

**Minutes of the 10th Meeting of
the 7th Term Kowloon City District Council**

Date: 24 July 2025 (Thursday)
Time: 2:30 p.m.
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr CHANG Chi-ho, Ivanhoe, JP

Members: Mr TING Kin-wa, MH
Mr CHO Wui-hung, MH
Mr LEE Chiu-yu
Mr NG Fan-kam, MH
Mr NG Po-keung, MH
Dr Rizwan ULLAH, MH, JP
Mr HE Huahan, MH
Mr LAM Pok
Mr LAM Tak-shing, MH
Ms LEUNG Yuen-ting
Mr CHAN Chi-wah
Mr CHEUNG King-fan
Ms WONG Man-lei, Vivian
Mr WONG Man-kong
Mr WONG Chi
Ms FUNG Mo-kwan
Ms LAU Yuen-yin
Mr PUN Kwok-wah, JP
Mr LAI Yin-chung
Mr KWAN Ho-yeung, MH

Secretary: Ms LAU Wai-yin, Stella Senior Executive Officer (District Council), Kowloon City District Office

In Attendance:

Mr WU Ho-man, Kenneth Assistant District Officer, Kowloon City District Office
Mr LEE Chi-leung, Humphrey Senior Executive Officer (District Management), Kowloon City District Office

Miss MAK Wai-man, Sandy	Senior Liaison Officer (Building Management), Kowloon City District Office
Mr CHAN Yat-kin, Kaiser	Senior Liaison Officer (District Liaison)1, Kowloon City District Office
Ms SO Lai-yee, Ivy	Senior Liaison Officer (District Liaison)3, Kowloon City District Office
Mr LIU Kin-wai, Rick	Chief Transport Officer/ Kowloon 2, Transport Department
Mr WONG Lap-yan, Ivan	District Environmental Hygiene Superintendent (Kowloon City), Food and Environmental Hygiene Department
Mr CHAN Wai-wa	Senior Housing Manager/Kowloon West and Sai Kung 1, Housing Department
Ms CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Ms CHIU Shui-man, Tabitha	District Leisure Manager, Kowloon City, Leisure and Cultural Services Department
Mr LAM Chun-cheuk, Tim	Senior Engineer/13 (East), Civil Engineering and Development Department
Mr CHAN Siu-ming	District Commander, Kowloon City District, Hong Kong Police Force
Mr CHAN Hoi-leung, Billy	Police Community Relations Officer, Kowloon City District, Hong Kong Police Force
Ms TSE Tsui-yan	District Commander, Sau Mau Ping District, Hong Kong Police Force
Mr MAN Cheuk-hei, Tony	Assistant District Commander (Administration), Sau Mau Ping District, Hong Kong Police Force

Mr CHIU Tai-wai, David Executive Officer I (District Council), Kowloon City District Office

Attendance by Invitation:

Item 2	Ms KUN Ka-yin, April	Head of Energizing Kowloon East Office, Development Bureau
	Mr WONG Kuo-yang, Edwin	Deputy Head of Energizing Kowloon East Office, Development Bureau
	Ms SIN Ka-yan, Carrie	Senior Project Facilitation Manager, Energizing Kowloon East Office, Development Bureau
Item 3	Mr Mike KWAN	General Manager, Planning and Design, Urban Renewal Authority
	Ms YT LI	Senior Manager, Planning and Design, Urban Renewal Authority
	Ms Sarah YUN	Senior Manager, Community Development, Urban Renewal Authority
Item 4	Ms LAI Man-foon, Vivian	District Planning Officer/Kowloon, Planning Department
	Ms AU Yue-yan, Vicki	Senior Town Planner/Kowloon 2, Planning Department

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Opening Remarks by the Chairman

1. **The Chairman** welcomed all Members and representatives of departments to the tenth meeting of the 7th term Kowloon City District Council (KCDC).
2. **The Chairman** stated that Director XIA Baolong met with the representatives of District Council (DC) Members, Care Teams and the three district committees during the inspection visit to Hong Kong in late June. He was well aware of and fully affirmed the district work of all parties. Director XIA even composed an impromptu poem in praise of the DCs, which read: “Amid the countless duties of the

day, the District Councils serve with compassion's ray. No task too great, no detail too small, every effort is made for the good of all." (千頭萬緒區議會，胸有大愛善良心，事無巨細皆為大，做好每件只為民。). Director XIA's affirmation and commendation of the district work extended to the entire team of district governance, including the DCs, Care Teams and the three district committees. The Government of the Hong Kong Special Administrative Region was deeply moved by Director XIA's recognition of the district work. **The Chairman** would like all Members to redouble their efforts to put the expectations and spirit embodied in Director XIA's poem into concrete actions, continue to serve the public diligently, enhance the sense of well-being and fulfilment of the public, and live up to the encouragement of Director XIA and the trust placed in them by the public.

3. **The Chairman** continued to state that Dr Rizwan ULLAH was appointed as a Non-official Justice of the Peace, while Mr KWAN Ho-yeung was awarded the Medal of Honour on the 2025 Honours List and Justices of the Peace appointments. He congratulated the two Members together with all attendees.

4. **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) and stated that if the matters to be discussed had any connection or potential conflict of interests with their personal interests such as property rights, profession or investment, they should make a declaration proactively at the meeting so that he could make a decision in accordance with the Standing Orders.

5. **The Chairman** stated that in accordance with Order 32 of the Standing Orders, the quorum of the DC meeting was not less than half the DC Members holding the office for the time being. 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 two 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 switch off their mobile phones or to switch the ringers to vibration notification to avoid causing disturbances to the meeting.

Item 1**Confirmation of Minutes of the 9th Meeting**

6. **The Chairman** announced that the minutes of the ninth meeting were unanimously endorsed without amendments.

Item 2**Commercial Site 1F3 in Kai Tak**

(KCDC Paper No. 37/2025)

7. **The Chairman** welcomed the representatives of the Energizing Kowloon East Office (EKEO) of the Development Bureau (DEVB) to the meeting.

8. **Ms KUN Ka-yin, April, Head of the EKEO and Ms SIN Ka-yan, Carrie, Senior Project Facilitation Manager, the DEVB** introduced Paper No. 37/2025 with the main points as follows:

- (i) the objective of “Energizing Kowloon East” policy was to transform Kowloon East (including Kai Tak Development Area, the Kwun Tong Business Area and the Kowloon Bay Business Area) into the second core business district (CBD) of Hong Kong. Through a steady supply of quality commercial sites, the policy would support the economic growth of Hong Kong and strengthen Hong Kong’s global competitiveness;
- (ii) to release Site 1F3 located at the centre of Kai Tak Station Square (KTSS) for a more suitable development in the vicinity and for a more gainful use, the Bureau took reference from some harbourfront event spaces in recent years as examples. To enhance the vibrancy of the community, the Bureau also added more characters to the vicinity of the KTSS through incorporating some local elements. This would create synergy for commercial developments in the vicinity and the Kai Tak Sports Park (KTSP);
- (iii) the KTSS adopted a car-free and pedestrian accessible design to facilitate public use. The operator could use the existing emergency vehicular access in the Square for the access of vehicles of construction projects and those of repair and maintenance of venue facilities;

- (iv) regarding the construction and use of venue facilities, it was recommended to grant a short-term tenancy (STT) for the site in the form of an open tender, allowing the site to be used for commercial uses such as shops, retail, dining and entertainment, with open spaces provided for hosting activities. The operator was required to bear the operational expenses such as land levelling and construction of venue facilities on a self-funded basis, as well as responsible for the repair and maintenance. Operating licences or permits required had to be obtained, while statutory approval procedures had to be undergone;
- (v) regarding the form of tendering, the invitation to tender would be conducted under the “two-envelope approach”. Tenderers were required to submit a rent submission and a technical submission, with the assessment weighting of the technical submission (accounting for 70 per cent of the total score) higher than the rent submission (accounting for 30 per cent of the total score). The specified parts of the technical submission from the successful tenderers would constitute a binding part of the contract;
- (vi) regarding the contract terms, a seven-year term was recommended for the STT, enabling the operator a longer period to operate the venue and a greater incentive to make longer-term investments, thereby providing more attractive facilities. The Government would be entitled to require the operator to retain or remove the facilities at the end of the contract;
- (vii) in terms of the connectivity and accessibility of KTSS, the Bureau would require the operator to open part of the site as a pedestrian access within a specified and reasonable time, connecting the east and west sides of the Square for use by the public and visitors;
- (viii) regarding the assessment criteria, the Bureau would consider various aspects, including business plans and strategies, number, category and form of free activities promised to organise annually, layout and design of the venue, innovative suggestions and related experience in activity or venue management; and

- (ix) the Bureau would negotiate with the Lands Department (LandsD) on the details of the related tender documents, aiming to conduct an open tender in the fourth quarter of this year. The related tender documents would also be timely published on the website of the LandsD for public reference. The assessment work of tenders was expected to be conducted in the first quarter of 2026, with the announcement of tender results in the second quarter of the same year. A tenancy agreement would be signed with the successful tenderer.

