

APPLICATION FOR PLANNING PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/TM/538

- Applicant** : The Hong Kong Housing Authority (HKHA)
- Sites** : (a) Car park in Siu Hong Court, Tuen Mun
(b) Car park in Wu King Estate, Tuen Mun
- Site Areas** : (a) Siu Hong Court : about 9.19 ha
(b) Wu King Estate : about 8.26 ha
- Lease** : (a) Siu Hong Court : (i) Tuen Mun Town Lot (TMTL) No. 219
(ii) parking spaces for motor vehicles, one parking space for motor vehicle belonging to the Government
(b) Wu King Estate : Government Land (GL) held under Vesting Order (V.O.) No. 104
- Plan** : Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/35
- Zonings** : (a) Siu Hong Court : “Residential (Group A) 20” (“R(A)20”) [subject to a maximum domestic gross floor area (GFA) of 235,815 m²; a maximum non-domestic GFA of 7,365 m² and a maximum building height of 120mPD]
(b) Wu King Estate : “Residential (Group A)” (“R(A)”) [subject to a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 5 and a maximum building height of 85mPD]
(c) Minor relaxation of plot ratio/GFA/building height may be considered by the Town Planning Board under s.16 of the Town Planning Ordinance
- Application** : Temporary Public Vehicle Park (excluding Container Vehicle) (Letting of Surplus Parking Spaces to Non-residents) and Temporary Relaxation of GFA Restriction (for Siu Hong Court) for a Period of 5 Years

1. The Proposal

- 1.1 The applicant seeks planning permission for temporary public vehicle park (excluding container vehicle) (letting of surplus parking spaces to non-residents) for a period of 5 years at Siu Hong Court and Wu King Estate (the Sites). The locations of Siu Hong Court (SHC) and Wu King Estate (WKE) are shown on **Plans A-1, A-2a and A-2b** respectively. The applicant proposes to let the surplus parking spaces (including parking spaces for private cars, motorcycles and/or light goods vehicles) in the Sites to non-residents for a period of 5 years and to allow temporary relaxation of non-domestic GFA for SHC. The parking spaces in the Sites are currently let to both residents and non-residents.
- 1.2 SHC and WKE falls within areas zoned “R(A)20” and “R(A)” respectively on the OZP. The letting of car parking spaces to non-residents is regarded as a conversion of the existing ancillary car park to ‘Public Vehicle Park (excluding container vehicle)’. According to the Notes of the OZP, ‘Public Vehicle Park (excluding container vehicle)’ is a Column 2 use in the “R(A)” zone and planning permission from the Town Planning Board (the Board) is required. According to the “R(A)” and “R(A)20” zones, minor relaxation of GFA restrictions may be considered by the Board on application under s.16 of the Town Planning Ordinance.
- 1.3 The Sites were involved in five previous applications (Nos. A/TM/315, 356, 397, 442 and 485) for the same applied use on a temporary basis for three years, which were approved with conditions by the Rural and New Town Planning Committee (the Committee) of the Board on 28.5.2004, 11.5.2007, 7.5.2010, 24.5.2013 and 13.5.2016 respectively. For SHC, another application No. A/TM/501 for minor relaxation of non-domestic GFA for rain shelters was approved by the Committee on 14.7.2017. Details of the previous applications are summarised at paragraph 4 and at **Appendix II**.
- 1.4 According to the applicant, the average vacancy rates of monthly parking spaces for all types of vehicles (if not let to non-residents) are 8% at SHC and 13% at WKE respectively from March 2018 to February 2019. On average, 60 private car and 16 motorcycle parking spaces at SHC, and 42 private car, 3 light goods vehicle and 5 motorcycle parking spaces at WKE could be let to non-residents. A comparison of the monthly parking spaces and the average number of monthly car parking spaces let to residents under the previously approved application (No. A/TM/485) and the current application (No. A/TM/538) is as follows:

Siu Hong Court (SHC) ^{[1], [2]}	Total no. of monthly vehicle parking spaces		Average no. of monthly vehicle parking spaces let to residents		Average surplus vehicle parking spaces (vacancy rate of monthly parking spaces)	
	Previously approved scheme (A/TM/485) (a)	Current scheme (A/TM/538) (b)	Previously approved scheme (A/TM/485) (c)	Current scheme (A/TM/538) (d)	Previously approved scheme (A/TM/485) (a) - (c)	Current scheme (A/TM/538) (b) - (d)
Private car	853	857 ^[3]	707	797	146 (17%)	60 (7%)
Light Goods Vehicle	0	0	0	0	0 (0%)	0 (0%)
Motorcycle	58	58	32	42	26 (45%)	16 (28%)
Total	911	915	739	839	172 (19%)	76 (8%)

