

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K20/138

- Applicant** : West Kowloon Cultural District Authority (WKCDA) represented by Masterplan Limited
- Site** : West Kowloon Cultural District (WKCD), South West Kowloon
- Site Area** :
- Application Site: about 40.91ha
(including Government land of about 2.09ha¹ (about 5%))
- Development Site: about 1.99ha (about 4.9% of total Application Site area)
- Lease** : Kowloon Inland Lot (KIL) 11260
(a) held under Conditions of Grant No. 20359 dated 2.4.2020 as varied or modified by a Modification Letter of 29.8.2022 for a term of 50 years commencing from 2.4.2020
(b) restricted for non-industrial (excluding godown and petrol filling station) purposes
(c) subject to maximum gross floor area (GFA) of not less than 508,800m² and not exceeding 848,000m², including not more than 366,620m² for hotel, office and residential purposes and not more than 170,280m² for residential purpose
(d) subject to various Surrender Upon Demand areas, restrictions on alienation, car parking provisions and vehicular ingress/egress points
- Plan** : Approved WKCD Development Plan (DP) No. S/K20/WKCD/2
- Zoning** : “Open Space” (“O”)
“Other Specified Uses” (“OU”) annotated “Arts, Cultural, Entertainment and Commercial Uses” (“OU(ACECU)”)
“OU” annotated “Mixed Uses” (“OU(MU)”)
“OU” annotated “Electricity Substation”
“OU” annotated “Airport Railway Ventilation and Traction Substation Building”
“OU” annotated “Western Harbour Crossing Ventilation Building”

¹ The Government land includes the seawalls as well as the road portions of Austin Road West and the Western Harbour Crossing portal area.

- maximum GFA and/or building height (BH) restrictions of the above zones are detailed at **Appendices II and III** respectively
- minor relaxation of the GFA, BH and non-building area (NBA) restrictions may be considered by the Town Planning Board (the Board) on application under section 16 of the Town Planning Ordinance (the Ordinance)

Application : Minor Relaxation of GFA and BH Restrictions of WKCD; Proposed 'Flat' Use on the Development Site within "OU(MU)3" and "OU(MU)4" Zones; and Minor Relaxation of NBA Restrictions for "OU(MU)3" Zone

1. The Proposal

- 1.1 The subject application involves proposed 'Flat' use and minor relaxation of NBA restrictions to facilitate a proposed residential cum retail/dining/entertainment (RDE) development with two enclosed footbridges cum landscape deck within the northern portion of both "OU(MU)3" and "OU(MU)4" zones to the south of MTR Kowloon Station (i.e. the Development Site with boundary edged blue on **Plans A-1 to A-3**); and minor relaxation of GFA and BH restrictions for the whole WKCD development (i.e. the Application Site with boundary edged red on **Plans A-1 to A-3**), which was approved under the planning application No. A/K20/121 in 2014 (**Appendices II and III**). According to the Notes of DP, 'Flat' is a Column 2 use in the "OU(MU)" zone, which requires planning permission from the Board while 'Shop and Services', 'Eating Place' and 'Place of Entertainment' are Column 1 uses, which are always permitted. Moreover, the Notes of DP stipulate that minor relaxation of GFA and BH restrictions in the relevant zones may be considered; and under exceptional circumstances, minor relaxation of NBA restrictions under the "OU(MU)3" zone may be considered by the Board. To maintain a balanced development mix within WKCD, the Explanatory Statement (ES) of DP also stipulates that not more than 20% of the total GFA in WKCD can be used for residential use which may only be permitted in the "OU(MU)2" to "OU(MU)7" zones subject to planning permission.
- 1.2 The Application Site is the subject of the previous application No. A/K20/121 for minor relaxation of GFA and BH restrictions² which was approved with conditions by the Metro Planning Committee (the Committee) of the Board on 14.11.2014. The previous application was mainly to optimise the development potential of the Application Site through increasing the maximum total GFA by 15% with adjustments to individual zones while keeping the residential GFA accounting for not more than 20% of the total GFA and within the "OU(MU)2"

