

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/H1/2

- Applicant** : The University of Hong Kong represented by Llewelyn-Davies Hong Kong Limited
- Application Site** : Inland Lot No. 7704 RP (Part)
- Site Area** : about 22,170m²
- Land Status** : Inland Lot No. 7704 RP (Part)
- Plan** : Approved Kennedy Town and Mount Davis Outline Zoning Plan (OZP) No. S/H1/22 (currently in force)
- Draft Kennedy Town and Mount Davis OZP No. S/H1/21 (in force at the time of submission. The zoning and development restrictions for the application site (the Site) remain unchanged on the current approved OZP)
- Zoning** : “Government, Institution or Community” (“G/IC”) (about 99.8%) subject to the following restrictions:
- maximum building height (BH) of 135 meters above Principal Datum (mPD), or the height of the existing building, whichever is the greater (for the southern part of the “G/IC” zone occupied by the Jockey Club Student Village II)
 - maximum BH of 4 storeys (excluding basement(s)), or the height of the existing building, whichever is the greater (for remaining part of the “G/IC” zone)
- “Green Belt” (“GB”) (about 0.14%) and area shown as ‘Road’ (about 0.07%)
- Proposed Amendment** : To rezone the application site from “G/IC”, “GB” and area shown as ‘Road’ to “G/IC(2)” and amend the BH Restriction (BHR) of the Site from 4 Storeys to 115mPD and 155mPD

1. The Proposal

- 1.1 The applicant, the University of Hong Kong (HKU) represented by Llewelyn -

Davis Hong Kong Limited, seeks planning permission to rezone the Site (**Plan Z-1**) from “G/IC”, “GB” and an area shown as ‘Road’ to “G/IC (2)” on the OZP to facilitate the proposed academic complex development tentatively scheduled for completion in 2025/2026.

- 1.2 The Site (about 2.2 ha) falls within area zoned mainly “G/IC” with minor encroachment to “GB” as well as area shown as ‘Road’ on the OZP. The southern part of the “G/IC” zone is currently occupied by 3 blocks of the Jockey Club Student Village II (JCSV II) of HKU and subject to a BHR of 135mPD; and the remaining part of the “G/IC” zone is partly vacant (previous Lindsay Ride Sports Centre and Stanley Smith Swimming Pool were demolished in 2021) and partly the Flora Ho Sports Centre of HKU and subject to a maximum BH of 4 storeys excluding basement(s).
- 1.3 To achieve consistency in building height control on the proposed academic complex development within the Site, the applicant proposes to specify BHR within three Sub-areas of the new “G/IC(2)” zone in terms of mPD. Within Sub-area (A), two new blocks, namely Academic Building (with main roof level at 102mPD and BH of 22.5m referencing Pok Fu Lam Road at 79.5mPD) and Sports Complex (with main roof level at 115mPD and BH of 35.5m referencing Pok Fu Lam Road at 79.5mPD), would be built. Within Sub-area (C), a new block, namely Academic Tower (with main roof level at 155mPD and BH of 75.8m referencing Pok Fu Lam Road at 79.5mPD) would be built. The Academic Building and part of the Academic Tower would be used for the HKU Business School. According to the Notes of the “G/IC” zone of the OZP, ‘Educational Institution’, ‘Place of Recreation, Sports or Culture’ and ‘Eating Place (Canteen, Cooked Food Centre only)’ are Column 1 uses which are always permitted. As the application involves amendment of BHR of 4 storeys to 115mPD and 155mPD for Sub-areas (A) and (C), respectively, of the “G/IC” zone for the permitted use on the OZP, application under s.12A of the Town Planning Ordinance (the Ordinance) is required.
- 1.4 The indicative development layout is shown at **Drawings Z-1 and Z-2**. The proposed total domestic GFA is 15,488m² (i.e. the existing domestic GFA of the JCSV II) and non-domestic GFA is 134,540m² (including about 1,880m² for the existing non-domestic GFA of the JCSV II). The proposed development could accommodate about 7,000 staffs and students. The development restrictions under the current OZP and proposed amendments to the OZP are summarised below:

Existing Development	Proposed Development			Current OZP	Proposed Amendment to OZP
	Name of the Building	Uses	Proposed BH		
Vacant Site (previous Lindsay Ride Sports Centre and Stanley Smith Swimming	1. Academic Building (Sub-area (A))	Academic and ancillary facilities (such as classrooms, lecture theatre,	102mPD at main roof (i.e. 4 storeys above 6 levels of basement)	G/IC (4 storeys excluding basement)	Zoning: G/IC(2) (Sub-area (A)) Max BH: not to exceed

