

**Minutes of the 8th Meeting of  
the District Facilities and Works Committee of  
the Kowloon City District Council**

Date: 6 March 2025 (Thursday)  
Time: 2:30 p.m.  
Venue: Conference Room, Kowloon City District Office

**Present:**

Chairman: Mr PUN Kwok-wah, JP  
Vice-chairman: Mr LAM Pok  
Members: Mr CHO Wui-hung, MH  
Mr LEE Chiu-yu  
Mr NG Fan-kam, MH  
Mr NG Po-keung, MH  
Mr HE Huahan, MH  
Mr LAM Tak-shing, MH  
Ms LEUNG Yuen-ting  
Mr CHAN Chi-wah  
Mr CHEUNG King-fan  
Mr WONG Man-kong  
Mr WONG Chi  
Ms FUNG Mo-kwan  
Ms LAU Yuen-yin  
Mr LAI Yin-chung  
Co-opted Members: Mr KO Chung-kit, Jacky  
Ms MAK Lai-kuen

Secretary: Mr FUNG Chi-nang, Ryan Assistant Executive Manager  
(District Council) (4), Kowloon  
City District Office

**In Attendance:** Mr LEE Chi-leung, Senior Executive Officer  
Humphrey (District Management), Kowloon  
City District Office  
Mr LI Chi-him, Samson Executive Officer I (District  
Management), Kowloon City  
District Office

Ms CHIU Shui-man, Tabitha	District Leisure Manager, Kowloon City, Leisure and Cultural Services Department
Mr LEUNG Siu-hang, Rex	Deputy District Leisure Manager (District Support) Kowloon City, Leisure and Cultural Services Department
Miss LUI Miu-ling, Prudence	Senior Executive Officer (Planning) 12, Leisure and Cultural Services Department
Ms TSE Shuk-fan, Fanny	Senior Librarian (Kowloon City), Leisure and Cultural Services Department
Mr LEE Kit-wai	Senior Inspector of Works (Kowloon), Home Affairs Department
Ms AU Yue-yan, Vicki	Senior Town Planner / Kowloon 2, Planning Department
Mr HUNG Chan-coung	Engineer / Kowloon 9, Drainage Services Department
Mr CHEUNG Kwok-ho, Mike	Senior Engineer / 5 (East), Civil Engineering and Development Department
Miss LI Hok-ye, Jenny	District Engineer / Hung Hom, Highways Department

Attendance by Invitation:

Item 2:	Mr CHAN Chi-cheung, Jackey	General Manager (Planning and Design), Urban Renewal Authority
	Mr KONG Pui-chuen, Castor	Senior Manager (Planning and Design), Urban Renewal Authority
	Mr CHAN Chi-sing, Rex	General Manager (Works and Contract), Urban Renewal Authority
	Ms POON Hoi-lam, Deborah	Senior Manager (Works and Contract), Urban Renewal Authority

	Mr LAW Sin-chu, Stanley	Senior Manager (Community Development), Urban Renewal Authority
	Mr FUNG Chuen-chung	Deputy District Leisure Manager (District Support), Yau Tsim Mong, Leisure and Cultural Services Department
	Ms CHAN Wing-chi	Senior Executive Officer (Planning) 14, Leisure and Cultural Services Department
Item 3:	Ms CHAN Mei-chu	Chief Health Inspector (Kowloon City) 1, Food and Environmental Hygiene Department
Item 4:	Ms CHOW Wan-king, Janice	Senior Project Manager 334, Architectural Services Department
	Ms YIP Lum-lum, Tina	Project Manager 319, Architectural Services Department
	Mr CHOW Nim-sun, Nelson	Senior Director, Chows Architects Limited
	Mr CHAN Sai-ho	Project Architect, Chows Architects Limited
Item 6:	Mr LO Chi-cheung, Stephen	Chief Engineer / E5, Civil Engineering and Development Department
	Miss WONG Yi-sze, Stella	Assistant Secretary (Harbour) 2, Development Bureau
	Mr NG Shing-kit	Senior Engineer (Harbour) 2, Development Bureau
Items 11 to 13:	Mr LEE Wing-chun	Engineer / Kowloon (Distribution 1), Water Supplies Department
	Mr LEUNG Wai-lam, William	Engineer / Kowloon (Distribution 4), Water Supplies Department

Mr KONG Kwai-sau	Project Coordinator / Design 20, Water Supplies Department
Mr SIU Ho-kit	Engineer / Project Management 13, Water Supplies Department
Mr LEE Wai-keung, Edward	Senior Resident Engineer, AECOM Asia Company Limited
Mr LEE Kai-hong, Horace	Senior Resident Engineer, Binnies Hong Kong Limited

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### **Opening Remarks by the Chairman**

1. **The Chairman of the District Facilities and Works Committee (DFWC)** welcomed all Members and representatives of departments to the eighth meeting of the DFWC.

2. **The Chairman** reminded Members to register their interests in accordance with the stipulation of Order 22 of the Kowloon City District Council Standing Orders (the Standing Orders). If the matters to be discussed had any connection or potential conflict of interests with Members' personal interests such as property rights, profession or investment, Members should make a declaration proactively at the meeting so that he could make a decision in accordance with the Standing Orders.

3. **The Chairman** stated that in accordance with Order 80(1) of the Standing Orders, the quorum at any meeting of a committee shall be half of the total number of members of the committee. If the quorum was not present at the commencement of the meeting or in the course of the meeting, he would direct the Secretary to summon the absentees. If the quorum was still not present 15 minutes thereafter, he would adjourn the meeting. According to the stipulation of Order 13 of the Standing Orders, he then set out that each attendee was allowed to make a maximum of three speeches during a discussion on the same agenda item and the time limit for each speech was two minutes. He also reminded the attendees to turn off their mobile phones or to turn the ringers to vibration notification to avoid causing disturbances to the meeting.

