



圖例  
NOTATION

地帶	
C	商業
CDA	綜合發展區
R(A)	住宅 (甲類)
R(B)	住宅 (乙類)
G/C	政府、機構或社區
O	休憩用地
OU	其他指定用途
U	未決定用途

  

交通	
RAILWAY AND STATION (UNDERGROUND)	鐵路及車站 (地下)
MAJOR ROAD AND JUNCTION	主要道路及路口
ELEVATED ROAD	高架道路

  

其他	
BOUNDARY OF PLANNING SCHEME	規劃範圍界線
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	市區重建局發展計劃範圍
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 RESTRICTION AS STIPULATED ON THE NOTES	《註釋》內訂明最高建築物高度限制
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	最高建築物高度 (層數)
NON-BUILDING AREA	非建築用地

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 用途
	公頃 HECTARES	% 百分率
COMMERCIAL	7.78	5.35
COMPREHENSIVE DEVELOPMENT AREA	19.08	13.13
RESIDENTIAL (GROUP A)	27.08	18.63
RESIDENTIAL (GROUP B)	6.63	4.56
GOVERNMENT, INSTITUTION OR COMMUNITY	11.88	8.17
OPEN SPACE	13.72	9.44
OTHER SPECIFIED USES	16.45	11.32
UNDETERMINED	0.17	0.12
MAJOR ROAD ETC.	41.26	28.38
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	1.31	0.90
TOTAL PLANNING SCHEME AREA	145.36	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 9 / 2 8 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K9/28

AMENDMENTS 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  
AMENDMENT ITEM B  
AMENDMENT ITEM C  
修訂項目 A 項  
修訂項目 B 項  
修訂項目 C 項

(參看表)  
(SEE ATTACHED SCHEDULE)

2025年9月12日 按照城市規劃條例第5條展示的  
核准圖編號 S/K9/28 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K9/28 EXHIBITED  
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON  
12 SEPTEMBER 2025

Ms Donna Tam  
SECRETARY  
TOWN PLANNING BOARD  
譚燕萍  
城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的紅磡 (九龍規劃區第9區) 分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
KOWLOON PLANNING AREA No. 9 - HUNG HOM - OUTLINE ZONING PLAN

SCALE 1:5,000 北向  
100 200 300 400 500 600 800 METRES

**SCHEDULE OF AMENDMENTS TO  
THE APPROVED HUNG HOM OUTLINE ZONING PLAN NO. S/K9/28  
MADE BY THE TOWN PLANNING BOARD  
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

**I. Amendments to Matters shown on the Plan**

Item A – Rezoning of a site at the junction of Bailey Street and Chi Kiang Street from “Government, Institution or Community” (“G/IC”) and “Other Specified Uses” annotated “Sewage Treatment Plant” (“OU(STP)”) to “Residential (Group A)9” (“R(A)9”) with stipulation of building height (BH) restriction.

Item B – Rezoning of a site abutting the waterfront at Bailey Street from “G/IC” and “OU(STP)” to “Open Space”.

Item C – Rezoning of a site to the north of Sung Ping Street from “OU(STP)” to “G/IC” with stipulation of BH restriction.

**II. Amendments to the Notes of the Plan**

- (a) Revision to the Remarks of the Notes for “R(A)” zone to incorporate development restrictions for the new “R(A)9” sub-zone.
- (b) Incorporation of ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)9” only)’ under Column 1 of the Notes for “R(A)” zone; and corresponding revision of ‘Public Vehicle Park (excluding container vehicle)’ to ‘Public Vehicle Park (excluding container vehicle) (not elsewhere specified)’ under Column 2 of the Notes for “R(A)” zone.
- (c) Revision of ‘Eating Place’ and ‘Shop and Services’ from Column 2 to Column 1 of the Notes for “OU” annotated “Pier” (“OU(Pier)”) zone.
- (d) Deletion of the Remarks of the Notes for “OU(Pier)” zone in relation to ancillary uses.
- (e) Incorporation of ‘Government Use (not elsewhere specified)’ under Column 1 of Schedule I of the Notes for “OU” annotated “Business” (“OU(B)”) zone; and corresponding deletion of ‘Government Use (Police Reporting Centre, Post Office only)’ under Column 1 and ‘Government Use (not elsewhere specified)’ under Column 2 of Schedule I of the Notes for “OU(B)” zone.
- (f) Revision to the Chinese translation of the user term ‘Research, Design and Development Centre’ from ‘研究所、設計及發展中心’ to ‘研究、設計及發展中心’ in the Notes for “Comprehensive Development Area”, “G/IC” and “OU(B)” zones.

《紅磡分區計劃大綱草圖編號 S/K9/29》  
Draft Hung Hom Outline Zoning Plan No. S/K9/29

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/K9/29-R1	TPB/R/S/K9/29-S117	Urban Renewal Authority
TPB/R/S/K9/29-R2	TPB/R/S/K9/29-S119	Li Yee Ting
TPB/R/S/K9/29-R3	TPB/R/S/K9/29-S8	Wong Shi Kam
TPB/R/S/K9/29-R4	TPB/R/S/K9/29-S9	Cheung Kwan Ho
TPB/R/S/K9/29-R5	TPB/R/S/K9/29-S10	Liu Cai Yan
TPB/R/S/K9/29-R6	TPB/R/S/K9/29-S11	黃文華
TPB/R/S/K9/29-R7	TPB/R/S/K9/29-S12	Chan Li Ru
TPB/R/S/K9/29-R8	TPB/R/S/K9/29-S13	Yeung Kai Kwong
TPB/R/S/K9/29-R9	TPB/R/S/K9/29-S14	Chang Po Wah
TPB/R/S/K9/29-R10	TPB/R/S/K9/29-S15	Fung Ka Ki
TPB/R/S/K9/29-R11	TPB/R/S/K9/29-S16	陳嘉怡
TPB/R/S/K9/29-R12	TPB/R/S/K9/29-S17	Chan Kam Chuen
TPB/R/S/K9/29-R13	TPB/R/S/K9/29-S18	Lau Fu Kwun
TPB/R/S/K9/29-R14	TPB/R/S/K9/29-S19	Feng Hiu Yee
TPB/R/S/K9/29-R15	TPB/R/S/K9/29-S20	Wong Chun Lan
TPB/R/S/K9/29-R16	TPB/R/S/K9/29-S21	Zheng Wen
TPB/R/S/K9/29-R17	TPB/R/S/K9/29-S22	Hung Siu Yin
TPB/R/S/K9/29-R18	TPB/R/S/K9/29-S23	Huang Qinying
TPB/R/S/K9/29-R19	TPB/R/S/K9/29-S24	陳元義
TPB/R/S/K9/29-R20	TPB/R/S/K9/29-S25	Xu Yuebin
TPB/R/S/K9/29-R21	TPB/R/S/K9/29-S28	Law Min Sai
TPB/R/S/K9/29-R22	TPB/R/S/K9/29-S29	王少連
TPB/R/S/K9/29-R23	TPB/R/S/K9/29-S30	馮偉聰
TPB/R/S/K9/29-R24	TPB/R/S/K9/29-S31	Lau Yan
TPB/R/S/K9/29-R25	TPB/R/S/K9/29-S32	Lau Yu Ting
TPB/R/S/K9/29-R26	TPB/R/S/K9/29-S33	Law Min Sai
TPB/R/S/K9/29-R27	TPB/R/S/K9/29-S34	馮玉山
TPB/R/S/K9/29-R28	TPB/R/S/K9/29-S35	林觀榮
TPB/R/S/K9/29-R29	TPB/R/S/K9/29-S36	Chen Tu Mei
TPB/R/S/K9/29-R30	TPB/R/S/K9/29-S101	Tsang Po King Tiffany

