

**Previous Application**

<b>Application No.</b>	<b>Proposed development</b>	<b>Date of Consideration (MPC)</b>	<b>Approval Conditions</b>
A/K20/113	Proposed comprehensive office/commercial/retail development	7.5.2010	(a) to (g)

**Approval conditions**

- (a) the submission and implementation of a revised Master Layout Plan, taking into account approval conditions (b) to (g) below, to the satisfaction of the Director of Planning or of the Town Planning Board;
- (b) the submission and implementation of a revised landscape master plan to the satisfaction of the Director of Planning or of the Town Planning Board;
- (c) the design, provision, management and maintenance of a public open space and open 24 hours a day, with a total area of not less than 8,900 m<sup>2</sup>, to the satisfaction of the Director of Planning or of the Town Planning Board;
- (d) the submission of a revised Air Ventilation Assessment to the satisfaction of the Director of Planning or of the Town Planning Board;
- (e) the design and provision of parking facilities, loading/unloading spaces and lay-bys, and the traffic management arrangement for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (f) the provision of the emergency vehicular access and water supplies for fire fighting to the satisfaction of the Director of Fire Services or of the Town Planning Board;  
and
- (g) the submission of development programme of the proposed development to the satisfaction of Director of Planning or of the Town Planning Board.

**Comparison of Development Parameters  
between the Previous Approved Application No. A/K20/113 and Current Application**

1. The Site is subject to a MLP which was previously approved with conditions by the Committee of the Board on 7.5.2010 under application No. A/K20/113. Similar to the approved scheme, the current scheme is contained within the topside development zone of the Site as stipulated under the PB (**Appendix IV**). Compared with the approved scheme, the major amendments are summarised as follows:
  - (a) the commercial/retail Gross Floor Area (GFA) increases from 29,400m<sup>2</sup> to 56,000m<sup>2</sup> (+26,600m<sup>2</sup> or +90.48%), while the office GFA reduces from 264,600m<sup>2</sup> to 238,000m<sup>2</sup> (-26,600m<sup>2</sup> or -10.05%). The total GFA of 294,000m<sup>2</sup> remains unchanged.
  - (b) the commercial/retail PR increases from 0.5 to 0.95 (+0.45 or +90%), while the office PR reduce from 4.5 to 4.05 (-0.45 or -10%). The total PR of 5 remains unchanged.
  - (c) the site coverage of commercial/retail levels reduces from 65% to 48% (-17 or -26.15%), while the site coverage of office towers reduces from 45% to 23% (-22 or -48.89%) (**Drawing A-14**).
  - (d) the number of office towers reduces from three to two, and the form and disposition of the office towers have been revised (**Drawing A-14**);
  - (e) the maximum BH for Tower 1 increases from 119.05mPD to 159mPD (+39.95m or +33.56%), while the maximum BH for Tower 2 increases from 99.85mPD to 131mPD (+31.15m or +31.2%) (**Drawing A-14**);
  - (f) the floor to floor height of the proposed office towers increases from 3.85m to 4.2m (+0.35m or +9.09%);
  - (g) the provision of private open space increases from about 2,260m<sup>2</sup> to 10,000m<sup>2</sup> (+7,740m<sup>2</sup> or +342.48%)<sup>1</sup>. The green coverage increases from 30% to 33% (+3 or +10%);
  - (h) the minimum building separation between the proposed office towers is increases from approx. 23m to 50m (+27m or +117.39%) (**Drawing 43**). The setback from the Kowloon Station development to the west increases from approx. 70m-80m to 70m-125m (+45m or +56.25%) (**Drawing 43**); and
  - (i) the provision of loading/unloading (L/UL) spaces increases from 93 to 104 (+11 spaces or +11.83%).
2. A comparison of major development parameters of the approved scheme and current scheme is appended below.

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<sup>1</sup> The private open space figure under the previous application No. A/K20/113, which is not available in the submission of application No. A/K20/113, is provided by the applicants of Application No. A/K20/133.

