

TOWN PLANNING BOARD

TPB Paper No. 10365
For Consideration by the
Town Planning Board on 7.12.2017

城市規劃委員會文件第 10365 號
考慮日期：2017 年 12 月 7 日

CONSIDERATION OF REPRESENTATIONS NO.
R1, R2, R12 (PART), R14 (PART) TO R39 (PART), R271 TO R12083 AND R12152
COMMENTS NO. C258 (PART), C260 (PART) TO C262 (PART) AND C263 TO C1426
IN RESPECT OF THE
DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/5
(Group 2)

考慮有關《啟德分區計劃大綱草圖編號 S/K22/5》
的申述編號 R1、R2、R12(部分)、R14(部分)至 R39(部分)、
R271 至 R12083 及 R12152 和
意見編號 C258(部分)、C260(部分)至 C262(部分)及 C263 至 C1426
(第二組)

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R1, R2, R12 (PART), R14 (PART) TO R39 (PART), R271 TO R12083 AND R12152
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IN RESPECT OF THE DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/5
(Group 2)**

Subject of Representation	Representers	Commenters
<u>Amendment Item (Item) W1</u> Rezoning of a piece of land at Wai Yip Street/Cha Kwo Ling (CKL) Road from “Open Space” (“O”), “Other Specified Uses” (“OU”) annotated “Sewage Treatment Plant with Landscaped Deck Above” (“OU(STP)”), “OU” annotated “Petrol Filling Station” (“OU(PFS)”), “OU” annotated “Tunnel Ventilation Shaft and Administration Building” (“OU(VS)”) and areas shown as ‘Road’ to “Government, Institution or Community” (“G/IC”) with stipulation of building height restrictions (BHRs); <u>Item W2</u> Rezoning of a site to the south-east of Kwun Tong Sewage Pumping Station from “OU(STP)” to “OU(PFS)” with stipulation of BHR; <u>Item W3</u> Rezoning of a site to the south-east of Kwun Tong Sewage Pumping Station from “OU(STP)” to “O”; <u>Item W4</u>	Total: 11,840 Support (2) <u>Item W1</u> R1: Vocational Training Council (VTC) R2: Individual Oppose or express adverse views (11,838) <u>Item W1 (25)</u> R12 (Part)¹, R14 (Part) to R37 (Part): individuals <u>Items W1 to W7 (11,813)</u> <u>Legislative Council (LegCo) Member (1)</u> R271: Hon. Jeremy Tam Man-ho <u>LegCo Member and Kwun Tong District Council (KTDC) Members (1)</u> R272: Hon. Paul W. Tse, Tang Wing Chun, Cheung Shun-wah <u>KTDC Member (1)</u> R273: Tang Wing Chun <u>Estate Owners’ Committees (2)</u> R274: Estate Owners’ Committees (OCs) of Laguna City (Phases 1, 2 & 4 and Phase 3) R275: Sceneway Garden OC <u>Concern groups (2)</u> R276: Victoria Harbourfront Concern Group	Total: 1,168 <u>Support VTC campus (46)</u> C263: VTC C264 to C286: Chairperson of various boards of VTC C287 to C308: Companies, Individuals <u>No objection to VTC campus (1)</u> C309: Company <u>Oppose VTC campus (1,121)</u> <u>LegCo Member (1)</u> C310: Hon. Wu Chi-wai <u>KTDC Member (1)</u> C311: Tang Wing Chun <u>OCs/ Incorporated Owners (IOs) (5)</u> C312: OCs of Laguna City (Phase 1, 2 & 4 and Phase 3) C313: IO of Selwyn Factory Building C314: IO of Chi Hang Building C327: 滙景花園業主委員會 C328: IO of Fu Wah Court & Hiu Wah Building

¹ **R12, R14 to R39, C258, C260 to C262** are also in respect of other Items in the OZP amendments. The concerned part of them will be covered and discussed in the TPB Paper No. 10364 for Group 1.

<p>Rezoning of a strip of land connecting Wai Yip Street from “OU(STP)” and “O” to area shown as ‘Road’;</p> <p><u>Item W5</u> Rezoning of an area to the west of CKL Road from “OU(VS)” and area shown as ‘Road’ to “O”;</p> <p><u>Item W6</u> Rezoning of a strip of land along CKL Road from “O” and “OU(VS)” to area shown as ‘Road’; and</p> <p><u>Item W7</u> Rezoning of an area along CKL Road from area shown as ‘Road’ to “G/IC” with stipulation of BHR</p>	<p>R277: Designing Hong Kong Ltd.</p> <p><u>Local Residents/ Individuals (11,806)</u> R38 (Part), R39 (Part), R278 to R12083 (excluding R4427, R8100 and R9344) and R12152</p>	<p><u>Concern group (1)</u> C258 (Part): Designing Hong Kong Ltd.</p> <p><u>Companies/ Individuals (1,113)</u> C260 (Part) to C262 (Part), C315 to C326, C329 to C1426</p>
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Note: A CD-ROM containing names of all representers and commenters as well as their submissions is enclosed at **Annex VII** [for Town Planning Board Members only]. The names of all representers and commenters can be found at the Town Planning Board’s website at http://www.info.gov.hk/tpb/en/plan_making/S_K22_5.html

1. **Introduction**

- 1.1 On 17.2.2017, the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/5 (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments are set out in the Schedule of Amendments at **Annex II**. A total of 12,158 representations were received. On 14.7.2017, the Town Planning Board (the Board/TPB) published the representations for three weeks for public comments. A total of 1,428 comments were received. Four members of the public subsequently wrote to the Secretariat of the Board confirming that the four representations submitted in their names (i.e. **R174, R4427, R8100 and R9344**) were not made by them. After disregarding these four representations, the total number of valid representations is 12,154.
- 1.2 The amendments to the OZP are mainly for taking forward the proposals of the Review Study for Kai Tak Development (KTD) (**Annex I**). The amendments related to the CKL waterfront area (Items W1 to W7) are shown at **Plan H-1**.
- 1.3 On 20.10.2017, the Board agreed to consider the representations and comments itself collectively in two groups as follows:
 - (a) Group 1: collective hearing of 342² representations (**R3 to R270, R433, R12084 to R12151 and R12153 to R12158**) and 264 comments (**C1 to C262, C1427 and C1428**) which are related to items other than Items W1 to W7 (CKL

waterfront area); and

- (b) Group 2: collective hearing of 11,840² representations (**R1, R2, R12, R14 to R39, R271 to R12083 and R12152**) and 1,168 comments (**C258 and C260 to C1426**) which are related to Items W1 to W7.

- 1.4 This paper is to provide the Board with information for consideration of Group 2. A summary of representations and comments for this group are at **Annexes V and VI** respectively. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. **Background**

Review Study of KTD

- 2.1 The Government commenced the Review Study of KTD (the Review) in 2013 to explore the feasibility of increasing the development intensity and to enhance the land use proposals of KTD in response to changing planning circumstances and society needs. The Review was completed in September 2016. The amendments to the OZP are mainly for taking forward the proposals as recommended under the Review on optimization of development potential of residential/commercial sites and rezoning of suitable sites for residential/commercial, government, institution or community (GIC) and open space uses. Among others amendments, the land uses at the CKL waterfront area have been reviewed.

