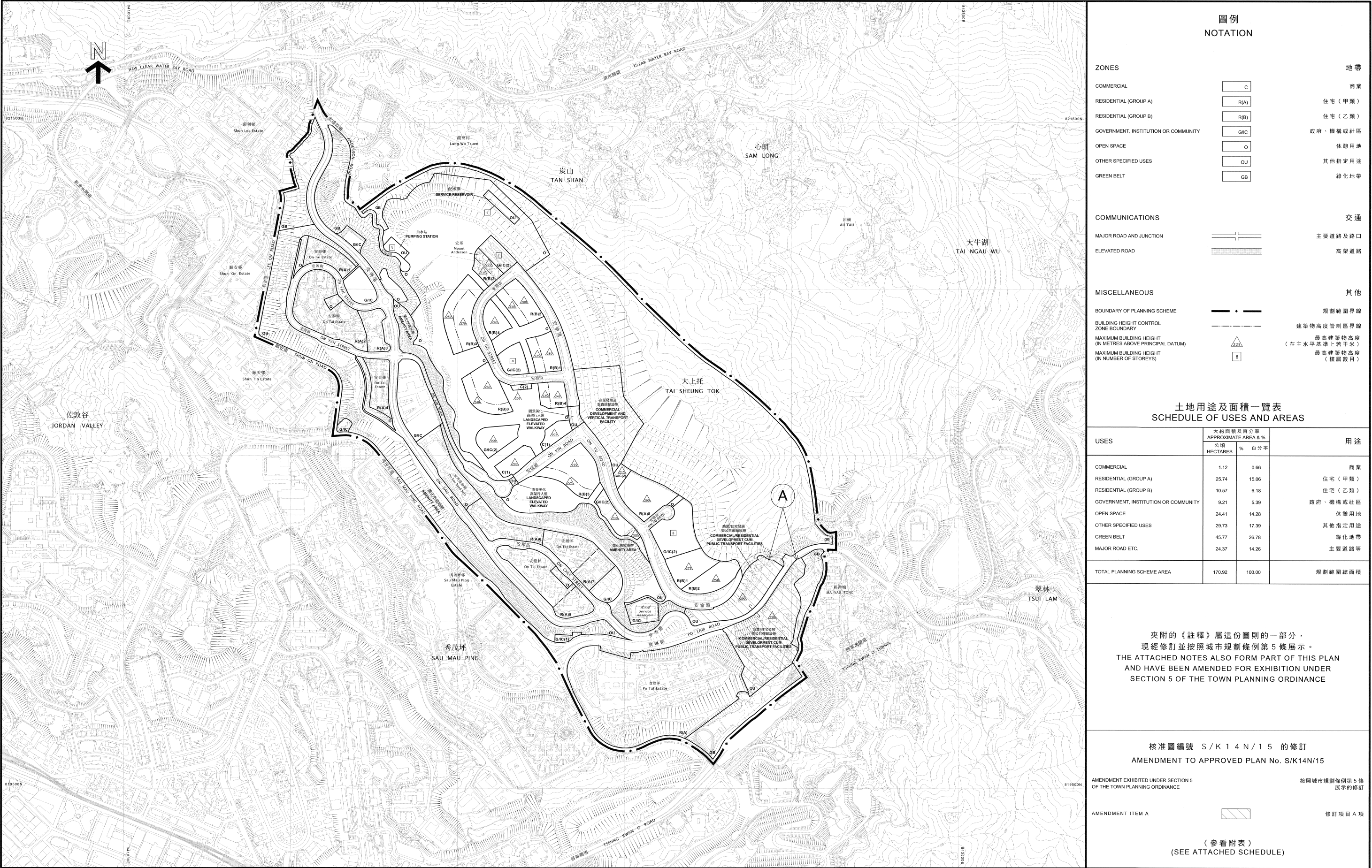




圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
RESIDENTIAL (GROUP A)	R(A)	住宅 (甲類)
RESIDENTIAL (GROUP B)	R(B)	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	G(IC)	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COMMUNICATIONS		交通
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)		最高建築物高度 (樓層數目)

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	1.12	0.66	商業
RESIDENTIAL (GROUP A)	25.74	15.06	住宅 (甲類)
RESIDENTIAL (GROUP B)	10.57	6.18	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	9.21	5.39	政府、機構或社區
OPEN SPACE	24.41	14.28	休憩用地
OTHER SPECIFIED USES	29.73	17.39	其他指定用途
GREEN BELT	45.77	26.78	綠化地帶
MAJOR ROAD ETC.	24.37	14.26	主要道路等
TOTAL PLANNING SCHEME AREA	170.92	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第 5 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S / K 1 4 N / 1 5 的修訂
AMENDMENT TO APPROVED PLAN No. S/K14N/15

AMENDMENT EXHIBITED UNDER SECTION 5
OF THE TOWN PLANNING ORDINANCE

按照城市規劃條例第 5 條
展示的修訂

AMENDMENT ITEM A

(參看附表)
(SEE ATTACHED SCHEDULE)

2025年8月8日 按照城市規劃條例第5條展示的
核准圖編號 S/K14N/15 的修訂
AMENDMENT TO APPROVED PLAN No. S/K14N/15 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
8 AUGUST 2025

Ms Donna Tam 譚燕萍
SECRETARY
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的觀塘北部（九龍規劃區第 1 4 區部分）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 14 (PART) - KWUN TONG (NORTH) - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺
METRES 100 0 200 400 600 800 METRES 米

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/K14N/16

**SCHEDULE OF AMENDMENTS TO
THE APPROVED KWUN TONG (NORTH) OUTLINE ZONING PLAN NO. S/K14N/15
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendment to Matters shown on the Plan

- Item A – Rezoning of a site to the east of Po Tat Estate from “Green Belt” and a site to the north of Po Lam Road from “Open Space” to “Other Specified Uses” (“OU”) annotated “Commercial/Residential Development cum Public Transport Facilities” with stipulation of building height restriction.

II. Amendments to the Notes of the Plan

- (a) Incorporation of a new set of Notes for the “OU” annotated “Commercial/Residential Development cum Public Transport Facilities” zone with development restrictions and requirements.
- (b) Deletion of ‘Market’ from Column 1 of the Notes for “Commercial” zone.
- (c) Deletion of ‘Market’ from Column 2 of the Notes for “Residential (Group B)” (“R(B)”) and “OU” annotated “Commercial Development and Vertical Transport Facility” zones.
- (d) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ in Column 2 of the Notes for “Residential (Group A)” and “Government, Institution or Community” zones.
- (e) Revision to the Remarks of the Notes for “R(B)” zone to align with the latest Master Schedule of Notes.

Town Planning Board

8 August 2025

《觀塘(北部)分區計劃大綱草圖編號 S/K14N/16》
Draft Kwun Tong (North) Outline Zoning Plan No. S/K14N/16

申述人名單
Index of Representations

申述編號 Representation No.	提交編號 Submission No.	申述人名稱 Name of Representer
TPB/R/S/K14N/16-R1	TPB/R/S/K14N/16-S1	Yip Sui Yu
TPB/R/S/K14N/16-R2	TPB/R/S/K14N/16-S2	Mary Mulvihill

公眾可於規劃署的規劃資料查詢處及城市規劃委員會網頁
< https://www.tpb.gov.hk/tc/plan_making/S_K14N_16.html > 查閱就《觀塘(北部)分區計劃大綱
草圖編號 S/K14N/16》提出的申述。

Representations in respect of the Draft Kwun Tong (North) Outline Zoning Plan No. S/K14N/16 are
available for public inspection at the Planning Enquiry Counters of the Planning Department and on
the Town Planning Board's website at
< https://www.tpb.gov.hk/en/plan_making/S_K14N_16.html >.

RESTRICTED

TOWN PLANNING BOARD

**Minutes of 769th Meeting of the
Metro Planning Committee held at 9:00 a.m. on 18.7.2025**

Present

Director of Planning
Mr C.K. Yip

Chairperson

Ms Sandy H.Y. Wong

Vice-chairperson

Professor Jonathan W.C. Wong

Mr Ricky W.Y. Yu

Professor Roger C.K. Chan

Mr Ben S.S. Lui

Professor Bernadette W.S. Tsui

Dr Tony C.M. Ip

Professor Simon K.L. Wong

Mr Derrick S.M. Yip

Assistant Commissioner/Urban,
Transport Department
Mr B.K. Chow

Chief Engineer (Works),
Home Affairs Department
Mr Bond C.P. Chow

Principal Environmental Protection Officer (Territory South),
Environmental Protection Department
Miss Queenie Y.C. Ng

Assistant Director/Regional 1,
Lands Department
Ms Catherine W.S. Pang

Deputy Director of Planning/District
Ms Donna Y.P. Tam

Secretary

Absent with Apologies

Mr Stanley T.S. Choi

Ms Kelly Y.S. Chan

In Attendance

Assistant Director of Planning/Board
Ms Caroline T.Y. Tang

Chief Town Planner/Town Planning Board
Ms Isabel Y. Yiu

Town Planner/Town Planning Board
Ms Helena Y.S. Pang

~~The permission was subject to the approval condition stated in the Paper. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.~~

~~[The Chairperson thanked PlanD's representatives for attending the meeting. They left the meeting at this point.]~~

Kowloon District

Agenda Item 6

[Open Meeting]

Proposed Amendments to the Approved Kwun Tong (North) Outline Zoning Plan No. S/K14N/15

(MPC Paper No. 6/25)

27. The Secretary reported that Ove Arup & Partners Hong Kong Limited (Arup) and LWK & Partners (HK) Limited (LWK) were two of the consultants of the Study for the Smart and Green Mass Transit System in East Kowloon (SGMTS-EK) (the Project) commissioned by the Railway Development Office (RDO) of Highways Department (HyD) to support the proposed amendment item. Dr Tony C.M. Ip had declared an interest on the item for his firm having past business dealings with Arup, and Mr Ricky W.Y. Yu had declared an interest on the item for his firm having current business dealings with LWK. As Dr Ip and Mr Yu had no involvement in the application, the Committee agreed that they could stay in the meeting.

Presentation and Question Sessions

28. The following government representatives and consultants were invited to the meeting at this point:

Planning Department (PlanD)

Ms Vivian M.F. Lai - District Planning Officer/Kowloon (DPO/K)

Ms Florence Y.S. Lee - Senior Town Planner/Kowloon (STP/K)
Ms Charlotte P.S. Ng - Town Planner/Kowloon

RDO of HyD

Mr Vincent T.H. Chu - Chief Engineer (CE)
Mr Sunny C.S. Chiang - Senior Engineer
Ms Simone S.M. Chan - Engineer

Consultants

Arup-AIS Joint Venture

Ms Alice Chan
Mr Elvis Lau
Ms Eva Lam
Mr Victus Kwan

KTA Planning Limited

Ms Kitty Wong

Ecosystems Limited

Mr Vincent Lai

29. With the aid of a PowerPoint presentation, Ms Florence Y.S. Lee, STP/K, PlanD briefed Members on the background of the proposed amendments to the approved Kwun Tong (North) Outline Zoning Plan (OZP) No. S/K14N/15, technical considerations, consultation conducted and departmental comments as detailed in the Paper. The proposed amendments mainly involved rezoning of two sites, including a “Green Belt” (“GB”) site to the east of Po Tat Estate (the Main Site) and a site at the north of Po Lam Road zoned “Open Space” (“O”) (the Northern Site) (the Sites), to “Other Specified Uses” (“OU”) annotated “Commercial/Residential Development cum Public Transport Facilities” with a BH restriction (BHR) of 290mPD. There were also amendments to the Notes of the OZP consequential to the amendments.

30. As the presentation of the PlanD’s representative had been completed, the Chairperson invited questions from Members.

The Need and Scale of the Depot and “Rail-plus-Property” (R+P) Development

31. Noting that the size of maintenance facilities corresponded to the types of rail system, it was observed that heavy rail systems typically required larger maintenance facilities, while light rail or monorail systems required smaller ones, depending on the specific operation and maintenance requirements. Consequently, the scale of the development atop the proposed depot would be determined by the type of railway projects to be funded. In this connection, the Vice-chairperson and a Member enquired about the type of intended transit system for the SGMTS-EK, the criteria for determining the size of the depot and the scale of the topside development, and the justifications for the need and scale of the proposed “rail plus property” (R+P) development.

32. In response, Mr Vincent T.H. Chu, CE, HyD said that the Project would be among the first for SGMTS, a new system other than the heavy rail model, to be operated in Hong Kong. To take forward the Project, the RDO issued an invitation in August 2024 for suppliers and operators to submit Expressions of Interest (EOI) for the SGMTS-EK. A total of 35 submissions were received from local, Mainland and overseas companies. The feedback gathered from the EOI not only provided a better understanding of the market’s intentions and capabilities, but also offered valuable insight into various technical aspects of the Project. The RDO and the Consultants thoroughly analysed the information collected from the EOI and utilised it as a reference to determine the technical details of the Project, including the alignment, delivery mode, and spatial and operational requirements of the maintenance depot. Such information was carefully considered when determining the area and scale required for the proposed development.

33. As a follow-up, the Vice-chairperson requested further details regarding the size of the maintenance depots for heavy rail systems compared to non-heavy rail systems, citing examples used by the Project Team to benchmark the size of the proposed depot. It was observed that the technical requirements for the new system differed significantly from those of heavy rail systems.

34. In response, Ms Vivian M.F. Lai, DPO/K, PlanD cited an example for Members’ reference. She said that the proposed SGMTS in Kai Tak, which spanned approximately 3.5km long with five stations, required a depot with a site area of about 2ha. The proposed

SGMTS-EK, which extended about 7km long with nine stations, required a proposed depot site of about 4ha at the Main Site. The development site was delineated after thorough consideration of various factors, including physical constraints and private land ownership, among others. The proposed topside development at the proposed Ma Yau Tong Station-cum-depot would provide the major funding support for the proposed SGMTS-EK.

35. Mr Vincent T.H. Chu, CE, HyD supplemented that given the transit mode would only be finalised upon the awarding of the works contracts, RDO had prepared a notional scheme featuring a station and a depot designed to accommodate the operational requirements of various transit modes. The Project focused on a new transit system tailored for medium to low capacity, distinct from the heavy rail-based model. With limited experience in this type of new transit system, the indicative design including depot size was formulated with reference to case studies in Mainland China. The depot size was primarily determined by various factors such as fleet size, configuration, operational and maintenance needs. For general reference, the depot size for the Tseung Kwan O Line being a heavy rail system was about 8.5ha, compared to the current depot size of about 4ha.

Compatibility with the Surroundings

36. The Vice-chairperson and some Members raised concerns regarding the land use compatibility of the proposed development with the surroundings areas, noting that Kwun Tong area had become a vibrant area with numerous ongoing developments. Referring to the PowerPoint slide, they also questioned the compatibility in BHs as the proposed development, with proposed BHs ranging from 277.4mPD to 290mPD, might not be compatible with the neighbouring Po Tat Estate, where the BHs of the towers were between 233mPD and 236mPD.

37. Ms Vivian M.F. Lai, DPO/K, PlanD, with the aid of some PowerPoint slides, explained that the proposed commercial and residential development atop the proposed Ma Yau Tong Station-cum-depot was not considered incompatible with the surrounding land uses. The Sites are located in an area mainly occupied by existing or planned residential developments at Development at Anderson Road (DAR), Po Tat Estate and Anderson Road Quarry (ARQ) Development which were predominantly medium- to high-density residential developments integrated with commercial uses and/or public transport facilities. The BHR of the “Residential (Group A)8” (“R(A)8”) site at ARQ was 290mPD.

Visual Impact

38. With reference to the photomontage illustrated in a PowerPoint slide, which was developed based on a notional scheme of the proposed development, some Members raised the following concerns/comments/questions regarding the visual impact of the proposed development:

- (a) when viewed from the Tsueng Kwan O Tunnel Bus-Bus Interchange (Kowloon direction), the proposed development appeared to protrude with a deck and columns on a densely vegetated slope. Given that those elements, including stilted structures, could be visually intrusive, they could not be considered having no insurmountable visual impact on the surrounding areas;
- (b) suitable façade treatments should be explored to mitigate the potential visual impact. Design measures and landscape treatments should also be adopted to reduce the visual impact of any stilted structures supporting the depot and the space underneath;
- (c) the building bulk appeared excessive and incompatible with the neighbouring Po Tat Estate building cluster. A noticeable visual impact was observed even from a distant viewpoint at the Quarry Bay Park Promenade (Viewpoint VP4). It was suggested to consider adopting a stepped height profile to reduce the building bulk and alleviate the visual impact;
- (d) the wall-like structure of the proposed development might draw public concern during the draft OZP exhibition period;
- (e) the criteria for conducting the Visual Impact Assessment (VIA), and on what basis it was concluded that no unacceptable visual impact would be caused to the surrounding area; and
- (f) the visual permeability of the Sites.