² To safeguard the integrity of the remaining ridgeline when viewed from the strategic viewpoint at Central Pier No. 7 and introduce more BH variations, an approval condition for the submission of a refined BH profile including roof-top structures was imposed on the previous application No. A/K20/121. The approval condition was subsequently complied with in 2016 and the proposed minor relaxation of BHR in the current application tallies with the refined BH profile approved under the approval condition and the comparison between the two is detailed at **Appendix III**.

to “OU(MU)7” zones, and relaxing BHs by about 5% to 20% for some zones, including the concerned “OU(MU)3” and “OU(MU)4” zones. An indicative scheme (the 2014 Scheme) was provided to support the previous application, which will be subject to further planning and design when more concrete and detailed proposal of individual sites are available. Details of the previous application are summarised in paragraph 6 below. Since 2016, various WKCD projects have been completed or carried out in phases in accordance with the 2014 Scheme as detailed in paragraph 4.2 below. Under the current application, the total GFA of the Application Site and the maximum GFA and BH for the respective zones are the same as the 2014 Scheme’s, except the distribution of residential GFA between the “OU(MU)3” and “OU(MU)4” zones as detailed in paragraph 1.3 below³. A comparison of the GFA and BH for individual zones among the provision under DP, the 2014 Scheme and the current application is summarised at **Appendices II and III** and shown on **Plans A-5 and A-6** respectively.

Notional Scheme within Development Site

- 1.3 Both “OU(MU)3” (20,450m² in terms of area) and “OU(MU)4” (16,493m² in terms of area) zones comprise the northern and southern portions with open space in between (**Plan A-1**). Taking into account the buildability, sustainability, management and operations aspects, the applicant has identified the northern portions (i.e. the Development Site⁴ comprising 14,895m² within “OU(MU)3” and 5,104m² within “OU(MU)4” in terms of area), which are closer to MTR Kowloon Station and suitable for residential development. A notional scheme for the proposed development is formulated under the current application (**Drawings A-3 to A-12**) to demonstrate the technical feasibility while allowing design flexibility at the detailed design stage. It comprises seven residential towers with 22 to 27 storeys, providing not more than 1,995 flats, over a two-storey RDE podium with the podium roof for residents’ use. The maximum BHs of the eastern and western parts of the scheme are 84mPD and 100mPD respectively, which are in line with the 2014 Scheme (**Plans A-5 and A-6**). According to the scheme, the respective residential GFAs in the “OU(MU)3” and “OU(MU)4” zones are 80,200m² and 28,300m² within the Development Site (i.e. not more than 108,500m² in total) (**Appendix II**). As the total maximum residential GFA of the two sub-zones is 119,813m², which remains the same as the 2014 Scheme, the applicant advises that the remaining residential GFA (i.e. 11,313m²) may be developed in the remaining portions of the “OU(MU)3” and

³ According to Town Planning Board Guidelines No. 26A, for a site which is the subject of several planning permissions, the owner/developer could choose to implement any one of the planning permissions prior to the completion of the project. In view that the proposed residential development at the Development Site, for which planning permission is required but not included in the previous application, the applicant is required to submit a fresh section 16 application to include both the previously approved scheme and the proposed residential development in the Development Site. This will enable the applicant to continue the implementation of the ongoing developments within WKCD outside the Development Site in accordance with the previously approved scheme as well as to carry out the proposed residential development in the Development Site.

⁴ The as-built road in the northern portions are excluded from the Development Site.

“OU(MU)4” zones subject to future planning permission. Regarding the non-residential GFA (i.e. total GFA of 223,823m² less not more than 119,813m² residential GFA, which are same as the 2014 scheme) within the two zones, the applicant currently indicates that 20,500m² non-residential GFA for RDE use which is always permitted will be provided in the Development Site. The remaining non-residential GFA will be developed in the southern portion of the two zones. Major development parameters of the notional scheme are set out at **Table 1** below:

Table 1: Major Development Parameters of the Notional Scheme within the Development Site

Site Area [*]	About 19,999m ²
Total GFA [#]	Not more than 129,000m ²
<ul style="list-style-type: none"> Residential GFA Non-residential GFA for RDE use 	<ul style="list-style-type: none"> Not more than 108,500m² About 20,500m²
BH	84mPD (eastern part) and 100mPD (western part)

Remarks:

* The site area is subject to site survey in detailed design stage.

