS developments (including Lai Yin Court and Yuet Lai Court), Cho Yiu Chuen, Government and institutional uses (including Lai King Community Hall, Lai King Sports Centre, and Kwai Fong Ancillary Building)	via internal roads to Lai King Hill Road
Lai Yiu Estate (Plans A-5a to A-5c)	<ul style="list-style-type: none"> - a 3-level car park under podium - a 2-level car park under domestic block - open-air parking spaces 	Ha Kwai Chung Village, primary and secondary schools, HOS development (i.e. Tsui Yiu Court), Government and institutional uses (including Lai King Headland Fresh Water Service Reservoir)	via Lai Cho Road, Lai Yiu Street and Wah Yiu Road
Cheung Ching Estate (Plans A-6a to A-6c)	<ul style="list-style-type: none"> - a 5-level car park under commercial centre - open-air parking spaces 	Industrial development (i.e. Tsing Yi Industrial Centre), HOS developments (i.e. Ching Chun Court), private housing developments (i.e. Rambler Crest and Mayfair Gardens), Cheung Hong Estate, Chung Mei Lo Uk Village, Government and institutional uses (including playgrounds, Tsing Yi Preliminary Treatment Works and Cheung Ching Estate Community Centre)	via internal roads to Tsing Yi Road, Ching Hong Road and Chung Mei Road

7. **Planning Intention**

The planning intention of the “R(A)” zone is primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

8. **Comments from Relevant Government Departments**

8.1 The following Government departments have been consulted and their comments are summarised as follows:

Land Administration

8.1.1 Comments of the District Lands Officer/Tsuen Wan and Kwai Tsing, Lands Department (DLO/TW&KT, LandsD):

He has no comment on the application as the application sites are Government land vested to the HKHA for control and management under the Housing Ordinance.

Traffic

8.1.2 Comments of the Commissioner for Transport (C for T):

- (a) according to the information submitted by the applicant (**Appendix I**), there are vacant private car parking spaces, light goods vehicle parking spaces and motorcycle parking spaces within the concerned Estates;
- (b) she noted that public has strong request on car parking spaces and therefore she has no in-principle objection to the application based on the submitted information (**Appendices I to Ic**);
- (c) should the application be approved by the Committee, the following condition is recommended :

‘priority should be accorded to the respective residents of Lei Muk Shue Estate in Tsuen Wan, Kwai Shing West Estate, Lai King Estate and Lai Yiu Estate in Kwai Chung, and Cheung Ching Estate in Tsing Yi in the letting of the surplus vehicle parking spaces and the proposed number of parking spaces to be let to non-residents should be agreed with C for T’; and
- (d) the applicant should review and keep a record of the conditions of the use of parking spaces regularly so as to ensure well management in utilising the public resources and avoid compromising the right of letting of monthly vehicle parking spaces in the car park by the residents.

Building Matters

8.1.3 Comments from the Independent Checking Unit, Office of the Permanent Secretary for Transport and Housing (Housing) (ICU):

- (a) he has no objection to the application provided that the total plot ratio of the estate including the additional GFA of the proposed public vehicle park can comply with the permitted plot ratio under the Building (Planning) Regulation (B(P)R) 21 and the emergency vehicular access to the estates will not be adversely affected;
- (b) public vehicle park and all the required facilities and associated works are accountable for GFA calculation with respect to B(P)R 23(3) and Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-2; and
- (c) emergency vehicular access shall comply with the requirements in B(P)R 41D and Code of Practice for Fire Safety in Buildings 2011.

8.2 The following Government departments have no comments on the application:

- (a) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (b) Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD);
- (c) Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD);
- (d) Commissioner of Police (C of P);
- (e) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (f) Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD);
- (g) Director of Fire Services (D of FS);
- (h) Director of Environmental Protection (DEP);
- (i) Project Manager (West), Civil Engineering and Development Department (PM/W, CEDD);
- (j) Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD);
- (k) Director of Electrical and Mechanical Services (DEMS); and
- (l) District Officer (Kwai Tsing), Home Affairs Department (DO(K&T), HAD).

9. Public Comments Received during Statutory Publication Period

On 16.4.2019, the application was published for public inspection. During the three weeks of the statutory public inspection period ended on 7.5.2019, four public comments were received (**Appendix IV**). Two individuals support the application since there is a lack of car parking spaces in the Kwai Shing area and hence more parking spaces should be provided. The principal of a kindergarten requests for more covered parking spaces for school buses as there is a lack of these parking spaces in the kindergarten, causing inconvenience in arranging pick-up/drop-off of students. An individual raises concerns

on the shortage of government, institution or community (G/IC) facilities including elderly care facilities.