9. **Mr CHEUNG King-fan's** views were consolidated as follows:

- (i) the Bureau should proactively identify some commercial establishments that showed willingness in or potential for submitting tender, as well as canvass the views of these establishments on the tendering activities;
- (ii) to create an environment in a unified style, enquiries were made on whether the Bureau would prefer a more prominent design or a design proposal that was more integrated with the architectural style around the site when considering the design of Site 1F3 in Kai Tak; and
- (iii) given that the operator, as stipulated in the proposed contract, was required to provide a specified number of free activities from the second to seventh years of the tenancy, enquiries were made on whether the operator would have sufficient time to complete the infrastructure such as land levelling and the establishment of drainage systems in only one year.

10. **Mr LAM Pok's** views and enquiries were consolidated as follows:

- (i) the Bureau should consider adding distinctive themes such as pets or sports to Commercial Site 1F3 in Kai Tak to attract consumers and investors to participate in the seven-year plan;
- (ii) suggested the Bureau to request the operator to host activities based on different festivals or themes, such as thematic activities during Christmas, Chinese New Year and Kowloon Walled City to enhance the attractiveness of the venue and promote visitor flow in different seasons. Diverse services in various forms should also be provided

at the same time;

- (iii) in view of the relatively complex layout and structure of the Mass Transit Railway (MTR), enquiries were made on whether the construction of a structure of approximately 15 metres (not exceeding two storeys) at the atop of MTR Kai Tak Station would affect the foundation and hinder the commencement of subsequent construction works;
- (iv) enquired how the Bureau would ensure that the operator of Commercial Site 1F3 would offer a variety of dining options for public selection;
- (v) the proposed STT would stipulate that a notice of termination of the contract must be given to the Bureau not less than three months in advance. He was concerned that the Bureau might not be able to find a new operator and immediately arrange an assignment within three months, resulting in an operation suspension and a waste of land resources; and
- (vi) enquired if the venue's operational expenses such as repair and maintenance and facilities management would be bore by the operator or the Leisure and Cultural Services Department (LCSD) in the future.

11. **Dr Rizwan ULLAH's** views were consolidated as follows:

- (i) agreed with the Bureau's approach of taking reference from overseas experiences such as those of South Korea and Singapore. He considered that key factors could be identified from successful overseas cases and included as one of the considerations in the assessment criteria of the technical submissions of tenderers;
- (ii) the Bureau could further focus on how the construction and development of the venue in the future could align with the overall direction of the Development Blueprint for Hong Kong's Tourism Industry 2.0. The related arrangements could be included in the assessment criteria of the submissions of tenderers, contributing to the tourism industry in Hong Kong; and

- (iii) in addition to themes such as tourism, youth, trends and pets, the Bureau was suggested to incorporate art into the scope of assessment of the assessment criteria.

12. **Ms WONG Man-lei, Vivian** stated that if multiple tenderers possessed same qualifications, the Bureau should prioritise granting the operating rights of the venue to existing developers in Kai Tak so as to create synergy, promote the development around the KTSS and further enhance the economic vitality of the core district in Kai Tak.

13. **Ms KUN Ka-yin, April, the DEVB** replied with the main points as follows:

- (i) the Bureau had earlier reached out to and gathered views from various stakeholders around the KTSS. Among them, different stakeholders expressed that they would like the operation period of the venue to be longer than general STTs so as to offset their investments in the project. Therefore, the Bureau also proposed extending the tenancy term from five years in general to seven years accordingly;
- (ii) to alleviate the economic pressure on the operator at the initial stage of operation, the Bureau proposed a rent-free period for the first year of the STT, thereby providing an economic incentive to attract investors to make longer-term investments;
- (iii) the key elements of successful overseas cases laid in its diversity and flexibility. In the current commercial development, the key to attracting customers was to keep offering them something new and distinctive. Therefore, the Bureau suggested the future operator to enhance the attractiveness of the venue by hosting some seasonal activities;
- (iv) since the venue facilities proposed to be constructed was in close proximity to the exit of MTR Kai Tak Station, its unique geographical advantage could accommodate more innovative ideas. This would help to create synergy with the commercial development in the vicinity and promote the prosperous development of the CBD in Kai Tak;
- (v) in addition to considering if the proposal could create more synergy with the developments in the vicinity, the Bureau would select a

feasible submission that best met various requirements of the assessment criteria on a merit basis; and

- (vi) the Bureau noted Members' suggestion on incorporating elements such as youth, pets and culture as the direction of the venue's theme. When formulating the related standards, the Bureau would take flexible arrangements into account and consider awarding additional scores to innovative designs, thereby encouraging tenderers to raise innovative and distinctive proposals.

14. **Mr WONG Kuo-yang, Edwin, Deputy Head of the EKEO, the DEVB** replied with the main points as follows:

- (i) the objective of proposing a rent-free period for the first year and the date of rent commencement in the second year of the STT was to provide an incentive to encourage the operator to obtain the related permits and licences required from the related government departments as soon as possible, as well as complete the design and construction works;
- (ii) in light of the existing ground level and height restriction of the venue, a two-storey building could be constructed there;
- (iii) in terms of the operation model, the Bureau would defer to the operator. It could be a diversified model with shops, dining, retail, entertainment or exhibitions, allowing a greater degree of flexibility and freedom in the operator's decision;
- (iv) based on the views gathered earlier, developers around the KTSS showed a relatively higher willingness to submit tenders. They might also have a better competitive edge in creating synergy; and
- (v) to tie in with the policy objectives of the Development Blueprint for Hong Kong's Tourism Industry 2.0 and provide a better experience for tourists, the Bureau also included requirements for landmark design in the section relevant to the venue design in the assessment criteria. By creating seasonal photo-taking spots, it was anticipated that the public in Hong Kong, tourists from Chinese Mainland and overseas would be attracted to visit the venue.

15. **Ms KUN Ka-yin, April, the DEVB** supplemented and stated that the Bureau would like the tenderers to integrate the venue design with the environment of the vicinity and create a landmark design. Submissions would receive higher scores accordingly if the related requirements were met.

16. **Ms SIN Ka-yan, Carrie, Senior Project Facilitation Manager, the EKEO, the DEVB** replied with the main points as follows:

- (i) the operator was responsible for the repair and maintenance of the venue on a self-funded basis;
- (ii) the Bureau would evaluate tenderers based on whether they possessed related experience in managing venues and organising activities; and
- (iii) with regard to the arrangements for the termination of the contract, the Bureau would determine whether an early notice of termination of the contract was required based on the actual circumstances to ensure a smooth handover to the next operator.