Existing Development	Proposed Development			Current OZP	Proposed Amendment to OZP
	Name of the Building	Uses	Proposed BH		
Pool were demolished in 2021)		canteen and libraries, etc.)			115mPD
	2. Sports Centre (Sub-area (A))	Recreation facilities	115mPD at main roof (i.e. 4 storeys)		
JCSV II (three blocks of 16-storey student hostel, providing 519 units completed in 2005 with BH at main roof of 132.9mPD to 137.6mPD)	No change (Sub-area (B))			G/IC (maximum BH not to exceed 135mPD)	Zoning: G/IC(2) (Sub-area (B)) Max BH: not to exceed 135mPD
Flora Ho Recreation Centre (completed in 1984 with BH at main roof of 100.1mPD)	3. Academic Tower and drum ramp (Sub-area (C))	Academic and ancillary facilities (such as classrooms, lecture theatre, office, etc.)	155mPD at main roof (i.e. 18 storeys above 3 levels of basement)	G/IC (4 storeys excluding basement floors)	Zoning: G/IC(2) (Sub-area (C)) Max BH: not to exceed 155mPD

- 1.5 With an aim to enhance the vehicular flow along Pok Fu Lam Road, the applicant proposes to (i) convert the existing vehicular ingress/egress near junction with Pokfield Road into an Emergency Vehicular Access (EVA); (ii) provide an egress of pick-up/drop-off area of the proposed Academic Tower; (iii) provide a new vehicular ingress/egress on Pok Fu Lam Road to reach 1/F of the proposed drum ramp; and (iv) provide two bus lay-bys partially within the Site between the proposed drum ramp and the proposed Academic Tower vehicular egress point to replace the existing on-street bus-stop to the east of the JCSVII (**Drawings Z-3 and Z-4**). The applicant also proposes a new ingress/egress on Pokfield Road at LG4/F of the proposed Academic Building to reach LG6/F of a carpark shared by the proposed Academic Building, Sports Complex and the proposed staff quarters within the adjoining “R(B)” zone (**Drawings Z-3 and Z-4**). A total of 108 parking spaces of private cars, 8 parking spaces for motorcycles and 5 loading/unloading bays would be provided to serve the proposed development.

- 1.6 The applicant proposes various new horizontal and vertical connections to enhance pedestrian connectivity and walkability between Kennedy Town MTR Station (at about 12.8mPD), Pokfield Road footpath (at about 22.9mPD) and LG5/F (at about 57.3mPD) of the proposed development. A Landscaped Terrace along the northern edge of the Site, a Landscaped Avenue at LG5/F along the western edge of the lot boundary, covered escalator and staircase connection from the Site to the junction of Smithfield/Pokfield Road, and pavement improvement works at the junction of Smithfield/Pokfield Road are proposed. An opening at 2/F (at about 90mPD) of the proposed Academic Building is reserved for future footbridge connection across Pok Fu Lam Road connecting to St John's College and HKU Centennial Campus. **(Drawings Z-3 to Z-5 and Z-15 to Z-18).**
- 1.7 The applicant proposes to transplant 3 trees (*Livistona chinensis*), 35 existing trees to be retained and plants 330 new trees (including 118 at grade, 83 on slope area and 125 on building roofs) within the Site. A sunken garden would be provided at the northern edge of the Site to improve public realm. Landscaped Terrace abutting Pokfield Road and various landscaping arrangements to achieve multi-level greening amounting to about 30% of the site area and would enhance visual quality of the Site for enjoyment by HKU students and staff and public **(Drawings Z-6 to Z-10).**
- 1.8 In support of the application, the applicant has submitted the following documents:
- (a) Application Form received on 11.8.2021 and replacement pages received on 18.8.2021 and 23.8.2021 **(Appendix I)**
 - (b) Further Information (FI) received on 6.5.2022 providing consolidated revised documents enclosing supporting planning statement (SPS), technical assessments of Traffic Impact Assessment (TIA), Air Ventilation Assessment Initial Study (AVA IS), Landscape Master Plan (LMP), Tree Survey, Visual Impact Assessment (VIA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Environmental Assessment (EA) and response to departmental and public comments **(Appendix Ia)**
(accepted and exempted from the publication and re-counting requirements)
- 1.9 On 15.10.2021 and 28.1.2022, the Metro Planning Committee (the Committee) of the Board agreed to defer making a decision on the application for two months as requested by the applicant so as to allow sufficient time to prepare FI to address departmental comments. The applicant submitted FI as indicated in paragraph 1.8 above.

2. Justifications from the Applicant (Drawings Z-1 to Z-23)

The justifications put forth by the applicant in support of the application as set out in the consolidated SPS in **Appendix Ia** are summarised as follows:

Response to Government's Initiative

- (a) the Government has been promulgating various measures to strengthen the tertiary education of Hong Kong aiming to develop Hong Kong as a regional education hub and nurturing talent for Hong Kong's continued development. In response to relevant policies, the proposed development would help strengthen the research capacity and enhance the teaching and learning environment of HKU by delivering high-quality academic floor space in the new academic complex;
- (b) the CE announced in her Policy Address 2019 to promulgate "Single Site, Multiple Use" model for developing multi-purpose public facility buildings in order to optimise the use of "G/IC" sites. The proposed development within an integration of academic uses and sports and recreational uses at the Site is in line with the said policy initiative by making best use of the "G/IC" zone. Development potential is optimised by incorporating 3 new blocks ranging from 115mPD to 155mPD and utilising underground spaces for basement floors;