CKL Waterfront Area

- 2.2 The CKL waterfront area (the Area) was previously covered by the Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP, and included into the boundary of the Kai Tak OZP in 2002. On the approved Kai Tak OZP No. S/K22/4 exhibited in 2012, the Area was zoned as “OU(STP)”, “OU(VS)”, “OU(PFS)”, “O” and shown as ‘Road’ (left plan on **Plan H-1**). The “OU(STP)” zone was occupied by the Kwun Tong Sewage Pumping Station (KTSPS) and area reserved for its extension (**Plan H-6**), and the “OU(VS)” zone was reserved for the development of the tunnel ventilation shaft and administration building of the proposed Trunk Road 2. The “OU(PFS)” zone is occupied by a liquefied petroleum gas filling (LPG) station. The area between the “OU(STP)” and “OU(VS)” zones as well as the land along the waterfront are zoned “O” for development as a public open space (POS), but the Leisure and Cultural Services Department (LCSD) has no development programme for the open space.
- 2.3 Apart from the KTSPS and LPG station, the Area is currently occupied by various temporary uses, including a soccer pitch, a training ground of the Construction Industry Council, an amenity area by LCSD, a marine refuse collection point of the Marine Department, Buildings Department’s contractor depot, works area for the Tseung Kwan O - Lam Tin Tunnel and some vacant land (**Plans H-4a, H-4b, H-5 and H-6**). As the extension of the KTSPS and the ventilation shaft and administration building are confirmed to be no longer required to be developed at the reserved sites,

² Upon checking its nature, R433 (*in bold and italic*), apart from being covered in Group 2, will also be discussed in Group 1. R12152 (*in bold and italic*) has been moved to Group 2 from the originated Group 1.

there is opportunity for a review of land uses of the Area to meet the needs of the community.

- 2.4 As set out in 2016 Policy Address, the Government will earmark a site in the urban area to develop a VTC campus with adequate capacity and state-of-the-art facilities. After consideration of the site area and locational requirement of VTC for the facility (3 to 5 ha in urban area, available for early development), a piece of land with an area of 4.2 ha at the Area (the Site) has been identified for the development. Through the reprovisioning of the existing LPG station, temporary soccer pitch and Wai Lok Street in the middle part of the Area to the north, a larger site could be made available at the southern part for the use (**Plan H-1**).
- 2.5 The Site for the proposed VTC campus is rezoned from “OU(STP)”, “OU(VS)”, “OU(PFS)”, “O” and ‘Road’ to “G/IC” with stepped building height (BH) profile of 70mPD to 60mPD from south to north (Item W1), which are visually compatible with adjoining residential development to its north, Laguna City, with BHs of 80 to 92mPD. The northern part of the Area is rezoned to “OU(PFS)” (Item W2), “O” (Item W3) and ‘Road’ (Item W4) for reprovisioning of the LPG station, soccer pitch and Wai Lok Street respectively. Opportunity is taken to extend and widen the “O” zone on the waterfront by rezoning part of the “OU(VS)” zone and some ‘Road’ areas to “O” (Item W5). There are also some minor adjustments in boundary to reflect the as built alignment of CKL Road (Items W6 and W7). After the rezoning, the land zoned “O” in the Area has been reduced from 5.2 ha to 4.2 ha, which comprises a site for provision of a permanent soccer pitch (to replace the existing temporary one, and has a larger site area and enhanced facilities, e.g. basketball courts and spectator stand) and a waterfront promenade with a length of 660m and a width of 50m. Although the size and configuration of the “O” zone has been adjusted, the planning intention for development of a major open space at the Area remains unchanged. The land use zonings of the Area before and after the OZP amendments are compared in **Plan H-1**.

Indicative Scheme by VTC

- 2.6 Based on an indicative scheme submitted by VTC (**Drawings H-1a to H-1c**) to support the rezoning, the proposed VTC complex comprises three blocks of 11 to 14 storeys with a total GFA of 231,000 m² and plot ratio (PR) of 5.5 to serve about 8,500 students and staff. It will include various educational facilities including classrooms, laboratories, workshops, training facilities including training hotel and training café, teaching and training zone, interactive zone, STEM (science/technology/engineering/mathematics) Education Centre, student amenities, indoor and outdoor spaces for student activities, which are intended to meet the needs of the students and the provision of adequate space, facilities and amenities for a quality learning environment. The proposed development would provide appropriate greening area, wind corridor between building blocks and setback along Wai Yip Street and waterfront promenade. VTC had carried out relevant technical assessments to confirm that the proposed development would not have adverse impacts on the surrounding areas. The major development parameters are set out below:

Site Area	About 42,000 m ²
Total Gross Floor Area (GFA)	About 231,000 m ²
PR	5.5

Number of Floors	11 to 14
Building Height	60mPD to 70mPD
No. of Blocks	3
Estimated Number of Student and Staff	About 8,500

OZP amendments

- 2.7 The proposed OZP amendments were considered and agreed by the Board on 20.1.2017. The relevant TPB Paper No. 10236 and the minutes of the TPB meeting are deposited at the Board's Secretariat for Members' inspection. The TPB Paper and the minutes are also available at the Board's website. The OZP was exhibited under section 5 of the Ordinance on 17.2.2017 (**Annexes I and II**). Items W1 to W7 are set out in the table on the first two pages of this paper.

3. Public Consultation

- 3.1 On 24.10.2016, after consideration of the proposals of the Review, the Board agreed that the Planning Department (PlanD) and Civil Engineering and Development Department (CEDD) could proceed with consultation with the concerned District Councils (DCs) and Harbourfront Commission (HC) on the proposals. The Kwun Tong, Wong Tai Sin (WTS) and Kowloon City (KC) DCs and Task Force on Kai Tak Harbourfront Development (the Task Force) of the HC were consulted between November and December 2016. The representatives of PlanD and VTC attended a local consultation forum organized by OCs of Laguna City on 10.1.2017. In general, KTDC and local residents raised objection or concern on the VTC development on various grounds, including inappropriate location, adverse traffic, visual and air ventilation impacts, reduction of open space and non-compliance with the Harbour Planning Principles and Guidelines (HPPG) adopted by the HC. The views collected as well as the written submissions from concerned DC members and locals, together with the proposed OZP amendments, were considered by the Board on 20.1.2017. Detailed responses of the concerned Government departments to the views received and the findings of the technical assessments are summarized in Attachments XIIb and XIV of TPB Paper No. 10236.
- 3.2 During the consideration of the proposed OZP amendments on 20.1.2017, Members of the Board expressed opinions on the detailed design of the VTC development, and suggested that the Explanatory Statement (ES) of the OZP could stipulate the relevant design requirement for the VTC development. It was also considered appropriate to gazette the amendments to the OZP so that public comments on the OZP could be sought. To reflect the Board's view, the ES of the OZP has stated that "the design of the campus building should respect the waterfront setting and ensure visual compatibility with the surrounding developments. Special design consideration including provision of public passage, building setback and integration with the adjoining planned waterfront promenade should be adopted for the development."

DCs

- 3.3 During the exhibition period of the OZP, the three DCs and the Task Force were

consulted again between March and April 2017. WTS and KC DCs generally had no comment on the proposed VTC campus, except that one member of WTSDC raised concern on the scale and location of the development. At the KTDC meeting held on 2.3.2017, members raised concerns on the adverse traffic, visual and air ventilation impact, excessive development scale, and insufficient supporting facilities and open space in Kwun Tong District. KTDC passed an extempore motion to object against the Board's rezoning of the "O" zone at Wai Yip Street/CKL Road to "G/IC", and referred two letters submitted by the OCs of Laguna City (with about 20,000 signatures objecting to the proposal) (letters at **Annex IIIa**) to the Board. A full set of letters with signatures are deposited at the Secretariat of the Board for Members' inspection. The extract of the minutes of the three DC meetings with KTDC's motion are at **Annexes IIIa, IIIb and IIIc**.

- 3.4 On 7.9.2017, KTDC passed a motion to request the Government to build the CKL Park and waterfront promenade. A copy of the minutes of KTDC meeting with the motion is at **Annex IIIg**.