To allow greater design flexibility, the residential and non-residential GFA mix of the proposed development may be refined at the detailed design stage but the total GFA and the residential GFA within the Development Site should not exceed 129,000m² and 108,500m² respectively.

1.4 According to the notional scheme, private open space of about 4,988m² in accordance with the requirement of 1m² per person as stated in the Hong Kong Planning Standards and Guidelines (HKPSG) will be provided (**Drawings A-8 to A-10**) and a greenery ratio of 20% within the Development Site in accordance with the Sustainable Building Design Guidelines (SBDG) (**Drawings A-6 to A-8**) will be adopted subject to the Building Authority’s approval. To facilitate air ventilation and visual permeability, the applicant also proposes 8m to 10m-wide podium setbacks at G/F to 2/F along Austin Road West and about 6m-wide tower setback from Tower 1 to the western site boundary⁵ (**Drawing A-4**).

1.5 WKCD is mainly designed to be vehicle-free and pedestrian friendly, with vehicular access and ancillary parking including loading/unloading facilities to be provided mainly in the basement levels (the integrated basement). The applicant proposes two all-weather footbridges at 1/F level of RDE podium with full enclosure and landscape decks at the residential podium roof in the notional scheme (i.e. Central and Eastern Footbridges), and one open-sided footbridge to the west outside the Development Site (i.e. Western Footbridge) to connect the development to the adjoining Artist Square Towers (AST) and further to MTR Kowloon Station via the existing Artist Square Bridge (ASB) (**Drawings A-2, A-5, A-7 to A-11**). The overall pedestrian connectivity of the area is shown on

⁵ The proposed setbacks of the notional scheme may be subject to review at detailed design stage/general building plan submission stage as appropriate.

Drawings A-2 and A-6. Active shop frontages of the scheme is proposed on G/F facing The Avenue⁶, which is WKCD's primary east-west spine of open space and pedestrian access. There will be direct connection between the integrated basement and G/F of the development (**Drawing A-6**). The residential and RDE portions of the development will be physically separated with separate entrances (**Drawings A-6 to A-8**). While the applicant commits to providing pedestrian connections between RDE podium and MTR Kowloon Station for public access during reasonable hours, their final locations and operation arrangement are subject to refinement during detailed design stage. Regarding the car parking provision, adequate parking spaces⁷ in the underground carpark within the integrated basement will be allocated for the proposed residential development to the satisfaction of the Transport Department (TD) and the detailed arrangement will be specified in the future land lease.

- 1.6 The two all-weather Central and Eastern Footbridges (each of about 7m wide (6m clear internal width) and 5m high with a minimum 4.5m clearance below the footbridges), and one open-sided Western Footbridge (about 7m wide (4.5m clear internal width) and 5m high with a minimum 8.5m clearance below the footbridge) as mentioned in paragraph 1.5 above will straddle across the three 12m-wide NBAs within the "OU(MU)3" zone as shown on DP (**Drawings A-3, A-5 to A-11**). According to the Notes of DP, minor relaxation of the NBA restrictions may be considered by the Board under exceptional circumstance. According to the ES of DP, the NBAs are designated to serve primarily as pedestrian ways, which also help facilitate air ventilation and improve visual permeability. While minor structures for footbridge connection on and over the NBAs to facilitate better connection between different developments are allowed, the proposed fully enclosed all-weather Central and Eastern Footbridges require relaxation of the NBA restrictions.

Technical Assessments

- 1.7 To demonstrate the feasibility of the scale of the development proposal, the applicant conducts technical assessments on various aspects, including traffic, air quality, noise, drainage, sewerage, water supply, air ventilation and visual quality, based on the notional scheme (**Appendix Ia**). In gist, the results of the technical assessments show that there is no significant change when compared

⁶ The Avenue within "O(2)" zone is the central spine of open space serving as the major east-west connection within the central portion of WKCD (**Drawing A-1 and Plan A-1**). According to the ES of DP, it is an open space comprising piazzas/squares and a vehicle-free tree-lined avenue with arts, cultural retail, dining and entertainment uses to create a vibrant atmosphere along The Avenue.