### **Item 1**

#### **Confirmation of Minutes of the 7th Meeting**

4. **The Chairman** declared that the minutes of the seventh meeting were unanimously endorsed by the committee without amendments.

**Item 2****Proposal for the Provision of an 11-a-side Artificial Turf Soccer Pitch at Shing Fung Road in Kai Tak in View of the Sai Yee Street / Flower Market Road Development Scheme of the Urban Renewal Authority**

(DFWC Paper No. 7/2025)

5. **The representative of the Urban Renewal Authority (URA)** introduced the Paper through presentation slides and stated that the proposed 11-a-side artificial turf soccer pitch adjoined the recently opened Kai Tak Sports Park, Shing Kai Road Garden and Kai Tak Promenade. The ancillary transport facilities in the vicinity were increasingly well-developed. For example, the public could walk to the soccer pitch by taking buses to the nearby bus stop at Shing Fung Road or those passing through Ma Tau Kok. The public could also reach the soccer pitch by walking along Kai Tak Promenade from MTR Kai Tak Station or Sung Wong Toi Station.

6. **Members** raised the following views and enquiries:

- (i) stated that a soccer pitch and basketball courts were available in Tai Wan Shan Park in Kowloon City District. The Authority was suggested to consider the additional provision of basketball courts at the site at Shing Fung Road in Kai Tak by taking reference to the design of Tai Wan Shan Park;
- (ii) enquired about the opening hours of the soccer pitch, if the lighting system were in compliance with standards and if ancillary facilities such as changing rooms, spectator stands and water dispensers were provided;
- (iii) enquired if the soccer pitch was a temporary facility. To avoid wasting resources, Members suggested integrating the soccer pitch into the overall planning of Kai Tak Metro Park for permanent use;
- (iv) enquired about the reason for the Authority to consider the construction of this temporary soccer pitch at Shing Fung Road in Kai Tak, as well as if this area was reserved for other recreational facilities such as children's play equipment or tennis courts in the original planning;

- (v) enquired if the Authority had consulted residents and users of the original soccer pitch, as well as if the District Council agreed to provide an alternative soccer pitch in Kai Tak;
- (vi) enquired if the Department would arrange for staff to station at the soccer pitch to handle matters on operation and emergencies upon completion of the works;
- (vii) enquired if the planning and works progress of Kai Tak Metro Park would be affected by the construction works of the temporary soccer pitch;
- (viii) enquired about the time required for walking from MTR Sung Wong Toi Station and MTR Kai Tak Station to the proposed 11-a-side artificial turf soccer pitch, as well as if parking spaces were available at the soccer pitch for the use by hirers; and
- (ix) enquired if the Authority would bear the costs if the 11-a-side artificial turf soccer pitch had to be demolished.

7. **The representative of the URA** gave a consolidated reply as follows:

- (i) the proposed 11-a-side artificial turf soccer pitch would make reference to the existing configuration of the soccer pitch in Boundary Street Recreation Ground. Ancillary facilities such as changing rooms and water dispensers, as well as fitting lighting systems that complied with standards, would be provided. In addition, the venue would be available for the public to engage in football and hockey activities;
- (ii) the 11-a-side artificial turf soccer pitch would provide service for the public from 2027 to 2034. Upon the completion of relocation of the 11-a-side soccer pitch at Boundary Street in 2034, the related departments would evaluate whether the soccer pitch should remain or consider its alternation based on the long-term planning of Kai Tak Metro Park;
- (iii) the 11-a-side artificial turf soccer pitch occupied a vast area of approximately 100 metres times 64 metres. The Authority was

unable to locate a suitable site in Yau Tsim Mong District. Upon detailed studies with the Development Bureau (DEVB), the Planning Department and the Leisure and Cultural Services Department (LCSD), the selected site was located at Shing Fung Road in Kai Tak, which was near Yau Tsim Mong District. Complementing the sports facilities in Kai Tak Sports Park, this site was zoned as “Open Space”, which would be developed into Kai Tak Metro Park in the long term;

- (iv) the Authority had reported the works project to the committee of the Yau Tsim Mong District Council and the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission in January and February this year respectively;
- (v) given that Kai Tak Metro Park was still in an early planning stage, portions of the site would also be affected by the final proposal of the proposed Smart and Green Mass Transit System in Kai Tak. Therefore, there was no detailed planning for the relevant site yet. Moreover, the soccer pitch only accounted for about one-fifth of the area of Kai Tak Metro Park. There was still ample space for other purposes. Currently, the proposed site was used by the Highways Department (HyD) as a stockpiling area of the Central Kowloon Route project, which was expected to be vacated for other arrangements by mid-2025 the soonest. Hence, the Authority would like to construct a soccer pitch on this site to provide services to the public;
- (vi) it took about 15 to 20 minutes to walk from MTR Sung Wong Toi Station and MTR Kai Tak Station to the proposed 11-a-side artificial turf soccer pitch. Emergency vehicular access would be available at the soccer pitch. Dedicated parking spaces would not be provided. The public could use the car park and pick-up and drop-off points at Kai Tak Sports Park and Shing Fung Road Garden near the soccer pitch; and
- (vii) the Authority was responsible for the construction of the 11-a-side artificial turf soccer pitch, which would be transferred for the management of the LCSD upon completion of the works. If the related departments decided to demolish or repurpose the soccer pitch in the future, the Authority would not bear the relevant costs.