39. In response, Ms Vivian M.F. Lai, DPO/K, PlanD, with the aid of some PowerPoint slides, made the following points:

- (a) the proposed commercial/residential development cum public transport facilities would inevitably result in certain environmental and visual impacts on the surrounding areas. Appropriate mitigation measures would be implemented where necessary;
- (b) the proposed development could be considered an extension to the neighbouring Po Tat Estate and DAR, both zoned “R(A)”. When designing the proposed BH profile, other nearby developments were also taken into account, including the medium-density residential ARQ Development and the village houses at Ma Yau Tong;
- (c) variations in BH had been incorporated as far as practicable to respect the terrain setting and rural village character. As stated in the Explanatory Statement (ES) of the OZP, the ridgeline of Tai Sheung Tok had been respected, and the BH profile of adjacent developments, such as ARQ Development, Po Tat Estate and Ma Yau Tong Village, had been duly considered. The BH profile of the proposed development would gradually descend from north to south and west to east, with variations tailored to harmonise with the terrain and rural village character. For building blocks along the view corridor, the BH should be lower to minimise visual obstruction and maximise openness;
- (d) in general, a VIA should evaluate views from key strategic and popular local vantage points, as well as local visual impacts on the adjacent neighbourhood. The VIA should primarily focus on assessing the impact on sensitive public viewers from the most affected viewing points. Those viewing points normally included key pedestrian nodes, popular areas used by the public or tourists for outdoor activities, recreation, rest, sitting-out, leisure, walking and sight-seeing. Visual impacts, if enhanced or mitigated through design measures, such as improved visual permeability, greening, colour, streetscape improvement, landscape screening, etc, might be considered

acceptable;

- (e) regarding visual permeability, three building separations of about 15m-wide and a building separation of about 40m-wide were proposed at the Sites. Building setbacks from the site boundary, including setbacks of about 10m from Po Lam Road, were proposed. As the eastern-most portion of the Main Site would remain free of high-rise development, a similar view coverage towards Ma Yau Tong Village and beyond would be maintained, comparable to the relevant view corridor from the lookout point (at 310mPD) at Tai Sheung Tok to downhill areas over the north-eastern portion of the Sites. Overall, the inclusion of building separations and setbacks at the proposed development would help mitigate potential visual impacts on the surrounding urban cityscape; and
- (f) since the Project was designated under Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO), the detailed design and alignment of the new transit system, along with the proposed Ma Yau Tong Station-cum-depot, would undergo further study and comprehensive technical assessments. Those assessments would include a Landscape and Visual Impact Assessment, as required under the EIAO.

BH Variations

40. With reference to the sectional plan in Drawing 11 of the Paper, a Member suggested that the Project Team could explore a stepped BH profile from a 3-dimensional perspective. Considering the formation levels for the Tseung Kwan O Tunnel and the podium, which were 81.5mPD and 157.5mPD respectively, there might be opportunities to create a gradual transition in three directions within the Sites.

41. Two Members expressed the view that while variations in BH had been incorporated into the proposal, those variations were considered insignificant (about 5m difference), resulting in a monotonous built form for the proposed development. From urban design perspective, greater variations in BH would contribute to a more dynamic skyline and a diversified cityscape. It was acknowledged that delivering such variations was challenging,

and concerns were raised regarding whether there were existing guidelines to ensure that a genuinely stepped height profile could be delivered by the developer during the implementation stage.

42. The Chairperson pointed out that the principles stated in the ES of the OZP should be upheld as one of the mitigation measures to alleviate the visual impact. In particular, the ridgeline of Tai Sheung Tok, as well as the BH profiles of adjacent developments at ARQ Development, Po Tat Estate and Ma Yau Tong Village, should be respected. The BH profile of the proposed development would gradually descend from north to south and west to east, aligning with the terrain setting and rural village character. Building blocks along the view corridor would be lower to minimise visual obstruction and maximise openness.

Optimising Site Utilisation

43. Noting that there was currently some unused space beneath the proposed Ma Yau Tong Station-cum-depot, the Vice-chairperson and some Members raised concerns regarding site utilisation and made the following points:

- (a) the space underneath Ma Yau Tong Station-cum-depot which included only the proposed covered open space was dull, lifeless and undesirable. Given the increased pedestrian flow and proximity to the station, it was suggested to explore alternative development potential for the space beneath the Ma Yau Tong Station-cum-depot, including but not limited to relocating commercial and/or GIC uses from the podium level to the concerned space. Such an approach would maximise site utilisation and could potentially reduce the overall BH; and
- (b) reference could be made to the recent case of the University of Hong Kong's Global Innovation Centre proposal in Pok Fu Lam, where the slopes at the project site was utilised to accommodate various uses related to the Centre.

44. Ms Vivian M.F. Lai, DPO/K, PlanD responded that according to the notional scheme, a covered and open-sided open space was proposed beneath the Ma Yau Tong Station-cum-depot. Other potential uses would be explored to optimise the utilisation of the

concerned space, as the Project proceeded. In addition, the Project Team would explore improvements to the façade treatment of the cantilevered structure of the Ma Yau Tong Station-cum-depot to create a more diverse and visually appealing appearance.

Removal of Trees

45. Noting that all existing trees at the Sites (approximately 2,533 trees including 16 Trees of Particular Interests) were proposed to be felled, the Vice-chairperson had the following questions/views:

- (a) whether the applicant had explored the feasibility of transplanting the affected trees, including *Aquilaria sinensis* (土沉香) and *Artocarpus hypargyreus* (白桂木), as an alternative to felling them;
- (b) the survival rate for the existing trees on the slopes that might be sheltered by the deck structure from inclement weather, whether the tree transplantation proposal included those trees within the affected slope; and
- (c) the possibility of retaining the existing trees or, alternatively, implementing landscaping and mitigation measures to compensate for the loss of trees in the affected area should be explored. While the physical conditions might be different, the Project Team was advised to reference the approach adopted in the Global Innovation Centre.

46. In response, Ms Vivian M.F. Lai, DPO/K, PlanD, with the aid of some PowerPoint slides, explained that as the Sites would be developed as Ma Yau Tong Station-cum-depot and topside development, all existing trees within the Sites (2,533 trees) would inevitably have to be felled. The feasibility of tree transplantation had been explored. Nevertheless, due to the site conditions, most of the existing trees were located on slopes and were generally in poor form and condition, rendering them unsuitable for transplanting. Upon review, it was anticipated that the trees would have a low survival rate even if successfully transplanted. As a mitigation measure, a compensatory planting proposal was prepared to achieve a 1:1 compensation ratio (in terms of quantity) as far as practicable. It was confirmed that the existing trees located outside the development site boundary would not be affected.

47. The Chairperson supplemented that based on past experience, it was indeed challenging to retain trees at locations with sloping terrain and limited sunlight, which complicated the feasibility of preserving large trees. Having said that, there might be opportunities for the Project Team to explore alternative forms of greenery under the EIA Study, such as grassland or shrubs, to enhance the environmental and ecological values.

Traffic Impact and Pedestrian Connectivity

48. In relation to the potential traffic impact and pedestrian connectivity, some Members had the following observations:

- (a) while it was understood that the Project was intended to alleviate existing traffic pressure in East Kowloon, and adoption of the R+P model was necessary to financially support the Project, there were concerns on whether the additional population of approximately 24,000 generated from about 9,000 residential units would potentially exacerbate the existing traffic conditions, particularly if the area was already under significant traffic pressure;
- (b) concerns were raised regarding the potential adverse traffic impact arising from an increased population if no restrictions were imposed on the number of residential units. This was because the current Traffic and Transport Impact Assessment (TTIA) was conducted based on an assumed average flat size of 50m², which could be revised during the detailed design stage, potentially resulting in a higher population;
- (c) whether there were any government guidelines for regulating the number of residential units in a development to ensure that any significant implications on the technical assessments, particularly those related to traffic, were effectively addressed; and
- (d) the pedestrian connectivity network from the perspective of residents.

49. In response, Mr Vincent T.H. Chu, CE, HyD, with the aid of some PowerPoint slides, said that a TTIA had been conducted to assess the traffic and transport impacts on the surrounding networks. Various mitigation measures were proposed to enhance traffic circulation of the surrounding areas, including junction improvement works at Sau Mau Ping Road/Po Lam Road (J7), Po Lam Road/On Yu Road/connection road to the Proposed Development (J10) and Po Lam Road/Tsui Lam Road/Ma Yau Tong Road (J11) and provision of roadside laybys at both sides of Po Lam Road. With the implementation of the Project and the proposed road improvement measures and pedestrian connectivity schemes, the proposed development would neither generate adverse traffic impacts on the local road networks nor worsen the existing pedestrian environment.

50. Ms Vivian M.F. Lai, DPO/K, PlanD supplemented that the proposed SGMTS-EK with proposed mitigation measures would enhance the overall transport capacity of the area, enabling the accommodation of the estimated traffic flow resulting from the additional population and thereby alleviating traffic congestion. In addition, the assumption of persons per flat (PPF) was expected to be adjusted in response to changing flat size. In other words, as smaller flats would have a lower PPF, it was anticipated that the total population might not increase significantly even if the number of flats increased. Therefore, the relevant assessments were considered reasonable, as they had already taken into account the worst-case scenario in terms of population generated by the proposed development. Furthermore, relevant technical assessments, including TTIA and Water Supply Impact Assessment, would be required by the relevant government departments in the event of significant changes to the proposed development parameters.

51. The Chairperson supplemented that the assumed flat size of 50m² was merely an average figure with allowance for a combination of different flat sizes during the detailed design stage, depending on prevailing market conditions. In addition, the implementation of the Project would be reviewed by various government authorities through established mechanisms to ensure that the development would not result in adverse technical impacts.

52. Ms Florence Y.S. Lee, STP/K, PlanD, with the aid of some PowerPoint slides, elaborated on the proposed pedestrian connectivity network between the development and neighbouring areas. Given that the proposed Mau Yau Tong Station-cum-depot at the Main Site was planned at 135mPD level, the development would incorporate convenient linkages to

enable public accessibility. They included a pedestrian footbridge over Po Lam Road, linking the Main Site to the Northern Site, as well as an at-grade crossing at On Yu Road to connect the ARQ Development to the Northern Site. Furthermore, 24-hour barrier-free pedestrian accesses, comprising pedestrian footbridges, walkways and vertical lift systems, would be provided at the proposed development, thereby offering direct connections to Po Tat Estate, the Tseung Kwan O Tunnel Bus-Bus Interchange, as well as retail, community facilities, and open spaces within the proposed development. An opening at the 120mPD level within the covered open space was also proposed to maintain the existing footpath connecting to Ma Yau Tong Village to the east.

Others

53. In response to Members' concerns regarding the rights and interests of future individual owners under the Deed of Mutual Covenant (DMC) concerning the management of the common areas within the topside development, as well as whether the car parking spaces would be exempted from gross floor area (GFA) calculation, Ms Vivian M.F. Lai, DPO/K, PlanD said that the relevant details of the tender documents or land lease would be subject to consultation with relevant government departments and stakeholders at a later stage. In addition, a DMC would be established to manage the rights and interests of future individual owners, including those related to common areas. Under Joint Practice Note No. 4 on Development Control Parameters Plot Ratio/GFA, when determining the GFA calculation for ancillary car parks, the Buildings Department's practices in GFA calculation and granting of GFA concessions would be followed.

Conclusion

54. The Chairperson concluded that Members generally supported the proposed amendments to the OZP, which primarily involved rezoning the Sites to "OU(Commercial/Residential Development cum Public Transport Facilities)" with a BHR of 290mPD. To address Members' views and achieve better explanation at the representation stage, the Chairperson advised the Project Team to enhance the information related to issues discussed at the subject meeting, including visual impact, site utilisation and justifications for the need and scale of the proposed development. Should the Committee agree with the proposed amendments, the draft OZP would be gazetted for public inspection for 2 months and

the representations received, if any, would be submitted to the Board for consideration.

55. After deliberation, the Committee decided to:

- “(a) agree to the proposed amendments to the approved Kwun Tong (North) Outline Zoning Plan (OZP) No. S/K14N/15 and that the draft Kwun Tong (North) OZP No. S/K14N/15A at Attachment II of the Paper (to be renumbered as S/K14N/16 upon exhibition) and its Notes at Attachment III are suitable for exhibition under section 5 of the Town Planning Ordinance; and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper for the draft Kwun Tong (North) OZP No. S/K14N/15A (to be renumbered as S/K14N/16 upon exhibition) as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP and the revised ES will be published for inspection together with the OZP.”

56. Members noted that as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES (including those to address Members’ concerns as mentioned in paragraphs 38, 40 and 41 above), if appropriate, before their publication under the Ordinance. Any major revisions would be submitted for the Board’s consideration.

[Post-meeting note: Paragraph 9.6.7 of the ES of the OZP was amended to address Members’ concerns regarding the mitigation measures for the stilted structure supporting the depot and the space beneath it, as well as the utilisation of the space underneath. The paragraph was amended to read as:

“This zone is subject to a maximum BH of 290mPD. Respecting the ridgeline of Tai Sheung Tok and considering the BH profile of adjacent developments at ARQ Development, Po Tat Estate and Ma Yau Tong Village, the BH profile of the development shall gradually descend from north to south and west to east to commensurate with the terrain setting and rural village character,~~and lower~~

~~building blocks should be placed along the view corridor to minimise visual obstruction and maximise openness.~~ ***Building blocks along the view corridor should be lowered*** to minimise visual obstruction and maximise openness ***for views towards the East Kowloon Peninsula. Besides, the BH profile should exhibit variations to promote visual interest. Proper urban design and landscape treatment shall be adopted to mitigate the visual impact of any stilted structure supporting the depot and the space underneath, and possibility of utilising such space should be examined.*** The layout of the development shall take due consideration of better integration, connection and accessibility of the proposed Ma Yau Tong Station-cum-depot of SGM-TS-EK with commercial and residential uses, social welfare facilities and open space within the zone as well as adjacent developments.”]

[The Chairperson thanked the government representatives and consultants for attending the meeting. They left the meeting at this point.]

[The meeting was adjourned for a 5-minute break.]

[Mr Tony C.M. Ip left the meeting during the break.]

[Mr Ernest C.M. Fung, STP/K and Ms Helen K.W. Ip, TP/K, were invited to the meeting at this point.]

(Translation)

**Minutes of the 9th Meeting of the
7th Term Kwun Tong District Council (Full Council)**

Date: 28 April 2025 (Monday)
Time: 2:30 p.m. – 5:58 p.m.
Venue: Conference Room, Kwun Tong District Office,
Unit 05-07, 20/F, Millennium City 6, 392 Kwun Tong Road,
Kwun Tong, Kowloon

Chairman

Mr HO Lap-ki, Denny, JP

Members

Mr YU Siu-lun	Mr HSU Yau-wai
Mr YU Man, MH	Mr LIN Ho-man, MH
Mr YU Ka-ming	Mr CHAN Yiu-hung, Jimmy, MH
Mr NG Sing-wah	Mr TSANG Wing-fai
Mr NG Ting-fung	Ms CHING Hoi-yan
Mr LUI Tung-hai, MH	Ms FENG Yungsi
Ms LEE Shuk-woon, Sophia	Mr WONG Chun-ping, MH, JP
Mr LEE Ka-hang	Mr WONG Kai-san
Mr FONG Yat-kwan	Ms YU Juliana
Mr LAM Fung, MH	Ms ZHAN Baoyu
Mr LAM Wai	Mr LAU Kar-wah
Ms KAM Kin	Mr AU YEUNG Kwan-nok
Mr OR Chong-shing, Wilson, MH	Ms CHU Lok-wai
Mr HUNG Kam-in, MH	Mr TANG Wing-chun
Mr MA Yat-chiu, MH	Mr CHENG Keung-fung
Mr CHEUNG Yiu-pan	Mr LAI Wing-chun, MH
Mr CHEUNG Pui-kong	Mr KAN Ming-tung, MH
Mr CHEUNG Ki-tang, MH	Mr TAM Siu-cheuk
Ms LEUNG Sze-wan	Mr KWAN Kin-wing
Ms FU Pik-chun, MH	Mr PANG Chi-sang

In attendance

Ms CHAN Wai-chun, Regina Assistant District Officer (Kwun Tong)1

Mr CHEUNG Ka-long, Kelvin	Assistant District Officer (Kwun Tong)2
Ms CHIN Tsang-lo, Jennifer	District Commander (Kwun Tong), Hong Kong Police Force
Ms TSE Tsui-yan	District Commander (Sau Mau Ping), Hong Kong Police Force
Mr SHIU Ling-fung	Police Community Relations Officer, Kwun Tong District, Hong Kong Police Force
Mr TAM Man-hoi	Police Community Relations Officer, Sau Mau Ping District, Hong Kong Police Force
Mr CHUNG Yuk-ming, Wilson	Senior Engineer/1(East), Civil Engineering and Development Department
Ms LEE Lee	Senior Maintenance Surveyor/Kowloon East, Housing Department
Mr LIU Kin-wai, Rick	Chief Transport Officer/Kowloon 2, Transport Department
Ms LAW Kit-nor	District Environmental Hygiene Superintendent (Kwun Tong), Food and Environmental Hygiene Department
Mr LEUNG Po-wah, Taddy	District Social Welfare Officer (Kwun Tong), Social Welfare Department
Ms CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Ms NG Kin-ching	District Leisure Manager (Kwun Tong), Leisure and Cultural Services Department
Ms SIU Sau-king, Michelle	Deputy District Leisure Manager (District Support) Kwun Tong, Leisure and Cultural Services Department
Miss CHOW Tak-sum, Amy	Senior Executive Officer (District Management), Kwun Tong District Office
Mr FUNG Chi-man, Tom	Senior Liaison Officer (1), Kwun Tong District Office
Miss YIK Wai-sze, Cecilia	Senior Liaison Officer (2), Kwun Tong District Office
Mr TANG Chun-ming	Senior Liaison Officer (3), Kwun Tong District Office
Ms IP Yuk-mei, Eunice	Senior Liaison Officer (4), Kwun Tong District Office
Mr HEUNG Sai-yau, Calvin	Executive Officer I (District Council) (Acting), Kwun Tong District Office

Secretary

Mr CHOW Lap-kan, Douglas Senior Executive Officer (District Council),
Kwun Tong District Office

In Attendance by Invitation

Mr CHU Tun-hon, Vincent	Chief Engineer/Railway Development 2-1, Highways Department	Item II
Mr William CHEUNG	Senior Engineer/Railway Schemes (3), Highways Department	
Mr CHIANG Chung-sang, Sunny	Senior Engineer/Special Duties (2), Highways Department	
Ms LAI Cheuk-wah, Kristin	Engineer/Technical Services (3), Highways Department	
Ms LAI Man-foon, Vivian	District Planning Officer/Kowloon, Planning Department	
Ms LEE Yuk-sin, Florence	Senior Town Planner/Kowloon 5, Planning Department	
Ms NG Pui-shan, Charlotte	Town Planner/Kowloon 4, Planning Department	
Ms Alice CHAN	Project Team Leader, Arup-AIS Joint Venture	
Mr Clifford LEUNG	Project Consultant, Arup-AIS Joint Venture	
Mr Elvis LAU	Project Consultant, Arup-AIS Joint Venture	
Ms LEUNG Chui-ha, Jodi	Regional Officer/Kowloon and Sai Kung, Independent Commission Against Corruption	Item III
Ms Alice CHOI	Senior Community Relations Officer, Independent Commission Against Corruption	

