

(Translation)

**Minutes of the 11th Meeting of the
7th Term Kwun Tong District Council (Full Council)**

Date: 29 September 2025 (Monday)

Time: 10:00 a.m. – 1:01 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 YU Man, MH

Mr YU Ka-ming

Mr NG Ting-fung

Mr LUI Tung-hai, MH

Ms LEE Shuk-woon, Sophia, MH

Mr LEE Ka-hang

Mr FONG Yat-kwan

Mr LAM Fung, MH

Mr LAM Wai

Ms KAM Kin

Mr OR Chong-shing, Wilson, MH

Mr HUNG Kam-in, MH

Mr MA Yat-chiu, MH

Mr CHEUNG Yiu-pan

Mr CHEUNG Pui-kong

Mr CHEUNG Ki-tang, MH

Ms LEUNG Sze-wan

Ms FU Pik-chun, MH

Mr HSU Yau-wai

Mr LIN Ho-man, MH

Mr CHAN Yiu-hung, Jimmy, MH

Mr TSANG Wing-fai

Ms CHING Hoi-yan

Ms FENG Yunsi

Mr WONG Chun-ping, BBS, MH, JP

Mr WONG Kai-san

Ms YU Juliana

Ms ZHAN Baoyu

Mr LAU Kar-wah

Mr AU YEUNG Kwan-nok

Ms CHU Lok-wai

Mr TANG Wing-chun

Mr CHENG Keung-fung

Mr LAI Wing-chun, MH

Mr KAN Ming-tung, MH

Mr TAM Siu-cheuk

Mr KWAN Kin-wing

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 CHEUNG Tin-ye, Katherine	District Commander (Kwun Tong), Hong Kong Police Force
Ms TSE Tsui-yun	District Commander (Sau Mau Ping), Hong Kong Police Force
Mr LEE Pui-yin	Police Community Relations Officer, Kwun Tong District, Hong Kong Police Force
Mr MAN Cheuk-hei, Tony	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
Mr LING Wai-kit, Ricky	Chief Manager/Management (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 FONG Ka-ying, Kinki	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
Ms HUI Po-yu, Bowie	Executive Officer I (District Council), Kwun Tong District Office

Secretary

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

In Attendance by Invitation

Ms LAI Man-foon, Vivian	District Planning Officer/Kowloon, Planning Department	Item II
Ms LEE Yuk-sin, Florence	Senior Town Planner/Kowloon 5, Planning Department	
Mr WONG Pak-cheong, Kenneth	Town Planner/Kowloon 2, Planning Department	
Mr LO Chi-cheung, Stephen	Chief Engineer/East 5, Civil Engineering and Development Department	
Mr LAU Lik-wing, Ray	Senior Architect/1(East), Civil Engineering and Development Department	
Mr Louis LAU	Project Manager, AtkinsRealis Asia Limited	
Mr CHUNG Cheuk-ming, Derek	Chief Electrical and Mechanical Engineer/Bus Safety, Transport Department	Item III
Mr LAM Bun, Ben	Senior Electrical and Mechanical Engineer/Bus Safety, Transport Department	
Ms Claire HU	Regional General Manager for Hong Kong and Macau, Baidu Apollo International Limited	
Ms Iris WONG	Senior Project Development Manager in Hong Kong, Baidu Apollo International Limited	
Mr Samuel CHOI	Senior Project Development Manager in Hong Kong, Baidu Apollo International Limited	
Mr Alvin CHEN	Senior Security Consultant, Baidu Apollo International Limited	
Mr Alex WONG	Managing Director, China Travel Tours Transportation Services Hong Kong Limited	
Mr Alan TSANG	Deputy General Manager, China Travel Tours Transportation Services Hong Kong Limited	

Absent

Mr NG Sing-wah

The Chairman welcomed all Members and government representatives to the 11th Full Council

(“FC”) meeting under the 7th Term Kwun Tong District Council (“KTDC”).

2. The Chairman stated that the Secretariat had received a notice of absence from Mr NG Sing-wah before the meeting. Upon receiving the relevant supplementary information, the Secretariat would consult Members on the application for absence.

(Post-meeting note: After the meeting, the Secretariat sought Members’ views by circulation of a paper. As Mr NG Sing-wah’s application was in compliance with Order 64(1) of the Kwun Tong District Council Standing Orders, Members consented to the application for absence.)