	<b>Approved Scheme No. A/K20/113 (a)</b>	<b>Current Scheme No. A/K20/133 (b)</b>	<b>Difference (b) – (a) (%)</b>
Site Area (m <sup>2</sup> )	58,800m <sup>2</sup>	58,800m <sup>2</sup>	No Change
Proposed Uses	Office, Commercial, Retail	Office, Commercial, Retail	No Change
Total gross floor area (GFA) (m <sup>2</sup> )	294,000m <sup>2</sup>	294,000m <sup>2</sup>	No Change
• Commercial/Retail	29,400m <sup>2</sup>	56,000m <sup>2</sup>	+26,600m <sup>2</sup> (+90.48%)
• Office	264,600m <sup>2</sup>	238,000m <sup>2</sup>	-26,600m <sup>2</sup> (-10.05%)
Total PR (Topside Development)	5.0 0.5	5.0 0.95	No Change +0.45 (+90%)
• Commercial/Retail	4.5	4.05	-0.45 (-10%)
• Office			
Total PR (above-ground railway facilities)	Not more than 0.68	Not more than 0.68	No Change
Site Coverage (Topside development)	Commercial/Retail: 65% Office: 45%	Commercial/Retail: 48% Office Tower: 23%	-17 (-26.15%) -22 (-48.89%)
Number of Towers	3	2	-1
Building Height (mPD)	Tower 1: 99.80 -119.05mPD Tower 2: 92.10 - 99.85mPD Tower 3: 76.70 - 84.40mPD	Tower 1: 159mPD Tower 2: 114 – 131mPD -	+39.95m (+33.56%) (the highest BHs of the two schemes) +37.3m (+48.6%) (the lowest BHs of the two scheme)
No. of Storeys (excl. 2 basement levels for carpark and L/UL bays)	Tower 1: 28 storeys Tower 2: 23 storeys Tower 3: 19 storeys	Tower 1: 30 storeys Tower 2: 20 – 24 storeys -	+2 storeys (+7.14%) (the largest no. of storeys of the two schemes)  +1 storey (+4.35%) (the lowest no. of storeys of two scheme)
Floor-to-Floor Height (Office towers)	3.85m	4.2m	+0.35 (+9.09%)
Open Space Provision	Public open space of no less than 8,900m <sup>2</sup> at G/F <sup>^</sup>	Public open space of no less than 8,900m <sup>2</sup> at G/F <sup>^</sup>	No change
	Private open space about 2,260m <sup>2</sup> *	Private open space (open to public) of no less than 8,500m <sup>2</sup>	+7,740m <sup>2</sup> (+342.48%)
		Private open space of no less than 1,500m <sup>2</sup>	
Greening Coverage	No less than 30%	No less than 33%	+3 (+10%)
No. of car parking spaces	Not less than 550	Not less than 550	No Change
Total loading/unloading (L/UL) spaces	93	104	+11 spaces (+11.83%)
• Light goods vehicle (LGV)	53 40	36 68	-17 spaces (-32.78%) +28 spaces (+70%)
• Heavy goods vehicle (HGV)			
Pick-up/drop-off bay (taxi and private car)	Not less than 14	Not less than 14	No Change

<sup>^</sup> The public open space of 8,900m<sup>2</sup> has been fully implemented by MTRC and opened for public use.

\* The private open space figure under the previous application No. A/K20/113, which is not available in the submission of application No. A/K20/113, is provided by the applicants of Application No. A/K20/133.

**Appendix V**  
**of MPC Paper No. A/K20/133A**

**Comparison of Major Development Parameters and Requirements under**  
**Planning Brief (PB) and Application No. A/K20/133**