17. **Mr NG Fan-kam** stated that the contract term of seven years was too short. He suggested the Bureau to consider setting a longer term to ensure the operator had sufficient time to complete the construction of infrastructure. Moreover, if the operator failed to renew the contract after the end of the seven-year term, the existing building had to be demolished so that it could be handed over to the new operator to carry out reconstruction based on its own design. This recurring cycle would lead to a waste of resources and cause serious and adverse impacts to the merchants and residents in the vicinity.

18. **Mr LEE Chiu-yu's** views were consolidated as follows:

- (i) themes such as youth, pets and culture dovetailed with the development trends in modern society. In terms of culture, he suggested the Bureau to actively develop cultural and creative industries, which could promote culture and bring certain economic benefits;
- (ii) the Bureau should consider developing cultural and creative industries with youth as the theme and collaborating with the Youth Post near Kai Tak to create greater synergy, thereby promoting the

prosperity and development of Kai Tak area; and

- (iii) agreed with the Bureau's approach of allowing the operator to decide on their business content and giving additional scores to submissions with innovative designs. However, he would like the Bureau to appropriately encourage tenderers to include elements of cultural and creative industries and combine them with themes such as youth and pets with a view to boosting the local economy.

19. **Mr KWAN Ho-yeung's** views were consolidated as follows:

- (i) requested the Bureau to fully consider the views of Members at the meeting regarding the direction of the theme of Development Site 1F3 in Kai Tak. However, considering the anticipations of residents in Kai Tak area in using Site 1F3 in Kai Tak for uses that aligned with the development in the vicinity as soon as possible and further enhanced the accessibility within the KTSS area, the Bureau was suggested to reduce restrictions on development and planning of the land so as to attract the participation of more tenderers;
- (ii) when assessing submissions, the Bureau should give additional scores to design proposals that considered the accessibility of the KTSS and were in harmony with the overall style of buildings in the vicinity;
- (iii) enquired if the buildings rented would be enclosed after the contract ended. If so, the Bureau should consider the problem of traffic accessibility upon the enclosure of the said area to ensure unobstructed pedestrian access; and
- (iv) supported the Bureau to include a tenancy terms of a rent-free period of not less than a year as an economic incentive to attract the operator to allocate resources in land levelling and push forward the smooth commencement of the works.

20. **Mr LAM Tak-shing's** views and enquiries were consolidated as follows:

- (i) agreed that the longer the rent-free period, the more it would encourage the operator to actively submit tenders. Enquiries were made on whether the operator would be required to pay the rents of

the remaining six years in a one-off manner after the end of the rent-free period in the first year;

- (ii) whether there would be corresponding penalties if the operator ceased operation midway due to poor management. In addition, how the Bureau would handle the land use and subsequent usage situation if the existing operation model at present failed to create an distinctive landmark;
- (iii) Kai Tak was a new development area. The Bureau was suggested to adopt a new mindset in designing a new landmark for Kai Tak and combine the images of the Youth Post, Kai Tak Cruise Terminal and the KTSP to create a three-dimensional tourism icon which complemented each other and draw the attention of the public and tourists; and
- (iv) suggested the provision of public spaces in the future development and planning of Site 1F3 in Kai Tak, allowing the free movement of the public and children. Meanwhile, the additional provision of temporary stalls on cultural and creative could be considered as a platform to promote local speciality.

21. **Mr LAI Yin-chung's** views were consolidated as follows:

- (i) in addition to considering the number of free activities hosted, the Bureau was suggested to require the tenderers to explain the direction of implementation and expected benefits of these free activities, as well as include the aforementioned matters in the scope of consideration of the assessment criteria;
- (ii) to minimise the potential impact of the construction or removal of structures on the environment in the future, the Bureau was suggested to encourage the operator to adopt a proposal with more environmental benefits and include it as a consideration of the assessment criteria; and
- (iii) considering the proposed development site's proximity to residential buildings, the hosting of major events might bring about negative impacts such as light and noise pollution, as well as cause problems

on order. The Bureau should require the operator to propose effective measures or arrangements and include these in the assessment criteria. It would not only minimise the impact on residents, but also achieve the goals of facilitating crowd dispersal and management.

22. **Mr CHEUNG King-fan's** views were consolidated as follows:

- (i) required the operator to make a declaration regarding its financial status so as to ensure normal operation during the seven-year operating period;
- (ii) enquired if Commercial Site 1F3 had other development uses within seven years. If so, how would the Bureau handle;
- (iii) apart from hosting free activities, the operator should also be encouraged to plan and host some paid-admission events to ensure stable financial income and meet daily operational expenses. Therefore, it was recommended to include the related item in the assessment criteria; and
- (iv) the future operator should focus on directions such as environmental protection, sustainable development and social responsibility, as well as demonstrate its commitment and put the aforementioned aspects into practice through activities outlined in the tender process.

23. **Ms KUN Ka-yin, April, the DEVB** replied with the main points as follows:

- (i) it was still too early to estimate at present if the tenancy would be renewed with the original operator, if the operator would be changed or if other suitable proposals would be adopted after the end of the seven-year tenancy term. The seven-year tenancy term was set to strike a balance between the flexibility for the long-term development of the site and the stability required for the operation of STT;
- (ii) the Bureau changed the operator for the “Fly the Flyover” site at Kwun Tong Promenade earlier. Based on the related experience, a smooth process could also be ensured if it was necessary to change the operator after the tenancy term of Site 1F3 ended in the future.

Moreover, the contract terms explicitly stipulated that the Government was entitled to require the retention or removal of structures in the venue at the end of the contract. This provided room and flexibility for negotiation when changing the operator in the future;

- (iii) to enhance the attractiveness of this tender exercise, the Bureau would strive for a rent-free period of not less than a year and include this in the contract terms;
- (iv) the Bureau had consulted the related bureaux and departments on the proposal of a seven-year tenancy term. The operation of the operator during the tenancy term would not be affected by the long-term development of the site;
- (v) the Bureau noted Members' suggestion on improving the assessment criteria to formulate the tender documents; and
- (vi) targeting at the potential impacts on nearby residents during operation in the future, the Bureau would require the operator to comply with the related laws and regulations during the construction and operation period in the future in accordance with the prevailing legislation and control measures, minimise the impacts on the environment, residents and other stakeholders in the vicinity as much as possible.

24. **The Chairman** stated that the proposed development site was located at the centre of Kai Tak area. However, it had not been fully utilised in the past. Therefore, the KCDC supported the DEVB to release the site in the form of STT as soon as possible for uses that were suitable to the development in the vicinity and for a more gainful use. In the long run, a significant appeal would be brought to residents in the area, users of the KTSP and tourists. He would like the Head of the EKEO, the DEVB to lead the staff of the Bureau in actively coordinating with the internal and external parties to strive for the successful implementation of the project.

Item 3**Bailey Street/Chi Kiang Street Project of the Urban Renewal Authority**

(KCDC Paper No. 38/2025)

Item 4**Proposed Amendments to the Approved Hung Hom Outline Zoning Plan No. S/K9/28**

(KCDC Paper No. 39/2025)

25. **The Chairman** stated that since Items 3 and 4 were closely related, he announced that the two items would be discussed together.

26. **The Chairman** welcomed the representatives of the Urban Renewal Authority (URA) and the Planning Department (PlanD) to the meeting.

