

圖例
NOTATION

ZONES	地帶
COMMERCIAL	C
COMPREHENSIVE DEVELOPMENT AREA	CDA
RESIDENTIAL (GROUP A)	RA
RESIDENTIAL (GROUP B)	RB
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC
OPEN SPACE	O
OTHER SPECIFIED USES	OU
OTHER SPECIFIED USES (AMENITY AREA)	OUA
COMMUNICATIONS	交通
RAILWAY AND STATION (UNDERGROUND)	鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)	鐵路及車站 (高架)
ENVIRONMENTALLY FRIENDLY LINKAGE SYSTEM AND STATION	環保連接系統及車站
MAJOR ROAD AND JUNCTION	主要道路及路口
ELEVATED ROAD	高架道路
PEDESTRIAN PROMENADE / STREET	行人專用通道/街道
MISCELLANEOUS	其他
BOUNDARY OF PLANNING SCHEME	規劃範圍界線
BUILDING HEIGHT CONTROL	建築物高度管制線
MAXIMUM BUILDING HEIGHT	最高建築物高度
MAXIMUM BUILDING HEIGHT (PRINCIPAL DATUM)	(在主要平面基準上之高度)
PETROL FILLING STATION	加油站
AREA DESIGNATED FOR SHOP AND SERVICE AND EATING PLACE USES ONLY	只限於指定為「商店及服務、食肆及酒樓」用途的地區
AREA DESIGNATED FOR WATERFRONT PROMENADE	指定為「海濱廊道」的地區
NON-BUILDING AREA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	土地用途及面積	用途
COMMERCIAL	15.22	商業
COMPREHENSIVE DEVELOPMENT AREA	9.62	綜合發展區
RESIDENTIAL (GROUP A)	15.35	住宅 (甲類)
RESIDENTIAL (GROUP B)	35.65	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	17.30	政府、機構或社區
OPEN SPACE	88.18	休憩用地
OTHER SPECIFIED USES	40.82	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	3.19	其他指定用途 (美化市容地帶)
MAJOR ROAD ETC.	66.45	主要道路等
TOTAL PLANNING SCHEME AREA	333.20	規劃範圍總面積

本圖的《註釋》是這份圖則的一部分。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/K 2 2 / 4 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K22/4

按照城市規劃條例第 5 條顯示的修訂
AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目 A 1 項 AMENDMENT ITEM A1	修訂項目 M 4 項 AMENDMENT ITEM M4
修訂項目 A 2 項 AMENDMENT ITEM A2	修訂項目 M 5 項 AMENDMENT ITEM M5
修訂項目 A 3 項 AMENDMENT ITEM A3	修訂項目 N 1 項 AMENDMENT ITEM N1
修訂項目 A 4 項 AMENDMENT ITEM A4	修訂項目 N 2 項 AMENDMENT ITEM N2
修訂項目 B 1 項 AMENDMENT ITEM B1	修訂項目 O 1 項 AMENDMENT ITEM O1
修訂項目 B 2 項 AMENDMENT ITEM B2	修訂項目 O 2 項 AMENDMENT ITEM O2
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修訂項目 B 8 項 AMENDMENT ITEM B8	修訂項目 O 8 項 AMENDMENT ITEM O8
修訂項目 B 9 項 AMENDMENT ITEM B9	修訂項目 O 9 項 AMENDMENT ITEM O9
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修訂項目 B 100 項 AMENDMENT ITEM B100	修訂項目 O 100 項 AMENDMENT ITEM O100

(參看附表)
(SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的啟德 (九龍規劃區第 2 2 區) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 22 - KAI TAK - OUTLINE ZONING PLAN

2017年2月17日 按照城市規劃條例第5條顯示的
核准圖編號 S/K22/4 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K22/4 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
17 FEBRUARY 2017
Ma Jacinta K. C. Woo 胡潔貞女士
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

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

圖則編號
PLAN No. S/K22/5

本摘要圖於2017年10月31日擬備
EXTRACT PLAN PREPARED ON 31.10.2017

參考編號 REFERENCE No. R/S/K22/5-G2

**SCHEDULE OF AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/4
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

Kai Tak City Centre

- Item A1 - Rezoning of an area to the north of the proposed Shatin to Central Link To Kwa Wan Station from “Government, Institution or Community” (“G/IC”), “Commercial (3)” (“C(3)”) and areas shown as ‘Road’ and ‘Pedestrian Precinct/Street’ to “Open Space (3)” (“O(3)”).
- Item A2 - Rezoning of a strip of land between Road D1 and Road L16 from “C(3)”, “G/IC” and area shown as ‘Pedestrian Precinct/Street’ to area shown as ‘Road’.
- Item A3 - Rezoning of an area abutting Road D1 from “C(3)” to “G/IC” with stipulation of building height restriction.
- Item A4 - Rezoning of an area at the western end of Road L16 from “O” to area shown as ‘Road’, a strip of land at the western end of Road L16 from “O” and area shown as ‘Road’ to area shown as ‘Pedestrian Precinct/Street’, and an area to the further south-east of the said ‘Pedestrian Precinct/Street’ from area shown as ‘Road’ to “O”.
- Item B - Revision to the stipulated building height restrictions for four sites zoned “C(3)” abutting Road L7 and to the north of Road L16 and rezoning of a site near the western end of Road L16 from “G/IC” and area shown as ‘Pedestrian Precinct/Street’ to “C(3)” with stipulation of building height restriction and designation of non-building area (NBA).
- Item C - Revision to the stipulated building height restrictions for three sites to the north-east and south-east of Road L7 zoned “Comprehensive Development Area (3)” (“CDA(3)”), “CDA(4)” and “CDA(5)” and designation of land along the frontages of the three sites facing the “O(3)” zone as areas for ‘Shop and Services’ and ‘Eating Place’ uses only.
- Item D1 - Rezoning of a site at the southern end of Road L7 from “Residential (Group B)1” (“R(B)1”) to “R(B)6” with stipulation of building height restriction.
- Item D2 - Rezoning of four sites zoned “R(B)1” and a strip of land to the south-east of Road L16 zoned “O” and area shown as ‘Road’ to “Residential (Group A)4” (“R(A)4”) with stipulation of building height restrictions and deletion of the designation of the area for ‘Shop and Services’ and ‘Eating Place’ uses only within these four sites.

- Item E - Rezoning of a site abutting Road L1 and Concorde Road from “G/IC” to “C(8)” with stipulation of building height restriction and designation of NBA.
- Item F - Revision to the stipulated building height restriction for a site zoned “G/IC” at the junction of Road D2 and Road D3.
- Item G1 - Rezoning of two areas near the ring road of the proposed Central Kowloon Route from “Other Specified Uses” annotated “Amenity” (“OU(A)”) and areas shown as ‘Road’ to “O”.
- Item G2 - Rezoning of the areas near the junction of Road D2 and Road D3 from “Other Specified Uses” annotated “Tunnel Ventilation Shaft and Administration Building” to “OU(A)”.

South Apron

- Item H1 - Rezoning of an area between Kai Fuk Road and the proposed Central Kowloon Route from “G/IC” and areas shown as ‘Road’ to “C(8)” with stipulation of building height restriction.
- Item H2 - Rezoning of an area abutting Road L10 from “G/IC”, “O” and area shown as ‘Road’ to “C(1)” with stipulation of building height restriction and rezoning of a strip of land at the junction of Road L10 and Road L18 from “G/IC” to area shown as ‘Road’.
- Item H3 - Rezoning of areas shown as ‘Road’ and “G/IC” to “Other Specified Uses” annotated “Landscaped Elevated Walkway” (“OU(Landscaped Elevated Walkway)”) to reflect the re-alignment of elevated walkways and corresponding deletion of the originally proposed elevated walkway by rezoning the areas zoned “OU(Landscaped Elevated Walkway)” to “C(1)”, “C(8)” and areas shown as ‘Road’.
- Item H4 - Rezoning of an area at the north-western part of the South Apron near the proposed Central Kowloon Route from area shown as ‘Road’ to “O”.
- Item I - Rezoning of two areas adjoining the existing petrol filling stations at Kai Fuk Road from “G/IC” and areas shown as ‘Road’ to “Other Specified Uses” annotated “Petrol Filling Station” (“OU(PFS)”) with stipulation of building height restriction and rezoning of two strips of land nearby from “G/IC” to areas shown as ‘Road’.
- Item J - Rezoning of an area between the proposed Central Kowloon Route and a site zoned “G/IC” to the south-west of Kwun Tong Bypass from area shown as ‘Road’ to “G/IC” and revision to the stipulated building height restriction of the enlarged “G/IC” zone.
- Item K - Rezoning of an area to the south of the existing petrol filling stations at Kai Fuk Road from area shown as ‘Road’ to “G/IC” with stipulation of building height restriction.

- Item L - Rezoning of a strip of land between two sites zoned “G/IC” to the south of Kwun Tong Bypass from “OU(Landscaped Elevated Walkway)” and area shown as ‘Road’ to “G/IC” with stipulation of building height restriction and a strip of land across Road L18 from area shown as ‘Road’ to “OU(Landscaped Elevated Walkway)”.
- Item M1 - Rezoning of an area between Kwun Tong Bypass and Trunk Road T2 from “OU(A)”, “OU(Landscaped Elevated Walkway)” and areas shown as ‘Road’ to “G/IC” with stipulation of building height restriction and revision to the stipulated building height restriction of the northern portion of a site zoned “G/IC” .
- Item M2 - Revision to the stipulated building height restriction of a site zoned “G/IC” at the junction of Cheung Yip Street and Shing Cheong Road.
- Item M3 - Rezoning of the southern part of a site near the junction of Road D4 and Shing Cheong Road from “G/IC” to area shown as ‘Road’ and “OU(Landscaped Elevated Walkway)”.
- Item M4 - Revisions to the building height sub-zone boundary and the respective stipulated building height restrictions for a site zoned “G/IC” at the junction of Cheung Yip Street and Shing Cheong Road.
- Item M5 - Rezoning of two strips of land across Shing Cheong Road and Kwun Tong Bypass from areas shown as ‘Road’ to “OU(Landscaped Elevated Walkway)” to reflect the re-alignment of the elevated walkways and corresponding deletion of the originally proposed elevated walkways by rezoning the respective walkways across Shing Cheong Road and Kwun Tong Bypass from “OU(Landscaped Elevated Walkway)” to areas shown as ‘Road’.
- Item N1 - Rezoning of a site at Cheung Yip Street from “C(2)”, “Other Specified Uses” annotated “Gas Pigging Station” and “O” and area shown as ‘Road’ to “R(B)2” with stipulation of building height restrictions and designation of two building height sub-zones.
- Item N2 - Rezoning of two areas from “C(2)” and “O” to areas shown as ‘Road’ and an area shown as ‘Road’ to “O” to reflect the latest alignment of Kai Hing Road.

Runway Area

- Item O - Rezoning of four sites facing Kwun Tong Typhoon Shelter from “Residential (Group C)” (“R(C)”) to “R(B)7”, “R(B)5” and “R(B)4” with stipulation of building height restrictions.
- Item P - Rezoning of a site to the south-east of Road L12C from “R(C)” to “C(4)” with stipulation of building height restriction.

- Item Q - Rezoning of three sites facing To Kwa Wan Typhoon Shelter from “C(4)” to “R(B)7”, “R(B)5” and “R(B)4” respectively with stipulation of building height restrictions.
- Item R - Rezoning of two sites abutting Road L13A from “C(4)” to “C(7)” and “C(5)” respectively with stipulation of building height restrictions.
- Item S - Rezoning of a site to the west of Road D4 and its adjoining area from “R(C)” and “O” respectively to “R(B)5” with stipulation of building height restriction and designation of NBAs.
- Item T - Rezoning of a site facing To Kwa Wan Typhoon Shelter and its adjoining area from “C(4)” and “O” respectively to “R(B)5” with stipulation of building height restriction and designation of NBAs.
- Item U1 - Rezoning of an area abutting Road D3 from “O” to “R(B)4” with stipulation of building height restriction.
- Item U2 - Rezoning of an area to the further south of Road D3 facing To Kwa Wan Typhoon Shelter from “O” to “R(B)4” with stipulation of building height restriction and designation of NBAs.
- Item U3 - Rezoning of a strip of land and an area zoned “O” to the south of Road D3 to areas shown as ‘Pedestrian Precinct/Street’ and area shown as ‘Road’ respectively.
- Item V1 - Rezoning of a site abutting Road D3 from “O” to “G/IC” with stipulation of building height restriction.
- Item V2 - Rezoning of a section of Road D3 from area shown as ‘Road’ to “O(2)” for a proposed landscaped deck atop the relevant section of the road.

Cha Kwo Ling Waterfront

- Item W1 - Rezoning of a piece of land at Wai Yip Street/Cha Kwo Ling Road from “O”, “Other Specified Uses” (“OU”) annotated “Sewage Treatment Plant with Landscaped Deck Above”, “OU(PFS)”, “OU” annotated “Tunnel Ventilation Shaft and Administration Building” and areas shown as ‘Road’ to “G/IC” with stipulation of building height restrictions and designation of two building height sub-zones.
- Item W2 - Rezoning of a site to the south-east of Kwun Tong Sewage Pumping Station from “OU” annotated “Sewage Treatment Plant with Landscaped Deck Above” to “OU(PFS)” with stipulation of building height restriction.
- Item W3 - Rezoning of a site to the south-east of Kwun Tong Sewage Pumping Station from “OU” annotated “Sewage Treatment Plant with Landscaped Deck Above” to “O”.

- Item W4 - Rezoning of a strip of land connecting Wai Yip Street from “OU” annotated “Sewage Treatment Plant with Landscaped Deck Above” and “O” to area shown as ‘Road’.
- Item W5 - Rezoning of an area to the west of Cha Kwo Ling Road from “OU” annotated “Tunnel Ventilation Shaft and Administration Building” and area shown as ‘Road’ to “O”.
- Item W6 - Rezoning of a strip of land along Cha Kwo Ling Road from “O” and “OU” annotated “Tunnel Ventilation Shaft and Administration Building” to area shown as ‘Road’.
- Item W7 - Rezoning of an area along Cha Kwo Ling Road from area shown as ‘Road’ to “G/IC” with stipulation of building height restriction.

Showing the railway alignment for the Shatin to Central Link authorized under the Railways Ordinance (Chapter 519) on 27 March 2012 and the road alignment for the Central Kowloon Route authorized under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 5 January 2016 by the Chief Executive in Council respectively on the Plan for information. The authorized railway scheme and road scheme shall be deemed to be approved pursuant to section 13A of the Town Planning Ordinance.

II. Amendments to the Notes of the Plan

- (a) Revision to the Remarks of the Notes for the “C” zone to revise the plot ratio restrictions for the “C(3)” and “C(4)” zones, and to incorporate plot ratio and site coverage restrictions for the new “C(1)”, “C(5)”, “C(7)” and “C(8)” zones and a clause clarifying the plot ratio calculation relating to railway facilities for a “C(3)” site.
- (b) Revision to the Remarks of the Notes for the “CDA” zone to revise the plot ratio restrictions for the “CDA(3)”, “CDA(4)” and “CDA(5)” zones, and to incorporate the requirement of the provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding 2 storeys for the “CDA(3)” and “CDA(4)” zones.
- (c) Revision to the Remarks of the Notes for the “R(A)” zone to stipulate the plot ratio restriction for the new “R(A)4” zone.
- (d) Revision to the Schedule of Uses of the “R(B)” zone to amend the provisions regarding the circumstances where ‘Shop and Services’ and ‘Eating Place’ uses are always permitted.
- (e) Revision to the planning intention of the “R(B)” zone and incorporation of plot ratio and site coverage restrictions for the new “R(B)4”, “R(B)5”, “R(B)6” and “R(B)7” zones in the Remarks of the Notes for the “R(B)” zone.

- (f) Revision to the Remarks of the Notes for the “R(B)” zone to incorporate the requirement of the provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding 2 storeys for the “R(B)6” zone.
- (g) Deletion of the set of Notes for the “R(C)” zone.
- (h) Incorporation of ‘Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)’ as a Column 1 use in the Schedule of Uses for “O” zone and corresponding amendment to replace ‘Place of Recreation, Sports or Culture’ under Column 2 by ‘Place of Recreation, Sports or Culture (not elsewhere specified)’.
- (i) Revision to the planning intention of the “O” zone.

Town Planning Board

17 February 2017

議項 IV – 《啟德分區計劃大綱草圖編號 S/K22/5》所收納的修訂項目
(觀塘區議會文件第 11/2017 號)

15. 主席歡迎規劃署九龍規劃專員葉子季先生和城市規劃師/九龍 6 林達良先生、土木工程拓展署總工程師/九龍 1(九龍)徐仕基先生和高級工程師/6(九龍)陳炳華先生、職業訓練局副執行幹事梁任城先生，以及奧雅納工程顧問公司楊詠珊女士協助討論。

16. 葉專員介紹文件。

17. 主席表示，麗港城業主委員會(第一、二、四期及三期)在會前來信，並一併提交共二萬多個居民的簽名(第一、二、四期：21 077 個；三期：980

個)，反對將茶果嶺海旁一幅「休憩用地」改劃為「政府、機構或社區」地帶，用以興建職業訓練局(下稱「職訓局」)校舍。主席表示來信及簽名已轉交予署方，以把居民意見轉達城市規劃委員會(下稱「城規會」)考慮，並呼籲署方與居民保持溝通和良性互動。

18. 議員提出的查詢及意見如下：

18.1 鄧咏駿議員指出，署方上一次到區議會並未透露具體的校舍設計，亦未有諮詢居民及持份者，故他已向主席提出動議，並獲張順華議員及呂東孩議員和議，反對城規會將一幅位於偉業街/茶果嶺道的「休憩用地」改劃為「政府、機構或社區」地帶，背景及理由如下：

18.1.1 觀塘為全港 18 區人口最稠密的區域，然而特區政府在過去幾年間仍然不斷在觀塘區插建房屋，使觀塘居民能夠享用的綠化休憩用地不斷減少。尤其觀塘海濱的休憩用地與其他區域相比，更是相形見拙，故此觀塘海濱用地及規劃長期受區內居民所關注。

18.1.2 城規會於 2 月 17 日刊憲，公布茶果嶺海旁的「休憩用地」改劃為「政府、機構或社區」地帶，以興建職訓局分校。在公布這項建議之前，政府並未諮詢麗港城及鄰近社區不同持份者的意見，更未有考慮這項建議對鄰近社區的持份者帶來的影響。基於上述的前題及下述之考慮，堅決反對城規會將偉業街/茶果嶺道的「休憩用地」改劃為「政府、機構或社區」地帶：

(a) 周邊配套不足，爭奪鄰近社區資源：現時方案選址鄰近麗港城，而區內只有兩個商場，食肆及商鋪有限，僅足以支持當區居民。倘若有關計劃得以落實，將會對麗港城的社區資源造成無法彌補的傷害；況且麗港城的居民尚在擔心因高嶺土礦場的建屋計劃而遷入的 6 600 位新居民會對他們造成怎樣的影響。

- (b) 計劃中的建築高度必然造成屏風效應：現時選址位於麗港城通風廊上，而建議高度達主水平基準上 70 米，這個高度勢必嚴重影響區內通風，造成屏風效應，絕對不能接受。
- (c) 交通不便，嚴重增加周邊交通負荷：建議位置遠離地鐵站，由藍田站步行需時超過 10 分鐘。目前來往麗港城及藍田港鐵站 D1 出口的人流已呈飽和，道路及出入口已十分擠迫。日後高嶺土礦場規劃完成後必更為加重該段行人通道的負荷。倘若計劃得以落實，職訓局為數近萬學生及教職員加入使用同一通道，而且集中在早晚的繁忙時段，勢必迫滿整段茜發道及邨內通道，引致維修費用增加，屆時必然嚴重影響居民日常生活質素。

- 18.2 張順華議員就文件中 W 項的改變土地用途建議提出反對。他期望觀塘海濱長廊可延伸至麗港城對出海濱，以至油塘及鯉魚門。對於在擬議地段興建職訓局大樓，他有所保留，並質疑是否有此需要。他補充，茜發道擴闊後僅足以配合目前居民的需要，無法應付更多的人流。
- 18.3 呂東孩議員表示，在上一次會議已明確要求署方就改劃建議諮詢茶果嶺及附近受影響的居民，他希望署方在呈交建議予城規會之前能完成有關的諮詢工作。此外，他和議鄧咏駿議員的動議。
- 18.4 畢東尼議員反對按文件中的規劃建議興建職訓局校舍。他詢問署方：(i)K9 橋拆卸後的交通配套為何；以及(ii)啟德發展區毗鄰觀塘的核心商業區，道路網絡能否負荷未來的交通流量。
- 18.5 莫建成議員反對在沿海地段興建職訓局校舍，擔心近八千名師生出入會對鄰近區域的交通及社區設施有負面影響，並進一步加劇觀塘區的交通擠塞情況。

- 18.6 洪錦鉉議員詢問署方：(i)未來九龍城區萬一發生嚴重交通事故，如何解決啟德發展區因沒有其他出入道路而可能引致的交通癱瘓；(ii)為何規劃概念圖中沒有區議會所建議連接觀塘區的天橋；(iii)動物管理中心能否改為獸醫醫院；(iv)單軌鐵路系統現時的進度為何；以及(v)將來職訓局師生若未能使用麗港城通道設施前往校舍，有何解決方法。
- 18.7 柯創盛議員表示，署方自上次到區議會後，未有就議員及居民的關注作出諮詢、回應及跟進。他建議署方考慮：(i)確切回應議員及麗港城居民對社區及交通設施問題的憂慮及關注；(ii)在區議會通過反對動議後作出適當的跟進；以及(iii)匯報啟德發展區以至觀塘區的交通網絡建設有何進展。
- 18.8 譚肇卓議員表示，不認同署方在高嶺土礦場用地發展及麗港城休憩用地改劃事宜上漠視民意的做法。
- 18.9 姚柏良議員指出，擬建職訓局校舍會阻礙吹向麗港城的東南風及其海景景觀。他建議署方考慮另覓地點興建校舍。
- 18.10 張琪騰議員表示，署方文件並沒有回應議員較早時提出的關注。他建議署方：(i)重新考慮職訓局校舍的選址；(ii)正視觀塘區現時交通嚴重擠塞的情況；以及(iii)保留珍貴的休憩用地。
- 18.11 黎樹濠議員明白麗港城居民反對改劃建議的原因。對於署方在未有解決交通問題的情況下不斷在觀塘區進行發展，他表示未能接受。

19. 署方及職訓局的代表就議員的查詢及意見回應如下：

- 19.1 大綱圖諮詢程序：署方表示去年 11 月就《啟德發展檢討研究》發展建議到區議會進行諮詢，其中包括涉及職訓局新校舍的改劃建議。署方會繼續聆聽區議員的意見，優化有關規劃。此外，署方在去年 11 月的會議後也出席

了於麗港城舉行的居民大會，向地區人士解釋有關改劃建議，並把收到的區議會的意見及地區人士的反對意見向城規會反映。城規會在考慮有關意見後，同意大綱圖的修訂，並在大綱圖的《說明書》特別訂明校舍設計須考慮海濱環境，並須確保在視覺上與周圍發展互相協調。此外，發展項目應採納特別的設計考慮因素，包括開設公用通道、把建築物後移，以及與毗連的已規劃海濱長廊互相融合。署方希望藉是次會議提供更多資料予區議會考慮，並承諾會在日後詳細設計階段再次諮詢區議會。至於大綱圖修訂的諮詢剛開始，根據《城市規劃條例》，修訂後的大綱圖須公開展示兩個月，公眾可提出申述。城規會稍後會進行公眾聆訊，已提交申述的公眾人士可出席聆訊，直接表達他們的意見。署方會將主席在會前所轉交的麗港城業主委員會的信件及約二萬個麗港城居民的反對簽名，和區議會的會議記錄一併提交予城規會考慮。

- 19.2 麗港城行人與車輛通道：署方指出茜發道為公共道路，可供公眾使用，而麗港城部分行人通道亦可開放予公眾使用，地契上亦有此規定。職訓局亦會尊重地區人士的意見，並會提出合宜的方案回應其訴求。
- 19.3 啟德發展區交通網絡：土木工程拓展署表示，連接啟德發展區與新蒲崗的行車隧道即將開通，屆時橫跨太子道東近采頤花園的 K9 橋將會拆卸，由於兩者位置相若，後者拆卸後不會影響附近一帶交通。此外，日後沙中線、六號幹線及將軍澳-藍田隧道通車後，來往九龍西與九龍東之間的人流及車流將得以大大紓緩，故預期啟德發展區落成後不會對觀塘區交通造成影響。若連接啟德發展區與九龍城區的道路發生事故，除了圍繞啟德區的三條主要道路外(D2 路、L1 路及 D1 路)，亦有其他道路可以疏導交通，包括上述快將落成連接新蒲崗的行車隧道，而橫跨太子道東近富豪酒店的天橋亦將會重新接駁，至於啟德區內亦會有直接出入口前往未來的中九龍幹線，將前往九龍西的車輛分流，無須途經宋王臺道及太子道東。署方現正就連接前跑道末端與觀塘區的天橋及環保連接系統一併進行可行性研究，預計年內會進行公眾諮詢。

19.4 職訓局擬建校舍：職訓局表示，興建新校舍目的並非為擴大局方規模，而是以較大的校舍整合不同分校，以產生協同效應，並會交出這些位於市區的校舍，包括長沙灣的黃克競分校及曉明街的觀塘分校，故學生人數不會因興建新校舍而大大增加。局方曾多次與麗港城居民溝通，明白居民對未來八千多名師生及員工使用藍田港鐵站、巴士站及麗港城公共設施的關注。局方將聯同顧問就此再作評估，並會繼續研究如何優化校舍景觀及通風廊等設計。若有需要興建教學酒店，局方會向城規會提交申請。

20. 主席報告收到由鄧咏駿議員動議，並獲張順華議員及呂東孩議員和議的臨時動議，內容如下：

「反對城規會就偉業街/茶果嶺道的「休憩用地」改劃為「政府、機構或社區」地帶」

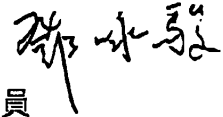
21. 經討論及投票後，動議以 27 票贊成、0 票反對及 2 票棄權(陳國華議員授權柯創盛議員投票)獲得通過。

22. 主席呼籲署方：(i)將已獲通過的動議轉交予城規會；以及(ii)聯同職訓局繼續與麗港城居民溝通。

(符碧珍議員於下午 6 時正離場。)

致觀塘區議會主席：

動議：反對城規會就偉業街/茶果嶺道的「休憩用地」改劃為「政府、機構或社區」地帶



動議人：鄧詠駿議員

和議人：張順華議員、呂東孩議員

日期：二零一七年二月二十二日

觀塘為全港十八區人口最稠密的區域，然而特區政府在過去幾年間仍然不斷在觀塘區插建房屋，使到觀塘區的居民能夠使用的綠化休憩用地不斷減少。尤其觀塘海濱的休憩用地與其他區域相比，更是相形見拙。故此我們長期深切關注觀塘海濱用地及規劃。

城規會於二月十七號刊憲，公布茶果嶺海旁的「休憩用地」改劃為「政府、機構或社區」地帶，以興建職業訓練局 (VTC) 分校。本人等強烈要求重新審視計劃，並反對改劃觀塘海濱用地作其他任何用途。

在公布這個建議之前，政府並未諮詢麗港城及鄰近社區不同持份者的意見；更未有考慮這個建議對鄰近社區的持份者帶來的影響，基於上述的前題及下述之考慮，我們堅決反對是項規劃：

1. 周邊配套不足，爭奪鄰近社區資源

現時方案選址鄰近麗港城，而區內只有兩個商場，食肆及有限商舖，僅足以支持當區居民。倘若有關計劃得以落實，將會對麗港城的社區資源造成無法彌補傷害；況且麗港城的居民尚在擔心因高密度的建屋計劃而遷入的 6 6 0 0 位新居民會對他們造成怎麼樣的影響。

2. 計劃中的建築高度必然造成屏風效應

現時選址位置於麗港城通風廊上，而建議高度達 70mPD，這個高度勢必嚴重影響區內通風、造成屏風效應，絕對不能接受

3. 交通不便，嚴重增加周邊交通負荷

建議位置遠離地鐵站，由藍田站至建議位置步行須超過 10 分鐘。目前來往麗港城及藍田港鐵站 D1 出口的人流已呈飽和，道路及出入口已十分擁逼。日後高嶺土規劃完成後必更為加重該段行人行通道的負荷。倘若計劃得以落實，VTC 為數近萬學生及教職員加入使用同一通道，而且是高集中在早晚的繁忙時段，勢必迫爆整段舊發道，屆時必然嚴重影響居民日常生活。

本人等籲請觀塘區議會關注麗港城及鄰近社區居民的訴求，反對城規會就偉業街/茶果嶺道的「休憩用地」改劃為「政府、機構或社區」地帶。

檔案索引: LGEOC13-013



觀塘區議會主席

陳振彬太平紳士, GBS 及

本區各區議員

觀塘區議會主席陳振彬太平紳士, GBS:

強烈反對將茶果嶺休憩/OU 用地改劃為 GIC 及用以興建職業訓練局(VTC)校舍

1. 規劃署/VTC 於 2017 年 1 月 20 日向城規會建議將茶果嶺偉業街及偉樂街兩旁的一幅在 S/K22/4 計劃中原本規劃為休憩及其他用途並原定為「茶果嶺公園」(見圖一)的海旁用地更改至 GIC 用途,並在該地上興建龐大的 VTC 校舍。城規會續於 2017 年 2 月 17 日就 S/K22/5 草圖刊憲,提出將該片用地更改至 GIC 用途(項目 W1 及 W2)。對政府此計劃及城規會提出的改劃,我們感到極度忿怒及提出強烈反對。
2. 此外,政府在計劃過程中,沒有就更改海旁用地用途進行全面公眾諮詢,更沒有對受最大影響的三萬麗港城居民及鄰近地區居民進行足夠的諮詢,完全漠視民意。在 11 月 1 日的區議會會議中多位議員已表明對建議有保留,要求政府重新檢討茶果嶺海濱規劃再諮詢區議會;而在 11 月 18 日海濱事務委員會啟德工作小組會議中,委員亦認為政府建議修改的啟德發展計劃顯著有違了海濱發展的原意,表明不接納並要求重新檢討(政府在其後的海濱事務委員會大會未有跟進茶果嶺海濱規劃),但政府竟然豪不尊重任何諮詢機制,獨斷獨行,甚至事後向居民詐稱區議會對計劃無反對意見而令居民一道對區議會失去信心。我們相信區議會當時也未知擬建的 VTC 校舍的規模龐大(三棟 60-70 米高大樓,其高度可達麗港城樓宇的 21 層),地面面積媲美整個添馬政府總部,樓面面積約為政府總部兩倍或約等於 15 幢麗港城樓宇,而校舍包括四層有 60 間酒店房間,誤以為只是一般 IVE 校舍(如同中學)的規模,結果讓規劃署蒙混過關。對於現政府的獨行獨斷、漠視民意、蔑視所有諮詢架構同機制的施政態度,及鬼祟不誠實的手法,我們亦表示極度忿怒,及對此政府的誠信和管治信心盡失。政府這樣的行徑,只會不斷加深社會矛盾和市民的反政府情緒。
3. 我們強烈要求政府公平對待觀塘區居民,立即落實原有上述用地作休憩用途的計劃,將上述用地發展為茶果嶺海濱公園(例如包括單車徑、緩跑徑)(如同西九公園概念,見圖二),供觀塘、茶果嶺、油塘、藍田等、以至全港市民享用。
4. 我們提出的進一步理據和訴求如下。

觀塘區居民權益同福祉以及社會公平

4.1 政府在中環興建了優美、大型的添馬海濱公園，而港島海旁還有中山紀念公園、維園、鰂魚涌公園、愛秩序灣公園等一個接一個的大型海濱公園，但這還未夠：政府更計劃加建更大範圍的中環海濱公園(見圖三)。整個港島海濱將會由海濱長廊連接，並沿途有多個大的海濱公園休憩空間作聚腳/切入點。九龍一邊的維港海岸線不短於港島，人口多於港島，卻欠缺如此的沿海公園，即使發展了西九和啟德跑道的休憩公園，數量、總面積、地點之易達均遠不及港島，對九龍的市民非常不公平。而且，政府只顧在西九和啟德跑道(不屬觀塘)發展土地興建倚伴著豪華住宅及豪華酒店的海濱公園，但就認為觀塘/茶果嶺區沒有權和資格享有海濱公園，過去多年忍受廢鐵回收場、貨物起卸區、污水處理廠、建造業訓練場，現在就連原定的「茶果嶺公園」都要被奪去。而啟德跑道上的海濱公園，通往的路徑非常有限，對觀塘區居民尤其不便，實際上將會成為該處豪宅及豪華酒店的私家園林。我們認為香港政府存著深層次的階級觀念，歧視觀塘區居民。

違反香港規劃標準與準則、海港規劃原則、海港規劃指引、及對全港市民的承諾

4.2 根據定義及規劃，有關的地皮乃海濱地(harbourfront area)，其發展及使用應受《香港規劃標準與準則》、《海港規劃原則》、《海港規劃指引》所規範。《香港規劃標準與準則》列明“Sites along the waterfront should be reserved for cultural, tourism-related, recreational and retail activities. An active waterfront with diversity in activities and functions should be created to introduce a sense of enjoyment ...”，當中“Sites along the waterfront should be reserved...”的意思是“沿海濱的用地應留作...”，但政府現在卻曲解成“沿海應預留用地作...”(中文譯本)，令政府只需任意預留部份海濱用地來作上述用途，和《香港規劃標準與準則》的原意有極大出入，等同搬龍門。而有關的地皮乃海濱用地，更應預留作以上用途。

4.3 此外，《海港規劃原則》和《海港規劃指引》皆清楚定明海濱用地應作公共享用，包括休憩、消閒、文化等用途，而海濱用地應被規劃與海濱長廊融為一體。政府高層包括發展局局長更多次對立法會和市民承諾「我們的目標是締造一個朝氣蓬勃、綠化、暢達和可持續發展的海濱。」可惜現時只有西九公園得天獨厚符合此願景。有關的地皮原有的規劃(「茶果嶺公園」)正正符合《海港規劃原則》和《海港規劃指引》，政府貿然改劃為GIC，與《海港規劃原則》和《海港規劃指引》走相反路線，市民不可接受。

4.4 《海港規劃原則》和《海港規劃指引》亦要求任何海濱用地的計劃需一早在規劃前作全面、所有界別的公眾參與，但政府明顯已違反有關原則和指引，亦違反一向“落區”聽取民情的方針和承諾。政府就翠屏河這必定受歡迎的計劃，才進行高調公眾參與，隱惡揚善。建議的龐大VTC建築物亦違反指引中要求海濱建築物需佔地小、合乎人體比例、低密度等要求。政府在2017年1月20日提交城規會的申請，亦不盡不實，例如隱瞞居民對當局違反原則和指引的詳細意見。

對麗港城居民帶來極大的影響和滋擾

4.5 有關的計劃，加上已敲定的高嶺土住宅發展計劃、成業街與翠屏河附近的發展，還有起動九龍東帶來的發展，將為麗港城、匯景、油塘村等，以至觀塘區帶來的承受不了的交通及人流壓力。VTC 的報告承認交通會超出道路的負荷，但辯稱沒有擬建 VTC 校舍也會出現這問題，因此多個 VTC 校舍也不算是問題。這論點極不負責任荒謬。假如每一個計劃申請者都以此為論據而可獲批，那麼計劃便可無限量地加上去，後果會如何？

4.6 交通、人流方面，建議中的 VTC 校舍必會為 23 號小巴帶來負荷不到的壓力。VTC 的報告承認此點，但只是不切實際地建議小巴增加繁忙時間的服務，把不可解決的問題「踢」給他人，無良及不負責任。增加小巴必然會加劇茜發道-茶果嶺道繁忙時間的交通擠塞，堵塞麗港城 1, 2, 4 期出茶果嶺道的車輛。增加繁忙時間小巴服務至可應付 8 千多個 VTC 教職員及學生的需要根本商業上亦不可行。另外，現時乘 23M 小巴往觀塘的麗港城住客，需等候多時，如果小巴公司要增加往油塘/VTC 校舍方向的小巴，只可減少往觀塘的服務，惡化鄰近交通擠塞，嚴重影響麗港城居民的日常生活。

4.7 由於小巴不能應付所有 VTC 師生需要，將有大量學生步行穿越麗港城私人住宅地方，包括使用近 2 期的四部升降機，加快損耗；穿越麗港城商場，路過 1, 2, 4 期出口阻礙出車；穿越 3 期私人地方使用 3 期停車場的樓梯等等，對居民帶來滋擾。另外，必會有大量師生湧至麗港城商場食早、午餐（現時已有觀塘的上班人士來麗港城商場飲食），嚴重影響居民的生活。居民選擇購買麗港城為居所，主要原因之一是其較寧靜環境，VTC 計劃的影響對居民極為不公。

4.8 通風方面，三座巨型大樓遮擋南及東南風及海風，沒有可能不對麗港城造成嚴重影響。VTC 報告的評估草率偏頗，只看寬闊大街的通風，忽略對麗港城窗戶位置通風的不良影響，而最需要足夠通風的正是住戶單位位置而非大街。報告亦只看整季的平均影響，但事實上有很多日子是微風日子，偉業街的汽車廢氣容易積聚在麗港城的兒童遊樂場地帶和網球場，VTC 龐大校舍必定會加劇這些日子的空氣污染情況，增加居民心肺同呼吸病的風險。

4.9 早前有申請人申請在茶果嶺鄰近麗港城第 38 座興建酒店，當中亦同樣有交通人流等影響的考慮，最終不獲批准。建議的 VTC 規模大出多倍，影響不可能較少，沒有合理理據支持。

濫用海濱用地，以教學為名經營酒店

4.10 建議的 VTC 校舍隱藏著 4 層酒店及酒店設施，聲稱作訓練用途，實質為 VTC 提供收入。其實最佳的酒店訓練當然是在真正酒店實習，沒有充足理據讓院校需要自設酒店作訓練用途。此計劃濫用寶貴的海濱用地，亦對其他酒店經營者和市民/納稅人不公。早前有申請人申請在茶果嶺興建酒店亦不獲批，政府現支持 VTC 的計劃，極不公義。

巨型 VTC 校舍的選址

4.11 在 2017 年 1 月 10 日(即只是規劃署提交改劃申請前 10 天)的居民大會中，規劃署官員聲稱 VTC 要求 4 公頃用地，所以規劃署認為茶果嶺此用地最合適。另外，政府一方經常借推廣職業教育專責小組的建議為名，解釋有關的計劃。兩者根本完全沒有理據支持需要改變寶貴海濱用地來達至興建 VTC 校舍的需求，職業教育專責小組的建議亦不可凌駕海濱發展政策。事實上，VTC 代表已承認他們只需 3 公頃用地；我們的專業人士計算，如果使用市內地積比率較高及高度限制較寬鬆的用地，最低只需 2 公頃用地。選擇此海旁用地，最不能善用土地，而且更浪費寶貴的大眾資產。再者，高度限制令 VTC 要建三棟大樓(而非一或兩棟)，更要在當中興建多道空中花園連接三棟大樓，大大增加建築成本，不但奪去市民的海濱，還要納稅人多付額外成本，胡亂規劃令人髮指！

4.12 市內及新界有很多交通更方便、更接近地鐵或易達、四周配套充足、無需影響滋擾民居的用地更適合建 VTC 校舍，包括九龍灣、啟德、或九龍東以外，有些甚至本為 GIC，又有荒廢校舍，但政府只想將這些改為商業用地出售或繼續荒廢，而將 VTC 超龐大體積的校舍安置到交通、配套均不理想的海濱，偷龍轉鳳亂用海濱用地，做法鄙劣兼荒謬！而且，根據此計劃，在九龍灣—觀塘—寶林 9 個地鐵站範圍內將有 5 所 VTC 校舍(香港知專設計學院、香港專業教育學院、九龍灣大樓、青年學院、建議中的 VTC 校舍)，即 VTC 有 3 分 1 校舍全集中觀塘周邊 9 個地鐵站範圍內，這對分佈在全港不同地區學生是好的規劃嗎？

4.13 VTC 的其中一要求是校舍在市區。現時香港已高度城市化，又有完善的地鐵網絡到達港九新界各處，將 VTC 校舍安置到已經繁忙擠迫而且將會因大量發展(包括起動九龍東及麗港城周邊的發展)而加倍擠迫的觀塘區，有必要性嗎？中文大學、科技大學也不在繁忙市區，有問題嗎？是否待將來觀塘/東九龍交通迫爆時，才又要研究電子道路收費來解決？還是應一早有好的規劃來防止迫爆？

4.14 VTC 的另一要求是提升學生的學習經驗/環境。中文大學、科技大學不在繁忙市區，學習經驗/環境不是更好嗎？學生的學習經驗/環境需要全海景嗎？上課時要欣賞維港景色嗎？那並非學習經驗/環境，而是奢華！

對海濱公園的合理訴求

4.15 如上所說，港島整個海濱廊沿途有多個大的海濱公園休憩空間，而九龍只得西九和啟德跑道豪宅/甲級商業區有海濱公園，觀塘區是人口最多的區分之一，未來還有起動九龍東的發展，絕對值得給我們一個海濱公園。有關的用地本已規劃為休憩用地及「茶果嶺公園」，沒理由要被奪去。這對觀塘區極為不公，而且明顯帶根深柢固的歧視。政府不可一方面照顧社會上流的消閒需要(例如高爾夫球場)，另一方面照顧草根階層及社會、教育服務界的需要，卻往往忽略中產及打工納稅人的社會、消閒需要。

4.16 觀塘區絕對值得保留及發展有關的茶果嶺用地成為海濱公園。這不但符合海濱發展原則指引及政策，為海濱長廊提供大型聚腳點，照顧市民的休閒活動需要(例如踏單車、散步、輕便餐飲等)，同時也配合周邊

的旅遊發展項目(郵輪碼頭、單軌列車、茶果嶺天后廟及炮台山、以致鯉魚門)，達致充完美協同效應。

4.17 大部分的香港市民都不能擁有海濱居所，但海濱公園則是他們可以擁有及應得的。政府不應企圖欺騙市民令他們相信只要有海濱長廊就已足夠及完全符合海濱的承諾，而是應盡最大可能善用海旁用地，為市民提供大型海濱公園，真正做到「朝氣蓬勃、綠化、暢達和可持續發展的海濱」的目標。

5. 現懇請各位觀塘區區議員，盡閣下維護觀塘區居民權益的責任，行使市民賦予閣下的權力，力保觀塘區這一片絕無僅有的寶貴茶果嶺海濱用地，在2017年3月2日的區議會全會上向城規會反對更改土地用途的申請，並要求政府立即在該土地上興建屬於觀塘的大型茶果嶺海濱公園。在此本人謹代表麗港城(第1、2及4期)業主委員會謝謝各位的協助。

6. 有勞觀塘區議會秘書處安排發放此信給本區各區議員。

7. 如有疑問，請於辦公時間致電2772 3131與本城管理服務中心高級物業經理鄒國財先生聯絡。

麗港城(第1、2及4期)
第十三屆業主委員會主席

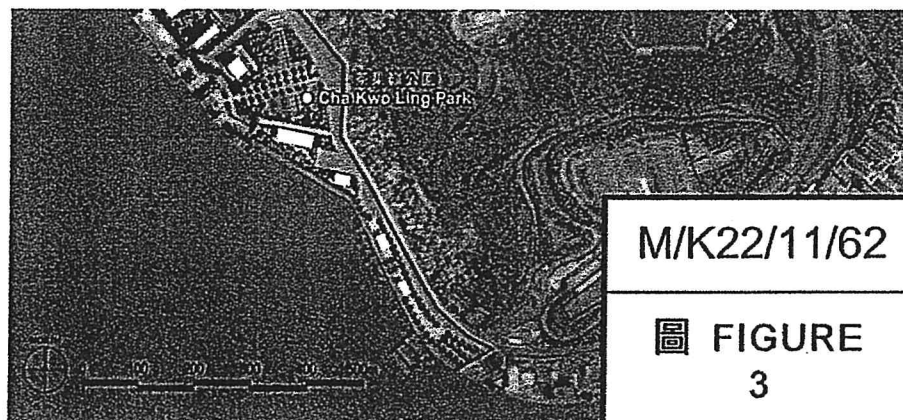


潘金城

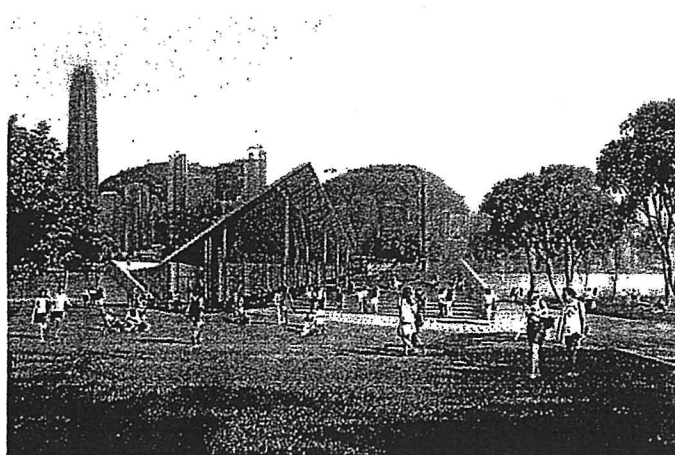
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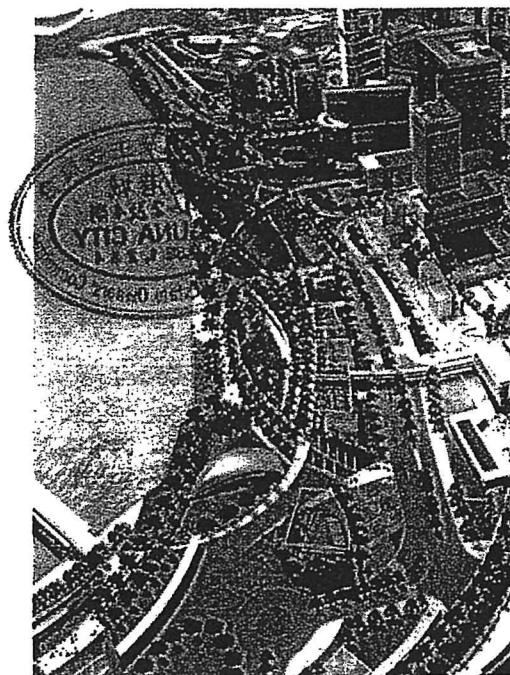
副本影送：觀塘民政事務專員羅莘桉先生, JP
九龍規劃專員葉子季先生
觀塘南分區委員會主席馮美雲女士
麗港城第3期(第十屆)業主委員會主席顧建德先生



圖一



圖二



圖三



觀塘區議會主席

陳振彬太平紳士, GBS 及

本區各區議員

觀塘區議會主席陳振彬太平紳士, GBS :

強烈反對將茶果嶺休憩/OU 用地改劃為 GIC 及用以興建職業訓練局(VTC)校舍

1. 規劃署/VTC 於 2017 年 1 月 20 日向城規會建議將茶果嶺偉業街及偉樂街兩旁的一幅在 S/K22/4 計劃中原本規劃為休憩及其他用途並原定為「茶果嶺公園」(見圖一)的海旁用地更改至 GIC 用途,並在該地上興建龐大的 VTC 校舍。城規會續於 2017 年 2 月 17 日就 S/K22/5 草圖刊憲,提出將該片用地更改至 GIC 用途(項目 W1 及 W2)。對政府此計劃及城規會提出的改劃,我們感到極度憤怒及提出強烈反對。
2. 此外,政府在計劃過程中,沒有就更改海旁用地用途進行全面公眾諮詢,更沒有對受最大影響的三萬麗港城居民及鄰近地區居民進行足夠的諮詢,完全漠視民意。在 11 月 1 日的區議會會議中多位議員已表明對建議有保留,要求政府重新檢討茶果嶺海濱規劃再諮詢區議會;而在 11 月 18 日海濱事務委員會啟德工作小組會議中,委員亦認為政府建議修改的啟德發展計劃顯著有違了海濱發展的原意,表明不接納並要求重新檢討(政府在其後的海濱事務委員會大會未有跟進茶果嶺海濱規劃),但政府竟然豪不尊重任何諮詢機制,獨斷獨行,甚至事後向居民詐稱區議會對計劃無反對意見,令居民一度對區議會失去信心。我們相信區議會當時也未知擬建的 VTC 校舍的規模龐大(三棟 60-70 米高大樓,其高度可達麗港城樓宇的 21 層),地面面積媲美整個添馬政府總部,樓面面積約為政府總部兩倍或約等於 15 幢麗港城樓宇,而校舍包括四層有 60 間酒店房間,誤以為只是一般 IVE 校舍(如同中學)的規模,結果讓規劃署蒙混過關。對於現政府的獨行獨斷、漠視民意、蔑視所有諮詢架構同機制的施政態度,及鬼祟不誠實的手法,我們亦表示極度憤怒,及對此政府的誠信和管治信心盡失。政府這樣的行徑,只會不斷加深社會矛盾和市民的反政府情緒。
3. 我們強烈要求政府公平對待觀塘區居民,立即落實原有上述用地作休憩用途的計劃,將上述用地發展為茶果嶺海濱公園(例如包括單車徑、緩跑徑)(如同西九公園概念,見圖二),供觀塘、茶果嶺、油塘、藍田等、以至全港市民享用。
4. 我們提出的進一步理據和訴求如下。

觀塘區居民權益同福祉以及社會公平

4.1 政府在中環興建了優美、大型的添馬海濱公園，而港島海旁還有中山紀念公園、維園、鰂魚涌公園、愛秩序灣公園等一個接一個的大型海濱公園，但這還未夠：政府更計劃加建更大範圍的中環海濱公園(見圖三)。整個港島海濱將會由海濱長廊連接，並沿途有多個大的海濱公園休憩空間作聚腳/切入點。九龍一邊的維港海岸線不短於港島，人口多於港島，卻欠缺如此的沿海公園，即使發展了西九和啟德跑道的休憩公園，數量、總面積、地點之易達均遠不及港島，對九龍的市民非常不公平。而且，政府只顧在西九和啟德跑道(不屬觀塘)發展土地興建倚伴著豪華住宅及豪華酒店的海濱公園，但就認為觀塘/茶果嶺區沒有權和資格享有海濱公園，過去多年忍受廢鐵回收場、貨物起卸區、污水處理廠、建造業訓練場，現在就連原定的「茶果嶺公園」都要被奪去。而啟德跑道上的海濱公園，通往的路徑非常有限，對觀塘區居民尤其不便，實際上將會成為該處豪宅及豪華酒店的私家園林。我們認為香港政府存著深層次的階級觀念，歧視觀塘區居民。

違反香港規劃標準與準則、海港規劃原則、海港規劃指引、及對全港市民的承諾

4.2 根據定義及規劃，有關的地皮乃海濱地(harbourfront area)，其發展及使用應受《香港規劃標準與準則》、《海港規劃原則》、《海港規劃指引》所規範。《香港規劃標準與準則》列明“Sites along the waterfront should be reserved for cultural, tourism-related, recreational and retail activities. An active waterfront with diversity in activities and functions should be created to introduce a sense of enjoyment ...”，當中“Sites along the waterfront should be reserved...”的意思是“沿海濱的用地應留作...”，但政府現在卻曲解成“沿海應預留用地作...”(中文譯本)，令政府只需任意預留部份海濱用地來作上述用途，和《香港規劃標準與準則》的原意有極大出入，等同搬龍門。而有關的地皮乃海濱用地，更應預留作以上用途。

4.3 此外，《海港規劃原則》和《海港規劃指引》皆清楚定明海濱用地應作公共享用，包括休憩、消閒、文化等用途，而海濱用地應被規劃與海濱長廊融為一體。政府高層包括發展局局長更多次對立法會和市民承諾「我們的目標是締造一個朝氣蓬勃、綠化、暢達和可持續發展的海濱。」可惜現時只有西九公園得天獨厚符合此願景。有關的地皮原有的規劃(「茶果嶺公園」)正正符合《海港規劃原則》和《海港規劃指引》，政府貿然改劃為 GIC，與《海港規劃原則》和《海港規劃指引》走相反路線，市民不可接受。

4.4 《海港規劃原則》和《海港規劃指引》亦要求任何海濱用地的計劃需一早在規劃前作全面、所有界別的公眾參與，但政府明顯已違反有關原則和指引，亦違反一向“落區”聽取民情的方針和承諾。政府就翠屏河這必定受歡迎的計劃，才進行高調公眾參與，隱惡揚善。建議的龐大 VTC 建築物亦違反指引中要求海濱建築物需佔地小、合乎人體比例、低密度等要求。政府在 2017 年 1 月 20 日提交城規會的申請，亦不盡不實，例如隱瞞居民對當局違反原則和指引的詳細意見。

對麗港城居民帶來極大的影響和滋擾

4.5 有關的計劃，加上已敲定的高嶺土住宅發展計劃、成業街與翠屏河附近的發展，還有起動九龍東帶來的發展，將為麗港城、匯景、油塘村等，以至觀塘區帶來的承受不了的交通及人流壓力。VTC 的報告承認交通會超出道路的負荷，但辯稱沒有擬建 VTC 校舍也會出現這問題，因此多個 VTC 校舍也不算是問題。這論點極不負責同荒謬。假如每一個計劃申請者都以此為論據而可獲批，那麼計劃便可無限量地加上去，後果會如何？

4.6 交通、人流方面，建議中的 VTC 校舍必會為 23 號小巴帶來負荷不到的壓力。VTC 的報告承認此點，但只是不切實際地建議小巴增加繁忙時間的服務，把不可解決的問題「踢」給他人，無良及不負責任。增加小巴必然會加劇茜發道-茶果嶺道繁忙時間的交通擠塞，堵塞麗港城 3 期出茜發道及 1, 2, 4 期出茶果嶺道的車輛。增加繁忙時間小巴服務至可應付 8 千個 VTC 教職員及學生的需要根本商業上亦不可行。另外，現時乘 23M 小巴往觀塘的麗港城住客，需等候多時，如果小巴公司要增加往油塘/VTC 校舍方向的小巴，只可減少往觀塘的服務，惡化鄰近交通擠塞，嚴重影響麗港城居民的日常生活。

4.7 由於小巴不能應付所有 VTC 師生需要，將有大量學生步行穿越麗港城私人住宅地方，包括使用近 2 期的四部升降機，加快損耗；穿越麗港城商場，路過 1, 2, 4 期出口阻礙出車；穿越 3 期私人地方使用 3 期停車場的樓梯等等，對居民帶來滋擾。另外，必會有大量師生湧至麗港城商場食早、午餐（現時已有觀塘的上班人士來麗港城商場飲食），嚴重影響居民的生活。居民選擇購買麗港城為居所，主要原因之一是其較寧靜環境，VTC 計劃的影響對居民極為不公。

4.8 通風方面，三座巨型大樓遮擋南及東南風及海風，沒有可能不對麗港城造成嚴重影響。VTC 報告的評估草率偏頗，只看寬闊大街的通風，忽略對麗港城窗戶位置通風的不良影響，而最需要足夠通風的正是住戶單位位置而非大街。報告亦只看整季的平均影響，但事實上有很多日子是微風日子，偉業街的汽車廢氣容易積聚在麗港城的兒童遊樂場地帶和網球場，VTC 龐大校舍必定會加劇這些日子的空氣污染情況，增加居民心肺同呼吸病的風險。

4.9 早前有申請人申請在茶果嶺鄰近麗港城第 38 座興建酒店，當中亦同樣有交通人流等影響的考慮，最終不獲批准。建議的 VTC 規模大出多倍，影響不可能較少，沒有合理理據支持。

濫用海濱用地，以教學為名經營酒店

4.10 建議的 VTC 校舍隱藏著 4 層酒店及酒店設施，聲稱作訓練用途，實質為 VTC 提供收入。其實最佳的酒店訓練當然是在真正酒店實習，沒有充足理據讓院校需要自設酒店作訓練用途。此計劃濫用寶貴的海濱用地，亦對其他酒店經營者和市民/納稅人不公。早前有申請人申請在茶果嶺興建酒店亦不獲批，政府現支持 VTC 的計劃，極不公義。

巨型 VTC 校舍的選址

4.11 在 2017 年 1 月 10 日(即只是規劃署提交改劃申請前 10 天)的居民大會中，規劃署官員聲稱 VTC 要求 4 公頃用地，所以規劃署認為茶果嶺此用地最合適。另外，政府一方經常借推廣職業教育專責小組的建議為名，解釋有關的計劃。兩者根本完全沒有理據支持需要改變寶貴海濱用地來達至興建 VTC 校舍的需求，職業教育專責小組的建議亦不可凌駕海濱發展政策。事實上，VTC 代表已承認他們只需 3 公頃用地；我們的專業人士計算，如果使用市內地積比率較高及高度限制較寬鬆的用地，最低只需 2 公頃用地。選擇此海旁用地，最不能善用土地，而且更浪費寶貴的大眾資產。再者，高度限制令 VTC 要建三棟大樓(而非一或兩棟)，更要在當中興建多道空中花園連接三棟大樓，大大增加建築成本，不但奪去市民的海濱，還要納稅人多付額外成本，胡亂規劃令人髮指！

4.12 市內及新界有很多交通更方便、更接近地鐵或易達、四周配套充足、無需影響滋擾民居的用地更適合建 VTC 校舍，包括九龍灣、啟德、或九龍東以外，有些甚至本為 GIC，又有荒廢校舍，但政府只想將這些改為商業用地出售或繼續荒廢，而將 VTC 超龐大體積的校舍安置到交通、配套均不理想的海濱，偷龍轉鳳亂用海濱用地，做法鄙劣兼荒謬！而且，根據此計劃，在九龍灣—觀塘—寶林 9 個地鐵站範圍內將有 5 所 VTC 校舍(香港知專設計學院、香港專業教育學院、九龍灣大樓、青年學院、建議中的 VTC 校舍)，即 VTC 有 3 分 1 校舍全集中觀塘周邊 9 個地鐵站範圍內，這對分佈在全港不同地區學生是好的規劃嗎？