8. **The representative of the LCSD** gave a consolidated reply as follows:

- (i) the opening hours of the 11-a-side artificial turf soccer pitch were from 8 a.m. to 11:00 p.m. Each session lasted for 1 hour and 30 minutes, with a total of 9 sessions per day;
- (ii) the Department would be responsible for the management of the 11-a-side artificial turf soccer pitch after it had come into service. The Works Division of the Department would be responsible for the maintenance of damaged facilities; and
- (iii) Kai Tak Metro Park was still in the planning stage without detailed information yet. The Department would consider the long-term arrangements for the soccer pitch with the DEVB in detail.

9. **The Chairman** made a conclusion and he stated that Members unanimously supported the works proposal submitted by the URA. He would like the Authority to consider Members' views to enhance the facilities of the soccer pitch and integrate the soccer pitch into the overall planning of the Kai Tak Metro Park.

### **Item 3**

#### **Urge to Solve the Problems of Sewage Backflow and Ground Subsidence at the Rear Lane of 71-105 Ma Tau Wai Road at the Soonest**

(DFWC Paper No. 8/2025)

10. **A Member** introduced the Paper.

11. **The Chairman** invited Members to refer to the written replies furnished by the Buildings Department (BD), the Food and Environmental Hygiene Department (FEHD) and the HyD, i.e. Documents No. 1, 2 and 3 tabled.

12. **The representative of the FEHD** gave a consolidated reply as follows:

- (i) the location mentioned in the Paper was within a privately-owned area. The relevant owners or occupiers were responsible for solving the relevant problems on their own;
- (ii) the Department had been paying attention to the environmental hygiene conditions in the district. When handling complaint cases

or conducting routine inspections, the staff of the Department would issue “Nuisance Notices” to owners or occupiers according to the circumstances if nuisances in private places such as accumulation of refuse or other environmental hygiene problems were discovered. The related persons were required to clear the nuisances within a specified timeframe. Offenders might be prosecuted;

- (iii) upon receipt of the Paper, the Department immediately sent staff to inspect the relevant location. It was found that the main sewer at Fuk Shing Mansion on 89 Ma Tau Wai Road was broken, and the sewer at Sin Hua Mansion on 103-105 Ma Tau Wai Road was blocked, causing sewage backflow. The staff of the Department had immediately contacted the representatives of the owners’ corporations (OCs) of the relevant buildings, requiring them to arrange for emergency repair works and clear the refuse at the related location at the soonest;
- (iv) to assist owners in tackling the problem of sewage backflow, the staff of the Department had also contacted the related departments to inform them of the relevant situation. The staff of the Department subsequently re-inspected the relevant location. It was found that owners of the buildings had repaired the damaged pipes, cleared the blocked drains and cleaned up the location; and
- (v) the Department had issued advisory letters to the OCs of the buildings adjacent to this location, reminding them to pay attention to, manage and handle the environmental hygiene problems of their buildings. Related hygiene education was provided to operators of nearby restaurants, reminding them to maintain cleanliness and hygiene in their premises at all times. To maintain environmental hygiene, the Department would continue to monitor the situation there and take appropriate actions.

13. **The representative of the Drainage Services Department (DSD)** gave a consolidated reply as follows:

- (i) the Department had inspected the relevant location with the BD, the URA, the developer of the URA’s project and Members on 5 March this year. During the inspection, the BD stated that the problem of

ground subsidence had been addressed; and

- (ii) regarding the problem of sewage backflow in Sin Hua Mansion on Ma Tau Wai Road, it was considered to be caused by the sewers constructed and currently managed by the works project of the URA upon on-site inspection. According to the sewer investigation report submitted by the contractor of the project, the situation of blockage was found in the newly constructed sewer. Thus, to safeguard the hygiene and safety of residents in the area, the Department had requested the URA and its developer to take the responsibility for clearing the obstruction in the sewer, reviewing the design and quality of the sewer, as well as investigating and dealing with the situation of blockage caused by the slow water flow in the sewer.

14. **The representative of the HyD** gave a consolidated reply as follows:

- (i) the HyD was responsible for the repairs and maintenance work of the public roads and their ancillary road facilities under its purview. The rear lane of 71-105 Ma Tau Wai Road was a private lot, which did not fall within the scope of public road repairs under the Department's purview; and
- (ii) the Department learned that road subsidence occurred at the rear lane of 71 Ma Tau Wai Road in March 2024. The location was near the construction site of a private building under the URA. The relevant departments and the contractor of the nearby building construction site had backfilled the subsided road and carried out road surface repairs. The related repair work had also been completed. The Department had recently inspected the relevant location and did not find the situation of unevenness or subsidence on the road surface.

15. **Members** raised the following views and enquiries:

- (i) since the problem of sewage backflow was yet to be resolved, and the URA did not send a representative to attend this meeting, Members proposed to continue the discussion on this agenda item in the next meeting;

- (ii) the related problem occurred as early as in 2023. Members enquired about the follow-up work of various departments over the past two years. The departments were suggested to collaborate and address the problem together; and
- (iii) enquired if the Department would offer professional assistance to the relevant owners or occupiers.

16. **The representative of the DSD** replied and stated the Department had been following up the problem of sewage blockage at the related location. The Department had also discussed solutions with the URA in 2024 and requested the URA to review the design and quality of the sewer.

17. **The Chairman** accepted Members' proposal and announced that the discussion of this agenda item would be continued in the next meeting.

#### **Item 4**

#### **Further Follow-up to the Matters on the Progress of Multiple Works and Facility Maintenance in Hung Hom Area**

(DFWC Paper No. 9/2025)

#### **Item 5**

#### **Enquiry about the Progress of the Hung Hom Waterfront Enclosure Works**

(DFWC Paper No. 10/2025)

18. The Chairman suggested discussing Items 4 and 5 together since they were all relevant to the "works progress of the Open Space at Hung Hom Waterfront".