Wu King Estate (WKE) ^[1]	Total no. of monthly vehicle parking spaces		Average no. of monthly vehicle parking spaces let to residents		Average surplus vehicle parking spaces (vacancy rate of monthly parking spaces)	
	Previously approved scheme (A/TM/485) (a)	Current scheme (A/TM/538) (b)	Previously approved scheme (A/TM/485) (c)	Current scheme (A/TM/538) (d)	Previously approved scheme (A/TM/485) (a) - (c)	Current scheme (A/TM/538) (b) - (d)
Private car	344	346 ^[4]	249	304	95 (28%)	42 (12%)
Light Goods Vehicle	14	14	6	11	8 (57%)	3 (21%)
Motorcycle	28	28	18	23	10 (36%)	5 (18%)
Total	386	388	273	338	113 (29%)	50 (13%)

Note:

- [1] Figures are based on the survey result of utilisation rate of monthly parking spaces at the Sites for a 12-month period from March 2018 to February 2019. The figures exclude hourly parking spaces and parking facilities reserved for estate management.
- [2] Figures exclude one parking space reserved under government lease for the use by the Government at a location acceptable to the Commissioner of Police.
- [3] The total number of monthly private car parking spaces in the previous application is 853 while the current application is 857. The change is due to converting 4 private car parking spaces reserved for school use to monthly use.
- [4] The total number of monthly private car parking spaces in the previous application is 344 while the current application is 346. The change is due to converting 2 private car parking spaces reserved for estate management use to monthly use.

1.5 Under the current application, a total of 76 parking spaces at SHC and 50 parking spaces at WKE will be included in the proposed public vehicle parks. Their breakdowns and non-domestic GFA involved are detailed in the table below. Under the Notes of the OZP for the “R(A)” and its sub-zones, car park for the use of residents may be disregarded for the purpose of determining the maximum plot ratio/GFA. The current proposed public vehicle parks are GFA accountable. According to the applicant’s information (**Appendix Ia**), the resultant domestic and non-domestic plot ratios of WKE after conversion of the ancillary parking spaces are 3.8 and 0.13 respectively, which are below the OZP plot ratio restrictions for the subject “R(A)” zone. However, the addition of

non-domestic GFA of 788m² for surplus parking spaces under application for SHC in the “R(A)20” zone will exceed the non-domestic GFA of 7,365m² permitted for the development. As such, the applicant also applies for temporary relaxation of non-domestic GFA for SHC.

	Private Car	Light Goods Vehicle	Motorcycle	Total parking spaces to be let to non-residents	Total non-domestic GFA (approx..)
SHC	60	0	16	76	788m ²
WKE	42	3	5	50	611m ²

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

- (a) Application form with attachment and supplementary information received on 9.4.2019 **(Appendix I)**
- (b) Letter of 30.4.2019 providing further information on (i) the plot ratios for WKE and (ii) feasibility on converting the surplus parking spaces for alternative uses **(Appendix Ia)**
(accepted and exempted from publication and recounting requirements)
- (c) Email of 6.5.2019 providing further information in response to the Transport Department (TD)’s and Planning Department (PlanD)’s comments **(Appendix Ib)**
(accepted and exempted from publication and recounting requirements)
- (d) Email of 6.5.2019 providing clarification on the number of surplus parking spaces to be let to non-residents at the Sites and a parking space has been reserved for the Commissioner of Police (C of P) at SHC as required under lease **(Appendix Ic)**
(accepted and exempted from publication and recounting requirements)
- (e) Letter of 8.5.2019 providing response to public comment **(Appendix Id)**
(accepted and exempted from publication and recounting requirements)
- (f) Email of 10.5.2019 providing response to public comment **(Appendix Ie)**
(accepted and exempted from publication and recounting requirements)

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed at **Appendices I to Ie**. They can be summarised as follows:

- (a) The applicant has been keeping in view closely the usage and occupancy situation of its parking facilities to maximise the usage and meet the needs of residents and local communities. As revealed by the survey on the actual vacancy rate of monthly car parking spaces by residents in the 12-month period from March 2018 to February 2019, the overall vacancy rate at SHC and WKE is about 8% and 13% respectively. In order to optimise the use of public resources, the applicant proposes to let all surplus parking spaces in the Sites to non-residents.
- (b) The Sites are subject to five previous planning approvals for the same use as the applied use since 2004. All approval conditions under the previous approvals are fully complied with accordingly.
- (c) Since parking spaces let to non-residents are GFA accountable, relaxation of non-domestic GFA restrictions for SHC is required. The area involved would depend on the number of surplus parking spaces available for letting to non-residents. As there is no addition, alteration or modification to the existing car parks, no impact would be accrued by the proposed letting of surplus parking spaces to non-residents.
- (d) The proposed letting of surplus parking spaces will not generate additional traffic flow. No adverse traffic and environmental impacts are envisaged.
- (e) The proposed letting of surplus parking spaces does not involve any physical change and change in land use character. It is considered compatible with other uses in the surrounding areas.
- (f) Separate entrances leading to the car parks and residential towers are provided. Security guards are also stationed at each residential block and will patrol within the Sites from time to time. No security and management problem is envisaged.
- (g) Members of the Estate Management Advisory Committee of WKE supported the proposed letting of surplus monthly parking spaces of WKE to non-residents in August 2018.
- (h) The Incorporated Owners (IO) and the Mutual Aid Committee (MAC) of SHC were consulted in October 2018 regarding the application of temporary approval. No comment was received from the IO of Phases I & II and the MAC of the shopping centre and market; while objections were received from the IO of Phases III & IV and a Tuen Mun District Council (TMDC) member. Local management will continue liaising with the IO, MAC and the concerned TMDC member on the proposal and explaining the policies on upholding of the residents' rights and interests in renting monthly parking spaces.
- (i) Priority will continue to be given to residents to rent the parking spaces. The monthly charges for both residents and non-residents will also be the same. The proposed letting of surplus parking spaces will not compromise the right of the residents. No complaints regarding the letting of surplus parking spaces to non-residents at the Sites have been received since the approval of the last renewal application.

- (j) The applicant has been reviewing the occupancy rate and the demand for parking in individual carparks from time to time. For carparks with relative lower occupancy rates, the applicant has been conducting feasibility studies to identify opportunities for conversion to other uses. However, the conversions are not always feasible due to technical and other constraints. Where conversions are not feasible, the applicant has been adopting other measures to maximise the usage of carpark, i.e. converting surplus parking spaces to hourly parking spaces; re-designating the surplus spaces for parking of other vehicle types in great demand and letting of surplus parking spaces to non-residents.
- (k) There is no hourly parking space in WKE. Nevertheless, the HKHA will continue to monitor the demand and review the situation from time to time.

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

Siu Hong Court

- 3.1 The applicant is one of the ‘current land owners’. In respect of the other ‘current land owners’, the applicant has complied with the 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. 31A) by publishing newspaper notice and posting site notice. Detailed information would be deposited at the meeting for Members’ inspection.

Wu King Estate

- 3.2 As the housing estate involves government land only, the “owner’s consent/notification” requirements as set out in TPB PG-No. 31A are not applicable to the application.

4. Previous Applications

- 4.1 The Sites involve five previous applications (Nos. A/TM/315, 356, 397, 442 and 485) for temporary public vehicle park (excluding container vehicle) since 2004. For SHC, there was another application No. A/TM/501 for minor relaxation of non-domestic GFA for rain shelters. All the previous applications were approved by the Committee. Details of the previous applications are summarised in **Appendix II** and their locations are shown on **Plan A-1**.
- 4.2 Application No. A/TM/315 for proposed public vehicle park (excluding container vehicle) letting of the surplus residential car parking spaces to non-residents covering 12 public housing estates/Home Ownership Scheme (HOS) court including the Sites for 3 years was approved with conditions by the Committee on 28.5.2004 on consideration that no alteration, addition or modification works of the existing car parking spaces within each public housing estate/HOS court; no significant difference in the traffic generated from the proposal and the priority of letting the parking spaces would be

given to residents to address the public objection and no security problem was anticipated.