	<b>Endorsed PB (a)</b>	<b>Application No. A/K20/133 (b)</b>	<b>Compliance (b) – (a)</b>
<b>Major Development Parameters</b>			
Site Area (m <sup>2</sup> )	58,800	58,800	Same
Proposed Uses	Office, Commercial, Retail	Office, Commercial, Retail	Same
Total GFA (m <sup>2</sup> )	294,000	294,000	Same
• Commercial/Retail	-	56,000	-
• Office	-	238,000	-
Total PR (Topside Development)	5.0	5.0	Same
• Commercial/Retail	-	0.95	-
• Office	-	4.05	-
Total PR (above-ground railway facilities)	Not more than 0.68	Not more than 0.68	Same
Site Coverage (Topside Development)	-	Office Tower: 23% Commercial/Retail: 48%	-
Number of Towers*	No more than 4	2	-2 (-50%)
Building Height <sup>@</sup> (main roof) (mPD)	Protection of ridgelines viewed from Pier 7 in Central and Sun Yat Sen Memorial Park	<ul style="list-style-type: none"> <li>• Proposed BH protrudes above the ridgeline viewed from Pier 7 in Central.</li> <li>• Proposed BH is considered compatible with the surrounding BH profile of existing and planned developments</li> </ul>	UD&L Section of Planning Department has no adverse comment on the visual aspect
• Proposed Tower 1 (located in the north)	100mPD and 115mPD	Tower 1 - 159mPD	+59m (+59%) and +44m (+38%)
• Proposed Tower 2 (located in the south)	90mPD  100mPD	Tower 2 - 114mPD and 131mPD  131mPD	+24m (+26.7%) and +41m (+46.6%)  +31m (+31%)

	<b>Endorsed PB (a)</b>	<b>Application No. A/K20/133 (b)</b>	<b>Compliance (b) – (a)</b>
<b>Urban Design and Landscape Framework</b>			
Urban Design Considerations	<ul style="list-style-type: none"> <li>• Urban Design Study on development intensity, BH, massing, greening and public spaces, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Architectural, Landscape and Urban Design Statement submitted</li> </ul>	Complied with
	<ul style="list-style-type: none"> <li>• Variation in building profile and stepped BH</li> </ul>	<ul style="list-style-type: none"> <li>• A cascading tower top arrangement has been adopted to create a stepped height profile descending towards the south respecting the WKCD/waterfront setting.</li> </ul>	Complied with
	<ul style="list-style-type: none"> <li>• No massive podium-like structure</li> </ul>	<ul style="list-style-type: none"> <li>• As compared with the previous approved application (A/K20/113) (approved scheme), the site coverage of the retail podium has reduced from 65% to 48% (-6.15%)</li> </ul>	Complied with
	<ul style="list-style-type: none"> <li>• Building setback for street environment improvement, air ventilation and greening</li> </ul>	<ul style="list-style-type: none"> <li>• The crescent-shaped disposition of the towers created opportunities for building setback away from the nearby residential developments to the west of the Site from 70m to 125m</li> <li>• Setback along western boundary from L2 to L4 providing open-air landscaped areas</li> </ul>	Complied with
	<ul style="list-style-type: none"> <li>• Provision of visual relief towards and from the harbour</li> <li>• Provision of visual openness/building gaps to promote air and visual permeability</li> </ul>	<ul style="list-style-type: none"> <li>• Viewing platforms provided along the West Kowloon Parkway (WKP) running along eastern boundary of the proposed development for views to harbour, the West Kowloon Cultural District and Kowloon hinterland</li> <li>• The proposed relaxed BH restriction will allow for a reduction in the office</li> </ul>	Complied with

	<b>Endorsed PB (a)</b>	<b>Application No. A/K20/133 (b)</b>	<b>Compliance (b) – (a)</b>
		<p>tower footprints to enhance visual permeability</p> <ul style="list-style-type: none"> <li>• A minimum 50m wide building separation is proposed between the two towers, allowing the space to be utilised as a central open space and a major east-west oriented visual corridor for enhancement of air and visual permeability</li> </ul>	
No Topside Development Zones (TDZ)	<ul style="list-style-type: none"> <li>• To avoid functional and spatial conflicts with XRL terminus and the exact locations and extent of the “no topside development zones” subject to agreement with MTRC</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed development are mainly confined to the TDZ except the proposed escalator/lift and the viewing platform located at the south which are subject to agreement with MTRC</li> </ul>	Complied with
Open Space Provision	<ul style="list-style-type: none"> <li>• A minimum of 8,900m<sup>2</sup> of public open space</li> </ul>	<ul style="list-style-type: none"> <li>• Public open space of no less than 8,900m<sup>2</sup> at G/F#</li> </ul>	Same
		<ul style="list-style-type: none"> <li>• Private open space of 10,000m<sup>2</sup> including (i) no less than 8,500m<sup>2</sup> (of which about 3,140m<sup>2</sup> at L4 between the two office towers) open to public and (ii) no less than 1,500m<sup>2</sup> for commercial developments’ tenants/workers’ use</li> </ul>	+10,000m <sup>2</sup>
Landscape Aspect	<ul style="list-style-type: none"> <li>• Minimum greenery coverage of 30%</li> </ul>	No less than 33%	+3% (+10%)
	<ul style="list-style-type: none"> <li>• Submission of Landscape Master Plan (LMP)</li> </ul>	LMP submitted	Complied with and UD&L Section of Planning Department has no adverse comment on the landscape aspect.