4.13 VTC 的其中一要求是校舍在市區。現時香港已高度城市化，又有完善的地鐵網絡到達港九新界各處，將 VTC 校舍安置到已經繁忙擠迫而且將會因大量發展(包括起動九龍東及麗港城周邊的發展)而加倍擠迫的觀塘區，有必要性嗎？中文大學、科技大學也不在繁忙市區，有問題嗎？是否待將來觀塘/東九龍交通迫爆時，才又要研究電子道路收費來解決？還是應一早有好的規劃來防止迫爆？

4.14 VTC 的另一要求是提升學生的學習經驗/環境。中文大學、科技大學不在繁忙市區，學習經驗/環境不是更好嗎？學生的學習經驗/環境需要全海景嗎？上課時要欣賞維港景色嗎？那並非學習經驗/環境，而是奢華！

對海濱公園的合理訴求

4.15 如上所說，港島整個海濱廊沿途有多個大的海濱公園休憩空間，而九龍只得西九和啟德跑道豪宅/甲級商業區有海濱公園，觀塘區是人口最多的區分之一，未來還有起動九龍東的發展，絕對值得給我們一個海濱公園。有關的用地本已規劃為休憩用地及「茶果嶺公園」，沒理由要被奪去。這對觀塘區極為不公，而且明顯帶根深柢固的歧視。政府不可一方面照顧社會上流的消閒需要(例如高爾夫球場)，另一方面照顧草根階層及社會、教育服務界的需要，卻往往忽略中產及打工納稅人的社會、消閒需要。

4.16 觀塘區絕對值得保留及發展有關的茶果嶺用地成為海濱公園。這不但符合海濱發展原則指引及政策，為海濱長廊提供大型聚腳點，照顧市

民的休閒活動需要(例如踏單車、散步、輕便餐飲等)，同時也配合周邊的旅遊發展項目(郵輪碼頭、單軌列車、茶果嶺天后廟及炮台山、以致鯉魚門)，達致完美協同效應。

4.17 大部分的香港市民都不能擁有海濱居所，但海濱公園則是他們可以擁有及應得的。政府不應企圖欺騙市民令他們相信只要有海濱長廊就已足夠及完全符合海濱的承諾，而是應盡最大可能善用海旁用地，為市民提供大型海濱公園，真正做到「朝氣蓬勃、綠化、暢達和可持續發展的海濱」的目標。

5. 現懇請各位觀塘區區議員，盡閣下維護觀塘區居民權益的責任，行使市民賦予閣下的權力，力保觀塘區這一片絕無僅有的寶貴茶果嶺海濱用地，在2017年3月2日的區議會全會上向城規會反對更改土地用途的申請，並要求政府立即在該用地上興建屬於觀塘的大型茶果嶺海濱公園。在此本人謹代表麗港城(第3期)業主委員會謝謝各位的協助。

6. 有勞觀塘區議會秘書處安排發放此信給本區各區議員。

7. 如有疑問，請於辦公時間致電 2727 6001 與本城管理服務中心高級物業經理譚國雄先生聯絡。

顧建德

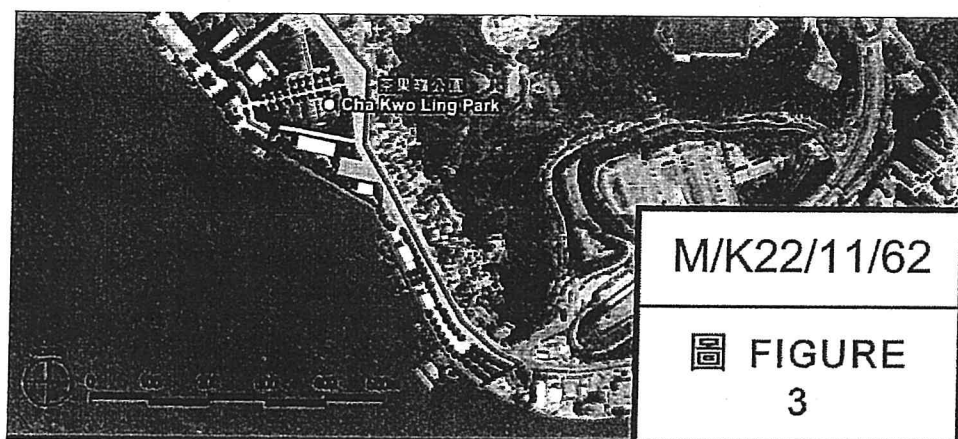


麗港城(第3期)第十二屆業主委員會
主席 顧建德 謹啟

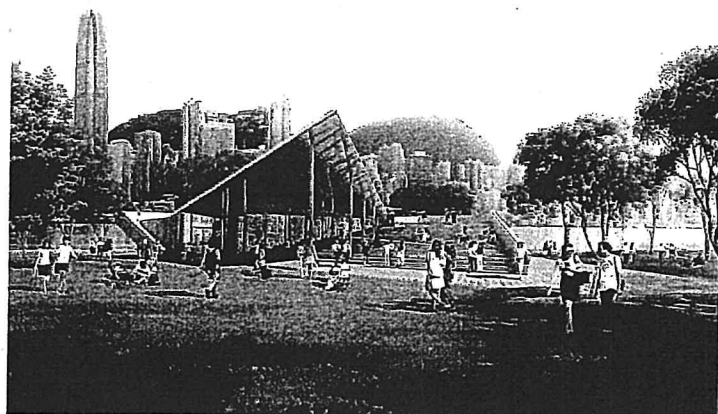
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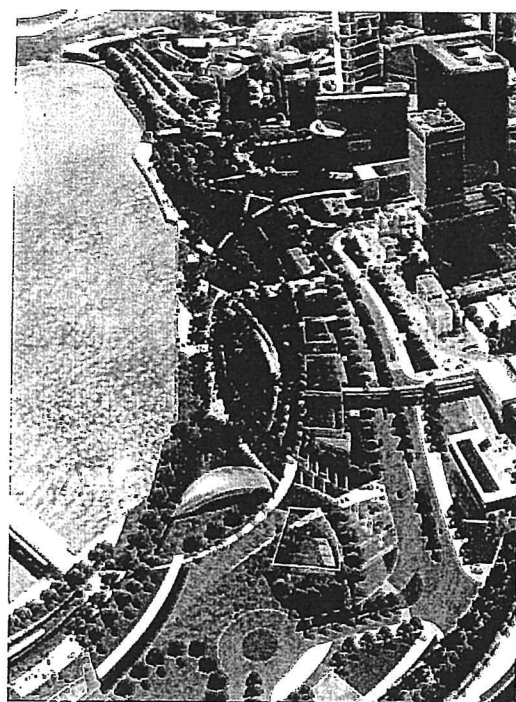
副本影送： 觀塘民政事務專員羅莘桉先生, JP
九龍規劃專員葉子季先生
觀塘南分區委員會主席馮美雲女士
麗港城第1、2及4期(第十三屆)業主委員會主席潘金城先生



圖一



圖二



圖三

(iii) 《啟德分區計劃大綱草圖編號 S/K22/5》所收納的修訂項目
(黃大仙區議會文件第 18/2017 號)

77. 主席歡迎為議題出席會議的規劃署九龍規劃專員葉子季先生、土木工程拓展署總工程師／九龍 1(九龍)徐仕基先生及土木工程拓展署高級工程師／6(九龍)陳炳華先生。

78. 主席邀請規劃署葉子季先生介紹文件。

79. 葉子季先生以簡報輔助介紹文件。

80. 胡志偉議員表示麗港城居民對茶果嶺海旁區域的發展計劃表達關注。由於職業訓練局(職訓局)會對當區交通加重負擔，因此希望規劃署重新審視該選址及發展規模是否合適。另外，胡議員認為研究當中的單軌列車經濟效益成疑，只能將人流疏導至主要鐵路系統，就此查詢規劃署在新增發展項目後，如何將人流帶入及帶出新發展區。

81. 葉子季先生回應表示，本年施政報告提及政府將加強對職業教育發展的支持，並提供土地供職訓局興建具規模及現代化的新校舍。經考慮職訓局的選址要求後，即校舍選址須位於市區，用地面積為三至五公頃，及選址有利新校舍盡快落成，規劃署認為茶果嶺海旁用地符合職訓局有關選址要求。署方備悉麗港城居民反對有關建議，就此署方及職訓局將繼續與居民就有關發展保持溝通。而校舍的初步設計將採用階級式建築物高度輪廓，高度訂為主水平基準上六十至七十米，較其東北面住宅發展「麗港城」的高度(即主水平基準上約八十至九十米)為低，而且校舍將提供通風廊，以緩解發展在空氣流通方面帶來的影響。在早前的諮詢過程中，地區人士關注計劃對景觀及交通所造成的影響，職訓局已就有關方面進行技術評估，評估結果顯示計劃並不會在景觀及交通等方面造成不能接受的重大影響，規劃署亦會繼續與居民溝通，並將居民的意見向城規會反映。

82. 徐仕基先生補充，在大綱圖上顯示的環保連接系統走線中，單軌列車只是眾多選項的其中之一，就環保連接系統的模式及走線，土木工程拓展署正進行詳細可行性研究，報告將於今年年底前完成，屆時會就此進行諮詢，收集公眾意見以決定進一步發展。就增加啟德發展密度後人流的帶動，徐先生表示啟德發展區內外的連繫主要有道路及集體運輸系統兩方面。道路方面目前有太子道東、觀塘道及舊機場隧道。現時附近道路的交通擠塞源於有部分工程尚未完工，未來中九龍幹線、T2 主幹道及將軍澳－藍田隧道落成後，所形成的東西走廊將有效改善目前的道路交通情況。而集體運輸系統方面，現時有港鐵觀塘綫，而未來啟用的沙中綫亦能減輕觀塘綫的負擔。至於區內的行人連接，接近一百公頃的綠化及休憩地帶將貫穿整個啟德發展區，作為綠色走廊供市民使用。

83. 施德來議員表示政府、機構或社區用地所興建的醫院大多只有職員飯堂，若要開設普通食肆，則須再向城規會申請，以致市民大多要光顧離醫院較遠的食肆。施議員查詢啟德全科醫院現時的擴展計劃中是否有包括食肆在內，而若要增加食肆，應由規劃署還是醫管局負責跟進。

84. 林文輝議員表示現時環保單軌列車走線由觀塘到啟德站，其他區的市民並未能受惠，建議延伸至舊區如經石鼓壟公園至東頭邨，再經摩士公園到達樂富、黃大仙廟等，並接合黃大仙廟此旅遊景點。樂富、黃大仙下邨及東頭邨的居民亦可使用此路線到達郵輪碼頭，增加使用率。

85. 主席表示在環保單軌列車走線進行概念性諮詢時，黃大仙區議會已建議走線須延至觀塘區、黃大仙區及九龍城區，才能有效地服務市民，否則人流太少只會造成浪費。

86. 胡志偉議員表示對職訓局項目的發展規模及選址有保留，並指出觀塘區議會已一致動議反對茶果嶺職訓局發展項目。胡議員亦希望日後能再就環保連接系統進行詳細討論，望能以更有效的方式服務更多市民。

87. 葉子季先生備悉主席及各位議員的意見，並回應表示現時區內醫院的規劃由醫院管理局負責，啟德急症醫院初步規劃有二千四百個床位、急症室服務、不同專科服務及日間化療和放射治療設施，當中亦會包括附屬飯堂設施。葉先生表示所有前往診症及探病的市民應能享用醫院附屬飯堂的服務，而從規劃角度看，醫院範圍內規模較小及附屬食肆及商鋪，只要不超出合理範圍，無須提出規劃申請。有關醫院現時尚在初步設計階段，對於附屬食肆方面的規劃，須由醫院管理局在詳細設計階段考慮。

(譚香文議員於六時十五分離席。)

《啟德分區計劃大綱草圖編號S/K22/5》所收納的修訂項目
(九龍城房建會文件第09/17)

4. 規劃署九龍規劃專員葉子季先生介紹文件。
5. 何華漢議員感謝規劃署積極回應委員的意見，把修訂項目D2的啟德發展區用地改劃用作公營房屋發展。然而，為了達到公私營房屋供應比例為70:30的要求，他希望署方將項目D1的用地亦劃作興建公營房屋。此外，康樂及文化事務署(下文簡稱「康文署」)曾經表示區內擬建的圖書館及游泳池可能受「政府、機構或社區」用地的限制，故建議署方待康文署與其他相關持分者落實區內各社區配套規模後，才考慮是否推展修訂項目H1至H4中有關將用地改劃為商業用地。他又關注減少郵輪碼頭附近一塊酒店用地後是否能夠應付未來郵輪旅遊發展所增加的遊客量。
6. 楊永杰議員歡迎規劃署把修訂項目D2的用地改劃作公營房屋發展。然而，他希望署方將項目D1的用地亦劃作興建公營房屋，以達至公私營房屋供應的合適比例及完整性。
7. 鄭利明議員查詢規劃署在修訂項目D2未有用盡准許地積比率6.8倍的原因。此外，他指出由於適齡學童人數持續減少，故要求署方確保修訂項目W1至W7擬建職業訓練局校舍的計劃須配合實際需要。他又查詢署方有關校舍是否用作重置職業訓練局的現有校舍，及作重置後原有土地的用途。
8. 邵天虹議員強烈希望有關部門清晰了解居民的訴求，把握區內重建及啟德區發展的機遇，善用宋皇臺道、土瓜灣道及啟德發展區合適的土地，用作安遷及重建樓齡已甚高的馬頭圍邨及真善美村。他又表示舊邨重建不能待完全消除公屋輪候冊上的等候人數才作規劃，建議預留一定數量的新建公營房屋單位安遷受重建影響的舊邨居民。
9. 楊振宇議員表示歡迎規劃署修訂項目D2的用地作公營房屋發展，以增建公營房屋的供應。然而，他認為署方亦須考慮該項目周邊的持分者對增加公營房屋的意見，避免有關計劃未來受到居民的反對。
10. 左滙雄議員表示支持修訂項目B至D1及D2的內容，以提高地積比率及增加公營房屋供應。

11. 陸勁光議員指出由於啟德發展區已規劃大量休憩用地，故對修訂項目G1及G2將環形道路附近兩塊較大型的土地改劃為休憩用地有保留。此外，他查詢是否必須重置分區變電站於修訂項目F的大型用地，區內是否有其他更合適的地點。

12. 勞超傑議員表示歡迎政府落實於區內增建公營房屋，惟認為有關的力度仍然不足，建議署方進一步提高修訂項目D2的地積比率，以協助輪候公屋的基層居民能夠盡快入住。此外，他查詢目前的規劃能否配合協助政府未來可能推出的有關協助首次置業人士置業的計劃。

13. 主席提出以下意見/查詢：(一) 修訂項目W1至W7的職業訓練局新校舍周邊大量「休憩用地」及「污水處理廠附連的上蓋園景平台」，令該地帶的休憩用地過多，故希望署方從善用資源的角度檢視有關項目；(二) 建議項目W3的大型綠化用地改劃作興建資助房屋；(三) 重置職業訓練局現有校舍後，原有土地的用途；(四) 關注改劃跑道區一塊酒店用地為住宅用地後，酒店前的公共空間的管理事宜；(五) 九龍灣及觀塘一帶嚴重缺乏停車場，建議於項目H2的商貿區興建多層停車場；(六) 建議於修訂項目D2增加社區設施，以提高地積比率至6.8倍，進一步增加公營房屋單位數目；以及(七) 希望署方在發展啟德新區時，一併計劃重置馬頭圍邨及真善美村等舊屋邨。

14. 規劃署葉子季先生作出綜合回應，重點如下：

- 根據2017年施政報告，政府已於全港選定25個有潛力作住宅發展的地盤，以提供約60,000個單位，其中八成為公營房屋。而修訂項目D2涵蓋的4幅用地由於鄰近沙中線土瓜灣站，故十分適合用作興建公營房屋，啟德發展區的公私營房屋供應比例約為40:60。此外，項目D1已預留作私人住宅發展，署方在訂定改劃建議時，已平衡及考慮整體土地利用情況及持分者的關注。
- 根據《香港規劃標準與準則》，市區的新發展區最高住用地積比率為6.5倍。有關住宅用地已採用了最高住用地積比率，及另外0.1-0.3倍的非住用地積比率(作商業用途)。在增加地積比率時，須考慮通風、視覺及周邊建築物高度輪廓等因素，整個啟德發展區經過這次修訂後將合共增加約11,000個單位。若需進一步提高修訂項目D2用地的地積比率，需重新評估對交通、基建及環境等的影響。

- 一 署方在區內預留多幅「政府、機構或社區」用地，以提供相關社區設施，包括位於啓德城中心四幅小學用地、兩幅中學用地、圖書館、社會福利設施，室內體育中心及室內游泳池。此外，啓德體育園及周邊的休憩用地亦將為區內居民提供各項體育及休憩設施。署方會繼續與康文署及其他部門商討有關圖書館、游泳池及社會福利設施等的規劃及實施工作，以回應社會的訴求。此外，將第3區內用地改劃作商業用途旨在回應社會對商業用地的需求，及與九龍灣商貿區產生協同效應。
- 一 郵輪碼頭附近原四幅酒店用地雖然將減至三幅，但是仍能維持提供約2,100間酒店房間。此外，因應郵輪碼頭南面將發展為旅遊樞紐，該處會興建另一所酒店，故跑道區會有至少四所酒店，以滿足未來旅遊業的需求。
- 一 由於大綱草圖上的「住宅(甲類)」土地用途地帶並沒有訂明房屋類型，故此可用於發展不同類型的住宅，未來可因應社會需要或政策要求作出合適的發展。
- 一 房屋署會根據房屋政策決定是否優先編配單位予輪候公屋人士或預留作調遷舊屋邨的住戶。署方會向房屋署反映委員有關房屋政策的意見。
- 一 在茶果嶺用地興建具規模及現代化的職業訓練局校舍獲相關的政策支持，以解決訓練局空間不足的問題。擬建的校舍將重置現有黃克競及觀塘(鄰近翠屏邨)的分校，現劃為「政府、機構或社區」的用地，現階段暫未有具體的規劃建議。此外，擬建校舍周邊的休憩用地為未來海濱長廊的一部分，而「污水處理廠附連的上蓋園景平台」用途地帶內的用地則屬現有設施，亦將進行擴建及優化工程。
- 一 署方備悉委員對項目H2的意見，「起動九龍東辦事處」正制定方案回應對九龍灣及觀塘商貿區的泊車位訴求。
- 一 修訂項目F為容量較大的變電站，是次修訂僅放寬了變電站的高度限制以作相關發展。修訂項目G1及G2用地附近為主幹道，因受到較大的噪音及空氣污染而不適合興建住宅，故將改劃為「休憩用地」及作「其他指定用途」註明「美化市容地帶」。此外，修訂項目W3的「休憩用地」將重置區內原有的臨時七人足球場。

**Item 3 Amendments Incorporated in the Draft Kai Tak Outline
Zoning Plan No. S/K22/5 (Paper No. TFKT/07/2017)**

3.1 **The Chair** informed Members that the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD) had submitted a paper (TFKT/07/2017) to consult Members on amendments incorporated in the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/5.

3.2 He recalled that Members' views on the recommendations of the Review Study of Kai Tak Development were sought at previous Task Force meeting and workshops. At the 23rd Task Force meeting, Members were briefed and had thorough discussion on the proposals recommended by the Review, in particular the proposed rezoning of hotel sites to residential sites at the former Kai Tak runway. Members were particularly dissatisfied with the proposed building height profile, building block layout and development bulk for the development sites at the runway and did not go through the proposed rezoning of a piece of land along the Cha Kwo Ling (CKL) waterfront for the development of a Vocational Training Council (VTC) campus in any detail.

3.3 **The Chair** reported that a pre-meeting was arranged on 3 April 2017 for PlanD and representatives of the Laguna City Estate Owners' Committee to brief Members on their respective views prior to today's meeting. Upon the request of the representatives of the Owner's Committee, two resident representatives were invited to give a 10-minutes presentation under the agenda item. He suggested dividing the discussion into two sessions. In the first session, Members would hear from PlanD and CEDD on all the amendments incorporated in the draft Kai Tak OZP No. S/K22/5. In the second session, PlanD would go through the amendments for the CKL waterfront, followed by a presentation on the subject by resident representatives.

3.4 **The Chair** informed Members that Mr Ivan HO had provided a written submission on behalf of the Hong Kong Institute of Urban Design to express their views on the proposal. Mr HO's

submission and other letters addressed to the Task Force on the subject were tabled for Members' information.

3.5 **The Chair** welcomed **Mr TOM YIP** and **Mr Gary LAM** from PlanD; **Mr Peter CHUI** and **Mr Edmund CHAN** from CEDD; **Mr LEUNG Yam-shing** and **Mr Colin SOH** from VTC; **Mr Joel CHAN**, **Ms Sally CHAN**, **Ms Theresa YEUNG**, **Ms Natalie LEUNG**, **Ms Minnie LAW**, **Mr Alan MACDONALD**, **Ms Winona IP** and **Ms Jennifer CHIK** from the consultant team to the meeting.

3.6 **Mr TAM Po-yiu** declared that he was a resident of Laguna City. He would abstain from commenting on the rezoning proposal for the CKL waterfront.

3.7 **Mr Paul YK CHAN** declared that he was employed by VTC. **The Chair** opined that would constitute conflict of interest and advised **Mr CHAN** to refrain from participating in the second session of the discussion.

3.8 **The Chair** advised that **Mr TAM** and **Mr CHAN** could participate in the discussion and comment on all other amendments incorporated in the draft Kai Tak OZP No. S/K22/5 but they should abstain from commenting on the proposed rezoning at CKL waterfront.

3.9 **Mr Tom YIP** introduced the paper with the aid of a PowerPoint.

3.10 **The Chair** said that **Mr YIP's** presentation covered all the amendments incorporated in the draft Kai Tak OZP No. S/K22/5. At this stage, he advised Members to focus on other parts of KTD first.

3.11 **Mr Paul ZIMMERMAN** raised the following enquires and comments:

- (a) why the proposed inclusion of hotel development into the Kai Tak Sports Park had not been included in the proposed OZP amendments;
- (b) for amendment items G1 and G2, he noted that the areas near the ring road of the future Central Kowloon Route

(CKR) will be rezoned to “Open Space” (O) while areas near the junction of Road D2 and Road D3 will be rezoned to “Other Specified Uses (Amenity)”. He would like the proponent to explain the rationale behind the proposals. He was doubtful whether the proposals could tie in with and reflect the future development of the head of the Kai Tak Approach Channel (KTAC) , as well as the views of the Task Force on this front;

- (c) he further asked whether the waterfront promenade situated at KTAC would be subject to the recommendations of the ongoing consultancy study for the Kai Tak promenade and whether the Government would propose further changes to the OZP accordingly;
- (d) for amendment item H2, a “Government, Institution or Community” (“GIC”) site abutting Road L10 would be rezoned to “Commercial (1)” (C(1)) zone. He recalled that Members had suggested, in previous meetings the inclusion of GIC uses, retail, and food and beverage facilities to the ground and podium level of the future commercial developments so as to activate the waterfront. To guarantee such provision, he would like to know whether it would be incorporated into the lease conditions as requirements to be fulfilled by the developers;
- (e) for amendment item V2, a portion of land originally reserved for Road D3 would be rezoned to “Open Space (2)” to provide a landscaped deck connecting Metro Park to the waterfront promenade. He would like to know how this proposal could be realised and implemented and enquired about the design and parameters of the proposed landscaped deck;
- (f) noting that Road D4 was a main yet temporary connection between the former South Apron and the former Runway, he enquired whether it would be rebuilt and cause any changes on the draft OZP; and
- (g) what was the greening ratio of the development sites at the former runway as he was wary that high greening ratio would make it impossible for developers to provide set back and outdoor seating areas, as well as pedestrian areas.

3.12 **Mr TAM Po-yiu** had the following comments:

- (a) for amendment item D2, he supported the Government's proposal to set aside four housing sites near Kai Tak City Centre for public housing development but viewed that the original planning intention of having a neighbourhood in grid pattern with substantial greening elements and wide pedestrian streets should be maintained to enhance visual and physical permeability. He advised that departments concerned should incorporate appropriate urban design principles and greening elements into the planning brief for the public housing development;
- (b) a site zoned "GIC" at the junction of Concorde and Road L1 was earmarked for an electricity substation. Given the junction would serve as a major gateway to KTD, departments concerned should assess the aesthetic appearance of the electricity substation from a three-dimensional perspective and provide building setback and suitable greening features to beautify its outlook as appropriate;
- (c) he supported the proposed rezoning of GIC sites abutting Road L10 and Kai Fuk Road for commercial uses which would create synergy in support of the transformation of the adjoining Kowloon Bay Business Area. Having regard to the Harbour Planning Principles and Guidelines, the project team was reminded to carefully examine the built form and mass of the commercial developments and enhance the connectivity from the hinterland of Kowloon Bay to the waterfront promenade; and
- (d) rezoning some commercial sites to residential sites at the former runway might affect the design of the landscaped deck and the semi-enclosed noise barrier. Possible traffic noise and nuisance caused by Road D3 to residents in adjacent developments should be suitably addressed. He added that both sides of the waterfront promenade along the runway should be well connected.

3.13 **Mr Anthony CHEUNG** then shared his opinions as follows:

- (a) the original planning intention of having a vibrant waterfront in Area 4 should be maintained in spite of the rezoning of some commercial sites to residential sites. The project team was advised to introduce a mix of commercial, retail and recreational activities at the ground level of the future residential developments along the runway as a means to enhance public enjoyment of the waterfront promenade. Further information in relation to the planning intention and design of the promenade should be provided for Members' consideration;
- (b) noting that the maximum building height for development sites at Area 4 was set at about 120 metres above the Hong Kong Principal Datum (mPD), it might be difficult to achieve the intended Plot Ratio. PlanD should look into this carefully in order to achieve a more interesting skyline and varied building height profile at the runway;
- (c) further to Mr TAM's comments, he was wary that the residential sites abutting Road D3 would be susceptible to the traffic noise generated by Road D3. It would be unfair to leave it to the developers to come up with solutions;
- (d) he agreed with Mr TAM that the intended grid pattern and physical and visual permeability between building blocks at Area 2 should be maintained, even though some of the sites would be allocated for public housing development. He urged the Government to avoid adopting standard public housing design in KTD; and
- (e) the Hong Kong Institute of Architects also supported the proposed rezoning of GIC sites abutting Road L10 and Kai Fuk Road to commercial developments. Considerations should be given to enhancing the use and vibrancy of the waterfront promenade abutting the sites and facilitating the integration among the ground floor uses of the sites, the activities to be held at the waterfront promenade and the recreational activities to be carried out in the adjacent waterbody.

3.14 **Mr Paul YK CHAN** enquired about the estimated population increase in Kai Tak as a result of the intensification of

development density in KTD and asked whether the total provision of open space would increase accordingly. Noting that 98.18 hectares (ha) of KTD would be used for public open space; he would like the Government to come up with an overall strategy for landscape design and incorporate more detailed information with regard to the proposed character, location, function and typology of open space into the Notes and Explanatory Statement of the Kai Tak OZP. Such information could also be incorporated into the planning brief and land lease documents of development sites in KTD.

3.15 **Mr Nicholas BROOKE** said that the Commission supported the Government's proposal to increase development and population intensity at KTD in order to meet the demand for housing. However, it would be necessary to have a public transport solution to cater for such increase, as well as to facilitate public enjoyment of the public open space at the former runway area. He urged the Government to urgently look for a public transport solution before further refining the urban design schemes for the former runway.

3.16 **Sr Emily LI** noted that the buildings in the hinterland of KTD and part of the future Kai Tak Sports Park (KTSP) would be visually blocked by the future development sites at the former runway, she was concerned and would like the project team to review the proposed building heights for development sites at the former runway. She enquired about the percentage of land area assigned for residential developments on the draft OZP.