Task Force

- 3.5 At Task Force's meeting held on 5.4.2017, members raised concerns on development scale of VTC complex, reduction of open space in the Area by 1 ha and potential traffic impact, and suggested changing the building form and height profile to increase visual permeability and air ventilation, reconfiguration of land uses to release more open space for development of a harbourfront park, and provision of public access through the VTC site to the waterfront. After consideration, the Task Force indicated that the rezoning proposal for the proposed VTC campus could not be supported at that stage. The extract of the minutes of the meeting is at **Annex IIIId**. The Secretary of the Task Force issued a letter to the Board on 18.4.2017 summarizing the views of the Task Force (**Annex IIIe**).
- 3.6 In response to the request by the VTC to introduce a new indicative scheme (New Scheme) with a reduced scale (to be explained in paragraph 5.2 below), an informal briefing session with HC members was held on 2.8.2017, with the attendance of the representatives of VTC, PlanD and OCs of Laguna City. In general, HC Members considered that the New Scheme was an improvement as compared with the previously submitted scheme (Original Scheme). The Secretariat of the Task Force issued a letter to PlanD on 29.8.2017 summarizing the views of the Task Force (**Annex IIIIf**). Their major views are as follows:
- (a) as VTC had agreed to reduce its building site area by 1 ha for development of 1 ha POS within the Site, the area of POS in the Area would amount to 5.2 ha, equivalent to the provision on previous OZP. Quoting the reference from other harbourfront areas, some Members considered that the revised PR of 4.3 acceptable;
 - (b) the HPPG did not prohibit buildings on the waterfront, and each use and design should be assessed on its individual merits, and some Members considered that an education institute would be more appropriate than other possible uses, e.g. residential and commercial uses. Members also agreed that air ventilation and visual permeability of the blocks were enhanced under the New Scheme.

Some Members viewed that the New Scheme had fulfilled the requirements as laid down in HPPG; and

- (c) some Members still considered the building bulk and footprint to be massive and there were rooms for improvement, and questioned whether the public interest would be best served by allowing the campus at this location.

4. The Representations

4.1 Subject of Representations (Plan H-2)

The 11,840 representations covered by this paper are related to Items W1 to W7. Among them, 2 are supportive (**R1** and **R2**) and submitted by the VTC and an individual, and 11,838 (**R12**, **R14** to **R39**, **R271** to **R12083** and **R12152**) are adverse in nature and submitted by LegCo Members and KTDC Members (**R271** to **R273**), OCs of Laguna City and Sceneway Garden (**R274** and **R275**), concern groups (**R276** and **R277**) and local residents/individual members of the public (**R38**, **R39**, **R278** to **R12083**, and **R12152**). About 11,453 are in various types of standard letters/forms. A full set of the representations and comments are in the CD-Rom at **Annex VII**, and a full hard copy is deposited at the Secretariat of the Board for Members' inspection.

4.2 Major Grounds of Representations

*Supportive (**R1** and **R2**) (2)*

4.2.1 They support Item W1 on the following grounds:

- (a) The Government has attached great importance to vocational education and training in Hong Kong in Policy Addresses 2014 to 2017. The Education Bureau (EDB) provided policy support to the proposed VTC campus at the Site.
- (b) The amendment provides a clear planning intention and certainty for the proposed VTC campus with adequate size, location, availability for providing conducive environment for Vocational and Professional Education and Training (VPET) and supporting the rationalization of existing VTC campuses to enhance synergy and provide state-of-the-art facilities which are pivotal to enhance the image and quality of VPET in Hong Kong.
- (c) The amendment provides appropriate zoning control on the development scale to be compatible with the harbourfront setting and surrounding environment.
- (d) The proposed VTC campus serves the much-needed societal need for VPET at a suitable location and will serve as a desirable precedent for similar developments in Hong Kong.
- (e) There are sufficient greening areas around Laguna City.

Adverse (R12, R14 to R39, R271 to R12083 and R12152)) (11,838)

4.2.2 They object to or raise concerns on Items W1 to W7. Their major grounds are summarized below:

Open Space and Waterfront Park

- (a) The Kowloon peninsula has more population than Hong Kong Island, but has less large harbourfront parks than Hong Kong Island. There is an imbalance provision in favour of Hong Kong Island and against Kowloon.
- (b) There is insufficient open space in the Kwun Tong District and a strong demand for harbourfront open space. Rezoning the CKL waterfront ignores the need of residents in East Kowloon of enjoying the proposed large CKL Park, and will adversely affect the living environment and quality.
- (c) According to a paper published by PlanD in Hong Kong 2030+ Study, district open space per person of six districts including Kwun Tong are below 1m² per person, and the current standard of 2m² per person in HKPSG is proposed to be increased by 25% to 2.5m² per person. The rezoning will reduce the planned open space in the Area by 1 ha, which is not acceptable.
- (d) As established in previous consultation for KTD, there was a commitment and strong public consensus to provide a CKL Park in the Area. The site has been zoned "O" for years without implementation. It is inappropriate to rezone it for VTC campus and not to build the waterfront park. Laguna City residents are entitled to CKL Park proposed along with their purchase of the flats. The rezoning will deprive private interest, such as property value, of individual citizens.
- (e) There is a strong public consensus for enhancement of the harbourfront for public enjoyment as stated in Policy Address 2017, creating a legitimate expectation to the citizens that the harbourfront will be enjoyed by the general public. There is also policy commitment to develop comprehensive waterfront promenade.
- (f) Harbourfront should be developed into quality open space with park, ball courts, cycling track and restaurant, for recreation. The massive VTC campus will reduce the quality of open space. The VTC campus is privatizing open space solely for VTC use. Instead of a waterfront promenade with narrow width, there is a need for an open space of sufficient width to enable the said activities to be carried out.
- (g) To develop the waterfront for tourism attraction to create synergy with the adjacent areas, and to plan the CKL waterfront together with the Kai Tak cruise terminal and Kwun Tong sewerage treatment facilities.

Site Selection

- (h) The location of the VTC campus is unacceptable and inappropriate. It should be built at a more convenient location but not on a waterfront site. The campus can be built at other locations.
- (i) There is already a concentration of vocational education facilities in East Kowloon. VTC campus is better to be spread across Hong Kong to reduce travel time of students. There are alternative sites. VTC campus should be relocated to other sites, e.g. vacant Government sites and vacant school sites, industrial sites, open space, redevelopment of existing VTC campuses, GIC sites in KTD including those rezoned for commercial uses, New Territories “Village Type Development” zone and CKL Tsuen.
- (j) The VTC campus and its hotel use are incompatible with surrounding land uses such as residential developments and waterfront setting. An application for OZP amendment for hotel development near Laguna City (**Plan H-6**) was rejected by the Board in 2014 on grounds that it will lead to reduction of open space and there are insurmountable traffic issues, which can also apply to the proposed VTC campus.
- (k) The location of the LPG Station is inappropriate as it will pose danger to surrounding residential and other uses.

Needs of VTC Campus

- (l) Initiative for VPET cannot be an excuse to override public/social needs and the demand for harbourfront open space. VTC has no operational needs to set up such a large harbourfront campus, judging from its other campuses in Hong Kong. Government should review whether VTC requires such a large site. The land gave up by VTC in exchange for the harbourfront site is not equal and should be justified.
- (m) VTC cannot enrol sufficient students in recent years, therefore should not establish a new campus with massive GFA. There are already adequate existing VTC facilities to cater for its needs.
- (n) The rezoning will restrict the public from using the public spaces, and VTC will unlikely allow public to use part of its campus. There is query on the benefits of providing VTC campus.

Traffic Issues

- (o) With the existing 30,000 residents in Laguna City and the future population for the ex-Kaolin Mine site³, the additional 8,500 students and staff of the proposed VTC campus will generate adverse impact on traffic condition, road network, public transport system and pedestrian facilities. MTR Lam Tin

³ The future population of the residential developments at the ex-Kaolin Mine sites is expected to be about 6,100.

Station (**Plan H-7**) is already overcrowded and working above its design capacity. The existing traffic and illegal road-side parking during peak hour at Laguna City and Exit D of MTR Station are causing traffic congestion and affecting the safety of the residents and students. Government should review the traffic network, pedestrian facilities and traffic infrastructure in the area.