	<b>Endorsed PB (a)</b>	<b>Application No. A/K20/133 (b)</b>	<b>Compliance (b) – (a)</b>
	<ul style="list-style-type: none"> <li>• Provision of greening at various levels</li> </ul>	<ul style="list-style-type: none"> <li>• Planting areas, roof gardens and vertical greening with the coverage of greenery of not less than 33% is proposed at open spaces on various levels including L2, L4, and green balconies and roof gardens of office buildings.</li> </ul>	<p>Complied with and UD&amp;L Section of Planning Department has no adverse comment on the landscape aspect</p>
	<ul style="list-style-type: none"> <li>• Integration of pedestrian linkages (with friendly pedestrian setting) and open space, enhancement of connectivity of activity nodes, and creation of a strong sense of place</li> </ul>	<ul style="list-style-type: none"> <li>• The West Kowloon Parkway at L2 traverses lushly landscaped open spaces of varying size</li> <li>• Central Open Space at L4 is the main community node for activities</li> <li>• The pedestrian environment is enhanced through visual interest and vibrancy created by various supporting facilities like cafes, restaurants and retail pavilion</li> </ul>	<p>Complied with and UD&amp;L Section of Planning Department has no adverse comment on the landscape aspect</p>
	<ul style="list-style-type: none"> <li>• Integration with West Kowloon Station (WKS) design and landscape</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development respects the curvilinear forms of the WKS building through aligning the continued curved expression from the WKS building and landscape deck, extending into the development site where tower facades and edges are appropriately positioned</li> <li>• Proposed development will connect with the WKS at various levels including (G/F, 1/F and L2) and the WKP at L2 will merge with the existing landscape deck at the roof level of WKS</li> </ul>	<p>Complied with and UD&amp;L Section of Planning Department has no adverse comment on the landscape aspect</p>

	<b>Endorsed PB (a)</b>	<b>Application No. A/K20/133 (b)</b>	<b>Compliance (b) – (a)</b>
<b>Other Technical Requirements</b>			
Traffic and Transport Aspect	Submission of Traffic Impact Assessment (TIA)	TIA submitted	Complied with and Transport Department has no adverse comments on the traffic engineering aspects
Car parking provision • No. of private car parking spaces  • Loading & unloading spaces  • Pick-up/drop-off bay (taxi and private car)	<ul style="list-style-type: none"> <li>• Provided in basement</li> <li>• Provision should be to the satisfaction of C for T</li> </ul>	<ul style="list-style-type: none"> <li>• Provided in basement</li> <li>• Not less than 550</li> <li>• 36 (LGV)+68 (HGV) = 104</li> <li>• Not less than 14</li> </ul>	
Visual Aspect	Submission of Visual Impact Assessment (VIA)	VIA submitted	Complied with and UD&L Section of Planning Department has no adverse comment on the visual and air ventilation aspects
Air Ventilation	Submission of Impact Assessment (AVA)	AVA submitted	
Environmental Aspect	Submission of Environmental Assessment (EA)	EA submitted	Complied with and Environmental Protection Department (EPD) has no adverse comment on the environmental protection aspect
Drainage and Sewerage Aspects	Submission of drainage and sewerage assessment (D&SA)	D&SA submitted	Complied with and EPD and Drainage Services Department have no adverse comments on the sewerage aspect

**Notes**

- \* Columns and lift shafts of the topside development should be minimized and stay clear of the track-fan area of the station in order not to clash with track alignments. Thus, it is estimated that not more than four towers could be built in “buildable area” of the Site.
- @ Roof-top structure design and height should be included in the Master Layout Plan submission.
- # The public open space of 8,900m<sup>2</sup> has been fully implemented by MTRC and opened for public use.