19. **The Chairman** invited Members to refer to the written replies furnished by the Kowloon City District Office (KCDO), the Architectural Services Department (ArchSD), the LCSD, the DEVB and the HyD, i.e. Documents No. 4, 5, 6, 7 and 8 tabled.

20. **A Member** introduced the Paper and raised the following views and enquiries:

- (i) stated that the situation of continuous delays in the works of the Open Space at Hung Hom Waterfront was unsatisfactory and instructed the Department to complete the works as soon as possible; and

- (ii) enquired about the reasons for the delays in the works of the Open Space at Hung Hom Waterfront. The responsible department were requested to provide a detailed account of the completed and outstanding parts of the works of the Open Space at Hung Hom Waterfront at present.

21. **The representative of the KCDO** gave a consolidated reply as follows:

- (i) the Office was responsible for managing most of the seats at Hung Hom Ferry Pier. Considering these seats had been used for years and were gradually deteriorating, the Office had planned to replace them all. To ensure public safety, the Office had removed the damaged seats or seat components in advance; and
- (ii) originally, the Office was carrying out the preliminary work for the seat replacement works and applying for related permits. However, the Office learned before the meeting that the DSD would conduct sewer laying works at the relevant location. To coordinate with the relevant works, the seat replacement works would only be commenced upon its completion.

22. **The representative of the LCSD** gave a consolidated reply as follows:

- (i) the Department had been closely following up the works progress of Fat Kwong Street Garden No. 1 and Hung Ling Street Sitting-out Area with various works departments. The works departments were currently developing the design and carrying out the customising work of the play equipment for the public play space at Fat Kwong Street Garden No. 1. The works were anticipated to commence in the third quarter of this year and be completed in the first quarter of 2026; and
- (ii) the Department had completed the first phase of the improvement works of Hung Ling Street Sitting-out Area, including the replacement of rain shelter covers and some seats, as well as the installation of some fences. The second phase of the works, including the installation of fences, replacement of signage and refurbishment of walls and floors, was anticipated to be completed by the end of March this year.

23. **The representative of the HyD** gave a consolidated reply as follows:

- (i) to facilitate public commuting, the contractor of the HyD under Contract No. HY/2020/09 was retrofitting a lift (Structure No.: KS41) at the subway across Chatham Road North near Winslow Street. The proposed lift was located within the railway protection area of the MTR Corporation Limited (MTRCL), which was only a few metres away from the Tuen Ma Line, the East Rail Line and their associated facilities. Therefore, to ensure the smooth operation of the railway, the contractor required a longer time to install monitoring devices within the MTR track area, conduct investigation on the conditions of the tracks and implement the construction methods for the lift retrofitting works with the MTRCL; and
- (ii) the foundation works for the lift had commenced in June 2024. The contractor encountered underground obstructions at various locations and depths during the foundation piling works. Hence, changes to the design of the lift foundation and adjustments to the construction process of the foundation works were required. Additional time was required to complete the related changes. The contractor had completed the changes to the related design in January this year and expedited the progress of foundation works, striving to complete the related foundation works in March this year. The lift works were anticipated to be completed in the third quarter this year. The Department would continue to closely monitor the works progress so as to strive for the early completion of the lift works.

24. **The representative of the ArchSD** gave a consolidated reply as follows:

- (i) to minimise the impact on the use of the waterfront by the public, the works of the Open Space at Hung Hom Waterfront were carried out in phases. The pedestrian link of the first section of the waterfront promenade had reopened after enhancement in the first half of 2023. The remaining works had also been substantially completed by the end of 2024. The Department had been closely coordinating with the LCSD and related works departments and conducting inspections prior to the transfer of the site; and

- (ii) the LCSD had opened more walkways along the waterfront promenade for public use at the end of January this year. Currently, some locations were still enclosed for remedial works. The Department would continue to urge the contractor to complete the relevant works as soon as possible, hoping that the relevant works could be completed and transferred to the LCSD for management in the first quarter of this year.

25. **The representative of the Chows Architects Limited (CAL)** gave a consolidated reply as follows:

- (i) the works of the Open Space at Hung Hom Waterfront must comply with statutory requirements and were subject to inspections by various departments. At present, the following work had been completed:
  - (a) the Water Supplies Department (WSD) had installed water meters and issued water certificates in October 2024;
  - (b) the CLP Power Hong Kong Limited had installed electric meters and inspected electrical installations in October 2024;
  - (c) the HyD had completed the acceptance test of the emergency vehicular access at Kin Wan Street in October 2024;
  - (d) the Fire Services Department had completed the fire service inspection in October 2024;
  - (e) the ArchSD had completed safety and health inspections in October 2024;
  - (f) the works contractor had connected the toilets in the park to the sewers and stormwater drains in December 2024;
  - (g) the Electrical and Mechanical Services Department had conducted the acceptance test in January this year; and
- (ii) the delay in works were caused by delays in the delivery process of construction materials and improvement work made due to problems

with some hardware such as pavilions and fixtures. The CAL had requested the contractor to carry out rectification at the soonest. The site was anticipated to be transferred to the ArchSD before the first quarter of this year.

26. **Members** raised the following views and enquiries:

- (i) some road sections of Hung Hom Waterfront had been enclosed for years, which affected the lives of the public. Since most of the works had been completed, the Department was suggested to adopt an “incremental approach” so that the public could use the site at the soonest. Meanwhile, to ensure that the site could be opened in the first quarter of this year, the related departments were urged to complete the acceptance test as soon as possible;
- (ii) enquired about the works progress from January this year to the date of meeting;
- (iii) enquired if the delays in works would lead to an increase in costs and if a penalty scheme on dereliction of duties of contractor was included in the contract;
- (iv) suggested the related departments to report the latest works progress to the committee on a regular basis, so that Members could report the works progress to the public; and
- (v) suggested posting the progress report on works outside the construction site of the Open Space at Hung Hom Waterfront and gradually removing the hoardings so that the public could learn about the works progress.