⁷ As stated in the submitted TIA (Appendix 9 of **Appendix Ia**), the proposed car parking provision for the residential development based on the HKPSG requirements comprises 325 private car parking spaces (including 9 accessible car parking spaces), 21 motorcycle parking spaces, 15 loading/unloading bays for light goods vehicle and 10 loading/unloading bays for heavy goods vehicle. The proposed underground carpark with about 2,000 spaces will be accommodated in the integrated basement under construction. The exact number, location and management of future car parking spaces for residential development are subject to further liaison between the applicant and future developer. Appropriate land lease conditions will be incorporated.

with the previously approved assessments and no insurmountable adverse impact on the surrounding areas is anticipated. As shown on the photomontages (**Drawings A-18 to A-22**), the visual impact arising from the proposed development when viewed from the selected viewing points including two Strategic Viewing Points at Central Pier No. 7 and Sun Yat Sen Memorial Park are negligible and the proposed BH will not adversely affect the preservation of concerned ridgelines given that there is no change in BH as compared with the 2014 Scheme. The provision of NBAs and the proposed setbacks along Austin Road West and The Avenue can facilitate air ventilation and visual permeability as recommended in the air ventilation assessment (AVA) and visual impact assessment (VIA) at Appendices 3 and 10 of **Appendix Ia** respectively. There is also sufficient headroom reserved under the proposed footbridges to allow air flow at NBAs, and hence the air ventilation at pedestrian level will not be adversely affected. Regarding the potential noise impact on the proposed development, the submitted noise impact assessment (NIA) concludes that there is no adverse noise impact from fixed plant, railways, helicopter and marine traffic within the assessment area from the boundary of Development Site (Appendix 6 of **Appendix Ia**). There are also ongoing infrastructural works under construction to cope with the demand for drainage, sewerage and water supply for the overall WKCD development and the proposed development (Appendices 4, 8 and 11 of **Appendix Ia**). As such, the potential traffic (Appendix 9 of **Appendix Ia**), sewerage, drainage and water supply demand arising from the proposed development can be adequately addressed by the existing and planned infrastructural capacity.

- 1.8 While the mix of residential and non-residential floor areas, flat numbers, car parking provision etc. will be determined in the detailed design stage, the applicant proposes that necessary technical assessments on noise and sewerage as well as provision of carparking facilities, open space and greenery will be updated/revised accordingly for the detailed design of the proposal, which will be specified in the future land lease. Subject to the future detailed design, appropriate mitigation measures such as acoustic windows and balconies will be implemented as required under the land lease conditions to the satisfaction of relevant Government departments. According to the applicant, the notional scheme does not form part of the planning approval as it is intended for demonstration of the technical feasibility of the proposed development only.
- 1.9 In support of the application, the applicant has submitted the following documents:
- | | |
|--|------------------------|
| (a) Application Form received on 16.5.2025 | (Appendix I) |
| (b) Supporting Planning Statement with Technical Assessments | (Appendix Ia) |
| (c) Further Information received on 18.6.2025* | (Appendix Ib) |
- *exempted from publication and recounting requirements

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in **Appendices Ia and Ib**. They can be summarised as follows:

To facilitate the Residential Development in WKCD

- (a) In July 2024, the Chief Executive in Council (CE in C) conditionally approved the relaxation of the Enhanced Financial Arrangement of 2016 to allow the sale of residential developments within Zone 2 of the WKCD (refers to the central portion of WKCD including “OU(MU)2” to “OU(MU)5” zones as well as “OU(ACECU)2” and “OU(ACECU)4” zones on DP (**Plan A-2**)) to address the financial challenges of WKCD. Taking into account buildability, sustainability, management and operations aspects, the applicant identifies the Development Site as a suitable location for proposed residential development. A notional scheme is formulated for the proposed residential development based on the compliance of statutory requirements under DP and other relevant legislation such as the Buildings Ordinance (BO), as well as the feasibility for an early implementation.