**Detailed Departmental Comments**

**Comments of the Chief Estate Surveyor/Railway Development:**

*Provision of car parking spaces and loading/ unloading spaces*

- (a) As revealed from the submission, the applicants proposed to provide not less than 550 private car parking spaces within the Lot. When comparing with the required private car parking spaces calculated according to the stipulated rate under the Conditions of Sale, the number of private car parking spaces as proposed by the applicants under the subject scheme is less than (about half of) the required spaces under the Conditions of Sale. Subject to TD's consent to lesser numbers/rates, he has no specific comment.

*Open Space provisions*

- (b) A private open space (open to public) of not less than 8,500m<sup>2</sup> is proposed to be provided on 2/F and 4/F of the proposed development. The applicants shall note that there is no requirement on the provision of open space area under the Conditions of Sale, such proposed planning gains may not be capable of being realized through the Conditions of Sale as LandsD is not in a position to impose and enforce any conditions relating to the management, maintenance and operation of the open space under the Conditions of Sale. The design of the open space will be examined and considered in the building plan stage. Moreover, the open space is subject to GFA calculation under the Conditions of Sale, if appropriate.

*Reduction of the number of blocks from 3 towers to 2 towers*

- (c) It is noted that the current scheme submitted by the applicants consists of 2 towers (20-30 storeys) while the previously approved scheme consists of 3 towers (15-26 storeys). He has no comment on such reduction of the number of blocks under the Conditions of Sale, yet the applicants are reminded that there is restriction on alienation under the Conditions of Sale stating that the Lot can only be assigned excepted as a whole, or as a whole for building block(s) or podium block(s) or combination of both subject to the Director of Lands' approval on the delineation of the said building block(s) and/or podium block(s).

*Pedestrian Connections*

*Ground floor passage areas*

- (d) Ground floor passage areas along the western boundary of the Lot with a clear space extending upwards to a height of 3.55m are required to be formed / maintained under the Conditions of Sale and should be opened to the public 24 hours a day. The applicants are requested to mark the ground floor passage areas required under the Conditions of Sale on the plans showing the pedestrian connection (Appendix 5 of the **Appendix Ib**) for clear indication. Detailed comments on the ground floor passage areas will be given during the building plans stage and will be subject to the satisfaction of relevant departments.

*Provision of pedestrian walkways*

- (e) Two pedestrian walkways (connecting the east-west boundary and the north-south boundary on 1/F) with an internal width of not less than 4.5m are required under the Conditions of Sale and should be opened to the public 24 hours a day and during the opening hours of the WKS respectively. It is noted that both walkways were indicated in Appendix 5 of **Appendix Ib**. Detailed design (including the route) of the pedestrian walkways will be examined during the building plans stage and will be subject to the satisfaction of relevant departments.

*Provision of integrated entrances*

- (f) Three pedestrian entrances and such ancillary facilities within the WKS portion at the locations indicated in the Conditions of Sale should be constructed and maintained by the lot owner with such materials, at such levels and to such standards and designs as shall be required and approved by the Director of Lands. It is noted that the pedestrian entrances are indicated in Appendices 5 and 7 of **Appendix Ib**. The design of the integrated entrances will be examined upon submission of detailed proposal to Lands Department for approval and will be subject to the satisfaction of relevant authorities / departments / parties including MTR Corporation.

*Connection of covered footbridge*

- (g) According to the Conditions of Sale, the lot owner should complete the construction of the covered footbridge to the satisfaction of the Director of Lands and connect the covered footbridge with the adjoining lot (KIL 11080) and the said pedestrian walkways mentioned above. The covered footbridge should be opened to public 24 hours a day and the lot owner should throughout the term of the Agreement maintain the covered footbridge. The covered footbridge is shown on the Level 1 plan in Appendices 5 and 7 of **Appendix Ib**. Detail design will be considered during the building plans stage and will be subject to the satisfaction of relevant departments.