27. **The representative of the ArchSD** gave a consolidated reply as follows:

- (i) since the end of 2024, the Department had been actively coordinating with the contractor and the LCSD to explore the feasibility of opening the Open Space at Hung Hom Waterfront partially. However, taking into consideration the overall works progress, partial opening in advance might affect the subsequent processes and incur additional costs. Therefore, the Department would further negotiate with the

contractor to study the opening of the site in advance without incurring additional resources; and

- (ii) the Department would regularly make an evaluation on the performance of the contractor. If the delays in works were found to be the responsibility of the contractor, the Department would request the contractor to make compensation according to the stipulations in the contract.

28. **The representative of the CAL** gave a consolidated reply as follows:

- (i) promised to submit a report on the latest works status to Members after the meeting; and
- (ii) failure to meet the requirements for the works quality was another reason for the delays in works. The CAL would request the contractor to carry out remedial works in accordance with the Buildings Ordinance and the acceptance criteria of the contract. Subsequently, the CAL would coordinate with the related departments on the matters regarding site transfer.

[Post-meeting note: upon coordination between the ArchSD, the LCSD and the related works departments, the site inspection prior to the transfer of the Open Space at Hung Hom Waterfront had been completed. The Open Space at Hung Hom Waterfront was opened to the public immediately after it was transferred to the LCSD at the end of March 2025. At the same time, the works contractor would gradually withdraw from the site upon completion of the final remedial works of the Open Space at Kin Wan Street, which would be transferred to the LCSD for pre-opening preparatory work.]

29. **The Chairman** made a conclusion and he would like the related departments to provide a comprehensive works schedule so that Members and the public could be informed of the latest works progress of the Open Space at Hung Hom Waterfront.

## **Item 6**

### **Enquiry about the Works Progress of and Timetable for Shing Fung Road Park and Metro Park in Kai Tak**

(DFWC Paper No. 11/2025)

30. **A Member** introduced the Paper.

31. **The Chairman** invited Members to refer to the written replies furnished by the Civil Engineering and Development Department (CEDD) and the DEVB, i.e. Documents No. 9 and No. 10 tabled.

32. **The representative of the CEDD** replied that the main construction of the park was substantially completed and was opened for public use on 28 February this year. The Department was actively continuing the remaining follow-up work, during which the park was open every day from 7:00 a.m. to 11:00 p.m..

33. **The representative of the DEVB** gave a consolidated reply as follows:

- (i) the Kai Tak Metro Park site was situated at the northern end of the former runway of Kai Tak. It adjoined Kai Tak Sports Park and Shing Fung Road Park, and served as a regional open space in Kowloon East;
- (ii) the approximately 580-metre long harbourfront promenade facing To Kwa Wan Typhoon Shelter at the Kai Tak Metro Park site was opened in December 2024 first for public use. It was done under the “incremental approach” to tie in with the recently opened Kai Tak Sports Park, Shing Fung Road Park and the public open space of the private development that would be completed progressively at the southeast of the former runway of Kai Tak;
- (iii) construction works for the landscaped platform in the Kai Tak Metro Park site, which adjoined Kai Tak Sports Park and Shing Fung Road Park, would soon commence and was expected to be completed within 2026. The URA also planned to provide an 11-a-side soccer pitch within the Kai Tak Metro Park site;
- (iv) in addition to providing additional facilities for public use, the aforementioned projects also provide an event space to facilitate the hosting of different types of events, thereby enriching the harbourfront experience; and
- (v) in the short term, other portions in the Park would continue to be primarily used as the works sites for major infrastructural projects in the district (e.g. the Central Kowloon Route and the Smart and Green Mass Transit System in Kai Tak, etc.). In the long run, these

portions would be developed as the remaining part of the Metro Park subject to the construction progress of the related works projects. The Government would pay close attention to the impacts to nearby road facilities and make suitable arrangements when taking forward the Kai Tak Metro Park development.

34. **Members** raised the following views and enquiries:

- (i) enquired about the reasons why the management of Shing Fung Road Park had not yet been transferred to the LCSD after it had been opened, as well as the current works progress of the park;
- (ii) suggested that the 11-a-side soccer pitch proposed by the URA could be integrated into the overall planning of the Kai Tak Metro Park, and that different alternative solutions could be formulated. Meanwhile, the Bureau should conduct extensive public consultation to determine whether the soccer pitch should be demolished in 2034 to avoid wasting resources; and
- (iii) with the completion of the Central Kowloon Route project expected within this year, the HyD would return portions of Shing Fung Road in Kai Tak that had been used as the site for stockpiling area for the Central Kowloon Route project. Members enquired about the schedule for the Kai Tak Metro Park works project, and the anticipated timeline for the Bureau's consultation with the District Council and application for funding approval from the Legislative Council regarding the development of the park.

35. **The representative of the CEDD** gave a consolidated reply as follows:

- (i) Shing Fung Road Park covered an area of approximately four hectares. Its main construction was almost completed. Remaining works were currently underway for some areas not designated for public use, such as storage facilities. Some facilities in areas that had been opened for public use still required remedial works. To safeguard the safety of the public, the Department would enclose the relevant area during the remedial works; and

- (ii) the Department planned to transfer the management of Shing Fung Road Park to the LCSD within March this year.