Support HKU's Future Development

- (c) the proposed academic complex development at the Site would be HKU's strategic development to support innovation and entrepreneurship, collaborations and cross-disciplinary pursuits;
- (d) as the HKU Business School is aspiring to become a premier business school in Asia with significant global influence, it needs more teaching and research space with innovative facilities to grow and nurture new generations of business leaders. The existing facilities of HKU Business School are scattered at various locations including the HKU main campus, Cyberport and Admiralty Town Centre. K.K. Leung Building, where the HKU Business School is currently located at, was built over 30 years ago. The building has limited capacity for the future expansion and upgrading of academic facilities of HKU Business School;
- (e) the Site is part of the HKU main campus cluster, and would create synergy with the existing academic facilities of HKU in the vicinity. Upon completion of the proposed development, the staff and students from the main campus could enjoy the high-quality communal space and sports facilities at the Site in walking distance;
- (f) as the subject land lot is owned by HKU, land allocation is not required to avoid any loss in land reserve for future residential developments or other government facilities;

Needs for Redevelopment of the HKU's Pokfield Road Site

- (g) the existing sports and recreational facilities at the Site have been built for more than 40 years and they are not up to modern standards and requires

substantial maintenance cost. The proposed development offers opportunities to upgrade the sports and recreational facilities for the benefit of students and staff of HKU;

Optimal Scheme Balancing the Building Bulk and Development Potential

- (h) the existing sports and recreational facilities within the Site would be upgraded and re-provided in the new Sports Complex. A higher headroom requirement is required in order to fulfill international standards of a variety of sports activities in the Sports Complex, and the BHR for Sub-area (A) is adjusted to 115mPD;

Compatible Land Use

- (i) given that the proposed development would include only permitted uses, e.g. education institution, place of recreational, sports or cultural, eating place (canteen only), in the “G/IC” site, the proposed development is considered compatible with the existing land use character and comply with the planning intention of the subject “G/IC” zone;

Consistency in Development Control

- (j) as the subject land lot is a sloping site, BHR in terms of mPD is more appropriate and consistent approach, and provides certainty on the future building height profile in the area;

Compatible Building Height

- (k) with respect to the existing and planned BH profile of the area where existing high-rise residential developments in the “R(A)” zone with BHR of 160-170mPD (i.e. University Height, King Court and Fulham Garden) and planned student hostel development of St. John’s College at 160mPD (under planning application No. A/H11/105 approved in 2015) in the immediate surroundings, the proposed maximum BH of 155mPD at Sub-area (C) is considered compatible with the BH profile of the vicinity;
- (l) a stepped building design would be adopted for the proposed development, with descending BH from eastern portion to the western portion, being compatible with the existing topography of the area. The BH of the southern portion would be lower than the northern portion of the proposed Academic Tower at Sub-area (C), creating a height variation while breaking down its building bulk. Stepped podium floors are also proposed at the southern portion and top three floors of the northern portion of the proposed Academic Tower to reduce its building bulk (**Drawings Z-2, Z-8, Z-11 and Z-12**);

Enhance Visual Interest and Air Permeability

- (m) carefully-designed building bulk, stepped building design at Sub-area (C) and various design measures (for example, creating an iconic image for the new campus and a distinctive dynamic building form for the frontage of the

academic podium building facing the junction of Pokfield and Pok Fu Lam Road) are proposed to enhance the visual interest;

- (n) 5m-8m building setback from Pok Fu Lam Road, chamfered design at building corners and optimisation of building footprint are some of the design features to facilitate smoother air movement at the low level and air flow along Pok Fu Lam Road which is one of the dominant north-south wind corridors across the building groups located east of Kennedy Town;
- (o) based on the findings of the VIA, the proposed Academic Tower at Sub-area (C) with a maximum BH of 155mPD is visually acceptable and not incompatible with the existing and planned BH profile (**Drawings Z-19 to Z-22**);
- (p) sufficient building separation would be maintained with the surrounding developments, including JCSV II and the existing residential developments along Pokfield Road to allow visual permeability;

Enhancement of Connectivity and Walkability between the campuses of HKU

- (q) an opening at 2/F of the new Academic Building at Sub-area (C) (at about 90mPD) would be reserved for the future footbridge connection between the Site, Centennial Campus and St. John's College (**Drawing Z-4**). Upon completion of the future footbridge, walking experience of the staffs and students traveling between campuses would be enhanced;
- (r) a Landscaped Avenue (minimum 5.3m wide) along the western and northern portion of the Site to provide alternative pedestrian connection to Pokfield Road. Covered escalator connection and staircase connections would be provided between the internal walkway and proposed Landscaped Avenue at LG5/F (at about 57.3mPD) and Pokfield Road footpath (at about 22.9mPD) to improve the pedestrian connectivity between the Site and Kennedy Town MTR Station (at about 12.8mPD) (**Drawings Z-4, Z-6, Z-7, Z-15 and Plans Z-4, Z-7 and Z-8**), subject to detailed feasibility design at later stage and approval from relevant government departments. The opening hours of the proposed escalator and elevator connections are intended to align with the opening hours of MTR Kennedy Station, i.e. tentatively from about 06:00 to about 01:00;