**Comments of the Chief Building Surveyor/NTE2 & Rail, Buildings Department:**

- (a) If there are existing structures which have been erected on leased land without approval of the Buildings Department (BD) (not being a New Territories Exempted House), they are unauthorized under the Buildings Ordinance (BO) and should not be designated for any approved use under the captioned application.
- (b) Before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the Site, the prior approval and consent of BD should be obtained unless they are exempted building works or commenced following the simplified procedures under the Minor Works Control System. Otherwise, they are Unauthorized Building Works (UBW). An Authorized Person (AP) should be appointed as the co-ordinator for the proposed building works in accordance with BO.

- (c) For UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under BO.
- (d) If the proposed use under application is subject to the issue of a licence, the applicants are reminded that any existing structures on the application site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority.
- (e) The Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulation 5 and 41D of the Building (Planning) Regulations respectively.
- (f) Detailed comments under BO for the proposed development can only be provided upon formal plan submission to BD.

**Comments of the Chief Engineer, Railway Development Office, Highways Department:**

- (a) The applicant should clarify and consult KCRC and MTRC on the following:
  - (i) whether any adverse impact(s) arising from the current scheme on structural integrity and performance of the West Kowloon Station and associated facilities (including but not limited to structural elements, foundations, basements, underground car parking facilities, connecting footbridges/elevated walkways, etc.) during the construction and operation of the proposed development and any modification(s) and other necessary action(s) to be required and carried out by the applicant on the existing structures of the West Kowloon Station;
  - (ii) whether any loading capacities of existing enabling works allowed for the development of the topside development would be exceeded;
  - (iii) whether appropriate monitoring points would be provided and set up on site by the applicant to monitor any adverse impact(s) on the existing structures of the West Kowloon Station during the construction and operation of the current proposal; and
  - (iv) whether the current proposal would affect the management and maintenance of any railway facilities of the West Kowloon Station (such as accesses, openings, etc.).

**Recommended Advisory Clauses**

- (a) to note that the approved Master Layout Plan (MLP), together with the set of approval conditions, would be certified by the Chairman of the Town Planning Board and deposited in the Land Registry in accordance with section 4A(3) of the Town Planning Ordinance. Efforts should be made to incorporate the relevant approval conditions into the revised MLP for deposition in the Land Registry as soon as possible;
- (b) to consult and seek agreement with Mass Transit Railway Corporation (MTRC) on the proposed escalator, lift and the 'Harbour Lookout' that are located outside the Topside Development Zone at the south-western corner of the application site;
- (c) to note the comments of the Chief Estate Surveyor/Railway Development (CES/RD, LandsD) that:
  - (i) the applicants shall note that since there is no requirement on the provision of open space area under the Conditions of Sale, the proposed planning gains may not be capable of being realized through the Conditions of Sale as LandsD is not in a position to impose and enforce any conditions relating to the management, maintenance and operation of the open space under the Conditions of Sale. The design of the open space will be examined and considered in the building plan stage. Moreover, the open space is subject to GFA calculation under the Conditions of Sale, if appropriate;
  - (ii) the applicants are reminded that there is restriction on alienation under the Conditions of Sale stating that the Lot can only be assigned excepted as a whole, or as a whole for building block(s) or podium block(s) or combination of both subject to the Director of Lands' approval on the delineation of the said building block(s) and/or podium block(s);
  - (iii) ground floor passage areas along the western boundary of the Lot with a clear space extending upwards to a height of 3.55m are required to be formed / maintained under the Conditions of Sale and should be opened to the public 24 hours a day. Detailed comments on the ground floor passage areas will be given during the building plans stage and will be subject to the satisfaction of relevant departments;
  - (iv) two pedestrian walkways (connecting the east-west boundary and the north-south boundary on 1/F) with an internal width of not less than 4.5m are required under the Conditions of Sale and should be opened to the public 24 hours a day and during the opening hours of the WKS respectively. Detailed design (including the route) of the pedestrian walkways will be examined during the building plans stage and will be subject to the satisfaction of relevant departments;
  - (v) three pedestrian entrances and such ancillary facilities within the WKS portion at the locations indicated in the Conditions of Sale should be

constructed and maintained by the lot owner with such materials, at such levels and to such standards and designs as shall be required and approved by the Director of Lands. The design of the integrated entrances will be examined upon submission of detailed proposal to Lands Department for approval and will be subject to the satisfaction of relevant authorities / departments/parties including MTRC; and