In Line with Positioning and Planning of WKCD

- (b) WKCD is positioned as a world class art and cultural district to support and promote arts and culture development in Hong Kong. As part of the mixed use development, residential use has been planned in DP. The proposed development will adhere to the positioning and planning of WKCD without any change in the development mix for WKCD stipulated under DP, in which no more than 20% of the total permissible GFA of the whole district is for residential use. The proposed development will enhance the vibrancy of WKCD and forms part of the planned mixed use development. Other major planning and design principles of WKCD, including provision of Arts and Cultural Facilities (ACF) and open space, connectivity with neighbouring area and provision of carparking in the integrated basement, are also maintained in the current proposal. To ensure that the future proposed development will be in line with the overall WKCD development and coherent with other WKCD projects, the proposed development will be carried out in the form of public-private-partnership in which relevant design and development controls will be formulated by the applicant and detailed design prepared by future developer will be subject to applicant’s review and agreement.

In Line with Planning Intention of “OU(MU)” Zone and Relevant Town Planning Board Guidelines

- (c) The proposed development comprising residential and RDE uses is in line with the planning intention of the “OU(MU)” zone which is intended for mixed arts, cultural, commercial, residential, recreational and entertainment developments to create vibrancy for WKCD. It complies with the Town Planning Board Guidelines No. 42 in relation to development within the “OU(MU)” zone and the planning intention in DP stipulating that flexibility in both vertically within a building and horizontally over a spatial area is allowed within the “OU(MU)” zone.

No Change to Approved Total GFA and BH Restrictions under Previous Application

- (d) The current application does not involve amendment to the maximum GFA and BH restrictions for the whole WKCD development and respective zonings approved under the previous application No. A/K20/121. The technical

reshuffling of residential GFA of 13,250m² from “OU(MU)4” to “OU(MU)3” zone is to facilitate the proposed residential development within the Development Site, while the maximum total GFAs and BHs for the concerned zones remain the same as the 2014 Scheme.

Allow Greater Flexibility for Future Design

- (e) The proposed reallocation of residential GFA of 13,250m² from “OU(MU)4” to “OU(MU)3” zone results in a total residential GFA of 108,500m² disregarding the zoning boundary of the concerned sub-zones within the Development Site. This allows greater flexibility for future design, such as increased provision of open space and ancillary facilities, improved connectivity, increased frontages offering more harbourfront views, and increased provision of building setback under the notional scheme (**Drawings A-10 to A-14**).

Increase in Private Housing Supply

- (f) The proposed development echoes with the policy initiative in increasing private housing supply through private development projects in the Policy Address 2022.

Improve Connectivity and Enhance Pedestrian Experience

- (g) The proposed multi-level pedestrian connections will enhance connectivity with neighbouring areas and improve the user experience through diverse routes (**Drawings A-2 and A-6**). At ground level, The Avenue is the major east-west connection within WKCD with active shop frontages proposed at the G/F of the RDE podium to enhance vibrancy. Indoor-outdoor retail activities and dining areas are proposed to create a smooth transition between the indoor RDE portions and outdoor open space. At-grade north-south connections linking the inland area and waterfront are also proposed through maintaining the NBAs stipulated under DP. On upper levels (1/F and 2/F), footbridges and landscape decks are proposed connecting the RDE podium of the proposed development with the adjoining AST and MTR Kowloon Station topside development via ASB. The footbridges are fully-enclosed to offer all-weather universal access against the hot weather and rainstorms in summers. Glass facades will be installed at the footbridges to allow views of the open space and harbour.

More Efficient Crowd Management

- (h) As a major venue for mega events and festivals, WKCD attracts tens of thousands of visitors. For instance, over 770,000 visitors visited the Art Park during Christmas and New Year in 2024. Efficient crowd management is hence crucial in ensuring a safe and orderly access and dismissal from/to WKCD. Through providing various pedestrian connections at different levels including the proposed footbridges detailed in paragraphs 1.5 and 1.6 above, the current proposal improves the connectivity between the Application Site and neighbouring area and offers opportunity in adopting more efficient crowd management. Specifically, it provides designated routes for the public to exit WKCD during major events. The physical separation of entrances for RDE and

residential portions can also minimise the nuisance to the future residents in the proposed residential development.