- (p) The TIA conducted by VTC is incomprehensive and incorrect on the calculation of traffic flow and demand on public transport, and its quality is poor. The TIA has not considered impacts from some committed/planned developments (e.g. ex-Kaolin Mine site), redevelopments, the proposed hotel in the VTC development, and the LPG station. The proposed traffic mitigation measures are unreasonable and not adequate, e.g. the proposed increase in green mini-bus (GMB) service will worsen the traffic congestion.
- (q) The proposed VTC campus will cause large increase in pedestrian flow. The large pedestrian flow in opposite directions will cause severe congestion and conflict. The four lifts⁴ connecting Laguna City and the MTR Lam Tin Station (**Plans H-5 and H-8**) may not be able to cater for the additional flow. There is no alternative route if the lifts malfunction.
- (r) There are insufficient mini-bus service and car parking spaces to cater for the existing needs in the area. Considering the long distance of the Site from MTR station, students would use GMB and shuttle bus to reach the campus and the increased traffic flow will have serious impacts on the local roads including CKL Road, Sin Fat Road and Wai Yip Street.
- (s) There are inadequate parking spaces in the area and terminating the temporary car park at Wai Lok Street will cause illegal parking. The existing temporary car parks should be converted to permanent car park.
- (t) Instead of using MTR Lam Tin Station only, consideration should be given to making use of MTR Yau Tong Station or water routes to divert traffic. To provide direct link between VTC and MTR station by subway.
- (u) To develop a monorail system similar to that in Singapore Sentosa connecting Kai Tak Cruise Terminal, Kwun Tong, Lam Tin and Lei Yue Mun to alleviate traffic problems and enhance attractiveness.

Community Facilities and Infrastructure

- (v) The additional users of the VTC campus will overload the facilities of Laguna City/the area and adversely affect the residents. There are insufficient commercial facilities to cater for the increased people.

⁴ According to the deed of grant of easement, the lot owners of NKIL 6055 (Laguna City Phases 1, 2 and 4) have to maintain a public passageway over adjacent Government land to connect the lot with Sin Fat Road and the public transport terminus under Sai Tso Wan Neighbourhood Community Centre at their cost and open to the public at all times. The public passageway comprises covered walkways and 4 lifts connecting Sin Fat Road to the Laguna City, public transport terminus and Yau Hong Street (pink area on **Plan H-8**). The public passageway is connected with the internal passageway within Laguna City (green area on **Plan H-8**).

- (w) The infrastructure in the area is overloaded and living environment in Kwun Tong is overcrowded. There are insufficient commercial/recreational/community/public facilities in East Kowloon, with no central library and integrated sports stadium to serve the population of more than 700,000 in East Kowloon. Consideration could be given to providing community/recreational/commercial facilities (e.g. library, sports centre, community centre, market, eating place, food trucks, etc.) along the waterfront.
- (x) Due to the additional pedestrian flow, the maintenance cost of the lifts of the pedestrian walkway connecting Laguna City and MTR Lam Tin Station (**Plan H-8**) would increase. It is unfair for the residents of Laguna City to bear such additional costs.

Environmental, Landscape and Security Issues

- (y) The redevelopments in Kwun Tong have resulted in poor ventilation, and temperature increases due to the wall effect caused by buildings with curtain walls. All these developments, plus the additional number of vehicles plying in and around the area, have increased air pollution. The heavy traffic congestion caused by the proposed development will give rise to serious air pollution from vehicle emission which is hazardous to health.
- (z) The noise pollution will be worsened due to the campus building. The VTC campus is very close to the private residential developments at Wing Fook Street and Laguna City, thus increasing the noise level and affecting the residents.
- (aa) The additional pedestrian flow will cause hygienic, environmental and security issues.
- (bb) Construction of VTC development will cause chaos, inconvenience and health hazards to Laguna City residents, and will lead to removal of hundreds of trees more than 20 years old.
- (cc) The EA is questionable as the proposed mitigation measures for the air conditioning equipment on VTC roof may induce conflict between Laguna City residents and VTC. Noise barriers should be installed along CKL Road between Yau Tong and Kwun Tong.
- (dd) There is a need to initiate Environmental Impact Assessment (EIA) process for the proposed VTC campus.

Visual and Air Ventilation Issues

- (ee) The VTC campus is massive, and its building bulk/BH is unacceptable and will have adverse visual impact. Strong justification on building design should be provided. Also, the VIA has not considered impact on residents of

Laguna City as no viewpoint in Laguna City is proposed.

- (ff) The VTC building will be taller than the private housing near Wing Fook Street (**Plans H-5 and H-6**) and almost higher than the level of ex-Kaolin Mine site, blocking the sunlight and air ventilation of the residents. The VTC campus will affect air ventilation and penetration of prevailing wind to hinterland, and affect the health of all residents in Laguna City and CKL Tsuen. The conclusion of the AVA is invalid.

HPPG

- (gg) The proposed VTC campus is not in line with HPPG, especially in terms of preserving Victoria Harbour, stakeholder engagement, diversity of uses, provision of open space and connection to the harbourfront. Harbourfront buildings should be of small footprint. The VTC buildings are of mega size and do not respect the harbour. The buildings are just slightly lower than the residential buildings behind, and do not truly comply with the guidelines of descending and varying BH profile (computerized images provided by **R274** at **Drawing H-3**). The buildings will limit the connection between the waterfront and neighbouring community, and people will not enjoy the landscaped pedestrian passageways under the massive buildings.

Public Consultation and Procedure

- (hh) There is a lack of public consultation. Local stakeholders were not consulted prior to the publication of the proposal. The opinions of the residents of Laguna City were ignored as PlanD insisted to change the land use despite of the objections. There is query on credibility of Government and how public comments are being handled.
- (ii) The rezoning is considered procedurally unfair and unjust. There was no such public consensus as to develop Kai Tak into an education hub. The Government did not fulfil the promises of providing a CKL Park.
- (jj) The decision to make the amendment by the Board is illegal. The Board, when preparing the amendment, failed to appreciate the significance of s.3(2) of Town Planning Ordinance requiring the making of inquiry and arrangement in plan-making, take into account relevant considerations, and provide solution to the problems/issues.

Other issues

- (kk) The VTC proposal violates the Protection of the Harbour Ordinance and fails to meet the three assessments in respect of the overriding public interest test.
- (ll) VTC campus should utilize underground space and build public carpark.

4.3 Representers' Proposals

The representers' proposals are summarized as follows:

Retain the Area for Open Space/Relocation of Facilities

- (a) To cancel/reject/withdraw the proposal to rezone the Site for VTC campus. The Site should be used for CKL Park and connects to Kai Tak and Lei Yue Mun.
- (b) To develop CKL Park with quality comparable to Tamar and West Kowloon Cultural District harbourfront parks, and provide waterfront promenade.
- (c) The Site should remain as “O” or as “G/IC” with lower development intensity e.g. 30mPD to 40mPD to be compatible with harbourfront setting.
- (d) To relocate the LPG station, car park, soccer pitch, etc.
- (e) VTC should free up part of the Site for recreational facilities connecting to CKL waterfront for public enjoyment.

BH

- (f) To retain the original BHRs for the Area on the OZP or reduce BH to 10mPD so that the development intensity and BH will be consistent with the surrounding waterfront land uses.

5. Comments on Representations

Support/not object to VTC Campus

5.1 Among the 1,168 comments received, 47 support or have no objection to VTC campus development (**C263** to **C309**), and are submitted by VTC, the Chairperson of various boards of VTC, companies and individuals. Their major grounds are as follows:

- (a) There is policy support to VPET and the proposed VTC campus, and there is a strong societal demand for VPET in response to change in demand of talents/highly-skilled workforce due to technological advancement, globalisation and economic growth. As the old campuses of VTC are aged and outdated, and are scattered across the territory with insufficient spaces, a new modernised campus is necessary to provide state-of-the-art facilities for inter-disciplinary learning.
- (b) VTC welcomed the proposed land allocation by the Government at the Site for development of a multi-disciplinary VTC campus, which is considered appropriate in terms of site area, location at the urban centre and availability for timely provision of the much needed VPET facilities in Hong Kong.
- (c) VTC has listened to the public comments and made amendments on the scale and form of the campus accordingly.
- (d) Locating an education institution at the harbourfront would promote vibrancy and

diversity of uses along waterfront areas, and cater for economic, societal and environmental need of society. The proposed VTC campus could also support the transformation of East Kowloon into the new Central Business District (CBD).