3.17 **Mr Tom YIP** thanked Members for their comments and responded as follows:

- (a) the rezoning of four sites in Area 2 from "Residential (Group B)" (R(B)) to "Residential (Group A)" (R(A)) for public housing development would not cause adverse impacts to the planned pedestrian circulation and connectivity in the area. Three planned 10-metre-wide pedestrian streets between the developments sites would be maintained to enhance air ventilation, as well as visual and physical permeability;
- (b) with regards to the inclusion of hotel development into the

KTSP and the proposed relaxation of building height restrictions of the main stadium from 55 mPD to 70mPD, the Home Affairs Bureau (HAB) had submitted an application for planning permission under Section 16 of the Town Planning Ordinance. The application was approved by The Town Planning Board (TPB) on 17 March 2017;

- (c) in response to Members' concern about the ground-floor land use in the vicinity of the KTAC in Area 3, he said that "Eating Place", "Shop and Services" and "Place of Recreation, Sports or Culture" etc. were permitted uses within commercial sites. The proposed amendments to the OZP had allowed flexibility for different types of activities to take place at the waterfront. The project team would take Members' views into account in further proceedings with the proposals;
- (d) the land uses of areas near the CKR were revised according to the latest approved CKR alignment. For item G2, he said that part of the land area originally reserved for the CKR's tunnel ventilation shaft and administration building could be released for "Other Specified Uses (Amenity)" use. For item G1, two areas near the ring road of the proposed CKR would be rezoned to "O" to facilitate better integration and design with the adjoining open space;
- (e) in response to Mr. Tam's enquiry, he clarified that the "G/IC" site at the junction of Concorde Road and Road L1 was an existing electricity substation. It was located to the immediate southeast of amendment item E site;
- (f) for amendment item E, the site was once earmarked for the development of a government building but such provision was no longer required. Being close to a planned commercial cluster, the site was therefore proposed to be rezoned for commercial use to achieve better integration. Non-building area (NBA) was designated within the boundary of the site to serve multiple purposes including greening, enhancement of air ventilation and air permeability;
- (g) in response to Members' concern about the vibrancy and diversity of the waterfront promenade after rezoning certain commercial sites to residential sites at the former

runway, he explained that the developers would be required to provide retail shops and eating places at the lowest two floors of the residential sites fronting the waterfront promenade and pedestrian streets. This would enhance vibrancy and diversified activities at the waterfront promenade and provide an interesting pedestrian environment and experience to members of the public;

- (h) with regards to the building height profile at the former runway, he recalled that PlanD and CEDD had presented the refined schemes of the Review Study of Kai Tak Development to Harbourfront Commission (HC) for consideration in December 2016. He said that building heights of the residential sites were adjusted to between 95 mPD and 120 mPD in order to strike a balance between allowing design flexibility and minimizing visual impacts to nearby developments. Under the amended OZP, Area 4 would have a more varied and interesting built form with high and low blocks, as well as an active frontage with retail facilities at the ground level. He supplemented that the tallest band of 120 mPD in Area 4 was generally similar to the height of buildings in the hinterland area, such as Kowloon Bay and To Kwa Wan. The consultant would supplement further information about the urban design scheme for Area 4; and
- (i) it was estimated that the total population in KTD would increase by 28% to about 134,000. About 98 ha of KTD would be used for the provision of open space after the OZP amendments. According to the Hong Kong Planning Standards and Guidelines (HKPSG), the standard for provision of open space was 2 square meters per person; hence KTD should have at least 27 ha of open space. The provision of open space in KTD had indeed far exceeded the requirements stipulated in the HKPSG. He further explained that open space in KTD was composed of local, district and regional open spaces. For instance, the Metro Park and the Station Square would serve the recreational needs of local residents, visitors, tourists and the general public. A continuous pedestrian connection would be

formed by an extensive network of interconnected public open space and the 11 km long waterfront promenade.

3.18 **Mr Peter CHUI** responded to Members' comments as follows:

- (a) in response to Mr ZIMMERMAN's enquiry about the connection between the roundabout on Road D3 and the Metro Park, he pointed out that the rezoned "Open Space (2)" (O(2)) would serve as an inclined surface connecting the northern crescent walkway at the deck level to the at-grade Metro Park. A section of Road D3 abutting Metro Park would be sunken to facilitate the construction of an at-grade landscaped deck so as to enhance the connectivity between the Metro Park and the promenade facing KTAC;
- (b) the taxiway bridge (i.e. Road D4) served as a main access to the southern part of the former runway, its enhancement would be looked into upon the completion of Road D3 and the landscaped deck on top. He shared Members' concern that the location and design of the taxiway bridge would pose headroom limit for carrying out water sports activities;
- (c) CEDD commenced an urban design study for the development sites in Area 4 in December 2016. The study focused on enhancing the connectivity and integration among the residential sites, the landscaped deck and the adjoining waterfront promenade. He informed Members that the consultant would go through the preliminary findings later;
- (d) the noise barrier along Road D3 adopted a semi-enclosed design and it was not feasible to have a fully-enclosed noise barrier given the technical difficulties and safety concerns. The future developers of the residential sites would be required to implement noise mitigation measures, such as the installation of acoustic windows and balconies in order to screen off the traffic noise generated by Road D3. He added that such mitigation measures had been commonly adopted in different types of developments in Hong Kong;

- (e) with regards to water-land interface issues on promenades, CEDD engaged a consultant to carry out a study on design control and guidelines for promenades in KTD. Members were briefed on the initial ideas of the study through the workshop on 23 March 2017. The project team would further engage and seek Members' views again at appropriate junction; and
- (f) regarding Members' concern on the traffic impacts resulting from the increase in development intensity and population, he reassured Members that a detailed traffic impact assessment was conducted and the findings demonstrated that the proposals would not cause unacceptable impacts to the traffic conditions in KTD and surrounding areas. The commissioning of SCL and construction of trunk road projects such as CKR would also help relieve traffic congestion at existing major roads namely Prince Edward Road East and Kwun Tong Bypass. To further improve the traffic condition, relevant Government departments would implement necessary traffic improvement measures.

3.19 **The Chair** asked whether Members had any follow-up questions.

3.20 **Mr Paul ZIMMERMAN** raised the following comments:

- (a) the Task Force had expressed the view that the head of KTAC should be developed into a tourist attraction and sightseeing destination referencing Sydney's Darling Harbour and Singapore's Marina Bay. The provision of a mix of retail shops and eating places and GIC uses at ground and podium levels of the commercial developments should be specified and mandated through lease conditions. Specifically, a certain percentage of ground level space should be assigned to accommodate sports centres and clubs so as to encourage the active use of waterfront;
- (b) he enquired whether the open space of amendment item G1 and land uses in the vicinity of KTAC would be further

reviewed subject to the results of the consultancy study for the Kai Tak promenades; and

- (c) he expressed doubt over the necessity of the roundabout at the northern end of the runway precinct. He asked the Government to clarify whether Road D3 would be set back to release more open space along the waterfront for public enjoyment as a means to make up for the rezoning of part of the Metro Park to residential developments. He further asked whether the Government had a specific plan to replace or remove the existing taxiway bridge.

3.21 **Mr Nicholas BROOKE** clarified that his previous question was not centered on traffic mitigation but the imminent need to identify a sustainable public transport solution to serve the runway area and the adjoining developments. Connectivity would be fundamental to the success of the development of the former runway.

3.22 **The Chair** said that the Task Force had been monitoring the planning and development of KTD for over a decade. The proposals put forward by the Government covered a spectrum of land use amendments which would result in a significant increase in the housing supply and population in KTD. Members had expressed their concerns on the recommendations of the review throughout the consultation process. Members' views from harbourfront enhancement and urban design perspectives are summarised as follows:

- (a) while he understood that provision of open space in KTD had exceeded the minimum standard for such as stipulated in HKPSG, the Government should make effort to maximize the availability of open space in harbourfront areas for members of the public;
- (b) the Task Force understood the pressing need to increase the development intensity in KTD so as to accommodate an increased population but it appeared that the proposals put forward by the Government had not brought any improvement or enhancement to the planning of the harbourfront area, the environment and the public transport system;
- (c) for the noise barrier at the former runway, its primary

function was to screen off the noise generated by Road D3. It hence appeared to be ironic that some of the sites along Road D3 would still be susceptible to traffic noise. It was undesirable to shift the responsibility for noise mitigation to property developers. He opined that changes in the planning and development of KTD should have been made in a more gradual and logical manner;

- (d) Members considered that the amendments should enhance the vibrancy and diversity of the harbourfront. Despite the changes in the zoning of some development sites abutting the waterfront, the ground level of these sites should be used for a mix of activities and integrate with the adjoining waterfront promenade;
- (e) the proponent provided a positive response to Members' concern with regards to the visual and physical permeability and connectivity of the future public housing development. The project team should consider adopting creative design and building forms for the housing blocks so as to better reflect the characters of the community; and
- (f) details of individual project such as open space network, design control and guidelines for waterfront promenades and road alignment of CKR project would be better supplemented by relevant project teams.

3.23 **Mr Tom YIP** thanked the Chair for making a summary. He said that the project team would take into account Members' views and comments.

3.24 **The Chair** said that the second part of the discussion would focus on the proposed rezoning of a piece of land in CKL waterfront for the development of a VTC campus on which Members had been briefed by PlanD with some general background.

3.25 **The Chair** informed Members that the Laguna City Estate Owners' Committee had submitted over 40,000 petition signatures to the Task Force before the meeting to express their objection to the Government's proposal. He recalled that Mr TAM Po-yiu and Mr Paul YK CHAN declared interest and they would therefore abstain from participating in the ensuing discussion.

3.26 **The Chair** invited **Mr Fred TSE** and **Mr Keith LUK**, representatives from Laguna City Estate Owners' Committee to the meeting.

3.27 **Mr Fred TSE** and **Mr Keith LUK** shared with Members the views of residents with respect to the proposed rezoning of a piece of land in CKL for the development of a VTC campus.

3.28 **Mr LEUNG Kong-yui** made the following comments:

- (a) the construction of buildings or developments at harbourfront areas was not prohibited by the Harbour Planning Principles and Guidelines but it would be essential for any proposals put forward at such locations to comply with the principles and guidelines. Given some public facilities such as hospitals within KTD would be situated at the harbourfront and they are intended to serve members of the public, he had no objection to having an education institute to be located at the harbourfront. However, from a harbourfront enhancement perspective, the reduction in the provision of open space by 1 ha at CKL cannot be supported;
- (b) he suggested the project team to consider reconfiguring and relocating nearby community and public facilities, such as the liquefied petroleum gas (LPG) filling station and the Sewage Treatment Plant in order to release more open space for the development of a CKL harbourfront park. He recalled that the Government had approved a non-in-situ land exchange with the private owner of King Yin Lei in order to preserve the historic building for revitalisation a few years ago. The case could serve as a reference; and
- (c) members of the public should be able to have at-grade access to the harbourfront through the open space within the VTC campus. Part of the campus facilities such as cafeteria and sports ground could be opened for public use.

3.29 **Mr Nicholas BROOKE** raised the following comments:

- (a) the proposed VTC campus to be built would be a huge complex. The proponent should provide adequate explanation as to which were the alternative locations they have explored and the reason why they were not considered suitable for the proposed campus;
- (b) VTC and PlanD were invited to comment on the massive red block in the photomontage portrayed by the resident representatives which indicated the building mass of the proposed campus; and
- (c) noting that the construction of the project would last for 10 to 15 years, the proponent was urged to provide further information on the development programme.

3.30 **Mr Paul ZIMMERMAN** said that little information in relation to the proposed VTC campus had been included in the consultation papers and presentation slides prepared by the Government in previous meetings and the Task Force did not discuss the proposal in detail. He agreed with the views of the residents. With reference to the approved Kai Tak OZP, the CKL waterfront was supposed to be a park not just a promenade. He objected to the rezoning proposal given that it would turn a wide park into a linear and narrow promenade. He urged the Government to retain the originally planned park area and this piece of waterfront should be safeguarded for the enjoyment of Hong Kong people. With regards to the design of the proposed campus, he opined that the building mass of VTC building should be modified and that visual porosity as well as 24-hour public access to the waterfront should be guaranteed.

3.31 **Mr NGAN Man-yu** objected to the rezoning proposal and raised the following enquires and comments:

- (a) why the proposed VTC campus should be located at prominent waterfront area as there should be alternative locations in urban areas;
- (b) having a massive structure at CKL waterfront would not be compatible with the atmosphere of Kwun Tong waterfront; and
- (c) he could not agree with the results of the TIA and was

especially concerned about the potential traffic impacts to be caused by the proposal. He pointed out that there were limited public transport services connecting the area to Yau Tong Mass Transit Railway (MTR) Station and having a massive campus would intensify pedestrian and traffic flows in Lam Tin district.

3.32 **Mr Ken SO** echoed with Mr NGAN's view that there should be alternative locations in urban areas to accommodate the development of the VTC campus. He agreed with the Chair's view that the Commission would not accept the minimum provision of public open space in harbourfront area and project proponents should actively come up with ways to enhance the vibrancy of the harbourfront. He was glad to know that the Kwun Tong promenade was crowded with visitors which indicated the high demand and popularity of public open space in harbourfront areas. He could not support the rezoning proposal as it would not be able to help create a vibrant and active CKL harbourfront. The piece of land concerned should be developed into a waterfront park.

3.33 **The Chair** said that the popularity of Kwun Tong promenade was a recognition of the efforts of the Task Force.

3.34 **Ms Melissa PANG** said that the mission of the Task Force was to enhance the conditions of the limited harbourfront areas in order to meet public expectation. She made the following comments:

- (a) the proposal presented at the meeting could not address and incorporate residents' comments and views;
- (b) it was the community's aspiration that a CKL park would be constructed to serve as a district open space with both active and passive landscape areas. She was disappointed that the CKL waterfront park was proposed to be replaced by a 50m wide and 660m long waterfront promenade;
- (c) she opined that a balance should be struck between meeting the expectation of the community and meeting the development need of VTC;
- (d) she quoted from the consultation paper that "public passageway would be provided within the VTC

development during opening hours of the campus to facilitate public access to the waterfront” but she was aware that VTC campuses were usually closed at around 5 o’clock in the afternoon. She was doubtful whether pedestrians could gain access to the waterfront after school hours;

- (e) according to the photomontages prepared by the residents, the massive building mass of VTC would cause appalling visual impacts to the waterfront; and
- (f) the proponent was advised to refine the design of the campus building to achieve a win-win situation to compensate for the loss of public open space.

3.35 **Mr YIP Hing-kwok** raised the following suggestions for the proponent’s consideration:

- (a) the alignment and layout of different land uses at CKL waterfront should be suitably adjusted to achieve a more connected network of open space; and
- (b) noting that the provision of open space would be significantly reduced, he asked whether the proponent could provide an extended landscaped structure passing through the campus building to the waterfront, similar to the Tamar Park, as a compensatory measure.

3.36 **Mr Fred TSE** clarified that the demand for public open space in Kwun Tong far exceeded the supply; hence the Kwun Tong promenade was overcrowded. He said that it would be necessary to have larger and wider waterfront promenades in the district.

3.37 **Mrs Margaret BROOKE** said that, according to the approved Kai Tak OZP, a sizable park would be constructed along the CKL waterfront but not a promenade. She agreed with Mr TSE that the Kwun Tong promenade was overcrowded and there was a need to create another waterfront open space within reasonable vicinity to serve residents in CKL and Yau Tong. She reminded the proponent that that the design of any buildings to be situated at the harbourfront, including building height, density and permeability, should comply with the Harbour Planning Principles and Guidelines. In this connection, the proposed campus at its present scale should not be

supported and should not be situated at any harbourfront locations. She was dissatisfied that this proposal had not been thoroughly discussed before submission to the TPB.

3.38 **Mr Tom YIP** responded to Members' enquires as follows:

- (a) in the 2016 Policy Address, the Government announced to reserve a site in the urban district to develop a VTC campus building with adequate capacity and state-of-the-art facilities. He clarified that while the development of the VTC campus would require about 3 to 5 ha of land in urban area with immediate availability, waterfront location was not a site selection criterion. After considering the site requirements of VTC, the subject site at CKL waterfront was the only location that could meet the criteria in urban area. Consideration had been given to the Harbour Planning Principles and Guidelines during the planning process;
- (b) PlanD and the CEDD briefed Members on the proposals that were recommended under the 'Review Study of Kai Tak Development' at the 23rd meeting in November 2016. The proposed rezoning of a piece of land along CKL waterfront to GIC use for the development of a VTC campus was mentioned in the meeting paper (TFKT/14/2016). A layout plan was also incorporated into the paper to illustrate the land uses at CKL before and after rezoning. He recalled that Members' discussion at the 23rd meeting mainly centered on the urban design issues at the former Kai Tak runway, and no specific comment was raised in relation to CKL waterfront. He stressed that the Government had no intention to hide any information from the public;
- (c) PlanD noted the comments from residents of Laguna City on the VTC proposal, which were flagged up in its consultation with the Kwun Tong District Council (KTDC) on the proposed amendments in March 2017;
- (d) he assured Members that comments collected at the meeting would be conveyed to TPB for consideration. The project team would take into account Members' views in

- the refined proposal as far as possible;
- (e) he noted the Task Force's concern on the reduction of public open space but reassured Members that the Government strived to strike a balance between maintaining the original planning intention and responding to new planning circumstances and societal needs. About 98 ha of KTD would be developed as open space in KTD. For the subject CKL waterfront; there would still be a total of about 4.2 ha of planned open space after rezoning including a waterfront promenade of 660m long, 50m wide and about 3.3 ha. The proposed VTC development would provide appropriate greening area, wind corridor between building blocks and setback along Wai Yip Street and waterfront promenade to facilitate visual and air permeability. Part of the campus facilities might also be opened to the local community;
 - (f) he informed Members that the LPG filling station concerned was the only gas station serving CKL district. The Government attempted but could not identify another suitable location for its relocation; and
 - (g) VTC would respond to Members' concern about accessibility to the waterfront through the campus and the consultant would elaborate on the design features and photomontages of the proposed VTC campus.

3.39 **Mr LEUNG Yam-shing** informed Members that VTC was required by the Government to review and provide a comprehensive development plan for its campuses in 2014. Some existing VTC campuses would be redeveloped and new campus would be constructed to facilitate the continued development of their education programmes. He said that harbourfront location was not a site selection criterion but VTC welcomed the allocation of the subject land by the Government. He supplemented further information in respect of the preliminary design ideas for the campus:

- (a) the proposed VTC campus building would adopt a podium free design;
- (b) the height of the campus buildings would be compatible with the building height profile of the adjacent

- developments;
- (c) the design of the buildings was at a preliminary and schematic stage. The project team would take Members' views into account and refine the scheme as appropriate;
 - (d) it was operationally necessary for VTC to acquire a site with sufficient size to accommodate necessary campus facilities;
 - (e) regarding the development programme of the campus, he informed Members that the development of the campus was expected to last for about 10 years. The rezoning application and pre-construction works were expected to be completed in early 2018 and early 2020 respectively.. He understood that the LPG gas station could be relocated in 2021 the earliest therefore the construction works would likely start in mid to late 2021 according to the latest programme. The construction works would take about 5 years and was expected to be completed in 2026 or 2027;
 - (f) after the completion of the new campus at CKL, VTC would surrender the Kwun Tong campus and Haking Wong campus to the Government;
 - (g) the new campus would offer Higher Diploma and Diploma of Foundation Studies programmes;
 - (h) even though the student intakes to Higher Diploma and Diploma of Foundation Studies would decrease from 37,000 to 32,000 in the short term, , however, according to the statistics provided by the Education Bureau, the number of secondary 6 students would increase after 2022, and the number of students enrolled in courses offered by VTC was expected to grow thereafter; and
 - (i) he could not agree that the proposed VTC campus would resemble the photomontage prepared by the resident representatives; he invited the consultant to supplement further information on this front.

3.40 **Ms Theresa YEUNG** said that the VTC campus would consist of three building blocks with BHs ranging from 60 mPD to 70 mPD. The tallest block (i.e. 70 mPD) was not directly fronting the Laguna City and was considerably lower than the residential developments at the back. The proposed VTC building adopted a

stepped height concept and the blocks were arranged in staggered manner. The consultant team would take Members' views into account and suitably refine the design of the buildings.

3.41 In response to Members' concern on traffic impacts to be caused by the development of the VTC campus, **Ms YEUNG** said that VTC offered programmes with different class hours and duration such that students and staff would not have to arrive at or leave the campus at the same time. There would be contraflow traffic movement to the VTC campus and from Laguna City at peak hours. According to the TIA, the area concerned was currently served by 5 existing bus routes and 5 exiting minibus routes. VTC would liaise with Transport Department (TD) on enhancing public transport services in the vicinity of the development. VTC would also consider providing shuttle bus service plying between the new campus and Yau Tong MTR Station.

3.42 **Mr Fred TSE** thanked Ms YEUNG for the clarification. He had the following comments:

- (a) he pointed out that the image presented by the consultant was taken from a bird's eye view. He reminded Members that pedestrians and residents would view the buildings horizontally;
- (b) he said that the explanation of reverse traffic direction and other traffic evaluation were not acceptable given road users would share the same road space. He pointed out that the justification provided by the consultant had already been challenged at district council;
- (c) while he noted that over 98 ha of public open space would be provided for the future residents of KTD, the provision of waterfront open space in Kwun Tong and CLK area was far from sufficient in meeting the community's need. The demand for a CKL waterfront park by about 650,000 residents living in Kwun Tong district should be addressed.

3.43 **Ms Theresa YEUNG** clarified that the consultant team assessed the development height profile of the proposed campus from different vantage points, including Quarry Bay Park (Powerpoint slide

28), as required by the HKPSG. Members would note that the proposed VTC campus would adopt a stepped building height profile.

3.44 **The Chair** asked whether Members had further comments.

3.45 **Mrs Margaret BROOKE** would like the proponent to clarify whether the proposed VTC development would adopt a no-fencing design at the waterfront side.

3.46 **Mr Nicholas BROOKE** said that the Task Force understood the imminent need of VTC to develop a larger campus but the proposed VTC development was not in compliance with the Harbour Planning Principles and Guidelines. The proposal would result in a reduction of open space and public enjoyment of the harbourfront, it would also cause visual intrusion to the waterfront, as well as traffic impacts to the area. He advised that from a harbourfront enhancement perspective, the Task Force could not support the rezoning of land at CKL waterfront.

3.47 **Mr Paul ZIMMERMAN** agreed with Mr BROOKE's views. He added that the landscape terraces between the building blocks would affect visual permeability and that the LPG gas station should not be located at the centre of a park. He reiterated that the original planning intention of having a CKL park should be maintained. He said that the proposal for the VTC campus was not acceptable; and that in case the project went ahead against the advice of the committee that the Government should reduce the building footprints and consider increasing the building height.

3.48 **Mrs Karen BARRETTO** did not support the proposed VTC development. She commented that undesirable utilities and buildings should not be concentrated at the waterfront simply because no alternative locations could be identified

3.49 With regards to the connectivity to waterfront, **Mr LEUNG Kong-yui** said that the provision of 24-hour public access to the harbourfront should be specified as a mandatory requirement in the Notes of the draft OZP.

3.50 **The Chair** said that Members had a thorough discussion on the amendments incorporated in the draft Kai Tak OZP. Regarding the proposed rezoning at CKL waterfront, he concluded that Members were particularly concerned about the site selection criteria, building design as well as development parameters of the proposed VTC development. While the Task Force had all along recognised the need to have diversity of uses at the harbourfront and also to cater for the different needs of the society, having a large-scale VTC campus with massive building form, bulk and footprints at the subject location may not be the most desirable. The provision of public open space would be reduced from 5.2 ha to 4.2 ha, which was also unacceptable from harbourfront planning perspective. The straightening of the public open space into uniformly shaped rectangle would not be conducive to the Commission's vision of creating an interesting harbourfront. He pointed out that residents of the Kowloon East District, members of the public as well as the Commission were once promised a waterfront park at Cha Kwo Ling, therefore any proposals to be put forward at the CKL waterfront that would have compromised the further development of a park thereon would not be supported.

3.51 He concluded that Members had no objection to the amendments put forward by the project team for other parts of KTD but the Task Force could not support the rezoning proposal put forward for CKL waterfront. The Secretariat would convey Members' views in detail to TPB for consideration.

(Post-meeting notes: With Chair's agreement, the Secretariat provided a written submission consolidating Members' views and comments on the amendments incorporated in the draft Kai Tak OZP No. S/K22/5 to the Secretariat of Town Planning Board on 18 April 2017.)



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18 April 2017

Secretary
Town Planning Board
15/F North Point Government Offices
333 Java Road, North Point
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Dear Sir,

**Amendments Incorporated in the Draft Kai Tak
Outline Zoning Plan No. S/K22/5**

On 5 April 2017, the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD) consulted Harbourfront Commission (HC)'s Task Force on Kai Tak Harbourfront Development (KTTF) on the amendments incorporated in the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/5. Members' comments expressed at the meeting are summarized as follows –

- (a) While Members supported the Government's proposal to set aside four housing sites near Kai Tak City Center for public housing development, the original planning intention of having a neighbourhood in grid pattern in that area with substantial greening elements and wide pedestrian streets should be maintained to enhance visual and physical permeability, thereby providing a lively living environment for the community. Departments concerned should consider adopting more innovative designs and building forms for the housing developments.
- (b) Rezoning two "G/IC" sites at the South Apron area to commercial sites would help create synergy with the adjoining Kowloon Bay

Business Area. Members considered that the visual and physical permeability to the harbourfront should be enhanced having regard to the Harbour Planning Principles and Guidelines. Members of the public should be able to gain access to the harbourfront through the commercial developments. A mix of commercial, retail and water sports activities should be introduced to achieve a diversified waterfront promenade fronting the commercial sites.

- (c) Members welcomed the rezoning of two areas near the ring road of the proposed Central Kowloon Route to "O". The open space concerned, along with those in the vicinity of the Kai Tak Approach Channel should be developed holistically. Members considered that the atmosphere and quality of public open space would be directly affected by its adjacent land use. The proponent was advised to activate the ground level of the development sites and adjoining waterfront promenade through an optimal amount of commercial and retail activities.
- (d) In view that a part of the open space within the Metro Park was proposed to be rezoned for residential developments, a Member asked whether the proponent would consider setting back the section of Road D3 adjacent to the Metro Park in order to make available more public open space for the enjoyment of the public.
- (e) Given that there would be a significant increase in the population and development intensity at the former runway area, the proponent was asked to provide details with regard to the proposed public transport solution. Members opined that connectivity would be fundamental to the success of the development of the former runway and the Task Force would like to be informed whether a sustainable mode of public transport would be adopted.
- (f) Some Members were concerned that rezoning of some commercial sites for residential development on the former runway would affect the atmosphere and quality of the public open space at the waterfront promenade adjoining these sites. Noting that the proponent has purposely conducted urban design studies to enhance the vibrancy and diversity of the area concerned, Members would just like to add that it would be essential to ensure that the waterfront promenade would be open to the public round the clock and sufficient seating facilities

would be provided. The Task Force noted the improvements that were made in relation to the connectivity between the landscaped deck above Road D3 and the harbourfront. The project team was reminded to provide sufficient pedestrian facilities and access to the landscaped deck and enhance walkability and connectivity to the harbourfront.

- (g) Members were concerned about the possible traffic noise and nuisance to be caused by Road D3 to residents in adjacent developments. If the semi-enclosed noise barrier at the former runway could not be extended to form a fully-enclosed one, alternative noise mitigation measures would have to be put in place. Some members of the Task Force had reservations on the proposal of having acoustic windows and balconies as a noise mitigation measure.
- (h) Members would like for the Government to come up with an overall strategy for landscape design to help with their integration among adjoining developments in KTD.
- (i) Members raised extensive comments with regard to the proposed rezoning of land in Cha Kwo Ling (CKL) waterfront for the development of a Vocational Training Council (VTC) campus. Members pointed out that compliance with the established Harbour Planning Principles and Guidelines was of utmost importance. While the Task Force had all along recognized the need to have diversity of uses at the harbourfront and also to cater for the different needs of the society, having a large-scale VTC campus with massive building form, bulk and footprints at the harbourfront may not be the most desirable.
- (j) Following from the above, Members commented that a reduction in the provision of open space by 1 hectare at the CKL waterfront would not be supported from a harbourfront enhancement perspective. Members further commented that any proposals to be put forward at the CKL waterfront that would have compromised the further development of a park thereon will not be supported.
- (k) Some Members suggested the proponent to consider adjusting the development parameters of the VTC campus, such as changing the building form and height profile so as to increase visual permeability and air ventilation.

- (l) Members further opined that the straightening of the public open space into a uniformly shaped rectangle might not be conducive to the vision of creating an interesting harbourfront. Considerations should be given to reconfiguring the land at CKL waterfront so that the proposed campus and nearby community facilities could be grouped together, hence releasing more open space for the development of a harbourfront park.
- (m) The Task Force considered that members of the public should be allowed at-grade access to the harbourfront through the open space within the campus and such access should be made available to the public preferably round the clock. The proponent should also consider opening part of the campus facilities to the public.
- (n) Some Members were concerned about the potential traffic impacts to be caused by the development of the VTC campus at the subject location.

The meeting concluded that while Members had no objection to the proposed amendments put forward by the project team for other parts of KTD, the Task Force could not support the rezoning proposal for the development of a VTC campus at CKL waterfront at this stage.

Copies of the discussion paper (Annex A) and PowerPoint presentation (Annex B) submitted by the proponent at the 26th KTTF meeting on 3 April 2017 are enclosed for your reference. The minutes of the meeting will be uploaded onto HC's website after confirmation at the meeting, which is tentatively scheduled for the second quarter in 2017.

I should be grateful if you would convey the above to the Town Planning Board for reference when considering the OZP amendments.

Yours faithfully,



(Miss Emily SOM)

Secretary

Task Force on Kai Tak
Harbourfront Development
Harbourfront Commission

c.c.

Director of Planning

(Attn: Mr Tom Yip) (w/o encl.)

Director of Civil Engineering and Development

(Attn: Mr Peter Chui) (w/o encl.)

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F A X



Harbourfront Commission
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29 August 2017

Mr. Tom YIP
Kowloon District Planning Office
Planning Department
14/F, North Point Government Offices
333 Java Road, North Point
Hong Kong

Dear Mr Yip,

**Amendments Incorporated in the Draft Kai Tak
Outline Zoning Plan (OZP) No. S/K22/5**

I refer to the letter from the Secretariat of the Harbourfront Commission (HC) to the Town Planning Board (TPB) dated 18 April 2017 about the captioned.

