

Section 16 Planning Application

Proposed Flat Use within the Development Site with Minor Relaxation of Gross Floor Area and Building Height Restrictions of West Kowloon Cultural District; and Minor Relaxation of Non-Building Area Restriction for “Other Specified Uses” annotated “Mixed Uses (3)” zone at West Kowloon Cultural District

Submission dated 16 May 2025

Further Information Submission

June 2025

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Response to Comments from Lands Department

Comments from Lands Department. Comments sent via email on 29.05.2025 and by Ms Niki Wong (Tel: 2417 6654, Email: nycwong@pland.gov.hk) Contact Person: Mr. Edgar Wong 3842 7503	Responses / Actions Taken to Address Comments
<p>(i) This office has no objection to Parts I and II of the s.16 Application subject to the same from the relevant bureaux / departments, on the understanding that it will not affect the total maximum GFA of WKCD development (including those for HOR / residential purposes) under the LG;</p>	<p>Noted.</p>
<p>(ii) If the planning application is approved by the Town Planning Board and the residential developments to be put on sale pursuant to paragraph 1.1.3 of the Planning Statement, the owner of the Lot has to apply to Lands Department ("LandsD") for a lease modification to modify the various restrictions under the LG, including but not limited to the restrictions on alienation, in an appropriate time. It is emphasized that the proposal will only be considered upon the receipt of the valid application from the owner of the Lot. There is no guarantee that the lease modification application, if received by LandsD, will be approved and this office reserves comment on such. The application will be considered by LandsD acting in the capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such</p>	<p>Noted.</p>

	terms and conditions as the Government shall deem fit to do so, including, amongst others, charging of premium and administrative fee;	
(iii)	For Part III od (sic) the s.16 Application, noting that the proposed footbridges are all falling within the pink area of the Lot, this office has no particular comment on the proposed minor relaxation of the NBA restrictions which are not covered by the LG;	Noted.
(iv)	This office reserves comment on the proposed schematic design which will only be examined in detail during the building plan submission stage. There is no guarantee that the schematic design as presently proposed in the subject application, if reflected in future building plan submission(s), will be acceptable under lease; and	Noted.
(v)	There are several reports on technical assessments, namely Air Quality Impact Assessment, Air Ventilation Review, Drainage Impact Assessment, Noise Impact Assessment, Sewerage Impact Assessment and Water Supply Impact Assessment, attached to the planning application. The applicant is obliged to complete these assessments and implement the mitigation measures, if any, to the satisfaction of the concerned departments.	Noted.

Response to Comments from Buildings Department

Comments from Buildings Department. Comments sent via email on 29.05.2025 and by Ms Niki Wong (Tel: 2417 6654, Email: nycwong@pland.gov.hk) Contact Person: Ms. Rosen Yuen 3106 2440	Responses / Actions Taken to Address Comments
<p>(a) According to the latest approved building plans with job title of “District Wide Control Plan & Master Register West Kowloon Cultural District (KIL 11260)” under BD file reference of BD 2/4033/12(P) submitted by the Authorized Person of West Kowloon Cultural District Authority (WKCD), the land of WKCD (i.e. lot no. KIL 11260) is developed as one site for the purposes of plot ratio and site coverage (SC) calculations of all developments on the lot no. KIL 11260 under the Building (Planning) Regulations (B(P)R), and the compliance of the requirements of Sustainable Building Design Guidelines (SBDG) as stipulated in PNAP APP-152. However, BD might consider taking a flexible and pragmatic stance when considering WKCD’s proposals holistically to achieve the objectives of the SBDG subject to formal submission to this department.</p>	<p>Noted.</p>
<p>(b) The proposed footbridges and the associated covered areas under the footbridges are shall be included in gross floor area (GFA) and SC calculations under the B(P)R.</p>	<p>They have been included in the GFA and SC calculations.</p>

(c) Open space shall be provided for ever domestic building in accordance with Regulation 25 under the B(P)R.	Noted.
(d) Emergency vehicular access shall be complied with Regulation 41D of B(P)R.	Noted.

Response to Comments from Drainage Services Department




Comments from Drainage Services Department. Comments sent via email on 29.05.2025 and by Ms Niki Wong (Tel: 2417 6654, Email: nycwong@pland.gov.hk) Contact Person: Mr. Lii 2300 1348	Responses / Actions Taken to Address Comments
<p><u>SIA Report</u></p> <ul style="list-style-type: none"> Annex 1 (Note 5) - Please clarify whether the sewage holding tank is adequate to accommodate all the backwash from the swimming pools at Towers 2, 5, and 7. Annex 6 - Please note that the material of the sewers in your report differs from our drainage records (e.g., pipes between FSH4003763 and FMH4070583 are Vitrified Clay). Please review the proposed roughness value and ensure that the roughness value for slimed sewers is used for designing the sewerage. The value of ks should be interpolated for velocities between 0.75 m/s and 1.2 m/s. 	<p>Referring to paragraph 4.2.3, the sewage holding tank will have sufficient volume to store backwash from the swimming pool near Tower 2. As the backwash from the swimming pools near Tower 5 and 7 will enter equalization tank of the proposed SPS for discharge by rising mains, no additional buffer tanks will be necessary.</p> <p>Noted that some of the sewers are made of Vitrified Clay instead of concrete. The roughness value adopted from the SIA is based on concrete, which is referenced from previously approved submissions. Since the roughness of Vitrified Clay is less than that of concrete, the hydraulic assessment in the SIA is considered conservative when adopting concrete slimed sewers. The pipe roughness, material and velocities will be reviewed in the detailed design stage.</p>