36. **The representative of the DEVB** gave a consolidated reply as follows:

- (i) the Bureau had been engaging in discussion with the URA and providing inputs on the location and the ancillary facilities of the proposed temporary soccer pitch to be established on Shing Fung Road in Kai Tak. The Bureau had also sought advice from the related technical departments to ensure the proposed soccer pitch would not affect the overall development of Kai Tak Metro Park;
- (ii) the Bureau would continue to observe the usage of the temporary soccer pitch after its completion to evaluate whether it should remain during future development of the Metro Park. The Bureau would maintain liaison with the District Councilors and listen to public opinions on the future development of the park;
- (iii) the Bureau explained that the HyD's early release of portions of the site originally designated for the Central Kowloon Route project enabled the URA to construct a temporary soccer pitch on the site; and
- (iv) since portions of the Kai Tak Metro Park site would still be used by other government departments as the site for other major infrastructure projects in the short term, the development of the park would be subject to the progress of relevant works projects. No concrete schedule was therefore available at this stage.

37. **The Vice-chairman** made a conclusion and he thanked the CEDD for inviting Members to join the opening ceremony of Shing Fung Road Park earlier. He remarked on the park's beautiful environment and would like the Department to listen to the views of the Members and the residents regarding the maintenance and the additional provision of park facilities for public benefit.

**Item 7****Problems about the Public Facilities and Environment Surrounding Kai Tak Sports Park**

(DFWC Paper No. 12/2025)

38. **A Member** introduced the Paper.
39. **The Chairman** invited Members to refer to the written reply furnished by the LCSD, i.e. Document No. 11 tabled.
40. **The representative of the LCSD** gave a consolidated reply as follows:
- (i) the Department had been paying close attention to the usage of the facilities in Kai Tak Station Square (KTSS) and was following up the repair and maintenance work. Regarding the issue of damaged floor tiles, it was caused by works vehicles accessing the area for the installation of signage in the KTSS near Kai Tak Mall earlier. Some of the floor tiles were therefore damaged. The Department had immediately contacted related works department to finish floor tile replacement work and would continue to pay attention to the condition of the damaged floor tiles for timely follow-ups;
  - (ii) regarding environmental hygiene, the Department conducted a site visit with Members on 26 February and learnt that the location where the cigarette butts were found was outside the area of the KTSS. The Department had informed related departments to follow up the matter. Additionally, the Department had arranged for cleaners to increase patrols to maintain the cleanliness and hygiene of the venue; and
  - (iii) regarding the issue of blockage of the wash basins in the children's play area, the Department was aware of the relevant situation in early February this year. In late February, plumbing work and thorough clearing of the blockage were promptly arranged and completed. Meanwhile, the Department also posted notice in relevant locations to remind parents to teach their children on the proper use of the hand-washing facilities. Security guards were also arranged to step up patrols and issue warning immediately if improper use of the facilities by the public was found.

41. **Members** raised the following suggestions:

- (i) suggested increasing the number of rubbish bins in the KTSS and the manpower for enforcement during major events to deter the public from littering;
- (ii) suggested the Department to consider designating certain parts of the KTSS as smoking area to prevent smokers from having a smoke and discarding cigarette butts everywhere;
- (iii) suggested patching up uneven road surfaces and removing ponding water to prevent mosquitoes breeding as well as arranging a new access for large vehicles to travel in and out of the park to prevent damage to floor tiles; and
- (iv) suggested providing additional showers in the children's play area so that the public could rinse their body after playing in the sand pit to prevent blockage of wash basins.

42. **The representative of the LCSD** gave a consolidated reply as follows:

- (i) the KTSS was a venue where smoking was fully prohibited. Therefore, the Department would not consider the additional designation of a smoking area in the KTSS. The venue management would issue warning or take out prosecution immediately upon observing any smokers in the KTSS. In February this year, the Department conducted a joint operation at the KTSS with the Tobacco and Alcohol Control Office of the Department of Health. One smoking offender was prosecuted;
- (ii) after the completion of the Kai Tak Sports Park, the number of works vehicles accessing the KTSS would be reduced, which would alleviate the situation of road surface damage. The Department would continue to pay close attention to the situation and would promptly arranged for the works departments to follow up upon observing any damages to the floor tiles; and
- (iii) the problem of the wash basin blockage in the children's play area was mainly caused by improper use by the public. The Department

would post notices and educate the public on the proper use of handwashing facilities as well as arrange for security guards to strengthen patrols.

### **Item 8**

#### **Concern about the Progress of the Temporary Reclamation Works for Central Kowloon Route**

(DFWC Paper No. 13/2025)

43. **A Member** introduced the Paper.
44. **The Chairman** invited Members to refer to the written reply furnished by the HyD, i.e. Document No. 12 tabled.
45. **The representative of the HyD** gave a consolidated reply as follows:
  - (i) the construction works for the underwater tunnel structure of the Central Kowloon Route - Kai Tak West project, which was located on the seabed of Kowloon Bay, had been completed. Processes for the reinstatement of seabed were currently underway, which included the removal of temporary reclamation, temporary cofferdams and temporary over-the-water working platforms. During the works, approximately five barges were operating in the waters of Kowloon Bay to carry out the works of the Central Kowloon Route - Kai Tak West project; and
  - (ii) the project was expected to be completed by the third quarter of this year. As such, the barges related to the Central Kowloon Route - Kai Tak West project would have vacated from To Kwa Wan Typhoon Shelter when the 15th National Games (NG) as well as the 12th National Games for Persons with Disabilities (NGD) and the 9th National Special Olympic Games (NSOG) were held in November and December this year.
46. **Members** stated that, in the event of any delays in the relevant works, the Department should consider vacating the related barges from To Kwa Wan Typhoon Shelter during the NG, NGD and NSOG to avoid impacting tourists' impression on Kai Tak Sports Park.