~~Item I – Confirmation of Minutes of Last Meeting~~

~~3. The minutes of the 10th meeting were confirmed without amendment.~~

Item II – Proposed Amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27
(KTDC Paper No. 16/2025)

4. The Chairman welcomed District Planning Officer/Kowloon, Senior Town Planner/Kowloon 5 and Town Planner/Kowloon 2 of the Planning Department (“PlanD”); Chief Engineer/East 5 and Senior Architect/1(East) of the Civil Engineering and Development Department (“CEDD”); and Project Manager of AtkinsRealis Asia Limited to report to Members the details of the proposed amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27.

5. The representatives of PlanD and CEDD introduced the proposed amendments relating to three development projects set out in the paper, namely the private housing development at Cha Kwo Ling Road (“Amendment Item A”), the Wing Shan Industrial Building site at 428 Cha Kwo Ling Road (“Amendment Item B”), and the Montego Bay site at 18 Shung Shun Street, Yau Tong (“Amendment Item C”).

6. Members raised views and enquiries as follows:

6.1 Mr Wilson OR expressed concern about Amendment Item A, which involved the rezoning of a commercial site on Cha Kwo Ling Road for private housing use. He hoped that the new development would not increase traffic pressure in Kwun Tong District, stressing that transitional arrangements for the temporary car park to the north of the lot were crucial. It

was necessary to prevent construction works or the relocation of over a hundred vehicles currently parked there from worsening traffic congestion in the district. In addition, he expected the proposed development to have a positive impact on the community, and suggested leveraging the advantages of Tsui Ping River to its west to enhance external connectivity, such as by constructing a footbridge or other ancillary facilities.

- 6.2 Mr LUI Tung-hai expressed support for the three amendment items in the paper. He was concerned about how transitional arrangements for the existing parking spaces under Amendment Item A could be properly made, as well as whether there would be sufficient parking spaces in the vicinity of the project. On the other hand, he commended the provision of a public waterfront promenade under Amendment Item C and hoped that the public waterfront promenade to be provided under Amendment Item B would likewise maintain continuity. He also expressed concern about the development of the water body at Yau Tong Bay adjacent to Amendment Item B, and suggested introducing water sports or tourism-related activities there, together with the provision of embarkation and disembarkation facilities.
- 6.3 Mr TANG Wing-chun expressed support for Amendment Item A. He pointed out that the site was originally planned as one of the stations of the environmentally friendly linkage system and its associated commercial development, and it was now proposed to be rezoned for private housing use. The originally proposed Shing Yip Street Park had been incorporated into the Tsui Ping River Garden opposite the site. He hoped that the Government would implement Amendment Item A to continue the development of the lot, and construct a covered walkway there to facilitate pedestrian access to MTR Kwun Tong Station and Laguna City. He also pointed out that the existing temporary car park at the project site provided a significant number of parking spaces, and Kwun Tong District was facing a shortage of parking spaces. He therefore suggested that when the development project was tendered in the future, a certain number of public parking spaces should be clearly planned to alleviate the traffic pressure and the parking difficulties of the public in the district.
- 6.4 Mr CHENG Keung-fung expressed concern about Amendment Item A, noting that converting the lot from a commercial project into a private residential development would bring about 3 000 additional residents to the area, thereby placing pressure on nearby traffic. He mentioned that the original plan included a 24-hour accessible connection facility to the existing footbridge, and he hoped that this facility could be retained and made barrier-free. In addition, he wished to learn more about the traffic diversion arrangements for the project.

6.5 Mr KAN Ming-tung pointed out that Kwun Tong District lacked parking spaces for medium and large vehicles. If the temporary car park at the lot under Amendment Item A ceased operation without any replacement, the problem of illegal parking in the district would likely worsen. He suggested making reference to Metro Harbour View in Tai Kok Tsui, where parking spaces were reserved for medium and large vehicles, and hoped that the Cha Kwo Ling Road project would likewise take into account the actual parking demand. In addition, he proposed that if the Kwun Tong Ferry Pier bus terminus could not provide sufficient space to accommodate the existing bus routes and parking spaces after its future redevelopment, the proposed private housing project could be considered as an alternative site. He also urged the relevant departments to reconsider constructing a footbridge connecting MTR Kwun Tong Station and extending it to the Kwun Tong Law Courts to enhance pedestrian convenience.

6.6 Ms YU Juliana said that although the proposed private housing development under Amendment Item A included some infrastructure, the existing facilities would be inadequate to meet residents' needs given the population increase, resulting in greater pressure on transport and public facilities. She suggested that additional open space, green areas, and health and education facilities be incorporated into the planning to enhance residents' quality of life and meet future needs.