<p><u>DIA Report</u></p> <ul style="list-style-type: none"> • Please specify whether the latest SDM 2018, Corrigendum 1/2022, 1/2024, and 2/2024 have been adopted in the assessment. • Please confirm whether the impact of climate change has been considered in accordance with SDM Corrigendum 1/2022. 	<p>The entire WKCD drainage infrastructure was designed and built based on the approved DIA under Public Infrastructure Works. The sub-catchments in WKCD assumed 100% paved area as the design criteria. The change of land use under this S16 Application will not generate more surface runoff than the 100% paved area assumption, therefore no drainage impact is envisaged, and impact of climate change has been considered. Detailed design of the branch drains conveying surface runoff of the site to the existing public drainage system will be carried out during detailed design stage in accordance with the latest requirements.</p>
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Response to Comments from Transport Department

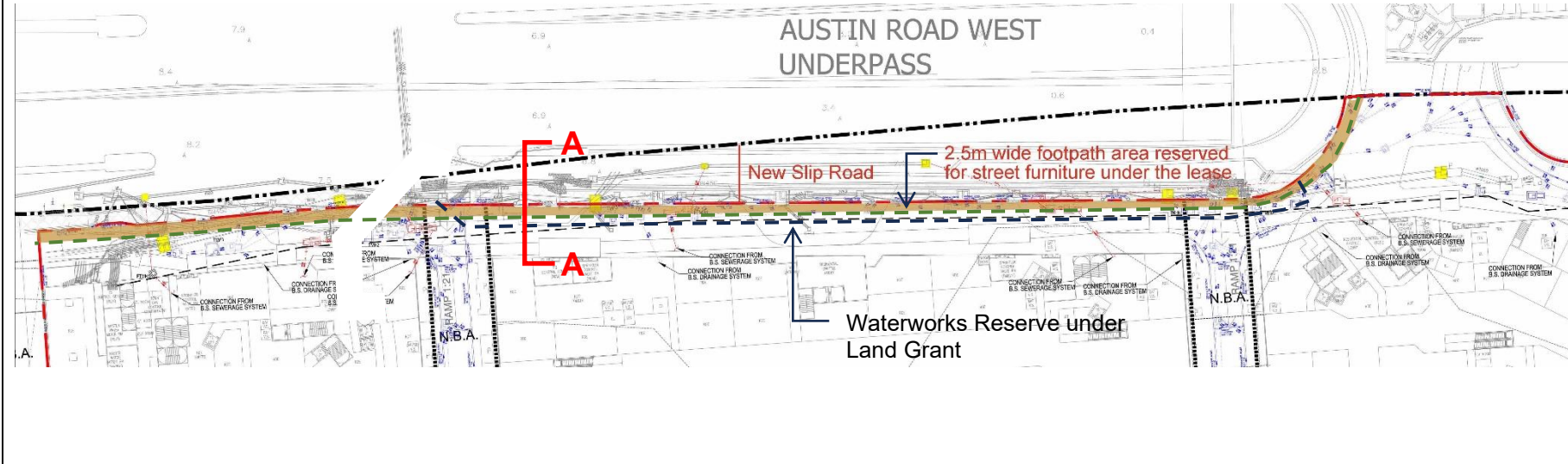
Comments from Transport Department. Comments sent via email on 29.05.2025 and by Ms Niki Wong (Tel: 2417 6654, Email: nycwong@pland.gov.hk) Contact Person: Mr. Ivan Ho 2399 2506	Responses / Actions Taken to Address Comments
<p>Section 3 Planning Statement Para 4.2.8 - please consult the relevant department to determine if GFA exemption can be granted for the footbridges and associated pedestrian routes under the land lease. Should the applicant proposed to apply for the above-said GFA exemption, the pedestrian connection systems must be connected to public roads with barrier free access to public 24/7.</p>	<p>Noted. Relevant Government Departments will be consulted in future should an application for GFA exemption be made to BD.</p>

Response to Comments from Urban Design and Landscape Section, Planning Department

Comments from UD&L, Planning Department. Comments sent via email on 29.05.2025 and by Ms Niki Wong (Tel: 2417 6654, Email: nycwong@pland.gov.hk) Contact Person: Mr. Justin Or 2399 2506	Responses / Actions Taken to Address Comments		
<p>i. It is noted that the indicative scheme presented in the report may subject to further refinement during the detailed design stage. However, to establish a clear provision for play equipment to be provided at the children's play area for the development, the applicant is advised to include a clear legend for this provision on the relevant drawings during the planning application stage for reference.</p> <p>ii. According to the applicant's R to C table, it is noted that "<i>the footpath is further constrained by a 2.5m setback from the lot boundary reserved for street furniture and a 4.0m wide setback for waterworks reserve, both required under the Land Grant.</i>" are supplemented with "record" (Page 3 – 4 of the R to C table) to illustrate the major site constraints for at-grade roadside planting area at the considerable wide hard paved area strip along the interface with Austin Road West. However, it is observed that the 4.0 m wide waterworks reserve does not cover the full length of the hard paved area concerned. Furthermore, it is noted that the footpath is further constrained by a 2.5m setback from the lot boundary reserved for street furniture. However, with reference to section A-A of the record, there are no underground utilities and/or structure(s) occupying the 2.5m setback area within the 1.2m depth zone. The applicant should further review the constraints of at-grade</p>	<p>The legend is revised as follows:</p> <table border="1" data-bbox="1111 491 1718 622"> <tr> <td data-bbox="1111 491 1279 622">  </td><td data-bbox="1283 491 1718 622"> <p>Children's Play Area (with Play Equipment subject to detailed design)</p> </td></tr> </table> <p>Noted.</p> <p>Planting opportunities will be further investigated at detailed design stage by the PPP Project Developer. See below drawings for your reference only.</p>		<p>Children's Play Area (with Play Equipment subject to detailed design)</p>
	<p>Children's Play Area (with Play Equipment subject to detailed design)</p>		