27. **Ms Sarah YUN, Senior Manager, Community Development and Ms YT LI, Senior Manager, Planning and Design, the URA** introduced KCDC Paper No. 38/2025 with the main points as follows:

- (i) the Government announced on 6 June 2025 that the Chief Executive in Council approved the granting of a site located at Bailey Street in Hung Hom to the URA by private treaty at a nominal premium. The aim was to provide additional financial support through land resources so as to assist the URA in improving its cash flow and enhancing its borrowing capability, ensuring that the URA had sufficient funds to continuously and orderly push forward urban renewal projects;
- (ii) the majority area of the said site was currently zoned as “Government, Institution or Community” which was originally planned for school development use. However, in view of a structural decline in school-age population, the Education Bureau considered that the provision of an additional school at the said site was not required upon review and agreed to release the site for other uses. As for the remaining small and narrow strip of land currently zoned as “Other Specified Uses” annotated “Sewage Treatment Plant”, the LandsD had also confirmed the retention of such land was not required;

- (iii) the URA would collaborate with the PlanD to propose to the Town Planning Board (TPB) the amendments to the Approved Hung Hom Outline Zoning Plan No. S/K9/28 (OZP), rezoning the aforementioned site as “Residential (Group A) 9” with a view to making good use of urban land resources. This would bring four major planning benefits to the said area, including creating synergy with the URA’s redevelopment projects nearby to create new development impetus, providing additional social welfare facilities according to community needs, providing space to enhance the accessibility between the inland area and the waterfront, and providing additional retail and dining facilities to create a more vibrant waterfront environment;
- (iv) the project aligned with the guiding principles of “people first, district-based, public participatory” mentioned in the Urban Renewal Strategy. The project also incorporated the concept of a quality city, including appropriate development density, land use planning, urban design, greening and harbour beautification;
- (v) the proposed development project encompassed residential, commercial, retail, government, institution or community facilities. The total site area was approximately 7 610 square metres. The proposed maximum gross floor area was approximately 68 500 square metres, of which the residential floor area was capped at 60 880 square metres. The proposed height restriction of buildings was 110 metres above Principle Datum. The project was expected to provide approximately 1 220 small and medium residential flats. An ancillary carpark was provided, offering approximately 343 ancillary parking spaces for private cars and 15 public parking spaces for tourist coaches/goods vehicles;
- (vi) the said site was strategically located between the high-density residential area at the inland area and the waterfront in To Kwa Wan. The site, on its west side, adjoined eight redevelopment projects commenced by the URA, making it the first “district-based new community” in Hong Kong. The URA would like to create synergy with the said new community in terms of connectivity, accessibility, livability and community vitality through re-planning, injecting new development impetus into the entire community;

- (vii) to address the service needs of residents in the area, a floor area of approximately 3 100 square metres would be reserved for the use of government, institution or community facilities in the proposed project. The Social Welfare Department expressed initial interest in establishing a residential care home and day care centre for the elderly in the proposed project;
- (viii) through a macroscopic and holistic planning, the URA would adopt a new “Cove-Waterfront-Inland” planning concept to fully leverage the advantages of inland development, shoreline and harbour waters off To Kwa Wan. The connectivity between the inland area and the waterfront could be enhanced, creating a well-supported and vibrant “Victoria Cove Area”;
- (ix) the building at the south of the proposed project would be set back from Bailey Street, freeing up an at-grade shared space of an area of approximately 760 square metres near the waterfront. The said space provided a pedestrian access leading to the waterfront, leisure facilities and green landscapes. It was also connected to the adjacent Hoi Sham Park and the waterfront promenade. This would further enhance the accessibility, ventilation effect and visual permeability between the inland area and the waterfront in To Kwa Wan;
- (x) a waterfront commercial spine connecting Hoi Sham Park would also be established in the project, offering retail and dining services. It would not only facilitate nearby residents, but also enhance the attractiveness to the public visiting the waterfront promenade, creating a vibrant waterfront environment; and
- (xi) the URA submitted a planning report on the proposed zoning amendments to the land use of Bailey Street/Chi Kiang Street Project to the PlanD in July 2025. The PlanD would prepare the amendment proposal of the development scheme plan this year, consolidate views from the DC and the related government departments, and submit them to the TPB for consideration. A two-month public consultation would then commence, allowing the public to review the planning proposal and make written representations to the TPB. The entire planning procedure was expected to be completed in the

first quarter next year, with the project anticipated to be completed in 2032.

28. **Ms AU Yue-yan, Vicki, Senior Town Planner, the PlanD** introduced KCDC Paper No. 39/2025 with the main points as follows:

- (i) in addition to the project introduced by the URA, amendments to the completed Hoi Sham Park Extension and To Kwa Wan Pigging Station were also included in the proposed amendments to the OZP;
- (ii) the Government announced on 6 June 2025 that a site located at Bailey Street in Hung Hom, adjacent to the cluster of the URA's redevelopment projects in To Kwa Wan, was granted to the URA by private treaty for residential development with a view to providing additional financial support to maintain the impetus for redevelopment;
- (iii) the URA had conducted technical assessments for the development plan. No insurmountable technical problems in terms of traffic, environment, sewage, drainage and water supply were expected to be brought to the vicinity;
- (iv) the assessment results indicated that the proposed height of this project was in general visually compatible with the height restrictions of the surroundings and the height of nearby developments. No significant negative visual impact would be brought to the surrounding environment;
- (v) in respect of air ventilation, it was anticipated that the project, with an appropriate layout, would not bring an unacceptable impact to the ventilation environment of the surroundings. In terms of landscape assessment, the landscaping design and greening measures of the project could mitigate the impact of tree removal due to the works;
- (vi) for the two sites located at Bailey Street and Sung Ping Street (i.e. Hoi Sham Park Extension and To Kwa Wan Pigging Station), the Department proposed to rezone one site from the existing "Other Specified Uses" annotated "Sewage Treatment Plant" and "Government, Institution or Community" to "Open Space". The

Department proposed to rezone another site from the existing “Other Specified Uses” annotated “Sewage Treatment Plant” to “Government, Institution or Community”; and

- (vii) based on the aforementioned proposed amendments, amendments to the Notes and Explanatory Statement of the OZP would also be made accordingly. Moreover, the Government had been assisting ferry service operators in expanding non-fare box revenue to cross-subsidise their operational expenses on ferry through various measures, including allowing them to sublet part of the piers for commercial and retail uses. To tie in with the relevant policy, the PlanD proposed to change the uses of “Shop and Services” and “Eating Place” at the two piers in Hung Hom from “Other Specified Uses” annotated “Pier” under Column 2 of the Note to Column 1 as always permitted uses.

29. **Mr LEE Chiu-yu** stated that there would be an at-grade shared space near the waterfront connecting to the adjacent Hoi Sham Park and the waterfront promenade upon completion of the project under the URA’s plan. He enquired if the shared space under private development by the URA, as well as Hoi Sham Park and the waterfront promenade managed by the LCSD, could be seamlessly connected without facilities such as fences obstructing the view.

30. **Mr WONG Chi** stated and welcomed the Government’s injection of new financial impetus into the URA so that it could implement other redevelopment projects more effectively. He considered that residents in the area were very concerned about the impact of the project’s design on the ventilation and lighting in the area. The URA should communicate with residents more and listen to their views.

31. **Dr Rizwan ULLAH** also expressed concern about the restrictions on using the said waterfront by the public upon completion of the project. Moreover, he stated that there were many ethnic minorities residing in Kowloon City District. In addition to elderly homes, he proposed that part of the area reserved for government, institution or community facilities in the project should be reserved for serving ethnic minorities. He was also concerned about the impact on the traffic in the area upon project completion. He stated that approximately 1 200 residential flats and 300 parking spaces provided in the project would put considerable pressure on the traffic in the area during peak hours. He urged the department to consider solutions.

32. **Ms FUNG Mo-kwan** stated that with development and redevelopment, To Kwa Wan would become a new community in the future. She suggested the URA to provide additional services and facilities for ethnic minorities, childcare, schoolchildren with special needs, youth or neighbourhood support in this development project and other projects in the area in the future.

33. **Mr LAM Pok**'s views and enquiries were consolidated as follows:

- (i) if the URA would communicate with nearby residents and other stakeholders with regard to the design and development of the project so as to check if they supported the existing proposal;
- (ii) substantial funding was required for urban redevelopment. However, enquiries were made on whether the URA could only rely on residential development as its financial sources and whether means such as issuing bonds would be considered to raise funds in the long run;
- (iii) if residents affected by redevelopment would be given priority to make purchases upon completion of the project;
- (iv) how would the impact of noise and dust on schools and students be mitigated during the lengthy construction period as the project was adjacent to several schools;
- (v) the design of the project would be determined by whether the "wall effect" would be created, as well as if ventilation and lighting in the vicinity would be affected. Enquiries were made on whether the URA and the PlanD could provide more information on the design of the project, as well as the data on the various assessments conducted for the development plan; and
- (vi) would like the URA to expedite the redevelopment pace of "5 Streets" and "13 Streets" upon obtaining additional funds.