No Adverse Impact on the Surrounding Area

- (i) The applicant has conducted technical assessments on various aspects including air ventilation, visual, air quality, traffic, noise, drainage, sewerage and water supply (**Appendix Ia**) to demonstrate the feasibility of the proposed development scale under the notional scheme. No insurmountable adverse impact on the surrounding area is anticipated. Given that the notional scheme in the current application will require further design refinement by future developers (including the residential/non-residential GFA mix, flat numbers, building design, and layout), the applicant proposes to incorporate appropriate land lease conditions. These conditions would specify necessary technical assessments covering noise and sewerage along with requirements for adequate parking provision in the land lease.

Compliance with Relevant Legislation and Guidelines

- (j) The proposed development will comply with the Harbour Planning Principles, including enhancing the vibrancy of harbourfront through introducing RDE uses at podium and avenue levels for public enjoyment; improving the visual and physical connectivity of the harbourfront; and preserving the harbourfront setting in particular the stepped BH profile stepping down from inland towards the waterfront. Relevant stakeholders including the Harbourfront Commission (HC) and Yau Tsim Mong (YTM) District Council were consulted on 29.11.2024 and 9.2.2025 respectively. The applicant has also engaged and sought views from representatives of nearby residential developments.
- (k) Moreover, the applicant commits to observe SBDG for the provision of building setback, building separation and site coverage of greenery in the future design. Similar to other completed projects within WKCD, the applicant targets to achieve Gold or higher rating for BEAM plus for the current proposal and WKCD as a whole.
- (l) Other prevailing Government requirements such as HKPSG and relevant regulations, Practice Notes, and requirements on GFA, BH, site coverage, lighting, ventilation, health and safety will also be observed. For instance, the provision of private open space will meet the HKPSG standard of 1m² per person and will be further adjust based on the number of flats and population to be determined in detailed design stage.

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

The applicant is the sole “current land owner” of KIL 11260 which covers majority of the Application Site (about 95%). For the Government land (about 5%) within the Application Site, the “owner’s consent/notification” requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Section 12A and 16 of the Town Planning Ordinance (TPG PG-No.

31B) is not applicable to the application. Detailed information would be deposited at the meeting for members' inspection.

4. **Background**

- 4.1 The DP was prepared by WKCD and submitted to the Board for consideration in 2011 in accordance with the WKCD Ordinance (Cap. 601). The main purpose of the DP is to lay out the WKCD area and set apart the land for various arts and cultural facilities; and for other land uses such as commercial, hotel, retail and public open spaces. Subsequently, DP No. S/K20/WKCD/2 was approved in 2013. As stipulated under the ES of DP, WKCD is intended to be developed into a world-class integrated arts and cultural district with a rich mix of retail, dining, entertainment, hotel, office and residential uses. To ensure a balanced development mix, the total GFA of WKCD is divided into different land use categories, including not more than 20% for residential use. The RDE, office, hotel and residential developments are planned to create synergy and vibrancy to the district. For residential development within WKCD, 'Flat' use is a Column 2 use in "OU(MU)" zone, except for "OU(MU)1" zone surrounding the Western Harbour Crossing which is not intended for any residential development use .
- 4.2 Pursuant to the approval of the 2014 Scheme, WKCD has been developed in phases over the years. Some major ACF including Xiqu Centre, M+ Museum and Hong Kong Palace Museum have been completed and opened to public in 2019, 2021 and 2022 respectively (**Drawings A-1, Plan A-3, A-7a to A-7h**). The WKCD Office Tower was opened in 2021. Other ACF and office developments are also under construction, including the AST and Performing Arts Centre (targeted for completion in 2026-27). To enhance the connectivity with neighbouring areas, the ASB connecting WKCD and the MTR Kowloon Station topside development to its north was opened in 2021 and the southern landing facility providing marine transportation to the public is targeted for operation in second half of 2025 (**Drawing A-2**).
- 4.3 In December 2016, CE in C conditionally approved the Enhanced Financial Arrangement for WKCD which granted the development right of the hotel/office/residential (HOR) portion to WKCD, allowing WKCD to develop the HOR portion through Build-Operate-Transfer and income sharing arrangements with private developers, so as to provide a steady source of recurrent income. Subsequently, CE in C conditionally approved the relaxation of the Enhanced Financial Arrangement in July 2024 to allow sale of residential developments in Zone 2 ("OU(MU)2" to "OU(MU)4" sub-zones fall within Zone 2) (**Plan A-2**) of WKCD to address the financial challenges of WKCD. Against the above, WKCD submits the current application for proposed residential development at the Development Site.