6.7 Mr CHEUNG Pui-kong expressed concern about the temporary car park involved in Amendment Item A and considered that proper transitional arrangements should be made for parking spaces for medium and large vehicles. He pointed out that in the uphill areas of Kwun Tong, such as Sau Mau Ping or the Anderson Road New Development Area, many parking spaces for medium and large vehicles had been added along roadsides, resulting in some roads being reduced to single-lane traffic at night. On the other hand, he considered that development projects should be properly planned in advance and enquired why PlanD had proposed Amendment Item C to amend the planning of a residential project that had already been completed.

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

7.1 Amendment Item C: The department said that the Montego Bay site covered by Amendment Item C had originally, like the adjacent Yau Tong Industrial Area site, been zoned as a Comprehensive Development Area ("CDA"). As the Montego Bay residential project had already been completed, the site was now proposed to be rezoned for residential use to reflect the latest development parameters, and this would not have any substantive impact on the original planning. In addition, the planning procedures for a CDA were relatively stringent, while those for a residential zoning allowed for greater flexibility. Should any

planning adjustments be required in the future, the relevant procedures would be more streamlined.

- 7.2 Amendment Item A: The department noted that the site involved in Amendment Item A had originally been planned for commercial use, with relevant community facilities provided to support commercial development. The site was now proposed to be rezoned for residential use, and proposals beneficial to the community would be retained, including an all-weather footbridge system connecting to Kwun Tong Swimming Pool and MTR Kwun Tong Station. Following a study, the department considered it necessary to provide a public car park and had obtained agreement from the Transport Department (“TD”). An appropriate number of parking spaces, including those for both private cars and heavy vehicles, would be provided according to actual demand to cater for the parking needs of different vehicle types. In addition, the department added that while no social welfare facilities had been included when the site had previously been planned for commercial use, relevant ancillary facilities, including social welfare facilities, would be added after the rezoning for residential use.
- 7.3 Temporary car park: The department said that the existing temporary car park under Amendment Item A would cease operation when construction works commenced. Parking spaces would only become available again upon the provision of the newly planned car park at the site after the completion of the residential project. During the transitional period, some vehicles could be relocated to other car parks, including temporary parking facilities located at public or private development sites. In addition, the Housing Department (“HD”) would open up the surplus parking spaces in public housing projects for public use, covering parking spaces for both private cars and large vehicles.
- 7.4 Development of the Kwun Tong Ferry Pier: The department said that the redevelopment of the pier was a commercial development project, and the specific implementation timetable had yet to be determined. Therefore, the existing public facilities there would remain unchanged at the current stage. The department added that when planning the site, it would review the provision of public facilities and allocate space according to actual use, with a view to incorporating functional and convenient facilities while meeting the district’s demand for both commercial and public uses.
- 7.5 Amendment Item B: The department said that stakeholders were actively studying how to make good use of the site under Amendment Item B to promote development. Space had already been reserved for the provision of landing steps during the planning stage. The original applicant had also proposed adding commercial facilities at the site to tie in with the potential development of the water body into a yacht bay in the future.

8. The representative of CEDD provided a consolidated response regarding Amendment Item A as follows:

8.1 Traffic planning: The department pointed out that Amendment Item A included planned traffic mitigation measures. It was anticipated that the developer would be required in the future to widen the existing two-lane eastbound carriageway on Shing Yip Street to a three-lane carriageway to improve traffic flow. The relevant works would involve the removal of planters at the location to widen the road surface for the additional third lane. In addition, as the project's vehicular ingress would be located at Cha Kwo Ling Road and the egress at Shing Yip Street, vehicles leaving the site could either make a right turn from Shing Yip Street to head towards Kwun Tong Town Centre, or turn left towards Wai Fat Road to access Kwun Tong Bypass. This would help divert traffic and alleviate the traffic pressure at the junction of Cha Kwo Ling Road and Kwun Tong Road.

8.2 Impact of nearby major transport projects: The department pointed out that nearby transport developments had already been taken into account during the planning stage of the project. This included the soon-to-be-commissioned Trunk Road T2 connecting to Tseung Kwan O, which was expected to effectively alleviate traffic flow within Kwun Tong District upon its commissioning. Based on the planning of the abovementioned transport infrastructure, the department anticipated that the future population intake of the residential project would not cause any insurmountable technical difficulties to the traffic operations within Kwun Tong District.