~~The Chairman welcomed all Members and government representatives to the 9th Full Council (“FC”) meeting under the 7th Term Kwun Tong District Council (“KTDC”).~~

2. ~~The Chairman said that no applications for absence had been received from Members for this meeting.~~

Item I — Confirmation of Minutes of Last Meeting

- ~~3. The minutes of the 8th meeting were confirmed without amendment.~~

Item II — Proposed Smart and Green Mass Transit System in East Kowloon Project and Proposed Amendments to the Approved Kwun Tong (North) Outline Zoning Plan No. S/K14N/15 (KTDC Paper No. 11/2025)

4. The Chairman welcomed Chief Engineer/Railway Development 2-1, Senior Engineer/Railway Schemes (3), Senior Engineer/Special Duties (2) and Engineer/Technical Services (3) of the Highways Department (“HyD”), District Planning Officer/Kowloon, Senior Town Planner/Kowloon 5 and Town Planner/Kowloon 4 of the Planning Department (“PlanD”), and Project Team Leader and Project Consultants of Arup-AIS Joint Venture (“consultant”) to brief Members on the latest progress of the Proposed Smart and Green Mass Transit System in East Kowloon (“MTS”) Project and the details regarding the proposed amendments to the Approved Kwun Tong (North) Outline Zoning Plan No. S/K14N/15.
5. The representatives of HyD and PlanD presented the paper.
6. Members supported the construction of the MTS and raised views and enquiries as follows:
- 6.1 Mr TAM Siu-cheuk commended the Government for proposing the construction of the MTS to address the traffic congestion problem in the uphill areas of Kwun Tong. He noted that the proposed Choi Wan Station (“Choi Wan Station”) would be located near Choi Hing Road. While the area had been undeveloped many years ago, it now included schools, Home Ownership Scheme courts and a Light Public Housing (“LPH”) project that would soon be ready for intake. He suggested building a footbridge at the LPH project on Choi Hing Road to connect it to the downhill area, thereby facilitating residents’ access to Choi Wan Station. He also suggested adding a footbridge in the proposed private housing development project on Choi Hing Road to connect it to Choi Wan Station. This would not only provide convenience for nearby residents, as well as teachers and students of nearby schools, but also enhance the attractiveness of the private housing development project, thereby increasing the Government’s revenue from the auction of the site.
- 6.2 Ms FU Pik-chun hoped that the MTS would be completed as soon as possible to facilitate residents’ travel. In addition, she raised the following views: (i) the proposed Shun Lee

Station (“Shun Lee Station”) would be located close to residential areas. Although the location was convenient, many residents had expressed concerns about potential issues relating to noise, privacy and dust. She noted that the station would be situated in a busy road section, with a bus terminus and several residential buildings nearby. Residents suggested that Shun Lee Station be sited next to Fook Tak Pak Kung Temple, which would not only provide convenience for nearby residents but also avoid areas with a high density of existing buildings, thereby mitigating the related impacts; (ii) several housing development projects in the uphill area near On Tai Estate would soon be occupied, and a large number of residents were expected to move in. She therefore suggested adding escalators to Footbridge KF142 at On Tai Estate. Additionally, she suggested that Footbridge KF142 be connected to the existing footbridge at the podium of Shun Lee Estate; (iii) she hoped that the proposed Shun On Station (“Shun On Station”) would adopt a name consistent with its actual location, as it was not situated in Shun On Estate; (iv) the proposed Sau Mau Ping Station (“Sau Mau Ping Station”) would be located outside the originally pledged 500-metre distance from Sau Mau Ping Estate. She hoped that the station’s location could be adjusted to enhance convenience for nearby residents.

- 6.3 Mr CHEUNG Pui-kong hoped that the administrative and tender procedures for the MTS would be further streamlined to implement the works as soon as possible, with a view to ensuring completion by the target year of 2033. In addition, he raised the following comments: (i) he opined that, in addition to cost savings, the long-term development of the MTS project should also be taken into account. The current design of the project made use of many existing footbridges as connecting facilities, linking nearby housing estates and courts to the stations, which was likely to result in a large number of passengers waiting for lifts during peak hours. He suggested that, in addition to installing additional lifts, escalators should also be provided to further enhance pedestrian accessibility; (ii) he pointed out that Sau Mau Ping Station would be located far from most blocks of several housing estates and courts in Sau Mau Ping, such as Sau Mau Ping South Estate, Hiu Lai Court and Sau Mau Ping Estate. Walking to the station would take more than 15 minutes, which would be very inconvenient for residents, particularly the elderly. Therefore, he suggested providing additional facilities connecting to Sau Mau Ping Station, such as installing a lift behind Sau Lok House at Sau Mau Ping Estate, and adding further links to the station at locations including Sau Mau Ping Shopping Centre and Sau Mau Ping Market; (iii) he noted that many residents in Kwun Tong District came from grassroots backgrounds, and therefore hoped that the fares for the MTS would be set at levels affordable to them, and that more fare concessions would be offered to ease the burden of transport costs on residents; (iv) he mentioned that the proposed Ma Yau Tong Station (“Ma Yau Tong Station”), together with the depot and its adjacent site, was now proposed to be rezoned for residential development, with an

estimated 8 900 additional units to accommodate approximately 24 000 residents. He hoped that the relevant departments, such as PlanD, HyD and the Transport Department (“TD”), could provide proposals at an early stage to address the traffic congestion on Po Lam Road and Sau Mau Ping Road that might arise from the population growth in the area.

- 6.4 Mr CHEUNG Ki-tang commended HyD and PlanD for their dedicated efforts in formulating the proposed scheme for the MTS. He believed that the proposed scheme generally addressed the demands of local residents, and put forward the following views: (i) he pointed out that the elevated heavy rail of the MTR Kwun Tong Line generated considerable noise, but it was difficult to retrofit facilities to resolve the problem. In view of this, he suggested installing noise barriers for the MTS. Although this would increase costs, from the perspective of long-term development, it would help mitigate future noise issues after the system was put into operation; (ii) he mentioned that Lei Yue Mun was developing rapidly and that the number of residents moving into the area would increase significantly. He learnt that the project planned to construct a subway to link the proposed Yau Tong East Station (“Yau Tong East Station”) with Yau Tong MTR Station, and therefore suggested that a subway be built simultaneously to connect Lei Yue Mun to Yau Tong MTR Station to facilitate access for residents in the entire Yau Tong area, including those in Lei Yue Mun; (iii) he mentioned that there were many new housing development projects along the MTS alignment, including those in Ma Yau Tong and Pik Wan Road. He therefore enquired whether the carrying capacity of the system could meet the travel demand of the additional residents; (iv) he enquired whether the project would include proposals for the provision of additional community facilities.
- 6.5 Mr HUNG Kam-in commended that the proposed scheme for the MTS project aligned with the needs of residents in Kwun Tong District, and raised the following views: (i) he suggested providing additional connecting facilities to enable residents to travel from Po Tat Estate to Po Lam Road, such as installing escalators and lifts beside the refuse collection point near Tat Fung House at Po Tat Estate to connect to Ma Yau Tong Station; (ii) he pointed out that Shun On Station was adjacent to Shun Tin Estate and On Tai Estate, rather than Shun On Estate, and therefore suggested that the naming of the station should be reviewed; (iii) he suggested that the alignment of the MTS should take into account future development needs, such as extensions to Tsz Wan Shan, Tseung Kwan O and the entire Yau Tong area.
- 6.6 Mr NG Sing-wah agreed with the views expressed earlier by Members and urged HyD and PlanD to follow up.

- 6.7 Mr LEE Ka-hang praised HyD for conscientiously listening to residents' views for formulating the current proposed scheme that met their needs. He hoped that government departments could draw on the experience of designing the MTS when preparing other infrastructure projects, so as to implement them in a more people-oriented manner. In addition, he raised the following views: (i) he pointed out that there were several new housing development projects in the Sam Choi area near Choi Wan Station, and suggested reserving space in the current station design to provide connections to these housing projects; (ii) he learnt that the MTS would be constructed under a Build-Operate-Transfer ("BOT") model, and suggested that the system be commissioned in phases, so that residents could enjoy convenient services on certain sections of the MTS at an earlier date; (iii) he enquired whether the Government would establish a mechanism to monitor fare adjustments. He pointed out that in previous projects operated under the BOT model, the Government's involvement in decision-making had been relatively insufficient. Therefore, he suggested that supervision be strengthened through the contract terms of the MTS.
- 6.8 Mr WONG Chun-ping expressed his gratitude to HyD and other government departments for their dedicated efforts over the years in improving the traffic problems in the Kwun Tong North sub-district. He welcomed the proposed scheme for the MTS, believing that it could address the travel needs of some residents. However, he pointed out that for Sau Mau Ping Estate and Sau Mau Ping South Estate, which together accommodated nearly 50 000 residents, the proposed alignment still fell short in terms of convenience. He therefore hoped that the relevant departments would further enhance the ancillary transport facilities in the area. In addition, he suggested installing lifts or escalators beside the lift connecting Sau Mau Ping Road to Sau Mau Ping Station to connect to Sau Lok House at Sau Mau Ping Estate, thereby facilitating residents' access to the station. He recalled that he had first proposed the construction of the MTR Kwun Tong North extension in 2012, prior to which the Government had proposed the East Kowloon Railway System. With the Government now planning to take forward the MTS, he would nevertheless continue to press for the construction of the MTR Kwun Tong North extension, so that trains could run underground to address issues such as noise and insufficient carrying capacity, while also more effectively improving transport convenience in the area.
- 6.9 Mr KAN Ming-tung praised the Government for extensively soliciting and taking on board public views through various channels, including organising workshops, in the course of formulating the proposed scheme for the MTS. As a result, the proposed alignment aligned more closely with residents' needs. He was pleased to learn that the proposed Lam Tin North Station ("Lam Tin North Station") could facilitate travel for

residents living in the uphill areas of Lam Tin and that Shun On Station, which would be located close to the United Christian Hospital (“UCH”), would provide local residents with an additional public transport option to the hospital in addition to buses and green minibuses. In addition, he raised the following views: (i) he suggested providing lifts and barrier-free access at housing estates and courts in Lam Tin East, such as Kwong Tin Estate and Hong Nga Court, to connect to Yau Tong East Station and facilitate residents’ access to the station; (ii) he pointed out that the current design used existing roads to connect Ma Yau Tong Station to Tseung Kwan O Road via Po Lam Road. He proposed adding roads connecting to the uphill area of Ma Yau Tong in the scheme, while widening the road section from the Lin Tak Road junction next to Tseung Kwan O Tunnel to Ma Yau Tong Landfill, to divert traffic flow in the future and enhance accessibility in the area; (iii) he anticipated that quite a number of residents would take the MTS to UCH, many of whom would be elderly. He therefore hoped that barrier-free facilities would be strengthened at all stations, in particular at Lam Tin North Station.

- 6.10 Mr YU Siu-lun commended the Government for actively listening to public views in formulating the proposed scheme for the MTS, and for including Lam Tin North Station in the proposed alignment, which had gained considerable support from residents. He also raised the following views: (i) he pointed out that although Lam Tin North Station would be located on Pik Wan Road, the alignment would pass through Lin Tak Road, where road improvement works were currently underway. He hoped that the relevant departments would coordinate the two large-scale projects to minimise the impact on nearby residents; (ii) he was pleased to learn that Shun On Station would be located close to UCH, and it was expected that many residents of Lam Tin would take the MTS to the hospital. Therefore, he suggested providing an additional station in the area, or adding connecting facilities to link the area to Lam Tin North Station or Yau Tong East Station; (iii) he hoped that after the commissioning of the MTS, fare concessions could be offered to residents without compromising service quality.

7. The consolidated response from the representatives of HyD was as follows:

- 7.1 Choi Wan Station: HyD indicated that under the current design, the Choi Wan Station would be built on the slope next to Choi Wan (I) Estate, and a footbridge would be built from the station across New Clear Water Bay Road to connect with Choi Hing Road, thereby facilitating access to the station for residents of the LPH project and the proposed private housing development project. As for Members’ suggestion to provide connecting facilities on Choi Hing Road to connect to the LPH project, the department would seriously consider the suggestion and would discuss with the Housing Bureau if the suggestion was considered feasible.

- 7.2 Expedition of the project: HyD stated that it had sought funding approval for the project study last year and would complete the design of the MTS as soon as possible, during which views from stakeholders and residents would be collected. The department had also been carrying out the relevant statutory procedures in parallel, including gazettal of the railway alignment scheme, conducting environmental impact assessments, and submitting the rezoning application for the depot site. To expedite progress, the department would streamline procedures at each stage as far as practicable. It would also include provisions in the project tender documents to encourage proposals that could accelerate works progress, such as the adoption of Modular Integrated Construction.
- 7.3 Shun Lee Station: HyD stated that the MTS design proposed the provision of stations near public housing estates and courts to facilitate residents' access. Regarding noise mitigation, the department would, where necessary, install noise barriers in accordance with the relevant environmental protection ordinances. As for residents' privacy, the department indicated that during the collection of expressions of interest ("EOIs") for the MTS last year, it had explored how different transport systems would apply new technologies to safeguard privacy. For example, the "SkyShuttle" and "Autonomous Rail Rapid Transit" in the Mainland had adopted the latest technologies to protect residents' privacy, whereby train windows became opaque when passing close to residential buildings, and reverted to transparent after the train had passed.
- 7.4 Connecting facilities to the proposed stations: HyD noted Members' suggestions regarding the connecting facilities for the proposed stations, such as connecting Footbridge KF142 to Shun Lee Station. The department would discuss with the relevant departments, such as the Housing Department ("HD"), on how to better connect the stations to nearby housing estates and courts.
- 7.5 Shun On Station: HyD noted Members' views on the station name and would carefully review how the station should be named to reflect its actual location.
- 7.6 Sau Mau Ping Station: HyD stated that Sau Mau Ping Station would mainly serve Sau Mau Ping Estate, On Tat Estate and the uphill Anderson Road Development Area, covering an extensive area. As the current station location was less convenient for some residents, the department would enhance the existing pedestrian connection system and consider installing lifts or escalators to connect to the station.
- 7.7 Cost savings: HyD indicated that the purpose of constructing the MTS was to serve the public. Therefore, the project would be implemented under the principle of "spend where necessary". For example, the construction of Lam Tin North Station was

proposed to better serve local residents.

- 7.8 Fares: HyD stated that in determining fares, various factors would be considered, including the acceptable and affordable levels for the public, as well as the operator's long-term financial sustainability.
- 7.9 Extension plans: HyD indicated that it would finalise the main alignment of the MTS from the proposed Choi Hung East Station ("Choi Hung East Station") to Yau Tong East Station as soon as possible, and would then progressively study the feasibility of the extensions suggested by the public, such as the Tsz Wan Shan Line.
- 7.10 Carrying capacity: When reviewing the transport systems proposed in the EOIs, HyD had taken carrying capacity into consideration and consulted a number of suppliers to confirm whether the systems could meet the relevant requirements. Since the MTS would need to operate on slopes, the department had considered not only its performance on gradients but also placed strong emphasis on carrying capacity. HyD's team of consultants would conduct detailed passenger flow analyses to evaluate the suitability of different systems based on the distribution of passengers at station entrances and exits.
- 7.11 Po Tat Estate: HyD stated that the proposed Po Tat Station ("Po Tat Station") would be built on a sloping site in Po Tat Estate, with lifts to be provided to connect the station to the ground level of the estate. In addition, HyD said that according to the current plan, pedestrian connection facilities would be constructed to link Po Tat Station to Po Lam Road and to the vicinity of the lift tower of the existing footbridge in the Anderson Road Development Area, thereby facilitating local residents' access to the station.
- 7.12 Phased commissioning: HyD responded to Members' suggestion of commissioning the MTS in phases. The department noted the suggestion and indicated that it had consulted system suppliers through the invitation of EOIs. Most suppliers had the capability to implement phased commissioning arrangements. Therefore, the department would consider the feasibility of adopting such an approach.
- 7.13 Works on Lin Tak Road: HyD stated that it had liaised with the Civil Engineering and Development Department ("CEDD") and had been informed that the road works being carried out by CEDD on Lin Tak Road would be completed before the commencement of the MTS works. HyD would continue to coordinate with CEDD on the works progress of both projects to avoid simultaneous construction, with a view to minimising the impact on nearby residents.

7.14 Additional station between Lam Tin North Station and Yau Tong East Station: HyD noted the suggestion of adding a station between Lam Tin North Station and Yau Tong East Station. The department explained that the current plan used 500 metres as a reference standard for service coverage, with the aim of enabling most residents in the area to reach a station on foot. According to the department's information, some blocks of Kwong Tin Estate and Hong Pak Court were within 500 metres of a station. As for the other blocks, HyD would study ways to improve pedestrian connection facilities to the stations. One option was to access Yau Tong East Station using the existing footpath along Pik Wan Road, while another option was to reach the station via the walkway and footbridge under construction in the Public Housing Developments at Pik Wan Road, Yau Tong. HyD noted that the area had few sites suitable for an additional station. One location that had been considered was near the Tseung Kwan O-Lam Tin Tunnel entrance, but the foundation works required for constructing a station there would be too close to the tunnel structure and would therefore involve considerable technical difficulties.

8. The consolidated response from the representative of PlanD was as follows:

8.1 Connecting facilities: PlanD noted Members' suggestions and would maintain close liaison with HyD to explore how stations, such as Choi Wan Station, could be connected to nearby proposed private housing development projects.

8.2 Addition of community facilities: PlanD stated that the MTS would improve transport and pedestrian networks in areas along the alignment. If further topside developments at the proposed stations were pursued, the department would actively seek to provide appropriate facilities to better support local residents and complement future development in the district.