10. Planning Considerations and Assessments

- 10.1 The application seeks planning permission for temporary public vehicle park (excluding container vehicle) use to let surplus parking spaces in the existing car parks at the subject estates to non-residents. According to the applicant, the average vacancy rates of the vehicle parking spaces at the subject estates from March 2018 to February 2019 are from 3% to 35% of the total parking spaces provided. The letting of the surplus parking spaces to non-residents as proposed in the application would help utilise resources more efficiently.
- 10.2 The proposal does not involve any new development or redevelopment of the application premises. Assuming all the monthly parking spaces are let to non-residents and GFA accountable, the overall non-domestic PR of the respective housing estates is still within the maximum PR restriction under the “R(A)” zone on the OZP.
- 10.3 The Premises were previously approved for the same use by the Committee on a temporary basis for three years between 2004 and 2016 (No. A/TW/348, 391, 411, 446, 478 and A/TWK/2, 4, 6, 8 and 10) as detailed in paragraph 4 above. There are also 16 similar applications in the Tsuen Wan, Kwai Chung and Tsing Yi areas. Apart from application No. A/KC/461 which is pending consideration by the Committee, all, except one, were approved by the Committee on a temporary basis for three years between 2001 and 2019 as detailed in paragraph 5 above. There is no change in planning circumstances and the approval of the application is consistent with the previous decisions of the Committee on previous and similar applications.
- 10.4 The applicant indicates that the residents of the five estates will be given priority in renting of parking spaces and monthly charge for both residents and non-residents will be the same. As only the surplus monthly parking spaces will be let out to non-residents, the parking need of the residents of the subject estates would not be compromised. C for T has no objection to the application, but requires that priority should be given to the residents of the estates in the letting of the vacant parking spaces and the applicant should seek TD’s agreement on the actual number of vehicle parking spaces to be let to non-residents. As such, the previous approval condition is recommended to be retained as in paragraph 11.2 below should the application be approved by the Committee.
- 10.5 The proposed use as temporary public vehicle park does not jeopardise the provision of community facilities within the district. To utilise the surplus parking spaces, an advisory clause to advise the applicant that consideration may be given to letting the surplus vehicle parking spaces for community uses so as to fully utilise the surplus vehicle parking spaces in the subject public housing estates is suggested at **Appendix V**.
- 10.6 Regarding the public comment which supports the application in paragraph 9 above, the planning assessments above are relevant. For the public comment requesting more covered parking spaces for school buses, the current application

involves the provision of parking spaces which may also be considered for the parking of suitable types of school buses. With respect to the public comment regarding the shortage of G/IC facilities, there is generally no shortfall in major community facilities in the Tsuen Wan, Kwai Chung and Tsing Yi areas except hospital beds and elderly services/facilities for these three areas and secondary schools for Tsuen Wan area. The shortage of hospital beds and secondary schools can be addressed by the provision in the adjoining districts. For the elderly services and facilities of which the related population-based planning standards was recently incorporated into the Hong Kong Planning Standards and Guidelines in December 2018, the standards are a long-term goal and the actual provision is subject to the consideration of the Social Welfare Department in the planning and development process as appropriate. Besides, the applicant has responded that the occupancy rate and demand for parking spaces has been reviewed continuously and the feasibility of converting the parking space to other uses will be explored. Hence, an advisory clause is recommended to advise the applicant that consideration may be given to converting the surplus vehicle parking spaces for community uses so as to fully utilise the surplus vehicle parking spaces in the Site as suggested at paragraph (a) at **Appendix V**.

11. Planning Department's Views

- 11.1 Based on the assessment made in paragraph 10 above, the Planning Department has no objection to the application.
- 11.2 Should the Committee decide to approve the application, the permission should be valid on a temporary basis for a period of five years up to 17.5.2024. The following condition of approval is also suggested for Members' reference:

Approval Condition

Priority should be accorded to the respective residents of Lei Muk Shue Estate in Tsuen Wan, Kwai Shing West Estate, Lai King Estate and Lai Yiu Estate in Kwai Chung, and Cheung Ching Estate in Tsing Yi in the letting of the surplus vehicle parking spaces and the proposed number of parking spaces to be let to non-residents should be agreed with the Commissioner for Transport.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix V**.

- 11.3 There is no strong planning reason to recommend rejection of the application.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 12.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to

the permission, and the period of which the permission should be valid on a temporary basis.

- 12.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

13. Attachments

Appendix I	Application form and attachments received on 8.4.2019
Appendix Ia	Further information submitted on 23.4.2019
Appendix Ib	Further information received on 6.5.2019
Appendix Ic	Further information received on 8.5.2019
Appendix II	Summary of previous applications
Appendix III	Summary of similar applications
Appendix IV	Public Comments
Appendix V	Recommended Advisory Clauses
Plan A-1	Location Plan for the five estates with previous and similar applications
Plan A-2a	Location Plan – Lei Muk Shue Estate
Plan A-3a	Location Plan – Kwai Shing West Estate
Plan A-4a	Location Plan – Lai King Estate
Plan A-5a	Location Plan – Lai Yiu Estate
Plan A-6a	Location Plan – Cheung Ching Estate
Plan A-2b	Site Plan – Lei Muk Shue Estate
Plan A-3b	Site Plan – Kwai Shing West Estate
Plan A-4b	Site Plan – Lai King Estate
Plan A-5b	Site Plan – Lai Yiu Estate
Plan A-6b	Site Plan – Cheung Ching Estate
Plan A-2c	Site Photos – Lei Muk Shue Estate
Plan A-3c	Site Photos – Kwai Shing West Estate
Plan A-4c	Site Photos – Lai King Estate
Plan A-5c	Site Photos – Lai Yiu Estate
Plan A-6c	Site Photos – Cheung Ching Estate