申述編號 <b>Representation No.</b>	提交編號 <b>Submission No.</b>	申述人名稱 <b>Name of Representer</b>
TPB/R/S/K9/29-R31	TPB/R/S/K9/29-S103	Lau Lok Sum
TPB/R/S/K9/29-R32	TPB/R/S/K9/29-S115	Cheung Kin Chung
TPB/R/S/K9/29-R33	TPB/R/S/K9/29-S118	Shiao Wai Yin
TPB/R/S/K9/29-R34	TPB/R/S/K9/29-S6	林博
TPB/R/S/K9/29-R35	TPB/R/S/K9/29-S27	環海 · 東岸業主委員會 Owners' Committee of Upper East
TPB/R/S/K9/29-R36	TPB/R/S/K9/29-S1	Lee Ho Yin
TPB/R/S/K9/29-R37	TPB/R/S/K9/29-S2	Tsui Pui Kwan
TPB/R/S/K9/29-R38	TPB/R/S/K9/29-S3 TPB/R/S/K9/29-S74	Yip Kam Yin
TPB/R/S/K9/29-R39	TPB/R/S/K9/29-S4	Fan Chaoqi
TPB/R/S/K9/29-R40	TPB/R/S/K9/29-S37	Mak Tsz Lun
TPB/R/S/K9/29-R41	TPB/R/S/K9/29-S39	Wong Fung Ming Candy
TPB/R/S/K9/29-R42	TPB/R/S/K9/29-S40	Luo Tao
TPB/R/S/K9/29-R43	TPB/R/S/K9/29-S41	Chau Kit Lun
TPB/R/S/K9/29-R44	TPB/R/S/K9/29-S42	Wong Kwok Hang
TPB/R/S/K9/29-R45	TPB/R/S/K9/29-S45	Lam Wing Sze
TPB/R/S/K9/29-R46	TPB/R/S/K9/29-S46	Yim Ka Wai
TPB/R/S/K9/29-R47	TPB/R/S/K9/29-S50	Lai Kwun Yu
TPB/R/S/K9/29-R48	TPB/R/S/K9/29-S54	Lai Cheuk Sum
TPB/R/S/K9/29-R49	TPB/R/S/K9/29-S61	Yiu Mei Yee Cordelia
TPB/R/S/K9/29-R50	TPB/R/S/K9/29-S62	Cheung Cho Ying
TPB/R/S/K9/29-R51	TPB/R/S/K9/29-S64	Tse Wai Yee Florence
TPB/R/S/K9/29-R52	TPB/R/S/K9/29-S66	Ma King Hong
TPB/R/S/K9/29-R53	TPB/R/S/K9/29-S70	Chan Kit Ping
TPB/R/S/K9/29-R54	TPB/R/S/K9/29-S72	Wong Miu Yee
TPB/R/S/K9/29-R55	TPB/R/S/K9/29-S81	Wong Wai Ho
TPB/R/S/K9/29-R56	TPB/R/S/K9/29-S95	陳妙珊
TPB/R/S/K9/29-R57	TPB/R/S/K9/29-S96	Yixiang Wang
TPB/R/S/K9/29-R58	TPB/R/S/K9/29-S102	Cheung Man Yee
TPB/R/S/K9/29-R59	TPB/R/S/K9/29-S104	Sylvia So
TPB/R/S/K9/29-R60	TPB/R/S/K9/29-S105	Chow Tsz Ying
TPB/R/S/K9/29-R61	TPB/R/S/K9/29-S106	梁佩珊
TPB/R/S/K9/29-R62	TPB/R/S/K9/29-S108	Chong Chun Heung
TPB/R/S/K9/29-R63	TPB/R/S/K9/29-S111	Lee Ka Lai
TPB/R/S/K9/29-R64	TPB/R/S/K9/29-S112	Chung Kim Ha

申述編號 <b>Representation No.</b>	提交編號 <b>Submission No.</b>	申述人名稱 <b>Name of Representer</b>
TPB/R/S/K9/29-R65	TPB/R/S/K9/29-S113	Hui Kwok Chuen
TPB/R/S/K9/29-R66	TPB/R/S/K9/29-S114	Yip Yun Pang
TPB/R/S/K9/29-R67	TPB/R/S/K9/29-S120	Lee Ka Chung
TPB/R/S/K9/29-R68	TPB/R/S/K9/29-S121	Poon Li Sim Linny
TPB/R/S/K9/29-R69	TPB/R/S/K9/29-S122	Po Sin Yee
TPB/R/S/K9/29-R70	TPB/R/S/K9/29-S123	Li Pui Hang 李沛鏗
TPB/R/S/K9/29-R71	TPB/R/S/K9/29-S124	Wong Sau Kuen 王秀娟
TPB/R/S/K9/29-R72	TPB/R/S/K9/29-S38	Chung Ting Shan
TPB/R/S/K9/29-R73	TPB/R/S/K9/29-S43	Ng Wing Yan
TPB/R/S/K9/29-R74	TPB/R/S/K9/29-S44	Tam Ho Yin
TPB/R/S/K9/29-R75	TPB/R/S/K9/29-S47	Chan Yuk Ki
TPB/R/S/K9/29-R76	TPB/R/S/K9/29-S48	Ma Siu Yi
TPB/R/S/K9/29-R77	TPB/R/S/K9/29-S49	Lee Kin Chun
TPB/R/S/K9/29-R78	TPB/R/S/K9/29-S51	Tsui Suk Wah
TPB/R/S/K9/29-R79	TPB/R/S/K9/29-S52	Lo Pui Yan
TPB/R/S/K9/29-R80	TPB/R/S/K9/29-S53	Ting Pui Kei
TPB/R/S/K9/29-R81	TPB/R/S/K9/29-S55	Liu Sung Yan Natalie
TPB/R/S/K9/29-R82	TPB/R/S/K9/29-S56	Lau Fong Yung
TPB/R/S/K9/29-R83	TPB/R/S/K9/29-S57	Lee Yee Ting
TPB/R/S/K9/29-R84	TPB/R/S/K9/29-S58	Wong Nga Yung
TPB/R/S/K9/29-R85	TPB/R/S/K9/29-S59	Keung Ling Sum
TPB/R/S/K9/29-R86	TPB/R/S/K9/29-S60	Ho Pui King
TPB/R/S/K9/29-R87	TPB/R/S/K9/29-S63	Chan Ming
TPB/R/S/K9/29-R88	TPB/R/S/K9/29-S67	Ting Pui Yu
TPB/R/S/K9/29-R89	TPB/R/S/K9/29-S68	Ting Kwok Keung
TPB/R/S/K9/29-R90	TPB/R/S/K9/29-S69	Chung Sau Fong
TPB/R/S/K9/29-R91	TPB/R/S/K9/29-S71	Lam Wing Hung
TPB/R/S/K9/29-R92	TPB/R/S/K9/29-S73	Lam Pui Mei
TPB/R/S/K9/29-R93	TPB/R/S/K9/29-S75	Wong Wai Kei
TPB/R/S/K9/29-R94	TPB/R/S/K9/29-S76	Pang Kwun Wing
TPB/R/S/K9/29-R95	TPB/R/S/K9/29-S77	Luk Yu Yan
TPB/R/S/K9/29-R96	TPB/R/S/K9/29-S78	黃楚穎
TPB/R/S/K9/29-R97	TPB/R/S/K9/29-S79	何偉雄
TPB/R/S/K9/29-R98	TPB/R/S/K9/29-S80	Wong Wing Chun
TPB/R/S/K9/29-R99	TPB/R/S/K9/29-S82	Lau Wai Ching
TPB/R/S/K9/29-R100	TPB/R/S/K9/29-S83	Or Man Ho
TPB/R/S/K9/29-R101	TPB/R/S/K9/29-S84	Leung Wing Tung

申述編號 <b>Representation No.</b>	提交編號 <b>Submission No.</b>	申述人名稱 <b>Name of Representer</b>
TPB/R/S/K9/29-R102	TPB/R/S/K9/29-S85	Wong Chi Tat
TPB/R/S/K9/29-R103	TPB/R/S/K9/29-S86	Wong Kwong San
TPB/R/S/K9/29-R104	TPB/R/S/K9/29-S87	Chong Wing Yee
TPB/R/S/K9/29-R105	TPB/R/S/K9/29-S88	Chiu Ying Kit
TPB/R/S/K9/29-R106	TPB/R/S/K9/29-S89	Chim Fung Kit
TPB/R/S/K9/29-R107	TPB/R/S/K9/29-S90	Yeung Ting Yat
TPB/R/S/K9/29-R108	TPB/R/S/K9/29-S91	Lau Po Kwong
TPB/R/S/K9/29-R109	TPB/R/S/K9/29-S92	Lin Sai Wai
TPB/R/S/K9/29-R110	TPB/R/S/K9/29-S93	Liu Chi Ping
TPB/R/S/K9/29-R111	TPB/R/S/K9/29-S94	Chan Pak Hong
TPB/R/S/K9/29-R112	TPB/R/S/K9/29-S97	Chu Roy
TPB/R/S/K9/29-R113	TPB/R/S/K9/29-S98	Lai Chung Yin
TPB/R/S/K9/29-R114	TPB/R/S/K9/29-S107	Lo Wai Sheung
TPB/R/S/K9/29-R115	TPB/R/S/K9/29-S109	Tang Chun Kit
TPB/R/S/K9/29-R116	TPB/R/S/K9/29-S110	Ting Pui Lam
TPB/R/S/K9/29-R117	TPB/R/S/K9/29-S65	Wong Man Jo
TPB/R/S/K9/29-R118	TPB/R/S/K9/29-S99	周珊瑚
TPB/R/S/K9/29-R119	TPB/R/S/K9/29-S100	陳炫來 Chen Xuanlai
TPB/R/S/K9/29-R120	TPB/R/S/K9/29-S116	Mary Mulvihill
TPB/R/S/K9/29-R121	TPB/R/S/K9/29-S5	The Hong Kong and China Gas Company Limited

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\\_K9\\_29.html](https://www(tpb.gov.hk/tc/plan_making/S_K9_29.html)> 查閱就《紅磡分區計劃大綱草圖編號 S/K9/29》提出的申述。

Representations in respect of the Draft Hung Hom Outline Zoning Plan No. S/K9/29 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\\_K9\\_29.html](https://www(tpb.gov.hk/en/plan_making/S_K9_29.html)>.