roadside planting and optimize the planting opportunities at both ends of the hard paved area strip outside the 4.0m wide waterworks reserve during the detailed design stage.	
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Utilities Record / Utilities Proposal in blue and grey colours



<p><u>Appendix 5 (Indicative Landscape Plans)</u></p> <p>a. With reference to drawings under Appendix 4 (Drainage Impact Assessment), Appendix 8 (Sewerage Impact Assessment), and Appendix 11 (Water Supply Impact Assessment), the existing and proposed underground utilities are not fully filled in the hard paved area along the northern site boundary. Please clarify your statement in Figure 6.1 under Appendix 5 (Indicative Landscape Plans). There are opportunities for street tree planting to enhance the landscape quality to achieve your landscape design objectives. The Applicant should further explore tree planting opportunities along the boundary of the Application Site in this planning stage.</p>	<p>There are other existing and planned underground utilities in addition to those you have mentioned, such as CLP cables and gas mains, 2.5m for street furniture such as light poles, railing and traffic signs etc, with free and unrestricted access required by Highways Department (HyD), and waterworks reserve under the Land Grant, where no planting, building or structure is allowed. Please refer to the reference plan and section in our response to comment (ii) above. Tree planting opportunities will be further investigated at detailed design stage.</p>
<p>b. Landscape elevation(s) from Austin Road West should be provided to illustrate the boundary treatment for the site boundary.</p>	<p>Development edge elevation from Austin Road West will be developed at detailed design stage.</p>
<p>c. A discrepancy in the spot level is observed between the Figure 2.1 (Indicative Landscape Plan – Combine) and Figure 6.1 (Indicative Landscape Sections A1-A1). The Applicant is advised to review the spot level of the proposed pedestrian path.</p>	<p>Please note that it is a typo error in Figure 6.1. The indicative footpath level shall be +7.3 instead of +7.5.</p>

<p>d. <u>Figure 6.1</u> – The Applicant is advised to indicate the spot level of Austin Road West and clarify whether the proposed pedestrian path at the northern site boundary is lower than Austin Road West.</p>	<p>There is a slip road adjacent to the development site, and the footpath level will follow the slip road instead of existing ARW carriageway and the underpass. Exact footpath levels will be developed at detailed design stage.</p>
<p><u>Advisory comments</u></p> <p>1. The Applicant is reminded that approval of the planning application under Town Planning Ordinance does not imply approval of tree preservation/removal scheme under lease. Thus, the Application should seek comments and approval from the relevant authority on the tree works concerned and/or compensatory/replacement planting proposal, where appropriate.</p>	<p>Noted.</p>
<p>2. Please be reminded that the approval of the Planning Application does not imply approval of the site coverage of greenery requirements under BD's PNAP APP-152 and/or under lease. The site coverage of greening calculation should be submitted separately to BD for approval.</p>	<p>Noted.</p> <p>WKCDA will use a "Design and Development Control Brief" as a mechanism to ensure that the future landscape design will be coherent with other developments within WKCD.</p>

Response to Comments from Culture, Sports and Tourism Bureau

Comments from Culture Sports and Tourism Bureau. Comments sent via email on 6.05.2025 and by Ms Niki Wong (Tel: 2417 6654, Email: nycwong@pland.gov.hk) Contact Person: Mr. Sunny Tang 3102 2253	Responses / Actions Taken to Address Comments
<p>1. Planning Statement – para. 4.2.8: It is noted that the applicant would like to claim GFA exemption for the footbridges as well as pedestrian route linking these footbridges should they be deemed to be necessary by the Commissioner for Transport (C for T). While Building Authority may consider exemption from GFA calculations subject to demonstration at the building plan submission stage and consideration of the views of the C for T, the applicant may wish to note that in accordance with Clause SC(25)(g) of the Land Grant, there is no right to claim concession or additional site coverage or plot ratio to the pedestrian passageways under B(P)R 22(1) for the pedestrian routes/passageways as required under Clause SC25(b) of Land Grant, in which the proposed public lobbies for accesses to and from the Public Basement Excluded Area (now commonly known as Underground Road) form a part. The applicant (WKCDA), and concerned government departments including TD/BD/LandsD, should note this and the last sentence of para. 4.2.8 of Planning Statement <i>“GFA exemption for the footbridges as well as pedestrian route linking these footbridges may be granted if the Commissioner for Transport deems the pedestrian link to be necessary and of major public benefit, and the</i></p>	<p>The relevant statutory procedure and consultation with government departments on this subject will be dealt with at the next stage.</p> <p>Para. 4.2.8 of the Planning Statement indicates that in future an application may be made to BD for exemption of GFA.</p> <p>Any application for GFA exemption will not cover the public lobbies illustrated in Figures 23, 24 and 25 of the Planning Statement.</p>