Technical Aspects

- (s) based on the findings in technical assessments on aspect covering traffic, environment, air ventilation, drainage and sewerage, no insurmountable impact would be induced from the proposed amendment to the OZP;
- (t) to enhance the road traffic conditions, two bus lay-bys at Pok Fu Lam Road partially within the Site between the proposed drum ramp and the proposed Academic Tower vehicular egress point would be provided subject to detail technical feasibility study;

- (u) taken into account the planned/future developments¹ before year 2029 in the vicinity of the Site, all identified junctions will operate within capacities, it is considered that the traffic impact of the proposed academic complex development to the adjacent road and pedestrian improvement scheme is considered acceptable from traffic engineering point of view;

Public Engagement

- (v) since 2020, the Applicant has conducted multiple rounds of public engagement activities through multiple channels² with the Central & Western District Council (C&W DC) and local community to discuss the stakeholders' concerns on BH and distance, visual and environmental impact, pedestrian connectivity, traffic, air ventilation issues. The BH of the proposed Academic Tower and pedestrian connectivity have been reviewed and enhanced to address the stakeholders' concerns; and
- (w) updates on Pokfield Campus development have been shared with campus users, HKU alumni, nearby residents, C&W DC members and local stakeholders via newsletter, infographic and project website (<https://pokfield.hku.hk>). Ongoing engagement with residents and stakeholders will be maintained to facilitate communication and feedback.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is the sole “current land owner”. Detailed information would be deposited at the meeting for Members’ inspection.

4. Previous Application

The Site is not the subject of any previous planning applications.

5. Similar Application

There is no similar application for amending BHR on the Kennedy Town and Mount Davis OZP.

¹ According to the TIA submitted by the Applicant, the planned/future developments before year 2029 in the vicinity of the Site include, inter alia, the proposed HKU staff quarters adjacent to the Site, new medical facilities for Queen Mary Hospital, HKU Academic Building at No. 3 Sassoon Road, HKU Sassoon Road Campus Expansion, HKU hostels at No. 6 Sassoon Road and High West, Cyberport Expansion and public housing development at the five sites in Pokfulam South.

² Meetings with C&W DC members were held on 7 July 2020, 25 & 26 January 2021 and 11 April 2022. Meetings with owners/residents of nearby residential developments were held in November 2020, February & September 2021 and April 2022. On-line community survey and workshop on pedestrian connectivity were carried out in April 2022.

6. The Site and its Surrounding Areas (Plans Z-1 to Z-4 and Site Photos on Plans Z-5a to Z-8)

6.1 The Site:

- (a) is located on a hill slope; and
- (b) is accessible via Pok Fu Lam Road and Pokfield Road (**Plans Z-1 and Z-2**).

6.2 The surrounding areas have the following characteristics:

- (a) to the north is Pokfield Road and some high-rise residential developments (existing BH ranging from 143mPD to 170mPD) zoned “R(A)” on the OZP (**Plan Z-4**);
- (b) to the east is Pok Fu Lam Road with a bus-stop on the north-bound side; further east across Pok Fu Lam Road are the HKU St John’s College zoned “G/IC” subject to BHR of 160mPD and high-rise private residential development (Fulham Garden) within area zoned “R(B)” on the Approved Mid-Levels West OZP No. S/H11/15 subject to BHR of 170mPD (**Plan Z-5a**);
- (c) to the south of the Site is vegetated steep slope zoned “GB” and “Open Space” on the OZP (**Plans Z-5b, Z-5c and Z-5g**);
- (d) to the southwest of the Site is a cluster of G/IC facilities, including Our Lady of The Rosary Church St Charles School, Caritas Mak Cheung Sui Kun Community Centre and Kennedy Town Telephone Exchange, which fall within area zone “G/IC” subject to different BHRs ranging from 5 to 11 storeys to reflect the as-built condition (**Plans Z-5b, Z-5c and Z-8**);
- (e) to the immediate northwest are construction site for two blocks of Staff Quarters of HKU and high-rise residential development, i.e. University Heights, which are zoned “R(B)” and “R(A)” subject to BHRs of 150mPD and 170mPD, respectively (**Plans Z-5a and Z-6**); and
- (f) the entrances to MTR HKU Station and Kennedy Town Station are located at walking distances of about 550m to the northeast and 650m to the southwest of the Site, respectively.

7. Planning Intention

The “G/IC” zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.

8. Comments from the Relevant Government Bureaux/Departments

8.1 The following Government bureaux/departments have been consulted and their views on the application are summarised as follows:

Policy

8.1.1 Comments of the Secretary for Education (S for ED):

no objection to the application to amend the BHR. As advised by HKU, the construction of the academic building concerned is a self-financed project. It is considered that proposed development will help ease the academic space shortfall of HKU.