8.3 Ma Yau Tong: PlanD noted that Members were concerned about the development of Ma Yau Tong, particularly in relation to transport. The department pointed out that, from an overall planning perspective, the MTS would help to divert the travel demand of members of the public in the district and provide them with more options. Additionally, the department would conduct detailed assessments of the station's topside development and provide appropriate supporting facilities to ensure smooth traffic flow. In terms of traffic improvement, the relevant departments had considered optimising several key junctions, including On Yu Road and Po Lam Road leading to the main development area in Ma Yau Tong, as well as the nearby Sau Mau Ping Road, to ensure that the new developments could be smoothly integrated with the existing transport network and avoid unacceptable adverse impacts on the district.

9. Members then raised views and enquiries as follows:

- 9.1 Mr LAI Wing-chun was pleased to learn that the MTS could improve traffic conditions in the uphill areas of Kwun Tong. He mentioned that HyD stated that it would commission consultants to study passenger flow distribution, and suggested applying advanced technologies to conduct the study to gain an accurate understanding of local residents' needs. If the MTS lacked sufficient carrying capacity, residents might turn to other means of transport. On the other hand, he suggested utilising artificial intelligence for more precise management of the operation of the MTS and to provide real-time information for residents.
- 9.2 Mr LAU Kar-wah welcomed the proposed scheme for the MTS. He noted that the consultation stage of the project was expected to be completed in 2027, followed by a six-year construction period with completion targeted for 2033. However, as the project operator had not yet been selected and other uncertainties remained, he was concerned that the project might not be completed on schedule by 2033. He therefore hoped that the relevant departments would clearly set out their respective responsibilities, together with the commencement and estimated completion dates of the works, so that Members could provide views and monitor the works progress. This was to ensure that all procedures would proceed in an orderly manner and that the project could ultimately be completed on time in 2033.
- 9.3 Mr YU Ka-ming expressed support for the MTS and hoped that the relevant works could commence as soon as possible.
- 9.4 Mr WONG Kai-san supported the revised alignment proposed by HyD. He noted that the green minibus service from Yau Tong to UCH operated at a low frequency, while Shun On Station would be located close to UCH, thereby facilitating Yau Tong residents in travelling to the hospital by taking the MTS in the future. In addition, he was pleased to learn that Yau Tong East Station would be provided with entrances and exits on Ko Chiu Road and Lei Yue Mun Road. He believed that this design would not only enhance convenience for current residents in Yau Tong but also provide convenient transport connections for the future population along Pik Wan Road. On the other hand, he pointed out that the works would face many technical challenges during construction. For example, the installation of bridge piers along the narrow Lei Yue Mun Road and Ko Chiu Road might affect traffic flow, while the newly built viaducts could cause noise or potential safety risks to nearby schools and residents. Therefore, he urged the relevant departments to carry out thorough planning in this regard. He believed that the Lei Yue Mun extension plan could improve tourism and transport connections in the area, which

would help enhance the economic benefits of the MTS. He suggested that the relevant departments conduct site visits to Lei Yue Mun to better plan for the area's development and give priority consideration to the feasibility of the above extension plan.

9.5 Ms YU Juliana welcomed the latest revised alignment of the MTS, believing that the newly added Lam Tin North Station could facilitate travel for residents of the housing estates in the uphill areas of Lam Tin, including Tak Tin Estate, Lam Tin Estate and Hing Tin Estate. However, residents of other housing estates and courts in Lam Tin, such as Kwong Tin Estate, Hong Nga Court and Hong Pak Court, could not directly benefit from the newly added station. She pointed out that the housing development projects along Pik Wan Road would provide nearly 3 000 flats, accommodating over 10 000 usual residents. In view of this, she suggested that the relevant departments actively consider adding a Kwong Tin Station between Lam Tin North Station and Yau Tong East Station. Although the construction costs would be high, the addition of the station could improve the overall alignment and enhance the system's efficiency. On the other hand, she pointed out that the sites selected for Lam Tin North Station and Yau Tong East Station involved land occupied by leisure facilities, such as the 5-a-side soccer pitch in Lam Tin Park and the Ko Chiu Road Rest Garden, and some of these facilities might be affected. She enquired whether there were any plans to re-provision these leisure facilities, including future locations and specific plans, so as to strike a balance between residents' needs for transport facilities and leisure facilities, and to ensure smooth implementation of the works. She hoped that the MTS project would be completed no later than 2033 so that residents could benefit as early as possible.

9.6 Mr PANG Chi-sang expressed his gratitude to HyD for conducting district consultations on the MTS over the past few months. He noted that some residents of housing courts such as Hong Nga Court, Hong Pak Court and Hong Tin Court had expressed concerns that the system would not directly benefit them, and therefore hoped that the relevant departments would actively explore ways to address the transport problems in the vicinity of these housing courts. In addition, he pointed out that the alignment of the MTS would primarily connect two major areas of Kwun Tong, namely Kwun Tong North and Kwun Tong Southeast, which had a total population of approximately 320 000. If the elevated railway system currently proposed by the Government was adopted, he hoped that the relevant departments would carefully consider whether the carrying capacity would be sufficient to meet residents' needs. He made particular reference to the subway connecting Yau Tong East Station to Yau Tong MTR Station and urged the relevant departments to plan the capacity of the subway in detail to avoid congestion when residents travelled from the uphill areas of Kwun Tong to Yau Tong MTR Station via Yau Tong East Station. He also hoped that the relevant departments would study extension plans and

explore ways to connect the MTS to the industrial area and waterfront areas of Yau Tong, so as to promote the overall development of the area.

- 9.7 Mr Wilson OR welcomed the MTS. He commended the relevant departments for pragmatically collecting views from different sectors and for their efforts in fostering the tripartite participation among the Government, the commercial sector and the public, thereby making the proposed alignment better suited to users' needs. He raised the following views and suggestions: (i) regarding the alignment, which would be nearly seven kilometres in length and comprising nine stations, he suggested that the accessibility of the stations should be carefully assessed and that the connecting facilities should be enhanced. To be specific, consideration could be given to extending connecting escalators and providing covered walkways to enhance convenience for residents; (ii) fares should be set based on the affordability of the public, and consideration could be given to adopting a section fare arrangement; (iii) he emphasised the importance of expediting the works to ensure completion no later than 2033. He suggested incorporating clauses regarding accelerating the construction progress into future tender documents, requiring tenderers to put forward concrete acceleration plans as an important assessment criterion; (iv) he hoped that the relevant departments would actively consider adding a station between Lam Tin North Station and Yau Tong East Station, so as to benefit the many schools and social welfare facilities built on the hillsides of Lam Tin, as well as the area's usual resident population of about 20 000 and an expected additional population of 10 000 in the future.
- 9.8 Mr LUI Tung-hai commended HyD for organising seminars to thoroughly solicit views from local residents and Members. He was also pleased to see that the department had adopted the suggestions he had earlier put forward, including the location of Shun On Station, the addition of Lam Tin North Station, and the provision of a subway connecting Yau Tong East Station to Yau Tong MTR Station. However, he hoped that while advancing the main alignment, HyD would also study extension plans to Lei Yue Mun and the Yau Tong industrial area, as well as the provision of a station near Kwong Tin Estate and Hong Pak Court in Lam Tin, so as to benefit more residents. On the other hand, he expressed concern about whether the subway connecting Yau Tong East Station to Yau Tong MTR Station would be open around the clock in the future, so that nearby residents could also use it during the early hours.
- 9.9 Mr LAM Fung supported the construction of the MTS. He wished to learn more about the smart and green aspects of the project, including the specific requirements and standards for construction materials and design, and how the project would be coordinated with its surroundings. On the other hand, he expressed support for the proposed private

housing development project above the Ma Yau Tong depot, but was concerned that the MTS might not be able to cope with the additional population load in the area. He hoped that the relevant departments would study the matter carefully and explore ways to maximise the project's economic benefits.

- 9.10 Mr Jimmy CHAN expressed his gratitude to the relevant departments for adjusting the design of the MTS, such as relocating Shun On Station closer to UCH and adding Lam Tin North Station. He understood that, for technical reasons, the alignment had to run through a tunnel to connect Lam Tin North Station and Yau Tong East Station. However, a number of housing courts along the alignment, including Tak Tin Estate, were not located near either of these two stations. Therefore, he hoped that HyD would consider providing an additional station between them to enhance convenience for residents in the Lam Tin area. On the other hand, he expressed concern about whether the fares of the MTS would be reasonable.
- 9.11 Mr LAM Wai hoped that, in addition to lifts, escalators would also be provided as connecting facilities for the MTS. He mentioned that the lifts on Footbridges KF142 and KF143 in On Tai Estate were frequently out of order, affecting residents' travel. He hoped that HyD, when planning the connecting facilities of the stations, would consider installing more than one lift or providing escalators to divert passenger flow and provide greater convenience for residents.
- 9.12 Mr HSU Yau-wai supported the MTS. He noted that the alignment from Shun On Station to Sau Mau Ping Station would run along a slope, above which there was a piece of flat land. He suggested making use of this flat land to address the shortage of parking spaces in On Tat Estate and On Tai Estate. Additionally, he learnt that a covered walkway was planned in the vicinity and hoped that the relevant departments would coordinate the works of the covered walkway and the MTS, thereby effectively improving accessibility between On Tat Estate and On Tai Estate. In addition, he suggested providing a cover for the uncovered walkway at Sau Mau Ping Station.
- 9.13 Mr TSANG Wing-fai stated that many residents hoped that the MTS could be commissioned as soon as possible. He hoped that the project could adopt a phased commissioning approach, so that the system could be put into service before 2033. In addition, he pointed out that Shun On Station, which had originally been planned near Shun On Estate, had now been relocated next to Shun Tin Estate. Therefore, he suggested providing connecting facilities at the station, such as links to the footbridge between On Tai Estate and Shun On Estate, to facilitate access to the station for residents of both estates. He also suggested providing more escalators to carry passengers into and out of stations

more efficiently. On the other hand, he mentioned that the building height at the depot development site under the project would reach 290 metres above Principal Datum, and suggested assessing whether this would give rise to a “wall effect”. In addition, he suggested incorporating sightseeing facilities into the MTS, such as providing sightseeing trains, so as to enhance passengers’ experience and boost the local economy.

- 9.14 Mr FONG Yat-kwan enquired whether the land sale and the construction of the MTS under the project would be tendered concurrently. He also enquired whether an unsatisfactory tender outcome for the proposed private housing development project would lead to a delay in the commencement of the MTS project.
- 9.15 Mr YU Man expressed support for the MTS. Given that the project was centred on smart and green principles, he enquired how the environmental benefits could be further enhanced during the system’s design and construction stages so as to ensure the genuine implementation of sustainable development. In addition, he noted that noise would be generated during construction and suggested adopting more comprehensive noise insulation facilities to reduce the impact on the community.
- 9.16 Ms CHING Hoi-yan stated that quite a number of elderly residents lived in the Pik Wan Road area, including Hong Pak Court, and they hoped to take the MTS to Shun On Station to reach UCH. She hoped that the project could consider adding a station between Lam Tin North Station and Yau Tong East Station to facilitate travel for residents in the uphill areas of Lam Tin.
- 9.17 Mr KWAN Kin-wing supported the proposed alignment of the project. He mentioned that while the paper showed the ground-level entrances and exits of Yau Tong East Station, it did not indicate the locations of lifts or escalators. He hoped that the relevant departments would, in planning Yau Tong East Station, provide appropriate pedestrian facilities taking into account the station’s surrounding environment, anticipated passenger flow, and future development needs.
- 9.18 Ms FENG Yungsi commended the proposed alignment of the MTS for connecting to MTR Kwun Tong Line stations at both the eastern and western ends, thereby making travel more convenient for residents. She hoped that convenient and barrier-free connecting facilities would be provided between Choi Hung East Station and Choi Hung MTR Station.
- 9.19 Mr TANG Wing-chun suggested incorporating tourism elements into the project, such as designing trains with distinctive appearances or adding features of East Kowloon at the stations. He also enquired whether an ecological compensation plan would be included

in the project planning.

- 9.20 Mr CHEUNG Yiu-pan welcomed the revised alignment, believing that it could help alleviate the transport pressure on the MTR Kwun Tong Line during peak hours. However, he pointed out that some sections of the alignment were located in the uphill areas of Kwun Tong, and the elevated sections would run very close to residential buildings, which was likely to cause noise nuisance to nearby residents. He therefore hoped that the project would include noise barriers or adopt a fully enclosed track design to reduce the impact of train-generated noise on nearby residents.
- 9.21 Ms Sophia LEE noted that the Sau Mau Ping Shopping Centre had heavy pedestrian flow and was frequented by many nearby residents, including those of Hiu Lai Court. She therefore hoped that Sau Mau Ping Station would be relocated closer to the shopping centre, or that connecting facilities such as escalators or lifts would be installed at the proposed site to enable more convenient access to the station for nearby residents. In addition, she hoped that Shun On Station would be equipped with lifts and barrier-free facilities to connect to UCH, thereby facilitating hospital access for mobility impaired persons.
- 9.22 Mr CHENG Keung-fung suggested providing a walkway on the viaduct between Sau Mau Ping Station and Shun On Station to facilitate residents' access to UCH. On the other hand, he enquired whether space would be reserved at Yau Tong East Station, just like at Choi Hung East Station, to accommodate future development needs.

10. The consolidated response from the representative of HyD was as follows:

- 10.1 Timeline: HyD indicated that the relevant statutory procedures of the project were being carried out concurrently to streamline the process at the project design stage and expedite the overall progress. Relevant consultation work, including consultation with District Councils, was being conducted this year with a view to commencing tendering next year and awarding the works contract before 2027. The contractor would then proceed with the project design and commence construction.
- 10.2 Locations of bridge piers for Yau Tong East Station: HyD explained that, unlike previous railway projects, this project would adopt an open tender approach to select the project contractor, as well as the relevant system and construction plan, after preliminarily determining basic parameters such as the location of each station. Although the department had commissioned a consultant to prepare a reference design, upon completion of the tender exercise, the successful contractor would be allowed to make enhancements and adjustments based on the reference design. Therefore, the locations of the bridge

piers for Yau Tong East Station were yet to be finalised.

- 10.3 Addition of a station between Lam Tin North Station and Yau Tong East Station: HyD noted Members' suggestion to add a station.
- 10.4 Connecting facilities: HyD stated that it attached great importance to the location and mode of connecting facilities. Taking Yau Tong East Station as an example, the station would be connected to Yau Tong MTR Station by a subway. Therefore, lifts would be incorporated in the project design to enable seamless and convenient cross-station transfer for passengers. In addition, the department would consider Members' suggestion of keeping the subway open around the clock. On the other hand, the department noted Members' other views on station connecting facilities, such as linking the station to Footbridges KF142 and KF143, and would liaise with other relevant departments for follow-up.
- 10.5 Fares: HyD indicated that in determining fares, it would give priority consideration to setting a level acceptable to the public so as to attract them to use the MTS. If fares were set too high, it would affect the public's choices.
- 10.6 Smart and green elements: HyD explained that the smart aspect of the MTS was mainly demonstrated through the application of smart technologies. For example, train windows would be adjusted to an opaque or transparent state depending on the conditions of different sections of the route, and the feasibility of driverless operation would also be explored. As for the green aspect, it referred to the system being mainly powered by electricity and adopting battery technology to reduce operational costs and energy consumption, thereby realising the concept of green energy.
- 10.7 Provision of escalators/parking facilities: HyD stated that the installation of escalators would need to take into account the spatial conditions and topographical factors of the relevant locations. The department noted Members' suggestion of providing parking facilities at stations of the system. However, due to the limited space at the proposed station sites, the conditions might not be suitable for providing parking facilities. In addition, HyD planned to pursue topside development at the depot site, where parking spaces would be provided.
- 10.8 Shun On Station: HyD noted Members' comment that the proposed location for Shun On Station was relatively far from Shun On Estate, and indicated that it would liaise with other relevant departments to study and follow up on specific pedestrian connection measures.

10.9 Barrier-free access at Choi Hung East Station: HyD would, depending on the final scheme adopted, determine how barrier-free facilities would be provided along the walkway connecting Choi Hung East Station with Choi Hung MTR Station.

10.10 Ecological compensation for the Ma Yau Tong depot site: HyD stated that it would formulate corresponding ecological compensation measures for the site involved in the Ma Yau Tong depot in accordance with the requirements of the relevant environmental protection ordinances.

10.11 Noise: In response to Members' concerns about noise, HyD indicated that the scheme would adopt a system similar to "SkyShuttle" and "Autonomous Rail Rapid Transit", which featured the use of rubber wheels instead of traditional steel wheels, significantly reducing the noise generated from friction between wheels and tracks. Furthermore, as the trains would have a lower passenger capacity, their overall weight would be lighter, and the noise generated during operation would accordingly be lower. Nevertheless, HyD acknowledged that the system would run close to residential buildings in certain sections, and would therefore continue to coordinate with the Environmental Protection Department ("EPD") to study and adopt the necessary noise mitigation measures.

10.12 Construction of walkways along viaducts: HyD noted Members' suggestions to construct walkways along viaducts, but stated that the feasibility of such a proposal could only be studied depending on the type of system ultimately adopted. HyD mentioned that if walkways were to be added alongside the viaducts, it might necessitate larger-scale viaducts and stations, which would increase the visual impact on nearby residential buildings.

11. The consolidated response from the representative of the consultant was as follows:

11.1 Carrying capacity: The consultant explained that the traffic model adopted had taken into account the carrying capacity of different transport modes, including the MTS, MTR and public transport operating on roads. If any shortfall in carrying capacity was identified, the traffic model would adjust the MTS scheme to optimise the overall transport network.

12. The consolidated response from the representative of PlanD was as follows:

12.1 Development plans for surrounding areas: In response to Members' concern about the coordination of the project with development plans in the surrounding areas, particularly in the Yau Tong area as mentioned earlier, PlanD indicated that it would maintain close liaison with HyD and keep HyD informed of the latest planning and development for

areas near the project.