<p><i>GFA exemption will be subject to the discretion and approval by the Building Authority at General Building Plans (GBP) submission stage”, when coupled with Figures 23 – 25, will include the said public lobbies. This is not correct and the sentence shall be refined to reflect that the public lobbies be excluded from consideration.</i></p>	
<p>2. Planning Statement - para.3.2.8 & TIA - Diagram 5-2: This diagram about the existing and planned public transport services is outdated. There should be no taxi or bus/GMB stops along the west layby of Austin Road West. Hence 3.2.8 of Planning Statement is entirely not correct: <i>“A vehicular lay-by with bus stops and taxi lay-bys is along Austin Road West. It is immediately adjacent and north of the Indicative Scheme and will enable those who take buses and taxis to easily access the development and WKCD without having to drive.”</i>. The planning consultant should delete it accordingly. You may wish to note that this comment has been raised since the pre-submission stage.</p>	<p>Diagram 5-2 is for “existing and planned public transport services”. It is intended that in the future the layby will be used for these purposes.</p> <p>According to the previous TIA Reports for WKCD, public transport would be allowed and provided in the West Lay-by in future.</p> <p>Furthermore, existing and planned public transport proposals at West Lay-by are also mentioned in TIA report for current S16 planning application and TD has no comment on our proposal.</p>

Response to Comments from Railway Development Office, Highways Department

Comments from Railway Development Office. Comments sent via email on 6.06.2025 and by Ms Niki Wong (Tel: 2417 6654, Email: nycwong@pland.gov.hk) Contact Person: Mr. Thomas Miu 3521 0936	Responses / Actions Taken to Address Comments
<p>The subject application site falls into the gazetted railway scheme boundary of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (High Speed Rail) which has been fully commissioned. With reference to DEVB TC(W) No. 1/2019 and/or Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24, please consult the Railway Protection & Land Survey Section of MTRCL with respect to the operation, maintenance, safety and any future works required for the existing High Speed Rail.</p>	<p>Noted. The Railway Protection & Land Survey Section of MTRC will be consulted at the implementation stage.</p>

Response to Comments from Environmental Protection Department

Comments from Environmental Protection Department. Comments sent via email on 10.06.2025 and by Ms Niki Wong (Tel: 2417 6654, Email: nycwong@pland.gov.hk)	Responses / Actions Taken to Address Comments
Based on the findings of the AQIA, adverse air quality impact is not anticipated at the subject site. Should the application be approved by the Town Planning Board, the submission and implementation of AQIA should be imposed as an approval condition.	Noted.
For NIA and SIA, since the potential impact and recommended mitigation measures are subject to the design at the detailed design stage, the submission and implementation of NIA and SIA can be incorporated into the land grant condition as proposed by WKCDA.	Noted.

General Responses to Public Comments

Conceptual Approach and Mission

Claims that the West Kowloon Cultural District (WestK) is being transformed into a real estate project at the expense of its cultural mission are misleading. The proposed residential development aligns fully with the statutory Development Plan (DP) for WestK, which was approved by the Chief Executive in Council in 2013.

The DP, based on Foster + Partners' "City Park" concept, envisions a balanced mix of arts and cultural facilities, retail, dining, entertainment (RDE), hotel, office, and residential (HOR) developments. This integrated approach supports a vibrant, sustainable community while reinforcing WestK's mission and vision through the creation of an arts and cultural ecosystem.

As part of the original "City Park" concept, where people can live, work and play, residential components add a vital dimension to the district's round-the-clock vitality, creating a dynamic environment for locals and visitors to create, support or enjoy the different art forms and to explore diverse cultures. Far from undermining the cultural mission, they embed arts into everyday life. Revenue from these developments will directly fund the district's arts and cultural programs, ensuring their long-term sustainability.

Furthermore, the West Kowloon Cultural District Authority (WKCD) has prioritized delivering arts and cultural facilities, many of which are now operational and well received, including M+, Hong Kong Palace Museum, Freespace and Xiqu Centre. The 11-hectare Art Park has also been extremely popular. The

addition of RDE and HOR developments will further enrich the district without compromising its cultural core.

Concerns about a potential "wall effect" have been addressed through thoughtful design, including building setbacks, gaps to create permeability and enhance air ventilation, and adherence to the Development Plan requirement of 12m-wide Non-Building Areas. An Air Ventilation Review, considering topography, wind data and provision of mitigation measures, concluded that the Indicative Scheme would not have a significant impact on the surrounding environment.

Consultation

WKCD has conducted several rounds of consultations on the Section 16 Application, engaging key stakeholders to ensure transparency and inclusivity.

Key consultations include:

Harbourfront Commission: On 29 November 2024, WKCD presented the proposal to the Task Force on Developments in Kowloon, Tsuen Wan, and Kwai Tsing. The Task Force generally supported the proposal, acknowledging its role in advancing WestK's development.

Yau Tsim Mong District Council: On 9 January 2025, WKCD consulted the Housing and Development Planning Committee to gather local input.

Nearby Residents: On 12 March 2025, WKCDA met with the Kowloon Station Development Owners Committee to introduce the proposal and collect feedback from resident representatives.

These engagements reflect WKCDA's ongoing commitment to listening to the community and addressing public concerns.

Financial Sustainability

We understand the concerns about WestK's financial sustainability. The proposed residential development is a key strategic measure to ensure WestK's long-term financial viability.

