

(Translation)

**Minutes of the 1st Meeting of  
Housing and Development Planning Committee,  
the 7th Term Kwun Tong District Council**

**Date:** 23 January 2024 (Tuesday)

**Time:** 2:30 p.m. – 4:29 p.m.

**Venue:** Conference Room, Kwun Tong District Office,  
Unit 05-07, 20/F, Millennium City 6, 392 Kwun Tong Road,  
Kwun Tong, Kowloon

**Present**

Mr YU Siu-lun (Vice-chairman)

Mr YU Man, MH

Mr YU Ka-ming

Mr NG Ting-fung

Mr LEE Ka-hang

Mr FONG Yat-kwan

Mr LAM Wai

Mr OR Chong-shing, Wilson, MH

Mr MA Yat-chiu, MH

Mr CHEUNG Yiu-pan

Mr CHEUNG Pui-kong

Mr CHEUNG Ki-tang, MH

Ms FU Pik-chun, MH

Mr HSU Yau-wai

Mr LIN Ho-man, MH

Mr TSANG Wing-fai

Ms CHING Hoi-yan

Ms FENG Yunsi

Mr WONG Kai-san

Mr AU YEUNG Kwan-nok

Ms CHU Lok-wai

Mr CHENG Keung-fung

Mr KAN Ming-tung, MH

Mr TAM Siu-cheuk

Mr KWAN Kin-wing

Mr PANG Chi-sang

**In Attendance**

Mr LAM Fuk-leong, Jack

Assistant District Officer (Kwun Tong) 2,  
Kwun Tong District Office

Mr CHOW Lap-kan, Douglas

Senior Executive Officer (District Council),  
Kwun Tong District Office

Miss CHAN Mut-kit, Helena

Senior Housing Manager/Kowloon East 1,  
Housing Department

Mr SIU Yik-ho, Steven

Senior Town Planner/Kowloon 5,  
Planning Department

Mr CHAN Muk-keung, Ringo

Senior Estate Surveyor/Kwun Tong  
(District Lands Office, Kowloon East),  
Lands Department

Mr CHEUNG Kwok-ho, Mike Senior Engineer/1(East),  
Civil Engineering and Development Department  
Mr LEUNG Wai-lam, William Engineer/Kowloon (Distribution 4),  
Water Supplies Department  
Miss LIU Siting Engineer/Kowloon 5,  
Drainage Services Department

**Secretary**

Miss CHAN Sing-yu, Toby Executive Officer (District Council) 3,  
Kwun Tong District Office

**In Attendance by Invitation**

Ms Loretta FONG	General Manager (Community Development), Urban Renewal Authority	<b>Item I</b>
Ms Esther LAI	Senior Manager (Community Development), Urban Renewal Authority	
Mr Mike KWAN	General Manager (Planning and Design), Urban Renewal Authority	
Ms LI Yee-ting	Senior Manager (Planning and Design), Urban Renewal Authority	
Ms KWAN Hoi-yee, Irene	Architect 12, Housing Department	<b>Item II</b>

**Absent**

Mr LUI Tung-hai, MH (Chairman)  
Mr HUNG Kam-in, MH  
Mr WONG Chun-ping, MH, JP  
Ms ZHAN Baoyu

## **Opening Remarks**

The Vice-chairman welcomed all Members of the Housing and Development Planning Committee (“HDPC”) and government representatives to the 1st meeting of HDPC under the 7th Term Kwun Tong District Council (“KTDC”).

2. The Vice-chairman said that the Secretariat had received notices of absence from the Chairman, Mr HUNG Kam-in, Mr WONG Chun-ping and Ms ZHAN Baoyu before the meeting. HDPC gave consent to the above four applications for absence due to their compliance with Order 64 (1) of the Kwun Tong District Council Standing Orders.

### **I. Urban Renewal Authority: Progress Report on Kwun Tong Redevelopment Project (KTDC HDPC Paper No. 1/2024)**

3. The representative of the Urban Renewal Authority (“URA”) presented the paper.

4. Members raised views and enquiries as follows:

4.1 Members welcomed that URA was able to respond to the unsuccessful tendering and changed the project planning within a short period of time. However, the additional housing supply and increased building height in the latest planning proposal for the project might affect residents of the nearby Grand Central and Yuet Wah Street. It was hoped that URA would communicate with the residents more frequently.