- (e) There is a lack of training and education facilities in the area. The proposed VTC campus in a convenient urban location can offer much needed continuous training opportunities.
- (f) The VTC campus can encourage Government to invest on further improvement of facilities and traffic infrastructures in the area, and help bring in young people into the area. It will provide up-to-date equipment promoting STEM education, which facilitate holistic development of young people and overall development of Hong Kong.

5.2 In response to the views/comments of stakeholders/locals and representations, VTC has submitted a comment (**C263**) with a New Scheme for proposed VTC campus, which has proposed to reduce the development scale with reduction in PR, GFA and number of blocks. 1 ha of POS will be provided at the western part of the Site and handed back to the Government for management and maintenance upon completion. The layout plan and photomontages of the New Scheme are at **Drawings H-2a to 2h**. The major development parameters of the Original Scheme and New Scheme are compared as follows:

	Original Scheme	New Scheme	Change
Site Area	42,000 m ²	Same	-
Total GFA	231,000 m ²	180,000 m ²	- 51,000 m ²
Plot Ratio	5.5	4.3	- 1.2
Number of Blocks	3	2	-1
Number of Floors	11 to 14	Same	-
Building Height	60mPD to 70mPD	Same	-
POS	0	10,000 m ²	+10,000 m ²
Parking Spaces	200	150	-50
Estimated Number of Student and Staff	8,500	6,800	- 1,700

5.3 VTC's justifications for the New Scheme are:

- (a) The additional provision of 1ha POS will make the total amount of open space provision under the OZP remains the same as previous OZP at this location (i.e. about 5.2 ha).
- (b) Revised TIA, AVA and VIA have been conducted for the New Scheme and confirmed that the proposed VTC campus would not impose insurmountable impacts on the surroundings. Direct shuttle bus services between the campus and Yau Tong MTR Station will be provided to divert the traffic and pedestrian

flow of students/staff away from Laguna City area.

- (c) Building mass, height, disposition and orientation are carefully articulated to be compatible with the waterfront setting. Planning merits presented in the Original Scheme, including stepped and descending BH profile, wide building separation, podium-free design, integrated landscape and maximizing greening opportunities, provision of accessible linkages to the waterfront and sustainable design etc. are all retained.

Oppose VTC Campus

5.4 The remaining 1,121 comments oppose or have adverse comments on **(C258, C260 to C262, C310 to C1426)** the VTC campus and are submitted by LegCo members, KTDC members, OCs or IOs of the buildings in the surrounding areas, concern group, companies and individuals. Their views are generally similar to those of the representers as set out above. Their detailed views are set out in **Annex VI**.

5.5 Regarding VTC's New Scheme, some commenters have the following views:

- (a) The waterfront promenade was planned and illustrated in the Kai Tak OZP No. S/K22/4 along with a CKL Park. The rezoning will break up the continuity of the waterfront promenade and further reduces the recreational promenade for public enjoyment. The New Scheme submitted by VTC still cannot provide a waterfront for public enjoyment in accordance with Government's policy.
- (b) VTC should not be allowed to manage the 1 ha open space within the Site, as the open space will be occupied by VTC users instead of for public enjoyment. Public passageway within the Site is not possible for public access all the time.
- (c) There was no proper consultation before the rezoning and making statement in the Policy Address. Large scale consultation was carried out in the context of KTD to confirm the CKL Park and promenade, and the result should be respected.
- (d) KTDC, Task Force and nearby residents have already showed that they object/do not support the rezoning. The Board should take the residents' concerns into consideration. The rezoning and land exchange for the proposed VTC campus is procedurally unjust and irresponsible. Government policy should be people-oriented and should respect public comments.
- (e) With the future developments in Yau Tong area and future traffic flow from new road network (e.g. Tseung Kwan O-Lam Tin Tunnel), diverting traffic to MTR Yau Tong Station would overload its nearby roads. Stakeholders of Yau Tong area should be consulted for any traffic measures.
- (f) It is not appropriate for VTC to submit a revised scheme just two days before the end of the period for submission of comments on representations, allowing little time for the public to respond.

6. Planning Considerations and Assessment

6.1 The Representation Sites and their Surrounding Areas (Plans H-2 to H-6)

6.1.1 The representation sites are described in paragraphs 2.2 to 2.5 above.

6.1.2 The representation sites are located at the CKL waterfront in the eastern part of Kowloon. The surrounding areas comprise:

- (a) To the immediate northwest are an amenity area by LCSD and the KTSPS with a BHR of 15mPD on OZP. The Drainage Services Department will carry out enhancement works to construct a landscape deck on top of the pumping station for public access. The Kwun Tong Business Area, which falls within the Kwun Tong (South) OZP (**Plan H-2**), is to the further northwest with high-rise commercial and industrial buildings.
- (b) To the west is the planned waterfront promenade within the “O” zone, where a temporary marine refuse collection point together with a temporary contractor depot, and a temporary works area for Tseung Kwan O - Lam Tin Tunnel are located at its northern and southern parts respectively (**Plans H-6 and H-8**). To the immediate southeast along the waterfront is a strip of “G/IC” site which is also partly occupied by the works area.
- (c) To the east across CKL Road is a row of low-rise private housing along Fan Wa Street (25-38mPD) within “R(A)” zone and CKL Tsuen, which is occupied by low-rise temporary structures and squatters. The ex-Kaolin Mine sites which are planned for housing developments (BHRs of 90mPD to 110mPD) are to the further east at the upper platform.
- (d) To the north and northeast across Wai Yip Street is the Laguna City, which is a high-rise private housing estate comprises 38 blocks (80-92mPD), the Laguna Park (3 ha) and Tsui Ping River. These areas together with those mentioned in (c) all fall within the boundary of Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP.

6.2 Planning Intention

The planning intentions of the concerned zones are as follows:

- (a) The “G/IC” zone is intended primarily for the provision of Government, institution and community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- (b) The “OU(PFS)” zone is intended primarily for the provision of petrol filling station serving the needs of the local residents as well as the general public.

- (c) The “O” zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

6.3 Reponses to Grounds of Representations

New Scheme Submitted by VTC

- 6.3.1 During the publication period of representations, VTC submitted a comment (**C263**) with a New Scheme of reduced development intensity and additional provision of 1 ha of POS. The New Scheme conforms to the OZP control and BH restrictions and is illustrated at **Drawings H-2a to 2h**. The Scheme has positively responded to the concerns raised in the consultation process and various representers as mentioned above, and is generally considered as an improvement to the Original Scheme. The TIA, VIA and AVA conducted for the New Scheme (provided in **C263**) have confirmed that the scheme would not have significant adverse traffic, visual and air ventilation impacts on the surrounding areas. The findings of the technical assessments are acceptable to concerned departments.

Support

- 6.3.2 The supportive views of **R1** and **R2** on Item W1 are noted.

Adverse

Open Space and Waterfront Park

- 6.3.3 To meet the public demand for space for leisure and recreational activities, sufficient land will be reserved in the relevant district for provision of open space in accordance with the provision standards in HKPSG, i.e. 1m² of district open space and 1m² local open space per person. To allow public enjoyment of the harbour, waterfront promenade and parks are planned on the two sides of Victoria Harbour. On Kowloon side, there is no lack of such provision. Apart from some existing ones (e.g. Hoi Sham Park, Hung Hom Promenade, Kwun Tong Promenade), a Metro Park of about 20ha in size and a total provision of close to 100ha of open space including promenade with a length of 11km are proposed in KTD to serve the population in East Kowloon.
- 6.3.4 The planned provision of open space in Kwun Tong District, the Kai Tak OZP and the Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP (where Laguna City is located) have exceeded the requirements in HKPSG and the proposed figure of 2.5m² per person mentioned in the Hong Kong 2030+ Study, with per person provision of 3m², 4.3m² and 2.85m² respectively. Regarding the deficit in district open space in Kwun Tong district stated in the report of HK2030+ study, the concerned figure is only based on existing developed open space, without taking into account the planned one. Taking into account the planned provision, there is a surplus provision of about 30ha of district open space in Kwun Tong, equivalent to about 1.4m² per person, exceeding the 1m² per

person standard in the HKPSG.