Arts and cultural facilities (ACF) and public open spaces (POS) are inherently non-profit-making and such ACF globally are benchmarked on cost-recovery. To support these purposeful but essentially non-profit-making facilities, the WestK Development Plan includes income-generating components such as RDE and HOR developments to provide a significant source of revenue to subsidise the ACF. The integrated model helps close the funding gap while reinforcing WestK's cultural mission.

WKCDA has actively diversified its revenue streams—through deposit management, venue hiring, commercial leasing, sponsorships, and membership programmes. For example: In 2023/24, WestK hosted over 460 events in its various venues, with key performing arts spaces reaching nearly 100% utilisation.

M+ and the Hong Kong Palace Museum achieved cost recovery rates of 42% and 67%, respectively, outperforming many global peers.

The commercial leasing portfolio boasts 100% occupancy as of March 2025.

The proposed residential development will further WestK's mission by not only strengthening its financial robustness through the generation of long-term capital but also foster a vibrant, arts-centric community. Residents will contribute to the district's vibrancy and create a vital dimension to sustain its cultural ecosystem.

Conclusion

The proposed residential development marks a critical step in WestK's evolution into a world-class cultural district. It aligns with the approved Development Plan, which envisions a balanced and integrated mix of uses to build a vibrant, sustainable, and inclusive community. Revenue from this development will directly support WestK's cultural mission, ensuring the long-term sustainability of its arts and cultural facilities.

We remain committed to transparency and active stakeholder engagement throughout the process. We highly value stakeholders' input and will continue working collaboratively towards a shared vision of making WestK a dynamic cultural and artistic hub for Hong Kong and beyond.

Specific Responses to Public Comments

Summary of Public Comments	Responses
<p>1) How does the proposed development echo/integrate with the overall planning and positioning of WKCD? Will the proposed residential development undermine the WKCD's positioning as Hong Kong's culture hub?</p>	<ul style="list-style-type: none"> • The proposed residential development aligns entirely with the WKCD (WestK) statutory Development Plan (DP), approved by the Chief Executive in Council in 2013. • The DP, based on the Foster + Partners' "City Park" concept, envisions a balanced mix of arts and cultural facilities, retail, dining, entertainment (RDE) and hotel, office, and residential (HOR) developments. This integrated model fosters a vibrant, sustainable community while reinforcing WestK's mission and vision through the creation of an arts and cultural ecosystem. • The inclusion of residential components contributes to the vitality of the District, making it a lively space for artists, art enthusiasts, residents, and visitors, day and night. Far from conflicting with WestK's cultural mission, the residential development complements it by weaving arts and cultural elements into everyday life. The proceeds from the residential development will also directly support the District's arts and cultural initiatives, ensuring their continued growth and sustainability. • Furthermore, the West Kowloon Cultural District Authority (WKCDA) has prioritized delivering arts and cultural facilities. Many of which are now operational and well received, including M+, Hong Kong Palace Museum, Freespace and Xiqu Centre. The 11-hectare Art Park has also been extremely popular. The addition of RDE and HOR developments will further enrich the District without compromising its cultural core.

<p>2) What is the future development plan and financial arrangement for WKCD? In particular, there is massive amount of public comments raising concerns on the financial sustainability and management of WKCD in view that the revenue regenerated from the proposed residential development is relatively short term.</p>	<ul style="list-style-type: none"> • In the short term, it provides the necessary conditions such that the Authority can pursue various financing options; in the medium to long run, it will allow the diversification of the HOR development models and hence the revenue streams. The revenue regenerated in a multi-pronged approach from the proposed residential development will enable WKCD to meet its operational deficit and capital expenses for about 10 years. • The “Relaxed Arrangement” is currently the best method to address the Authority’s cash-flow issues without increasing the financial burden of the HKSAR Government. WKCD’s long-term goal is to achieve financial self-sufficiency, which has always been the original business model of WestK since its establishment, through making optimal use of the Authority’s resources granted by the Government, introducing innovative revenue generating measures, and continuing stringent control of the operating cost. • WKCD has actively diversified its revenue streams through deposit management, venue hiring, commercial leasing, sponsorships, and membership programmes. For example: <ul style="list-style-type: none"> • In 2023/24, WestK hosted over 460 events in its various venues, with key performing arts spaces reaching nearly 100% utilisation. • M+ and the Hong Kong Palace Museum achieved cost recovery rates of 42% and 67%, respectively, outperforming many global peers. • The commercial leasing portfolio boasts 100% occupancy as of March 2025.
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	<ul style="list-style-type: none"> • The proposed residential development will further WestK's mission by not only strengthening its financial robustness through the generation of long-term capital but also foster a vibrant, arts-centric community. Residents will contribute to the vibrancy and create a vital dimension to sustain its cultural ecosystem. • WKCDA will seize this opportunity and continue to dedicate itself to promoting the development of Hong Kong's cultural and creative industries, creating a vibrant cultural tourism landmark for the city, and supporting Hong Kong's development into an East-meets-West Centre for international cultural exchange. In the short run, WKCDA will prioritise expanding its revenue sources through: <ul style="list-style-type: none"> • Leveraging WestK's cultural resources and the South Landing Facility, to be completed within this year (in 2025), to develop new tourism products in collaboration with the tourism and hospitality sectors; • enhancing the cost-recovery rates of our performance venues, with the upcoming WestK Performing Arts Centre adopting a multi-purpose design capable of hosting a diverse range of cultural, artistic, and commercial activities, including conferences and banquets; • adjusting venue hiring policies by increasing commercial hiring uses and rates with a view to increasing the sales and revenues; • leveraging the intellectual property and content of WKCDA's original exhibitions and performing arts programmes for touring in the Mainland and overseas, and to launch innovative and popular cultural and creative merchandise; and
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	<ul style="list-style-type: none"> actively soliciting donations through naming opportunities for the major venues and small facilities within the District. WKCDA will work closely with the Government, particularly the Culture, Sports and Tourism Bureau, to elevate the development of the District which in turn will contribute to promoting Hong Kong's status as an East-meets-West centre for international cultural exchange and foster the growth of arts and culture as an emerging industry in Hong Kong.
3) What is the management and ownership arrangement for the future residential development including the residential, RDE and carpark portions?	<ul style="list-style-type: none"> Residential and its carpark portion can be for sale whilst the remaining portions will be owned by the Authority. Management arrangement of the residential development will be governed under the Deed of Mutual Covenant. Management of RDE and its carpark portion are under review by the Authority.
4) Is there any monitoring mechanism to ensure that the future design will be coherent with other developments within WKCD?	<ul style="list-style-type: none"> The development will be carried out by the future Public-Private-Partnership (PPP) Project developer. The future design will be coherent with the surrounding developments and will align with the design principles and Foster + Partners' 'City Park' concept under the DP. Future design developed by the PPP Project developer will be reviewed and approved by WKCDA. The ownership and management of The Avenue rests on WKCDA and is committed to be available for public use. Throughout the development process, apart from compliance of Buildings Ordinance and others statutory requirements, the project is subject to the following controls: <ul style="list-style-type: none"> A) Design and Development Control Brief - the design of the