Land Administration

8.1.2 Comments of the District Lands Officer/ Hong Kong West and South (DLO/HKW&S):

- (a) no comment from land administration point of view;
- (b) the lot owner has already applied for a lease modification to implement the proposed development as outlined in the application. The lease modification will be considered by his department acting in the capacity as the landlord at its sole discretion. Any approval, if given, will be subject to such terms and conditions as may be approved by his department. There is no guarantee that the lease modification will be completed; and
- (c) other detailed comments are extracted in **Appendix III**.

Transport

8.1.3 Comments of the Commissioner for T (C for T):

- (a) no objection in principle to the application from traffic engineering viewpoint;

Pedestrian Connectivity

- (b) the proposed escalator system can enhance the pedestrian connectivity between Kennedy Town MTR Station and the HKU's development. According to the TIA, level-of-service (level C or above) at Smithfield and Pokfield Road footpaths are all acceptable. The proposed footpath widening at the junction of Smithfield/Pokfield Road (**Drawing Z-5**) can increase the waiting area at pedestrian crossing, which is beneficial to walking environment;

Vehicular Traffic

- (c) the TIA submitted by the applicant has taken into account the planned and committed developments in the vicinity of the Site, i.e. the cumulative traffic impacts, in arriving the design traffic flows. According to the TIA report, the junctions of Smithfield/Pokfield Road and Pok Fu Lam Road/Pokfield Road, which are of great importance for the traffic circumstances at Pok Fu Lam Road, Pokfield Road and Smithfield, are operated within capacity under the design traffic flows;
- (d) the provision of bus lay-by at Pok Fu Lam Road by the applicant can be highly beneficial to the traffic circumstance by avoiding obstruction to traffic at Pok Fu Lam Road due to the boarding/alighting activities at on-street bus stop. The relocation of the ingress/egress at Pok Fu Lam Road away from the signalised junction of Pok Fu Lam Road / Pokfield Road can minimise the interference on the junction operation, and is desirable from traffic engineering viewpoint;

Others

- (e) the Site is outside the Pok Fu Lam Moratorium Area, so the restrictions under the Moratorium is not applicable to the development; and
- (f) other detailed comments are extracted in **Appendix III**.

8.1.4 Comments of the Chief Highway Engineer/ Hong Kong, Highways Department; (CHE/HK, HyD):

- (a) no comment on the application from highways maintenance viewpoint;
- (b) detailed proposal with engineering drawings for the proposed works should be submitted to the Regional Office for comments prior to the commencement of the works; and
- (c) part of the tree crown of the stonewall trees locates within the site boundary. Should the captioned application is approved, the project proponent/applicant is requested to comply with the following requirements:
 - (i) the project proponent/applicant should adopt adequate protection measures in order not to affect the nearby HyD retaining wall (11SW-A/R325) (**Plan Z-5a**) and the stonewall trees (HYD/CW/00074 & HYD/CW/00075) at the north-eastern and south-eastern corners; and
 - (ii) as the stonewall tree (HYD/CW/00074) (**Drawing Z-23**) is in close vicinity of the proposed development works, quarterly monitoring report for the concerned stonewall tree should be submitted to the Regional Office and the Landscape Division during the construction period.

Environment

8.1.5 Comments of the Director of Environmental Protection (DEP):

- (a) the proposed rezoning is not anticipated to cause insurmountable environmental impact (i.e. air quality, noise, water quality and waste management), as such, he has no in-principle objection to the rezoning application;
- (b) since the proposed development would involve building demolition and excavation (e.g. construction of basement), the applicant is reminded to minimise the generation of C&D materials, and reuse and recycle C&D materials on-site as far as possible; and
- (c) regarding the concerns on dust and noise emissions during construction raised in the public comments, the proponent shall comply with relevant pollution control ordinances and regulations (e.g. Air Pollution Control Ordinance and Noise Control Ordinance).

Urban Design, Visual, Air Ventilation and Landscape

8.1.6 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Urban Design and Visual

- (a) the proposed “G/IC(2)” zone with BHR of 135mPD at Sub-area (B) does not deviate from the corresponding restrictions of the current “G/IC” zone. The proposed BHRs of 115mPD at Sub-area (A) and 155mPD at Sub-area (C) are not particularly out-of-context and would generally maintain the stepped BH profile of the area descending towards the waterfront;
- (b) effort has been made by the applicant to incorporate various good design features including building separation, stepped tower top, tripartite articulation, stepped podium floors, innovative building design and landscape treatment, etc. to reduce the perceivable building mass and create visual interest. According to the VIA conducted by the applicant, the resultant overall visual impact is negligible to slightly adverse;
- (c) regarding the public comments on visual sensitive receivers and viewpoints selection, according to the TPB Guidelines No. 41 on the submission of VIA, it stated that in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. In the interest of the public, it is far more important to protect public views, particularly those easily accessible and popular to the public or tourist. As demonstrated in the VIA submitted by the applicant, the

four selected VPs are publicly accessible viewpoint to represent the views of the identified visually sensitive receivers;