In the previous consultation with HC's Task Force on Kai Tak Harbourfront Development (KTTF) on 5 April 2017, it was concluded that while Members had no objection to the proposed amendments for other parts of the captioned draft OZP, the Task Force could not support the rezoning proposal for the development of a Vocational Training Council (VTC) campus at Cha Kwo Ling (CKL) waterfront.

In response to the request by the project proponent and noting that

they would like to introduce a revised development scheme to HC Members, an informal briefing session was held on 2 August 2017. All HC Members were invited to join and ten of them, in addition to the Chair, attended. In honoring our earlier commitment to keep the Estate Owners' Committees of Laguna City abreast of HC's deliberations of the issue, the Chair of HC also invited two representatives from the Estate Owners' Committees of Laguna City to the briefing.

With the agreement from the Chair, please find below a summary of comments from Members on the revised development proposal of the VTC campus at CKL –

- (a) In general, Members agreed that the revised scheme was an improvement as compared to the original proposal submitted to KTTF for discussion earlier this year. Members were glad to see the project proponents actively responding as part of the public engagement process.
- (b) Some Members sympathized with the feelings of nearby residents and recognized the difficulty in narrowing the gap between residents' expectations and the actual development. They understood that flat owners would value their property and it would almost be impossible to achieve a win-win situation in this case.
- (c) In terms of open space provision, Members noted that VTC had now agreed to reduce its building site area by 1 hectare (ha) and committed to develop the 1-ha area into a public open space, which would subsequently be returned to the Government for opening up to the public. As a result, including the proposed waterfront promenade and the re-provisioning of an existing temporary soccer pitch with extended area and facilities nearby, the area of public open space in CKL would amount to about 5.2 ha, which was equivalent to the commitment of open space provision as stated in the approved Kai Tak OZP S/K22/4.
- (d) Members also noted that the Harbour Planning Principles and Guidelines (HPP&G) did not prohibit buildings on the

waterfront, and agreed that it was never the intent to prevent development within harbourfront areas. Each proposed use and design should be assessed on its individual merits, and some Members viewed that the new development scheme had already fulfilled the requirements as laid down in HPP&G.

- (e) In terms of land use for this particular site, some Members believed that an education institute development would be more appropriate than other possible uses, such as commercial or residential development.
- (f) Members acknowledged the project proponent's efforts in lowering the staff and student population from 8,500 to 6,800 and reducing the total gross floor area by 22%, from 231,000 m² to 180,000 m². Some members quoted reference from other harbourfront areas in Hong Kong and considered that generally speaking, a plot ratio of about 4.5 would be acceptable in terms of building density within harbourfront areas. Noting that the new development scheme would render a plot ratio of about 4.3, some Members believed it to be acceptable, in particular when compared with the plot ratio of 5.5 in the previous scheme.
- (g) Members also agreed that under the new scheme, air ventilation and visual permeability of the blocks were enhanced. They noted that a stepped building height profile descending towards the Harbour would still be maintained under the new scheme, and satisfactory connectivity would be guaranteed as both dedicated and shared accesses would be provided within the campus to allow the public to access the harbourfront from the hinterland.
- (h) Some Members still considered the building bulk and footprint to be massive and viewed that there were rooms for improvement in terms of design. They asked the project team to consider innovative design approaches with the aim of further reducing the building mass.

- (i) In addition to the planned half-storey underground car park, Members asked if the proponent would further explore the feasibility of making more use of underground space for its campus development, in order to reduce the building height above ground.
- (j) Given the prominence of the site directly abutting the harbour, some Members questioned whether public interest would be best served by allowing the campus to be built at this particular location. They wondered if the site was only chosen because it was an easy option, and asked if studies had been undertaken to identify an alternative location to construct the campus.
- (k) Some Members considered that it would be necessary for HC to be provided with more information regarding possible alternatives before they could arrive at a clearer conclusion about the development scheme.

All in all, Members appreciated the project proponent's efforts in addressing the concerns expressed by KTTF and the community, and considered the revised proposal to be an improvement as compared to the last scheme. Members would be glad to see continuous dialogue and exchange of views between VTC and KTTF on design matters in order to further enhance the quality of the ultimate design scheme of the VTC Campus.

I should be grateful if you would convey the above to the Town Planning Board for reference when considering the OZP amendments.

Yours sincerely,
Secretariat
Harbourfront Commission

議項 IX – 動議：要求政府按原定計劃興建茶果嶺公園
(觀塘區議會文件第 44/2017 號)

25. 主席報告早前收到一項動議，動議人是鄧咏駿議員，和議人是張順華議員及呂東孩議員。

26. 主席歡迎規劃署九龍規劃專員葉子季先生及城市規劃師/九龍林達良先生協助討論。

27. 鄧咏駿議員介紹動議內容。張順華議員、呂東孩議員、陳汶堅議員、鄭強峰議員、畢東尼議員、陳俊傑議員、洪錦鉉議員、潘任惠珍議員及馬軼超議員先後發言，表示當局應為觀塘居民興建茶果嶺公園。

28. 規劃署葉子季先生回應表示，相關土地有一部分先前預留作污水處理廠擴建部分、隧道通風塔及休憩用地。署方的改劃建議是將上述部分用地改劃為「政府、機構或社區」地帶，以發展職訓局校舍，而茶果嶺海濱休憩用地的面積會由 5.2 公頃減少至 4.2 公頃。根據城市規劃程序，署方已在今年 1 月將修訂大綱圖的建議連同區議會及持份者的意見一併提交予城市規劃委員會(下稱「城規會」)考慮。城規會同意大綱圖於今年 2 月根據《城市規劃條例》公開展示以諮詢公眾。在兩個月的展示期內，共收到 12 158 份申述，當中大部分反對興建職訓局校舍的改劃建議。有關申述在今年 7 月展示，供公眾查閱，共收到 1 600 份意見書[會後補註：經城規會秘書處核實後，共收到 1 428 份意見書]。城規會隨後會就申述書/意見書進行聆訊，所有申述人士及提出意見人士均可出席聆訊。署方在今年三月也曾就上述改劃建議諮詢區議會，而區議會在是次會議亦提出相關動議。署方會將區議會在三月通過的動議及是項動議(若通過的話)提交予城規會考慮。此外，在有關申述供公眾查閱期間，職訓局基於地區人士的意見提出修訂建議，包括從原本預留作興建職訓局校舍的 4.2 公頃土地中撥出 1 公頃作公眾休憩用地，以維持茶果嶺海濱公眾休憩用地的面積為 5.2 公頃，儘管形狀和位置會有所調整；職訓局亦會將建議樓面面積由 231 000 平方米減少至 180 000 平方米，減幅為 22%；校舍師生人數會由 8 500 人減至 6,800 人；校舍建築物數目由 3 座減為 2 座。上述修訂建議會同時提交予城規會考慮。署方備悉區議會是項動議內容，並會將議員的意見反映予城規會考慮。

29. 鄧咏駿議員對署方在城規會第二諮詢階段以工作坊形式就上述修訂

建議諮詢海濱事務委員會表示不滿，並認為職訓局校舍與茶果嶺公園兩者不能並存。他期望議員能明白麗港城、匯景花園、茶果嶺及藍田各區居民的關注及訴求。

30. 署方解釋上述修訂方案由職訓局於申述供公眾查閱期間向城規會提出。根據程序，所有申述及意見，包括職訓局及地區人士的申述/意見，均會交予城規會一併考慮。

31. 黎樹濠議員提出一項修訂動議，獲陳國華議員及姚柏良議員和議。動議內容如下：

「觀塘區議會要求政府興建茶果嶺公園及海濱長廊。」

32. 經討論及投票後，有關修訂動議以 22 票贊成、0 票反對及 13 票棄權獲得通過(顏汶羽議員授權譚肇卓議員代為投票)。

33. 主席呼籲規劃署將上述修訂動議及議員的意見全面反映予城規會詳細考慮，而市民亦可直接向城規會反映意見。

修訂動議

觀塘區議會要求政府興建茶果嶺公園
及海濱長廊。

動議人：黃偉傑 (黎樹濠)
和議人：Ben Chan (陳國華)
 She (姚柏良)

2017年9月7日

**Provision of Open Space and Major GIC Facilities in
Cha Kwo Ling, Yau Tong, Lei Yue Mun Planning Area**

<u>Type of Facilities</u>	<u>Hong Kong Planning Standards and Guidelines (HKPSG)</u>	<u>HKPSG Requirement Based on Planned Population (i)</u>	<u>Provision</u>		<u>Surplus / Shortfall (Against Provision) (ii)-(i)</u>
			<u>Existing</u>	<u>Existing plus Planned (ii)</u>	
Local open space	10 ha per 100,000 persons	17.53ha	25.16ha	32.37ha	+14.84ha
District open space	10 ha per 100,000 persons	17.53ha	9.08ha	17.60ha	+0.07ha
Secondary school	1 whole day classroom for 40 persons aged 12-17	165 classroom	78 classroom	78 classroom	-87 classroom (see footnote 4)
Primary school	1 whole day classroom for 25.5 persons aged 6-11	260 classroom	162 classroom	192 classroom	-68 classroom (see footnote 4)
Kindergarten/nursery	26 classrooms for 1,000 persons aged 3 to under 6	88 classroom	109 classroom	118 classroom	+30 classroom
District police station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional police station	1 per 100,000 to 200,000 persons	0	0	0	0
Clinic/health centre	1 per 100,000 persons	1	0	1	0
Magistracy	1 per 660,000 persons	0	1	1	+1
Integrated children and youth services centre	1 for 12,000 persons aged 6-24	2	2	4	+2
Integrated family services centre	1 for 100,000 to 150,000 persons	1	2	3	+2

Type of Facilities	<u>Hong Kong Planning Standards and Guidelines (HKPSG)</u>	<u>HKPSG Requirement Based on Planned Population</u> (i)	<u>Provision</u>		<u>Surplus / Shortfall (Against Provision)</u> (ii)-(i)
			<u>Existing</u>	<u>Existing plus Planned</u> (ii)	
Library	1 district library for 200,000 persons	0	1	1	+1 (see footnote 4)
Sports centre	1 per 50,000 to 65,000 persons	2	2	2	0
Sports ground/sport complex	1 per 200,000 to 250,000 persons	0	0	0	0
Swimming pool – standard	1 complex per 287,000 persons	0	0	0	0

Notes:

1. The population of the planning area in 2011 was about 132,500.
2. The planned population of the planning area would be about 175,330 (usual residents and mobile residents). If transient population is included, the figure would be about 186,800. The planned population of Kwun Tong District would be about 728,610 (usual residents and mobile residents), and 777,690 if transient population is included.
3. Some facilities do not have set requirement under HKPSG, e.g. elderly facilities, community hall, study room, etc. They are not included in this table.
4. Some facilities are assessed on a wider district basis, instead of the OZP area, by the relevant departments, e.g. secondary and primary schools. They are subject to the assessment of concerned departments. There is a surplus provision of secondary (+338 classrooms) and primary (+102 classrooms) schools in Kwun Tong District. For library, there are 3 district libraries and 3 small libraries in Kwun Tong District. For planned open space, there is a surplus of about 23 ha of district open space and 64 ha of local open space in Kwun Tong District.

**Provision of Open Space and Major GIC Facilities in
Kai Tak Planning Area**

<u>Type of Facilities</u>	<u>Hong Kong Planning Standards and Guidelines (HKPSG)</u>	<u>HKPSG Requirement Based on Planned Population (i)</u>	<u>Provision</u>		<u>Surplus / Shortfall (Against Provision) (ii)-(i)</u>
			<u>Existing</u>	<u>Existing plus Planned (ii)</u>	
Local open space	10 ha per 100,000 persons	13.4ha	0.05ha	6.89ha	-6.51ha
District open space	10 ha per 100,000 persons	13.4ha	6.36ha	50.75ha	+37.35ha
Secondary school	1 whole day classroom for 40 persons aged 12-17	155 classrooms	0 classroom	60 classrooms	-95 classrooms (see footnote 3)
Primary school	1 whole day classroom for 25.5 persons aged 6-11	223 classrooms	109 classrooms	169 classrooms	-54 classrooms (see footnote 3)
Kindergarten/nursery	26 classrooms for 1,000 persons aged 3 to under 6	65 classrooms	14 classrooms	14 classrooms	-51 classrooms (see footnote 3)
District police station	1 per 200,000 to 500,000 persons	0	0	1	+1
Divisional police station	1 per 100,000 to 200,000 persons	0	0	1	+1
Clinic/health centre	1 per 100,000 persons	1	0	1 (see footnote 4)	0
Magistracy	1 per 660,000 persons	0	0	0	0
Integrated children and youth services centre	1 for 12,000 persons aged 6-24	1	1	1	0
Integrated family services centre	1 for 100,000 to 150,000 persons	0	0	1	+1

Type of Facilities	<u>Hong Kong Planning Standards and Guidelines (HKPSG)</u>	<u>HKPSG Requirement Based on Planned Population</u> (i)	<u>Provision</u>		<u>Surplus / Shortfall (Against Provision)</u> (ii)-(i)
			<u>Existing</u>	<u>Existing plus Planned</u> (ii)	
Library	1 district library for 200,000 persons	0	0	1	+1
Sports centre	1 per 50,000 to 65,000 persons	2	0	2	0
Sports ground/sport complex	1 per 200,000 to 250,000 persons	0	0	1	+1
Swimming pool – standard	1 complex per 287,000 persons	0	0	0	0

Notes:

1. The planned population of the planning area is about 134,000.
2. Some facilities do not have set requirement under HKPSG, e.g. elderly facilities, community hall, study room, etc. They are not included in this table.
3. Some facilities are assessed on a wider district basis, instead of the OZP area, by the relevant departments, e.g. secondary and primary schools. They are subject to the assessment of concerned departments. There is a surplus provision of secondary school (+726 classrooms), primary school (+577 classrooms) and kindergarten/nursery (+356 classrooms) in Kowloon City District to meet the deficit in Kai Tak Planning Area. For planned open space, the deficit in the provision of local open space can be compensated by the surplus of district open space and the provision of regional open space in Kai Tak.
4. A community health centre is proposed to be provided at the planned Kai Tak Acute Hospital.

Summary of Representations and Responses

- (1) The grounds of representations of **R1, R2, R12(Part), R14(Part) to R39(Part)** and **R271 to R12083** (excluding R4427, R8100 and R9344) and **R12152 in Group 2** as well as responses are summarized below:

Grounds of Representations	Responses of Government Departments
A. Supportive Representations	
A1. The Government has attached great importance to vocational education and training in Hong Kong in Policy Addresses 2014 to 2017. Education Bureau (EDB) also provided policy support on the proposed Vocational Training Council (VTC) campus at the site under Amendment Item (Item) W1.	Noted. Also see Para 6.3.7 of the TPB Paper.
A2. The proposed 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.	Noted.
A3. The proposed amendment provides appropriate zoning control on the development scale to be compatible with the harbourfront setting and surrounding environment.	Noted.
A4. 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.	Noted.
A5. Support the proposed VTC campus. There are sufficient greening areas around Laguna City.	Noted.

Grounds of Representations	Responses of Government Departments
B. Open Space and Waterfront Park	
B1. There are lots of public housing estates in East Kowloon. Kwun Tong district is the second most populated district and has the highest number of poor population and the highest poverty rate in Hong Kong. Rezoning the CKL waterfront ignores the need of residents in East Kowloon of enjoying the proposed large CKL Park as their free leisure venue.	See Paras 6.3.3, 6.3.4 and 6.3.5 of the TPB Paper.
B2. The CKL waterfront will be a good place for leisure activities and exercises. Reducing the open space provision in the area will adversely affect the living environment and quality.	See Para 6.3.5 of the TPB Paper.
B3. There is an imbalance of harbourfront park provision which favours Hong Kong Island and against Kowloon, which is discriminative to Kowloon population.	See Para 6.3.3 of the TPB Paper.
B4. The VTC campus, together with the planned developments at the ex-CKL Kaolin Mine site, will cause deterioration in living environment and reducing open space provision per person.	See Paras 6.3.4 and 6.3.5 of the TPB Paper.
B5. There is insufficient open space in Kwun Tong District.	See Para 6.3.4 of the TPB Paper.
B6. 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 1m ² per person, and the current standard of 2m ² per person in HKPSG is proposed to be increased by 25% to 2.5m ² per person. The rezoning will reduce the planned open space in the Area by 1 ha, which is not acceptable. There are already inadequate harbourfront facilities in Kwun Tong. Further reduction is unacceptable.	See Paras 6.3.4 and 6.3.5 of the TPB Paper.

Grounds of Representations	Responses of Government Departments
B7. Figures and data regarding open space provision in support of Kai Tak OZP amendments cannot reflect the situation nearby CKL waterfront site.	See Para 6.3.4 of the TPB Paper
B8. There is a strong demand for harbourfront open space in the area, demonstrated by the popularity of Kwun Tong Promenade.	See Paras 6.3.5 and 6.3.6 of the TPB Paper.
B9. The massive VTC campus will reduce open space quality.	See Para 6.3.6 of the TPB Paper.
B10. The VTC campus is privatizing open space solely for VTC use. The soccer field will become smaller and only used by VTC user.	See Paras 6.3.5 and 6.3.6 of the TPB Paper. Upon relocation, the soccer pitch will become permanent and has a larger area with enhanced facilities, i.e. spectator stand as well as basketball courts. It will be constructed by VTC, and upon completion, it will be handed back to Government for management and maintenance and open to public.
B11. It is inappropriate to rezone the CKL waterfront from open space to VTC campus and not to build the waterfront park. VTC campus will affect continuity of waterfront promenade. Provision of CKL Park for public is more appropriate than VTC campus for a single organization.	See Paras 6.3.6 and 6.3.7 of the TPB Paper.
B12. CKL Park is economically and socially beneficial and more compatible with the vision to develop Kowloon East into the second CBD and nearby recreational/tourism uses.	See Paras 6.3.5 and 6.3.6 of the TPB Paper.
B13. The site has been zoned “O” for years without implementation.	See Para 6.3.6 of the TPB Paper
B14. Laguna City residents believe that they are entitled to the CKL Park along with their purchase of the flats. The rezoning for VTC will deprive private	See Para 6.3.5 of the TPB Paper. Property value is not a relevant planning consideration.

Grounds of Representations	Responses of Government Departments
interest, such as property value, of individual citizens.	
B15. There is a strong public consensus for enhancement of the harbourfront for public enjoyment as stated in Policy Address 2017. The government policies created a legitimate expectation to the citizens that the harbourfront will be enjoyed by the general public.	See Para 6.3.5 of the TPB Paper.
B16. There is policy commitment to increase open space per capita and support development of comprehensive waterfront promenade.	See Paras 6.3.4 and 6.3.5 of the TPB Paper.
B17. Initiative for VPET cannot be an excuse to override public/social needs and the demand for harbourfront open space.	See Para 6.3.5 of the TPB Paper.
B18. Harbourfront should be developed into quality open space with park, dog-park, ball courts, cycling track and restaurant for recreation.	See Para 6.3.5 of the TPB Paper.
B19. Ask for a wide range of recreational facilities and areas, specifically for those catering for the needs of teenagers.	See Para 6.3.5 of the TPB Paper.
B20. Develop the waterfront for tourism attraction/performing venue to create synergy with the adjacent areas.	See Para 6.3.5 of the TPB Paper.
B21. Harbourfront area should be reserved for low-density community development for public enjoyment. The site should be developed for other uses that benefit local residents (e.g. community centre or primary school) if open space development is considered not necessary.	See Paras 6.3.5 and 6.3.18 of the TPB Paper.
C. Site Selection	
C1. The location of the VTC campus is unacceptable.	See Paras 6.3.7 and 6.3.8 of the TPB Paper.

Grounds of Representations	Responses of Government Departments
C2. Site selection is inappropriate. The VTC campus should be built at a more convenient location and efficient site but not on a waterfront site. The campus can be built at other locations.	See Para 6.3.7 of the TPB Paper.
C3. The proposed location for the VTC campus is located far away from major public transportation with poor connectivity and was proven to be unacceptable with precedent failure case of Tsing Yi VTC campus. The site lacks adequate means of public transport. There are no barrier-free facilities connecting the campus with the MTR Lam Tin station, with part of the development being designated for “Special Education”. Distance between MTR Lam Tin station and the campus (900m via Sin Fat Road) is not considered walkable distance under HK green building standards.	See Para s 6.3.7 and 6.3.8 of the TPB Paper. The annotation of “Special Education” shown on the plans for the indicative scheme refers to a training programme for normal students on special education. It reflects the preliminary thoughts on some of the training programmes that would be conducted in the specified areas of the new campus. Barrier Free Access requirements will be fully complied in the design of the new VTC Campus to ensure accessibility by disabled persons.
C4. Building the VTC campus at the waterfront will cause loss to the residents of Laguna City.	See Paras 6.3.5 and 6.3.7 of the TPB Paper.
C5. The campus does not require a harbourfront site to operate. VTC is not a “water-dependent use” and therefore should not place at a waterfront site. Justifications should be provided in regard to the necessity of a harbourfront site.	See Para s 6.3.7 and 6.3.8 of the TPB Paper.
C6. There is already a concentration of vocational education facilities in East Kowloon. It is not necessary to have a VTC campus in urban area.	See Paras 6.3.7 and 6.3.11 of the TPB Paper.
C7. VTC campus is better to be spread across Hong Kong to reduce travel time of students and their demand for transportation.	See Paras 6.3.7 and 6.3.11 of the TPB Paper.
C8. The VTC campus is incompatible with surrounding land uses such as	See Para 6.3.8 of the TPB Paper.

Grounds of Representations	Responses of Government Departments
residential developments and the waterfront.	
C9. Suitability of the proposed hotel within VTC is questionable taking the PolyU Hotel Icon as reference. The hotel use within the VTC campus is incompatible with surrounding residential uses.	<p>See Para 6.3.9 of the TPB Paper.</p> <p>VTC will ensure that all the necessary statutory requirements for any such authentic training facilities in the new campus are met, and will take into account the views of the stakeholders and community when it submits application to the TPB.</p>
C10. An application for OZP amendment for hotel development near Laguna City 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 be apply to the proposed VTC campus.	See Para 6.3.9 of the TPB Paper.
C11. The necessity of requiring a large ground floor space for heavy equipment is questionable.	See Paras. 6.3.7 and 6.3.12 of the TPB Paper
C12. Higher construction cost if VTC is built at a waterfront instead of an inland site.	<p>See Para 6.3.7 of the TPB Paper.</p> <p>Moreover, the construction cost of a project is attributable to a bundle of factors in relation to a particular site location, such as topography, accessibility, geological features, etc. According to VTC's consultant, the construction cost at a waterfront site is not necessarily higher than an inland site.</p>
C13. The location of the LPG station is inappropriate as it will pose danger to surrounding residential and other uses.	See Para 6.3.10 of the TPB Paper.

Grounds of Representations	Responses of Government Departments
C14. Urge the Government to provide a list of available GIC sites for TPB's and public consideration and should stop changing the GIC sites to Commercial uses.	On site selection, please refer to Paras 6.3.7 and 6.3.8 of the TPB Paper. For the rezoning of some "G/IC" sites in KTD for commercial uses, these sites have no designated GIC uses, and the rezoning serves to provide quality commercial floor space to meet the long term development of Hong Kong and to create synergy with transformation of Kowloon East into CBD2.
C15. There are other alternative GIC sites. VTC campus should be relocated to other vacant Government sites in the inland area/new development areas.. They are at more convenient location and more efficient for VTC use and the VTC campus will be more compatible with surrounding land uses.	See Para 6.3.7 of the TPB Paper.
C16. There is a large amount of underutilized vacant school sites. VTC campus should be built at vacant school sites/ reuse vacant existing school buildings.	See Para 6.3.7 of the TPB Paper.
C17. Identify other suitable alternative sites for the proposed VTC campus. There are various alternative sites such as six sites in Kai Tak OZP, Kowloon Bay site, Mei Foo site, Lai King site, Yau Ma Tei site and Quarry Bay site.	See Para 6.3.7 of the TPB Paper. These sites cannot meet the site area and locational requirements for the VTC campus.
C18. VTC campus should be built at new towns/ in New Territories instead of urban area to reduce commute time of students.	See Paras 6.3.7 and 6.3.11 of the TPB Paper. As the new VTC campus is intended to re-provision the two existing premises of IVE (Haking Wong) and IVE (Kwun Tong), the new premises is required to be located in urban areas.
C19. Built VTC campus at St Joseph's School Site nearby Kai Tak Mansion for VTC.	See Para 6.3.7 of the TPB Paper. The school site has only an area of about 2,900m ² , which is insufficient in size for development of VTC campus.

Grounds of Representations	Responses of Government Departments
C20. Built VTC campus at CKL Village, St Joseph's Anglo-Chinese School along Kwun Tong Road and rezone "V" zone in New Territories for VTC.	See Para 6.3.7 of the TPB Paper.
C21. Built VTC campus at obsolete industrial sites in Kwun Tong, Kowloon Bay and other areas, Kowloon Bay waste collection centre and vehicle testing centre, vacant HKCS vocational training centre in Kwun Tong, sites nearby Shing Yip Street over Tsui Ping Nullah, GIC sites in Kai Tak, etc. Justifications should be provided as to why not select the other sites instead of CKL site.	See Para 6.3.7 of the TPB Paper. The CKL site is considered the most suitable taking into account the site area and locational requirements of VTC.
C22. Built VTC campus at open space in Central	See Para 6.3.7 of the TPB Paper.
C23. Build VTC campus at CKL Road Carpark, Shing Yip Street Rest Garden, Kowloon Bay 3A5 Area, 3B Area, Kowloon Bay refuse transfer station, New Kowloon Bay Vehicle Examination Centre and Kowloon Bay Vehicle Examination Centre.	See Para 6.3.7 of the TPB Paper.
C24. Build VTC campus at a site at Sai Tso Wan Recreation Ground.	See Para 6.3.7 of the TPB Paper.
C25. Build VTC campus at a site at Shing Yip Street Tsui Ping Park.	See Para 6.3.7 of the TPB Paper.
C26. Build VTC campus at a site around Shing Yip Street.	See Para 6.3.7 of the TPB Paper.
C27. Build VTC campus at a GIC site at Lai King.	See Para 6.3.7 of the TPB Paper.
C28. Build VTC campus at the site near Yau Tong MTR Station-AECOM construction site, FEHD Sai Tso Wan Vehicle Station, car park near Kowloon Bay Convention Centre and hillside near Hiu Ming Street for VTC, and building part of the VTC at southwestern site of Wai Lok Street.	See Para 6.3.7 of the TPB Paper.

Grounds of Representations		Responses of Government Departments
C29.	Built VTC campus at Lok Ma Chau Loop, use Kowloon Bay Recycling Centre.	See Para 6.3.7 of the TPB Paper.
C30.	Built VTC campus at the site next to Shing Yip Street Rest Garden for VTC campus.	See Para 6.3.7 of the TPB Paper.
C31.	Redevelop Kwun Tong pier bus station, temporary cooked food market, and Kwun Tong pier for VTC campus.	See Para 6.3.7 of the TPB Paper.
C32.	Built VTC campus at “OU(Stadium)” site.	See Para 6.3.7 of the TPB Paper.
C33.	Built VTC campus at CKL Village, hillside next to Laguna City and vacant ex-industrial site in Yau Tong and public cargo area at CKL.	See Para 6.3.7 of the TPB Paper.
C34.	Build VTC campus at southwestern site of Wai Lok Street.	See Para 6.3.7 of the TPB Paper.
C35.	Built VTC campus at several GIC sites in Kai Tak, such as the site near to Megabox.	See Para 6.3.7 of the TPB Paper.
C36.	Built VTC campus at existing VTC sites and vacant education sites.	See Para 6.3.7 of the TPB Paper.
C37.	Build VTC campus next to Home Ownership Scheme estates at Yau Tong and Sai Wan Ho.	See Para 6.3.7 of the TPB Paper.
D. Needs of VTC		
D1.	The VTC/the proposed hotel within VTC is sacrificing public asset for private interest.	See Para 6.3.5 of the TPB Paper.
D2.	VTC has no operational needs to set up such a large harbourfront campus,	See Paras 6.3.7 and 6.3.11 of the TPB Paper.