	<p>development scheme shall be subject to the approval of WKCDA for any proposals by the future PPP Project Developer.</p> <p>B) Master Register and Control Plan - these are submitted to BD periodically and cover the following:</p> <ul style="list-style-type: none"> a. Sustainable Building Design Guidelines; b. Development Control Parameters such as Site Coverage, Plot Ratio, Emergency Vehicular Access, Gross Floor Areas; and c. Public Open Space. <p>C) The Landscape Concept Plan – it is a plan to illustrate the design and provision of the Public Open Space and green coverage to the satisfaction of the Director of Planning or of the TPB.</p> <ul style="list-style-type: none"> • WKCDA will honour the Approval Conditions of the S16 Planning Applications and the Landscape Concept Plan approved in 2014, and will submit an update Landscape Concept Plan in due course for Government department's approval. WKCDA will also honour and execute the Tree Preservation and Removal Proposal.
5) Is there any design measure to minimise sunlight reflection and glare from the proposed development?	<ul style="list-style-type: none"> • Relevant glazing reflectance standards and guidelines under Hong Kong Green Building Council's BEAM Plus standard will be followed.

<p>6) What is the rationale/design requirements for the proposed dimensions of the footbridges. Please advise the reason for a different dimension for the Western Footbridge.</p>	<ul style="list-style-type: none"> • The dimensions of the proposed Central and Eastern footbridges have taken into account the dimensions of the built Artist Square Bridge. Different dimensions adopted for the Western footbridge due to existing site constraints.
<p>7) Can the proposed footbridges accommodate the anticipated pedestrian flow during mega events? Any pedestrian flow forecast and capacity assessment conducted?</p>	<ul style="list-style-type: none"> • Mega events have been organised in WestK over the last couple of years. Following the prevailing practice, Hong Kong Police Force and WKCDA work together to effectively implement crowd control measures to disperse crowd through the Museum Drive, Austin Road West and Artist Square Bridge. • In future, similar to the current arrangement, the crowd dispersal during mega events will still be under management control and the main dispersal path will follow the 16-metre wide Avenue at-grade, for accessing the MTR stations nearby. • The proposed footbridges and the associated corridor will only serve as a supplementary dispersal route. Together, The Avenue and the proposed footbridges could carry high volume of pedestrian traffic, and it is anticipated that the capacity would be able to cope with the demand during mega events. • In addition, as highlighted in the District Fire Safety Strategy (DFSS) approved by Buildings Department, the crowd control follows the strategy shown in Annex 1 with specific highlights that: <ul style="list-style-type: none"> A) Under Special & Maga Event Scenario - crowd control management with road closures and public transport arrangement, would be handled by Hong Kong Police Force for population control. B) Under Standard Operational Planning & Implementation Scenario - phasing of end-time of performance and museum opening hours would be