4.2 Members hoped that URA would speed up the redevelopment and expeditiously provide a 24-hour covered walkway connecting to the Kwun Tong MTR station in Development Areas 4 and 5 (“DAs 4&5”) of the Kwun Tong Town Centre.

4.3 Members hoped that URA would implement the improvement measures for Kwun Tong Road bus routes as soon as practicable, so as to reduce congestion at the Hoi Yuen Road roundabout.

4.4 Members called on the Transport Department (“TD”) to consider removing the traffic lights for traffic leaving for Kwun Tong Road from its ancillary road. It was believed that these lights obstructed the traffic flow on Kwun Tong Road.

4.5 Members relayed concerns from some residents in the vicinity of the project that the vertical city design would create a wall effect, and hoped that URA would take note

and communicate with stakeholders.

- 4.6 Members stated that in light of the keen demand from the residents of Kwun Tong District for dental and other medical and healthcare services, it was hoped that relevant government departments would reconsider the provision of such services in DAs 4&5 in future to meet public needs.
- 4.7 Members expressed support for the incorporation of residential elements to enhance the importance of the Kwun Tong Town Centre, but were concerned that the lingering economic uncertainties in Hong Kong would lead to further unsuccessful tendering for the redevelopment project. Members enquired URA whether there was a backup plan.
- 4.8 Members hoped that cross-boundary transport services would be provided in DAs 4&5 to facilitate residents' travel to the Greater Bay Area.
- 4.9 Members hoped that URA would study the feasibility of implementing various traffic improvement measures as early as possible, including allowing minibuses to turn right onto Hip Wo Street after leaving the terminus and widening Kwun Tong Road. Members also requested that URA review the traffic arrangements for access to the Grand Central car park.

5. The representative of URA noted Members' views and responded to their views and enquiries as follows:

- 5.1 Regarding the traffic issues of the Kwun Tong Town Centre, two vehicular exits would be provided at the construction site of DAs 4&5, located at Hip Wo Street and Hong Ning Road respectively. URA also suggested converting the original Kwun Tong Road exit for exclusive use by emergency vehicles to improve the traffic condition of Kwun Tong Road.
- 5.2 In addition, URA recommended widening Kwun Tong Road and providing a dedicated bus bay to alleviate traffic congestion on Kwun Tong Road caused by the picking-up and dropping-off of passengers by buses. Due to the substantial amount of underground utilities and cables there, URA had to divert these underground utilities and facilities before carrying out the aforementioned improvement works of widening Kwun Tong Road and adding a dedicated bus bay. URA would study the feasibility of expeditiously carrying out the underground utilities diversion works before tendering.

- 5.3 URA advised that Hong Ning Road would be widened with two traffic lanes added to facilitate vehicles to turn left directly from Hong Ning Road and travel towards Lam Tin via the Kwun Tong Road Underpass, without having to pass through the Hoi Yuen Road roundabout. In addition, URA would also propose to TD to improve the bus stop arrangements at Kwun Tong Road, under which bus routes that did not need to go through the roundabout would be placed further down Kwun Tong Road near Hong Ning Road to facilitate traffic diversion. URA would also provide a left turn lane to allow vehicles to turn left directly onto Hip Wo Street. URA believed that the above measures could alleviate congestion at the Hoi Yuen Road roundabout.
- 5.4 As for Members' recommendation to remove the traffic lights at the ancillary road of Kwun Tong Road, URA stated that the traffic lights were managed by TD and would relay the recommendation to the department.
- 5.5 With regard to the wall effect brought up by Members, URA stated that the project would have two wind corridors of no less than 15 metres in height and 15 metres in width to facilitate ventilation.
- 5.6 Concerning cross-boundary coach services, URA said that it had written to TD, hoping that the department would provide cross-boundary coach stops similar to those in DAs 2&3 of the Kwun Tong Town Centre, managed by TD. URA was awaiting TD's response for further details.

6. Members raised follow-up views and enquiries as follows:

- 6.1 Members reiterated that URA should study the feasibility of promptly providing a traffic lane for vehicles to turn left onto Hip Wo Street in order to alleviate congestion at the Kwun Tong Road roundabout.
- 6.2 Members enquired about the increase in population and households resulting from the additional housing supply in DAs 4&5.
- 6.3 Members hoped that a polyclinic would be provided in DAs 4&5 to facilitate residents in Kwun Tong District to seek medical advice.
- 6.4 Members hoped that public transport services to and from the Anderson Road Development Area ("ARDA") would be increased to facilitate residents' access to the Kwun Tong Town Centre.