- 6.3.5 For the CKL Park, as explained in the background section, despite the rezoning will result in a slight reduction in the planned open space in the Area, there remains a total of 4.2ha of land reserved for open space use. There has been no change in the planning intention and Government's commitment for development of a major open space with a waterfront promenade at the location. According to the New Scheme submitted by VTC, 1 ha of POS will be constructed by VTC under their project and be handed back to the Government for management and maintenance. The total amount of POS provision at CKL waterfront will remain unchanged (i.e. 5.2ha), and is able to provide a variety of leisure and recreational facilities. Coupled with the existing Laguna Park of 3ha, there should be a total of about 8.2 ha of open space in the Area to serve the local residents including those of Laguna City.
- 6.3.6 According to LCSD, there is no development programme for the planned open space in the Area. VTC project will facilitate early implementation of part of the planned open space (about 1.7ha) including provision of a permanent soccer pitch (to replace the existing temporary one but with larger site area and enhanced facilities, e.g. basketball courts, spectator stand) and the said 1 ha POS under their project for enjoyment of the locals. The VTC development will include landscaped area and setback from the waterfront promenade and various design measures to integrate with the open space and waterfront environment and facilitate connection to adjacent developments.

Site Selection

- 6.3.7 As the old campuses of VTC are aged and outdated, scattered across the territory and crowded with inadequate space for students, a new modernized campus is required by the VTC to provide state-of-the-art facilities for inter-disciplinary learning and to provide a conducive learning environment for the students. According to VTC's strategic development plan, there is a need for timely development of a new campus with sufficient size in the urban area to support the continued development of VPET in Hong Kong. Against this background, as stated in Policy Address, the Government supports the earmark of a site in the urban area to develop a VTC campus with adequate capacity and state-of-the-art facilities. After considering the requirements of VTC (i.e. 3 to 5 ha in urban area and available for early development), PlanD identified the Site as most suitable for the purpose. As confirmed by VTC, the Site is suitable from their perspective. Given the large site area requirement, normal vacant school premises are not sufficient in size. For the various alternative sites suggested by representers, they cannot meet the site selection requirements in terms of size and location, or are committed for other uses.
- 6.3.8 VTC campus development is considered as educational use, which is not incompatible with the surrounding residential developments and the waterfront setting. The development will have no conflict with the planned waterfront promenade in front of the Site, and appropriate building setback, building gap, landscaped design have been proposed to ensure integration with the

waterfront setting. Also, according to the technical assessments submitted by VTC, the proposed development would not have significant impacts on the surrounding areas.

- 6.3.9 The proposed training hotel (about 60 guestrooms) in the VTC campus is to provide authentic training facilities for the hospitality discipline. It is not of a large scale and is intended for teaching purpose, and the traffic generated has been taken into account in the TIA submitted by VTC. It is a Column 2 use in the “G/IC” zone requiring planning permission from the Board. If VTC would like to pursue the use, a s.16 planning application with supporting details and justifications has to be submitted to the Board for further consideration. For the s.12A application (No. Y/K15/3) for rezoning of a local open space adjoining Laguna City (**Plan H-5**) for hotel use proposed by a private land developer, it is for a normal hotel of 378 rooms, and was rejected by the Metro Planning Committee of the Board in 2014 because the concerned open space is in close proximity to residential block of Laguna City hence serving as visual relief and breathing space for the surrounding areas, and there was no effective mechanism to ensure the implementation of junction improvement works as proposed by the applicant.
- 6.3.10 The rezoning involving reprovisioning of the existing LPG station in the Area to achieve better land use arrangement and utilization. According to the Quantitative Risk Assessment conducted by VTC, the risk levels posed by the proposed relocated LPG station are acceptable in accordance with the Government Risk Guidelines in the HKPSG. The station will have a distance of more than 140m from the nearest residential blocks. The Director of Electrical and Mechanical Services (DEMS) has no adverse comment on the findings of the assessment.

Needs of VTC campus

- 6.3.11 According to EDB, apart from providing modern facilities and quality learning environment, the new VTC campus will serve to reprovision two existing overcrowded and aged campuses in Cheung Sha Wan (Hong Kong Institute of Vocational Education (IVE) (Haking Wong) and Kwun Tong (IVE (Kwun Tong)) which have about 5,700 full-time students in the 2016/17 academic year. These two sites will be returned to the Government for beneficial uses upon completion of the new VTC campus. The new campus will be designed for over 6,000 full-time students. According to the statistics provided by VTC, the number of secondary school leavers will start to gradually increase from 2023/24. There has been a strong demand for VPET, and the new campus will serve to improve the facilities required for VPET.
- 6.3.12 As advised by EDB, a modern campus with quality learning facilities commensurate with other post-secondary education institutions would help provide a good study environment to students. The new VTC campus will enhance synergy and provide state-of-the-art facilities which are pivotal to enhancing the professional image and high-quality education provided by VPET. EDB has rendered policy support to the proposed VTC development. To address the local concerns, VTC has proposed to reduce its development

scale and provide 1 ha of POS in its project.

Traffic Issues

- 6.3.13 VTC submitted a TIA in its representation (**R1**) and a revised TIA in its comment (**C263**) which concluded that the proposed development will not impose significant traffic impact on the vicinity road network. The findings are acceptable to the Commissioner for Transport (C for T) and it is anticipated that the development would not cause insurmountable problems from traffic aspect. According to the New Scheme prepared by VTC, the estimated number of student and staff have been reduced from 8,500 to 6,800 and a direct shuttle bus service between the campus and Yau Tong MTR Station will be provided. CEDD has committed to implement improvement works at four junctions (**Plan H-7**) in vicinity before the population intake of ex-Kaolin Mine sites in around 2021. Taking into account the committed improvement measures to be implemented at the junctions in the vicinity, planned and committed developments and redevelopment in the surrounding areas including ex-Kaolin Mine sites, the critical junctions in the vicinity (**Drawing H-4**) are anticipated to operate satisfactorily with spare capacity during the AM and PM peak periods.
- 6.3.14 According to the TIA report of the New Scheme, VTC proposed to provide direct shuttle bus services between VTC campus and MTR Yau Tong Station and will travel along the CKL Road waterfront section (**Plan H-7**) without stop. C for T advised that with the above shuttle bus services, it will minimize the traffic impacts to the roads in the vicinity. Furthermore, among the 6,800 students/staff, it is estimated that approximately 20% of them⁵ will arrive at the VTC campus during morning peak hour. Assuming that more than half of the students/staff would take the aforesaid shuttle bus, it is anticipated the pedestrian walking trips of the remaining students/staff taking MTR during peak hour will distribute among various pedestrian routes to the three nearby MTR stations (Lam Tin, Kwun Tong and Yau Tong). The additional walk trips on each pedestrian route shall be minimal and will not have significant impact. It is also observed Yau Tong MTR station has sufficient capacity to cater for shuttle bus services and to accommodate additional pedestrian flow pertain to VTC development.
- 6.3.15 With regards to the arrangement in relocating the LPG station, since the proposed site of about 5,900m² would be larger than the existing LPG station (area of about 2,000m²), a holding area would be provided within the proposed site to temporarily accommodate the vehicles queuing up for the LPG service, thereby minimizing the impact caused to the road traffic in the vicinity.
- 6.3.16 On parking provision, the VTC campus will provide 150 ancillary private car parking spaces within the development and will not rely on the parking spaces of the adjacent areas. To meet the public demand, the Government will adopt various measures to increase the supply of public car parking spaces where

⁵ VTC offer programmes with different class schedule and durations, therefore arrival/departure pattern of its students/staff will not be concentrated during AM/PM peak hours and will be staggered throughout the day.

feasible/justified or opportunity arises. For the subway between the Site and Lam Tin Station as proposed by the representer, there are existing at-grade pedestrian accesses and footpath to connect the two points.