8.3 Pedestrian connectivity: The department stated that the project planning included the construction of a 24-hour accessible footbridge connecting to Kwun Tong Swimming Pool and further to MTR Kwun Tong Station via the Kwun Tong Town Centre development project. In addition, given the project's proximity to Tsui Ping River, pedestrian access points would be provided to Tsui Ping Road, Shing Yip Street and Cha Kwo Ling Road to enhance overall walkability.

9. Members then raised views and enquiries as follows:

9.1 Mr CHEUNG Ki-tang stated that, under Amendment Item A, the vehicular ingress and egress would be located on Cha Kwo Ling Road and Shing Yip Street, respectively, which would help alleviate traffic pressure on Kwun Tong Road. However, he pointed out that the current traffic light cycle on Shing Yip Street was relatively short, resulting in frequent congestion. He also noted that the section of Shing Yip Street near the industrial buildings was often obstructed by loading and unloading activities or illegally parked vehicles,

making it difficult for vehicles to access Kwun Tong Road from Shing Yip Street. He suggested that the relevant departments study improvement measures to address the traffic problems in the area, such as adjusting the road design for vehicles turning from Cha Kwo Ling Road near the Kwun Tong Law Courts towards Kwun Tong Road. Furthermore, regarding Trunk Road T2 mentioned by CEDD, vehicles entering Trunk Road T2 from Kwun Tong District would have to take a relatively circuitous route, which might not be as convenient as travelling from Tseung Kwan O to Kowloon West. He therefore expressed concern as to whether the project's traffic design could accommodate the population growth upon its completion.

- 9.2 Mr TSANG Wing-fai pointed out that Amendment Item A was situated at a pivotal location in the business area of Kwun Tong Town Centre. Following the improvement works for the adjacent Tsui Ping River, the surrounding landscape had been beautified, giving the project the potential to become a district landmark. Although the project was proposed for private housing development, he believed that, similar to the residential project at “Wedding Card Street” in Wan Chai, it could also serve as a leisure and photo-taking spot for the public after redevelopment, thereby boosting the local economy. At the same time, he mentioned that the area surrounding the project lacked livelihood facilities, and residents had to go to Tsui Ping Estate or Laguna City to purchase necessities. He therefore considered that attention should be given to the project's connectivity with the surrounding areas.
- 9.3 Mr NG Ting-fung raised concerns about the traffic arrangements for Amendment Item A on Shing Yip Street. He pointed out that if the relevant road section was to be widened from its current design to three traffic lanes, vehicles travelling along Shing Yip Street towards the Kwun Tong Business Area would need to merge from three lanes into two, which could further increase traffic pressure at the location. He was worried that this might result in serious traffic congestion and considered that the relevant departments should conduct a more comprehensive and prudent assessment of the road design. On the other hand, he mentioned that the temporary car park there was mainly used by large goods vehicles, and that typical public housing estates might not be able to provide sufficient parking spaces to accommodate such vehicles. Therefore, he hoped that the relevant departments would actively study and propose concrete and feasible supporting measures to address the above issues.
- 9.4 Mr TANG Wing-chun pointed out that traffic on Shing Yip Street was heavy and that the existing traffic light junctions were often severely congested. He therefore suggested that the relevant departments should review and plan traffic improvement measures at an early stage, such as adjusting certain bus routes to avoid routing through King Yip Street before turning into Shing Yip Street and Cha Kwo Ling Road, so as to enhance road traffic

efficiency. In addition, he mentioned that, in the past, it had been common for social welfare facilities to be implemented progressively after residents had moved into residential projects, which led to disputes among nearby residents regarding certain rehabilitation, youth or elderly service facilities. Therefore, he suggested that the scope and implementation sequence of social welfare facilities within the project should be clearly defined at the early planning stage, so as to enhance residents' understanding of community functions and promote better integration between such facilities and the surrounding environment.

10. The representative of PlanD made the following supplementary response regarding Amendment Item A:

10.1 Location: The department indicated that the site enjoyed convenient transport access, was adjacent to the business area, and had a footbridge connecting it to nearby residential areas. The project included private residential and commercial development, with the commercial portion comprising retail facilities and restaurants to meet the needs of surrounding residents and workers. Taking into account the beautified environment of Tsui Ping River, the proposed scheme mainly set retail facilities along the riverside to provide a suitable environment and supporting facilities for tourists and nearby residents.

10.2 Social welfare facilities: The department indicated that the project would require social welfare facilities to be completed simultaneously with the residential development. The developer and future residents could refer to the provisions of the land lease to understand the planning requirements for the relevant facilities.