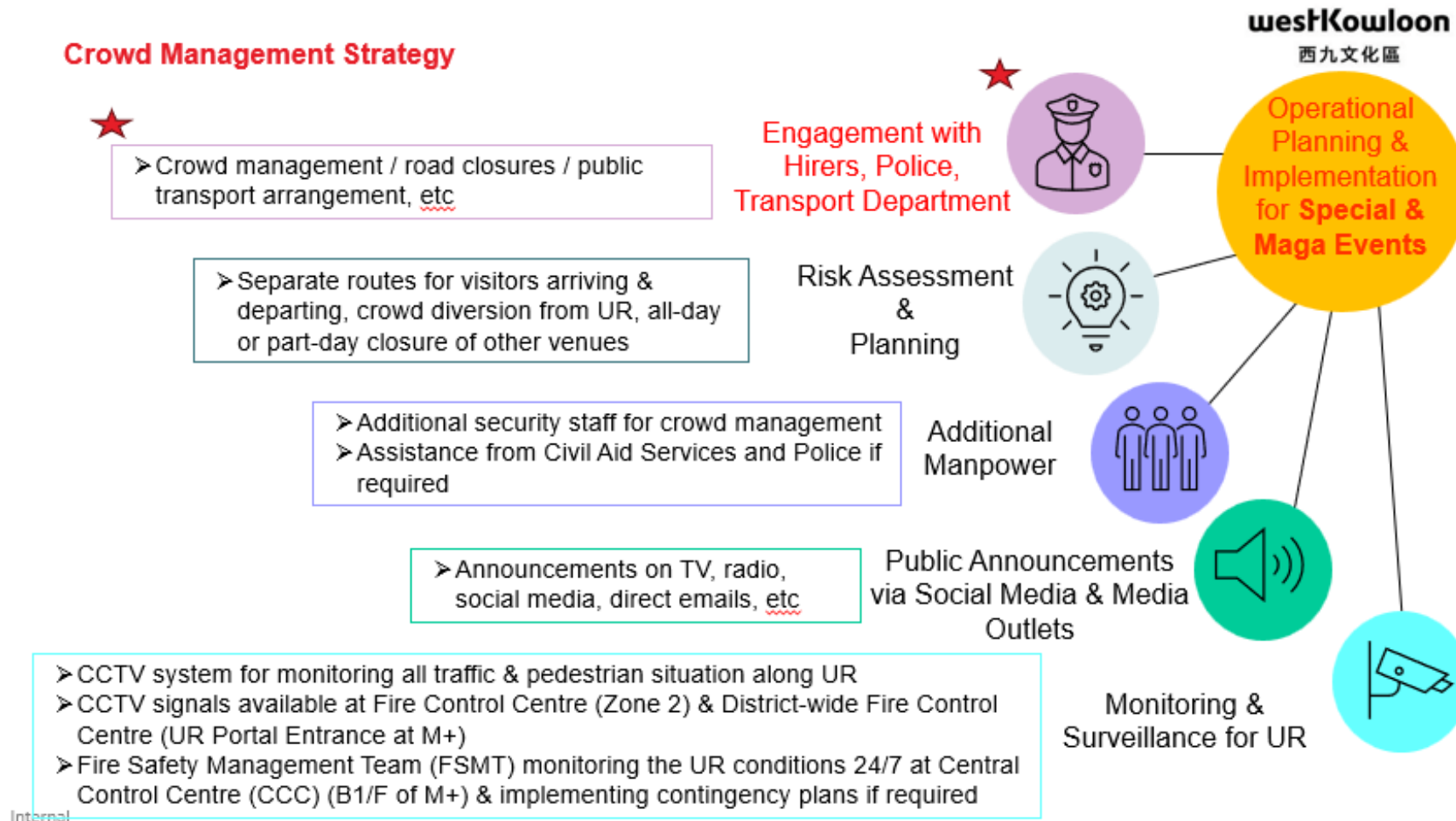
	<p>implemented to ensure no overcrowding population along The Avenue even through in case of emergency condition of Underground Road.</p>
<p>8) What is the future car parking arrangement for WKCD and proposed development?</p>	<ul style="list-style-type: none"> • The PPP development will increase the provision for parking spaces for both commercial and residential use. The number of parking spaces to be provided for commercial facilities has been calculated in accordance with the land lease of WestK and HKPSG requirements. • WKCDA is actively increasing the supply of parking spaces. According to the WestK Development Plan, more than 2,000 parking spaces for private cars will have to be provided in the entire WestK in the long run. The proposed car parking calculation will depend on the detailed design of proposed developments.
<p>9) Is there any proposal in enhancing the traffic network? What is the status of the study on New Exit Road? Will there be more public transportation available in the future?</p>	<ul style="list-style-type: none"> • According to the current planning, there will be four major vehicular entrances and exits in WestK connecting Nga Cheung Road near Austin Road West (at-grade and elevated carriageways), Lin Cheung Road and Canton Road. The Transport Department (TD) and WKCDA have been studying various options to enhance the road network of WestK with a view to improving accessibility between Museum Drive and the northern part of WestK. WKCDA is conducting a study on the provision of additional road exits to the West Kowloon Expressway and expects to complete the feasibility proposal within this year (in 2025). • WKCDA is conducting a study on the provision of additional road exits to the West Kowloon Expressway and expects to complete the feasibility proposal within this year (in 2025) to enhance the accessibility of WestK. • At present, the public can make use of road-based public transport to travel to and from WestK. The bus stop at the toll plaza in front of the Western Harbour