- 6.5 Members enquired whether DAs 4&5 would adopt a smart car park design.
- 6.6 Members enquired whether there was a specified construction period for the project to prevent future delays in project commencement by the developer due to economic conditions.
- 6.7 Members stated that the temporary open space outside Yue Man Square was very popular among children and hoped that URA would provide similar leisure facilities in future.
7. The representative of URA responded to Members' views and enquiries as follows:
- 7.1 Regarding traffic arrangements, URA would give a detailed account to the Traffic and Transport Committee in due course.
- 7.2 As for housing supply and population growth, it was URA's preliminary estimate that there would be 1 750 additional residential units in DAs 4&5 while the population would correspondingly increase by around 4 000 to 4 100.
- 7.3 With regard to the establishment of a polyclinic, URA had reserved space for various government facilities during the technical assessment. However, the actual provision of government facilities could only be finalised after the relevant government departments made their proposals and confirmed the use of and funding for the facilities concerned.
- 7.4 With respect to transport services plying between ARDA and the Kwun Tong Town Centre, URA would relay it to TD.
- 7.5 Concerning smart car park design, URA indicated that it would explore the possibility of using multiple smart elements in the car park, including the provision of electric vehicle charging facilities.
- 7.6 Regarding the construction period, URA said that the Lands Department would specify the construction period in the land lease, with an expected duration of no more than 11 years.
- 7.7 As for the temporary playground at the vacant site outside Yue Man Square, URA stated that when construction works commenced at the site in future, relevant facilities might be discontinued to avoid impacting the project's progress.

8. Members raised follow-up views and enquiries as follows:
- 8.1 Members enquired whether URA would incorporate technological elements into bus stops in future to improve passengers' waiting experience and reduce congestion caused by the picking-up and dropping-off of passengers by buses. Besides, Members were also concerned that vehicles queuing to enter the car park might lead to tailing back of traffic in future.
  - 8.2 Members hoped that the future developer could provide diverse leisure facilities to cater for the needs of residents of different age groups.
  - 8.3 Members said that the project was located in the busiest area of the Kwun Tong Town Centre and hoped that URA would provide various pedestrian links in DAs 4&5 to connect the MTR station and facilitate residents to take public transport at Kwun Tong Road.
  - 8.4 Members anticipated that the project would attract many tourists in future, and enquired whether URA would provide ancillary facilities, such as coach parking spaces.
  - 8.5 Members indicated that the temporary leisure facilities set up by URA outside Yue Man Square were currently very popular, and enquired whether URA could extend the opening hours of the facilities.
  - 8.6 Members enquired whether URA would provide a community hall in DAs 4&5 and requested that URA take note of safety issues when designing the viewing platform.
  - 8.7 Members believed that the location of Yue Man Hawker Bazaar inside the mall was relatively secluded with little foot traffic, and enquired whether URA could take the opportunity of this development project to improve the business environment of Yue Man Hawker Bazaar.
  - 8.8 Members enquired about who had management rights over the future footbridge connecting to the Kwun Tong MTR Station.
  - 8.9 Members enquired whether URA would provide leisure facilities on the podiums of DAs 4&5 in future and whether environmentally friendly elements would be incorporated to support urban greening.
  - 8.10 Members hoped that URA would provide dental and Chinese medicine services in DAs

4&5.

9. The representative of URA responded to Members' views and enquiries as follows:

9.1 Regarding the car park arrangement, URA stated that distance would be reserved between the underground car park gate and the at-grade public road, which was sufficient to allow for more than ten vehicles to enter the underground car park. Therefore, it was expected that the queuing vehicles would not affect the public road.

9.2 As for the pedestrian links, URA hoped to minimise public use of the most crowded exit of the Kwun Tong MTR Station, i.e. Exit A, and guide the public to use the less-congested Exit C. The Civil Engineering and Development Department would also build a subway connecting the Kwun Tong Town Centre and Ngau Tau Kok Road to help divert pedestrian flow.

9.3 Concerning coach parking spaces, URA stated that coach parking spaces would be provided in DAs 4&5.

9.4 With respect to the community hall, URA had reserved about 1 500 square metres of floor space for a multi-purpose room to cater to the diverse needs of the community.

9.5 Regarding the management rights over the Kwun Tong MTR Station podium, URA would engage in detailed discussions with the MTR Corporation.

9.6 As for environmentally friendly design, URA said that different green elements would be incorporated into DAs 4&5, such as solar-powered benches equipped with phone changing functions.