**Kowloon District**

**Agenda Item 5**

[Open Meeting]

Proposed Amendments to the Approved Hung Hom Outline Zoning Plan No. S/K9/28  
(MPC Paper No. 7/25)

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5. The Secretary reported that the proposed amendments to the Hung Hom Outline Zoning Plan (OZP) involved rezoning of a site at the junction of Bailey Street and Chi Kiang Street (Amendment Item A) for a proposed residential development by the Urban Renewal Authority (URA), with AECOM Asia Company Limited (AECOM) as one of the consultants of the project, and rezoning of two sites near URA's proposed development to reflect the as-built open space and a pigging station. The following Members had declared interests on the item:

Mr C.K. Yip - being a non-executive director of the URA  
(*as Director of Planning*) Board and a member of its Committee;

Dr Tony C.M. Ip - having current business dealings with URA and  
AECOM;

Mr Ben S.S. Lui - being a former executive director of URA; and

Mr Stanley T.S. Choi - owning a flat in Hung Hom.

6. The Committee noted that Messrs Ben S.S. Lui and Stanley T.S. Choi had tendered apologies for being unable to attend the meeting, and according to the procedure and practice adopted by the Town Planning Board (the Board), as the proposed amendments to the OZP in relation to URA's proposed residential development were proposed by the Planning Department (PlanD), the interest of Mr C.K. Yip only needed to be recorded and he could stay in the meeting. As the interest of Dr Tony C.M. Ip in relation to URA was direct, the Committee agreed that he should be invited to leave the meeting temporarily for the item.

[Dr Tony C.M. Ip left the meeting temporarily at this point.]

Presentation and Question Sessions

7. The following representatives from the Development Bureau (DEVB), PlanD and URA were invited to the meeting at this point:

**DEVB**

Mr K.S. Ng - Assistant Secretary (Urban Renewal)

**PlanD**

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

Ms Vicki Y.Y. Au - Senior Town Planner/Kowloon (STP/K)

Mr Ryan M.H. Kwok - Town Planner/Kowloon

**URA**

Mr Lawrence Mak

Mr Mike Kwan

Ms Y.T. Li

Mr Peter Wu

8. With the aid of a PowerPoint presentation, Ms Vicki Y.Y. Au, STP/K, PlanD briefed Members on the background of the proposed amendments to the OZP, technical considerations, consultation conducted and departmental comments as detailed in the Paper. The proposed amendments mainly included:

- (a) Amendment Item A – rezoning of a site at Bailey Street from “Government, Institution or Community” (“G/IC”) and “Other Specified Uses” annotated “Sewage Treatment Plant” (“OU(STP)”) to “Residential (Group A) 9” (“R(A)9”) subject to a maximum domestic and a maximum total gross floor area (GFA) of 60,880m<sup>2</sup> and 68,490m<sup>2</sup> respectively, and a maximum building height (BH) of 110mPD;
- (b) Amendment Item B – rezoning of a site at Bailey Street from “OU(STP)” and “G/IC” to “Open Space” to reflect the as-built Hoi Sham Park extension; and

- (c) Amendment Item C – rezoning of a site at Bailey Street from “OU(STP)” to “G/IC” subject to a maximum BH of 1 storey to reflect the as-built To Kwa Wan Pigging Station.

9. There were also amendments to the Notes of the OZP consequential to the amendments to the Plan. Other proposed amendments included revisions to the Notes for the “Other Specified Uses” annotated “Pier” zone to provide flexibility for provision of supporting/ancillary uses within piers and revisions to the Notes for the “Other Specified Uses” annotated “Business” zone to facilitate government use.

[Professor Simon K.L. Wong joined the meeting during PlanD’s presentation.]

10. With the aid of a PowerPoint presentation, Mr Lawrence Mak and Ms Y.T. Li, URA’s representatives, briefed Members on the following main points:

*Background*

- (a) on 6.6.2025, with the aim of providing additional financial support to URA in carrying out its urban renewal efforts, a site at Bailey Street (Item A Site) was granted to URA for residential development (the Bailey Street/Chi Kiang Street Project). This provided an opportunity to optimise land utilisation for comprehensive high-density residential development at Item A Site through the Government’s ‘Single Site, Multiple Use’ initiative, and offered planning gains for the area by accommodating government, institution and community (GIC) facilities, enhancing connectivity and amalgamating the adjacent Hoi Sham Park to provide communal open space for the benefit of the community. Hence, the rezoning proposal was submitted to the Board for consideration;
- (b) the Bailey Street/Chi Kiang Street Project was in line with URA’s ‘People First, District-based, Public Participatory’ approach, which embraced the concepts of sustainable development and building a quality city through appropriate land use planning, development intensity, urban design, greening

and harbour beautification;

*Item A Site*

- (c) Item A Site was currently occupied by a temporary car park. To its further west across Sung On Street were mainly residential areas including eight URA's renewal projects in To Kwa Wan under its 'District-based Redevelopment New Community', which were currently at various stages of implementation. To its east were Hoi Sham Park and To Kwa Wan Pigging Station;

*Planning Strategy and Vision*

- (d) under URA's To Kwa Wan Harbourfront Study (the Study), a holistic planning approach was adopted to introduce the 'Cove–Waterfront–Inland' concept to make optimal use of inland development, the shoreline and harbour waters, and to strengthen the connectivity between inland areas and the waterfront in shaping the Victoria Cove Area. Under the Study, Bailey Street would serve as the backbone for pedestrian connectivity and accessibility between inland areas and the waterfront/Hoi Sham Park;

*The Proposal, Planning Gains and Urban Design Merits*

- (e) the notional scheme sought to balance development needs with planning gains. By setting back the building blocks, a harbourfront at-grade communal space was proposed in the southern portion of Item A Site to enhance pedestrian connectivity and serve as a gathering space. In the future, the general public could access Hoi Sham Park via the at-grade communal space or through the podium shopping mall. The communal space also facilitated visual access to the waterfront and enhanced permeability between inland areas and the waterfront;
- (f) the floor space of the podium fronting Hoi Sham Park and the proposed at-grade communal space would be developed as a retail belt with dinning and

commercial activities, contributing to an attractive and vibrant waterfront. It would also be seamlessly integrated with the adjoining Hoi Sham Park, with landscaping and sitting-out areas to create a comfortable waterfront environment for public enjoyment;

- (g) about 3,100m<sup>2</sup> GFA would be designated for GIC facilities. As per the Social Welfare Department's preliminary request, a residential care home for the elderly cum day care unit was incorporated in the proposed development;
- (h) taking into account the site location, surrounding areas and site constraints, the notional scheme comprised two residential towers, with sufficient building separation proposed in accordance with the Sustainable Building Design Guidelines, as appropriate;
- (i) to take forward the proposed development, it was proposed to rezone Item A Site from "G/IC" and "OU(STP)" to "R(A)9" subject to a maximum domestic/total GFA of 60,880m<sup>2</sup>/68,490m<sup>2</sup> and a maximum BH of 110mPD. The proposed development would provide about 1,220 residential units, about 760m<sup>2</sup> of harbourfront at-grade communal space, 343 ancillary private car parking spaces and 15 parking spaces for coaches/commercial vehicles, and was tentatively scheduled for completion in 2032; and

*Public Consultation*

- (j) PlanD and URA jointly consulted the Harbourfront Commission (HC) Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing, and the Kowloon City District Council (KCDC). Both generally supported the proposed development.

11. As the presentations of the PlanD's and URA's representatives had been completed, the Chairperson invited questions from Members.

*Compatibility with Schools*

12. Noting that KCDC and HC had been consulted on the proposed development and their positive responses, two Members asked about the compatibility of the proposed residential development with the schools located at the west of Item A Site. A Member recalled from past experience that there would be concerns regarding the land use compatibility of residential development with school use. For instance, some schools might raise concerns about potential overlooking impact from residential blocks. The two Members raised the following questions:

- (a) whether the adjacent schools had been consulted, and if so, what their responses were; and
- (b) how the layout design could address the interface issue.

13. In response, Messrs Lawrence Mak and Mike Kwan, URA's representatives, with the aid of a PowerPoint slide, made the following main points:

- (a) there were four schools located to the west of Item A Site, and meetings with the principals/staff of the schools were scheduled for late August this year. URA had experience in liaison with schools located near their developments. In the redevelopment project at Kim Shin Lane in Sham Shui Po, a secondary school (i.e. Cheung Sha Wan Catholic Secondary School) located near the redevelopment project was engaged. Through close liaison with the school throughout the development process, mitigation measures, such as suspension of construction works during examination period, were adopted as far as practicable; and
- (b) regarding the layout design, subject to detailed design, most of residential units would be oriented to face the seaside, so that the overlooking impact could be minimised. Other design elements included a minimum 15m-wide building separation and building setbacks from Hoi Sham Park and Bailey Street, which would preserve the existing air pathway and facilitate smoother airflow to inland areas. An Air Ventilation Assessment had been conducted,

which demonstrated that the proposed development with the aforementioned design measures could mitigate air ventilation impact. Besides, a publicly accessible at-grade communal space of about 760m<sup>2</sup> connecting to Hoi Sham Park and the waterfront was proposed in the southern portion of Item A Site. This area would serve as major public passageway and maintain a visual corridor towards the waterfront. With the above design elements, impacts on the schools were expected to be minimal. The proposed development would also add variation to the BH profile of the area.