47. **The Chairman** made a conclusion and stated that, in addition to the five barges for the Central Kowloon Route - Kai Tak West project, other barges were also anchored in the vicinity of To Kwa Wan Typhoon Shelter off the Kai Tak Sports Park. To enhance the appeal of Kai Tak Sports Park as an international sports and cultural landmark, the Chairman proposed to write to the related departments in the name of the Committee to request that arrangements should be made to move the barges anchored at To Kwa Wan Typhoon Shelter to other locations during major events held at Kai Tak Sports Park. The overall visual appeal of the Kai Tak Sports Park would thereby be improved.

### **Item 9**

#### **Concern about the Problems of Cracks and Water Seepage in the Ceiling of a Subway**

(DFWC Paper No. 14/2025)

48. **A Member** introduced the Paper.

49. **The Chairman** invited Members to refer to the written reply furnished by the HyD, i.e. Document No. 13 tabled.

50. **The representative of the HyD** gave a consolidated reply as follows:

- (i) upon receipt of the relevant case, the Department immediately deployed staff to the site to inspect the ceiling and floor conditions of the relevant subway and arranged for contractors to carry out repairs for some of the areas affected by water seepage; and
- (ii) the Department had been paying attention to the conditions of the public roads and ancillary facilities in the district, and would continue to deploy staff regularly to inspect the structural conditions of the aforementioned subway and the newly installed lift. If damages to the facilities were found, the Department would arrange timely repairs to ensure the subway and lift remained in good structural conditions.

**Item 10****Proposal for the Replacement of Some Old and Damaged Community Murals to Inject New Vitality into the Community Since the Opening of Kai Tak Sports Park Would Draw Crowds and Promote the Integration of New and Old Areas**

(DFWC Paper No. 15/2025)

51. **A Member** introduced the Paper.
52. **The Chairman** invited Members to refer to the written reply furnished by the KCDO, i.e. Document No. 14 tabled.
53. **The representative of the KCDO** gave a consolidated reply as follows:
- (i) over the years, the Office had been actively producing a number of murals at various locations in the district to enhance the visual appeal of the district environment. For instance, a recent 100-metre-long mural painted along the central dividers of a section of Hung Hom Road, which was themed around the celebration of the 25th Anniversary of the Establishment of Hong Kong Special Administrative Region, was well received by residents; and
  - (ii) noting the views raised by Members in the Paper, the Office would conduct a comprehensive review of all existing murals in the district and consider arranging for their replacements subject to the condition of the murals and availability of resources. In production of new murals, the Office would fully consider Members' suggestions and select appropriate themes to ensure the murals were aesthetically pleasing and reflective of the district's characteristics.
54. **Members** suggested the Office to collaborate with merchants and used the recently popular film *Ne Zha 2* as the theme of murals. By integrating this theme with the cultural and tourism characteristics of Kowloon City District, the mural could attract tourists for photo opportunities and boost the economic development of Kowloon City District.
55. **The representative of the KCDO** stated that Members' views had been noted. The Office would communicate with various stakeholders in the district when producing murals in the future to increase community participation.

56. **The Chairman** made a conclusion and he stated that the Office should take into account commercial interests, copyrights and other related issues when preparing and designing new murals in order to avoid legal disputes.

#### **Item 11**

#### **Concern about the Problem of Large-scale Emergency Temporary Water Suspension in Ho Man Tin Area**

(DFWC Paper No. 16/2025)

#### **Item 12**

#### **Concern about the Problems of Water Seepage and Mains Burst Occurred in Multiple Locations in Kowloon City District**

(DFWC Paper No. 17/2025)

#### **Item 13**

#### **Urge for the Inspection of Fresh Water Mains and the Establishment of Water Intelligent Network in Hung Hom Area**

(DFWC Paper No. 18/2025)

57. The Chairman suggested discussing Items 11 to 13 together since they were all relevant to the water supply facilities in Kowloon City District.

58. **The Chairman** invited Members to refer to the written reply furnished by the WSD, i.e. Document No. 15 tabled.

59. **A Member** introduced the Paper and stated that multiple incidents of water main bursts or leaks happened in Hung Hom area in the past six months. Enquiries were made on the effectiveness of the monitoring locations of the Water Intelligent Network (WIN) and the improvement measures targeting at ageing water mains taken by the Department.

60. **The representative of the WSD** gave a consolidated reply as follows:

- (i) the Department had all along been committed to providing the public with reliable, sufficient and quality water supply. Through continuous improvement in asset management and making good use of technology, the Department ensured effective operation of the water supply networks. The cases of water main bursts or leaks in the water supply networks in Hong Kong could be attributed to a

number of factors in general, which included ageing of water mains, disturbance caused by frequent uses of road or excavation works, etc. In response to failures in water supply networks, the Department would have to conduct investigations and arrange for leakage detection work for the pipeline to identify the cause and location of leakage as well as the affected areas, etc. Upon confirmation of the related information, the Department would promptly disseminate the information of the emergency suspension of water supply, including the type of water supply, duration of suspension, affected areas, temporary fresh water supply arrangements, etc., through its website and WSD Mobile APP, the mobile application, to keep the affected public informed about the relevant arrangements;