Air Ventilation

- (d) an AVA IS using computational fluid dynamic modelling has been carried out for the Baseline Scheme (i.e. OZP-compliant Scheme) and the Proposed Scheme for the Site. As set out in the AVA IS report, the Proposed Scheme has incorporated (i) chamfered design at building corners of the drum ramp; (ii) building setbacks from Pok Fu Lam Road (5m to 8m); (iii) stepping design for podium on the south of the Site; and (iv) drum ramp of permeable walls to address the potential adverse air ventilation impact induced by the proposed development on the surroundings;
- (e) according to the simulation results, with the mitigation measures, the overall performances of the Proposed Scheme on pedestrian wind environment are in general comparable with the Baseline Scheme under both annual and summer conditions; and

Landscape

- (f) the applicant is reminded that approval of the rezoning planning application under the Ordinance does not imply approval of tree preservation/removal scheme under the Lease. The applicant should seek comments and approval from the relevant authority on the proposed tree works and compensatory planting proposal, where appropriate.

Building Matters

- 8.1.7 Comments of the Chief Building Surveyor/ Hong Kong West, Building Department (CBS/HKW, BD):

detailed comments will be given at formal building plan submission stage.

Fire Safety

- 8.1.8 Comments of the Director of Fire Services (D of FS):

- (a) no objection in principle to the captioned work subject to water supplies and fire service installations being provided to his satisfaction; and
- (b) other detailed comments are extracted in **Appendix III**.

Water Supplies

- 8.1.9 Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- (a) no objection to the application;
- (b) sufficiency of water supply for cooling towers(s) of this project, if any, is subject to further assessment; and
- (c) other detailed comments are extracted in **Appendix III**.

Drainage and Sewerage

8.1.10 Comments of the Chief Engineer/Mainland South, Drainage Services Department (DE/MS, DSD):

- (a) no in principle objection to the application from drainage and sewerage aspects; and
- (b) other detailed comments are extracted in **Appendix III**.

Local Views

8.1.11 District Officer/Central & Western, Home Affairs Department (DO/C&W, HAD):

his office received one public comment from a local concern group (i.e. 港大蒲飛路校園發展關注組) and his office reflected the public views to HKU during a meeting on 29.11.2021. The objection grounds and recommendations are summarised as follows:

- (a) there is concern on the traffic and pedestrian flow due to the increase in number of staffs and students under the proposed development. The existing roads and infrastructure system would not be able to cope with the future demand;
- (b) there is also concern on environmental nuisance caused by the proposed development, including the BH, glass-curtain wall design of buildings, as well as noise and dust pollution resulting from the construction works; and
- (c) the Government should construct an elevator/lift to connect Exit B of Kennedy Town MTR Station to Pokfield Road via Pokfield Path and have another elevator access near Pokfield Road Bus Terminus.

8.2 The following government departments have no comment/no objection on the application:

- (a) Government Property Agency (GPA);
- (b) Director of Agriculture, Fisheries and Conservation (DAFC);
- (c) Chief Architect/CMD2, Architectural Services Department (CA/CMD2, ArchSD);
- (d) Project Manager/South, Civil Engineering and Development Department (PM/S, CEDD);

- (e) Head of Geotechnical Engineering Office, CEDD (H/GEO, CEDD);
- (f) Chief Engineer/Mainland South, Drainage Services Department (DE/MS, DSD);
- (g) Chief Highway Engineer/Railway Development Office, HyD (CHE/RDO, HyD);
- (h) Director of Leisure, Cultural Services (DLCS); and
- (i) Commissioner of Police/ Wanchai District (C of P/WDIST).

9. Public Comments Received During Statutory Publication Period

- 9.1 The application and the two FIs were published for public inspection on 27.8.2021, 26.11.2021 and 18.3.2022 respectively. Within the three statutory public inspection periods, a total of 1,299 public comments (comprising 19 standard proformas) were received, in which 1,295 were submitted by individuals and 4 (objected to the application) were submitted by organisations/concerned groups, including The Owners' Committee of University Heights, Association of Western Buildings Owners (西區大廈業主聯合會), The Incorporated Owners of Fulham Garden and Tat Ming Investment Co. Ltd. Among all public comments received, 1,202 submitted by individuals supported the application, 54 submitted by organisations/concerned groups and individuals expressed concerns/objections on the application and the remaining 43 submitted by individuals expressed concerns on the HKU staff quarters that is located adjacent to the Site (samples at **Appendices IIa** and **IIb**). A full set of the public comments received on the application is deposited at the Secretariat of the Board for Members' inspection and reference.
- 9.2 The major supportive views (samples at **Appendix IIa**) are summarised as follows:
- (a) the application will bring benefits to staffs and students of HKU and also other community stakeholders by
 - (i) improving the connectivity between Pok Fu Lam Road, HKU Campuses, Smithfield and Kennedy Town via the proposed footbridge and pedestrian facilities;
 - (ii) facilitating the provision of open space, greenery and landscape features for public enjoyment; and
 - (iii) bringing in restaurants to favour residents living nearby;
 - (b) the application will provide more and better learning facilities with technology-rich amenities to encourage academic exchange and support higher education and smart city development;
 - (c) should respect development rights of land owners and maximise the development potential of the subject site and land resources; and
 - (d) the proposed BH of the proposed development, which is lower than that of the surrounding residential developments, is compatible with the surrounding BH profile.