14. The Chairperson remarked that it was common for schools to be located near residential developments and the possible interface issue could be addressed by adopting appropriate measures through the layout design.

#### *Traffic and Pedestrian Connectivity*

15. Noting that a public vehicle park (PVP) with 15 coach parking spaces was proposed in the notional scheme, a Member asked whether it was common practice to include commercial parking spaces in a PVP or whether there was specific consideration for the provision at Item A Site. In response, Ms Vivian M.F. Lai, DPO/K, PlanD said that the provision of public vehicle parking spaces should be considered on a case-by-case basis. For Item A Site, it was currently used as a temporary car park with coaches/commercial vehicles already parking there. Taking into account the current use of Item A Site, the Transport Department (TD)'s request and the estimated future demand for parking, a PVP with 15 parking spaces for coaches/commercial vehicles was proposed in the notional scheme.

16. A Member and the Chairperson further raised the following questions:

- (a) noting that an at-grade communal space was proposed in the southern part of Item A Site, whether any assessment on pedestrian flow around the intersection of Bailey Street and Chi Kiang Street had been conducted; and
- (b) whether any preliminary assessment on pedestrian flow upon completion of the proposed development had been conducted.

17. In response, Messrs Lawrence Mak and Mike Kwan, URA's representatives, made the following main points:

- (a) under the existing situation, pedestrian traffic at the junction of Bailey Street and Chi Kiang Street was minimal. At the detailed design stage, URA would explore whether any improvement measures to pedestrians facilities would be required, and would consult the TD and KCDC in that regard; and
- (b) regarding pedestrian walkway performance in the area, the levels of service under both the current situation and upon completion of the development with implementation of setback and introduction of at-grade communal space were satisfactory (rated A) according to the preliminary assessment. That said, URA also aimed to provide a comfortable and convenient pedestrian environment for the general public.

18. The Chairperson remarked that the proposed development by URA could allow comprehensive planning of Item A Site with enhanced connectivity to the waterfront and provision of communal open space with retail facilities to add vibrancy to the area. The other amendments were technical in nature. 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.

19. After deliberation, the Committee decided to:

- “(a) agree to the proposed amendments to the approved Hung Hom Outline Zoning Plan (OZP) No. S/K9/28 and that the draft Hung Hom OZP No. S/K9/28A at Attachment II of the Paper (to be renumbered as S/K9/29 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper for the draft Hung Hom OZP No. S/K9/28A (to be renumbered as S/K9/29 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 together with the OZP.”

20. 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, if appropriate, before their publication under the Ordinance. Any major revisions would be submitted for the Board’s consideration.

[The Chairperson thanked the representatives from DEVB, PlanD and URA for attending the meeting. They left the meeting at this point.]

[Dr Tony C.M. Ip rejoined the meeting at this point.]

[Ms Vivian M.F. Lai, District Planning Officer/Kowloon, Mr Patrick W.Y. Wong and Ms Florence Y.S. Lee, Senior Town Planners/Kowloon (STPs/K), and Ms Grace Y.M. Cheung and Mr Kenneth P.C. Wong, Town Planners/Kowloon (TPs/K), were invited to the meeting at this point.]

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### Agenda Item 6

[Open Meeting]

Proposed Amendments to the Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26

(MPC Paper No. 8/25)

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### Presentation and Question Sessions

21. With the aid of a PowerPoint presentation, Mr Patrick W.Y. Wong, STP/K, briefed Members on the background of the proposed amendments to the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/26, the technical considerations and departmental comments as detailed in the Paper. The proposed amendments were mainly to take forward a section 12A (s.12A) application (No. Y/K14S/2) partially agreed by the Metro Planning Committee (the Committee) of the Town Planning Board (the Board) by rezoning a site at

**Harbourfront Commission  
Task Force on Harbourfront Developments  
in Kowloon, Tsuen Wan and Kwai Tsing**

**Minutes of Fiftieth Meeting**

Date : 28 July 2025  
Time : 2:30 p.m.  
Venue : Room 1303, 13/F, Wing On Kowloon Centre, 345 Nathan Road, Kowloon

**Present**

**Members (attending in person)**

Prof Becky LOO	Chairlady, Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Mr Ivan HO	Chairman, Harbourfront Commission
Mr Simon NG	Representing Business Environment Council Limited
Mr Chiky WONG	Representing Friends of the Earth (HK) Charity Limited
Mr Joel CHAN	Representing Hong Kong Institute of Urban Design
Mr LEUNG Kong-yui	Representing the Chartered Institute of Logistics and Transport in Hong Kong
Mr Ken SO	Representing the Conservancy Association
Ar Eugene CHING	Representing the Hong Kong Institute of Architects
Ms Iris HOI	Representing the Hong Kong Institute of Landscape Architects
Mr Lirivs LEE	Representing the Hong Kong Institute of Planners
Sr Tony WAN	Representing the Hong Kong Institute of Surveyors
Ir Alice CHOW	Representing the Hong Kong Institution of Engineers
Mr Calvin CHAN	Representing the Real Estate Developers Association of Hong Kong
Sr Francis LAM	Individual Member
Mr Jonathan LEUNG	Individual Member
Mr Wilson OR	Individual Member
Mr Kyran SZE	Individual Member

**Members (attending online)**

Mr Bondy WEN	Individual Member
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**Official Members**

Ms Leonie LEE	Commissioner for Harbourfront, Development Bureau (DEVB)
Mr Jon MAK	Senior Manager (Tourism) 21, Tourism Commission

Mr Vincent CHOW	Senior Engineer/Kowloon District Central, Transport Department (TD)
Mr Clarence YEUNG	Chief Engineer/South 1, Civil Engineering and Development Department (CEDD)
Ms FUNG Miu-ling	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)
Ms Vivian LAI	District Planning Officer/Kowloon, Planning Department (PlanD)
Mr Nelson SO	Secretary

**In Attendance**

Mr NG Shing-kit	Senior Engineer (Harbour) 2, DEVB
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**Absent with Apologies**

Mr Winston CHU	Representing Society for Protection of the Harbour
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**For Agenda Item 4**

**Urban Renewal Authority**

Mr Lawrence MAK	Director (Planning and Design)
Mr Mike KWAN	General Manager (Planning and Design)
Mr Jackey CHAN	General Manager (Planning and Design)
Ms Helen CHAN	General Manager (Community Development)
Ms Sarah YUN	Senior Manager (Community Development)
Ms Y.T. LI	Senior Manager (Planning and Design)
Mr Peter WU	Manager (Planning and Design)
Mr Vincent LAU	Assistant Manager (Planning and Design)

**Planning Department**

Ms Vivian LAI	District Planning Officer/Kowloon
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Action

**Welcoming Message**

In the capacity of HC Chairman, **Mr Ivan HO** welcomed all to the 50<sup>th</sup> meeting of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF).

**Item 1 Election of the Task Force Chairperson**

1.1 **Mr Joel CHAN** nominated Prof Becky LOO to be the Chairperson of the KTF. **Mr K Y LEUNG, Mr Simon NG, Mr Ken SO** and **Mr Chiky WONG** seconded the nomination. **Prof Becky LOO** accepted the nomination. The nomination was supported by Members present at the meeting. **Prof Becky LOO** was elected as the Chairlady of the KTF and took over the chairmanship for the rest of the meeting.

**Item 2 Confirmation of Minutes of the 49<sup>th</sup> Meeting**

2.1 The draft minutes of the 49<sup>th</sup> KTF meeting were circulated to Members on 24 July 2025. No comment had been received from Members. There being no further amendment, the draft minutes were confirmed at the meeting.

**Item 3 Matters Arising**

3.1 ~~There was no follow-up matter arising from the last meeting.~~

**Item 4 Proposed Residential Development at Bailey Street / Chi Kiang Street and Proposed Amendments to the Approved Hung Hom Outline Zoning Plan No. S/K9/28 (Paper No. TFK/02/2025)**

Introduction

4.1 **The Chairlady** welcomed representatives of Urban Renewal Authority (URA) and PlanD to the meeting, and invited Members to declare any conflict of interest.

4.2 **Mr Joel CHAN** and **Mr Lirivs LEE** declared their participation in some other projects of URA. **The Chairlady** decided that they could stay at the meeting but should refrain from giving comments on the project.

4.3 **Mr Wilson OR, Ar Eugene CHING and Sr Francis LAM**

declared that they currently served as members of URA's District Advisory Committees. Besides, **Mr Calvin CHAN** declared that the firm employing him was engaged in URA's project but he personally had no involvement in it. **The Chairlady** considered that they could stay at the meeting and join the discussion.