Grounds of Representations	Responses of Government Departments
<p>judging from its other campuses in Hong Kong (only Tuen Mun Hong Kong Maritime Service Training Institute is at harbourfront and it is in a much smaller scale). The site size is double in size of the recently developed HKDI in TKO (about 2.4ha). Government should review whether VTC requires such a large site.</p>	
<p>D3. The land gave up by VTC in exchange for the harbourfront site is not equal and should be justified.</p>	<p>See Paras 6.3.7 and 6.3.11 of the TPB Paper. Apart from reprovision of two existing premises in Cheung Sha Wan and Kwun Tong, the new campus will also provide modern facilities and quality learning environment.</p>
<p>D4. VTC cannot enrol sufficient students in recent years therefore should not establish a new campus with massive GFA.</p>	<p>See Para 6.3.11 of the TPB Paper.</p>
<p>D5. There are already adequate existing VTC facilities to cater for its needs.</p>	<p>See Para 6.3.11 of the TPB Paper.</p>
<p>D6. The rezoning will restrict the public from using the public spaces, and VTC will unlikely allow public to use part of its campus, taking Tseung Kwan O VTC campus as example. Accuse VTC of not upholding its promise to open up its facilities and build the pedestrian facilities as promised at VTC Tseung Kwan O campus.</p>	<p>See Para 6.3.5 of the TPB Paper. VTC is ready to share its facilities with the local community through various collaboration programmes and projects. Also, the public passageway through the site will be open to the public at reasonable hours.</p>
<p>D7. Query on the rationale and benefits of providing VTC campus and suggest distributing the campus requirement at different sites.</p>	<p>See Para 6.3.11 of the TPB Paper.</p> <p>Moreover, the Government set up the Task Force on Promotion of Vocational Education in June 2014 with a view to mapping out a strategy and concrete proposals to raise public awareness of vocational education and recognition of its value. Among other recommendations, the Task Force recommends the Government to facilitate</p>

Grounds of Representations	Responses of Government Departments
	the provision of state-of-the-art facilities to VPET providers in order to provide conducive learning environment to VPET students and enhance the professional image of VPET.
D8. No explanation is provided on the benefit to the area of providing VTC campus.	Like any other tertiary institutions, VTC's campus facilities are primarily designed and provisioned for fulfilling its function as a tertiary institution and serving its students and staff. Notwithstanding this, VTC is ready to share its facilities with the local community through various collaboration programmes and projects.
D9. The VTC development is a waste of public money and resource, which will not benefit the locals or the students.	Refer to D7 and D8 above.
E. Traffic Issues	
E1. With the existing 30,000 residents in Laguna City, the additional residents/users of the ex-Cha Kwo Ling (CKL) Kaolin Mine site and the proposed VTC campus of 6,000 and 8,500 respectively will have adverse impact on the current residents and cause congestion, especially without careful planning on traffic, transportation, etc.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
E2. The additional users of the VTC campus will overload public transport of Laguna City and adversely affect the residents.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
E3. Nearby MTR station is already overcrowded and working above their designed capacity. There are 700,000 residents residing in Kwun Tong District and the road network is at its full capacity. VTC campus will overload the traffic in the District. Government should review the traffic network, pedestrian facilities and traffic infrastructure in the area.	See Paras 6.3.13 and 6.3.14 of the TPB Paper Also, the Transport Department (TD) will, in collaboration with the MTR Corporation Limited (MTRCL), closely monitor the usage of the related MTR station.

Grounds of Representations	Responses of Government Departments
E4. The existing traffic and illegal road-side parking during peak hour at Laguna City and Exit D of MTR Lam Tin Station are already causing traffic congestion and affecting safety of the residents and students. The situation will be worsened with thousands of additional people entering Laguna City.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
E5. 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 lifts connecting Laguna City and the MTR Lam Tin Station may not be able to cater for the additional flow.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
E6. The escalators at MTR Lam Tin Station exit D may not be able to cater the additional flow. Overuse may lead to premature failure causing accidents and there is a lack of alternative route for crowd dispersal when the escalators malfunction.	See Paras 6.3.13 and 6.3.14 of the TPB Paper MTRCL will closely monitor the operation of the escalators of Exit D1 of Lam Tin Station and has developed contingency plan in case the escalators are out of order.
E7. There is already insufficient mini-bus service and car parking space to cater the existing needs in the area. Considering the long distance, students would use mini-bus/shuttle bus to reach the campus and the increased traffic flow will have serious impact on CKL Road, Sin Fat Road and Wai Yip Road junction, taking into account other new developments nearby.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
E8. CKL Road is jammed with traffic during peak hours. Proponent of VTC campus should prepare a TIA demonstrating the traffic impacts to four junctions considering new developments and bypass traffic.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
E9. The TIA is incomprehensive and incorrect, especially on the calculation of traffic flow, demand of public transport, pedestrian flow, queuing outside LPG station.	See Paras 6.3.13 to 6.3.15 of the TPB Paper. The findings of the Traffic Impact Assessment (TIA) are acceptable to TD.
E10. The quality of the TIA report is poor, without mentioning the traffic demand	See Paras 6.3.13 and 6.3.14 of the TPB Paper

Grounds of Representations	Responses of Government Departments
<p>of the ex-CKL Kaolin Mine site and it is not feasible to cater for the demand of 8,500 people in half an hour.</p>	
<p>E11. TIA has not considered impact from committed/planned developments of private sector, Route 6 – Central Kowloon Route, Truck Road T2, Tseung Kwan O – Lam Tin Tunnel and redevelopment of existing industrial buildings to office and commercial/retail use buildings. Traffic flow arises from the LPG station and special events to be held at the campus should be taken into account. The large amount of nearby planned/committed developments will overload local traffic network.</p>	<p>See Paras 6.3.13 and 6.3.14 of the TPB Paper. The TIA has taken into account the committed and planned developments, proposed road projects, LPG station and the proposed training hotel in the assessment.</p>
<p>E12. Government should publish relevant population and traffic data to demonstrate the precision of the forecast. Invalid references are used for traffic generation and attraction prediction, the PM Peak and junction capacity assessment are misleading and there is no study of King Yip Street/Wai Yip Street junction capacity, which is already overloaded. The traffic demand arises from the proposed hotel within the VTC campus has not been taken into account.</p>	<p>See Paras 6.3.13 and 6.3.14 of the TPB Paper. The assumption and methodology of the assessments are set out in the TIA report conducted by VTC. The findings of the TIA are acceptable to TD.</p>
<p>E13. TIA assessment and conclusion is unreasonable as it wrongly assess the junction capacity. The proposed mitigation measure is unreasonable as increasing GMB service will worsen existing traffic congestion. Lack of information regarding walking time, length, details of the proposed pedestrian bridge.</p>	<p>See Paras 6.3.13 and 6.3.14 of the TPB Paper. The assumption and methodology of the assessments are set out in the TIA report conducted by VTC. The findings of the TIA are acceptable to TD.</p>
<p>E14. The proposed VTC campus will bring additional 50% traffic flow to the district, which could not be catered for with existing infrastructures. TIA has not adequately reflected reality situation in terms of MTR station and pedestrian walkway usage, and whether Kaolin Mine traffic improvements can alleviate traffic load is questionable.</p>	<p>See Paras 6.3.13 and 6.3.14 of the TPB Paper</p> <p>Also, TD will, in collaboration with the MTRCL, closely monitor the usage of the related MTR station.</p>

Grounds of Representations	Responses of Government Departments
E15. No adequate mitigation measures have been provided in regard to the increased traffic/pedestrian flow and demand, and the subsequent adverse air and noise impacts arises.	See Paras 6.3.13, 6.3.14, 6.3.20 and 6.3.23 of the TPB Paper
E16. The proposed mitigation measures are not viable/reasonable and they will only aggravate the existing severe traffic congestion instead of mitigating it.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
E17. Road Widening is not feasible to accommodate the more traffic in the area.	See Para 6.3.13 of the TPB Paper. The junction improvement works to be conducted by CEDD are confirmed to be feasible.
E18. Shuttle bus to/from Yau Tong MTR station is not a viable solution as there is no detail provided in the TIA.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
E19. Request for a comprehensive transportation plan.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
E20. There are inadequate parking spaces in the area and terminating the temporary car park at Wai Lok Street will cause illegal parking.	See Paras 6.3.16 of the TPB Paper
E21. Convert existing temporary car parks to permanent car parks and increase number of hourly parking space.	See Paras 6.3.16 of the TPB Paper
E22. Rapid growth of private cars in contrast to the slow growth of road space indicates traffic congestion will be worsened.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
E23. The cheap gas price is the reason why the current LPG station is popular among taxi drivers. Provide more circulation spaces will only attract more taxis, subsequently worsen the traffic.	See Para 6.3.15 of the TPB Paper

Grounds of Representations	Responses of Government Departments
E24. MTR Lam Tin Station should not be used as the only connection to the VTC campus. Make use of Yau Tong MTR Station or water routes to divert traffic.	See Paras 6.3.13 and 6.3.14 of the TPB Paper. In the revised TIA conducted by VTC, shuttle bus service between MTR Yau Tong Station and the campus is proposed.
E25. Develop a monorail system similar to that at Singapore Sentosa connecting Kai Tak Cruise Terminal, Kwun Tong, Lam Tin and Lei Yue Mun to alleviate traffic issues and enhance attractiveness.	See Para 6.3.17 of the TPB Paper.
E26. Request for direct link between VTC/Laguna City and MTR station by subway.	See Para 6.3.16 of the TPB Paper.
E27. Query on the methodology of TIA and the mitigation measures proposed.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
F. Community Facilities and Infrastructure	
F1. The additional users of the VTC campus will overload the facilities of Laguna City and adversely affect the residents.	See Para 6.3.18 of the TPB Paper.
F2. The infrastructure in the area is already extremely overloaded. Kwun Tong living environment is also overcrowded. There are insufficient recreational/community/public facilities in East Kowloon. There is no central library and integrated sports stadium to serve the population of more than 700,000 in East Kowloon.	See Paras 6.3.4 and 6.3.18 of the TPB Paper.
F3. There are insufficient commercial (shopping centre and dining facilities) to cater for the increased people flow.	See Para 6.3.18 of the TPB Paper.
F4. There is an uneven distribution and provision of public facilities such as sports ground and library discriminating Kowloon East 700,000 population.	See Para 6.3.18 of the TPB Paper.

Grounds of Representations	Responses of Government Departments
F5. Provide community/recreational/ commercial/ public facilities (e.g. library, sports centre, community centre, children playground, market, eating place, food trucks, etc.) along the waterfront.	See Para 6.3.18 of the TPB Paper.
F6. Provide more community centres for elderly in the district.	See Para 6.3.18 of the TPB Paper.
F7. It is unfair to the residents of Laguna City with the increase in maintenance cost of the lifts of walkway connecting Laguna City and MTR Lam Tin Station due to the additional pedestrian flow.	See Para 6.3.19 of the TPB Paper.
G. Environmental, Landscaping and Security Issues	
G1. The area is already over-crowded with the redevelopments of old industrial buildings to the west of Laguna City within the Kwun Tong Business Area. The redevelopments have resulted in poor ventilation, increase in temperature due to the wall effect caused by buildings with curtain-walls. All these developments have also increased the pollution due to the additional number of vehicles plying in and around the area.	See Para 6.3.23 of the TPB Paper
G2. The noise pollution will have 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.	See Para 6.3.21 of the TPB Paper.
G3. The additional pedestrian flow will cause hygienic, environmental and security issues.	See Paras 6.3.21 and 6.3.24 of the TPB Paper.
G4. The construction of the VTC campus will lead to removal of hundreds of trees more than 20 years old.	See Para 6.3.25 of the TPB Paper.

Grounds of Representations	Responses of Government Departments
G5. EA is questionable as the proposed mitigation measures for the air conditioning equipment on VTC roof may induce conflict between Laguna City residents and the VTC.	See Para 6.3.21 of the TPB Paper.
G6. Install noise barriers along Cha Kwo Ling Road between Yau Tong and Kwun Tong.	See Para 6.3.23 of the TPB Paper.
G7. Construction of VTC will cause chaos, inconvenience and health hazards to Laguna City resident.	See Para 6.3.22 of the TPB Paper.
G8. Urge to initiate EIA process for the proposed VTC campus.	See Para 6.3.20 of the TPB Paper.
H. Visual and Air Ventilation Issues	
H1. The conclusion of the AVA is invalid, as the proposed “Intermediate Scheme” exceeds the height limit as stipulated on the OZP and the study does not take into consideration the podium, fails to represent the actual ventilation performance. It also indicated that VR of the Laguna Park and Laguna City will be significantly reduced hence would induce adverse impact on air quality.	See Para 6.3.28 of the TPB Paper. Please note that discussions and simulation results related to the Intermediate Scheme are considered as reference materials only. As for the pedestrian wind environment at Laguna Street and Laguna Park, these specific areas have been identified and analysed in the assessment, and the performance of the New Indicative Scheme at these locations would be comparable with the existing condition under the annual condition.
H2. Wall effect created by the proposed VTC will block prevailing winds from the S and SE; the cascading design is insufficient to facilitate ventilation.	See Para 6.3.28 of the TPB Paper.
H3. The building of the VTC campus will be taller than those private housing near Wing Fook Street and almost higher than the level of the ex-CKL Kaolin Mine site, blocking the sunlight and air ventilation of the residents of	See Paras 6.3.21, 6.3.26 and 6.3.28 of the TPB Paper.

Grounds of Representations	Responses of Government Departments
private housing.	
H4. The VTC campus will affect air ventilation and affect the health of all residents in Laguna City and CKL Village, as well as the users of VTC campus.	See Para 6.3.28 of the TPB Paper.
H5. The heavy traffic congestion caused by the proposed development will give rise to serious air pollution from vehicle emission which is hazardous to health.	See Para 6.3.23 of the TPB Paper
H6. The proposed building bulk and BH of the VTC campus have adverse visual impact. VIA has not considered impact on residents of Laguna City as no viewpoint in Laguna City is proposed.	See Paras 6.3.26 and 6.3.27 of the TPB Paper.
H7. The VTC campus is massive and its building bulk is unacceptable. Strong justification on building design and site selection should be provided.	See Paras 6.3.8 and 6.3.26 of the TPB Paper.
H8. Footprint and BH of VTC campus are not respecting the surrounding environment and streetscape.	See Para 6.3.26 of the TPB Paper.
H9. The scale of VTC campus is massive and should be reduced, with reference to HKDI in Tseung Kwan O at 55mPD only.	See Para 6.3.26 of the TPB Paper.
H10. VTC campus should adopt a similar design as the Kai Tak Cruise Terminal, with BH not exceeding 5 storeys, and population not exceeding 800. Rooftop should be built for public resting garden.	See Para 6.3.26 of the TPB Paper.
H11. Adopt a more cascading design to the building and use glass instead of cement as wall to mitigate visual impact and the blockage of sunlight and	See Paras 6.3.21, 6.3.26 and 6.3.28 of the TPB Paper. The suggestions could be considered by VTC at the detailed

Grounds of Representations	Responses of Government Departments
wind.	design stage.
I. Harbour Planning Principles and Guidelines (HPPG)	
I1. The proposed building bulk and BH of the VTC campus are not in line with stepped BH profile as set out in HPPG.	See Paras 6.3.30 and 6.3.31 of the TPB Paper.
I2. Not in line with HPPG to preserve Victoria Harbour as a shared asset for Hong Kong citizen and visitors. Building the VTC campus at the waterfront is irreversible and unsustainable. The waterfront should be properly protected, beautified and developed by the Government for public enjoyment.	See Paras 6.3.29 to 6.3.31 of the TPB Paper.
I3. The massive VTC campus violates HPPG as it is not in human scale.	See Para 6.3.26 of the TPB Paper.
I4. Not in line with HPPG in terms of stakeholder engagement at harbourfront site.	See Para 6.3.32 of the TPB Paper.
I5. Not in line with HPPG as the proposed VTC campus cannot encourage diversity of uses and vibrancy along harbourfront.	See Para 6.3.31 and 6.3.34 of the TPB Paper. In taking forward the OZP amendments, the statutory and administrative procedures in consulting the public have been followed by PlanD.
I6. Not in line with HPPG in terms of provision of open space as the VTC campus will lead to irrecoverable fragmentation of the open space.	See Para 6.3.30 of the TPB Paper.
I7. Not in line with HPPG as the large footprint of the VTC campus will affect permeability and lead to poor physical linkage/connection to/from the harbourfront.	See Paras 6.3.30 and 6.3.34 of the TPB Paper.

Grounds of Representations	Responses of Government Departments
<p>I8. The VTC campus violates the original planning intention and does not in line Hong Kong Planning Standards and Guidelines (HKPSG) in terms open space provision as it would reduce the open space per person in Kwun Tong District.</p>	<p>See Paras 6.3.3 and 6.3.4 of the TPB Paper.</p>
J. Public Consultation and Procedure	
<p>J1. There is a lack of public consultation. Local stakeholders were not consulted prior to the publication of the proposal. In view of the large building mass of the VTC campus and the number of users, it is not appropriate that the change of land use was not properly communicated and residents of Laguna City were not being properly consulted before it was gazetted. The Government should not change the land uses of the CKL waterfront without adequate public consultation.</p>	<p>See Paras 6.3.32 to 6.3.34 as well as details of public consultation at paragraph 3 of the main paper.</p>
<p>J2. The opinions of the residents of Laguna City were ignored with PlanD insisted to change the land use despite of the objections.</p>	<p>See Paras 6.3.32 and 6.3.34 of the TPB Paper.</p>
<p>J3. There was a commitment and strong public consensus to provide the CKL Park at CKL harbourfront as the result of public consultation, yet without implementation for years.</p>	<p>See Paras 6.3.5, 6.3.6 and 6.3.33 of the TPB Paper.</p>
<p>J4. The local community and District Council overwhelming not supporting the proposed VTC. At 2.3.2017 Kwun Tong District Council meeting, members have overwhelmingly agreed to object the proposed VTC campus. At 5.4.2017 Harbourfront Commission Kai Tak Task Force meeting, Amendment Item W7 has not been supported by the members.</p>	<p>See Paras 6.3.32 to 6.3.34 of the TPB Paper.</p>
<p>J5. Query on credibility of Government and how public comments are being handled.</p>	<p>See Paras 6.3.32 and 6.3.34 of the TPB Paper.</p>

Grounds of Representations	Responses of Government Departments
J6. The rezoning is considered procedurally unfair and unjust. There was no such public consensus as to develop Kai Tak into an education hub.	See Para 6.3.31 of the TPB Paper. The proposed VTC development only occupies a small part of KTD, and will not alter the overall theme for KTD.
J7. The decision to make the amendment by TPB is illegal. The TPB, when preparing the amendment, failed to appreciate the significance of s.3(2) of Town Planning Ordinance.	See Paras 6.3.32 and 6.3.34 of the TPB Paper.
J8. TPB should provide solution to the problems/issues and the Government did not fulfil the promises.	See Paras 6.3.32 and 6.3.34 of the TPB Paper.
J9. The TPB failed to take into account relevant considerations.	See Paras 6.3.32 and 6.3.34 of the TPB Paper.
J10. The feasibility assessments did not study the views of local residents of CKL and Laguna City.	See Para 6.3.34 of the TPB Paper
K. Other issues	
K1. Request the publication of relevant technical reports including: TIA, AVA, VIA etc.	The findings of the technical assessments are summarized in Attachment XIV of TPB Paper No. 10236, which can be viewed at the TPB website and the Planning Enquiry Counters of PlanD. These technical assessments reports for VTC campus are also placed at the two Planning Enquiry Counters and available for inspection upon request.
K2. Request to disclose the assessments for residential developments at ex-CKL Kaolin Mine sites and VTC campus.	The findings of the technical assessments are summarized in Attachment XIV of TPB Paper No. 10236, which can be viewed at the TPB website and the Planning Enquiry Counters of PlanD. These technical assessments reports for VTC campus are also placed at the two Planning Enquiry

Grounds of Representations	Responses of Government Departments
	Counters and available for inspection upon request.
K3. VTC alters the coastline/violates Protection of the Harbour Ordinance (PHO) and fails to meet the three assessments.	See Para 6.3.35 of the TPB Paper.
K4. To plan the CKL waterfront together with the Kai Tak cruise terminal and Kwun Tong sewerage treatment facilities.	See Para 6.3.6 of the TPB Paper
K5. VTC campus should utilize underground space and provide public carpark at CKL waterfront.	See Para 6.3.16 of the TPB Paper.
K6. Query on valuation of land value and construction cost of CKL waterfront.	<p>See Para 6.3.7 of the TPB Paper.</p> <p>Moreover, the construction cost of a project is attributable to a bundle of factors in relation to a particular site location, such as topography, accessibility, geological features, etc. According to VTC's consultant, the construction cost at a waterfront site is not necessarily higher than an inland site.</p>
K7. Query on the exiting condition of noise pollution, illegal parking, traffic, public transport, air ventilation, air pollution, population and number of shop and services.	Relevant data, including traffic flow, environmental issues, air ventilation figure, have been included in relevant technical assessments to assess the impacts.
K8. Query on financial compensation/acquisition of private properties due to inappropriate planning.	No land resumption or acquisition of private properties is involved in this rezoning exercise. Issue on compensation does not arise.

- (2) The proposals of **R1, R2, R12(Part), R14(Part)** to **R39(Part)** and **R271** to **R12083** (excluding R4427 and R9344) and **R12152* (New)** in **Group 2** as well as responses are summarized below:

Proposals	Responses Government Departments
L. Retain the Area for Open Space/Relocation of facilities	
L1. Cancel/reject/withdraw the proposal to rezone the CKL waterfront site for VTC campus development.	See Para 6.4.1 of the TPB Paper.
L2. Develop CKL Park with quality comparable to Tamar and West Kowloon Cultural District harbourfront parks, and provide waterfront promenade.	See Para 6.3.3 of the TPB Paper.
L3. CKL site should be reserved as “O”, for harbourfront park (CKL Park) connecting Kai Tak and Lei Yue Mun providing public recreational facilities.	See Para 6.3.5 of the TPB Paper. Also, a waterfront promenade will be provided in the area to connect to the waterfront of Kwun Tong and Kai Tak.
L4. 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.	Refer to L3 and See Para 6.3.8 and 6.3.26 of the TPB Paper.
L5. Relocate the LPG station, car park, football pitch, etc. to free up more land.	Refer to C13 on relocation of LPG station. The permanent 7-a-side soccer pitch will remain in CKL waterfront to serve the locals. The temporary uses will be cancelled or relocated.
L6. Relocate the LPG station to the existing temporary carpark site	The existing temporary carpark site will be used for the proposed VTC campus. A suitable relocation site for the LPG Station has been identified.
L7. Rezone for cycling park.	Detailed uses of the open space at CKL waterfront will be considered later by relevant Government Departments.

Proposals	Responses Government Departments
L8. VTC should free part of the site for recreational facilities connecting to CKL waterfront for public enjoyment.	See Para 6.3.6 of the TPB Paper.
M. Building Height (BH)	
M1. Retain the original BH restriction or reduce BH to 10mPD in order for the development intensity and BH to be consistent with the surrounding waterfront land uses at 15mPD/30mPD.	See Para 6.3.26 of the TPB Paper.
M2. Limit BH to below 10mPD to use underground space and limit site coverage to less than 30%. All buildings aboveground should be for public recreational uses.	See Paras 6.3.5 and 6.3.26 of the TPB Paper.

(2) Major Grounds and Proposals of Respective Representations

Representers	Major Representations Points/Proposals
R1	A1, A2, A3, A4
R2	A5
R12	B13, B21
R14	D2
R15	I7
R16	H8
R17	J1
R18	H7
R19	B9, H7
R20	B4
R21	D2, L8
R22	B4, C2
R23	C15, C16
R24	B21, C15
R25	B18, C16
R26	I3, L4
R27	C9
R28	H9
R29	H8
R30	H9
R31	H8
R32	G1
R33	L3
R34	B5, F2, L3
R35	E4
R36	C3, H8
R37	E3
R38	E1, J1
R39	E4
R271	E5, E15, F7, J4
R272	E1, E4, F3, F7, H4, H6, I1, J1
R273	B3, B13, C15, C16, C18, E1, E5, E7, H2, I2, I5, I7, J1, J4
R274	B3, B6, B8, B9, B10, B17, C3, C14, C17, E6, E7, E11, E12, E15, E16, F3, H1, H5, H8, I2, I5, I6, I7, I8, J1, J3, L6

Representers	Major Representations Points/Proposals
R275	B6, D4, E3, E6
R276	B11, C5, C18, I8
R277	B13, C8, E19, I4
R278	B13, G3, G7, G8
R279	B11, D1, F4, H6
R280	B1, B11, C16, C21, E1, E5, F1, H3, H6
R281	B1, B2, B4, C2, E1, E4, E5, F7, G3, H6
R282	B1, B4, B11, B14, C1, C2, E1, E2, E4, F1, G2, H3, H6, H7, I1, J1
R283	C1, E1, E2, F1, G2, H3, H7, I1, I2, J1
R284	C1, E2, F1, G2, H3, H7, H8, I1
R285	B1, B4, C2, E1, J3
R287	B2, B11, B14
R288	B1, B2, B3, E2, F4
R290	C1, E1, F7, H4, H6, H7, J1, J2
R291	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H4, H6, H7, I1, J1
R292	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R293	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R294	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, E16, F1, F2, F7, G2, G3, H3, H4, H6, H7, I1, J1
R295	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F7, G2, G3, H3, H6, H7, I1, J1
R296	B2, B4, B11, C1, C2, E1, E2, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R297	B3, B4, C2, C3, C11, C14, C15, E1, E8, H1, I1, I2, I4, I5, I6, J4
R298	B1, B2, B4, B11, C1, C2, D4, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R299	B2, B4, C1, C2, E1, E2, E5, F1, G2, H3, H7, I1
R300	B1, B4, B11, C1, C2, D4, E1, E2, E4, E5, F1, F7, G2, G3, H3, H4, H6, H7, I1
R301	D9, E1, E9, H7, J3
R302	B11, D9, E1, G2, H4

Representers	Major Representations Points/Proposals
R303	B1, B4, B11, C1, C2, D4, D9, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H4, H7, I1, J1
R304	B3, B10, B11, B13, B16, C2, J4
R305	C1, C4, E1, E5, F5, G7, H3, H4, H7, J2, J3
R306	G4, H2
R307	D3, E1, G4, H2, H3, H6, I8, J1, J2, M1
R308	E4, E5, F7, G3, J2
R309	B4, B11, C1, C2, E1, E2, E4, F1, G2, H3, H6, H7, I1, L1,
R310	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1, J5
R311	B1, B2, B4, C1, C2, C4, E1, E4, E10, F2, H7, J1, K4
R312	B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R314	B1, B2, B11, C1, C30, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R315	B11, B15, C3, J2
R316	B1, B2, B4, B11, B14, C1, C2, E1, E2, E4, E5, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R317	B1, B2, B4, B11, C1, C2, D1, E1, E2, E4, E10, F1, F2, G2, H3, H6, H7, I1, J1
R318	B1, B2, B4, B11, C1, C2, E1, E2, E4, E10, F1, F2, G2, H3, H6, H7, I1, J1, L3
R319	C15, E5, F7, G3
R320	B4, C1, C2, E1, E2, E5, E10, F1, F7, G2, G3, H3, H7, I1, J1, K1
R321	B4, B11, C1, C2, C31, E1, E2, E4, E10, F1, G2, H3, H6, H7, I1, J1
R323	B11, D1, E5, F7, G2, G3, J1, J3
R324	B11, B15, E1, H6, H7, J1, J5
R325	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F7, G2, G3, H3, H6, H7, I1, J1
R326	B1, B4, B11, C1, C2, E1, E2, E4, E5, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R327	B4, C2, E1, H4, H6
R328	B4, C2, E1
R329	B4, C2, C18, E1

Representers	Major Representations Points/Proposals
R330	B1, B2, B11, C1, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R331	E1, F2, G1, G7, H3, J3
R332	B2, C1, E1, E2, F1, G2, H3, H7, I1, J1
R333	B2, B4, C2, E1, J1
R334	E1, J2, L1
R335	B11, B13, C16, C5, D2, D3, D7, E27, H7, K2, K6, K7, K8
R336	H2, H6, J1
R337	E13, G5, H6, I2
R338	E11, E18, E23
R339	B6, B16, C2, C9, C18
R340	J1
R341	E1
R342	B8, B16, J3
R343	L1
R344	L1
R345	C3, F3,
R346	L1
R347	L1
R349	F1, J1, K8
R350	E1
R351	L1
R352	E1
R353	B14
R354	E1, H4, J3
R355	H6
R356	E1, G1,
R357	L1
R358	B11
R359	C3, E4, E5
R360	L1
R361	L1
R362	F3
R363	L1
R364	E5
R365	E5

Representers	Major Representations Points/Proposals
R366	B17, E3, J1
R367	B1, B11, E1
R368	D4, E1, F1
R369	C18, D1, D9, I2, J3
R370	E5
R371	E5
R372	E4
R373	E5
R374	H4
R375	L1
R376	E1, F2, H3
R377	G2
R378	B11, B12
R379	L1
R380	E4
R381	B11, B12, C5, C8, I5, I7
R382	B11, B12, C5, C8, I5, I7
R383	B11, B12, C5, C8, I5, I7
R384	B11, B12, C5, C8, I5, I7
R385	B11, B12, C5, C8, I5, I7
R386	B11, B12, C5, C8, I5, I7
R387	B11, B12, C5, C8, I5, I7
R388	B11, B12, C5, C8, I5, I7
R389	B11, B12, C5, C8, I5, I7
R390	B11, B12, C5, C8, I5, I7
R391	B11, B12, C5, C8, I5, I7
R392	B11, B12, C5, C8, I5, I7
R393	B11, B12, C5, C8, I5, I7
R394	B11, B12, C5, C8, I5, I7
R395	B11, B12, C5, C8, I5, I7
R396	B11, B12, C5, C8, I5, I7
R397	B11, B12, C5, C8, I5, I7
R398	B11, B12, C5, C8, I5, I7
R399	B11, B12, C5, C8, I5, I7
R400	B11, B12, C5, C8, I5, I7
R401	B11, B12, C5, C8, I5, I7