10.3 Temporary car park: According to a survey conducted by the commissioned consultant, it was found that some 5.5-tonne large vehicles were parked at the existing temporary car park. Such light goods vehicles could be relocated to other undeveloped government land, while other vehicles could be parked at private or government sites, such as public housing estates.

10.4 Kwun Tong Ferry Pier: The department responded to Members' concerns, pointing out that the coordination between Amendment Item A and Kwun Tong Ferry Pier would be assessed by TD and other departments in due course.

11. The representative of CEDD made the following supplementary response regarding Amendment Item A:

11.1 Shing Yip Street: The department responded to Members' concerns about traffic

arrangements on Shing Yip Street, indicating that while the project would set the vehicular egress on Shing Yip Street, it was anticipated that a signalised junction would be installed at the exit location to coordinate with the traffic light operations on King Yip Street and Shing Yip Street, enabling vehicles to enter and exit in an orderly manner according to traffic signals and strengthening traffic flow control. The department stated that it had discussed this design with the relevant departments and anticipated that the project would have a limited impact on surrounding traffic.

11.2 Trunk Road T2: The department indicated that Trunk Road T2 would help reduce the number of vehicles entering Kwun Tong District, thereby alleviating the overall traffic pressure within the district, rather than diverting vehicles from within the district onto the trunk road. According to the consultant's assessment, it was anticipated that the project would not pose any insurmountable technical difficulties to traffic within Kwun Tong District.

12. Members then raised views and enquiries as follows:

12.1 Mr KAN Ming-tung pointed out that members of the public working in Kwun Tong District were very concerned about transport arrangements and parking space supply. As most of the land in the business area had already been developed and built into commercial buildings, there was insufficient ground-level space to provide adequate parking spaces. He considered that the adequacy of parking spaces should be a priority consideration during the planning stage, rather than relying on remedial measures by TD after the completion of development. He emphasised that the importance placed on the number of parking spaces concerned not only the residential project but also the daily commuting needs of the working population in the district.

12.2 Mr PANG Chi-sang stated that traffic congestion was common on Shing Yip Street, with vehicles frequently being held up near the temporary car park. He was concerned that if the project's vehicular egress was to be set on Shing Yip Street in the future and relied solely on traffic signal control to manage traffic flow, it would be difficult to effectively improve the congestion and might impact residents' daily lives. In addition, he was concerned about the insufficient parking spaces for large vehicles in Kwun Tong District, worrying that after the temporary car park ceased operation, existing public housing estates or other locations within the district might not be able to accommodate the large vehicles currently parked there.

12.3 Mr CHEUNG Pui-kong considered that there was a lack of proper arrangements for vehicles currently parked at the temporary car park, and he suggested that the relevant

departments should proactively provide information on parking spaces at nearby car parks to assist in diverting vehicles. He mentioned that in recent years, TD had designated traffic lanes in Kwun Tong North, including the Sau Mau Ping and On Tat Estate areas, for large vehicles to park at night, but the roads were consequently narrowed and lighting was insufficient, failing to adequately safeguard road safety. He hoped that PlanD would effectively resolve the parking issue for large vehicles under Amendment Item A, rather than merely transferring the responsibility to TD, which would result in a lack of substantive improvement measures in the proposed scheme.

- 12.4 Mr TAM Siu-cheuk pointed out that as Kwun Tong District was positioned as Hong Kong's second Core Business District ("CBD2"), the traffic planning should align with this positioning. He considered that parking space planning should not focus solely on whether the number of spaces was adequate, but should be incorporated into the overall traffic planning. For instance, a shortage of parking spaces could lead to traffic congestion, which would in turn impact the development of the business area as well as investment, living, and employment. He suggested that PlanD discuss traffic planning for Amendment Item A with TD in advance to resolve potential traffic issues.
- 12.5 Mr CHEUNG Ki-tang stated that although Item A was expected to provide approximately 1 400 residential units and the number of additional vehicles would be limited, the overall traffic routing still needed to be planned cautiously. He mentioned that there were several development projects within Kwun Tong District, including those at Pik Wan Road, Yau Tong Bay, and the Anderson Road Quarry Development Area, and that traffic generated by these projects would all utilise the roads in Kwun Tong District. Therefore, he urged PlanD to coordinate the traffic routing in advance to align with the community's future development.
- 12.6 Mr HUNG Kam-in expressed reservations about the rezoning of Amendment Item A from commercial to residential use. He pointed out that roads surrounding the project were busy and was concerned that future residents would find it difficult to adapt. In addition, he noted that the project was adjacent to the business area, and although the traffic assessment indicated that the impact would be limited, he remained concerned that the commuting of future residents might intensify traffic pressure in the business area. At the same time, he observed that a large number of residential units would be built in Cha Kwo Ling. Although Amendment Item A, if rezoned for residential use, could add over a thousand units, it might not make a significant contribution to the overall housing supply in Kwun Tong District. On the other hand, given the prime location of the project site, maintaining its commercial use might generate greater revenue for the Government upon land sale.