4.4 Upon the Chairlady's invitation, **Mr Nelson SO** briefed Members on the background of the item as follows:

- (a) URA proposed a residential development under its Bailey Street / Chi Kiang Street project. With a site area of around 7,610m<sup>2</sup>, URA proposed setting a maximum total gross floor area (GFA) of about 68,500m<sup>2</sup> (including 60,800m<sup>2</sup> domestic GFA), a total plot ratio of 9 and building height of 110mPD. Besides, URA proposed providing retail facilities (including food and beverages facilities and space to facilitate al-fresco seating) at ground/lower floors, as well as an at-grade communal space of about 760m<sup>2</sup> to enhance pedestrian connectivity to the waterfront from the hinterland.
- (b) Meanwhile, PlanD proposed making a number of rezoning proposals for the Hung Hom Outline Zoning Plan (HHOZP), including rezoning the Bailey Street / Chi Kiang Street site to "Residential (Group A)9 (R(A)9)" to facilitate URA's residential development, and rezoning certain nearby waterfront sites to reflect their current uses as the Hoi Sham Park and the To Kwa Wan Pigging Station. PlanD also took this opportunity to make a few technical amendments with a view to providing greater flexibility on the uses of the pier sites in the Hung Hom waterfront.

#### Presentation by the Project Proponents

- 4.5 With the aid of a PowerPoint presentation, **Mr Lawrence MAK and Mr Mike KWAN from URA** took Members through the proposed Bailey Street / Chi Kiang Street project.
- 4.6 Following URA's presentation, **Ms Vivian LAI from PlanD** briefed Members on the rezoning proposal with the aid of a PowerPoint presentation.

## Discussion

### *General comments*

4.7 **Mr Ivan HO** and **Ar Eugene CHING** expressed support for URA's proposal. **Mr HO** opined that URA's proposal possessed the potential to create vibrancy of and improve connectivity to the harbourfront while undertaking urban redevelopment. **Ar CHING** considered that, when compared with the original plan of building a secondary school at the subject site, URA's proposal would better utilise urban land resources in the harbourfront area and promote vitality and interaction at the street level.

4.8 **Mr Ivan HO** enquired whether the management responsibility for the at-grade communal space and retail belt would be borne by individual residential flat owners. **Mr Mike KWAN** responded that such responsibility would not be assigned to individual owners and that the lease terms would prohibit this arrangement.

### *Building massing and design*

4.9 **Mr Ivan HO** suggested reducing the massing of the proposed structure, given its close proximity to the waterfront, to ensure better coherence with the waterfront setting and improve visual permeability. He also wondered whether the division of the subject site into two sub-sites would result in duplication of key facilities such as car ramps, lobbies and fire escapes, leading to increased overall building massing in overall terms. He would like the project proponent to update KTF with a detailed layout plan at an appropriate juncture.

4.10 **Mr Lawrence MAK** explained that the subject site was divided into two sub-sites, with each sub-site featuring a building block. The two sub-sites were separated by a 15m gap and were set back from the site boundary. For flexibility's sake, there was a possibility of tendering the sub-sites separately in the hope of increasing the chance of successful bids. **Mr MAK** added that the proposed building height of 110mPD was generally compatible with nearby buildings. Besides, to help mitigate the perceived bulk of the development, an at-grade communal space of about 760m<sup>2</sup> was proposed at the southern side to soften the massing and reduce its visual impact; and the subject site was located 21m from the waterfront.

4.11 **Mr Mike KWAN** supplemented that the two-structure layout, separated by a gap of 15m, was designed to improve overall permeability within the subject site.

4.12 **Mr Chiky WONG** enquired how the proposed development could blend with the adjacent urban environment, especially if viewed from the Hong Kong Island. **Mr Lawrence MAK** responded that the proposed building height of 110mPD was designed to respect the height of surrounding buildings. The proposed height could align with the arc-shaped skyline formed by buildings in the To Kwa Wan and Hung Hom areas. While the nearby structures had varied height, the tallest building within the aforesaid area was Bayview in Yuk Yat Street with 146mPD in height.

4.13 **Ms Iris HOI** opined that the retail belt of the subject site which was only 21m away from the waterfront appeared to be a bottleneck. While appreciating that the project proponent's proposal to set back its building blocks from the site boundary facing the harbour, **Ms HOI** suggested integrating the stormwater drainage reserve into the Drainage Services Department (DSD)'s existing facilities without occupying the underground space of the subject site, so as to allow greater planning and design flexibility and more communal space at the northeast corner of the subject site that was closest to the waterfront

4.14 **Mr Lawrence MAK** responded that the proposed location of the main public space had taken into account the site circumstances, in particular the planning intention to provide visual connections between Bailey Street and the waterfront through the proposed at-grade communal space. The stormwater drainage reserve did not bring much adverse constraints. Although tall trees could not be planted above the area, surrounding areas would be planted with trees as far as practicable. Regarding the bottleneck area, URA would consider setting out design parameters to pave the way for future enhancement by the future developer, with the aim to activate the subject area and improve its interface with Hoi Sham Park.

4.15 As regards the drainage-related facilities, **Ms Leonie LEE** added that although certain DSD facilities had to be situated close to the waterfront, DSD had been proactive in releasing its waterfront sites to enable public enjoyment of the harbourfront where possible. For example, DSD had set back parts of its

existing drainage infrastructure at the To Kwa Wan Preliminary Treatment Works and converted them into a public space for public enjoyment which was opened in December 2023.

*Retail belt and interface with Hoi Sham Park*

4.16 Concerning the proposed at-grade retail belt, **Mr Kyran SZE** raised concerns about the suitability of providing al fresco dining facilities given the hot and humid climate in Hong Kong. On the other hand, **Ar Eugene CHING** was of the view that al fresco dining was still possible, recommending plantation of more trees by LCSD to provide better shading. **Mr Jonathan LEUNG** pointed out that since the retail belt appeared narrow, the use of sun umbrellas thereat might make the area look disorganized and hinder pedestrian circulation. He suggested putting in place appropriate management measures to make the retail belt organized, vibrant and visually appealing.

4.17 **The Chairlady** remarked that HC had always supported the provision of al fresco dining along the harbourfront where feasible, and noted that the actual implementation could be subject to the weather and specific site conditions.

4.18 **Mr Lawrence MAK** responded that while the al fresco dining facilities within the retail belt might be provided on a seasonal basis, the core objective of creating a retail belt was to complement the Hoi Sham Park with commercial elements and to enrich the overall waterfront experience. Besides, place-making elements and kiosks would also be provided at the at-grade communal space to increase vibrancy and promote public enjoyment.

4.19 As regards the interface with Hoi Sham Park, **Ms Iris HOI** suggested that the design should enable greater permeability without using planters that would divide the space. Separately, **Mr Jonathan LEUNG** enquired how LCSD would manage its own site if there would be no physical boundaries separating Hoi Sham Park and the retail belt within URA's site.

4.20 **Ms FUNG Miu-ling** responded that LCSD had been collaborating with and providing support to URA for the project. The existing interface area was a green belt, comprising grass and trees. There would be no fixed fencing between URA's subject site and the adjacent Hoi Sham Park to

promote seamless integration. On the other hand, since there was a vehicular access path within the Park leading to the To Kwa Wan Pigging Station, appropriate measures should be implemented to ensure pedestrian safety.

*Traffic and parking arrangements*

- 4.21 On the proposed 15 coach parking spaces and 343 private car parking spaces at the subject site, **Mr Jonathan LEUNG** enquired whether the parking spaces as proposed would be sufficient to meet the demand, and whether the private car parking spaces were intended for sale or would be available to retail visitors, noting that the subject area was often congested with coaches with problem of illegal parking. **The Chairlady** and **Mr Chiky WONG** also raised similar views. **Mr Ivan HO** suggested increasing hourly parking spaces, if possible, to support those who would come to the subject site for enjoyment of the harbourfront.
- 4.22 **Mr Mike KWAN** responded that 50 parking spaces would be allocated for use by retail visitors; and that the 15 coach spaces could be used by other vehicles when they were not needed by coaches. In the notional design, coach parking would be confined to the ground floor due to ramp design and constraints. Apart from parking facilities, the design of the ground floor needed to balance a number of considerations, including parking requirements, building setbacks, and the needs for both retail spaces and residential lobby areas. Despite these constraints, the number of coach parking spaces had already been increased from 10 to 15. Should demand for such spaces decrease, the coach parking spaces could be converted for use by private vehicles to maintain flexibility.
- 4.23 **Mr Vincent CHOW** responded that TD had been liaising with URA on the project with a view to addressing the local parking need, in the light of the considerably high demand for parking spaces in To Kwa Wan, particularly that for coaches. The proposed 343 private car parking spaces, some of which would be designated for visitors, were auxiliary in nature and were provided in accordance with the relevant requirement as set out under the Hong Kong Planning Standards and Guidelines (HKPSG). **Mr CHOW** mentioned that TD would continue to liaise with URA during the subsequent detailed design stage to explore the feasibility of further increasing the number of parking spaces, particularly those for coaches. Besides, TD had also requested URA to explore the possibility of providing

additional parking spaces in nearby developments to meet the district parking demand, and to apply technology to increase car parking spaces where possible.

4.24 **Mr Simon NG** suggested providing more electric vehicle (EV) charging facilities at the car park. **Mr Kyran SZE** emphasized the need to provide sufficient lay-by and drop-off area for coaches.