Representers	Major Representations Points/Proposals
R402	B11, B12, C5, C8, I5, I7
R403	B11, B12, C5, C8, I5, I7
R404	B11, B12, C5, C8, I5, I7
R405	B11, B12, C5, C8, I5, I7
R406	B11, B12, C5, C8, I5, I7
R407	B11, B12, C5, C8, I5, I7
R408	B11, B12, C5, C8, I5, I7
R409	B11, B12, C5, C8, I5, I7
R410	B11, B12, C5, C8, I5, I7
R411	B11, B12, C5, C8, I5, I7
R412	B11, B12, C5, C8, I5, I7
R413	B11, B12, C5, C8, I5, I7
R414	B11, B12, C5, C8, I5, I7
R415	B11, B12, C5, C8, I5, I7
R416	B11, B12, C5, C8, I5, I7
R417	B11, B12, C5, C8, I5, I7
R418	B11, B12, C5, C8, I5, I7
R419	B11, B12, C5, C8, I5, I7
R420	B11, B12, C5, C8, I5, I7
R421	B11, B12, C5, C8, I5, I7
R422	B11, B12, C5, C8, I5, I7
R423	B11, B12, C5, C8, I5, I7
R424	B11, B12, C5, C8, I5, I7
R425	B11, B12, C5, C8, I5, I7
R426	B11, B12, C5, C8, I5, I7
R427	B11, B12, C5, C8, I5, I7
R428	B11, B12, C5, C8, I5, I7
R429	B11, B12, C5, C8, I5, I7
R430	B11, B12, C5, C8, I5, I7
R431	B11, B12, C5, C8, I5, I7
R432	B1, C37, H8, K7
R433	J3, J6
R434	E3, E11, E22
R435	M1
R436	B4, C8, E4, E5, E7, F3, H8, I7
R437	B11

Representers	Major Representations Points/Proposals
R438	B11, E1, F7
R439	B11, B13, C16
R440	E11, E14, F7
R441	B9, C10, C8, E13, E5, E9, E9, I2, I5, I7
R442	B11, E1, F3
R443	B12, D1, E1, E3, F3, H4, H6, I6
R444	C13, E1, E4
R445	B1, D1,
R446	B3, F2, H2
R447	E1, H6,
R448	B13, E1, J1
R449	B14, E1, H2
R450	L3
R451	B19, G7
R452	B13
R453	B16, E1
R456	B1, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F7, G2, G3, H3, H4, H6, H7, I1, J1
R457	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F5, F7, G2, G3, H3, H6, H7, I1, J1
R458	B1, B2, B4, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G1, G2, G3, H3, H7, I1, J1
R459	B1, B2, B4, B11, C1, C2, E1, E2, E4, E10, E19, F1, F2, G2, H3, H6, H7, I1, J1
R460	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, F1, F2, F7, G2, G3, H3, H4, H6, H7, I1, J2
R462	B1, B2, B11, C1, E1, E2, E4, E5, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1, K8
R463	B4, B11, B15, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R464	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R465	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H7, I1, J1
R467	B1, B2, B11, C1, E1, E4, E5, E10, F5, F7, G3, H4, H6, H7, J1
R472	B1, B2, B4, B11, B16, C1, C2, E1, E2, E4, E10, F1, G2, H3,

Representers	Major Representations Points/Proposals
	H6, H7, I1, J1
R473	B2, B11, C1, E1, E4, E5, E10, F7, G3, H4, H6, H7, J1, J2
R474	B6, E1
R476	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F7, G2, G3, H3, H6, H7, I1, J1
R477	B1, B2, B11, C1, E1, E4, E5, E10, F5, F7, G3, H4, H6, H7, J1
R478	B4, B11, B13, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R479	B4, B11, B12, C1, C2, D4, D9, E1, E2, E3, E4, E5, E10, E13, F1, F7, G2, G3, H3, H7, I1, J1
R483	B11, C1, C6, E2, E5, F1, F2, F3, G2, H3, H6, H7, I1
R484	B1, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F7, G2, G3, H3, H6, H7, I1, I2, J1
R486	B1, B4, B11, C2, D9, E1, E4, E5, F7, G3, J1
R491	C1, C4, E1, E4, F2, G1, H4, H7, J2
R493	C1, C4, C32, E4, H7
R494	B1, B2, C1, E1, E2, E4, F1, G2, H3, H4, H7, I1
R495	B2, B11, H6, K3
R496	B11, D4, E10
R497	E4, F5
R499	B13
R500	B2, E1, H6
R501	B2, E1, H6
R502	B3, E2, H7
R503	B4, E3, H8
R504	B5, E4, H9
R505	B2, E1, H4, H6
R506	B2, B11, C1, D3, E1, E2, E5, E10, F1, F7, G2, G3, G4, H2, H3, H6, H7, I8, J1, J2, M1
R507	E26, M1, M2
R508	B13, C28, C34, D1, E7, F7, J1, L5, M1
R509	B11, H7, H11
R510	K3
R511	C1, C4, E1, E5, F2, F5, G1, H4, H7, I2, J1, J2
R512	C1, D1, E1, F5,
R513	B3, B13, C3, C13, C18

Representers	Major Representations Points/Proposals
R514	E20, G2, J8
R515	F2, G2, H4, H6
R516	B13, C5, C16, D2, D3, D8, J2, J5
R517	B11, E2, E3, J1
R518	B11, E2, E3, J1
R519	B19, J3
R520	B5, H3
R521	L2, F2
R522	B15, C12, J3, I8
R523	B3, B12, C10, E13, F3, F7, H2, H4, I1, I7
R524	B5, D1, E1, E15
R525	D1, F2, G1
R526	D1, D4
R527	B6, E1, F2, L3
R528	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F7, G2, G3, H3, H6, H7, I1, J1, L1
R529	B4, C1, C2, E1, E2, E5, F1, F7, G2, G3, H3, H7, H9, I1, L1
R530	B1, B4, B11, C1, C2, E1, E2, E4, E5, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R531	B4, C1, E2, F1, G2, H3, H7, I1, I8, J3
R532	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1, J3, L1
R533	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, F1, F2, F5, F7, G2, G3, H3, H6, H7, I1, J1
R534	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1, L1, L3
R535	B1, B2, B4, B11, C1, C2, E1, E2, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1, L1
R536	B1, B4, B6, B11, C1, C2, C16, E1, E2, E4, E5, E10, F1, F7, G2, G3, H3, H6, H7, I1, I2, J1, L3
R537	C1, E1, E2, E10, F1, G2, H3, H7, I1, J1, L1
R538	B2, B4, E1, E4, E5, E10, F7, G3, J1, L3
R539	L1, L3
R540	B15, C3, C5, C15, C16, E1, E5, E15, F7, J6, J7, J9, L1
R541	B2, C1, C4, E1, F2, G1, H2, H4, H7, J1, J2
R542	B3, F4, L1

Representers	Major Representations Points/Proposals
R543	E1, J1, J3, L1
R544	E1, F2, L1
R545	B15, B20, I2
R546	H2, H4, L1
R547	B15, B16, J4, L1
R548	B15, B16, J4, L1
R549	B15, B16, J4, L1
R550	C13, E1, H5, J1, L1
R551	B12, L1
R552	B16, E1, F2, I2
R553	E1, G2, H10, L1
R554	F5, L1, L2
R555	B1, B3, E1, F2
R556	B1, B15, L1
R557	B18, F5, L7
R558	B2
R559	L1
R560	B4, E1, E3, F4, J2, J6, L1
R561	L1
R562	B11, E1, H6, J1
R563	L1
R564	B4, C2, E1
R565	J3, L1
R566	B5, H2, J3
R567	I2
R568	I1, I2,
R569	E4, E9
R570	E1, F2, G1, H3, J3
R571	B2, B14, E1, E3, E5, F3, F7, G2, G3, G7, L3
R572	E1, E5, F2, F5
R573	E1, F5, H7
R574	B4, B12, B20, C2, C3, E1, E5, E25, F3, F7, G3, H3, H6, L3
R575	B1, C2, D7, E1, E4, E6, E12, L3
R576	B15, C3, D4, E1
R577	B11, L1, L3
R578	L4

Representers	Major Representations Points/Proposals
R579	C2, C3, C19, F5
R580	C16, C20, E1, E17, H4, H6, J1, J3, J6, K8
R581	B18, C5, C7, C16, E1, F2, G1, I2, J1, L2
R582	B18, C5, C7, C16, E1, F2, G1, I2, J1, L2
R583	B15, C20, E4, H10, H4, J2, L1
R584	C15, F1, H6, J1, J2, K9, L1
R585	B2, B11, C33, E1, F1
R586	B17, C6, C8, C21, D5, E1, E5, H4, H5, I1, I2, I3, I4, I5, I6, I7, I8, J1, J2, J3, J4, L1, L2
R587	B1, B3, B11, C5, C6, C10, D2, D6, E1, E5, E13, F7, H1, H2, I2, I4, J1, J3, J4
R588	C34, E1, E2, E3, E4, E5, F1, G1, G2, H3, H8, J3, L3
R589	B11, C17, C5, D7, E1, E3, E4, F1, G1, G2, G3, H4, H5, I2, I5, I7, J3, J5, K6
R590	B11, B15, C15, C16, D1, E9, J3
R591	B11, B15, C15, C16, D1, E9, J3
R592	B11, B15, C15, C16, D1, E9, J3
R593	B11, B15, C16, C8, D1, E1, E26, F2, F3, G1, H6, J3, K5, M2
R594	B11, C15, C16, I2, L3
R595	C15, C17, C35, E1, F2, F3, H3, J1
R596	C15, C17, C36, E1, E2, E3, E4, E5, E6, E7, E11, E13, E15, E16, F2, F3, G3, H4, L1, L3, L6
R597	C3, C17, C35, E4, G2, G3, G7, H4, H5, H7, J1, J3, L1
R598	B6, C2, C3, C6, C11, C12, C14, C15, C17, E5, F2, F3, J3
R599	B2, B11, E1, E5, J1, J4, L1
R600	E1, H3, L1
R601	C5, C15, L1
R602	C3, C17, D7, E6, F3
R603	B16, C15, C16, D1, H6, I1, I2, K9
R604	B1, B2, B4, B11, C1, C2, C18, E1, E2, E4, E5, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1
R605	B20, C3, C16, I2, J1, J3, L1, L3
R606	B1, B2, B4, B11, C1, C2, C18, E1, E2, E4, E5, F1, F2, F6, F7, G2, G3, H3, H6, H7, I1, J1, L1
R607	C22, H6, L3
R608	C23, G2, H3

Representers	Major Representations Points/Proposals
R609	B1, C17
R610	B1, C17
R611	C2, C3, E1, E7, E11, E12, E13
R612	B12, C17, I1, I2, I3, I5, I7, J1, J3
R613	B2, C1, C24, E1, E5, E10, F7, G3, H4, H7, J1, J2
R614	B11, C24, H6
R615	B2, B4, B11, C1, C2, C25, E1, E2, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, J1, L3
R616	B4, C2, C26, E1, E4, E10, F2, J1
R617	B1, B2, B4, B11, C1, C2, E1, E2, E3, E4, E5, E10, F1, F2, F7, G2, G3, H3, H6, H7, I1, L3
R618	C15, C16, C20, E1, L1, L3
R619	C17, I2, J1
R620	C15, C17, F2
R621	B4, C2, C15, C17, E1, F2,
R622	B2, B4, B5, B6, B7, B8, B16, C5, C17, C27, I1, I2, I5, I6, I8, J4
R623	C13, C28, G2, H10, H4, H5, K5, L5
R624	B4, B9, B10, B12, B13, B17, C3, E1, F3, I1, I6, I7, J1, J3, J6, L1, L3
R625	B1, B4, B6, B8, B15, C2, C20, E1, E4, E5, E6, E11, E13, F7, I6, J3, J4, L5
R626	C11, C2, C15, C17, C29, C3, E1, L1, L3, L6
R627	B11, C3, C10, E1, E21, G6, H3, L7
R286, 289, 322, 348, 454, 455, 461, 466, 468, 469 – 471, 475, 480 – 482, 485, 487 – 490, 492, 498, 628 – 12083	B1, B2, B4, B11, C1, C2, C4, E1, E2, E4, E5, E10, F1, F2, F5, F7, G1, G2, G3, H3, H4, H6, H7, I1, I2, J1, J2
R12152	E10, E24

Summary of Comments and Responses

(1) The grounds of comments **C258(Part)**, **C260(Part)** to **C262(Part)** and **C263** to **C1426** in **Group 2** and responses are summarized below:

Major Comments on the Representations	Responses of Government Departments
A. Support the proposed VTC campus	
A1. There is policy support in support of VPET and the VTC. Government's Task Force on Promotion of Vocational Education in 2015 reaffirmed the value of VPET and proposed to facilitate the provision of state-of-the-art facilities to provide conducive learning environment to VPET students and enhance the professional image of VPET. 2017 Policy Address has stated that a site has been reserved for VTC to develop a modernized campus.	Noted.
A2. VTC welcomed the proposed land allocation by the Government at the subject 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. Item W1 provides appropriate land use zoning and development control on the development scale that is compatible with the surroundings while providing a conducive learning environment to VPET students and enhances the image and quality of VPET.	Noted.
A3. 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. Hong Kong is already lagging far behind many other countries and regions in regard to the infrastructure and scale of VPET. The lack of VPET may lead to skill-mismatch and subsequently high youth unemployment. Globally VPET is recognised as an effective means in providing young people with sustainable employment and viable career paths to a successful and productive life. A large number	Noted.

Major Comments on the Representations	Responses of Government Departments
<p>of new talents is needed annually. The proposed VTC campus is necessary to enhance status and competencies of VPET in Hong Kong and nurture the much needed highly-skilled workforce to help accelerating growth and productivity of Hong Kong. Recognising the talent needs and act timely will give Hong Kong a competitive edge and a better position as the premier technology and innovation hub in the region, and help maintaining and enhancing its global competitiveness.</p>	
<p>A4. VTC is internationally recognised and has provided training a large amount of students over the past 35 years, providing Hong Kong with the much needed talents. Many Governments and private institutes have directed resources to build aesthetically pleasing VPET campus with state-of-the-art facilities with recognition of importance of VPET. Reference is made to the successful examples of the Institute of Technical Education in Singapore, University Technical Colleges in UK, South West TAFE in Australia, the George Brown College in Canada and the Technical University of Munich in Germany.</p>	Noted.
<p>A5. Civil engineering and built environment (BCE) industry which accounts for around 6% and 8% of the GDP and the total workforce in Hong Kong respectively, is constrained by the lack of required talents, in which thriving VPET is necessary to provide.</p>	Noted.
<p>A6. 75% of the VTC campuses are built 20 years ago/in the 80s. Both the interior and exterior of these old campuses are aged and outdated. They have insufficient facilities to cope with the new education needs arise from the latest development in society. Also these campuses are scattered across the territory with insufficient spaces. They can only accommodate a small number of students and offer a limited choice of course and therefore</p>	Noted.

Major Comments on the Representations	Responses of Government Departments
<p>difficult to develop new and quality VPET programmes. A new modernised campus is necessary to provide state-of-the-art facilities for inter-disciplinary learning and provide barrier-free access to education for all students. Inter-disciplinary learning can facilitate collaboration across disciplines. Specialised facilities and equipment can cater for the need of different academic disciplines and provide practical training, which will benefit the holistic development of students and enhance their learning effectiveness.</p>	
<p>A7. Net operating floor area per student of the VTC is 6.6m² in average while around 10-15m² for students studying in UGC-funded institutions. More space is necessary to provide much needed student amenities and outdoor spaces. The proposed VTC campus with a larger scale provide valuable opportunity to design a better environment for learning, and can provide an interactive learning environment, better learning support and a wider variety of courses of students, subsequently facilitate their learning and provide them with a vibrant campus life.</p>	<p>Noted.</p>
<p>A8. VTC has listened to the public comments and made amendments on the scale and form of the campus accordingly. The Government has undertaken a number of public consultations for the proposed VTC campus development, including district councils, Task Force on Kai Tak Harbourfront Development of Harbourfront Commission, local consultation forum with Laguna City residents, etc. VTC has participated in most of them.</p>	<p>Noted.</p>
<p>A9. East Kowloon is transforming into the new CBD. The proposed VTC campus could support such transformation, It can cater for the increasing demand for continue training and education arise from the increasing number of working people and young people in the area, which can help them to advance their career and increase their employability. Meanwhile bring</p>	<p>Noted.</p>

Major Comments on the Representations	Responses of Government Departments
more young people into the area, enhance vibrancy and beneficial to the development of Kwun Tong area.	
A10. Locating an education institution at the harbourfront would promote vibrancy and diversity of uses along waterfront areas, and to cater for economic, societal and environmental need of society.	Noted.
A11. There is a lack of training and education facilities in the area. The proposed VTC campus can provide a better learning environment in the area and cater for the need of continue education. The proposed VTC campus in a convenient urban location can offers much needed continue training opportunities therefore encourage and facilitate working people nearby and local residents to continue learning, providing alternative paths and training options for young people to gain much needed working skills and help them find employment.	Noted.
A12. Local residents would be exposed to increased opportunities to learn a great variety of knowledge and skills, therefore increase their education level. VTC campus's advantages outweigh disadvantages and it is more beneficial than leaving the site as open space in long term.	Noted.
A13. The VTC campus can help stimulate needs for rental housing nearby, enhance property price and increase population in the area, and subsequently encourage Government to invest on further improvement of facilities and traffic infrastructures in the area which is beneficial to local residents.	Noted.
B. New Indicative Scheme for VTC campus	
B1. In response to the public views/comments, a new indicative scheme of the proposed VTC campus has been prepared which has reduced development	Noted.

Major Comments on the Representations	Responses of Government Departments
scale (GFA reduced from 231,000m ² to 180,000m ²) and student/staff population (reduced from 8,500 to 6,800), as well as an enhanced layout to enhance performance on traffic, visual and air ventilation perspectives.	See Para 6.3.13 of the TPB Paper
B2. Revised TIA, AVA and VIA have been prepared, which confirmed that the proposed VTC campus would not impose insurmountable impacts on the surrounding.	Noted. See Para 6.3.1 of the TPB Paper
B3. TIA conducted for both Schemes have already taken into account the traffic induced by future developments in the vicinity including the ex-CKL Kaolin Mine Site.	Noted.
B4. Direct shuttle bus services between the campus and Yau Tong MTR Station will be provided and it is anticipated that the shuttle bus services would draw most of the GMB feeder trips and enhancement to GMB services will no longer be necessary. TIA conducted also concluded that the proposed VTC campus would not impose insurmountable traffic impact on vicinity road network and thus is feasible from the traffic engineering point of view. 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. The New Indicative Scheme will smaller scale and population will demonstrate an enhanced traffic performance.	Noted.
B5. All junctions in the vicinity of the subject site are anticipated to operate satisfactorily with spare capacity during AM and PM peaks periods with the proposed VTC campus development. Additional pedestrian survey and analysis have been conducted and included in the TIA, which concluded that walk trips on each pedestrian routes, including the Sin Fat Road section	Noted.

Major Comments on the Representations	Responses of Government Departments
to/from the Lam Tin MTR Station will be minimal.	
B6. The development scale of the proposed VTC campus is reduced, with building bulk reduced by 22%, while the no. of blocks reduced from 3 to 2. Wind enhancement features previously introduced for the Existing Indicative Scheme are retained, e.g. wide building separation between blocks, further setback from Wai Yip Street, podium-free design, permeable link bridges etc.	Noted.
B7. AVA has been conducted for the New Indicative Scheme. Wind performance on major wind direction (including south and south-east) of the surrounding areas including Laguna City are assessed, strictly followed the Planning Department's Technical Circular and its Annex. AVA concluded that the VTC campus will not impose insurmountable impact to its surroundings under both annual and summer wind conditions.	Noted.
B8. Sustainable and green designs are incorporated into the layout and building design of the proposed VTC campus development, with full compliance to the planning and design requirements under the Kai Tak Development, including building separation, building setback and site coverage of greenery.	Noted.
B9. Preliminary Environmental Review has been conducted and concluded that, with provision of mitigation measures, no insurmountable fixed noise, air quality and odour impacts are anticipated.	Noted.
B10. Two BH bands of 60mPD and 70mPD have been adopted to allow a gradation of BH profile descending towards the harbourfront from the hinterland (80mPD to 92mPD for Laguna City and 110mPD for the planned development at the ex-CKL Kaolin Mine Site). Variation of BH within the VTC campus development (60mPD on the western part of and 70mPD on	Noted.

Major Comments on the Representations	Responses of Government Departments
the eastern part of the subject site) also creates interesting skyline.	
B11. Innovative architectural design is incorporated to promote visual interest and create an interesting harbour image. Building mass, height, disposition and orientation are carefully articulated to be compatible with the waterfront setting. Enhanced features were introduced to improve the visual amenity of the proposed VTC campus, including the provision of additional open space of about 1ha for public use on the western part of the subject site and reduction of number of link bridges to further enhance visual permeability. Besides, the massing of Block 1 will be further broken down to allow for higher visual permeability	Noted.
B12. VIA has been conducted for the New Indicative Scheme, it is concluded that although the proposed VTC campus will affect the visual openness the site affords, the proposed development is not considered out of context. The creative design of the building may generate some visual interest to its surroundings and provide a more enjoyable and diverse character to the area.	Noted.
B13. There is a planned population of 134,000 and planned open space provision of 98.18 ha in Kai Tak OZP. While a planned population of 186,000 and planned open space provision of 18.96 ha in CKL, Yau Tong, Lei Yue Mun OZP. Both adequate and fulfil the requirements under the HKPSG. Taken into account of public views, additional 1ha of Public Open Space will be provided and handed back to the Government for management and maintenance upon completion, making the total amount of open space provision under the OZP the same as previous OZP at this location (i.e. about 5.2 ha)	See Paras 6.3.3 and 6.3.4 of the TPB Paper
B14. The planned waterfront promenade at CKL will be retained and compatible	Noted.

Major Comments on the Representations	Responses of Government Departments
with the future VTC campus development. The proposed campus will bring different activities to the promenade and turn the area into a vibrant harbourfront area.	
B15. Planning merits presented in the Existing Indicative Scheme, including stepped 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.	Noted.
B16. The New Indicative Scheme is also considered compatible with harbourfront environmental and the existing and planned developments in the surroundings with full compliance to the Harbour Planning Guidelines.	Noted.
C. No in Principle Objection to VTC campus	
C1. The information provided in the TIA is insufficient. Relevant technical documents, with detailed explanation on how to improve traffic condition in the area should be published to facilitate public understanding of the VTC scheme.	The findings of the technical assessments are summarized in Attachment XIV of TPB Paper No. 10236, which can be viewed at the TPB website and the Planning Enquiry Counters of PlanD. These technical assessments reports for VTC campus are also placed at the two Planning Enquiry Counters and available for inspection upon request.
C2. Take Tsim Sha Tsui MTR Station as a reference for implementing appropriate traffic mitigation measures to alleviate and avoid traffic congestion e.g. widening roads, establish new bus lines and provide more car parking spaces, etc.	See Para 6.3.14 of the TPB Paper
C3. Provide innovative teaching equipment at the proposed VTC campus.	VTC aims at providing state-of-the-art teaching and learning facilities at the new campus.

Major Comments on the Representations	Responses of Government Departments
C4. VTC can help bring in young people into the area and beneficial to the development of Kwun Tong.	Noted.
C5. The old vacated VTC campuses will be used for residential development, which can help alleviate housing shortage.	Noted. The future users of the vacated premises will be considered separately.
C6. The proposed VTC campus is well-designed and will provide up-to-date equipment promoting STEM education, which facilitate holistic development of young people and overall development of Hong Kong.	Noted.
Oppose VTC Campus	
D. Open Space and Waterfront Park	
D1. Proposed VTC campus is against Government's policy of promoting harbourfront for public enjoyment, sustainability and overall greening in Hong Kong.	See Para 6.3.5 of the TPB Paper
D2. It is inappropriate to build the proposed VTC campus by sacrificing open space, and reducing areas for leisure activities and for public enjoyment. Kwun Tong currently has very little recreational/open spaces comparing with other districts. The site should be used for recreational purpose in view of such shortage. It is unfair for residents in East Kowloon with inadequate amount of open space. The development of CKL Park is rather essential than other GIC facilities. There are only a few medium to large size waterfront open spaces in Kwun Tong District. The rezoning from "Open Space" to "G/IC" should not be considered as it takes away the last piece of valuable large open space in East Kowloon.	See Paras 6.3.3 to 6.3.5 of the TPB Paper
D3. The total amount of open space in Kwun Tong cannot fulfil the minimum	See Paras 6.3.3 and 6.3.4 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
requirement under the Hong Kong Planning Standards and Guidelines.	
D4. The TPB Paper No. 10236 shows the GIC and open space provision in Kowloon City District Council area only but not the Kwun Tong District Council area. The required facilities quotas should not be transferred from one constituency to another. Open space will become deficit with the VTC campus.	See Paras 6.3.3 and 6.3.4 of the TPB Paper
D5. There is insufficient greening and facilities along Kwun Tong harbourfront. With a lower income in Kwun Tong District, it is unfair to residents of Kwun Tong and East Kowloon. With increasing population in the area, the 1.1 million residents of East Kowloon need the CKL park at the waterfront for leisure activities. The imbalanced harbourfront open space provision is unfair for residents of East Kowloon as Hong Kong Island has six waterfront parks.	See Paras 6.3.3 and 6.3.4 of the TPB Paper
D6. The VTC campus will permanently destroy the valuable harbourfront and deprive the right of the local residents and Hong Kong residents to use the waterfront public open space.	See Paras 6.3.5 and 6.3.6 of the TPB Paper
D7. The loss of waterfront park cannot be compensated by another open space.	See Para 6.3.5 of the TPB Paper
D8. The open space will be narrow down to a corridor and such narrow corridor along the waterfront cannot be properly enjoyed by the public and attract visitors. There should be more open space and waterfront park. CKL waterfront park should be a multi-purpose space along the waterfront, instead of a promenade without vibrancy.	See Paras 2.5, 6.3.5 and 6.3.31 of the TPB Paper
D9. The waterfront promenade was planned and illustrated in the Kai Tak Outline	See Paras 6.3.5 and 6.3.6 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
<p>Zoning Plan 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 revised scheme submitted by VTC still cannot provide a waterfront for public enjoyment.</p>	
<p>D10. The site for VTC campus is identified as a waterfront site and should integrate with the waterfront promenade to enrich the public enjoyment. The Government agreed to secure waterfront for public use. There is limited land available on the waterfront and mostly confined to promenade. This park is a unique asset that should not be lost.</p>	<p>See Paras 6.3.5 and 6.3.6 of the TPB Paper</p>
<p>D11. The large amount of users will destroy the public's enjoyment of the waterfront.</p>	<p>See Paras 6.3.5 and 6.3.6 of the TPB Paper</p>
<p>D12. VTC should not be allowed to manage the 1 ha open space within the site, the open space will be occupied by VTC users instead of for public enjoyment.</p>	<p>See Para 6.5.3 of the TPB Paper</p>
<p>D13. Public passageway within the site is not possible for public to access all the time. An all-time accessible CKL Park with vibrant walkways is needed instead of greenery just serving the building occupants.</p>	<p>See Paras 6.3.5, 6.3.6, 6.3.30 and 6.3.31 of the TPB Paper. The public passageway within the site will be open to the public at reasonable hours.</p>
<p>D14. Both the original and revised proposals by VTC are both against the Government's policy of leisure purpose along waterfront.</p>	<p>See Paras 6.3.5 and 6.3.6 of the TPB Paper</p>
<p>D15. Areas under Amendment Items W1 to W3 should be used for CKL Park.</p>	<p>See Paras 6.3.5 and 6.3.6 of the TPB Paper</p>