- 4.3 Application Nos. A/TM/356, 397, 442 and 485 were renewal applications for the same applied use covering the same sites as the current application were approved with conditions by the Committee each for a period of 3 years on 11.5.2007, 7.5.2010, 24.5.2013 and 13.5.2016 respectively. The last renewal application No. A/TM/485 was approved with conditions on the consideration that there was no adverse planning implication and no objection/adverse departmental comments; there was no increase in the total no. of parking spaces within the Sites; no additional traffic flow would be generated; the proposed tenure of 3 years of the planning permission was considered reasonable; and the priority of letting the parking spaces would be given to residents.
- 4.4 Application No. A/TM/501 for minor relaxation of non-domestic GFA for rain shelters was approved by the Committee on 14.7.2017 on consideration that the rain shelters were small in scale; beneficial to the residents, visitors and the public; not expected to bring any significant visual and landscape impacts to the surrounding; and no adverse comment/objection from concerned government departments.
- 4.5 Compared with the last approved application (No. A/TM/485) for temporary public vehicle park (excluding container vehicle), the current application is submitted by the same applicant for the same use on the same sites for a longer period.

5. Similar Applications

- 5.1 There are three similar applications (Nos. A/TM/280, 359 and 366) (**Plan A-1**) within “R(A)” and its sub-zones on the OZP. Details of the similar applications are summarised in **Appendix III** and their locations are shown on **Plan A-1**
- 5.2 All of the three applications were approved by the Committee on considerations that no additional traffic flow would be generated; there were separate entrances to car parks and residential blocks; and the priority of letting car parking spaces would be given to residents.

6. The Sites and Their Surrounding Areas (Plans A-1 to A-4c)

- 6.1 The Sites are an existing HOS development and a public housing estate, namely Siu Hong Court and Wu King Estate, which are located in the northern and southern parts of the Tuen Mun New Town respectively. The parking facilities of SHC are a 3-storey podium car park and two 2-storey podium car parks. The parking facilities of WKE are two 3-storey split-level car park blocks and open air car parks.
- 6.2 The parking facilities involved in the Sites are located within residential areas and have proper vehicular access. A table summarising the surrounding developments and the access road is as follows:

	Types of Existing Car Park	Adjacent Development	Vehicular Access
SHC	<ul style="list-style-type: none"> • a 3-storey podium car park • two 2-storey podium car parks 	<ul style="list-style-type: none"> • to the north: TWGHs Yau Tze Tin Memorial College and bus terminus • to the east: Siu Hong MTR Station • to the south: Tuen Mun Hospital • to the west: Yan Tin Estate and Kei Lun Wai 	Accessible via Tsing Lun Road and Siu Hong Road
WKE	<ul style="list-style-type: none"> • two 3-storey split-level car park blocks • open air car parks 	<ul style="list-style-type: none"> • to the north: Wu Shan Recreation Playground • to the east: Castle Peak Divisional Police Station and Tuen Mun Wu Hong Police Quarters • to the south: Richland Garden and Tuen Mun Promenade • to the west: Butterfly Estate and Siu Shan Court 	Accessible via Tip King Road, Wu King Road, Wu Yeut Street, Wu Poon Street, Wu Cheong Street and Wu Fai Street

7. **Planning Intention**

- 7.1 The “R(A)” and its sub-zones are intended 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.
- 7.2 Car parks serving the residents and ancillary to the residential developments are permitted as of right within the “R(A)” zone. Planning permission from the Board is required for public vehicle parks provided in the “R(A)” zone and its subzones.

8. **Comments from Relevant Government Departments**

- 8.1 The following Government Departments have been consulted and their views on the application and the public comments are summarised as follows:

Land Administration

- 8.1.1 Comments of the District Lands Officer/Tuen Mun, Lands Department (DLO/TM, LandsD):

Siu Hong Court

- (a) The parking facilities under the application are within 3 blocks of existing buildings within SHC. Two buildings fall within the Remaining Portion of TMTL No. 219 and one building is within TMTL No. 219 s.D R.P. All the said sections are governed by the Government Lease dated 26.3.1982.
- (b) The Government Lease of TMTL 219 does not restrict the user of the car parking spaces provided within the lot except that the Lessee (HKHA) shall out of these spaces, provide

and reserve one space for the parking of one motor vehicle belonging to the Government and the location of such space shall be subject to the approval of the C of P. The space so served shall be used by the Government free of charge.

- (c) In view of the circumstances, he has no objection under the Government Lease of TMTL 219 to the application in respect of SHC provided that HKHA can confirm that one space is reserved for the use by the Government and location of which is acceptable by the Commissioner of Police.
- (d) He noted that objections were received from the IO of SHC (Phases III & IV) and a TMDC member and HKHA has stated that they would continue liaising with the objectors. His office will defer to the Board's decision on the application in view of the objections.