4.25 **Mr Mike KWAN** added that the lease would stipulate the provision of EV charging stations and smart features in the development; and that facilities might be further upgraded in future to match the technological level and condition of the time. He cited URA's nearby "District-based Redevelopment New Community" project as a reference, where developers were required to implement a range of smart initiatives such as food waste management, public Wi-Fi access and automated delivery systems. **Mr Lawrence MAK** also affirmed URA's on-going commitment to applying relevant smart-city initiatives across its projects, and mandating their delivery by the respective developers.

4.26 To further supplement, **Mr Mike KWAN** noted Members' views on providing sufficient parking spaces within the subject site. That said, when consulting the Kowloon City District Council, URA received the counter view of not increasing the parking availabilities so as to avoid worsening the traffic congestion, and to maintain a safe pedestrian environment for students attending the schools nearby. In any event, **Mr KWAN** added that URA would strike a balance taking into consideration views collated from the relevant stakeholders; and that URA would continue to coordinate with TD to explore the feasibility of increasing parking provisions in accordance with the HKPSG.

4.27 **Mr Chiky WONG** enquired whether interim parking arrangements would be put in place during the construction phase. **Mr Vincent CHOW** responded that according to TD's understanding, URA was considering a phased development approach such that a certain amount of parking spaces could be maintained within a portion of the subject site before construction was to commence.

#### *Accessibility*

4.28 **The Chairlady** remarked that URA's proposal would enhance

public access from hinterland area to the waterfront and recommended that the pedestrian walkway at the at-grade communal space be accessible at all times. **Mr Simon NG** concurred.

4.29 **Mr Mike KWAN** responded that the at-grade communal space with an area of 760m<sup>2</sup>, would not be fully opened round the clock in order to avoid causing nuisances to future residents. However, the pedestrian walkway within the space would remain open round the clock. He cited another URA's project, the Grand Central in Kwun Tong, as an example where a 2.5m-wide walkway was formed using planters to ensure continuous pedestrian access after normal operating hours.

#### *Way Forward*

4.30 **The Chairlady** concluded that the Task Force generally supported URA's proposed development at the subject site, and PlanD's proposed rezoning of the HHOZP. From the harbourfront development perspectives, URA's proposal was considered beneficial in optimising the long-term development of the subject site, improving connectivity for both pedestrians and vehicles, and creating vibrant harbourfront spaces. In addition, the Task Force suggested the provision of a safe, comfortable, round-the-clock pedestrian walkway for the public to reach the harbourfront from the hinterland.

4.31 **The Chairlady** also mentioned the following observations for the project proponent to follow up: (i) the building mass should be softened to reduce visual impact and improve air ventilation; (ii) traffic-related concerns must be addressed to ensure pedestrian safety; and adverse traffic impacts to the vicinity should be avoided arising from the closure of existing car park during the construction stage and also upon the project completion; and (iii) URA should closely collaborate with LCSD to further refine the interfacing matters with the subject site, ensure seamless integration with Hoi Sham Park and foster a vibrant harbourfront. URA was thus invited to update the Task Force on details of the above aspects at the detailed design stage.

#### **Item 5 Any Other Business**

5.1 **The Chairlady** said that the Secretariat would inform Members of the date of the next meeting in due course.

5.2 There being no other business, the meeting adjourned at 3:50 p.m.

**Secretariat**

**Task Force on Harbourfront Developments  
in Kowloon, Tsuen Wan and Kwai Tsing  
Harbourfront Commission  
December 2025**

議程三

市區重建局庇利街／浙江街項目

(九龍城區議會文件第 38／2025 號)

議程四

擬議修訂《紅磡分區計劃大綱核准圖編號 S／K9／28》

(九龍城區議會文件第 39／2025 號)

25. 主席表示，由於議程三及四有非常密切的關連，因此宣布把兩項議程合併討論。

26. 主席歡迎市區重建局（下文簡稱「市建局」）及規劃署代表出席。

27. 市建局社區發展高級經理殷倩華女士，及規劃及設計高級經理李懿婷女士介紹九龍城區議會文件第 38／2025 號，重點如下：

- (i) 政府於 2025 年 6 月 6 日公佈，行政長官會同行政會議批准以私人協約方式，並以象徵式地價向市建局批出一幅位於紅磡庇利街用地，旨在透過土地資源提供額外財政支援，以協助市建局改善現金流及提升融資借貸的能力，確保市建局有足夠資金持續有序地推展市區更新項目；
- (ii) 現時該用地大部分面積劃為「政府、機構及社區」地帶，原計劃作學校發展用途，然而，鑑於學齡人口出現結構性下降，教育局經檢視後認為該地盤沒有增設學校的需要，並同意釋放用地作其他用途。至於餘下一幅現時規劃為「其他指定用途」註明「污水處理廠」地帶的細小狹長土地，地政總署亦已確認無需保留；
- (iii) 市建局將與規劃署協作，向城市規劃委員會提出建議，修訂《紅磡分區規劃大綱核准圖編號 S/K9/28》（下文簡稱「大綱圖」），將上述用地改劃為「住宅（甲類）9」地帶，以善用市區的土地資源，並為該區帶來四項主要規劃裨益，包括與市建局在毗鄰的重建項目產生協同效應，創造發展新動力；按社區需要增設社福設施；提供空間以加強內陸地區與海濱之間的暢達性；並增設零售及餐飲設施，締造更具活力的海濱環境；

- (iv) 項目符合市區重建策略提及的「以人為先、地區為本及與民共議」的工作方針；亦有優質城市的概念，包括適當的發展密度、土地用途規劃、城市設計、綠化及海港美化等；
- (v) 擬議發展項目涵蓋住宅、商業、零售、政府機構，或社區設施。地盤總面積約 7 610 平方米，擬議的最高總樓面面積約 68 500 平方米，其中住宅樓面面積上限為 60 880 平方米。擬議的建築物高度限制為主水平基準以上 110 米。項目預計將提供約 1 220 個中小型住宅單位，並設有附屬停車場，提供約 343 個附屬私家車車位，及 15 個公共旅遊巴／貨車泊車位；
- (vi) 該用地位於土瓜灣內陸密集住宅區與海濱之間的策略性位置，西側毗鄰市建局 8 個已開展的重建項目，為全港首個「小區重建新社區」。市建局希望透過重新規劃，與該新社區在連接性、暢達度、宜居度及社區活力等方面產生協同效應，為整個社區注入嶄新發展動力；
- (vii) 擬議項目將預留約 3 100 平方米樓面面積作政府、機構或社區設施用途，以回應區內居民的服務需要。社會福利署初步表示有意在擬議項目中設立安老院舍暨長者日間護理中心；
- (viii) 市建局亦期望透過宏觀而整全的規劃，以「海—岸—陸」三合一的新規劃概念，充分善用土瓜灣內陸建設、灣岸海濱及對開的維港水體的優勢，強化內陸地區與海濱之間的連接性，構建一個配套完善、兼活力蓬勃的「東維港灣區」；
- (ix) 擬議項目南面建築物將從庇利街後移，騰出一個面積約 760 平方米，臨近海濱的地面共享空間。該空間設有通往海濱的行人通道、休憩設施及綠化景觀，並與毗連的海心公園及海濱長廊相連，有助進一步提升土瓜灣內陸地區和海濱之間的暢達性、通風效果及視覺通透性；
- (x) 項目亦將設置臨海商業帶，連接海心公園，提供零售及餐飲服務，既便利附近居民，亦為到訪海濱長廊的市民增添吸引力，營造充滿活力的海濱環境；以及

(i) 市建局已於 2025 年 7 月向規劃署呈交改劃庇利街／浙江街項目土地用途建議的規劃報告。規劃署將於今年內擬備發展計劃圖的修訂建議，並綜合區議會及相關政府部門的意見，呈交城市規劃委員會（下文簡稱「城規會」）供其考慮。屆時將展開為期兩個月的公眾諮詢，讓公眾查閱規劃方案並向城規會作出書面申述。整個規劃程序預計於明年第一季完成，項目預計於 2032 年落成。

28. 規劃署高級城市規劃師區宇欣女士介紹九龍城區議會文件第 39 / 2025 號，重點如下：

- (i) 大綱圖的擬議修訂項目，除市建局介紹的項目外，亦包括已落成的海心公園擴建部分及土瓜灣檢管站的修訂；
- (ii) 於 2025 年 6 月 6 日，政府宣佈以私人協約方式，批出一幅於紅磡庇利街，鄰近市建局土瓜灣重建項目群的用地予市建局作住宅發展以提供額外財政支持來維持重建動力；
- (iii) 市建局已對發展計劃進行技術評估，預期不會對附近地區的交通、環境、排污、排水及供水等方面帶來無法克服的技術問題；
- (iv) 在視覺方面，評估結果顯示這個項目的擬議高度和周邊地帶的高度限制及附近發展的高度大致協調，不會對周邊環境帶來重大的負面視覺影響；
- (v) 在空氣流通方面，透過合適的布局，預期不會對附近地區的通風環境帶來不可接受的影響。而在景觀評估方面，項目的園景設計及綠化措施可緩解因應工程而需要移除樹木的影響；
- (vi) 而位於庇利街及崇平街兩幅用地（即海心公園擴建部分及土瓜灣檢管站），署方建議將一幅用地由現時「其他指定用途」註明「污水處理廠」地帶及「政府、機構或社區」地帶改劃為「休憩用地」地帶；及將另一幅用地由現時「其他指定用途」註明「污水處理廠」地帶改劃為「政府、機構或社區」地帶；以及

