

Our Ref.: HE/TPN/2594A/L10

10 July 2024

Secretary  
Town Planning Board  
15/F, North Point Government Offices  
333 Java Road, North Point  
Hong Kong

**By Post and Fax (2877-0245)**

Dear Sir/Madam,

**Proposed Temporary Public Vehicle Park  
(for Parking of 19-Seat School Bus and/or Goods Vehicle)  
For a Period of 6 Years  
Goods Vehicle Parking Space Nos. L1 to L6 and L12 to L14 at Level 3,  
and Goods Vehicle Parking Space Nos. L7 to L11  
and Two Loading/Unloading Bays at Level 5  
Commercial / Car Park Block and Open Car Parks  
Hing Man Estate  
188 Tai Tam Road, Chai Wan  
(Portion of Chai Wan Inland Lot No. 179)  
(Planning Application No. A/H20/201)**

We refer to the captioned planning application.

We would like to supersede our previous letters (Ref.: HE/TPN/2594A/L08 and HE/TPN/2549A/L09) submitted on 4 July 2024 and 8 July 2024 respectively and submit herewith a set of Response-to-Comments (R-to-C) in response to the government departmental comments and public comments for the captioned planning application.

We would also like to further clarify the followings:

- (1) It is proposed to temporarily convert the existing 14 nos. of goods vehicle parking spaces (Goods Vehicle Parking Space Nos. L1 to L6 and L12 to L14 at Level 3, and Goods Vehicle Parking Space Nos. L7 to L11 at Level 5) to co-parking spaces of 19-seat school bus and goods vehicle for public use for 24 hours a day and 7 days a week including Sunday and public holidays.
- (2) It is also proposed to temporarily accommodate night-time parking of goods vehicle for public use (i.e. not for 19-seat school bus use) during the night-time period (00:00 to 06:00) at the existing 2 nos. of loading/unloading bays at Level 5 for 7 days a week including Sunday and public holidays.



ISO 9001 : 2015  
Certificate No.: CC 1687  
(Valuation & Land Administration)

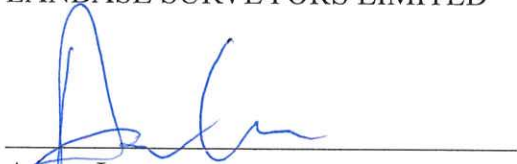


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- (3) The proposed temporary conversion of the existing 14 nos. of goods vehicle parking spaces to co-parking spaces of 19-seat school bus and goods vehicle for public use is to alleviate the shortage of parking spaces for student service vehicles and to cope with the demand for parking space of school bus from the schools in the subject district and Hong Kong Island such as Invictus and Wycombe Abbey.
- (4) Monthly parking mode would be adopted for the proposed co-parking spaces of school bus and goods vehicle.
- (5) It is assumed that there would be 11 parking spaces available for school bus use. In this connection, there would be a total of 44 trips per day during the school days (i.e. 4 times a day (i.e. 2 drive-in and 2 drive-out) for each school bus for accommodating the school pick up / drop off times - (i) the school bus would be driven out at around 05:45 and driven in at around 10:00 in the morning school hours; and the school buses would be driven out at around 14:00 and driven in at around 17:00 in the afternoon school hours).

Should you have any queries, please feel free to call our Mr. Anson Lee at 2301-1869. Thank you.

Yours faithfully,  
For and on behalf of  
LANBASE SURVEYORS LIMITED



Anson Lee  
RK/AL  
Encl.

c.c.  
DPO/HK            (Attn.: Ms. Gloria Sze            By Email)  
Client

**Response-to-Comments**

	<b>Departmental Comments / Public Comments</b>	<b>Responses</b>
	<b><u>Transport Department (TD)</u></b>	
(a)	In view of the dimensions of the existing parking spaces, please review and clarify the types of goods vehicles and buses to be parked at the parking spaces and loading/unloading bays.	In view of the dimensions of the existing parking spaces, please note that goods vehicles and light buses are to be parked at the existing parking spaces and loading/unloading bays with the existing size. However, please also note that there are no heavy goods vehicles parking at the existing parking spaces at the current situation.
(b)	To tally with the definitions in Road Traffic Ordinance and not to limit the use of the parking spaces, “light buses” rather than “school buses” shall be adopted.	Noted. It is agreed that “light buses” rather than “school buses” shall be adopted.
(c)	Please clarify if the term “users of Hing Man Estate” refers to “residents and occupiers of Hing Man Estate”.	Please note that the term “users of Hing Man Estate” refers to “residents and occupiers of Hing Man Estate”.
(d)	Please request the applicant to advise the proposed mechanism for according the priority in the planning application.	Please note that there is a yearly review of the rental situation of the private car parking spaces and priority are given to the users of Hing Man Estate for application and waiting.  However, the applicant is willing to conduct a half-yearly rental review for the goods vehicle parking spaces and priority will also be given to the users of Hing Man Estate in order to avoid any impacts to the users from Hing Man Estate.