Wu King Estate

- (e) WKE is on GL vested in the HKHA by V.O. 104 under section 5 of the Housing Ordinance (Cap. 283) and is under control and management of the applicant. As such, he has no comment on the application as far as WKE is concerned.

Traffic

8.1.2 Comments of the Assistant Commissioner for Transport/New Territories, Transport Department (AC for T/NT, TD):

- (a) He notes that there are vacant monthly parking spaces for SHC and WKE. Besides, as stated in the applicant's planning statement, the applicant will continue to uphold the following policies on letting the parking spaces: (i) the residents are accorded the highest priority in letting of vehicle parking spaces; (ii) only surplus monthly vehicle parking spaces are to be let to non-residents; and (iii) the monthly charges are the same for both residents and non-residents. In the light of the above, his office has no objection in principle to the captioned application regarding letting of surplus monthly parking spaces to non-residents for SHC and WKE, from traffic engineering viewpoint.
- (b) Nevertheless, based on the statistics, he notes that the monthly parking spaces let to residents for both SHC and WKE have been increasing. It implies that the available monthly parking spaces to be let to non-residents have been decreasing. Thus, the numbers of available monthly parking spaces to be let to non-residents should be less than the proposed numbers advised in the applicant's letter ref. HD3-8/CPESU/C-7/17 dated 4.4.2019. The applicant should strictly enforce their policy of giving the highest

priority to the residents of SHC and WKE in letting the monthly parking spaces.

Environment

8.1.3 Comments of the Director of Environmental Protection (DEP):

- (a) He has no objection to the application from environmental planning perspective.
- (b) One substantiated environmental complaint pertaining to SHC and two pertaining to WKE have been received in the past 3 years. The complaints were related to waste disposal near the bus terminus of SHC and noise generated from schools of WKE.

Fire Safety

8.1.4 Comments of the Director of Fire Services (D of FS):

- (a) He has no objection in principle to the application subject to fire service installations and water supplies for firefighting being provided to the satisfaction of his department.
- (b) The arrangement of the existing Emergency Vehicular Access (EVA) of the buildings nearby shall not be adversely affected by the subject open car park in WKE and shall comply with the requirements of EVA as stipulated in Section 6, Part D of the “Code of Practice for Fire Safety in Building 2011” which is administered by the Buildings Department (BD).

Building Matters

8.1.5 Comments of the Chief Building Surveyor/New Territories West (CBS/NTW), BD:

The parking spaces and associated passage, lift lobby and staircases should be included in the non-domestic GFA calculation and the resulting plot ratio of the Sites should not exceed the maximum permissible under the First Schedule of Building (Planning) Regulations.

Others

8.1.6 Comments of the Director of Social Welfare (DSW):

Regarding the public comment, DSW advised that subject to the availability of detailed planning parameters, SWD stands ready to review the feasibility to incorporate welfare facilities in the concerned development.

District Officer's Comments

8.1.7 Comments of the District Officer (Tuen Mun), Home Affairs Department (DO(TM), HAD):

His office has not received any feedback from locals.

8.2 The following Departments have no comment on the application:

- (a) Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD);
- (b) Director of Food and Environmental Hygiene (DFEH);
- (c) Director of Electrical and Mechanical Services (DEMS);
- (d) Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD);
- (e) Commissioner of Police (C of P);
- (f) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (g) Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD); and
- (h) Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD).

9. Public Comment Received During the Statutory Publication Period

On 16.4.2019, the application was published for public inspection. During the first 3 weeks of the statutory public inspection periods, which ended on 7.5.2019, three public comments were received (**Appendices IV-1 to IV-3**). Out of the three public comments received, one was submitted by the IO of SHC (Phases III & IV) and the others by two individuals. One individual requested converting some of the surplus parking spaces in WKE to hourly/daily parking spaces. The IO of SHC (Phases III & IV) raised objection and suggested all parking spaces should only be let to residents of SHC. Another individual objected to the application and suggested those surplus parking spaces could be used to address the deficit in GIC facilities and meet the need for elderly care facilities.

10. Planning Considerations and Assessments

10.1 The applicant seeks planning permission for temporary public vehicle park (excluding container vehicle) (letting of surplus parking spaces to non-residents) for a period of 5 years at the Sites. The letting of car parking spaces to non-residents is regarded as a conversion of the existing ancillary car park to 'Public Vehicle Park (excluding container vehicle)'. According to the Notes of the OZP, 'Public Vehicle Park (excluding container vehicle)' is a Column 2 use in the "R(A)" zone and planning permission from the Board is required.