(vii) 因應上述擬議修訂項目，大綱圖的《註釋》和《說明書》亦會作出相應的修訂。此外，政府一直透過不同措施協助渡輪服務營辦商拓展非票務收入來補貼渡輪的營運開支，包括准許他們分租部分碼頭的地方作商業和零售用途。為配合有關政策，規劃署建議就紅磡兩個碼頭，把「商店及服務行業」和「食肆」用途，由「其他指定用途」註明「碼頭」地帶《註釋》的第二欄用途改為經常准許的第一欄用途。

29. **李超宇議員**表示，在市建局的規劃中項目落成後會有臨近海濱的地面共享空間，以連接毗連的海心公園及海濱長廊。他查詢屬於市建局私人發展的共享空間，與屬康文署管理的海心公園及海濱長廊，是否可以「無縫」連接，以致不會出現圍欄等阻礙景觀的設施。

30. **黃馳議員**表示，歡迎政府為市建局注入新的財政動力，使其可以更有效地推展其他重建項目。他認為區內居民十分關注項目的設計對區內通風、採光等的影響，市建局應多與居民溝通，聽取他們的意見。

31. **利哲宏議員**表示，同樣擔心項目落成後對公眾使用該處海濱會造成限制。此外，他表示九龍城區有不少少數族裔人士聚居，建議項目預留作政府、機構或社區設施的面積，除作老人院舍外，應預留部分作服務少數族裔人士之用。他亦關注項目落成後對區內交通的影響，並表示項目提供約 1 200 個住宅單位及 300 個車位，將對區內繁忙時間的交通造成一定的壓力，促請部門考慮應對的方案。

32. **馮務君議員**表示，隨著發展和重建，未來的土瓜灣將是一個新型的社區，建議市建局在這個發展項目及將來在區內的其他項目中，增設少數族裔、託兒、特殊學童、青少年，或鄰里支援的服務及設施。

33. **林博議員**的意見及提問綜合如下：

- (i) 就項目的設計及發展，市建局會否與鄰近的居民及其他持份者溝通，他們是否支持現時的方案；
- (ii) 市區重建需要不少的資金，唯市建局是否只能以住宅發展作財政來源，長遠會否考慮以發債等方式集資；
- (iii) 項目落成後會否提供予受重建影響的居民優先購買；
- (iv) 項目毗鄰數間學校，在漫長的興建期間將如何減輕噪音、沙塵等對學校及學生的影響；

- (v) 項目的設計將取決其是否會產生「屏風」效應，及會否對鄰近地區的通風、採光造成影響。市建局及規劃署可否就項目的設計提供更多資訊，並就發展計劃所進行的各項評估提供數據；以及
- (vi) 期望市建局在獲得額外資金後，可以加快「五街」及「十三街」的重建步伐。

34. **林德成議員的意見綜合如下：**

- (i) 歡迎項目為社區注入新活力及新元素，增加海濱的連通性和暢達性。期望市建局可確保市民大眾能暢通無阻地由商場到達海濱，以提高市民的參與感和投入度；
- (ii) 項目為土瓜灣區增加零售及餐飲等商業元素，有助提振地區經濟；
- (iii) 整個項目由籌劃到落成需時頗長，希望市建局及規劃署能在工程進行時考慮以「先開通，後優化」的理念，早日開放部分海濱公共空間予市民使用；
- (iv) 建議市建局在項目中預留用地予居民或地區團體作舉辦康樂文化活動之用，讓更多市民能參與使用；以及
- (v) 就規劃署提及的兩個位於紅磡的碼頭，期望能在改變用途後進行活化和優化，包括增設市集或食肆，更好利用碼頭用地。

35. **何華漢議員的意見及提問重點如下：**

- (i) 「五街」重建項目一再延遲出價，已遠超一般 24 至 30 個月的出價期限。現既獲得注資，居民熱切期望市建局能盡快出價，從速開展重建工程；
- (ii) 項目落成後將如何出售，會否有特定用途、提供優惠或讓受重建影響的居民優先購買；
- (iii) 項目地盤佔地頗大，又在海邊，其設計會否造成「屏風」效應，影響附近的屋苑及學校；以及
- (iv) 此區有不少學校，上學繁忙時間有很多學校車輛出入。區內亦有不少遊客，多位區議員亦曾處理不少旅遊巴士違泊造成的問題，而現時該用地正是不少旅遊巴士的停泊

點。因此，恐怕項目落成後只提供 15 個旅遊巴士／貨車車位並不足夠，會再次加劇旅遊巴士違泊問題，造成危險及交通阻塞。

36. 市建局規劃及設計總經理關以輝先生回應，重點如下：

- (i) 參考「北角滙」連接鄰近北角碼頭休憩處的安排，本項目與康文署轄下海心公園擴建部分的連接處，亦建議不設任何圍欄或牆壁，以達至「無縫」連接；
- (ii) 局方與康文署曾在多個重建項目中合作，對署方的關注十分了解。因此，在規劃庇利街項目時，特意把建築物後移，預留緩衝空間，使項目與海心公園擴建部份之間的範圍更易分辨。局方亦會就該區域的管理事宜，與康文署保持緊密溝通；
- (iii) 局方備悉議員就海濱共享空間「先開通，後優化」的建議，局方將儘量按此方向作出安排。此外，這個共享空間亦可用作舉辦各類活動的場地，歡迎九龍城區議會及民政事務處等地區團體使用該空間舉辦活動；
- (iv) 除庇利街項目外，市建局在鄰近地區亦有多個項目，包括「小區重建新社區」、公務員合作社重建項目，以及「五街」項目等。上述項目均已預留空間作不同的社區設施，包括綜合家庭服務、學校社會工作服務、學前康復服務及展能中心服務等，服務對象亦涵蓋少數族裔人士。綜合而言，考慮政府資源的分配，所提供的地區服務已屬十分全面；
- (v) 局方已就項目對區內交通的影響進行技術評估，報告顯示項目不會對區內交通，特別是重要的路口，造成不良影響。局方亦已將交通評估報告交予運輸署審閱，而署方亦對項目不反對。除交通評估外，局方亦已就其他技術範疇向相關政府部門提交報告，並會在收到回覆後按需要作出修訂，然後提交予城規會並作公眾諮詢；
- (vi) 該地盤現時用作臨時收費公眾停車場，停泊車輛包括旅遊巴士。惟現有旅遊巴士的緊密停泊安排，並不符合運輸署對內部運輸設施的設計及指引。鑑於整個項目設計上需平衡其他發展需求，以實現更廣泛的規劃裨益。因此項目只能提供符合要求的泊車位供一般使用；

- (vii) 根據現時的初步規劃，該用地將興建兩幢住宅大廈，兩者之間亦會保持適切的距離。因此，並不會如北角和富中心或城市花園般連成一片，造成「屏風」效應；
- (viii) 該項目為政府批予市建局作住宅發展用途，以提供額外財政支持。因此，項目將以全私人發展形式出售；以及
- (ix) 在獲得財政支持的情況下，局方將優先處理「五街」項目的出價。

37. 市建局社區發展高級經理殷倩華女士回應，表示自 6 月 6 日政府宣佈批出此項目予市建局後，局方透過區議員的反映及協助，一直聽取區內持份者的意見，亦會繼續透過不同途徑與市民保持溝通。此外，局方亦已計劃向附近學校介紹項目及了解他們的意見。

38. 規劃署黎萬寬女士回應指，規劃署聯同各政府部門會做好「把關人」的角色，監督市建局對項目所作的規劃，包括各樣的評估及緩衝措施，確保如實執行及符合政府的要求。

39. 關浩洋議員的意見綜合如下：

- (i) 雖然項目現時仍處於用地規劃的早期階段，他促請市建局備悉議員的意見，在將來進行招標時，把議員們的要求包括在標書內；
- (ii) 項目落成後將有近 350 個車位，並於浙江街設汽車出入口，定必會對浙江街車流造成壓力，甚或如區內另一些新建商場一樣造成交通阻塞。市建局及政府部門必須有緩解處理方案；以及
- (iii) 項目雖然提供 15 個旅遊巴士／貨車停泊位，但若收費較一般路旁停車收費錶高，旅遊巴士／貨車都不會選擇停泊，同樣會造成區內交通問題。

40. 潘國華議員的意見及提問綜合如下：

- (i) 預計項目落成後，浙江街的延伸部分會成為主要交通幹道，若汽車出入口設於該處，當許多汽車在入口處等待進入停車場時，必然會對主幹道造成阻塞。請市建局考慮以庇利街作為汽車出入口；

- (ii) 項目內 343 個泊車位中，供住戶與公眾人士使用的比例為何。而 15 個旅遊巴士／貨車泊位中，又有多少給貨車使用。若預留予公眾或貨車的泊車位數量不足，造成阻塞的機會更大；以及
- (iii) 區議會不時會收到旭日街住戶對海心公園使用者噪音的投訴。市建局在設計項目內兩幢大樓時，必須注意座向，以免日後住客受到海心公園擴建部分使用者聲浪的影響。