34. **Mr LAM Tak-shing**'s views were consolidated as follows:

- (i) he welcomed that the project injected new vitality and elements into the community, as well as enhanced the connectivity and accessibility

of the waterfront. He would like the URA to ensure that the public could access to the waterfront from shopping centres without obstruction, thereby enhancing public participation and engagement;

- (ii) commercial elements such as retail and dining were added to To Kwa Wan area by the project, helping to boost the local economy;
- (iii) the entire project, from planning to completion, would take a considerable amount of time. He would like the URA and the PlanD to consider the “incremental approach” during the works so that part of the public space at the waterfront could be opened earlier for public use;
- (iv) suggested the URA to reserve a site in the project for residents or district organisations to stage recreational and cultural activities, enabling the participation and use by more members of the public; and
- (v) it was anticipated the two piers located in Hung Hom mentioned by the PlanD could be revitalised and enhanced upon the change of use, including providing additional markets or restaurants to make better use of pier sites.

35. **Mr HE Huahan**’s views and enquiries were consolidated as follows:

- (i) there had been repeated delays in making offers for the redevelopment project of the “5 Streets”, far exceeding the offer period of 24 to 30 months in general. Residents eagerly anticipated the URA to make offers as soon as possible since funds had already been injected to promptly commence the redevelopment works;
- (ii) how the project would be sold upon completion, if there would be specified uses, discounts provided or priority given to residents affected by the redevelopment to make purchases;
- (iii) if the design of the project would create a “wall effect” and affect nearby housing estates and schools as the project site occupied a vast area and was located by the sea; and

- (iv) there were many schools in this area, with the access of numerous school vehicles during school peak hours. There were also many tourists in the area. A number of DC Members had also dealt with problems caused by the illegal parking of tourist coaches. At present, the said site was a parking area for many tourist coaches. Therefore, he was concerned that the provision of only 15 parking spaces for tourist coaches/goods vehicles would be insufficient upon completion of the project, exacerbating the problem of illegal parking of tourist coaches and causing danger and obstruction to the traffic.

36. **Mr Mike KWAN, General Manager, Planning and Design, the URA** replied with the main points as follows:

- (i) by making reference to the arrangements of “Harbour North” that was connected to the adjacent sitting-out area at North Point Ferry Pier, it was also recommended not to install any fences or walls at the connection between this project and Hoi Sham Park Extension under the LCSD’s purview to achieve a seamless connection;
- (ii) the Authority had collaborated with the LCSD on multiple redevelopment projects and was well aware of the Department’s concerns. Hence, the building was deliberately set back when planning the project at Bailey Street to reserve a buffer zone. It would make the identification between the project and Hoi Sham Park Extension easier. The Authority would also maintain close communication with the LCSD with regard to the management matters of the said area;
- (iii) the Authority noted the Member’s suggestion of adopting “incremental approach” for the shared space at the waterfront and would make arrangements in this direction as far as possible. Moreover, this shared space could also serve as a venue for hosting a variety of activities. District organisations such as the KCDC and the Home Affairs Department were welcome to use the said space for hosting activities;
- (iv) in addition to the project at Bailey Street, the URA also had multiple projects in the vicinity, including the “district-based new community”, the Civil Servants’ Co-operative Building Society

redevelopment projects and the “5 Streets” project. Space had been reserved for various community facilities in the aforementioned projects, including integrated family services, school social work services, pre-school rehabilitation services and day activity centre services. Their service targets also covered ethnic minorities. Overall speaking, considering the allocation of Government resources, the district services provided were very comprehensive;

- (v) the Authority had conducted a technical assessment regarding the impacts of the project on the traffic in the area. The report indicated that the project would not cause adverse impacts on the traffic in the area, particularly at critical junctions. The Authority had also submitted the traffic assessment report for the review of the Transport Department (TD). The Department also had no objection to the project. In addition to the traffic assessment, the Authority had submitted reports on other technical aspects to the related government departments. Amendments would be made as required upon receipt of replies before submitting the reports to the TPB and for public consultation;
- (vi) the said site was currently used as a temporary fee-paying public car park, with the parking of vehicles including tourist coaches. However, the existing tight parking arrangements for tourist coaches did not comply with the design and guidelines of the TD for internal transport facilities. Given that the design of the entire project had to strike a balance between other development needs to achieve broader planning benefits, the project could therefore only provide parking spaces that met the requirements for general use;
- (vii) according to the preliminary planning at present, two residential buildings would be constructed at the said site, with an appropriate distance maintained between them. Thus, they would not be connected like Provident Centre or City Garden in North Point, creating a “wall effect”;
- (viii) to provide additional financial support, the said project was granted to the URA by the Government for residential development purpose. Hence, the project would be fully sold as a private development; and

- (ix) with the obtainment of financial support, the Authority would prioritise making offers for the “5 Streets” project.

37. **Ms Sarah YUN, Senior Manager, Community Development, the URA** replied and stated that since the Government announced the granting of this project to the URA on 6 June, the Authority had been listening to the views of stakeholders in the area through the feedback and assistance of DC Members. The Authority would also continue to maintain communication with the public via various channels. Moreover, the Authority had also planned to introduce the project to nearby schools and understand their views.

38. **Ms LAI Man-foon, Vivian, the DEVB** replied and indicated that the PlanD, in collaboration with various government departments, would properly serve the role of “gatekeeper” to monitor the URA’s planning for the project, including various assessments and mitigating measures. This would ensure that the project was implemented as planned and in compliance with the Government’s requirements.

39. **Mr KWAN Ho-yeung’s** views were consolidated as follows:

- (i) although the project was still in the early stage of site planning at present, he urged the URA to note Members’ views and include their requests in the tender documents when conducting tender exercise in the future;
- (ii) there would be nearly 350 parking spaces upon completion of the project. The vehicular access provided at Chi Kiang Street would inevitably put pressure on the vehicular flow there. Other newly built shopping centres in the area might also cause obstruction to the traffic. The URA and the government departments must introduce mitigation measures; and
- (iii) even though the project provided 15 parking spaces for tourist coaches/goods vehicles, if the parking fees were higher than those of on-street parking meters in general, drivers of tourist coaches/goods vehicles would not choose to park there. It would also cause traffic problems in the area.

40. **Mr PUN Kwok-wah's** views and enquiries were consolidated as follows:

- (i) the extension of Chi Kiang Street would become a main trunk road upon completion of the project. If the vehicular access was provided at such extension, obstruction must be caused to the main trunk road when many vehicles awaited at the vehicular access to enter the car park. The URA was invited to consider using Bailey Street as the vehicular access;
- (ii) enquired about the ratio of residents' use to public's use among the 343 parking spaces provided in the project, as well as the number of parking spaces for the use by goods vehicles among the 15 parking spaces for tourist coaches/goods vehicles. If the number of parking spaces reserved for the public or goods vehicles were insufficient, it would be more prone to causing obstruction; and
- (iii) the DC received complaints from residents of Yuk Yat Street from time to time regarding the noise from the users of Hoi Sham Park. To prevent residents from being affected by noise from users of Hoi Sham Park Extension in the future, the URA must pay attention to the orientation when designing the two buildings in the project.