9.7 Concerning the provision of dental and Chinese medicine services, URA expressed understanding of Members' concern. However, the provision of government facilities in the project must be assessed and confirmed by relevant government departments before implementation. It was understood that government departments had to consider many factors, such as the time required for funding applications and the allocation of resources, before confirmation of government facilities.

10. Members pointed out that although URA had mentioned that the car park could accommodate more than ten vehicles queuing, they believed it was still insufficient and could potentially cause congestion on public roads.

11. The representative of URA expressed understanding of Members' concern and believed that more advanced technology could be applied in future to reduce the queuing times for vehicles.

12. The Vice-chairman concluded that both Members and the public were concerned about the progress of the project and supported its prompt implementation to improve the overall supporting facilities in the Kwun Tong Town Centre. Meanwhile, in light of the current economic uncertainties, he hoped that URA would maintain flexibility during project development and continue to closely communicate with KTDC to take heed of its views.

13. Members noted the paper.

## **II. Progress Report of Public Housing Projects under the Housing Department (KTDC HDPC Paper No. 2/2024)**

14. The representative of the Housing Department ("HD") presented the paper.

15. Members raised views and enquiries as follows:

15.1 Members said that they had received complaints from residents about the noise problem at Pik Wan Road Site B, and pointed out that HD was conducting rock blasting works there. Members believed that the noise barrier did not provide effective sound insulation and failed to mitigate the noise problem, and enquired why the design of the noise barrier was different from the Environmental Protection Department ("EPD")'s original design.

15.2 Members stated that during the rainstorm last year, there were large amounts of debris flow and mountain stream water near Pik Wan Road Site A. They hoped that HD would take measures to avoid future recurrence of similar cases after the completion of housing estates.

15.3 Members mentioned the Public Housing Development at Lei Yue Mun Phase 4, and enquired about the arrangement for residents or members of the public to use the public facilities in Ko Wang Court.

15.4 Members stated that due to frequent access of large vehicles to and from the construction site, the road surface at the junction of Ko Chiu Road and Pik Wan Road was damaged. They asked HD who was responsible for road repairs, and pointed out that the lighting of the construction site at the junction of Ko Chiu Road and Pik Wan

Road was too bright, affecting the residents of Ko Cheung Court.

- 15.5 Members said it was undesirable that the pedestrian crossing facilities at the junction of Ko Chiu Road and Pik Wan Road lacked clear signage, leading to pedestrian-vehicle conflicts. Besides, Members indicated that currently, vehicles could not make a right turn from Pik Wan Road to Ko Chiu Road, affecting the conveyance of students to and from the two nearby schools by school buses.
- 15.6 Members hoped that HD would require the contractor to communicate more frequently with various stakeholders, including the Owners' Corporation of Ko Chun Court, nearby schools and residents of Ko Cheung Court.
- 15.7 Members enquired whether there would be hourly parking spaces available after completion of Pik Wan Road Sites A and B, and asked HD whether the number of parking spaces was determined by the high-end standards of the Hong Kong Planning Standards and Guidelines and whether there was room for further increasing the supply of parking spaces.
- 15.8 Members pointed out that many stakeholders in the district were concerned about whether the school site between Wang Chiu Road Phases 1 and 2 was still reserved for school use. They believed that many schools in the district were already under-enrolled, and hoped that the site could be converted for other uses.
- 15.9 Members enquired HD whether Wang Chiu Road Phase 2 had been confirmed to be converted to a Green Form Subsidised Home Ownership Scheme ("GSH") estate.
- 15.10 Members enquired whether Wang Chiu Road Phase 1 flats would be prioritised for allocation to residents affected by the redevelopment of Choi Hung Estate.
- 15.11 Members said they had received complaints from residents of Richland Gardens and Kai Yip Estate that the Wang Chiu Road project had led to the appearance of rodents.
- 15.12 Members requested that HD include the transitional housing and light public housing projects in Kwun Tong District in the "Progress Report of Public Housing Projects under the HD" ("Progress Report") to facilitate follow-up by KTDC.

16. The representative of HD responded to Members' views and enquiries as follows:

- 16.1 Regarding the construction noise problem at Pik Wan Road Site B, the land formation

works at the site would not be completed until July this year. HD would follow up on the matter and enquire with the responsible officers about the problem of noise barriers.