41. **市建局關以輝先生回應**，重點如下：

- (i) 交通評估報告顯示，在項目落成後，就近浙江街的三個路口，於繁忙時間尚有超過百分之三十的剩餘流量，比運輸署設立的百分之十五警戒線高。即使如此，局方將應運輸署及警務處的建議，把汽車出入口的閘位移入項目內，減低汽車進入停車場等候入閘時對其他道路使用者的影響。而管理公司亦會注意出入停車場流量，適時作出調整；
- (ii) 項目預計有 1 200 個住宅單位，視乎市況，項目屆時或會分成兩個項目招標，以提升項目吸引力。若是如此，在北面的停車場必須使用浙江街作車輛出入口，於現階段亦無法確認是否可以把車輛出入口改至庇利街。但局方會作妥善安排，確保符合運輸署的要求，以避免阻塞浙江街；以及
- (iii) 15 個公共旅遊巴士／貨車泊位，均可供旅遊巴士、貨車，或其他商用車停泊，以保留彈性。

42. **關浩洋議員的意見及提問重點**如下：

- (i) 若分為兩部分招標，分開興建，市建局將如何確保項目的一致性，及與海濱的連貫性；
- (ii) 就交通流量的評估，雖然現時估計有超過百分之三十的剩餘流量，但比運輸署設立的百分之十五警戒線高不了多少，稍為多一點車流就可能造成阻塞。促請市建局考慮把停車場出入口改至庇利街；以及
- (iii) 希望市建局能盡快就「五街」重建項目出價，回應居民的熱切期望。

43. 陳治華議員表示項目鄰近三所學校，分別於不同時間發出鐘聲或其他聲響。市建局應就這些聲響對住戶的影響作評估，並在設計上作適當安排，避免日後住戶與學校間的矛盾。此外，他指出區內幼兒服務不足，希望項目能提供幼兒服務，釋放女性的勞動力。

44. 吳奮金議員建議市建局參考領展停車場的智能科技，使用車牌識別系統，讓月租用戶毋須手動拍卡，減少進出停車場的等候時間，及可能造成的交通阻塞問題。

45. 市建局關以輝先生回應，重點如下：

- (i) 局方對項目是否分開招標尚未定案，仍需視乎多種因素再作決定。無論是否分開招標，局方一定會確保項目的一致性；
- (ii) 局方在深水埗亦有項目位於學校毗鄰，十分了解在建築期會對學校有影響，而學校的鐘聲亦會影響住戶。局方會確保承建商、工程人員等都與學校有密切的溝通；以及
- (iii) 項目預計在 2032 年落成，局方將本著一貫先行先試的理念，優先考慮以先進科技，讓駕駛者使用停車場時能享受更快捷、更方便的泊車體驗，並從而減輕道路壓力。此外，局方會與運輸署及警務處保持密切溝通，做好道路管理。

46. 主席總結表示，請市建局及規劃署備悉及考慮各位議員對項目的建議。他亦指出，項目仍需提交予城規會考慮並作公眾諮詢。各位議員及公眾人士若對項目仍有意見，可於諮詢期內向城規會作書面申述。

## 議程五

### 關於優化海濱設施意見調查結果及報告

(九龍城區議會文件第 40／2025 號)

47. 主席請地區設施及工程委員會(下文簡稱「地工會」)主席潘國華議員介紹文件。

48. 潘國華議員介紹九龍城區議會文件第 40／2025 號，表示議員於 2025 年 4 月至 6 月期間，成功在區內收集了超過一千名市民對優化海濱設施的意見。在整合受訪市民的意見後，地工會有以下建議：

- (i) 盡快貫通九龍城區海濱長廊：加快推進紅磡至啟德海濱長廊的貫通工程，重點解決三處阻隔段落，包括翔龍灣煤

**Provision of Major Community Facilities and Open Space in the Kowloon City District Council Area**

<b>Type of Facilities</b>		<b>Hong Kong Planning Standards and Guidelines (HKPSG)</b>	<b>HKPSG Requirement (based on planned population)</b>	<b>Provision</b>		<b>Surplus/ Shortfall (against planned provision)</b>
				<b>Existing Provision</b>	<b>Planned Provision (including Existing Provision)</b>	
Open Space%	District Open Space	10 ha per 100,000 persons <sup>#</sup>	51.73 ha	69.05 ha	104.29 ha	52.57 ha
	Local Open Space	10 ha per 100,000 persons <sup>#</sup>	51.73 ha	43.33 ha	52.41 ha	0.68 ha
Secondary School		1 whole-day classroom for 40 persons aged 12-17 <sup>#</sup>  (assessed by EDB on a territorial-wide basis)	360 classrooms	1,053 classrooms	1,083 classrooms	723 classrooms
Primary School		1 whole-day classroom for 25.5 persons aged 6-11 <sup>#</sup>  (assessed by EDB on a district/school network basis)	573 classrooms	1,080 classrooms	1,170 classrooms	597 classrooms
Kindergarten/ Nursery		34 classrooms for 1,000 children aged 3 to under 6 <sup>#</sup>	200 classrooms	564 classrooms	582 classrooms	382 classrooms
District Police Station		1 per 200,000 to 500,000 persons  (assessed on a regional basis)	1	1	1	0
Divisional Police Station		1 per 100,000 to 200,000 persons  (assessed on a regional basis)	2	3	3	1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (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 <sup>^</sup>  (assessed by Hospital Authority on a regional/cluster basis)	3,038 beds	3,734 beds	6,194 beds	3,156 beds
Clinic/Health Centre	1 per 100,000 persons  (assessed on a district basis)	5	7	8	3
Magistracy (with 8 courtrooms)	1 per 660,000 persons  (assessed on a regional basis)	0	1	1	1
Child Care Centre	100 aided places per 25,000 persons <sup>#@</sup>  (assessed by SWD on a local basis)	2,069 places	588 places	1,288 places	-781 places
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 <sup>#</sup>  (assessed by SWD on a local basis)	4	6	6	2
Integrated Family Services Centre	1 for 100,000 to 150,000 persons <sup>#</sup>  (assessed by SWD on a service boundary basis)	3	4	5	2
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above <sup>#</sup>  (assessed by SWD)	N.A.	3	3	N.A.

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Neighbourhood Elderly Centres	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 <sup>#</sup>  (assessed by SWD)	N.A.	9	15	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above <sup>#*@</sup>  (assessed by SWD on a district basis)	2,742 places	867 places	1,817 places	-925 places
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above <sup>#</sup>  (assessed by SWD on a cluster basis)	3,396 beds	2,517 beds	3,947 beds	551 beds
Pre-school Rehabilitation Services	23 subvented places per 1,000 children aged 0 – 6 <sup>#</sup>  (assessed by SWD on a district basis)	318 places	120 places	1,035 places	717 places
Day Rehabilitation Services	23 subvented places per 10,000 persons aged 15 or above <sup>#</sup>  (assessed by SWD on a district basis)	988 places	802 places	1,272 places	284 places
Residential Care Services	36 subvented places per 10,000 persons aged 15 or above <sup>#*@</sup>  (assessed by SWD on	1,546 places	524 places	1,534 places	-12 places

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
	a cluster basis)				
Community Rehabilitation Day Centre	1 centre per 420,000 persons <sup>#</sup> @  (assessed by SWD on a district basis)	1	0	0	-1
District Support Centre for Persons with Disabilities	1 centre per 280,000 persons <sup>#</sup>  (assessed by SWD on a district basis)	1	1	3	2
Integrated Community Centre for Mental Wellness	1 standard scale centre per 310,000 persons <sup>#</sup>  (assessed by SWD on a district basis)	1	1	1	0
Library	1 district library for every 200,000 persons  (assessed on a district basis)	2	2	3	1
Sports Centre	1 per 50,000 to 65,000 persons <sup>#</sup>  (assessed on a district basis)	7	5	7	0
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons <sup>#</sup>  (assessed on a district basis)	2	2	3	1
Swimming Pool Complex – standard	1 complex per 287,000 persons <sup>#</sup>  (assessed on a district basis)	1	2	2	1

Note:

Facilities and open space figures of all OZPs (K7, K9, K10, K18 & K22) within Kowloon City DC district are included.

The planned resident population in Kowloon City DC district is about 517,300. If including transients, the overall planned population is about 552,500. All population figures have been adjusted to the nearest hundred.

% The new provision standard and refined criteria on countability for open space promulgated under Chapter 4 of HKPSG on 30.12.2025 are yet reflected in this table as the figures are being updated. The changes in provision standard or countability of open space do not affect the usage and enjoyment of the existing open space by members of the public.

# The requirements exclude planned population of transients.

^ The provision of hospital beds is based on OZP planned population while the Hospital Authority plans its services on a cluster basis, and takes into account a number of factors in planning and developing various public healthcare services.

\* Consisting of 40% centre-based CCS and 60% home-based CCS.

@ The deficit in provision is based on OZP planned population 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 long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.

January 2026