41. **Mr Mike KWAN, the URA** replied with the main points as follows:

- (i) the traffic assessment report showed that a traffic capacity of more than 30 per cent remained at the three junctions near Chi Kiang Street during peak hours upon completion of the project, which was higher than the 15 per cent warning line set by the TD. This notwithstanding, the Authority would follow the suggestions of the TD and the Hong Kong Police Force (HKPF) to move the gate of the vehicular access inside the project area. This would minimise the impact on other road users when vehicles awaited to enter the car park. The management company would also monitor the vehicular flow of the car park and make timely adjustments;
- (ii) the project was expected to provide 1 200 residential flats. Depending on market conditions, the project might be divided into two projects for tendering by then so as to enhance its attractiveness. If so, the vehicular access for the car park at the north must be

provided in Chi Kiang Street. At this stage, the Authority was also unable to confirm if the vehicular access could be relocated to Bailey Street. However, to avoid causing obstruction on Chi Kiang Street, the Authority would make proper arrangements to ensure it would be in compliance with the TD's requirements; and

- (iii) all the 15 public parking spaces for tourist coaches/goods vehicles were available for the parking of tourist coaches, goods vehicles or other commercial vehicles to maintain flexibility.

42. **Mr KWAN Ho-yeung's** views and enquiries were consolidated as follows:

- (i) how the URA would ensure the consistency of the project and connectivity with the waterfront if the project would be tendered in two parts and constructed separately;
- (ii) as for the traffic flow assessment, although it was estimated that a traffic capacity of more than 30 per cent remained at present, it was only slightly higher than the 15 per cent warning line set by the TD. A slight increase in vehicular flow might cause obstruction. The Member urged the URA to consider relocating the access of the car park to Baily Street; and
- (iii) he would like the URA to make offers for the "5 Streets" redevelopment project as soon as possible to respond to residents' strong anticipation.

43. **Mr CHAN Chi-wah** stated that the project was located near three schools, where bells or other sounds were sounded and generated respectively at different times. To avoid conflict between residents and the schools in the future, the URA should assess the impact of these sounds on residents and make appropriate arrangements in the design. In addition, he indicated an insufficient child care services in the area. He would like the project to offer child care services to unleash the labour force of women.

44. **Mr NG Fan-kam** suggested the URA to take reference from the smart technologies adopted in the car parks of the Link and use the licence plate recognition system so that monthly rental users were not required to manually tap their cards. This would reduce the waiting time for accessing the car park and minimise the potential problem of obstruction to traffic.

45. **Mr Mike KWAN, the URA** replied with main points as follows:

- (i) the Authority had not decided if the project would be tendered separately. Various factors had to be considered before making a decision. Regardless of whether the tenders would be carried out separately, the Authority would definitely ensure the consistency of the projects;
- (ii) the projects of the Authority in Sham Shui Po were also adjacent to schools. The Authority was well aware of the impact on schools during the construction period. The sound of school bells would also affect residents. The Authority would ensure that close communication would be maintained between contractors, engineering staff and schools; and
- (iii) the project was expected to be completed in 2032. Adopting the philosophy of early and pilot implementation, the Authority would prioritise the use of advanced technologies so that drivers could enjoy a faster and more convenient parking experience when using car parks, thereby alleviating the pressure on roads. Moreover, the Authority would maintain close communication with the TD and the HKPF for proper management of roads.

46. **The Chairman** made a conclusion by requesting the URA and the PlanD to take note of and consider the suggestions by Members on the project. He also indicated that submission to the TPB for consideration and public consultation were still required for the project. If Members and the public still had views on the project, they could make written representations to the TPB during the consultation period.

Item 5

Findings and Report on the Opinion Survey Regarding Enhancement of Harbourfront Facilities

(KCDC Paper No. 40/2025)

47. **The Chairman** invited Mr PUN Kwok-wah, the Chairman of the District Facilities and Works Committee (DFWC), to introduce the Paper.

48. **Mr PUN Kwok-wah** introduced KCDC Paper No. 40/2025, stating that Members successfully gathered views from over a thousand members of the public in the district on the enhancement of harbourfront facilities during April to June 2025. Upon consolidating the views of the respondents, the DFWC had the following suggestions:

- (i) connecting the waterfront promenade in Kowloon City District as soon as possible: expediting the connection works of the waterfront promenade from Hung Hom to Kai Tak, with a focus on addressing three obstructed sections, including the pier of the Towngas Company at Grand Waterfront, the shore along Fishtail Rock in Hoi Sham Park and Green Island Cement Pier. Tackling the problem of fragmented waterfront caused by the obstructions of roads or buildings through flexible designs, with proposals such as elevated pedestrian ways, waterfront esplanades, moveable swing bridges or movable bascule bridges, thereby enhancing the connectivity and accessibility of the waterfront promenade. In addition, an “incremental approach” should be adopted to open some sections for the use by the public and tourists at the soonest;
- (ii) **establishing distinctive landmarks to promote history and culture:** revitalising the construction facilities near the waterfront as distinctive landmarks to attract the public and tourists to explore Kowloon City District, such as revitalising Kowloon City Ferry Pier, Ma Tau Kok Public Pier, former Kowloon City Vehicular Ferry Pier, former Ma Tau Kok Cattle Pier, Fishtail Rock in Hoi Sham Park, Green Island Cement Pier and Hung Hom Ferry Pier. The Government was suggested to collaborate with local historians and cultural organisations, providing professional guided tours and developing mobile applications for self-guided tours. This would enabled the public to gain a deeper understanding of the historical development of Kowloon City, thereby enhancing the sense of belonging to the community and cultural identity;
- (iii) **establishing distinctive landmarks promote history and culture:** introducing commercial activities such as opening restaurants or cafés, organising outdoor concerts and cultural and creative markets at suitable locations along the waterfront promenade to further boost visitor flow. Regularly hosting a variety of cultural and festive

activities such as drone shows, traditional water lantern festivals, carnivals and art exhibitions. Mega events along the waterfront could not only attract more members of the public and tourists, but also boost commercial vitality in the district and foster the vibrant development of the local economy;

- (iv) promoting Sports for All and sports tourism: the public in Kowloon City District had a keen demand for play equipment and sports facilities. The Government should provide additional thematic children's playgrounds, introduce smart fitness equipment, plan a running-friendly environment, expand the cycle track network at suitable locations along the waterfront and designate zones in safe waters to conduct water activities. Moreover, creating a "sports + tourism" economic model by connecting the waterfront and the precinct of the KTSP. For example, hosting sports activities such as waterfront marathons and cycling competitions to attract sports enthusiasts and tourists;
- (v) improving the environmental facilities near the waterfront promenade: to create a harmonious and aesthetically pleasing landscape, the Government should unify the design style of the waterfront promenade and improve the facilities near the waterfront, such as expanding King Wan Street Leisure Path, constructing a rest garden on the site of former TD's vehicle examination centre, revitalising To Kwa Wan Typhoon Shelter as a water sports centre, relocating the barges berthed at To Kwa Wan Typhoon Shelter for the development of the yacht industry, regularly monitoring seawater quality, increasing greening area and enhancing environmental cleanliness. In terms of public facilities, it was recommended to provide additional water dispensers, public toilets, free Wi-Fi service, sitting-out areas with sunshades and viewing decks at the waterfront, as well as enhance nighttime lighting facilities to facilitate the public and tourists;
- (vi) enhancing the ancillary transport facilities of the waterfront: to increase the accessibility of the waterfront, the Government should enhance the ancillary transport facilities travelling to and from the waterfront, including providing additional public car parks, setting up pick-up and drop-off areas for buses, minibuses and taxis, enhancing

the road network in the vicinity, improving crossing facilities, providing additional barrier-free facilities and developing a waterborne transport network;

- (vii) promoting sustainable development and strengthening community involvement: with the adoption of an innovative public-private partnership, the waterfront development could attract the participation of private enterprises in investment and operation. Community involvement mechanisms could be deepened through workshops and design competitions to build consensus so that public needs could be truly reflected in the planning process. In respect of environmental protection, more smart energy-saving facilities should be introduced, such as solar lamp poles and charging stations. With regard to the architectural layout, the “wall effect” should be avoided to protect the precious waterfront landscape and maintain natural ventilation. The public also suggested opening the waterfront to pets to promote pet inclusivity; and
- (viii) in conclusion, the enhancement of harbourfront facilities was a social project requiring a long-term collaboration. The Government, the industry and the community must engage in continuous dialogues to strike a balance between development and public needs. Only by being people-oriented, respecting nature and embracing technology could the vision of a “safe, comfortable and vibrant” waterfront in the hearts of the public be realised, leaving a precious legacy of waterfront for future generations.