12.2 “Wall effect”: In response to the potential “wall effect” arising from the proposed housing development above the Ma Yau Tong depot, PlanD stated that the consultant commissioned by HyD was conducting the relevant assessments, including analyses of air and visual impacts. In terms of air ventilation, while large buildings would inevitably have some impacts on the existing environment, the relatively large site area would allow mitigation through design adjustments, building gaps and coordination with the surrounding environment. According to the assessment results, the housing development project would not cause any insurmountable adverse impacts on the nearby environment. As for visual impacts, the new buildings would alter the existing landscape. However, the project’s visual impacts on the overall landscape could be effectively mitigated through refined design measures, including building material selection, colour coordination and building orientation arrangement.

13. Members then raised views and enquiries as follows:

13.1 Mr MA Yat-chiu suggested incorporating distinctive design features into the MTS, especially the proposed private housing development project at Ma Yau Tong. He considered that such an approach would not only meet practical needs but also transform the project into an infrastructure project with tourism appeal, thereby attracting a large number of visitors and injecting new impetus into Hong Kong’s economy. He recalled that the previous term of KTDC had visited Chongqing and toured the Liziba Railway Station residential project. The project integrated residential functions with sightseeing elements, making it a world-class tourist attraction that demonstrated the critical role of innovative design in enhancing spatial value and promoting economic development.

13.2 Mr KAN Ming-tung noted that the project works would affect leisure facilities along the alignment, including the 5-a-side soccer pitch in Lam Tin Park and the Ko Chiu Road Rest Garden in Yau Tong. He therefore requested that HyD and the Leisure and Cultural Services Department (“LCSD”) identify suitable alternative sites for reprovisioning these facilities upon completion of the works. On the other hand, he mentioned that although the project was a light rail rather than a heavy rail, he still hoped that PlanD would plan the number of parking spaces in accordance with the general planning standards, so as to meet the needs of an additional population of about 24 000. He pointed out that the ratio of parking spaces in the uphill areas had been lower in the past, leading to serious illegal parking problems in the vicinity, which PlanD should take as a lesson.

13.3 Mr LAU Kar-wah mentioned that when the Government planned for the project to be

completed in 2033, it should already have formulated a detailed internal work plan, including the responsibilities of the relevant departments, the coordination mechanism among them, and the timeframes for commencing and completing various tasks. He hoped that the relevant departments would make the project progress publicly available to facilitate real-time monitoring by the public and avoid deficiencies being identified only after completion. Meanwhile, he proposed that a strict penalty mechanism be incorporated into the tendering process, requiring contractors to complete each stage of works strictly in accordance with the prescribed timeline. He pointed out that the various stages of the works were closely interlinked, and delays in the early stages would inevitably hinder subsequent progress. He therefore considered that, through disclosing project progress and strengthening monitoring, the performance of each department could be properly assessed. Departments with good progress should be commended, while those with unsatisfactory progress should be urged to improve to avoid impeding the work of other departments.

- 13.4 Mr PANG Chi-sang noted that although new technologies could reduce noise generated during train operations, in the case of stations such as Shun Lee Station, Shun On Station and Yau Tong East Station, the shortest straight-line distance between the train route and the existing residential buildings would be only about 50 metres. Therefore, the MTS might still cause noise nuisance to nearby residents after completion. He opined that the contractor should carry out detailed calculations and make specific arrangements for noise control along each section in the construction stage, and suggested that the tender documents should clearly stipulate that the contractor must conduct necessary noise monitoring and install noise barriers at sections with more severe noise impacts.
- 13.5 Mr LAI Wing-chun considered that although the MTS would operate with fixed schedules during normal operations, it should possess the capacity to be deployed in both foreseeable and unexpected situations. Citing the example of large-scale events held earlier at the Kai Tak Sports Park, he pointed out that the service frequency at Kai Tak MTR Station had been increased during specific periods to meet the temporary transport demand. He therefore hoped that, at the preliminary design stage, due consideration and planning would be given to ensuring that the MTS, as an independently operated new transport system, could flexibly adjust its service capacity at any time to cope with predictable large-scale events or other emergencies.
- 13.6 Ms FU Pik-chun pointed out that Shun Lee Station would be located in the central area of Shun Lee Estate, with a straight-line distance of less than ten metres from residential buildings. Although the trains would use rubber wheels to reduce the noise generated from friction with the tracks, the close proximity would inevitably affect residents' lives.

She therefore suggested that HyD consider locating Shun Lee Station next to Fook Tak Pak Kung Temple, which was adjacent to Shun Lee Estate, where there would be sufficient space for the station. The location would still be within 500 metres of the surrounding residential buildings, thereby meeting planning requirements while reducing disturbance to nearby residents.

13.7 Mr CHEUNG Pui-kong referred to the proposal of providing connecting facilities from Sau Mau Ping Station to Sau Mau Ping Shopping Centre and Sau Mau Ping Market, pointing out that both premises were owned by Link. He remarked that the current station site was located at the top of a hillside and suggested adding a connecting footbridge or escalators on the third floor of Sau Mau Ping Shopping Centre to connect to the station. In addition, he suggested installing escalators along the staircase next to Sau Mau Ping Market to connect to the station. He hoped that the relevant departments would liaise with the property owner to explore the feasibility of these proposals. On the other hand, he suggested that HyD conduct a site inspection at Sau Mau Ping Estate to study the provision of noise barriers along the alignment of the MTS on Sau Mau Ping Road to reduce the noise impact of train operation on estate residents. As for the planning of Ma Yau Tong, he suggested that the relevant departments consult KTDC before formulating detailed plans to understand local residents' views.

13.8 Mr CHEUNG Ki-tang pointed out that approximately 20 000 residents would move into the housing project in Ma Yau Tong and the total population of Kwun Tong District would exceed 700 000 in the future. Therefore, the relevant departments should adopt a more forward-looking approach in their planning. He cited Yau Tong as an example, noting that although the population there had been continuously increasing, the government out-patient clinic repeatedly requested by residents would not be completed until 2028. This, he said, highlighted the need for early planning of ancillary facilities to meet the growing demand for public services. In addition, he mentioned the persistent shortage of parking spaces in Kwun Tong District, and suggested that the provision of parking facilities at suitable locations in the district be considered in conjunction with project implementation. On the other hand, he conveyed the suggestion from members of the public to provide shops in the subway connecting Yau Tong East Station with Yau Tong MTR Station, so as to address the lack of shopping malls in the vicinity of Pik Wan Road and Ko Chiu Road, thereby enhancing convenience for residents.

14. The consolidated response from the representatives of HyD was as follows:

14.1 Incorporation of tourism elements: HyD noted Members' suggestion of incorporating tourism elements into Ma Yau Tong Station and the depot above it, and indicated that it

would study whether the proposal could help improve operation and management and enhance the project's appeal.

- 14.2 Soccer pitch in Lam Tin Park: HyD explained that a ventilation opening would be required at the tunnel entrance of the project, and the proposed location of the opening was currently occupied by the 5-a-side soccer pitch in Lam Tin Park. The department advised that it had discussed the reprovisioning plan with LCSD and that a leisure facility no smaller in scale than the existing 5-a-side soccer pitch would be reprovisioned in accordance with the plan in the future.
- 14.3 Works progress: HyD responded to Members' concern about whether the project could be completed on schedule by 2033, indicating that in addition to improving the system design at the present stage, another key factor was how to ensure that the contractor would carry out the works as planned. HyD agreed with Members' suggestion that consideration could be given to including relevant clauses in the tender documents, under which contractors expediting the progress would be awarded extra marks, while penalties would be imposed if the commissioning schedule was not met. The department would closely monitor the overall works progress and would report the tendering results and subsequent developments to KTDC in due course.
- 14.4 Noise: HyD noted Members' concern about noise issues, particularly at Shun Lee Estate and along Sau Mau Ping Road, and indicated that it would conduct internal studies and collaborate with EPD to explore ways to improve noise reduction measures.
- 14.5 Carrying capacity: HyD stated that the project was a transportation system with medium-to-low carrying capacity, but its design standards were close to those of a heavy rail. Accordingly, an emergency response mechanism would be incorporated into the project planning to cope with unforeseen situations.
- 14.6 Sau Mau Ping Shopping Centre: HyD understood that Sau Mau Ping Shopping Centre was owned by Link and would further study the provision of connecting facilities at the shopping centre to link it to Sau Mau Ping Station.
- 14.7 Site inspections: HyD expressed its willingness to conduct site inspections with Members in areas along the alignment of the MTS to gather local views more extensively.
- 14.8 Ma Yau Tong: HyD stated that the development project in Ma Yau Tong would include the depot and the proposed topside development, with parking spaces to be provided. The department would further study the addition of parking spaces in the planning for Ma

Yau Tong and would consult the local community on the matter.

14.9 Subway at Yau Tong East Station: HyD indicated that the construction costs of the subway would be very high. If shops were to be provided in the subway, this would inevitably result in additional excavation and construction, thereby increasing the construction costs and time, which could affect the project progress and future operations.

15. The supplementary response from the representative of the consultant was as follows:

15.1 Emergency mechanism: The consultant pointed out that the depot in Ma Yau Tong was situated approximately at the midpoint of the entire alignment, making it an ideal location for both emergencies and normal operation. In addition to Choi Hung East Station and Yau Tong East Station at the two ends of the alignment, a route recovery line would be provided at other locations along the alignment to enable trains to reverse in the event of an emergency.

16. The supplementary response from the representative of PlanD was as follows:

16.1 Planning: PlanD noted Members' concern that a forward-looking approach should be adopted in district planning, particularly in addressing the infrastructure and service needs of the additional population. The department stated that it would convey the views of Members and residents to the relevant departments, with a view to facilitating the development and enhancement of various ancillary facilities and services at appropriate locations and timing.

17. The Chairman concluded that KTDC was highly concerned about the MTS project and had put forward many constructive views and suggestions. He hoped that HyD and the relevant departments would report on the progress of the project to KTDC in a timely manner.

18. The meeting noted the paper.

Item III — Work Plans for 2025/26
(KTDC Paper No. 12/2025)

Annex 1: Kwun Tong District Office ("KTDO")

19. Mr WONG Chun-ping commended the work plan of KTDO for covering a wide range of areas and setting out clear work priorities. He was pleased to learn that KTDO attached great importance

(Confirmed minutes)
(Translation)

**Sai Kung District Council
Minutes of the Third Meeting in 2025**

Date: 6 May 2025 (Tuesday)
Time: 10:00 a.m.
Venue: Conference Room of the Sai Kung District Council

Present

Miss MA King-fan, Kathy, JP (Chairman)	District Officer (Sai Kung), Sai Kung District Office
Ms FONG Kwok-shan, Christine	Member of Sai Kung District Council
Mr WANG Wen	Member of Sai Kung District Council
Mr WONG Shui-sang	Member of Sai Kung District Council
Mr LI Tin-chi	Member of Sai Kung District Council
Mr LI Ka-leung, Philip, MH	Member of Sai Kung District Council
Ms LI Ka-yan	Member of Sai Kung District Council
Mr CHAU Ka-lok	Member of Sai Kung District Council
Mr LAM Chun-ka	Member of Sai Kung District Council
Ms KI Lai-mei, MH	Member of Sai Kung District Council
Mr YAU Siu-hung, Kelvin, MH	Member of Sai Kung District Council
Mr YAU Ho-lun	Member of Sai Kung District Council
Ms YU Natasha	Member of Sai Kung District Council
Ms SZE Pan-pan	Member of Sai Kung District Council
Ms WU Suet-lin	Member of Sai Kung District Council
Mr CHEUNG Mei-hung, Chris	Member of Sai Kung District Council
Mr CHEUNG Chin-pang	Member of Sai Kung District Council
Mr CHEUNG Man-tim	Member of Sai Kung District Council
Mr CHONG Yuen-tung, MH	Member of Sai Kung District Council
Ms CHONG Nga-ting, Angel	Member of Sai Kung District Council
Mr CHAN Chi-ho	Member of Sai Kung District Council
Mr CHAN Kin-chun, Ken	Member of Sai Kung District Council
Mr CHAN Kwong-fai	Member of Sai Kung District Council
Mr CHAN Kai-wai, MH	Member of Sai Kung District Council
Mr CHAN Kuen-kwan, MH	Member of Sai Kung District Council
Mr TSANG Kwok-ka	Member of Sai Kung District Council
Mr WAN Kai-ming	Member of Sai Kung District Council
Mr WONG Wang-to, MH	Member of Sai Kung District Council
Mr WONG Yuen-hong	Member of Sai Kung District Council
Ms KAN Tung-tung	Member of Sai Kung District Council
Mr LAU Kai-hong, MH	Member of Sai Kung District Council
Mr CHENG Yu-hei	Member of Sai Kung District Council
Ms TAM Chuk-kwan	Member of Sai Kung District Council
Mr CHUNG Kai-yin (Secretary)	Senior Executive Officer (District Council), Sai Kung District Office

In Attendance

Miss LAM I-ching	Assistant District Officer (Sai Kung)1, Sai Kung District Office
Miss CHENG Suet-ching, Lacus	Assistant District Officer (Sai Kung)2, Sai Kung District Office
Mr CHENG Chi-wing, Ken	Senior Liaison Officer (1), Sai Kung District Office
Miss WONG Wai-fong, Bonnie	Senior Liaison Officer (2), Sai Kung District Office
Mr NG Wai-ming	Senior Liaison Officer (3), Sai Kung District Office
Mr HUI Chun-kwan, Simon	Senior Executive Officer (District Management), Sai Kung District Office
Miss WONG Chui-ying, Erin	Executive Officer I (District Council), Sai Kung District Office
Mr KWONG Wang-ngai, Walter	District Planning Officer/Sai Kung & Islands, Planning Department
Ms LEE Kam-yung, Dora	District Social Welfare Officer (Wong Tai Sin/Sai Kung), Social Welfare Department
Mr YEUNG Chun-po, Carmelo	District Commander (Wong Tai Sin), Hong Kong Police Force
Mr MAK Man-yu	District Commander (Tseung Kwan O), Hong Kong Police Force
Ms WAI Kar-yan, Maria	Divisional Commander (Sai Kung), Hong Kong Police Force
Ms WONG Kin-yan	Police Community Relations Officer (Tseung Kwan O) (Acting), Hong Kong Police Force
Ms TSO Wing-in, Corey	Police Community Relations Officer (Wong Tai Sin), Hong Kong Police Force
Mr NG Chou-keen, Horace	Chief Engineer/East 1, Civil Engineering and Development Department
Mr YEUNG Wong-pan	Senior Property Service Manager/Kowloon West & Sai Kung, Housing Department
Miss LEUNG Pui-yin, Wendy	Chief Transport Officer/Sai Kung & North, Transport Department
Ms LAI Ka-yee, Jenny	Deputy District Leisure Manager (District Support) Sai Kung, Leisure and Cultural Services Department
Ms LEE Lai-sheung, Susan	District Leisure Manager (Sai Kung), Leisure and Cultural Services Department
Miss LAI Wing-sau, Winsy	District Environmental Hygiene Superintendent (Sai Kung), Food and Environmental Hygiene Department
Ms CHOW Yuk-chu	Chief Health Inspector (Sai Kung)1, Food and Environmental Hygiene Department
Mr LI Cheuk-ho, Ronald	Senior Health Inspector (Hawker and Market) Sai Kung, Food and Environmental Hygiene Department
Ms YIP Yin-yi, Christine	District Lands Officer/Sai Kung, District Lands Office, Sai Kung

Mr WONG Kwai-sun, Sunny	Administrative Assistant/Lands, District Lands Office, Sai Kung	for agenda item II(A)
Mr YEUNG Man-leung	Senior District Engineer/South East, Highways Department	
Mr TSE Yat-sing	Engineer/Tseung Kwan O, Drainage Services Department	
Miss LAI Sai-ming, Drew	Assistant Commissioner for Labour (Policy Support), Labour Department	
Ms TANG Yuen-shan, Queenie	Chief Labour Officer (Employment Benefits Support), Labour Department	
Ms CHAN Pui-ching, Cecilia	Senior Labour Officer (Employment Benefits Support)1, Labour Department	for agenda item II(B)
Mr CHU Tun-hon, Vincent	Chief Engineer/Railway Development 2-1, Highways Department	
Mr CHEUNG William	Senior Engineer/Railway Scheme(3), Highways Department	
Mr CHIANG Chung-sang, Sunny	Senior Engineer/Railway Scheme(2), Highways Department	
Ms KWONG Chi-yan, Diane	Senior Engineer/Railway Scheme(9), Highways Department	
Ms CHAN Siu-man, Simone	Engineer/Railway Scheme(28), Highways Department	
Ms LAI Man-foon, Vivian	District Planning Officer/Kowloon, Planning Department	
Ms LEE Yuk-sin, Florence	Senior Town Planner/Kowloon 5, Planning Department	
Ms NG Pui-shan, Charlotte	Town Planner/Kowloon 4, Planning Department	
Ms Alice CHAN	Project Team Leader, Highways Department's Consultants	
Mr CHIN Sai-ping	Project Team Leader, Highways Department's Consultants	
Mr Elvis LAU	Project Consultant, Highways Department's Consultants	
Ms LEUNG Chui-ha, Jodi	Regional Officer/Kowloon and Sai Kung, Independent Commission Against Corruption	for agenda item II(C)
Ms Candy YIU	Community Relations Officer, Independent Commission Against Corruption	
Mr LO Suk-ching	Convener, Management Committee of the Memorial Monument for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan	for agenda item II(D)

Ms YAU Yee-wa, Eva	Senior Country Parks Officer (Ranger Services) 2, Agriculture, Fisheries and Conservation Department	for agenda items V(B) & (C)
Ms HUI Yuk-ling, Helen	Country Parks Officer (Sai Kung), Agriculture, Fisheries and Conservation Department	
Mr POON Chung-wah	Senior Engineer/New Territories East Region 3, Water Supplies Department	
Mr LI Chun-hung, Vince	Geotechnical Engineer/Project Management 21, Civil Engineering and Development Department	for agenda item V(D)
Mr Kuun LIANG	Consulting Director, Corporate Market Division, China Mobile Hong Kong Company Limited	for agenda item V(E)
Mr Jackie DONG	Technical Expert, DICT Centre, China Mobile Hong Kong Company Limited	
Mr James KWOK	Project Manager, Greater Bay Area Low Altitude Economy Alliance	

The Chairman said a quorum was present and the meeting commenced officially.