9.3 The major concerns and opposing views (samples at **Appendix IIb**) are summarised as follows:

- (a) questioned the need of the proposed development with the amendment of the BHR in relation to the low utilisation rate of the existing on-site facilities and the new norm in teaching mode due to the pandemic situation;
- (b) concerns on the accumulated impact from the expansion of HKU campus in the Pok Fu Lam area, impacts on traffic, potential increase in traffic congestion and accidents, environment, natural light penetration, visual (e.g. view from Pokfield Road to original green landscape), air ventilation, and impacts on the natural environment in relation to the clearance of vegetation and the protection of green belt;
- (c) concerns on dust and noise emissions during construction stage;
- (d) the building bulk is massive and the design of the building is incompatible with the surrounding;
- (e) the planning and design merits of the proposed development are unrealistic; and
- (f) questioned the opening hours of the public access.

10. Planning Considerations and Assessments

10.1 The application is to seek planning permission to rezone the Site mainly from “G/IC” to “G/IC(2)” with amendment of BHR to facilitate the integrated development of the academic, sports and recreational facilities of HKU. While ‘Educational Institution’, ‘Place of Recreation, Sports or Culture’ and ‘Eating Place (Canteen, Cooked Food Centre only)’ are Column 1 uses which are always permitted within “G/IC” zone, application of amendment of BHR of 4 storeys to 115mPD and 155mPD for Sub-areas (A) and (C) of the “G/IC(2)” zone for the permitted use under s.12A of the Ordinance is required.

Policy Aspect

10.2 The proposed self-financed development involving new academic and sports facilities would facilitate the HKU to ease the academic space shortfall for additional 7,000 staffs and students. S for ED has no objection to the application.

Land Use Compatibility

10.3 The proposed ‘Educational Institution’, ‘Place of Recreation, Sports or Culture’ and ‘Eating Place (Canteen, Cooked Food Centre only)’ uses of the proposed development are Column 1 uses which are always permitted within the “G/IC” zone. The proposed integrated development of the academic, sports and

recreational facilities of HKU is in line with the planning intention of the “G/IC” zone of the OZP and not incompatible with the surrounding land uses. Further, the Site would be connected to the Centennial Campus, which creates synergy with the existing academic facilities.

Amendment of Building Height Restriction

- 10.4 The Site is located on hill slope surrounded by roads and medium-rise and high-rise developments, subject to BHR in terms of number of storeys. The proposed BHRs of 115mPD and 155mPD for the proposed Sports Complex and Academic Tower, respectively, is considered not incompatible with the maximum permissible BH of the nearby residential developments on Pok Fu Lam Road and Pokfield Road (including The Belcher’s, Academic Terrace, King Court (i.e. 18 Pokfield Road) and University Heights with BHRs of 220mPD, 160mPD, 160mPD and 170mPD respectively) and other nearby G/IC facilities (including the St John’s College of HKU with BHR of 160mPD) (**Plan Z-4**). ArchSD and CTP/UD&L, PlanD consider the proposed BHRs are not particularly out-of-context and would generally maintain a stepped BH profile of the area descending towards the waterfront.
- 10.5 Furthermore, to propose rezoning of the Site into “G/IC(2)” with Sub-areas (A), (B), (C) with specific stipulation of BHR in terms of mPD (rather than mix of mPD and number of storey within the same zone) is also consider conducive to greater certainty and consistency in development control.

Planning and Design Merits

- 10.6 As shown in the indicative scheme, various measures including building separation, stepped tower top, tripartite articulation, stepped podium floors, innovative building design and landscape treatment (**Drawings Z-4, Z-6 to Z-8, Z-11 and Z-12**) have been incorporated. CTP/UD&L, PlanD considers these measures could reduce the perceivable building mass and create visual interest.
- 10.7 The proposed development has also incorporated various mitigation measures as mentioned in paragraphs 2(m) and (n) above to enhance air flow and address the potential adverse air ventilation impact. CTP/UD&L, PlanD considers that with the proposed mitigation measures, the overall performances of the proposed development on pedestrian wind environment are comparable to the existing baseline condition under both annual and summer conditions. In view of the above, it is considered that the proposed BHRs of 115mPD at Sub-area (A) and 155mPD at Sub-area (C) would not cause adverse visual and air ventilation impact to the surrounding.