- 6.3.17 The CEDD is conducting a feasibility study on the provision of an Environmental Friendly Linkage System (EFLS) for Kowloon East. The EFLS under study is intended to enhance the connectivity between KTD and the Kowloon Bay and Kwun Tong areas.

Community Facilities and Infrastructures

- 6.3.18 According to the requirements in HKPSG, there are generally sufficient open space and major community facilities, including library, sports centre and community centres, in the Kai Tak and Cha Kwo Ling, Yau Tong, Lei Yue Mun Planning Area (**Annex IV**). Some major facilities including clinic, community halls and public transport terminus are also provided in the areas around Laguna City. VTC development is also a type of educational facilities serving the wider community. VTC is ready to share its facilities with the local community through various collaboration programmes and projects. For commercial facilities, apart from those in the Laguna City, major commercial facilities are available at the three adjacent MTR Stations, i.e. Lam Tin, Kwun Tong and Yau Tong, as well as the Kwun Town Business Area to the north of the Site. Sufficient ancillary facilities including canteens, tuck shop will also be provided in the VTC campus to serve the students and teachers.

- 6.3.19 For the impacts on the lifts along the public passageway, VTC has proposed to provide direct shuttle bus services from Yau Tong MTR station to the campus so as to divert students/staff to Yau Tong Station (**Plan H-7**). This will help minimize additional pedestrians using the lifts and public passageway. If the lifts are not functioning, pedestrians can use the alternative route along Sin Fat Road.

Environmental, Landscape and Security Issues

- 6.3.20 As advised by the Director of Environmental Protection (DEP), the VTC development is not a designated project under the EIA Ordinance and it does not require to go through the statutory EIA process. Notwithstanding this, VTC has conducted an EA confirming that insurmountable environmental impacts (e.g. air quality, noise) are not anticipated with the implementation of recommended mitigation measures.

- 6.3.21 DEP advised that the VTC campus building is not a noise pollution source according to the HKPSG. Based on VTC's New Scheme, the blocks will be setback from Wai Yip Street by 42m and CKL Road by 20m, leaving a distance of about 90m from the nearest block of Laguna City and 40m from the residential developments at Fan Wa Street (**Drawing H-2a**). The EA conducted by VTC indicated that adverse noise impact arising from the operation of fixed plant sources such as the air-conditioning equipment to the nearby noise sensitive receivers is not anticipated with the implementation of the recommended noise mitigation measures (provision of partial enclosures

and silencers to the air-conditioning equipment). The findings of the EA are acceptable to DEP.

- 6.3.22 As advised by DEP, the air quality and noise impacts arising from the construction of the development are under control of relevant pollution control ordinances and guidelines. With the implementation of suitable mitigation measures such as frequent cleaning and watering of site, provision of wheel-washing facilities and use of quiet powered mechanical equipment, unacceptable short-term environmental impacts during construction phase are not anticipated.
- 6.3.23 The TIA for the proposed VTC development concluded that it would not impose significant traffic impact on the vicinity road network. Hence, as far as traffic noise is concerned, the impact on CKL Road would be insignificant.
- 6.3.24 On hygiene and security concerns, it is estimated that students and staff of VTC will only travel along the public areas in Laguna City.
- 6.3.25 VTC has conducted a preliminary tree survey which confirms that there is no Old & Valuable Trees (OVT) in the Site. VTC will seek prior approval in accordance with the prevailing requirements should there be a need to remove any trees on site, and provide compensatory planting as appropriate.

Visual and Air Ventilation Aspects

- 6.3.26 To respect the waterfront setting, the proposed VTC development has adopted a stepped BH profile of 60mPD to 70mPD to create visual interests and to ensure compatibility with the residential blocks of Laguna City of 80-92mPD. The architectural forms of the building blocks and the landscaped terraces linking the building blocks may generate some visual interest. In particular, the New Scheme will enable a more responsive design to the surroundings as the quality of both physical and visual permeability will likely be enhanced. As demonstrated in the VIA, taken into account the general townscape character of the area, the proposed development is not considered out of context and will unlikely result in significant adverse visual impact.
- 6.3.27 In accordance with TPB Guidelines No. 41 on submission of VIA for planning applications to the TPB, a total seven vantage points at publicly accessible locations (open space, major pedestrian footpath) were selected in the VIA to assess the possible visual impacts of the proposed development. The selected points have covered Laguna Park (**Drawing H-2d**) and the bus stop near the junction of CKL Road and Sin Fat Road (**Drawing H-2e**), which is in the middle of Laguna City. As mentioned in the said TPB Guidelines, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations.
- 6.3.28 In the Original Scheme and New Scheme, various measures including building separation between blocks, setback from Wai Yip Street/waterfront promenade, podium free design, semi-outdoor link bridge(s) have been adopted to improve

permeability of the development and minimize the potential adverse air ventilation impact on the surrounding pedestrian wind environment. For the New Scheme, the building bulk has been reduced and the area of POS has been increased. Appropriate requirements on the design and provision of the POS and urban design considerations would be stipulated in the conditions of land grant/allocation to VTC. According to the AVAs conducted by VTC, the overall performances of the existing condition of the Site and the Original Scheme on pedestrian wind environment are comparable under both annual and summer conditions. For the New Scheme, its overall performances on pedestrian wind environment are comparable with the Original Scheme under the annual condition, while the overall pedestrian wind environment would be slightly enhanced under the summer condition.

HPPG

- 6.3.29 As advised by the Task Force, the HPPG did not prohibit buildings on the waterfront, and each use and design should be assessed on its individual merits with reference to HPPG. As stated in HPPG, land uses which can cater for the economic/social/environmental needs of society and be compatible with the harbourfront environment should be encouraged as and where appropriate to achieve a balanced mix of land uses.
- 6.3.30 The OZP amendments will not jeopardize the intention to preserve the waterfront areas for public enjoyment as a total of 5.2 ha open space will be maintained for open space and promenade (with a width of 50m and length of 660m) uses, and the VTC project will facilitate early implementation of part of the open space (about 1.7ha). On the design aspect, the new campus building would provide greening area, stepped BH, wind corridor between building blocks and setback along Wai Yip Street and planned waterfront promenade to ensure compatibility with the waterfront setting. Public passageway would be reserved within the Site to facilitate accessibility to the waterfront.
- 6.3.31 From land use perspective, the VTC campus is regarded as educational use, which is not incompatible with the surrounding developments and waterfront environment, and can provide diversity of uses and enhance vibrancy at the harbourfront during different hours. Upon consultation, the Task Force considered the New Scheme (**Drawing H-2a**) was an improvement as compared with the Original Scheme (**Drawing H-1a**), and the air ventilation and visual permeability of the blocks were enhanced, and some members viewed that the New Scheme had already fulfilled the requirements in HPPG and the revised plot ratio of 4.3 acceptable (**Annex III f**). All in all, the Task Force in general had no major adverse comments on the New Scheme from harbourfront planning perspective.

Public Consultation and Procedure

- 6.3.32 In taking forward the OZP amendments, the statutory and administrative procedures in consulting the public have been followed by PlanD, including the consultation with three DCs and Task Forces twice, i.e. before and after the OZP amendments, and attending a local forum. The views raised by DC and

locals, the minutes of the concerned meetings, submissions from the stakeholders and the responses of Government bureau/departments were relayed to the Board for consideration. The exhibition of the OZP for public inspection and the provisions for submission of representations and comments form part of the statutory consultation process under the Town Planning Ordinance.

6.3.33 The OZP amendments will not jeopardize the intention to preserve the waterfront areas for public enjoyment without loss in planned open space in the Area, and the VTC project will facilitate early implementation of part of the open space.

6.3.34 In agreeing to the exhibition of OZP amendments for consultation, the Board had duly considered the views of stakeholders. In order to address the possible concerns, the ES of the OZP was specifically amended to specify the relevant urban design requirements to ensure that VTC would be compatible with surrounding developments and the waterfront setting. Taking into account views expressed in the consultation process, VTC has proposed to reduce the scale of development and provide 1 ha POS in their project. The shuttle bus service will only travel along CKL Road, and the expected number of trips should not be significant, and has been taken into account in the revised TIA. During the detailed design of the campus, DCs will be consulted on the design of the POS and VTC is willing to consider the views of the DC and locals on the campus design and traffic arrangement.