49. **The Chairman** thanked Members for their work in gathering views and particularly expressed gratitude to Mr PUN Kwok-wah for his efforts in consolidating the relevant views. He invited Members to refer to the written reply furnished by the TD, i.e. Document No. 1 tabled.

50. **Mr NG Po-keung**'s views were consolidated as follows:

- (i) Kowloon City District was home to numerous historical heritage spots, such as Kowloon Walled City and Cattle Depot. Therefore, he suggested integrating the historical and cultural elements of these spots into the waterfront promenade, enhancing the benefits of connecting with these spots;

- (ii) enhancing road facilities to increase accessibility to the waterfront, enabling residents in the old areas and tourists to reach the waterfront more conveniently, thereby enhancing the vibrancy and attractiveness of the waterfront;
- (iii) developing a public-private partnership model and encouraging the participation of private companies through tendering. Hence, the economic benefits and cost-effectiveness could be increased, expediting project progress and enhancing sustainability; and
- (iv) to tie-in with the three main projects, namely the opportunity of the amendment to the Protection of the Harbour Ordinance, the provision of a 20-metre-wide waterfront promenade upon the redevelopment of the URA's "5 Streets" project and the landscaped deck upon the relocation of Kowloon City Ferry Pier Public Transport Interchange, he anticipated that the new waterfront promenade in Kowloon City District could not only connect the three obstructed areas, including the pier of the Towngas Company at Grand Waterfront, the shore along Fishtail Rock in Hoi Sham Park and Green Island Cement Pier, but also extend to Tsim Sha Tsui, Kai Tak, and even Kwun Tong, thereby maximising the economic benefits of the waterfront promenade.

51. **Ms LAU Yuen-yin** stated that she strongly agreed with the suggestion of "combining cultural festivals and entertainment to boost the local economy" mentioned in the Paper. At present, venues for local young people to showcase their talents were very insufficient. She suggested the Department to take reference from Macau's licensing mechanism for street performers, allowing local or even overseas young people to perform in waterfront areas. Such vibrant cultural and arts performances would attract the public and tourists, embodying the characteristics of "Tourism is everywhere in Hong Kong" and boosting the local economy at the same time.

52. **Mr LEE Chiu-yu** stated that at present, certain parts of the waterfront promenade allowed pets' entrance, while others did not. Some facilities were not provided at all parts of the waterfront promenade. He would like the LCSD to make a unified plan for the development of the waterfront promenade to facilitate public use.

53. **Ms CHIU Shui-man, Tabitha, District Leisure Manager, Kowloon City, the LCSD** replied with the main points as follows:

- (i) at present, the Department had established different distinctive landmarks in waterfront parks. The Department had also planned to conduct enhancement works in waterfront parks, further enhancing the public's experience in using the parks;
- (ii) the Department welcomed the applications from different organisations to use the venues under its purview for cultural and arts performances or to host suitable recreational and sports activities. In the past, many organisations had also used Kai Tak Promenade and Hoi Sham Park under the Department's purview for activities such as drone shows or carnivals. The Department was also about to host activities at Shing Fung Road Park and Hung Hom Promenade for public participation;
- (iii) the venues under the Department's purview provided various facilities, including fitness facilities, children's playgrounds, children cycling areas and children cycling grounds for balance bikes. Toilets, water dispensers, pavilions and viewing decks were also provided along the waterfront promenade for the use by the public and tourists;
- (iv) the Department also had plans to further enhance venue facilities, such as providing additional lockers at the leisure venues of the waterfront promenade in Kai Tak to facilitate runners to store their belongings, as well as providing Wi-Fi service. The latter one was subject to further implementation and provision of technical support by the Office of the Government Chief Information Officer;
- (v) in respect of promoting sustainable development and enhancing community involvement, the Department installed solar lamp poles at Kai Tak Promenade and Shing Fung Road Park. Among which, solar charging devices were also provided for the public at Kai Tak Promenade. The public were welcome to bring their pets to these two parks, as well as the nearby Kai Tak Sky Garden and Kai Tak Cruise Terminal Park, to enjoy the facilities of the parks and waterfront promenade in an inclusive environment; and

- (vi) the Department had conducted public consultations on whether the waterfront promenade at Hung Hom would be open to pets. However, it would not be implemented due to opposition from residents in Whampoa area.

54. **The Chairman** concluded by stating that Members were invited to continue to follow up with the relevant departments in the meetings of the DFWC regarding the views raised by the public and Members in the report.

Item 6

Report on the Study of Issues of Concern on Ancillary Transport Facilities in the District

(KCDC Paper No. 41/2025)

55. **The Chairman** invited Mr CHO Wui-hung, the Chairman of the Traffic and Transport Committee (TTC), to introduce the Paper.

56. **Mr CHO Wui-hung** introduced KCDC Paper No. 41/2025, stating that the TTC received many views gathered by Members on the traffic matters in the district. The relevant views were classified into seven categories as follows:

- (i) enhancing bus services: increasing the number of bus routes, enhancing the frequency of runs of buses during peak hours, extending bus service hours during nighttime and reorganising routes to cover and enhance the public transport connecting New Acute Hospital, as well as improving the waiting environment to facilitate the elderly's commute;
- (ii) improving minibus services: increasing the number of minibus routes and enhancing the frequency of runs. Strengthening the monitoring of drivers' service quality to combat the situation of unauthorised alternation of routes. In addition, suggestions were made on offering section fares and extending special discounts to elderly to all minibus routes with a view to alleviating the burden on the public;
- (iii) strengthening MTR services: enhancing the frequency of runs of the Tuen Ma Line, with intervals during peak hours reduced to not more than five minutes. Improving station facilities such as providing additional travellers at Sung Wong Toi Station and escalators at Exit

B of To Kwa Wan Station;

- (iv) enhancing pedestrian safety: changing some pedestrian crossings to a diagonal design to reduce pedestrian crossing time. Expanding the area of safety islands to prevent overcrowding. Improving the lighting of staircases and pedestrian accesses in areas with high utilisation rates during nighttime (such as Dyer Avenue and Hung Hom Estate) to enhance pedestrian safety;
- (v) managing illegal parking: providing additional multi-storey car parks and introducing smart parking systems in response to the problem of illegal parking in the district. Providing additional pick-up and drop-off areas for tourist coaches to minimise the impact of illegal parking of tourist coaches on traffic and residents in the district. Meanwhile, opening suitable locations in the KTSP (such as temporary bus stops) for parking by the public when major events were not staged. Strengthening enforcement at illegal parking black spots to enhance traffic safety;
- (vi) enhancing the traffic at the KTSP: providing additional bus-only lanes, pick-up and drop-off points for taxis and overnight bus routes during major events. Enhancing bus services at Muk Tai Street and providing additional pick-up and drop-off points at Shing Kai Road to facilitate the rapid dispersal of visitor flow and vehicular flow; and
- (vii) alleviating traffic obstruction: opening ferry routes from the Kai Tak Runway Area and Kowloon City Ferry Pier to Hong Kong Island. Expediting the construction of the smart and green mass transit system in Kai Tak, with space reserved for the long-term development of the system and the enhancement of alignment. Meanwhile, relocating the driving test centres in Ho Man Tin and reducing driving learning session to minimise traffic disruptions. Moreover, adjusting the arrangements of no stopping restrictions at the road sections around school zones and enhancing the settings of traffic lights to improve the safety of students crossing the roads.

57. **Mr CHO Wui-hung** concluded by stating that the report gathered public views and suggestions on improving the traffic in the district, covering short-term contingency measures, medium-term enhancement proposals and long-term

development plans. With the concerted efforts of the related departments and the community, it was anticipated that the transport network in Kowloon City District would be fully enhanced, creating a better commuting experience for residents.