2. The Chairman welcomed all Members and attendees to the meeting, in particular:

- Miss Drew LAI, Assistant Commissioner for Labour (Policy Support), Labour Department (LD);
- Ms Queenie TANG, Chief Labour Officer (Employment Benefits Support), LD;
- Ms Cecilia CHAN, Senior Labour Officer (Employment Benefits Support)1, LD;
- Ms Christine YIP, District Lands Officer/Sai Kung, District Lands Office, Sai Kung, who took over from Mr MAK Hon-sum, Ronnie, on transfer;
- Mr YEUNG Wong-pan, Senior Property Service Manager/Kowloon West & Sai Kung, Housing Department, who attended the meeting on behalf of Ms MAK Siu-ling, Iris, Chief Manager/Management (Kowloon West & Sai Kung); and
- Mr TSE Yat-sing, Engineer/Tseung Kwan O, Drainage Services Department (DSD), who attended the meeting on behalf of Mr LEUNG Wing-tak, Senior Engineer/Mainland South 6.

~~I. Confirmation of Minutes of the Second Meeting of Sai Kung District Council (SKDC) held on 4 March 2025~~

3. The Chairman said that the Secretariat had not received any proposed amendment before the meeting. There being no proposed amendment at the meeting, the Chairman declared that the above minutes were confirmed.

~~II. New Items~~

Members' suggestion to MPFA of publishing more frequently the performance of MPF schemes.

- LD was pleased to share the presentation slides with SKDC. For enquiries regarding the Subsidy Scheme for Abolition of MPF Offsetting Arrangement, members of the public could call the scheme hotline at 2989 1001, reach out via email or visit the service centre in Kwun Tong.

[Post-meeting note: The presentation slides of LD had been uploaded to SKDC's website under the discussion papers for the third meeting of SKDC in 2025 after the meeting.]

10. Mr CHAN Kai-wai once received a request for assistance from an employee who claimed to have taken a one-year unpaid leave during 13 years of service with the company. However, the employer was uncertain whether the leave period should be counted towards the employee's length of service. He had assisted the employee in seeking clarification from LD but could not obtain a clear response. Therefore, he wished to enquire about the criteria for calculating the years of service in cases involving unpaid leave. He also reflected that outsourcing contracts in the cleaning industry would generally last for one to two years only, including those for some government outsourced service contractors. Their employees would not be offered a renewal upon the completion of contract and would be rehired after one to two months. He opined that this outsourcing contract system would in fact deprive employees of their LSP and related benefits. He hoped that LD could look into the issue of discontinuous employment and explore suitable solutions.

11. Miss Drew LAI of LD responded as follows:

- As she had not obtained the specifics of the case mentioned by Mr CHAN Kai-wai, it would not be appropriate for her to comment on the individual case in detail. If employers and employees were unable to reach a consensus on unpaid leave arrangements or other employment rights and benefits, they were encouraged to contact the Labour Relations Division under LD.
- She understood that different industries encountered different operational challenges. As for cleaning staff under government outsourcing contracts, the Government required employers to provide them with contract gratuities which were calculated at a rate comparable to that of LSP, offering a certain level of protection to those employees.

12. There being no other comments from Members, the Chairman declared that the Secretariat would relay the views of SKDC to LD in writing. The Chairman thanked the representatives of LD for visiting SKDC and asked LD to take note of Members' views.

(B) Proposed Smart and Green Mass Transit System in East Kowloon Project and Proposed Amendments to the Approved Kwun Tong (North) Outline Zoning

13. The Chairman welcomed the representatives of the Highways Department (HyD), the Planning Department (PlanD) and HyD's Consultants to the meeting. As there were relatively more representatives attending to discuss this agenda item, she asked the representatives to introduce themselves when they wished to speak later.

14. As a discussion item proposed by Members was related to this agenda item and there being no objection from Members, the Chairman declared that it would be brought forward and merged for discussion.

(1) Concern over the Smart and Green Mass Transit System in East Kowloon
(SKDC(M) Paper No. 42/25)

15. The Chairman said the discussion item was raised by the following Members: Mr YAU Ho-lun, Mr LAU Kai-hong, Ms WU Suet-lin, Mr CHEUNG Man-tim, Ms SZE Pan-pan, Mr CHAU Ka-lok, Mr Chris CHEUNG, Mr LI Tin-chi, Mr Philip LI, Mr CHEUNG Chin-pang, Mr CHONG Yuen-tung, Ms Christine FONG, Ms TAM Chuk-kwan, Mr CHENG Yu-hei, Mr WAN Kai-ming, Mr CHAN Kuen-kwan, Mr WONG Wang-to, Mr CHAN Chi-ho, Mr WONG Yuen-hong, Mr TSANG Kwok-ka, Mr CHAN Kwong-fai, Ms Angel CHONG and Ms LI Ka-yan.

16. Members noted the written replies from the Transport Department (TD) and the Railway Development Office of HyD (SKDC(M) Paper Nos. 58/25 and 59/25).

17. Mr Vincent CHU, Chief Engineer/Railway Development 2-1, HyD briefly introduced the latest design and the planning progress of the Smart and Green Mass Transit System in East Kowloon (SGMTS-EK) based on the content of the presentation slides.

18. Ms Vivian LAI, District Planning Officer/Kowloon, PlanD briefly introduced the planning and development of the proposed stations and depot site based on the content of the presentation slides.

19. Mr LAU Kai-hong said Ma Yau Tong Station was a main station of SGMTS-EK. It would involve land resumption processes for Ma Yau Tong Village, which was at a strategic location. The current conceptual plan indicated that the station would have adverse visual impact on the living environment in the village. Additionally, it would take more than 10 minutes to walk from the entrance of Ma Yau Tong Village to the area above the proposed station. Hence, villagers should be compensated as much as practicable. He stressed the need to provide pedestrian connection facilities such as footbridges, escalators or pedestrian subways to connect the main roads of Ma Yau Tong Village to Ma Yau Tong Station, so as to facilitate access by villagers and to enable other members of the public to use the hiking trails near Ma Yau Tong Village, e.g. Wilson

Trail. In order to avoid affecting the construction schedule set for 2027, he would provide government departments with the locations and pictures of non-private land within the village. He suggested that pedestrian links should be constructed thereon to provide convenience for residents. Also, he expected that the departments would enhance communication with villagers of Ma Yau Tong Village and report the work progress to ensure smooth implementation of the project.

20. Mr Ken CHAN thanked the departments for valuing the views from Sai Kung District. He hoped that consideration could be given to extending SGMTS-EK to cover Sai Kung District to benefit residents living in hilly areas in the district, including Tsui Lam Estate, Hong Sing Garden, Mau Wu Tsai and the housing estates ready to be occupied near On Yu Road at the Anderson Road Quarry (ARQ) development site. He understood that Shun Lee Estate and Sau Mau Ping Estate were more populated. Therefore, he had no objection to the planning and development direction of SGMTS-EK focusing on those areas. However, he agreed with Mr LAU Kai-hong that the proposed Ma Yau Tong Station was relatively far from Ma Yau Tong Village. He suggested providing pedestrian facilities to connect Ma Yau Tong Village, so as to truly cater for local connectivity of the station. The cost and technical complexity of SGMTS-EK were lower than those of previous heavy rail projects. Therefore, he expected that after the smooth implementation of the main lines of SGMTS-EK, with information on its cost available, the department would seriously consider constructing more spur lines to connect to Sai Kung District, and would promptly report and explain the relevant planning to SKDC.

21. Mr CHAN Chi-ho supported SGMTS-EK and found this new system different from the conventional heavy rail projects. He expected that new transport operators and technologies could be introduced in the tender process. He enquired about the potential for extending SGMTS-EK, e.g. the feasibility of extending it to locations such as Hong Sing Garden and Tsui Lam Estate.

22. Mr WONG Yuen-hong opined that while the station locations of SGMTS-EK appeared to be close to the Tseung Kwan O area, it would actually benefit around 30 000 residents of the ARQ development site only, and would be of little help to the residents of Tseung Kwan O North and those living on hilly areas of Tseung Kwan O. As described in the Railway Development Strategy 2014, it was then proposed that the East Kowloon Line would cover a railway network running along the northern part of Kwun Tong and extend to Po Lam Station of the Tseung Kwan O Line. Nevertheless, the current proposal fell short of the expectations of the residents in the vicinity of Po Lam Road North. He hoped that for the future development, the system could connect to various private and public housing estates on the hills, benefiting more residents living in the Tseung Kwan O area. Given that the planned route would pass through aging public housing estates such as Choi Wan Estate and Shun Lee Estate, he raised concerns about whether its expected patronage could support sustainable operations. He suggested studying the feasibility of connecting the westbound section to other key development areas (e.g. Kai Tak). Also, he was concerned that the proposed Yau Tong

East Station to be connected to Yau Tong MTR Station might increase the burden on the latter one. He recommended that the department should co-ordinate closely with the MTR Corporation Limited to minimise the impact on the Tseung Kwan O Line. Additionally, he expressed concerns that the proposed route might pass through multi-storey residential areas, such as public housing estates. He suggested adopting Singapore's approach by using opaque glass for the train sections passing through residential areas to protect the privacy of nearby residents.

23. Mr Chris CHEUNG said that SGMTS-EK covered Kwun Tong District and Sai Kung District. However, apart from the proposed Ma Yau Tong Station, it did not include Po Lam Station, which had been announced in the Railway Development Strategy 2014. Therefore, residents in Sai Kung District would benefit less from SGMTS-EK. He suggested comparing the walking distances from Ma Yau Tong Station to Lam Tin Park, Yau Tong Station, Tsui Lam Estate and Po Lam Station, which were 2 kilometres (km), over 3 km, 1 km and 2.7 km respectively. Connecting SGMTS-EK to the Tseung Kwan O area would significantly shorten the distance and the connection works would be easier. He proposed that space should be reserved for developing the spur lines connecting the hilly areas of Po Lam Estate, Tsui Lam Estate, Hong Sing Garden, etc. to meet the needs of residents in Sai Kung District. Following the use of four green belts as public housing sites as well as the development of LOHAS Park and Area 137, the future population in Tseung Kwan O was expected to exceed 600 000. Connecting the East Kowloon Line to Po Lam Station could alleviate congestion at Yau Tong Station of the Kwun Tong Line and help divert the future busy traffic in Tseung Kwan O. Lastly, he also proposed that the department could consider connecting Ma Yau Tong Village to Tsui Lam Estate, Hong Sing Garden and Po Lam Station by an elevator or escalator pedestrian link system. He believed that the above technical issues could be overcome.

24. Ms Christine FONG supported the current routing of SGMTS-EK. The only shortcoming was that it would not connect to the vicinity of Hong Sing Garden and Po Lam Road North. She hoped that HyD could explore constructing the spur route to connect to Mau Wu Tsai, Hong Sing Garden and Tsui Lam Estate. Also, she suggested discussing additional conditions with the operators during the tender exercise, such as the installation of escalators connecting Hong Sing Garden to Metro City. The space reserved for the depot in the vicinity of LOHAS Park was insufficient. She suggested reserving a larger planning site for the depot in Ma Yau Tong and space for development above the depot. Also, she hoped that the department would promptly explain to villagers of Ma Yau Tong Village the land resumption proposal and the compensation mechanism. The development of the transit system with light and medium carrying capacity was an innovative project. She suggested that the department should consider developing a spur line to connect to Po Lam or The Hong Kong University of Science and Technology in the future. Moreover, relying solely on the property sales above the depot might not cover the operating costs. She enquired about the feasibility of expanding the operation mode in the future and the construction cost of the entire transit system. She suggested that the department should explain more about the ancillary

safety facilities for the transit system such as the arrangements for escape routes in the future. She was also concerned about whether an enclosed design would be used for the maintenance depot, the maintenance arrangements for open elevated tracks as well as the noise nuisance to the surrounding environment.

25. Mr YAU Ho-lun said the routing of SGMTS-EK did not include the Tseung Kwan O area originally. After consultation with SKDC, the proposed construction of the Ma Yau Tong Station was finalised, indicating that the current term of the Government valued the community's views. Ma Yau Tong Station was crucial to the residents of Ma Yau Tong Village. Even though the completion of the station would have an impact on the environment, the villagers supported the entire project as a whole, and hoped that a barrier-free pedestrian link could be provided to connect directly to the village to facilitate their access. As Ma Yau Tong Village was an indigenous Hakka village with a long history, he suggested that Ma Yau Tong Station should incorporate design elements of the history and traditional culture of Ma Yau Tong Village. He also suggested that the department should adopt a transit system which could be more compatible with future development, so as to retain the feasibility of developing spur routes to connect to other areas of Sai Kung District, such as Tsui Lam Estate and Hong Sing Garden, in the future. In view of the relatively high threshold indicators for mass transit development and property management, he enquired about how government departments could play a supervisory role under the joint venture mode, and how the overall operation of the depot could be followed up.

26. Mr CHAN Kuen-kwan said that the construction of the entire SGMTS-EK would rely on the development of properties above the Ma Yau Tong Station depot as a subsidy. The routing planned by the Government should have been intended for the convenience of the residents in the vicinity of Ma Yau Tong Village. However, the location of the currently proposed Ma Yau Tong Station did not benefit nearby residential areas. Noting that the properties built above the station would impact the landscape of the residential areas in the village, he suggested that the Government should offer better compensation packages for the villagers. Given the frequent complaints from residents about the noise issue of the LOHAS Park depot, he suggested implementing more noise mitigation measures during the construction of the Ma Yau Tong Station depot, in order to minimise the noise impact on the nearby residential areas.

27. Mr Philip LI supported the main line planning of SGMTS-EK. Yet he was disappointed that the previously planned extension to Po Lam Station could not be realised. He suggested that the department should require operators to reserve space for future spur lines in the tender exercise. Also, he proposed making reference to the Light Rail routing and constructing the main lines first, before planning a subsequent extension to Tseung Kwan O or a connection to The Hong Kong University of Science and Technology, so as to provide convenience for local residents to interchange to urban areas via this transit system.

28. Mr Vincent CHU of HyD responded to Members' views as summarised below:

- According to the current reference design and planning, villagers of Ma Yau Tong Village could enter the podium area of the depot site via Po Lam Road, taking an internal passage to Ma Yau Tong Station. On the other hand, to further provide convenience for villagers, HyD was exploring the connection of a section of the existing village road to the podium area of the depot site to facilitate villagers' access to Ma Yau Tong Station. Taking note of Members' views and public requests, HyD would continue to actively consider and explore other options to enhance the connectivity to Ma Yau Tong Station.
- In preparing for the SGMTS-EK project, HyD had consulted DCs and noted relevant views. HyD had been conducting detailed studies on the feasibility of extending the main lines of SGMTS-EK, e.g. to Sai Kung District in the east and to Tsz Wan Shan in the northwest. HyD would progressively finalise the main line proposal and proceed with three statutory procedures concurrently, with a view to inviting tenders next year.
- HyD noted Members' views on extending the main line and explained relevant considerations including hardware compatibility of the mass transit system, expected patronage, financial and technical concerns. SGMTS-EK was a self-financing project, to attract operators to participate in the project, sufficient patronage and fare revenue were necessary to ensure financial stability and coverage of routine operation and maintenance costs. Ma Yau Tong Village was located on the hilltop, with a level difference of about 70 to 80 metres (m) when compared with Hong Sing Garden and Tsui Lam Estate in the east. Even though the climbing capability of the transit system was better than that of the conventional heavy rail system, there were technical issues needed to be addressed.
- HyD's consultants had conducted a patronage forecast for the East Kowloon transit system. It was initially estimated that a number of systems available in the market could meet the passenger demand of the project.
- HyD noted Members' concerns regarding the privacy of residents in the vicinity of the system. HyD explained that most systems available in the market could allow automatic adjustment in transparency of windows when passing through residential areas.
- HyD's consultants were co-ordinating with various parties on issues, including the design of Ma Yau Tong depot, reservation of space for the development atop of the depot, and formulation of noise mitigation measures, etc. HyD was currently conducting the environmental impact assessment for the project. Noise barriers or various noise mitigation measures would be implemented in accordance with the environmental protection requirements stipulated under the Environmental Impact Assessment Ordinance. A mass transit system that operated on rubber tyres generally generated less noise than a heavy rail system that used iron tyres. HyD would continue to pay attention to rail sections close to residential areas and assess the need to provide noise barriers or noise mitigation measures.

- HyD was currently formulating the tender documents and would consider incorporating the historical elements of Ma Yau Tong Village into the design concept for Ma Yau Tong Station.
- The financial arrangements for the mass transit system primarily relied on granting property development rights of the Ma Yau Tong depot site to provide financial support for the project. However, the funding derived from a single site was not sufficient to sustain the entire project. HyD had been exploring other financial arrangements, aiming to ensure that resources were utilised effectively. HyD would first press ahead with the full implementation of the main line and then progressively study the development of extension proposals and other pedestrian connectivity facilities, such as escalators, to connect Hong Sing Garden and Tsui Lam Estate.
- HyD noted Members' views on extending the main line and would explore the feasibility of reserving space at Po Tat Station or Ma Yau Tong Station for possible further extension in the future.

29. The Chairman asked the representatives of HyD or PlanD to provide supplementary information on whether the current planning of the project involved resumption of private land.