Other issues

6.3.35 The OZP amendments and VTC development does not involve reclamation of the harbour. The Protection of the Harbour Ordinance is therefore not applicable.

6.3.36 As to the feasibility of utilizing underground space, a half-sunken basement design has been adopted in the New Scheme for the proposed campus development. VTC could further consider such possibility at the detailed design stage.

6.4 Responses to Representers' Proposals

Retain the Area for Open Space/Relocation of Facilities

6.4.1 The proposals to cancel the VTC development and retain the Site as "O" for development of CKL Park are not supported because the proposed VTC development will not reduce the planned open space provision in the Area, and is considered acceptable from educational policy perspective, technical considerations as well as harbourfront planning perspective. It can also facilitate early implementation of part of the planned open space. Regarding the proposals to lower the development intensity of the VTC development, the scale of the proposed development is considered acceptable.

6.4.2 On the relocation of the LPG station to other areas, no other suitable location

nearby can be identified, and the proposed location is considered acceptable taking into account the relevant traffic and technical considerations.

BH

- 6.4.3 Regarding the proposals to retain the BHRs on previous OZP and a lower BHR of 10mPD, such BHRs are considered inadequate to accommodate the required GFA of VTC campus and not optimizing scarce urban land resources, and the BHRs of 60mPD to 70mPD are considered acceptable from urban design perspective.

6.5 Responses to Grounds of Comments

Support/not object to VTC Campus

- 6.5.1 The supportive views to VTC development are noted. The assessments on VTC's New Scheme are set out in paragraph 6.3.1 above.

Oppose VTC Campus

- 6.5.2 Since the views of commenters are similar to those of representers, the responses in paragraph 6.3 above are generally relevant.
- 6.5.3 Regarding the management of the 1 ha of POS to be constructed by VTC, such area is for public enjoyment and will be handed back to Government for management and maintenance upon completion. On the traffic impact of the additional shuttle bus service from MTR Yau Tong Station to the campus, the updated TIA conducted by VTC has confirmed that it would not have adverse impact on the surrounding roads. In respect of VTC's timing in submission of comments to the Board, all comments could be submitted to the Board within the three weeks period for submission of comments on representations and all comments received would be deposited at the Secretariat of the Board and planning enquiry counters of PlanD for public inspection.

7. Departmental Consultation

The following Government bureaux/departments have been consulted and their responses have been incorporated in the above paragraphs, where appropriate:

- (a) Secretary for Education;
- (b) Secretary for Development;
- (c) C for T;
- (d) Chief Highway Engineer/Kowloon, Highways Department;
- (e) Chief Technical Advisor/Subvented Projects, Architectural Services Department;
- (f) Director of Civil Engineering and Development;
- (g) DEP;
- (h) DEMS;
- (i) Director of Leisure and Cultural Services;
- (j) District Lands Officer/Kowloon East, Lands Department; and

(k) Chief Town Planner/Urban Design and Landscape, PlanD.

8. **Planning Department's Views**

8.1 The supportive views of **R1** and **R2** on Item W1 are noted.

8.2 Based on the assessment in paragraph 6 above and for the following reasons, PlanD does not support **R12(Part)**, **R14(Part)** to **R39(Part)**, **R271** to **R12083** and **R12152** and considers that the Plan should not be amended to meet the representations:

- (a) the rezoning of the representation sites is intended for restructuring the land uses in the Cha Kwo Ling waterfront area, and will facilitate the provision of a VTC campus with modern facilities and quality learning environment for the students, which is vital in enhancing the vocational training and education in Hong Kong;
- (b) with the adoption of appropriate BHs and urban design measures, the proposed VTC development is not incompatible with the waterfront setting and the surrounding developments, and can provide a diversity of uses and enhance vibrancy at the waterfront. Upon implementation of appropriate mitigation measures, the proposed development is considered sustainable from traffic, visual, air ventilation and environmental perspectives;
- (c) the rezoning will not result in reduction in the planned open space in the area, and the proposed VTC development will facilitate early implementation of part of the planned open space (about 1.7ha), including provision of 1 ha of public open space and a permanent soccer pitch under the project, to serve the local community;
- (d) there is generally sufficient open space and major GIC facilities to meet the demand of the planned population in the planning area;
- (e) upon implementation of the recommended direct shuttle bus services between the MTR Yau Tong Station and the campus, the proposed VTC development would not have significant adverse traffic impacts on the surrounding areas, nor adversely affect the pedestrian environment in the area;
- (f) the proposed location of the liquefied petroleum gas filling station is considered acceptable taking into account the relevant traffic and technical considerations;
- (g) the development intensity and BH of the proposed VTC development are considered compatible with surrounding environment, and will optimize the use of scarce urban land resources to meet the educational need of the community. There is no strong justification to reduce its scale and BH; and
- (h) the statutory and administrative procedures in consulting the public on the zoning amendments have been duly followed. The views received were duly considered and responded to by the concerned Government bureaux/departments in the process. The exhibition of the OZP for public

inspection and the provisions for submission of representations and comments form part of the statutory consultation process under the Town Planning Ordinance.

- 8.3 To reflect the intention of developing 1ha of POS in VTC project, it is suggested that the ES of the OZP be amended to specify such provision for the subject “G/IC” zone. Appropriate requirements on the design and provision of POS and urban design considerations would be stipulated in the conditions of land grant/allocation to the VTC. A copy of the amendments to the relevant paragraph of the ES is attached at **Annex VIII** for Members’ consideration.

9. Decision Sought

The Board is invited to give consideration to the representations and comments and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.

10. Attachments

Annex I	Draft Kai Tak OZP No. S/K22/5 (reduced size)
Annex II	Schedule of Amendments to the Approved Kai Tak OZP No. S/K22/4
Annex IIIa	Extract of Minutes of KTDC meeting held on 2.3.2017, the extempore motion passed and two letters submitted by the OCs of Laguna City
Annex IIIb	Extract of Minutes of WTSDC meeting held on 7.3.2017
Annex IIIc	Extract of Minutes of KCDC meeting held on 16.3.2017
Annex IIId	Extract of Minutes of Task Force meeting held on 5.4.2017
Annex IIIe	Letter from HC to TPB dated 18.4.2017
Annex IIIf	Letter from HC to PlanD dated 29.8.2017
Annex IIIg	Extract of Minutes of KTDC meeting held on 7.9.2017 and the motion passed
Annex IV	Provision of Open Space and Major GIC Facilities in Kai Tak Planning Area and Cha Kwo Ling, Yau Tong, Lei Yue Mun Planning Area
Annex V	Summary of Representations and Responses
Annex VI	Summary of Comments and Responses
Annex VII	CD-Rom of Group 2 representations and comments [TPB Members only]
Annex VIII	Proposed Amendments to the relevant paragraph of Explanatory Statement of OZP
Drawings H-1a to 1c	Layout Plan, Section and Photomontages of the Indicative Scheme of VTC Development (Original Scheme)

Drawings H-2a to 2h	Layout Plan and Photomontages of the New Indicative Scheme submitted by C263 (VTC) (New Scheme)
Drawing H-3	Computerized Image of VTC Indicative Scheme submitted by R274
Drawing H-4	Critical Junctions in the Surrounding Areas
Plan H-1	Comparison between Previous and Current Zonings
Plan H-2	Location Plan of the Representation Sites
Plan H-3	Aerial Photo of Representation Sites
Plans H-4a and 4b	Site Photos of Representation Sites
Plan H-5	Photos of Representation Sites and their vicinity
Plan H-6	Existing Land Uses and Building Heights in the Surrounding Areas
Plan H-7	Major Transport and Pedestrian Route to the Proposed VTC Campus and Location of Junction Improvement Works
Plan H-8	Passageway Connecting MTR Lam Tin Station and Laguna City

DECEMBER 2017

PLANNING DEPARTMENT