- (vi) According to the Conditions of Sale, the lot owner should complete the construction of the covered footbridge to the satisfaction of the Director of Lands and connect the covered footbridge with the adjoining lot (KIL 11080) and the said pedestrian walkways mentioned above. The Covered Footbridge should be opened to public 24 hours a day and the lot owner should throughout the term of the Agreement maintain the Covered Footbridge. Detail design will be considered during the building plans stage and will be subject to the satisfaction of relevant departments.
- (d) to note the comments of the Director of Environmental Protection (DEP) that:
- (i) the applicants shall review and supplement the extracted sewage flow calculation for West Kowloon Station when submitting the revised Sewerage Impact Assessment (SIA) for compliance of the approval condition.
  - (ii) the applicants are reminded that the implementation of local sewer connection/upgrading/diversion works shall be carried out to the satisfaction of Drainage Services Department (DSD). The applicants shall seek DSD's views on the SIA;
- (e) to note the comments of the Chief Building Surveyor/NTE2 & Rail, Buildings Department (CBS/NTE2&R, BD) that:
- (i) if there are existing structures which have been erected on leased land without approval of the Buildings Department (BD) (not being a New Territories Exempted House), they are unauthorized under the Buildings Ordinance (BO) and should not be designated for any approved use under the captioned application;
  - (ii) before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the application site, the prior approval and consent of BD should be obtained unless they are exempted building works or commenced following the simplified procedures under the Minor Works Control System. Otherwise, they are Unauthorized Building Works (UBW). An Authorized Person (AP) should be appointed as the co-ordinator for the proposed building works in accordance with BO;
  - (iii) for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under BO;

- (iv) if the proposed use under application is subject to the issue of a licence, the applicants are reminded that any existing structures on the application site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority;
  - (v) the application site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulation 5 and 41D of the Building (Planning) Regulations respectively; and
  - (vi) detailed comments under BO for the proposed development can only be provided upon formal plan submission to BD.
- (f) to note the comments of the Commissioner for Transport (C for T) that the proposed traffic improvement measure for the junction of Jordan Road and Lin Cheung Road should be constructed by the applicants at their own cost and completed upon completion of the development. The traffic improvement measures should be subject to the satisfaction of Transport Department and constructed to Highways Department's standard;
- (g) to note the comments of the Chief Engineer, Railway Development Office, Highways Department (CE/RDO, HyD) that:
- (i) since the West Kowloon Station (WKS) has been vested to Kowloon-Canton Railway Corporation (KCRC) and operated by MTRC, KCRC and MTRC should be consulted on the current application for the topside development over and interfacing with the WKS;
  - (ii) the applicant should clarify and consult KCRC and MTRC on the following:
    - whether any adverse impact(s) arising from the proposed development on structural integrity and performance of the WKS and associated facilities (including but not limited to structural elements, foundations, basements, underground car parking facilities, connecting footbridges/elevated walkways, etc.) during the construction and operation of the proposed development and any modification(s) and other necessary action(s) to be required and carried out by the applicant on the existing structures of the WKS;
    - whether any loading capacities of existing enabling works allowed for the development of the topside development would be exceeded;
    - whether appropriate monitoring points would be provided and set up on site by the applicant to monitor any adverse impact(s) on the existing structures of the WKS during the construction and operation of the proposed development; and

- whether the proposed development would affect the management and maintenance of any railway facilities of the WKS (such as accesses, openings, etc.).
- (h) to note the comments of the Harbourfront Commission (HC) that the project proponent should consult HC Members on the project including but not limited to the detailed design through such format as workshops.