5. **Town Planning Board Guidelines**

The Town Planning Board Guidelines for Designation of “OU(MU)” Zone and Application for Development within “OU(MU)” Zone under Section 16 of The Town Planning Ordinance (TPB PG-No. 42) are relevant to the current application. TPB PG-No. 42 including relevant assessment criteria are detailed at **Appendix IV**.

6. **Previous Application (Plan A-1)**

- 6.1 The Site is the subject of a previous application No. A/K20/121 for minor relaxation of GFA and BH for the same Application Site (i.e. WKCD) submitted by the same applicant (**Plan A-1**). The total GFA for WKCD was increased by 15% from 740,350m² to 851,400m² while keeping the maximum residential GFA of not more than 20% of the total GFA (**Appendix II**). The BH was also increased by 5% to 20% for some zones (**Appendix III**). The application was approved with conditions by the Committee on 14.11.2014 mainly on the grounds that the proposed increase in GFA was considered as minor and acceptable from land use planning perspective; the overall planning and design concept of WKCD would not be compromised; proposed increase in BH was considered generally not incompatible with the area; and no adverse impacts on the infrastructural capacity, urban design and air ventilation aspects were anticipated.
- 6.2 To address the Committee’s concern on the proposed BHs, an approval condition to safeguard the integrity of the remaining ridgeline when viewed from the strategic viewing point at Central Pier No. 7 and to introduce more BH variation was imposed. In 2016, a refined BH profile ranging from 57.5mPD to 84mPD taking into consideration of the ridgeline, stepped BH profile of the area and roof-top structures was approved in compliance with the approval condition, which is adopted under the current application.

7. **Similar Application**

There is no similar application within the DP.

8. **The Application Site, Development Site and Surrounding Areas (Plans A-1, A-3 and A-7a to A-7h)**

- 8.1 The Application Site is:
- (a) located at the waterfront in the southern tip of the West Kowloon Reclamation area near Tsim Sha Tsui area with the Victoria Harbour along its southern and western boundaries and the New Yau Ma Tei Typhoon Shelter to its northwest (**Plans A-1 and A-3**);
 - (b) bounded by Austin Road West and Western Harbour Crossing to its north and Canton Road to its east;

- (c) the central and eastern portions of the Application Site are currently construction sites for the integrated basement and other ACF and office developments of WKCD (**Plans A-7a to A-7e**); and
- (d) some major ACF including Xiqu Centre, Hong Kong Palace Museum, M+ Museum are already completed and opened to public. The Art Park and its adjoining waterfront promenade along the western boundary of the Application Site is also opened for public enjoyment (**Plans A-7a, A-7f to A-7h**).

8.2 The Development Site is:

- (a) located at the central inland portion of WKCD sandwiched mainly by the existing comprehensive commercial and residential development atop MTR Kowloon Station to the north, namely International Commerce Centre (ICC), The Harbourside, The Arch and Elements, and the future ACF within WKCD along the harbourfront to the south (**Drawing A-2, Plans A-1 and A-7b**); and
- (b) currently forms part of the construction site for the integrated basement. The construction site of the AST locates to its immediate west (**Plans A-7d and A-7e**).