Major Comments on the Representations	Responses of Government Departments
D16. The Government should construct the CKL Park in accordance with the original planning intention.	See Paras 6.3.5 and 6.3.6 of the TPB Paper
D17. Urge for the provision of CKL Park and harbourfront promenade in East Kowloon as they are necessary to the local residents.	See Para 6.3.5 of the TPB Paper
D18. The CKL Park should be provided at original location and integrated with the waterfront, allowing various recreational and catering facilities.	See Para 6.3.5 of the TPB Paper
D19. Government made a commitment to develop the CKL Park. Not to construct the park is neglecting its promise.	See Para 6.3.5 of the TPB Paper
D20. The district has a large number of children and elderly residents. The waterfront park would be an ideal location for the provision of the much needed elderly care services and is in line with government's Ageing-in-Place policy.	See Para 6.3.5 of the TPB Paper
D21. The waterfront site was designated to construct the CKL waterfront park connecting Kwun Tong, which aligns with the waterfront policies and can also serve as a landmark of East Kowloon. It is the most compatible use for the subject site with the harbourfront and surrounding environment. There is no reason to change the original planned park and construct a building at the waterfront.	See Para 6.3.5 of the TPB Paper
E. Site Selection	
E1. Based on the vision and goals set out by the TPB, there is no clear planning intention for the CKL waterfront site to be used for the VTC campus in place of the originally proposed CKL Park. There are other more suitable sites in	See Paras 6.3.7 and 6.3.8 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
Hong Kong.	
E2. VTC campus at this location is not appropriate. The Government should identify another suitable site for VTC campus and avoid sacrificing a harbourfront park.	See Paras 6.3.7 and 6.3.8 of the TPB Paper
E3. VTC may need a new campus, yet harbourfront site is not necessary, nor suitable for education use. Constructing a high rise VTC campus with basement at the waterfront will take a lot more time and more difficult than other inland sites. Construction cost will also be substantially higher.	See Paras 6.3.7 and 6.3.8 of the TPB Paper. Also, the construction cost of a project is attributable to a bundle of factors in relation to a particular site location, such as topography, accessibility, geological features, etc. According to VTC's consultant, the construction cost at a waterfront site is not necessarily higher than an inland site.
E4. The VTC campus should be constructed at location with convenient transportation services, and should not waste waterfront site for such use. A nearby open space requiring minimal spending and allowing family gathering is necessary for people living in Kwun Tong, CKL and Laguna City.	See Paras 6.3.7 and 6.3.8 of the TPB Paper
E5. Long travel time and the high expense of getting to CKL would deter grass root students from engaging in future studies.	The campus is located in the urban area and long travel time is not anticipated.
E6. The VTC campus deviates from the original planning vision for Kai Tak which does not include Education Hub as part it.	See Paras 6.3.7 and 6.3.8 of the TPB Paper. The proposed VTC development only occupies a small part of KTD, and will not alter the overall theme for KTD.
E7. Smaller in-land sites could be selected to serve the same purpose in an effective way. Alternative site with higher building limit should be selected and CKL Park should be constructed.	See Paras 6.3.7 and 6.3.8 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
E8. It is contradictory to choose this site if adequate amount of land and no change of land use (rezoning of the CKL waterfront from “Open Space” to “G/IC”) is a reason for choosing this site for VTC campus. To allow the campus to be constructed as soon as possible, VTC should consider redeveloping its existing campuses and avoiding the need of rezoning.	See Paras 6.3.7 and 6.3.8 of the TPB Paper. Also, the existing sites in Kwun Tong and Cheung Sha Wan could not meet the development needs of the new campus for VTC.
E9. VTC did not request the subject site for their campus.	See Para 6.3.7 of the TPB Paper
E10. Query if consideration has been given to building the VTC facility at the site under Amendment Item H instead of on the waterfront.	In order to maintain a critical mass of office space near Kowloon Bay to create synergy in support of the Energizing Kowloon East initiative, the site was rezoned from “G/IC” to commercial uses as per Item H of the OZP amendment. Also, these sites will only be available for development upon completion of the construction work of Trunk Road T2, and therefore could not meet the development timeframe of VTC.
E11. There are available GIC sites nearby for VTC campus.	See Para 6.3.7 of the TPB Paper
E12. Should develop the VTC campus on one of the three original vacated VTC sites.	The existing sites in Kwun Tong and Cheung Sha Wan could not meet the development needs of the new campus for VTC.
E13. There are alternative sites for the proposed VTC campus, such as vacant schools, yet the CKL site is the only site that can provide a harbourfront park in East Kowloon.	See Paras 6.3.7 and 6.3.8 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
E14. VTC campus has a number of facilities in this district already, and there should have no more additional VTC facilities in the area. They should be planning to build new facilities in those sites that are currently underutilized, or in areas that lack of its campuses such as Yuen Long and Tung Chung.	See Paras 6.3.7, 6.3.8 and 6.3.11 of the TPB Paper
E15. The Wang Chiu Road (WCR) site at Kowloon Bay can be considered as alternative location for the VTC campus.	See Para 6.3.7 of the TPB Paper
E16. There are alternatives sites for VTC campus, including the CKL Village. There is no need for VTC campus to use the waterfront area.	See Paras 6.3.7 and 6.3.8 of the TPB Paper
E17. The VTC campus can be constructed in the CKL Village, the EMSD vehicular depot, CDA sites at Yau Tong area, or open spaces and green belts stipulated in CKL, Yau Tong, Lei Yue Mun OZP.	See Para 6.3.7 of the TPB Paper
E18. Removal of the VTC campus at the Cheung Sha Wan would cause Kowloon West devoid of such facilities. VTC campus should be located elsewhere and consider using the vacant school sites or redeveloping the existing VTC campuses at Kwun Tong and Cheung Sha Wan.	See Paras 6.3.7 and 6.3.8 of the TPB Paper. Also, the existing sites in Kwun Tong and Cheung Sha Wan could not meet the development needs of the new campus for VTC.
E19. The LPG station can be and should be relocated elsewhere, rather than having a road and a gas station in the middle of the park.	See Para 6.3.10 of the TPB Paper. Also, there is no better alternative site nearby to relocate the LPG station, while maintaining services to this area.
F. Needs of VTC	
F1. Hong Kong population is aging and growing slowly. VTC cannot enrol sufficient students and the new campus will be excessive due to the reducing number of students. There is no requirement for more school but more	See Paras 6.3.11 and 6.3.12 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
leisure facilities to cater for the aged.	
F2. Whether the training provided by VTC can facilitate Hong Kong development is questionable.	See Paras 6.3.11 and 6.3.12 of the TPB Paper
F3. The new campus will be excessive due to the reducing number of students.	See Paras 6.3.11 and 6.3.12 of the TPB Paper
G. Traffic Issues	
G1. VTC campus will have adverse traffic impact to Kwun Tong District. With the additional 8,500 users of VTC campus, which will use the existing public transport in Laguna City, the existing traffic congestion around Laguna City will be worsened and the induced traffic will overload the road network. With the additional 6,000 residents from ex-CKL Kaolin Mine sites, it is irresponsible and unfair without any proper traffic/transportation plan to cater for such significant increase of flow. Also, Sai Fat Road and CKL Road will be overloaded. Any proposal to increase development intensity should address the cumulative traffic impact.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
G2. East Kowloon is transforming and is densely populated with large amount of commercial (7.5 million square feet) and residential (11,000 new flats) uses. The large number of visitors and residents will paralyze the traffic in the area in future. The traffic congestion at the Laguna City and nearby roads will be worsened with the future T2 road and residential developments at Sin Fat Road and Yau Tong waterfront area.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
G3. The existing traffic and illegal road-side parking during peak hour at Laguna City already causing traffic congestion and affecting safety of the residents and students, which will be worsened by the VTC campus.	See Paras 6.3.13 and 6.3.14 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
G4. It is not realistic to encourage students and staff to walk from the proposed campus to MTR stations. Additional pedestrian flow would lead to congestion in pedestrian network. The steep slope of Sin Fat Road will discourage most pedestrians from using it.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
G5. Increased people flow will induce adverse impact on residents of Laguna City. With the additional pedestrian flow from VTC campus and ex-CKL Kaolin Mine sites, the four existing fully utilised lifts may not be able to cater for the additional flow and need pedestrian control during peak hours, thus increase the chance of causing accidents and injuries. It will cause increase in the pedestrian flow through Laguna City. The large pedestrian flow in opposite direction will cause severe congestion and conflict.	See Paras 6.3.13 and 6.3.14 of the TPB Paper. Moreover, under the New Indicative Scheme, the development scale of the proposed VTC campus is reduced from 231,000sqm to 180,000sqm and no. of students and staff will be reduced from 8,500 to 6,800.
G6. Exits A and D of MTR Lam Tin Station is already overcrowded. The pavement outside Exit D connecting Laguna City is also heavily congested. The situation would be worsening with the additional flow induced by ex-CKL Kaolin Mine sites and VTC campus.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
G7. MTR Kwun Tong Station has no more capacity due to the developments in Kwun Tong. Roads connecting to MTR Kwun Tong Station are packed with vehicles and pedestrians.	See Paras 6.3.13 and 6.3.14 of the TPB Paper The Transport Department (TD) will, in collaboration with the MTR Corporation Limited (MTRCL), closely monitor the usage of the related MTR station.
G8. With the future developments in Yau Tong area and future traffic flow from new road networks, diverting traffic to MTR Yau Tong Station would overload its nearby roads.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
G9. MTR Yau Tong Station is located within area under CKL, Yau Tong, Lei Yue	See Paras 6.3.13 and 6.3.14 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
Mun OZP. Stakeholders of Yau Tong should be consulted for any possible traffic measures. Also, problems of Kai Tak area should not be transferred to other areas.	
G10. The location is far away from public transportation with insufficient existing transport facilities and is inconvenient for students. A dramatic increase of franchised buses and/or minibuses to serve the needs in weekday peak hours would be required.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
G11. The Traffic Impact Assessment Report has wrong assumptions and do not fully reflect the existing situation. The applicant must demonstrate that no insurmountable traffic impact will be generated on nearby roads.	See Paras 6.3.13 and 6.3.14 of the TPB Paper
G12. The expansion of the existing LPG filling station will cause congestion to the CKL Road between MTR Yau Tong Station and Laguna City, with the long queue being currently observed. The congestion will affect the service of Green Minibus No. 23B and 23C.	See Para 6.3.15 of the TPB Paper
G13. Temporary car park as proposed by the representer should not be turned permanent.	See Para 6.3.16 of the TPB Paper
G14. 200 car parking spaces in VTC campus are excessive.	See Paras 6.3.13 and 6.3.16 of the TPB Paper. With reduced development intensity under the New Scheme, the number of parking spaces has been reduced to 150.
H. Community Facilities and Infrastructure	
H1. It is unfair to residents of Laguna City with the increase in maintenance cost of the lifts and walkway connecting Laguna City and the MTR Lam Tin	See Para 6.3.19 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
Station due to the additional pedestrian flow and increased usage.	
H2. With the additional population of ex-CKL Kaolin Mine sites, the living environment would already be worsening. This area cannot cater for a VTC campus with additional 8,500 users, as the users will use the existing facilities in Laguna City, hence affecting the daily life the residents.	See Para 6.3.18 of the TPB Paper
H3. There are insufficient community/public facilities in East Kowloon and more should be provided. There is no central library and integrated sports stadium to serve the population of more than 700,000. The long anticipated waterfront park should not be sacrificed. Urge for the provision of CKL Park/better public facilities and infrastructures and harbourfront promenade in East Kowloon as they are necessary to the local residents.	See Para 6.3.18 of the TPB Paper
H4. There is insufficient eating place to cater for the increased people flow. The eating places in Laguna City are full during lunchtime with the influx of workers from Kwun Tong. Result will be catastrophic with the additional population of ex-CKL Kaolin Mine sites and users of VTC campus.	See Para 6.3.18 of the TPB Paper
H5. Develop CKL waterfront site for community centre or primary school if open space is no longer required.	See Para 6.3.18 of the TPB Paper. Also, the intention to provide open space at CKL waterfront has not been changed.
H6. VTC should provide facilities that serve the entire community. Education Bureau has an obligation to ensure that citizens of all districts are given equal opportunity to benefit from the services that receive public subvention.	Like any other tertiary institutions, VTC's campus facilities are primarily designed and provisioned for fulfilling its function as a tertiary institution and serving its students and staff. Notwithstanding this, VTC is ready to share its facilities with the local community through various collaboration programmes and projects.

Major Comments on the Representations	Responses of Government Departments
I. Environmental Landscaping and Security Issues	
I1. The size and bulk of the campus lead to minimal mitigating effects on environmental impacts.	See Para 6.3.20 of the TPB Paper
I2. The additional pedestrian flow will cause hygiene, environmental and security issues.	See Para 6.3.20 and 6.3.24 of the TPB Paper
I3. The rezoning causes noise pollutions and affects the lives of residents.	See Para 6.3.21 and 6.3.23 of the TPB Paper
J. Visual and Air Ventilation Issues	
J1. The precious waterfront view will be lost permanently if the VTC campus is constructed. The building mass of VTC campus is enormous and has adverse impact to waterfront view, affecting visual permeability and destroying the view along the waterfront.	See Para 6.3.26 of the TPB Paper
J2. The visual interest of the residential areas could not be maintained and view from waterfront promenade and opposite side of Victoria Harbour was ruined with irreversible negative effect.	See Paras 6.3.26 and 6.3.27 of the TPB Paper. Concerning the blockage of views from individual properties, as stated in the TPB PG-No. 41 - Guidelines on Submission of Visual Impact Assessment for Planning Application to the TPB, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations.
J3. The footbridge will pose visual nuisance to the surrounding environment.	See Para 6.3.26 of the TPB Paper
J4. The complex is blocking the views of two-thirds of Laguna City building floors.	See Paras 6.3.26 and 6.3.27 of the TPB Paper. Concerning the blockage of views from individual

Major Comments on the Representations	Responses of Government Departments
	properties, as stated in the TPB PG-No. 41 - Guidelines on Submission of Visual Impact Assessment for Planning Application to the TPB, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations.
J5. The baseline setting of the AVA technical report by ARUP is incorrect and the air ventilation performance could not be deemed to be satisfied.	See Para 6.3.28 of the TPB Paper. The findings of the AVA are acceptable to CTP/UD&L, PlanD.
J6. VTC campus will create wall effect affecting air ventilation, subsequently affect the health of nearby resident. The nearby residential developments and community will also be affected.	See Para 6.3.28 of the TPB Paper.
J7. VTC campus has a large footprint. The massive building is incompatible with harbourfront and with surrounding land uses.)	See Para 6.3.8 of the TPB Paper
J8. The design of the VTC campus is horrible.	See Para 6.3.26 and 6.3.30 of the TPB Paper
J9. Propose to impose a BH restriction of 15m.	See Para 6.3.26 of the TPB Paper
J10. If the proposed VTC campus is to be built, its footprint should be further reduced by allowing a change to the BH in return for a smaller footprint.	See Para 6.3.26 of the TPB Paper
K. Harbour Planning Principles and Guidelines (HPPG)	
K1. Victoria Harbour and CKL harbourfront are valuable assets belong to the public and CKL Park can benefit all public regardless their age, gender, occupation, level of education, marital status and wealth, etc. The sustainability of waterfront sites is of vital importance. It is irreversible to	See Paras 6.3.29 to 6.3.31 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
build a VTC campus which does not need to be located along the waterfront.	
K2. CKL Park is better suit the vision and goals set out by TPB for the harbourfront compare with the sterilizing VTC campus. The VTC campus cannot help create a vibrant harbourfront.	See Paras 6.3.30 and 6.3.31 of the TPB Paper
K3. The CKL waterfront park should be constructed to connect Kowloon Bay, Kwun Tong, CKL and Lei Yue Mun. The Government should not against public anticipation and violate the HPPG to allow VTC campus to be constructed at the waterfront site.	See Paras 6.3.5 and 6.3.31 of the TPB Paper
K4. Rezoning the open space to VTC campus violates the HPPG, especially on the massive size, stepped BH profile, visual interest, public engagement, open space, urban design and land use planning. There is no sufficient rationale to occupy waterfront open space which does not align with the HPPG.	See Paras 6.3.3 to 6.3.5, 6.3.26, 6.3.29 and 6.3.31 to 6.3.34 of the TPB Paper
K5. Violation of HPPG in regard to site coverage.	See Para 6.3.26 of the TPB Paper
K6. Massive building along the waterfront violates the HPPG of “a continuous promenade of adequate width should be provided along the entire harbour-front areas”.	See Para 6.3.30 of the TPB Paper
K7. VTC campus is not the type of development encouraged along the harbourfront and fails to meet the diversity of land use and the section “Land Use Planning” as highlighted in the HPPG.	See Paras 6.3.29 to 6.3.31 of the TPB Paper
K8. Sustainable and green design cannot camouflage a humongous VTC campus.	See Para 6.3.30 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
<p>The massive building does not comply with the HPPG for adopting “a graduation of height profile with the BH descending towards the Harbour.”. The scale of building form shall be smaller towards the harbour.</p>	
<p>K9. The GFA and BH of VTC campus do not align with the principle of low-rise buildings along the waterfront.</p>	<p>See Para 6.3.26 of the TPB Paper</p>
L. Public Consultation and Procedure	
<p>L1. There was no consultation before rezoning CKL waterfront park to VTC campus. The plan is gazetted without proper public consultation and with objections from residents of Laguna City and is considered being executed before having any consultation.</p>	<p>See Paras 6.3.32 and 6.3.34 of the TPB Paper</p>
<p>L2. The Kwun Tong District Council, Kai Tak Task Force of Harbourfront Commission and nearby residents have already showed that they object/do not support the rezoning.</p>	<p>See Paras 6.3.32 and 6.3.34 of the TPB Paper</p>
<p>L3. Large scale consultation has been carried out to confirm the CKL Park and Promenade and the result should be respected. It is not appropriate to scrap the committed CKL Park which is based on large-scale public engagement exercises.</p>	<p>It is common that the zoning of a piece of land may be amended due to changing social circumstance and needs.</p>
<p>L4. No consultation has been made before stating in the Policy Address to reserve a site at CKL waterfront for VTC campus.</p>	<p>See Para 6.3.32 of the TPB Paper</p>
<p>L5. Rezoning the CKL waterfront site for VTC campus development will directly affect the daily life of the residents nearby. The TPB should take the residents’ concern into consideration.</p>	<p>See Paras 6.3.32 and 6.3.34 of the TPB Paper</p>

Major Comments on the Representations	Responses of Government Departments
L6. It is not appropriate for VTC to revise their scheme two days before the expiry date for comments on representations, allowing little time for the public to response.	See Para 6.5.3 of the TPB Paper
L7. 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 comment.	See Paras 6.3.32 and 6.3.34 of the TPB Paper
L8. TPB has the responsibility to review the impact of the VTC campus.	See Paras 6.3.32 and 6.3.34 of the TPB Paper
M. Other Issues	
M1. Remove the Item W from Kai Tak OZP and considered it at an appropriate OZP.	See Paras 6.3.32 and 6.3.34 of the TPB Paper
M2. R2 is against the Government's mission and core values of Energizing Kowloon East.	See Paras 6.3.3 to 6.3.5 of the TPB Paper
M3. R2 is contradicting the Government's mission of promoting place making for the people.	See Paras 6.3.3 to 6.3.5 of the TPB Paper
M4. R2 is devastating Government's core value of open and engaging, consolidating and facilitating.	See Para 6.3.32 of the TPB Paper
M5. The Government's role in this issue should be neutral.	See Paras 6.3.11 and 6.3.12 of the TPB Paper
M6. Government should accelerate development and transformation of CKL area to improve living quality of local residents.	See Para 6.3.6 of the TPB Paper

Major Comments on the Representations	Responses of Government Departments
M7. During redevelopment of campuses, VTC can make reference of CityU to use other buildings or vacant schools for teaching.	The existing sites in Kwun Tong and Cheung Sha Wan could not meet the development needs of the new campus for VTC.
M8. The use of ferries should be encouraged and enhancement of water connections in Kwun Tong should be studied.	See Para 6.3.14 of the TPB Paper
M9. The proposal of developing waterfront as a tourist attraction is nonsense.	The open space at CKL waterfront can provide outdoor open-air public space for recreational uses serving the needs of local residents as well as the general public.
M10. The technical assessment reports are totally biased and non-professional.	Relevant Bureaux/Departments have commented on the assessment reports and considered the reports acceptable to support the rezoning.
M11. The integrity of Ove Arup is being questioned and the result of the technical assessments should not be regarded as reliable.	Relevant Bureaux/Departments have commented on the assessment reports and considered the reports acceptable to support the rezoning.
M12. Oppose the original and revised proposal submitted by VTC and the comments made by R2.	Noted.
M13. Support R274 objecting the rezoning for VTC campus at CKL waterfront.	Noted.
M14. Oppose the comments made by R1, R2 and the revised proposal submitted by VTC.	Noted.

Major Comments on the Representations	Responses of Government Departments
M15. R2 is not feasible. The representation of R12144 has not considered the whole area.	Noted.
M16. Oppose Item W1. Object to R1 and R2, comment on the main proposal of R12144 to 12153 and support R38, R39, R271 to R12083.	Noted.
M17. Object to R1, R2, R12 and R12144. The representations have not considered the need of students and amount of time for commuting. R2 is not feasible. The representation of R12144 has not considered the whole area.	The proposed site is in the urban centre for reprovisioning two overcrowded and aged campuses, i.e. IVE (Haking Wong) in Cheung Sha Wan and IVE (Kwun Tong) in Kwun Tong to meet the needs of its students. As the new site is located in an urban area, a wide variety of public transport options are available to students/staffs to travel to/from the campus with acceptable commuting time.

(2) Major Grounds and Proposals of Respective Comments

Commenters	Major Comments on the Representation
C258	D10, E1, E19, J10, K5
C260	D4, D20, E5, E6, E10, E11, E14, E15, E18, H6, L1
C261	H5
C262	D8, E14, H3
C263	A2, B1, B2, B4, B8, B13, B14
C264	A1, A3, A4A5A6A7
C265	A1, A3, A4, A5, A6, A7
C266	A1, A3, A4, A5, A6, A7
C267	A1, A3, A4, A5, A6, A7
C268	A1, A3, A4, A5, A6, A7
C269	A1, A3, A4, A5, A6, A7
C270	A1, A3, A4, A5, A6, A7
C271	A1, A3, A4, A5, A6, A7
C272	A1, A3, A4, A5, A6, A7
C273	A1, A3, A4, A5, A6, A7
C274	A1, A3, A4, A5, A6, A7
C275	A1, A3, A4, A5, A6, A7
C276	A1, A3, A4, A5, A6, A7
C277	A1, A3, A4, A5, A6, A7
C278	A1, A3, A4, A5, A6, A7
C279	A1, A3, A4, A5, A6, A7
C280	A1, A3, A4, A5, A6, A7
C281	A1, A3, A4, A5, A6, A7
C282	A1, A3, A4, A5, A6, A7
C283	A1, A3, A4, A5, A6, A7
C284	A1, A3, A4, A5, A6, A7
C285	A1, A3, A4, A5, A6, A7
C286	A1, A3, A4, A5, A6, A7
C287	A8, A9
C288	A8, A9
C289	A2, A8, A10, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13, B14, B15, B16
C290	A2, A8, A10, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13, B14, B15, B16

Commenters	Major Comments on the Representation
C291	A2, A8, A10, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13, B14, B15, B16
C292	A2, A8, A10, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13, B14, B15, B16
C293	A2, A8, A10, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13, B14, B15, B16
C294	A3, A9, A11, A12, A13
C295	A3, A9, A11, A12, A13
C296	A3, A9, A11, A12, A13
C297	A3, A9, A11, A12, A13
C298	A3, A9, A11, A12, A13
C299	A3, A9, A11, A12, A13
C300	A3, A9, A11, A12, A13
C301	A3, A9, A11, A12, A13
C302	A3, A9, A11, A12, A13
C303	A3, A9, A11, A12, A13
C304	A3, A9, A11, A12, A13
C305	A3, A9, A11, A12, A13
C306	A3, A9, A11, A12, A13
C307	A3, A9, A11, A12, A13
C308	A3, A9, A11, A12, A13
C309	C1, C2, C3, C4, C5, C6
C310	D2, D3, D5, D15, E16, G11, H1
C311	D5, D6, D16, D19, K4, L1, L2, L6
C312	D16, E13, L2, L3, L6
C313	D2, D16, E18, G1, H2, J6, J7, M13
C314	D2, D16, E18, G1, H2, J6, J7, M13
C315	D7, D8, D16, E2, E3, E13, J7, K2, K4, K7, L2
C316	D5, E16, E19, K8, L3
C317	M2, M3, M4
C318	D9, D14, M10, M14
C319	D11, M12
C320	D11, M12
C321	D2, D9, D16, E18, J6
C322	M15, M17
C323	G1, G4, G1, G13, I1, M8, M9, M16

Commenters	Major Comments on the Representation
C324	D1, D9, E16, E17, G4, G7, G14, J3, J4, J8, K4, M5, M11
C325	D5, D12, D18, E2, J7, L3, L6
C326	D2, D21, G1, I3, L1
C355	K1
C364	D2, D5, D6, D8, D9, D10, D13, D16, D19, D21, E1, E3, E4, E7, E13, F1, G1, G2, G3, G5, G6, G8, G9, G10, G12, H1, H2, H3, I2, J1, J2, J5, J6, K2, K3, K4, K6, K7, K8, L1
C378	D2, D5, D8, D10, D13, E4, E7, E13, F1, G1, G2, G3, G5, G6, G10, H1, H2, H3, I2, J1, J2, J5, K3, K4, K7, L1
C379	D1, D2, D5, D8, D9, D19, D21, E12, E13, E4, F1, G1, G2, G3, G5, G6, G12, H1, H2, H3, H4, I2, J1, J6, K1, K3, K4, K6, K9, L1, L2, M6
C432	D2, D6, D9, D10, E1, E3, E7, G2, G10, K2, K8
C447	D2, D6, D8, E1, E3, G1, G3, G5, H1, I2, J1, K1, K2
C496	D9, G1, G2, J6, K8
C501	D1, D2, D6, E3, G1, G5, J6, K2, K5, L1
C524	D6, D13, E1, E3, G1, J2, J5, J6, K2, K7
C794	D2, E3, E13
C795	D2, F1
C796	D2, E9, M7
C851	D10, E7, G1, G10, J9
C852	D10, E4, E7, G10
C884	D8, D21, G1, G12, J1, J6, K4, K6
C899	D8, D21, G1, G12, J1, J6, K5, K6
C900	D8, D21, G1, G12, J1, J6, K5, K6
C901	D8, D21, G1, G12, J1, J6, K5, K6
C902	D8, D21, G1, G12, J1, J6, K5, K6
C903	D8, D21, G1, G12, J1, J6, K5, K6
C904	D8, D21, G1, G12, J1, J6, K5, K6
C951	D2, D5, D8, G1, J1
C1007	D1, D9, G2, K8
C1133	G1, G5, H4, L1
C1291	D5, F1, K4
C1292	D5, G2, K4
C1328	D19, E13, E4, F1, G2, G6, J6, K3
C1331	E13, E4, F1, F1, G6, K3

Commenters	Major Comments on the Representation
C1332	E13, E4, F1, G2, G6, K3
C1372	D6, G3, G5, H1, I2, L7
C1373	G3, G5, H1, I2, K1
C1374	G2, G3, G5, H1, I2
C1375	G2, G3, G5, H1, I2
C1376	F1, G3, G5, H1, I2
C1398	G2, G8, G9
C1423	G5, G8, G9
C1424	G8, G9, D17
C1425	M6
C1426	F3, L8
C327 - 354, 356 - 363, 365 - 377, 380 - 431,433 - 446, 448 - 495, 497 - 500, 502 - 523, 525 - 793, 797 - 850, 853 - 883, 885 - 898, 905 - 950, 952 - 1006, 1008 - 1132, 1134 - 1290, 1293 - 1327, 1329, 1330, 1333 - 1371, 1377 - 1397, 1399 – 1422	D2, D5, D6, D8, D9, D10, D13, D21, E1, E3, E4, E7, E13, F1, G1, G2, G3, G5, G6, G8, G9, G10, G12, H1, H2, H3, H4, I2, J1, J2, J5, J6, K1, K2, K3, K4, K6, K7, K8, K9, L1, L2

South Apron, are reserved for Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station (the police headquarters), sub-divisional fire stations, Animal Management and Animal Welfare Building Complex, Drainage Services Department's desilting compound, EMSD's chiller plant and refuse collection points, electricity substations and sewage pumping stations. A site to the north of the "R(B)4" zone close to the landscape deck at the upper portion of Road D3 is reserved for two half-sunken sewage pumping station and salt water pumping station. The design of the two stations should be integrated with the Metro Park, and their at-grade level should be allowed for public use as far as possible. Necessary mitigation measures should be provided to ameliorate the possible impacts to the surroundings. A site near Ma Tau Kok waterfront is also reserved for public transport interchange.

- 9.5.5 A "G/IC" site at the Cha Kwo Ling waterfront is earmarked for the development of a new Vocational Training Council campus building with adequate capacity and state-of-the-art facilities. Two building height subzones of 60mPD/70mPD are designated within the site. As the site is located ~~near~~ **along** the waterfront, the design of the campus building should respect the waterfront setting, **and ensure visual compatibility with the surrounding developments, *promote air and visual permeability and facilitate pedestrian access to the waterfront.*** Special design considerations including provision of public passage ***passageway***, building setback ***from Wai Yip Street/Cha Kwo Ling Road/waterfront promenade, building separation between blocks, podium-free design, enhanced greening and landscape provision,*** and integration with the adjoining planned waterfront promenade should be adopted for the development. ***A public open space of not less than 1 ha in size should be provided in the development for public enjoyment, and the public open space should be handed over to the Government for management and maintenance upon completion. Appropriate requirements on the design and provision of the public open space and urban design considerations would be stipulated in the conditions of land grant/allocation.***

- 9.5.6 Lower building height restrictions with height bands ranging from 15mPD, 30mPD, 45mPD and 60mPD are imposed on a large portion of "G/IC" sites. Sites reserved for EMSD Headquarters, police headquarters, Government Offices, Hong Kong Children's Hospital and Kai Tak Acute Hospital will be subject to relatively higher building height restriction ranging from 60mPD to 100mPD.

- 9.5.7 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

9.6 Open Space ("O") – Total Area 98.18 ha

- 9.6.1 This 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. A network of