10.2 The planning intention of "R(A)" and its sub-zones are intended 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. Whilst the development is not entirely in line with the planning intention of the “R(A)” zones, it could provide parking spaces to meet any such demand in the area.

- 10.3 According to the applicant, the average vacancy rate of the vehicle parking spaces of SHC and WKE was about 8% and 13% respectively from March 2018 to February 2019. The letting of surplus vehicle parking spaces to non-residents would help utilise public resources more efficiently. Moreover, the applicant indicates that the residents of SHC and WKE would be given priority in the renting of parking spaces. As only the surplus monthly parking spaces would be let out to non-residents, the parking need of the residents would not be compromised. An approval condition is recommended in paragraph 11.2 below to ensure that priority is given to the residents in renting the vehicle parking spaces.
- 10.4 There is no significant change in the total number of vehicle parking spaces within the Sites and significant traffic and environmental impacts are not anticipated. Relevant government departments, including AC for T/NT, TD and DEP, have no adverse comments on the application.
- 10.5 Under the Notes of the OZP, car park for the use of residents may be disregarded for the purposes of determining the maximum plot ratio/GFA. The proposed public vehicle parks are GFA accountable. For WKE, the resultant domestic and non-domestic plot ratio after conversion of the ancillary parking spaces are 3.8 and 0.13 respectively, which is within the OZP plot ratio restriction for the subject “R(A)” zone. However, the addition of the non-domestic GFA of 788m² for surplus parking spaces under application for SHC in “R(A)20” zone will exceed the OZP non-domestic GFA of 7,365m². As the application for conversion of residents’ parking spaces to public parking spaces does not incur intensification or increase in building bulk, the relaxation of the non-domestic GFA restriction under the OZP on a temporary basis is considered acceptable.
- 10.6 The Committee has approved five previous applications (Nos. A/TM/315, 356, 397, 442 and 485) for same use at the Sites. Approval of the current application is in line with the previous decisions of the Committee.
- 10.7 There are three public comments received making suggestion as summarised in paragraph 9 above. In response to the public comments, DSW advised that subject to the availability of detailed planning parameters, SWD stands ready to review the feasibility to incorporate welfare facilities in the concerned development. There is no hourly parking space in WKE. Nevertheless, the applicant will continue to monitor the demand and review the situation from time to time. The applicant has adopted measures to maximise usage of carparks, including converting to surplus monthly parking spaces to hourly parking spaces, re-designating the surplus spaces for parking of other vehicle types, and converting to alternative uses, subject to feasibility studies. The planning considerations and assessments in the above paragraphs are relevant.

11. **Planning Department's Views**

- 11.1 Based on the assessment made in paragraph 10, and having taken into account the public comments mentioned in paragraph 9, the Planning Department has no objection to the application for temporary public vehicle park (excluding container vehicle) (letting of surplus parking spaces to non-residents) for a period of 5 years.
- 11.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of 5 years until **17.5.2024**. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval condition

Priority should be accorded to the respective residents of Siu Hong Court and Wu King Estate in the letting of surplus vehicle parking spaces and the proposed number of vehicle 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 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 with attachment and supplementary information received on 9.4.2019
Appendix Ia	Letter of 30.4.2019 providing further information on (i) the plot ratios for WKE and (ii) feasibility on converting the surplus parking spaces for alternative uses
Appendix Ib	Email of 6.5.2019 providing further information in response to TD's and PlanD's comments
Appendix Ic	Email of 6.5.2019 providing clarification on the number of surplus parking spaces to be let to non-residents at the Sites and a parking space has been reserved for C of P at SHC as required

	under lease
Appendix Id	Letter of 8.5.2019 providing response to public comment
Appendix Ie	Email of 10.5.2019 providing response to public comment
Appendix II	Previous applications covering the Sites
Appendix III	Similar applications within “R(A)” zones on Tuen Mun OZP
Appendices IV-1 to IV-3	Public comments received during the statutory publication period
Appendix V	Advisory Clauses
Drawing A-1	Location Plan of Siu Hong Court
Drawing A-2	Location of Parking Facilities in Siu Hong Court
Drawing A-3	Location Plan of Wu King Estate
Drawing A-4	Location of Parking Facilities in Wu King Estate
Plan A-1	Location Plans
Plan A-2a to 2b	Site Plans
Plan A-3a to 3b	Aerial Photos
Plan A-4a to 4c	Site Photos

PLANNING DEPARTMENT
MAY 2019