	<p>Crossing (WHC) currently provides 25 regular daytime bus routes to and from Hong Kong Island, Kowloon West and the New Territories. There is also a bus stop near Canton Road/Austin Road West near the Xiqu Centre, providing 20 bus routes and five green minibuses to serve the public.</p> <ul style="list-style-type: none"> • To tie in with the opening of the venues in the western side of WestK, from late November 2021, TD has introduced five additional green minibuses to carry visitors to and from WestK. In addition, starting from late 2023, the routes of GMB CX1 will also be extended to the West Kowloon Station and Austin Station of the MTR, shuttling between WestK and the adjacent MTR stations and public transport interchanges. In addition, to cope with the passenger flow on Saturdays, Sundays and public holidays, TD has also provided additional W4 Circular Buses between the XRL (West Kowloon Station), M+ and the Hong Kong Heritage Museum for the convenience of the public, and HK1, H1S, H2 and H2K Sightseeing Buses have also been introduced to the WestK for the convenience of tourists. • The use of Environmentally Friendly Transport System (EFTS) in WestK to address the east-west traffic demand had been included in DP of WKCD. WKCDA has considered and trailing options for EFTS including the electric autonomous buses to be tested tentatively in 2026 (a research project funded by TD's Smart Traffic Fund). The future forms of the EFTS would be devised and consider in the future planning of WestK, subject to future testing and technical/financial feasibility. • The Southern Landing Facility located opposite M+ is expected to be completed within this year (in 2025). By then, the berthing point of water taxi in West Kowloon will be relocated to the new landing facility to provide passengers with more convenient services. The Government and WKCDA will
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	<p>maintain close communication with the water taxi operator and enhance services where necessary.</p> <ul style="list-style-type: none"> • In short, TD and WKCDA will keep monitoring and improve the public transport services in suitable juncture.
10) Has the proposed development and submitted technical assessments taken into account the potential impacts brought by climate change such as storm surge? Any mitigation measures to enhance climate resilience?	<ul style="list-style-type: none"> • The technical assessments, including Drainage Impact Assessment, have considered climate change impact, and WKCDA has appointed design consultant to carry out climate adaption and resilience assessment.

ANNEX 1

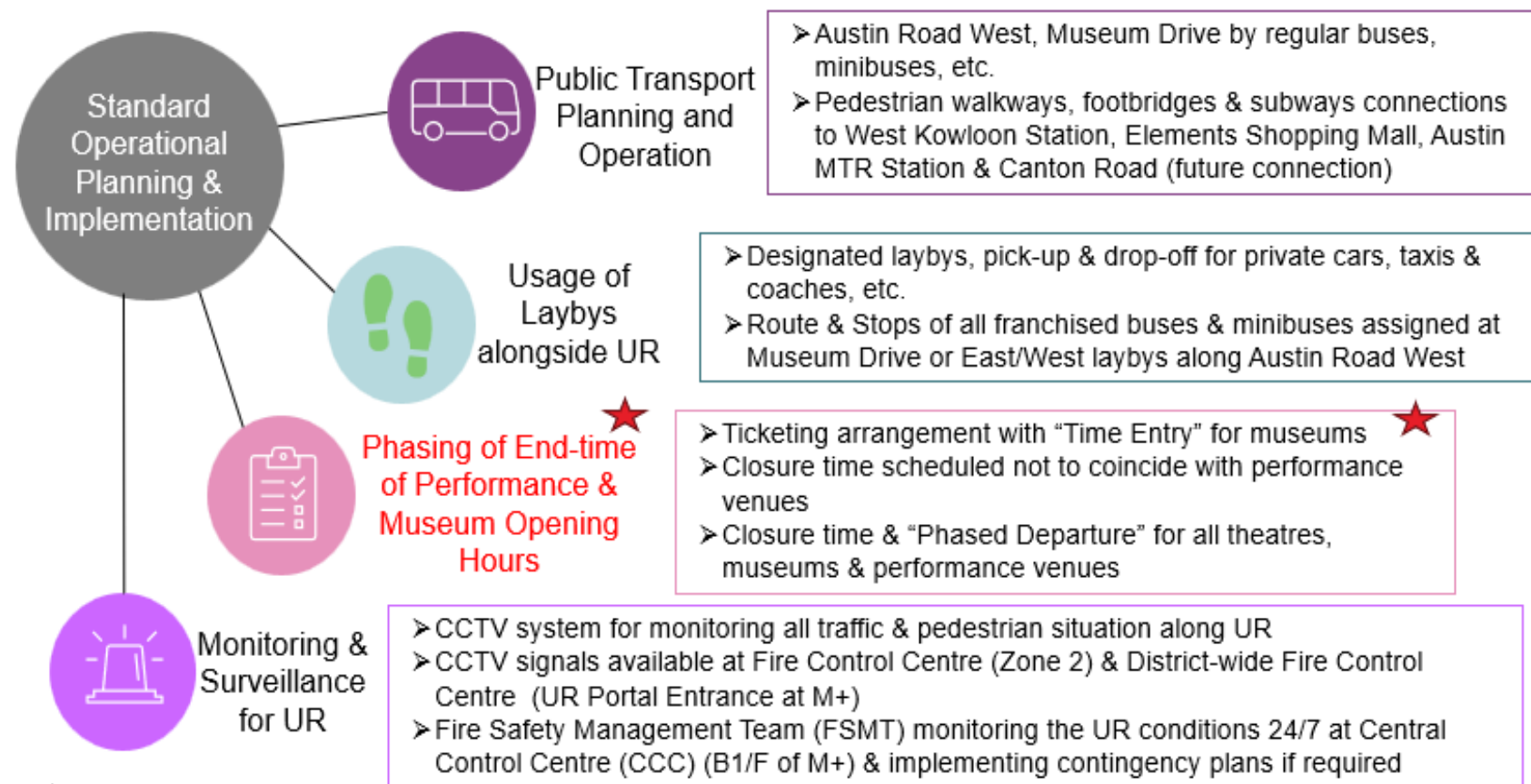
Crowd Management Strategy



Crowd Management Strategy

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