12.7 Mr LAM Wai had reservations about Amendment Item A. He mentioned that following the successive intake of residents in the Anderson Road Quarry Development Area, the current traffic situation there had become more problematic than originally assessed during the early planning stage. While he agreed that continuous district development would help promote the economy, he considered that, when implementing development projects, the potential impacts on the lives of surrounding residents should be comprehensively assessed and handled prudently.

13. The representative of TD responded to Members' views, stating that following the rezoning of Amendment Item A for residential use, the department would, when reviewing the traffic impact assessment submitted by the consultant, take into account the convenience of residents' travel to ensure that they could easily access public transport, as well as assess the project's impact on local traffic. TD pointed out that the roads in Kwun Tong District, especially in the business area, were relatively narrow and the road network was complex due to early planning. Some road sections were busy, and it would be challenging to further increase the provision of parking spaces within the district. The department said that it would, having regard to Members' views, further coordinate with the relevant departments and the consultant for review and follow-up actions.

14. The representative of PlanD made the following supplementary response regarding Amendment Item A:

14.1 Optimisation proposals suggested by Members: The department thanked Members for actively putting forward their views. In addition to suggesting a review of the project itself, Members also advocated for utilising nearby vacant land for temporary uses and studying the overall traffic planning, such as introducing new bus routes, to alleviate existing traffic pressure in areas such as Cha Kwo Ling Road and Shing Yip Street. The department stated that it would further review the demand and various optimisation proposals with relevant departments, such as TD, to ensure that the assessment and implementation of the project could meet standards and effectively respond to public concerns.

14.2 Retaining the site for commercial use: In response to Members' suggestion that the project should not be rezoned for residential use but should continue to be used for commercial purposes, the department stated that land planning should adapt to prevailing circumstances. The change of the site's zoning from its originally designated commercial use to residential use was made in view of the current social and economic demand for housing supply. The department pointed out that the current assessment study focused on addressing issues relating to the development of the lot, including traffic and environmental

factors such as noise, and on ensuring that all measures complied with legislative requirements, together with appropriate mitigation measures to ensure that the new development would be lawful, compliant, and suitable for living. The department added that it would take Members' views into consideration and, upon the project's endorsement, continue to collaborate with relevant departments to promote land development that met district needs and make good use of the beautified surroundings, such as Tsui Ping River. The department expressed the hope that by implementing this project, residents' daily lives would be made more convenient and the long-term well-being of the community would be enhanced.

15. The Chairman urged PlanD, CEDD and TD to note the views put forward by Members on the project, and to carefully assess and appropriately respond to or incorporate the relevant suggestions in future work stages.

16. The meeting noted the paper.

~~**Item III — Autonomous Vehicle Trial Scheme in Kowloon East**
(KTDC Paper No. 21/2025)~~

17. The Chairman welcomed Chief Electrical and Mechanical Engineer/Bus Safety and Senior Electrical and Mechanical Engineer/Bus Safety of TD; Regional General Manager for Hong Kong and Macau, Senior Security Consultant and Senior Project Development Managers in Hong Kong of the Baidu Apollo International Limited (“Baidu”); and Managing Director and Deputy General Manager of China Travel Tours Transportation Services Hong Kong Limited to brief Members on the Autonomous Vehicle Trial Scheme in Kowloon East (“Trial Scheme”).

18. The representatives of TD and Baidu introduced the autonomous driving project.

19. Mr CHEUNG Ki-tang and Ms FU Pik-chun declared that they were employed in the hotel business and the travel document application business under the China Tourism Group (“CTG”), respectively. Both of them indicated that their positions had no direct connection with CTG's transportation services business. The meeting noted their declared interests, and the Chairman directed that they should refrain from voting on this agenda item.

20. Members raised views and enquiries as follows:

20.1 Mr TAM Siu-cheuk expressed his support for the development of new technology and raised concern about conducting the Trial Scheme in the Kowloon Bay area. He pointed