	<b><u>Hing Man Estate Office, Housing Department (HD)</u></b>	
	The office has no objection to the application from the estate management point of view subject to the compliance of the following conditions:	Noted.
(a)	The dimension of the carpark spaces carparking areas shall not be altered and shall be in line with the demarcation of DMC layout plan.	Please note that the dimension of the carpark spaces / car parking areas will not be altered and it will be in line with the demarcation of DMC layout plan.
(b)	The carpark spaces / carparking areas shall not encroach on the Estate Common Areas after the change of use.	Please note that the carpark spaces / carparking areas will remain unchanged from the existing condition and thus will not encroach on the Estate Common Areas after the change of use.
(c)	The residents of Hing Man Estate are accorded the highest priority in letting of vehicle parking spaces.	Please note that priority application for renting parking spaces and priority waiting list would be offered to the users of Hing Man Estate for avoiding any impacts to them.
(d)	Only surplus monthly vehicle parking spaces are to be let to non-residents.	Please note that priority application for renting parking spaces and priority waiting list would be offered to the users of Hing Man Estate for avoiding any impacts to them.
(e)	The monthly charges for the vehicle parking spaces are the same for both residents and non-residents.	Please note that the monthly charges for the vehicle parking spaces would be the same for both residents and non-residents.
	<b><u>Other Public Comments</u></b>	
	- 199 for 11 school buses withdrawn and now its back with 16 spaces for a mix of school buses and	According to the conducted Parking Survey Records, there is low demand for the goods vehicle

<p>heavy goods vehicles.</p> <ul style="list-style-type: none"> <li>- Strong objections. Previous objections upheld and relevant. PH estate parking facilities were never intended to meet the parking requirements of the district, their focus is to cater for the residents.</li> <li>- Approval of the application would set a very undesirable precedent that would encourage other estates to allow more large vehicles into PH estates. This could present safety concerns as the parking facilities often serve as short cuts through the estates.</li> <li>- There is also the issue of 6 years that would effectively allow applicant three years to avoid fulfilling conditions and would not allow for an early evaluation of the impact that the introduction of more heavy goods vehicles would bring.</li> <li>- Strong objections. These are outdoor rooftop lots. School buses are no different from other medium size vehicles, they are effectively commercial operations.</li> <li>- If there is no demand for this parking from tenants of the estate, then the area should be used to provide additional recreational facilities for residents. With some configuration space could be cleared for netball or other courts. A good example to follow is the Kai Yip Estate where the mall operator has transformed the roof top into a very popular active community centre.</li> </ul>	<p>parking spaces. It should be more efficient to make use of the surplus goods vehicle parking spaces to help alleviate the shortage of school bus parking spaces.</p> <p>In fact, the current proposal only involves temporary conversion of the existing goods vehicle parking spaces to co-parking spaces of school bus and goods vehicle, and temporary night-time goods vehicle parking spaces at the existing loading/unloading bays. The nature of the existing use and the proposed use is the same but there is an increase in parking flexibility. Provided that there is no change of the number of parking spaces, no additional heavy vehicles would be attracted and/or generated.</p> <p>Please also note that priority application for renting parking spaces and priority waiting list would be offered to the users of Hing Man Estate for avoiding any impacts to them.</p> <p>In addition, the Application Premises are parking spaces within the car parking accommodation and the demand for parking spaces from the users of Hing Man Estate may fluctuate. It would be inappropriate to convert the existing parking spaces to recreational use as there would be reduction of the number of goods vehicle parking spaces and it would not be in line with the DMC plan.</p>
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	<ul style="list-style-type: none"><li>- Hing Man Estate has very little in the way of outdoor recreational space. The administration has pledged to promote sporting activities and there is growing demand due to the success of our young athletes in recent years. To encourage this trend it is imperative that more and better facilities be provided.</li> <li>- Application should be rejected.</li></ul>	
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