30. Mr CHAN Kai-wai thanked the Administration for constructing Lam Tin North Station to provide convenience to residents in the hilly areas. The main lines of the mass transit system would mainly serve the residents of the East Kowloon area rather than those of the New Territories East. He understood that the system would not be extended to the vicinity of Po Lam for the time being. As Ma Yau Tong Station was one of the main stations, he suggested constructing a footbridge and escalators to facilitate access by nearby residents. He also recommended modifying the system of measuring average noise levels every half an hour and improving the standard for installing noise barriers. He proposed that the department could invite DCs to visit the chosen transit system in the future, which would help DC Members and the community better understand the relevant system.

31. Mr Vincent CHU of HyD responded to Members' views as summarised below:

- In formulating the design of SGMTS-EK, HyD had made every effort to avoid resuming private land. However, since the system would pass through various public and private housing estates, resumption of common areas and slopes in public housing estates and Home Ownership Scheme courts might be required.
- HyD would carefully evaluate the proposal to construct a footbridge connecting Ma Yau Tong Village and Ma Yau Tong Station. It was essential to strike a balance amongst assessing the slope height, addressing technical issues and considering the associated costs. HyD would continue to engage with the villagers to explore other feasible options for improving the access

to Ma Yau Tong Station.

- HyD would arrange for DCs to visit the selected transit system in due course.

32. There being no other comments from Members, the Chairman declared that the Secretariat would relay the views of SKDC to PlanD and HyD in writing. The Chairman thanked the representatives of HyD and PlanD for visiting SKDC.

~~(C) Anti-corruption Work Strategies 2025/26 of ICAC Regional Office (Kowloon East/Sai Kung)
(SKDC(M) Paper No. 34/25)~~

33. The Chairman welcomed:

Independent Commission Against Corruption (ICAC)

- Ms Jodi LEUNG, Regional Officer/Kowloon and Sai Kung; and
- Ms Candy YIU, Community Relations Officer.

34. Ms Jodi LEUNG, Regional Officer/Kowloon and Sai Kung, ICAC briefly introduced work strategies 2025/26 based on the content of the presentation slides.

35. The Chairman said the ICAC Regional Office (Kowloon East/Sai Kung) would be relocated to the Government Joint-user Complex in Tseung Kwan O in around August this year. The Chairman thanked ICAC for inviting SKDC to attend the opening ceremony, and asked the Secretariat to issue the invitation letter and relevant information to Members in due course. The Chairman thanked the ICAC representatives again for visiting SKDC and introducing the work priorities 2025/26.

[Post-meeting note: The ICAC Regional Office (Kowloon East/Sai Kung) was expected to be relocated in October.]

~~(D) Proposed activities commemorating the 80th Anniversary of the Victory of the Chinese People's War of Resistance Against Japanese Aggression and the World Anti-Fascist War
(SKDC(M) Paper No. 35/25)~~

36. Miss Lacus CHENG, Assistant District Officer (Sai Kung)2, Sai Kung District Office (SKDO) briefly introduced the paper.

37. The Chairman said SKDO had introduced several enhancement and beautification works at the meeting of the Management Committee of the Memorial Monument for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan (the Management Committee) on 30 April. The works included enhancing the planters at the Memorial Garden for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan, updating information boards and inscribing commemorative couplets on the memorial pavilion for the martyrs. The Chairman

Extract of Minutes of Wong Tai Sin District Council Meeting

Minutes of the 9th Meeting of the
7th Term of Wong Tai Sin District Council of the
Hong Kong Special Administrative Region

Date: 6 May 2025 (Tuesday)
Time: 2:30 p.m.
Venue: Conference Room, Wong Tai Sin District Council,
6/F, Lung Cheung Office Block,
138 Lung Cheung Road,
Wong Tai Sin, Kowloon

Chairman:

Mr. WU Kui-wah, Thomas, JP District Officer (Wong Tai Sin)

Present:

Mr. CHAN Wai-kwan, Andie, MH	WTSDC Member
Mr. CHAN Ying, Leonard, MH	WTSDC Member
Mr. FUNG Kin-lok	WTSDC Member
Mr. HUNG Chor-ying, Edmond	WTSDC Member
Mr. LAI Wing-ho, Joe, MH	WTSDC Member
Ms. LAU Yuen-yee, Janus	WTSDC Member
Mr. LEE Tung-kong	WTSDC Member
Mr. LEUNG Tang-fung	WTSDC Member
Mr. LI Dennis	WTSDC Member
Ms. LUI Kai-lin, Wendy, MH	WTSDC Member
Mr. MOK Kin-wing, MH	WTSDC Member
Mr. NGAI Shi-shing, Godfrey	WTSDC Member
Mr. POON Cheuk-bun	WTSDC Member
Ms. TAM Mei-po	WTSDC Member
Ms. TANG Man-wai	WTSDC Member
Mr. YAU Yiu-shing, MH	WTSDC Member
Mr. YEUNG Nok-hin	WTSDC Member
Ms. YEW Yat-wa, Deannie	WTSDC Member
Mr. YUEN Kwok-keung, MH	WTSDC Member
Mr. YUET Ngai-keung	WTSDC Member

In Attendance:

Mr. YEUNG Chun-po, Carmelo	District Commander (Wong Tai Sin)	HKPF	
Ms. TSO Wing-in, Corey	Police Community Relations Officer (Wong Tai Sin)	HKPF	
Ms. LEE Kam-yung, Dora	District Social Welfare Officer (Wong Tai Sin/Sai Kung)	SWD	
Ms. LAW Chi-ping, Iris	Chief Manager/Management (WTT)	HD	
Mr. CHAN Wing-yin, Albert	Chief Engineer/ E3	CEDD	
Ms. CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon)	LCSD	
Mr. AU Ka-lok	District Environmental Hygiene Superintendent (Wong Tai Sin)	FEHD	
Mr. CHAN Chi-man, Chapman	Chief Transport Officer/Kowloon 1	TD	
Mr. CHU Tun-hon, Vincent	Chief Engineer/ Railway Development 2-1	HyD	Re: Item III
Mr. CHEUNG William	Senior Engineer/Railway Strategy (3)	HyD	
Mr. CHIANG Chung-sang, Sunny	Senior Engineer/Special Duties (2)	HyD	
Ms. KWONG Chi-yan, Diane	Senior Engineer/Railway Strategy (9)	HyD	
Ms. CHAN Wai-fan (transliteration)	Project Manager	Arup- AIS Joint Venture	
Ms. LAI Man-foon, Vivian	District Planning Officer/Kowloon	PlanD	Re: Item VII
Mr. CHAN Hei-yuet	Chief Engineer/Mainland South	DSD	
Mr. PUN Ho-yin, Joe	Senior Engineer/Mainland South 4	DSD	
Mr. HO Kin-yip, Ken	Senior Engineer/Project Management 1	DSD	
Ms. WONG Ching Man, Jacky	Maintenance Engineer/Wong Tai Sin	HyD	
Ms. LUI Yee-yan	Senior Engineer/7(East)	CEDD	
Mr. LUI Ho-yuen, Victor	Senior Property Service Manager/WTT	HD	
Miss HO Wing Tung, Bonnie	Assistant District Officer (Wong Tai Sin)	WTSDO	
Ms. WONG Man-sau, Susana	Senior Liaison Officer (1)	WTSDO	
Ms. LO Fung-sun, Grace	Senior Liaison Officer (2)	WTSDO	
Ms. CHENG Sze-long, Alice	Senior Executive Officer (District Management)	WTSDO	

Miss LO Tsz-yan, Fion

Executive Officer I
(District Council)

WTSDO

Secretary:

Ms. CHAN Wai-chi, Ida

Senior Executive Officer
(District Council)

WTSDO

Opening Remarks

The Chairman welcomed all Members and representatives of government departments to the 9th meeting of the 7th term of Wong Tai Sin District Council (“WTSDC”).

I. Confirmation of the Minutes of the 8th Meeting of Wong Tai Sin District Council held on 4 March 2025

2. Members noted that the WTSDC Secretariat (“the Secretariat”) had not received any amendment suggestions on the minutes of the last meeting prior to the meeting, and thus confirmed the minutes of the last meeting.

II. Progress Report of the 8th Meeting of Wong Tai Sin District Council held on 4 March 2025

(WTSDC Paper No. 15/2025)

3. Members noted the content of the Progress Report.

Items for discussion

III. Proposed Smart and Green Mass Transit System in East Kowloon Project (WTSDC Paper No. 16/2025)

4. The Chairman welcomed Mr. CHU Tun-hon, Vincent, Chief Engineer/Railway Development 2-1, Mr. CHEUNG William, Senior Engineer/Railway Strategy (3), Mr. CHIANG Chung-sang, Sunny, Senior Engineer/Special Duties (2) and Ms. KWONG Chi-yan, Diane, Senior Engineer/Railway Strategy (9) of the Highways Department (“HyD”), Ms. CHAN Wai-fan, Project Manager of Arup-AIS Joint Venture, HyD’s consultant, and Ms. LAI Man-foon, Vivian, District Planning Officer/Kowloon of the Planning Department to the meeting.

5. Mr. CHU Tun-hon, Vincent of HyD said that the Department had been gathering views on the Smart and Green Mass Transit System in East Kowloon (“SGMTS-EK”) Project from different stakeholders through district consultation events in the past few months. He then introduced the proposed SGMTS-EK with the aid of PowerPoint. His presentation is summarised as follows:

Project progress

- (i) Having secured funding from the Legislative Council (“LegCo”) in 2024, HyD commenced the relevant work by awarding an investigation, design and construction consultancy agreement in July 2024. In order to gather views from the market and grasp the various technical requirements involved, HyD invited relevant system suppliers and operators to submit expressions of interest (EOIs) in August 2024. The department received 35 EOIs by the submission deadline, and had subsequently commenced the analysis and design process;
- (ii) HyD planned to complete the following statutory procedures within this year. Firstly, the department would carry out the gazettal work based on the latest design of the project. Secondly, the project would adopt the funding model commonly used in previous railway

projects, i.e. granting property development rights to raise funds for the funding gap involved in the implementation of the project. Therefore, the department would apply to modify the land use of the railway depot site so that the site could also be used for residential and commercial developments at the same time. Thirdly, the environmental impact assessment would be commenced; and

- (iii) In the case of Mass Transit Railway (MTR), the above statutory procedures would usually be carried out successively in the department's experience. In order to shorten the project time as much as possible, the department planned to carry out the procedures concurrently, in the hope that the tender exercise for the works could be commenced in 2026 and the works in 2027.

Latest design of SGMTS-EK

- (i) SGMTS-EK would be about seven kilometres long with nine stations. The department had widely consulted local residents in the past months and adjusted the locations of the stations. The details are as follows:
 - (a) Lam Tin North Station would be added in Lam Tin;
 - (b) To cater for the need of Kowloon East residents, Shun On Station would be relocated near United Christian Hospital ("UCH") to provide convenient access to the hospital for patients and their families; and
 - (c) In order to facilitate the launching, retrieval and repair of trains, the train depot of SGMTS-EK would be placed at Ma Yau Tong Station. There would be property developments above the train depot to support the continuous development of the project.

SGMTS-EK – Choi Hung East Station

- (i) To provide residents with convenient access from Choi Hung East Station to MTR Choi Hung Station, the department had proposed two options. The first option was to build a footbridge across New Clear Water Bay Road to connect Choi Hung East Station and Choi Hung Station. Given the heavy traffic at the road section concerned, the construction process of the footbridge might affect residents and traffic diversion would also be necessary. Therefore, HyD deemed this plan was not preferable. The second option was to construct a pedestrian subway. The private development at 35 Clear Water Bay Road involved building a shopping centre and residential buildings. The department was negotiating with the relevant parties about underground drilling below Choi Hung East Station and building a 40-metre long pedestrian subway that connected to the underground floor of the private development's shopping centre. At the same time, the shopping centre would also have an exit that led to Choi Hung Station. Passengers could reach Choi Hung Station from the underground floor of Choi Hung East Station through the subway and the shopping centre, and the walking time for this plan would be shorter than the footbridge plan. The department was in discussion with the relevant parties about modifying the lease conditions in order to implement the plan;
- (ii) There would be a pedestrian access on the ground floor of Choi Hung East Station connecting to the new public transport interchange, so that passengers could easily interchange for buses or minibuses;
- (iii) Choi Hung East Station would also be connected to the Choi Wan Bridge currently under construction, so that residents of Choi Wan (I) Estate could reach Choi Hung East Station from Pak Fung House via the bridge; and
- (iv) Having noted the suggestion about extending SGMTS-EK to hillside areas such as Tsz Wan Shan, the department would reserve

space for the system's further northwestward extension in the design of Choi Hung East Station.

SGMTS-EK – Choi Wan Station

- (i) Choi Wan Station was expected to serve passengers travelling to and from Choi Wan (I) Estate, Choi Wan (II) Estate, Choi Hing Court, Choi Tak Estate, the two secondary schools nearby, and the new transitional housing at Choi Hing Road;
- (ii) Choi Wan Station would be built on the upper end of the slope at Choi Wan (I) Estate to minimise the road space required, and
- (iii) A footbridge across New Clear Water Bay Road would be built at the ground floor access of Choi Wan Station to connect the pavements on both sides of New Clear Water Bay Road and help residents in the area reach Choi Wan Station.

SGMTS-EK – Yau Tong East Station

- (i) Yau Tong East Station would be connected to MTR Yau Tong Station by a pedestrian subway to facilitate passengers' interchange for MTR. The department was also considering the suggestion about keeping the said subway open at night.

6. The Chairman thanked Mr. CHU Tun-hon, Vincent for the detailed introduction of the SGMTS-EK project. He then invited Mr. YUET Ngai-keung, Ms. TAM Mei-po, Mr. CHAN Ying, Leonard and Mr. LI Dennis to present their submissions (**Annex I**, **Annex II**, **Annex III** and **Annex IV**) regarding the SGMTS-EK project. The four Members were joined by Mr. HUNG Chor-ying, Edmond in welcoming the Government's implementation of the SGMTS-EK project and supporting HyD's suggestion on reserving space in the system's design for its future northwestward extension to the hillside area of Tsz Wan Shan. The four Members then raised suggestions in four areas, namely the extension plan, the works' impact on the nearby environment, the completion date, as well as ancillary facilities and operational arrangements.

7. Regarding the extension plan, Members pointed out that there were nearly 200 000 Wong Tai Sin District residents living in Choi Wan, King Fu, Tsz Wan Shan and Chuk Yuen. In addition to these residents, there were also some commercial buildings and more than ten schools in these areas, resulting in a great demand for transport services. In this connection, Members suggested that the department should (i) quickly complete the feasibility study for a Wong Tai Sin extension line that served the hillside areas such as Fu Shan, Tsz Wan Shan and Chuk Yuen and expeditiously confirm and implement the extension plan to alleviate the traffic congestion in hillside areas; and (ii) assess the hill climbing ability of the systems on the market and consider making the Tsz Wan Shan extension a bonus item in the assessment of tenders to ensure the technical feasibility of the extension.

8. As for minimising nuisance, Mr. YUET Ngai-keung, Mr. CHAN Ying, Leonard and Mr. LI Dennis observed that there were many residential buildings and schools around Choi Wan Station and Choi Hung East Station. Therefore, they suggested that the department should (i) duly assess the impact of the works on the surrounding areas, traffic and residents before the works' commencement; and (ii) adopt quieter and more environmentally friendly construction methods and take temporary measures to divert the traffic flow when carrying out the works in order to minimise the works' impact on the nearby communities.

9. Regarding the completion date, Mr. YUET Ngai-keung, Mr. CHAN Ying, Leonard and Mr. LI Dennis hoped that the department could complete the project expeditiously. They suggested that (i) the Government should make the duration of the works one of the assessment criteria and include relevant conditions in the tender exercise; (ii) the department should conduct comprehensive consultations in the district on the location of Choi Wan Station and Choi Hung East Station so that the works would not be delayed by seesawing over the locations of stations; and (iii) the statutory procedures should be expedited as far as practicable so that the works could be commenced earlier in the hope that the system could be commissioned before 2033.

10. About ancillary facilities, Mr. YUET Ngai-keung and Ms. TAM Mei-po suggested that (i) there should be an appropriate number of exits for Choi Hung East Station and Choi Wan Station; (ii) pedestrian link facilities including lifts, escalators

and barrier-free accesses should be built for Choi Wan Station and Choi Hung East Station; (iii) a footbridge should be built at Clear Water Bay Road to connect Choi Hung East Station and Ngau Chi Wan Market. The footbridge should also be equipped with a lift that linked directly to the concourse of Choi Hung MTR Station to allow barrier-free interchanging for elderly and mobility impaired passengers. The new footbridge should also link with the existing footbridge between Ngau Chi Wan Market and Ping Shek to enhance the accessibility of the system and its connection with the surrounding areas; (iv) Choi Hung East Station and Pak Fung House of Choi Wan Estate should be connected by a footbridge to shorten the walking distance between the two; (v) the passage (and its lifts and escalators) connecting Choi Hung East Station to the shopping centre at 35 Clear Water Bay Road and Choi Hung MTR Station should be open 24 hours a day, and there should be more pedestrian facilities around Ping Ting Road East to allow easier access to Choi Hung East Station for residents around Fung Shing Street; (vi) a footbridge should be built to connect Fung Shing Street to the footbridge network around Choi Wan Commercial Complex to facilitate the travels of residents of Choi Wan Estate by connecting the shopping centre with the train station; (vii) the connection between Choi Hung East Station and the existing heavy rail line should be enhanced and the interchange arrangement should be optimised, so that SGMTS-EK could improve the traffic around Choi Hung roundabout, New Clearwater Bay Road and Clearwater Bay Road; and (viii) many passengers would interchange at Choi Hung East Station after the commissioning of SGMTS-EK, and Choi Wan Station, as the second last stop of the westbound service, might be very crowded during the morning peak hours. Therefore, the Government could consider arranging additional special departures from Choi Wan Station to Choi Hung East Station during peak hours to improve the passenger flow at Choi Wan Station.