- (ii) regarding the situation of emergency suspension of salt water supply that affected approximately six buildings on Peace Avenue and Waterloo Road in mid-February this year, the Department immediately deployed staff to the scene to follow up upon receiving reports of unstable salt water supply in the relevant buildings. On 15 February this year, leakage was found in a section of salt water service pipes on Peace Avenue near Waterloo Road. Emergency repair was immediately arranged and the salt water supply for the affected locations was resumed in the early morning of 19 February this year upon completion of the repair;
- (iii) regarding the leakage situation involving a section of fresh water mains on Bulkeley Street near Wu Kwong Street in Hung Hom on 12 February this year, the Department immediately arranged to provide temporary fresh water supply through the deployment of water wagons, water tanks and standpipes upon receiving the reports to minimise the incident's impacts on nearby residents and businesses. The Department made all-out efforts to repair the water mains concerned. The related repair works was subsequently completed in the small hours of the same day and the water supply was gradually resumed. All affected road sections were fully reopened in the early morning of 14 February this year;
- (iv) to continuously maintain the overall health condition of the water supply networks, the WSD had implemented multi-pronged measures since 2015, including the implementation of a risk-based asset

management programme for water mains and the establishment of WIN district metering areas within the government fresh water distribution networks in the territory. By stepping up monitoring and improving high-risk water main sections, the risks of water main bursts or leaks were reduced; and

- (v) the Department had established 85 WIN district metering areas in Kowloon City District. The Department had arranged for repairs upon successful detection of hidden water leakage cases in the vicinity of Carpenter Road and Nga Tsin Wai Road.

61. **Members** raised the following views and enquiries:

- (i) the problem of ageing water mains was common in Hung Hom and Ho Man Tin areas. This led to frequent occurrence of water main burst incidents in recent years, which resulted in repeated suspensions of fresh water and salt water supplies and serious disruption to residents' daily life. Members urged the Department to conduct a comprehensive inspection of the water mains in the district and early replacement of aged water mains to prevent further incidents of water main bursts from happening;
- (ii) although the Department had established around 85 district metering areas in Kowloon City District, it still failed to prevent and stop frequent incidents of water main bursts. This revealed the need for further optimisation of the existing monitoring system and urgent addition of monitoring locations in order to prevent the problem;
- (iii) enquired the Department about the number and placement of the WIN monitoring locations in Hung Hom area, and the criteria for determining the placement of the monitoring system. It was suggested that the Department should establish additional monitoring locations in the black spots of leakage and water main bursts in the area;
- (iv) enquired whether the Department would conduct regular maintenance of water mains and carry out maintenance before they became aged or damaged to sustain the water pipes for extended use in addition to monitoring the leakage problem;

- (v) enquired the Department how they would inspect the condition of water mains located in rear lanes without monitoring system to prevent incidents of water main bursts;
- (vi) suggested the Department to improve its communication mechanism with the OC, management office and residents of the buildings. In the event of water main bursts, the Department should inform residents in details about the situation of the temporary suspension of fresh water or salt water supply as soon as possible, and at the same time, notify District Councilors for dissemination of information to residents; and
- (vii) residents reported slow progress in the Department's handling of the water mains leakage incident in the vicinity of Waterloo Road, Perth Street and Prince Edward Road West in Ho Man Tin, and requested the Department to expedite the water mains replacement progress.

62. **The representative of the WSD** gave a consolidated reply as follows:

- (i) the Department would regularly review and continuously optimise the existing WIN, and would supplement the information relevant to the WIN monitoring locations in Hung Hom area after the meeting;
- (ii) the Department would monitor the flow rate of water mains through the WIN. If there was abnormal water consumption during periods of lower water usage, water mains leakage might have occurred;
- (iii) the Department's Asset Management Unit would determine the priority of repair and maintenance work based on the incidents of water main bursts in the district, the age of use and materials of the water mains, and the views reported by District Councilors and the public, etc. More serious cases would be prioritised for inclusion in the Replacement and Rehabilitation Programme of Water Mains;
- (iv) upon receipt of the report of a leaking manhole cover, the Department would deploy staff to the scene to check whether there was any leakage in the water mains under the Department's management;

- (v) in the event of a water main burst incident, the affected public might ask for related information by calling the Department's 24-hour hotline or using WSD Mobile App, the mobile application. The Department would also notify various stakeholders such as District Councilors and the KCDO as soon as possible so that those affected would be informed of the relevant arrangements; and
- (vi) the Department received public reports about water main leakage that occurred in Ho Man Tin near Victory Avenue before Chinese New Year. After conducting an elimination testing, no water main leakage was found. In addition, the Department also received public reports about water main leakage in Liberty Avenue and Waterloo Road after Chinese New Year. Elimination testing was conducted at the leakage locations and the repair work were completed.

63. **The Chairman** suggested the Department to consider arranging Members to visit the WSD so that they could learn about the operations of the WIN system.

[Post-meeting note: Regarding Members' enquiries in paragraphs 61(i) to (iii), the Department supplemented that approximately 40 district metering areas of the WIN in total were set up in Kowloon City South, including Hung Hom and Ho Man Tin areas.]

#### **Item 14**

#### **Report on the Management of Facilities in Kowloon City District in 2024-25**

(DFWC Paper No. 19/2025)

64. **The representative of the LCSD** reported on the Paper.

65. **Members** suggested that the Department should further specify the concrete progress of each stage of the works and report to the Committee regularly on the latest progress of the works.

66. **The representative of the LCSD** stated that the dates for the works projects were listed in the progress schedule for Members' reference. The Department would update the progress schedule and notify Members if there were any changes to the dates.

**Item 15**

**Any Other Business**

67. No further items were raised by **Members**.

**Item 16**

**Date of Next Meeting**

68. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 8 May 2025 and the closing date for submission of papers would be 17 April 2025.
69. **The Chairman** announced the adjournment of the meeting at 5:21 p.m.

The minutes of this meeting were confirmed on 8 May 2025.

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The Chairman

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The Secretary

KCDC Secretariat  
May 2025