58. **The Chairman** thanked Members for their work in gathering views and particularly expressed gratitude to Mr CHO Wui-hung for his efforts in consolidating the relevant views. He invited Members to refer to the written reply furnished by the TD, i.e. Document No. 2 tabled.

59. **Ms LAU Yuen-yin's** views were consolidated as follows:

- (i) there was a total of six driving test centres for private cars and light goods vehicles in Hong Kong, with three located in Ho Man Tin. This put considerable pressure on the traffic of the district. In particular, a number of large housing estates were completed over the past decade in Ho Man Tin area. The population nearly doubled. Among them, most of the families owned vehicles. The growing demand for road usage in the area could no longer bear the traffic load brought by driving test centres;
- (ii) given the proximity of the driving test centre located at Pui Ching Road to the busy Waterloo Road, the impact on the traffic in the area was even greater. Furthermore, it seemed that examiners responsible for driving tests were required to report to the said centre before the start of the exam, putting even greater pressure on the traffic at the said location. As a short-term mitigating measure, she would like the TD to consider improving the reporting arrangements;
- (iii) many learner drivers were attracted to learn driving and practise repeatedly in Ho Man Tin, which was the driving test routes. The large number of learner drivers frequently caused serious traffic obstruction;
- (iv) in addition to private cars, residents had also been plagued by the driving test routes of motorcycles. Buildings gates and footpath railings were sometimes damaged by learner drivers of motorcycles. The "figure 8" manoeuvring test for motorcycles was conducted at King Tak Street. Despite a 24-hour ban on driving learning at this road section, a lot of people still broke the law to learn driving and

practise there in a bid to obtain driving licences. This posed dangers to pedestrians in the area and increased the workload on enforcement by the Police; and

- (v) the demand to relocate the three driving test centres in Ho Man Tin area had been raised for over a decade. Although the TD and the HKPF had taken actions to minimise the impact of driving tests and driving learning activities on the traffic in the area, the results had not been significant. She would like the TD to follow up more actively and move the driving test centres out of Kowloon City District as soon as possible.

60. **The Chairman** stated that the number of driving test centres in Kowloon City District was higher than other districts. The driving test centres were concentrated in Ho Man Tin. Coupled with the growing population in the area and increasingly busy traffic, problems of driving learning and driving tests had indeed put a considerable pressure on the traffic in the area. The Chairman would like the TD to make careful consideration and raise feasible solutions.

61. **Mr LIU Kin-wai, Rick, Chief Transport Officer/Kowloon 2, TD** replied with the main points as follows:

- (i) the Department understood the situations of driving learning and driving tests in Kowloon City District had put considerable traffic pressure in the area at different times. Therefore, control measures were implemented based on circumstances. For example, to strike a balance between driving learning and residents' needs, traffic signs prohibiting driving learning (at all times or at designated times) were erected at road sections in the vicinity of Tin Kwong Road Driving Test Centre. Moreover, to alleviate the pressure on existing driving test centres, the Department had been working with the related departments to identify suitable sites for establishing driving test centres. However, locating suitable sites in the urban area for driving test centres was not easy. The Department would continue to monitor the relevant situation and collaborate with the related departments to continue searching for suitable site to relocate driving test centres;

- (ii) the Department noted the Member's suggestion on adjusting the reporting arrangements at driving test centres for driving test examiners. The Department would review the suitability of enhancing the related operations; and
- (iii) the Department would continue to closely monitor the number of driving tests in Kowloon City District, striking a balance between the needs of traffic in the district, nearby residents and learner drivers. The Department welcomed Members and the public to provide feedback regarding the traffic situation in the district. If necessary, the Department would consider further strengthening control measures to minimise the inconvenience caused by the related driving items to nearby residents as far as possible.

62. **Mr CHAN Chi-wah's** views were consolidated as follows:

- (i) problems of driving tests and driving learning were severe in Ho Man Tin area. Members had conducted on-site inspections with the Police, as well as regularly communicated with the owners' corporations and owners' committees of housing estates in the area to provide feedback on the situation of illegal driving learning; and
- (ii) even though the Police stationed on King Tak Street for an extended period, some learner drivers still illegally learnt driving during shift-change hours or after 11:00 p.m. when there were fewer police officers patrolling. They would also constantly change the locations of driving learning in the area to evade Police's enforcement, which would affect residents as well. Therefore, he would like the TD to move driving test centres out of Kowloon City one by one as soon as possible.

63. **Mr LEE Chiu-yu** stated that the TD had consistently stated over a decade that it was unable to locate suitable locations in the urban area to build other driving test centres. He understood that locating suitable sites was not easy as the urban area was densely populated. He considered that moving test centres out of the urban area might not have significant and substantial impacts on driving test candidates as driving licences were applicable territory-wide. Hence, he would like the Department to expand its scope for locating sites and consider establishing driving test centres outside the urban area in Kowloon. Otherwise, it would just remain stagnant and could not

resolve the traffic problems in Kowloon City.

64. **Mr NG Fan-kam**'s views were consolidated as follows:

- (i) with frequent traffic obstructions in the district, many learner drivers were stuck in traffic queues. Learning was therefore impossible for and not beneficial to learner drivers. Thus, he urged the TD to move driving test centres out of Kowloon City District as soon as possible to tackle the traffic problems in the district in the long run;
- (ii) as a short-term mitigating measure, the TD should also designate more areas in the district to prohibit driving learning. The routes of driving learning and driving tests should be separated from that of buses passing by to alleviate the impact on residents; and
- (iii) there were a lot of schools near Carmel Village Street. Many parents parked their vehicles at the said location for an extended period when picking up and dropping off their children before and after school, causing traffic obstruction. Vehicles passing by sounded their horns at vehicles obstructed the road, causing noise disturbances to nearby residents as well. He would like the TD and the HKPF to step up enforcement to address the problem of illegal parking at the said location.

65. **Mr KWAN Ho-yeung** stated that the DC was willing to address the difficulties of relocating driving test centres with the TD. He invited the Department to share in detail the difficulties of moving the test centres out of the urban area with the Council and find solutions at different levels together so as to solve this problem, which had plagued residents for decades.

66. **Ms LAU Yuen-yin** stated that since the driving test centres could not be moved out of Kowloon City in the short term, she urged the TD to actively consider various proposals to alleviate traffic pressure in the district, including:

- (i) developing an electronic reporting system and a test venue arrangement system to reduce the traffic pressure caused by the reporting of driving test examiners and candidates at the test centres; and

- (ii) to encourage more people to take their driving tests in more remote areas and reduce the flow of people using driving test centres in Kowloon City, benefits could be offered to candidates who chose to take their driving tests in more remote areas, such as reduction in test fees and priority in selecting test timeslots.

67. **The Chairman** made a conclusion by stating that there was a large number of driving test centres concentrated in Kowloon City District. Coupled with the growing population in the district and increasing traffic pressure, the demand of people in the district for relocating the test centres was very clear and reasonable. Even though it would be difficult for the TD to move all the three test centres out of Kowloon City, he would also like the Department to reduce the number of driving test centres in the district. The KCDC and the Kowloon City District Office were keen to cooperate with the TD and other departments for liaison when necessary to jointly resolve this difficulty. He requested the TD to actively consider Members' views and negotiate with different sections of the Department to make a breakthrough in solving the problem. Regarding other views in the report, he invited Members to continue to follow up with the related departments in the meetings of the TTC.

Item 7

Any Other Business

68. There being no other items raised by Members, **the Chairman** announced that the discussion on the agenda item be adjourned.

Item 8

Date of Next Meeting

69. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 30 September 2025 and the closing date for submission of papers would be 15 September 2025.

70. **The Chairman** adjourned the meeting at 5:00 p.m.

The minutes of this meeting were confirmed on 30 September 2025.

The Chairman

The Secretary

KCDC Secretariat
September 2025