11. Mr. CHU Tun-hon, Vincent of HyD thanked Members for supporting the project and responded to Members' views and suggestions as follows:

Design and location of stations

- (i) Under the current planning, there would be multiple exits at both Choi Hung East Station and Choi Wan Station, and the department would consider whether additional accesses could be provided as necessary;

- (ii) The department had already comprehensively considered the transport needs of residents living within 500 metres of each station and the operational needs for additional departures;
- (iii) The department noted the future redevelopment plans for Choi Hung Estate and Ngau Chi Wan Village, and would seize the opportunity by making accommodations in the design of the stations' layout and connecting facilities to ensure that the system could align with the development projects in the district;
- (iv) Regarding the two options for the connection between Choi Hung East Station and Choi Hung Station, if the plan with a footbridge was chosen, the department would consider providing a lift that directly reached the concourse of Choi Hung MTR Station. However, if the plan with a pedestrian subway was adopted, the department would not build a footbridge that connected to Choi Hung Station;
- (v) There would be a footbridge connecting Choi Hung East Station to the Choi Wan Bridge under construction, so that residents of Choi Wan (I) Estate could directly enter Choi Hung East Station and reach Choi Hung Station via 35 Clear Water Bay Road from Pak Fung House using the footbridge;
- (vi) The construction company of 35 Clear Water Bay Road was working on the modification of lease conditions in order to link the entrance of the shopping centre to Choi Hung Station. Once the relevant procedures had been completed, the department would discuss with the construction company feasible arrangements for connecting Choi Hung East Station to the shopping centre and Choi Hung Station with a subway;
- (vii) In the future, residents who lived around Fung Shing Street could, through the extension of Ping Ting Road East under construction, reach the seventh floor of the shopping centre of 35 Clear Water Bay

Road before going to Choi Hung East Station from the fourth floor via Choi Wan Bridge or taking the lift to Choi Hung Station, and

- (viii) HyD had been actively collecting views on the location of Choi Wan Station and Choi Hung Station from local residents via different channels in the past three months. The department would gladly attend more local consultation events and meetings to maintain close communication with the relevant stakeholders.

Extension plans

- (i) The department noted the views about extending SGMETS-EK to Tsz Wan Shan, King Fu and Chuk Yuen. While progressing the works for the main line was the top priority, the department would continuously conduct technical studies for the extension plans. Space had also been reserved in the system's design for its future northwestward extension. The department was currently devoting its resources to ensuring the smooth implementation of the main line construction work, and would advance the study on the extension in an orderly manner;
- (ii) Considering the many technical challenges including the limited width and steep gradient of Tsz Wan Shan Road, the department was assessing the technical feasibility of the proposed extension; and
- (iii) In addition to the technical feasibility, the department would also holistically assess key factors including the transport needs of residents along the system's alignment, the cost-efficiency of the works, sustainability of future operation, etc.

Impact of the works

- (i) At the tendering stage, the department would require contractors to use quieter equipment and environmentally friendly construction methods. Effective temporary traffic measures would also be formulated to minimise the impact on nearby residents.

Tender conditions

- (i) The department noted Members suggestion on introducing additional tender conditions. The department was concurrently carrying out three statutory procedures and preparing for tendering, and would look into the feasibility of adding the above assessment criterion to the technical requirement conditions in the tender documents.

12. Mr. MOK Kin-wing, Ms. LAU Yuen-yee, Janus and Mr. POON Cheuk-bun indicated their welcome and support for the SGMTS-EK project. They were joined by other Members in raising the following suggestions on the system's extension, the project design, the completion date and the transport connections:

Extension

- (i) Mr. MOK Kin-wing suggested that when assessing tenders, the department should prioritise the system's flexibility, especially its ability to negotiate gradients and tight curves. The elevated trackless rubber wheel train system recommended would be more flexible than traditional track systems. The inclusion of the above requirement as an assessment item could facilitate the planning for the system's future extension to Tsz Wan Shan and Chuk Yuen. He also suggested that the department could first consider building the train line near the slope along Hammer Hill Road when designing the alignment of the extension, so as to minimise the noise nuisance caused to residents around Wing Ting Road;
- (ii) Ms. LAU Yuen-yee, Janus said that there were various kinds of community facilities in King Fu Sub-district, including schools, a polyclinic and a sports ground. She suggested that the extension of SGMTS-EK could include a stop in King Fu Sub-district to bring convenience to local residents and alleviate the traffic congestion in the area. Understanding that the works for the main line would be the priority, she suggested the department consider the technical

requirements of the Tsz Wan Shan extension in the tendering process in 2026 so that future planning for the extension would not be delayed by technical limitations;

- (iii) Mr. LAI Wing-ho, Joe pointed to paragraph 14(iv) of the Paper, which mentioned that “As for the suggestion about extending the system to areas such as Tsz Wan Shan, we would reserve space in the design to allow for further northwestward extension of the system in the future.” The paragraph had echoed the discussion of the Public Works Subcommittee under LegCo’s Finance Committee on 19 June 2024, i.e. the consultant would consider the views of suppliers and operators at the investigation and design stage, and further study the feasibility of developing an extension while reserving space for extending the system. He wanted to gain a better understanding of the latest technical assessment for the northwestward extension, including the technical difficulties and the feasibility of the plan. He also said that the practice of funding the main line works with property development could meet future needs. Meanwhile, residents in Wong Tai Sin, Tsz Wan Shan, Fu Shan and Chuk Yuen had pressing transport needs, and the department could continue adopting the above model to raise funds when planning the extension in the future. As for technical requirements, he suggested that the department should keep an open mind as future technological developments might overcome current technical limitations;
- (iv) Mr. YUET Ngai-keung believed that there was a great demand for an SGMETS-EK extension among residents in Wong Tai Sin District. The many technical submissions received by the department could be a sign that existing technologies could offer innovative solutions. Therefore, he hoped that the department would not give up the extension plan due to short-term difficulties such as funding and technical challenges. Mr. LEE Tung-kong also suggested that the department should focus on the demand and explore the required technologies to overcome technical challenges;

- (v) Mr. HUNG Chor-ying, Edmond and Ms. TAM Mei-po suggested that the department should consider extending the alignment to the public facilities in King Fu Sub-district to facilitate the travels of residents and divert passenger flow from the main line; and
- (vi) Mr. POON Cheuk-bun hoped that the Tsz Wan Shan extension could be implemented. He also suggested that bonus points could be given to tenderers that could extend the system to Tsz Wan Shan so that planning for the Tsz Wan Shan extension could commence earlier.

Project design

- (i) Ms. LAU Yuen-yee, Janus said that the Government had considered the surrounding facilities in the siting of stations. For example, considerations were given to hospitals and schools within 500 metres of stations to facilitate residents' travels, which reflected the thoughtfulness of the planning;
- (ii) Ms. TAM Mei-po was pleased that ample consideration had been given to Wong Tai Sin residents' needs for healthcare services, especially those who lived in Choi Wan (I) Estate, Choi Wan (II) Estate, Choi Fai Estate and the vicinity of Fung Shing Street, in the station design. The many barrier-free facilities and passages at Shun On Station would meet the long-standing needs of residents of Choi Wan Sub-district by helping them reach UCH more conveniently;
- (iii) Mr. FUNG Kin-lok and Ms. YEW Yat-wa, Deannie suggested that the department should assess whether the system could be put into operation in stages. For example, Choi Hung East Station and Choi Wan Station could be put into service first once completed without having to wait for the completion of the entire SGMTS-EK. It was also suggested that space should be reserved for returning trains and service adjustments in the design of Choi Wan Station to enable special departures from the station, so that the passenger flow

during peak hours could be smoothened and residents would not be stuck on the platform due to overcrowded trains;

- (iv) Ms. TANG Man-wai enquired whether placing the train depot at Ma Yau Tong was the only feasible option, and whether the department had any fall back plans if the siting was not approved; and
- (v) Mr. YEUNG Nok-hin enquired about the contingency plans of the system, for example whether the design of the system could maintain normal service between Choi Hung East Station and Shun Lee Station if there was an accident between Shun Lee Station and Shun On Station.

Completion date

- (i) Ms. LAU Yuen-yee, Janus commended the Government for proactively expediting the project, so that the traffic congestion in East Kowloon could be solved as soon as possible;
- (ii) Mr. FUNG Kin-lok pointed out that although the nine-year works period was reasonable, he hoped the department would explore the possibility of earlier completion;
- (iii) Ms. TANG Man-wai said that she, like other Members, was very concerned about the construction progress of SGMTS-EK and hoped that the system could be put into service before 2033; and
- (iv) Mr. YEUNG Nok-hin pointed out that the department had mentioned that it would consider including expeditious completion of the works as a tender condition. As there were still two and a half years until the tendering exercise, he suggested that the department should further shorten the time required for administrative procedures through interdepartmental coordination in the preparation for tendering.

Impact of the works on nearby traffic

- (i) Regarding the impact of the works for Choi Hung East Station and Choi Wan Station, Ms. YEW Yat-wa, Deannie pointed out that the road section involved was already near saturation, and when the works commenced in 2027, the redevelopment of Choi Hung Estate and the road widening works on New Clear Water Bay Road would also be underway. Therefore, she suggested that the department should consider the combined impact of the multiple works projects and devise effective temporary traffic measures to ensure smooth traffic at the road section concerned during the works period.

13. Mr. CHU Tun-hon, Vincent of HyD gave a consolidated reply as follows:

- (i) The department was actively discussing with stakeholders such as the relevant organisations or companies the feasibility of keeping the footbridge connecting Choi Hung East Station and Choi Hung Station open round the clock;
- (ii) Regarding the extension plan, the department would comprehensively assess various factors, such as population density, infrastructure, technical feasibility and financial sustainability. The department was conducting feasibility studies for different plans such as adding a station in King Fu Sub-district, and the introduction of a station would require a balance between people's needs and financial cost. The department would carefully consider the suggestion of setting up a station in the vicinity of King Fu;
- (iii) About the technical considerations for the extension plan, the department would, having collected views through EOIs last year, continuously communicate with the 35 system suppliers and operators that had submitted EOIs in order to understand how much climbing ability the Tsz Wan Shan extension would require of the system. Technically, the transit system must be small and light, and since the open tendering would take place in 2026, new technologies and plans might have emerged for consideration by

then. As for the financial sustainability, the department would consider adopting the practice of raising funds to bridge the funding gap of the railway project by granting property development rights. However, the key was still ensuring that the system's operation would be financially sustainable in the long run, meaning that it could generate enough revenue to cover the operating cost and maintain reasonable profit;

- (iv) For the suggestion of phased commissioning, before a railway system could be commissioned in phases, the train depot facilities must be completed and the system must have full operation and maintenance capacity. Therefore, it was technically difficult to commission certain stations first, but the department would still consider the suggestion;
- (v) Regarding the siting of the train depot at Ma Yau Tong, given the lack of large sites suitable for train depots along main line of SGMTS-EK, the department was of the view that Ma Yau Tong was the most appropriate site after a comprehensive assessment. The Ma Yau Tong train depot would occupy a site of about four hectares, which could not only meet the size requirement of the train depot for a system of medium-to-low carrying capacity, but also support property development, making it a choice that could serve two purposes at the same time;
- (vi) As for the tendering timetable for the works, provided that the three statutory procedures could be completed smoothly and the tendering work could begin in 2026, the contract for the project could be awarded in 2027. The department had already started preparing the tender documents in parallel, and would actively look into the suggestions raised by Members regarding the tender documents; and
- (vii) Regarding the works' impact on the traffic, the department had already strived to minimise the impact on road and pavement space when planning the design and layout of stations. Furthermore, the department had established a coordination mechanism with the

relevant departments such as the Housing Department (“HD”) to jointly formulate traffic control measures during the works period to minimise the impact on residents.

14. Regarding the train deployment arrangement in the event of an accident, Ms. CHAN Wai-fan, the representative of HyD’s consultant, said that train returning arrangements were very important during both normal operation and accidents. Therefore, the consultant would carry out comprehensive assessments for the alignment of the return lines in the design stage.

15. The Chairman said in summary that WTSDC unanimously supported the SGMETS-EK project. WTSDC hoped that HyD would actively consider extending the system to Tsz Wan Shan, King Fu and Chuk Yuen in order to suit the mountainous geographical characteristics of Wong Tai Sin District and meet the travel needs of residents. WTSDC also hoped that HyD would build comprehensive pedestrian connection facilities between the system and the existing MTR stations, and expedite the works. In addition, WTSDC urged HyD to create an effective coordination mechanism with other departments for the Choi Hung Estate redevelopment project scheduled for 2028 to ensure that the works could be implemented in an orderly manner.

~~IV. Report on the Future Work Plan of Wong Tai Sin District Council~~

16. The Chairman said that following the discussion on WTSDC’s future work plan at the 7th WTSDC meeting held on 7 January 2025, WTSDC began collecting views from local stakeholders. Subsequently, at the 8th meeting held on 4 March 2025, Members submitted the views collected and summarised them into the three general directions of Wellness, Tradition and Sustainability. These three directions could be acronymised as “WTS”, which was the same as the acronym of Wong Tai Sin. The Chairman noted that Members had been collecting views from various local stakeholders after the 8th meeting. Therefore, he invited Members to share the details and results of the consultations.

17. Mr. LEUNG Tang-fung first presented the results of WTSDC’s consultation on its future work plan with the aid of PowerPoint (Annex V). His presentation is

**Provision of Major Community Facilities and Open Space
in the Kwun Tong District Council Area (Including Anderson Road Quarry Development[&])**

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons [#]	81.11 ha	63.39	116.02	+34.91
Local Open Space	10 ha per 100,000 persons [#]	81.11 ha	122.32	147.00	+65.89
Secondary School	1 whole-day classroom for 40 persons aged 12-17 [#] (assessed by Education Bureau (EDB) on a territorial-wide basis)	531 classrooms	939 classrooms	999 classrooms	+468 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11 [#] (assessed by EDB on a district/school network basis)	871 classrooms	971 classrooms	1,061 classrooms	+190 classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6 [#]	339 classrooms	398 classrooms	492 classrooms	+153 classrooms
District Police Station	1 per 200,000 to 500,000 persons (assessed on a regional basis)	1	2	2	+1
Divisional Police Station	1 per 100,000 to 200,000 persons (assessed on a regional basis)	4	1	2	-2

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Hospital	5.5 beds per 1,000 persons (assessed by Hospital Authority on a regional/cluster basis)	4,633 beds	1,574 beds	2,134 beds	-2,499 beds [^]
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	8	5	8	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons (assessed on a regional basis)	1	1	1	0
Child Care Centre	100 aided places per 25,000 persons ^{#@} (assessed by Social Welfare Department (SWD) on a local basis)	3,244 places	578 places	1,666 places	-1,578 places ^{**}
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#] (assessed by SWD on a local basis)	6	13	14	+8
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#] (assessed by SWD on a service boundary basis)	5	7	8	+3
District Elderly Community Centre	One in each new development area with a population of around 170,000 or above [#] (assessed by SWD)	N.A.	4	4	N.A.

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Neighbourhood Elderly Centre	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#] (assessed by SWD)	N.A.	21	25	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{##@} (assessed by SWD on a district basis)	4,955 places	2,237 places	2,985 places	-1,970 places ^{**}
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{##@} (assessed by SWD on a cluster basis)	6,137 beds	2,536 beds	3,676 beds	-2,461 beds ^{**}
Pre-school Rehabilitation Services	23 subvented places per 1,000 children aged 0 – 6 [#] (assessed by SWD on a district basis)	528 places	576 places	1,181 places	+653 places
Day Rehabilitation Services	23 subvented places per 10,000 persons aged 15 or above [#] (assessed by SWD on a district basis)	1,671 places	1,146 places	1,646 places	-25 places ^{**}
Residential Care Services	36 subvented places per 10,000 persons aged 15 or above [#] (assessed by SWD on a cluster basis)	2,615 places	1,108 places	1,708 places	-907 places ^{**}

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Community Rehabilitation Day Centre	1 centre per 420,000 persons [#] (assessed by SWD on a district basis)	2	1	1	-1
District Support Centre for Persons with Disabilities	1 centre per 280,000 persons [#] (assessed by SWD on a district basis)	3	2	2	-1
Integrated Community Centre for Mental Wellness	1 standard scale centre per 310,000 persons [#] (assessed by SWD on a district basis)	3	2	2	-1
Community Hall	No set standard	N.A	9	10	N.A
Library	1 district library for every 200,000 persons ^π (assessed on a district basis)	4	6	8	+4
Sports Centre	1 per 50,000 to 65,000 persons [#] (assessed on a district basis)	12	9	11	-1
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons [#] (assessed on a district basis)	3	1	1	-2
Swimming Pool Complex – standard	1 complex per 287,000 persons [#] (assessed on a district basis)	2	1	1	-1

Notes:

Facilities and open space figures of all OZPs (S/K13/34, S/K14N/16, S/K14S/27, S/K15/28 and S/K22/8(part)) within Kwun Tong DC district are included.

The planned resident population in Kwun Tong District (including Anderson Road Quarry (ARQ) Development) is about 811,100. If including transients, the overall planned population is about 842,500. All population figures have been adjusted to the nearest hundred.

Remarks:

- # The requirements exclude planned population of transients.
- ^ The deficit in provision is based on the planned population of Kwun Tong District Council (including ARQ Development) while Health Bureau (HHB) / Hospital Authority (HA) adopts a wider spatial context in the assessment and plans its services on a cluster basis, and takes into account a number of factors in planning and developing various public healthcare services. Under the on-going First Hospital Development Plan (HDP) and the second HDP currently under planning, the Government and HA will implement hospital development projects to provide additional beds and other medical facilities in order to meet the anticipated service demand. The Kowloon East Cluster serves residents at Kwun Tong and Sai Kung Districts.
- * Consisting of 40% centre-based CCS and 60% home-based CCS.
- @ This is a long-term goal and the actual provision would be subject to the consideration of the SWD in the planning and development process as appropriate.
- ** The deficit in provision is based on the planned population of Kwun Tong District Council (including ARQ Development) while the SWD adopts a wider spatial context/cluster in the assessment of provision for such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with short- medium-, and long-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.
- π Small libraries are counted towards meeting the HKPSG requirement.
- & ARQ Development falls within Sai Kung DC.

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