- 16.2 As for the debris flow and mountain stream water at Pik Wan Road Site A, HD would find out about the location of such situation after the meeting. If necessary, HD would liaise with relevant departments to handle drainage issues.
- 16.3 Concerning the public facilities in Ko Wang Court, HD did not have the relevant information for the time being.
- 16.4 With regard to the lighting problem at the junction of Ko Chiu Road and Pik Wan Road, HD said that the contractor had adjusted the brightness of the lights but would be requested to make further adjustments.
- 16.5 Regarding the noise and traffic congestion problems at Pik Wan Road Sites A and B, HD did not rule out that there were other government department works at the sites and would arrange, as far as possible, for the contractor to supervise dump trucks. Besides, HD would liaise with the police to handle the illegal parking problem to avoid affecting pedestrian crossings or obstructing school buses picking up and dropping off students.
- 16.6 With respect to communication with various stakeholders, such as nearby schools, HD would relay relevant issues to the project team.
- 16.7 HD said that there was currently no information indicating future provision of hourly parking spaces at Pik Wan Road Sites A and B.
- 16.8 Regarding whether the school site between Wang Chiu Road Phases 1 and 2 would still be reserved for school use, HD said that it was awaiting a reply from the Education Bureau.
- 16.9 HD stated that Wang Chiu Road Phase 2 currently was a GSH estate. If there were any changes in future, HD would report to Members again.
- 16.10 As for whether priority would be given to residents of Choi Hung Estate in the allocation of flats in Wang Chiu Road Phase 1, HD advised that it was studying the relevant arrangements and would report to Members if further information was available.

16.11 Concerning the problem of rodent infestation in Kai Yip Estate, HD stated that the contractor carried out pest and mosquito control every week. There had been no rodent infestation problem for the time being, but the contractor would be asked to monitor the situation.

16.12 With regard to including the transitional housing and light public housing projects in Kwun Tong District in the Progress Report, HD stated that it had consistently relayed views to the Housing Bureau (“HB”) and invited representatives of HB to attend meetings. HD would convey relevant views to HB again after the meeting.

17. Members raised follow-up views and enquiries as follows:

17.1 Members enquired about the area reserved for social welfare facilities in Wang Chiu Road Phases 1 and 2. They pointed out that there was a larger elderly population in Kwun Tong West, requiring more space for the provision of social welfare facilities.

17.2 Members said that schools in Kwun Tong District were generally under-enrolled. If there was any change in the use of the school site mentioned earlier, Members requested HD to notify KTDC as soon as possible.

17.3 Members enquired HD about how many flats in the Wang Chiu Road project had been reserved for residents of Choi Hung Estate, and whether the project completion timeline could align with the Choi Hung Estate redevelopment project.

17.4 Members enquired why the public housing project at Hiu Kwong Street was not included in the Progress Report.

17.5 Members stated that they had previously relayed the noise problem at Lei Yue Mun Phase 4 to HD but had not yet received a reply from the department. Members believed that their communication with HD and construction sites had deteriorated after the dissolution of the Estate Management Advisory Committee, and hoped that HD would strengthen liaison with the new-term KTDC.

17.6 Members hoped that HD would list the full names of the projects in the Progress Report instead of using English codes to facilitate their follow-up.

17.7 Members said that dump trucks entering and leaving the construction sites around Anderson Road Quarry had left a considerable amount of sand and gravel on the road surface in the On Sau Road area. It was hoped that HD would take note. In addition,

Members said that the illegal parking problem was serious on On Sau Road where some vehicles did not have license plates, making it difficult to identify their associated construction sites. Despite multiple reports to the police, the situation had not improved.

17.8 Members hoped that HD would engage in better communication with different stakeholders on the construction schedules for Pik Wan Road Sites A and B.

17.9 Members hoped that Yau Tong Polyclinic at Pik Wan Road would be completed expeditiously to benefit the residents of Kwun Tong District.

17.10 Members said that there were no bus or minibus stops at Ko Chiu Road and hoped that HD would work with TD to explore the provision of relevant services as soon as possible.

18. The representative of HD responded to Members' views and enquiries as follows:

18.1 Regarding social welfare facilities at Wang Chiu Road Phases 1 and 2, HD stated that the Social Welfare Department was still reviewing the project design and had not confirmed the area of the social welfare facilities. However, the project would provide a residential care home for the elderly, a day care centre for the elderly, a day child care centre, a kindergarten, a study room, an exhibition centre, a neighbourhood elderly centre, a special child care centre and a pre-school rehabilitation services centre.