Pedestrian Connectivity and Vehicular Traffic Arrangements

- 10.8 The Site is located on a hill slope with a level difference of approximate 84mPD at the east (i.e. Pok Fu Lam Road) descending to about 62.5mPD at the northwest and 42.5mPD at the southwest (**Plan Z-4**). The applicant has sought advice from the Transport Department (TD) and relevant government departments and proposes to promote the pedestrian connectivity between the Site and the Kennedy

Town MTR Station at about 12.8mPD via the junction of Smithfield/Pokfield Road (at about 22.9mPD) through the provision of various new horizontal and vertical connections, i.e. covered escalator and staircase connections, internal walkway, Landscaped Avenue, Landscaped Terrace, and improvement to footpath at the junction of Smithfield/Pokfield Road (paragraph 2(u) above) (**Drawing Z-18**). C for T points out that level-of-service at Smithfield and Pokfield Road footpaths are all acceptable. Further, the proposed footpath widening at the junction of Smithfield/Pokfield Road can increase the waiting area at pedestrian crossing, which is beneficial to walking environment.

- 10.9 In response to Members' concerns on the cumulative traffic impact of the proposed development as raised in the hearing of representations and comments of the draft OZP in December 2021, the applicant has sought advice from TD and proposes rearrangements of existing ingress/egress away from the signalised junction of Pok Fu Lam Road/Pokfield Road and provision of bus lay-by on Pok Fu Lam Road near the Academic Tower. C for T considers that the relocation of the ingress/egress at Pok Fu Lam Road can minimise the interference on the junction operation, and is desirable from traffic engineering viewpoint. The provision of two bus lay-bys at Pok Fu Lam Road can be highly beneficial to the traffic circumstance by avoiding obstruction to traffic due to the boarding/alighting activities at on-street bus stop. Taking also into consideration the cumulative traffic impact of the committed/planned projects in Pok Fu Lam area, C for T is satisfied that Pok Fu Lam Road, Pokfield Road and Smithfield will be operated within capacity under design flows and he has no objection in principle to the proposed pedestrian connection and vehicular traffic arrangements.
- 10.10 It is noted that continuous engagement has been conducted by HKU with the stakeholders to address their concerns especially the issue of pedestrian connectivity. HKU also committed that ongoing public engagement would be maintained to facilitate communication and feedback.

Other Technical Considerations

- 10.11 The LMP, Tree Survey, DIA, SIA and EA submitted by the applicant have demonstrated that the proposed development would not cause insurmountable impacts. Regarding road traffic noise, air quality, landscape, water supplies, drainage, sewerage and geotechnical aspects, relevant government departments consulted including DEP, CTP/UD&L, PlanD, DAFC, CE/C, WSD, DE/MS, DSD and H(GEO), CEDD have no adverse comments on the application.

Public Comments

- 10.12 The supporting public comments are noted. Regarding the opposing public comments received as mentioned in paragraphs 9.3 above, departmental comments in paragraph 8 above is relevant. Regarding the opening hours of the public access as mentioned in one of the public comments, paragraph 2(r) above is relevant.

11. Planning Department's Views

- 11.1 Based on the assessments made in paragraph 10 and having taken into account the public comments mentioned in paragraph 9 above, PlanD has no in principle objection to the application to amend the BHRs of the Site from 4 storeys excluding basement(s) to 115mPD for Sub-area (A) and 155mPD for Sub-area (C).
- 11.2 Should the Committee decide to agree or partially agree to the application, the Chief Executive in Council would be requested to refer the approved Kennedy Town & Mount Davis OZP No. S/H1/22 to the Board for amendment. Details of the amendments to the approved OZP would be submitted to the Committee for approval prior to gazetting under section 5 of the Town Planning Ordinance.
- 11.3 Alternatively, should the Committee decide not to agree to the application, the following reason is suggested for Members' consideration:

the applicant fails to provide strong justification for rezoning the Site with higher building height restriction.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 12.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

13. Attachments

Appendix I	Application form received on 11.8.2021 and Replacement Pages received on 18.8.2021 and 23.8.2021
Appendix Ia	FI received on 6.5.2022 providing a Consolidated Revised Documents and Attachments
Appendices IIa and IIb	Public Comments
Appendix III	Detailed Departmental Comments
Drawing Z-1	Indicative Master Layout Plan
Drawing Z-2	Indicative Section Plan
Drawings Z-3 and Z-4	Existing Vehicular Access Arrangement and Traffic Master Layout Plan
Drawing Z-5	Proposed Junction Improvement Scheme
Drawings Z-6 and Z-7	Landscape Master Plans
Drawing Z-8	Landscape Section Plan
Drawings Z-9 and Z-10	Tree Recommendation Plan
Drawings Z-11 to Z-18	Visual Illustrations and Connectivity
Drawings Z-19 to Z-22	Photomontages
Drawing Z-23	Tree Survey Plan – Stonewall Tree

Plan Z-1	Location Plan
Plan Z-2	Site Plan
Plan Z-3	Aerial Photo
Plan Z-4	Current Building Height Restrictions on OZPs
Plans Z-5a to Z-5g	Site Photos of the Site
Plan Z-6	Site Photos of the Surrounding Developments
Plan Z-7	Site Photos of the Proposed Connection to Smithfield from the Site
Plan Z-8	Site Photo of the Junction of Pokfield Road and Smithfield

**PLANNING DEPARTMENT
MAY 2022**