18.2 As to whether GSH flats at Wang Chiu Road would be reserved for the residents of Choi Hung Estate, HD stated that rehousing residents was very complicated. The department would continuously follow up on the matter and hoped that Members could be patient.

18.3 HD indicated that it would find out why the public housing project at Hiu Kwong Street was not included in the Progress Report and would report to Members later.

18.4 Concerning communication between the contractor and stakeholders, HD stated that the contractor had a team responsible for communicating with stakeholders and would relay Members' views to them.

18.5 With regard to the names of the projects in the Anderson Road Quarry area, HD pointed out that there were only project codes at the moment and would announce their official names as soon as they were available.

18.6 Regarding illegal parking by dump trucks, if the vehicles belonged to the contractor, HD would require the contractor to stop illegal parking; if the vehicles did not belong to the contractor, HD would report to the police for assistance.

19. Members raised follow-up views and enquiries as follows:

19.1 Members expressed concern about the future transport issues for Pik Wan Road Sites A and B, as well as whether the area could accommodate a large population. They hoped that HD would add more bus and minibus stops in the area.

19.2 Members said that the future diversion of Ko Chiu Road and the noise and air pollution caused by the project would affect nearby schools, and hoped that HD would take note.

19.3 Members believed that whether or not Wang Chiu Road Phase 2 would be converted to a GSH estate would affect the planning and ancillary facilities of the area. They hoped that HD would announce the relevant arrangements as soon as possible.

19.4 Members hoped that HD could clearly specify the person-in-charge of each project to facilitate their follow-up. Additionally, Members hoped that HD could collaborate with different departments to invite different stakeholders, such as local DC Members and property management companies, for site inspection and exchanges.

19.5 Members said many residents of Hong Shui Court relayed that the Pik Wan Road project had caused noise, rodent infestation and stray dog problems. They hoped that HD would urge the contractor to solve these problems.

20. The representative of HD responded to Members' views and enquiries as follows:

20.1 HD expressed its understanding of Members' concern about the future ancillary facilities for Pik Wan Road Phases 1 and 2 and would relay their views to the department.

20.2 HD stated that Wang Chiu Road Phase 2 was still a GSH project, adding that GSH did not differ significantly from public housing in terms of ancillary facilities.

20.3 HD explained that architects occasionally worked outside the office, which might result in missed phone calls. The department would ask them to be more attentive. In addition, the phone number listed in the Progress Report belonged to the architect

responsible for the project and not the contractor.

21. The Vice-chairman hoped that HD would seriously follow up on the above matters.

22. On another note, Members hoped that the agenda item “Management Problems of Public Housing Estates in Kwun Tong District” from the previous term’s Housing, Planning, Lands, Development and Redevelopment Committee would be included again. Members hoped that the Secretariat would collect Members’ views on management issues of public housing estates before the meeting and have HD provide a written response.

23. Members pointed out that there had been many staff changes in HD recently, and hoped that HD would provide an updated organisation chart.

(Post-meeting note: the representative of HD told Members that in response to staff changes, the organisation chart of HD’s Kowloon East Region, which included the names, work phone numbers and email addresses of estate management staff for ease of contact, had been updated. The Secretariat assisted in distributing the chart to Members via email on 25 January 2024 for their information.)

24. Members hoped that HD would step up its efforts in following up on the issue of the smoke stop door on 22/F of Lee Ming House in Shun Lee Estate.

(Post-meeting note: after receiving Members’ views, the Shun Lee Estate Property Services Office (“Office”) promptly contacted HD’s engineering team and relevant departments for a site inspection. After inspection, it was found that the telecommunications contractor’s junction box was mounted to the ceiling of the staircase on that floor. To comply with the requirements of the Fire Services Ordinance, the position of the junction box had to be adjusted and moved outward during the installation of the smoke stop door. In this regard, the Office scheduled a meeting with the telecommunications contractor and relevant departments on 7 February 2024 to discuss and explore an enhancement plan. The telecommunications contractor was requested to submit a proposal to change the position of the junction box. Further study and coordination with all parties involved would then be conducted to arrange for the relevant enhancement works.)

25. The representative of HD stated that they will follow up on the above issues.

26. Members noted the paper.

### **III. Date of Next Meeting**

27. The next meeting was scheduled to be held on 26 March 2024 (Tuesday).

28. There being no other business, the meeting was adjourned at 4:29 p.m.

The minutes of the meeting were confirmed on 26 March 2024.

**Kwun Tong District Council Secretariat**

**March 2024**