8.3 The surrounding areas have the following characteristics:

- (a) predominantly occupied by medium to high rise residential/commercial developments, intermixed with some government, institution or community (GIC) uses and open spaces (**Plans A-1 and A-3**);
- (b) to the immediate north is the proposed comprehensive office, commercial and retail development at the site of the Guangzhou-Shenzhen-Hong Kong Express Rail Link West Kowloon Station under construction (about 100mPD to 148mPD), as well as the MTR Kowloon Station comprehensive development, comprising high-rise residential/commercial topside developments with BHs ranging from about 141mPD to 276mPD, and the International Commerce Centre (about 490mPD), shopping arcade (i.e. the Elements), GIC facilities and public transport interchange (**Plans A-7a and A-7b**);
- (c) to the immediate northeast is a cluster of medium to high rise residential developments, including The Austin (about 84mPD to 98mPD) and Grand Austin (about 98mPD to 115mPD) (**Plan A-7a**). To the east is the commercial/residential area of Jordan and Yau Ma Tei;
- (d) to the east is Kowloon Park and to the southeast is commercial/retail area of Tsim Sha Tsui comprising large scale shopping centres, office and hotel uses (**Plans A-1 to A-3**);

- (e) to the south is the Victoria Harbour and China Ferry Terminal and to the west is the New Yau Ma Tei Typhoon Shelter (**Plans A-2 and A-3**); and
- (f) well served by various modes of public transport including buses, public light buses and railway (including MTR Kowloon, Austin and West Kowloon Stations).

9. Planning Intention

- 9.1 As stipulated under the ES of DP, WKCD is intended to be developed into a world-class integrated arts and cultural district comprising local, traditional as well as international elements, to enrich the arts and cultural life, to create job opportunities and benefit the tourism industry, and to make Hong Kong an international cultural metropolis. Arts and cultural venues with a rich mix of retail, dining, entertainment, hotel, office and residential uses will create synergy and vibrancy to WKCD.
- 9.2 The planning intention of the “OU(MU)” zone is intended for mixed arts, cultural, commercial (including hotel and office), residential, recreational and entertainment developments to create vibrancy for WKCD. Flexibility for the development/redevelopment/conversion of various types of compatible uses, either vertically within a building or horizontally over a spatial area, is allowed to meet the evolving and changing requirements for the WKCD development. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from intruding into the residential portion.

10. Comments from the Relevant Government Bureaux/Departments (B/Ds)

- 10.1 The following B/Ds have been consulted and their views on the application are summarised as follows:

Arts and Cultural Policy Perspective

- 10.1.1 Comments of the Project Manager (West Kowloon Cultural District), Culture, Sports and Tourism Bureau (PM(WKCD), CSTB):

- (a) the DP stipulates that the WKCD site will be developed into a world-class integrated arts and cultural district comprising a wide range of ACF, RDE, hotel/office/residential (HOR) developments, and public open space, thereby creating synergy and vibrancy to WKCD. While the development of ACF is the core part of the WKCD project, the HOR developments and RDE facilities to generate income for sustaining the operation of ACF and POS have always been a crucial component of the WKCD project;
- (b) with regard to the positioning and financial arrangement of WKCD, the committed objective of WKCD is to operate the

WKCD project on a self-financing basis; and

- (c) regarding the public comments in relation to the density and BH of WKCD, it is noted that the maximum permitted GFA and BHs of the WKCD project remain unchanged in accordance with the 2014 Scheme. Technical assessments by WKCDA have been conducted to demonstrate that the proposed developments are feasible.

Land Administration

10.1.2 Comments of the District Lands Officer/Kowloon West, Lands Department (DLO/KW, LandsD):

- (a) he has no objection to the proposed minor relaxation of GFA and BH restrictions and proposed residential development under the current application subject to no objection from concerned B/Ds that it will not affect the total maximum GFA of WKCD development (including those for HOR/residential purposes) under Conditions of Grant No. 20359 dated 2.4.2020 as varied or modified by a Modification Letter of 29.8.2022 for a term of 50 years from 2.4.2020 (the LG);
- (b) noting that the proposed footbridges fall within the Lot, he has no comment on the proposed minor relaxation of NBA restrictions which are not covered by the LG;
- (c) the Application Site falls within KIL 11260 (the Lot) and is held under the LG. The Lot is restricted for non-industrial (excluding godown and petrol filling station) purposes and subject to a GFA of not less than 508,800m² and not exceeding 848,000m², out of which not more than 366,620m² shall be used for HOR purposes, including a maximum GFA of 170,280m² for residential purposes. The Lot is also subject to various Surrender Upon Demand areas, restrictions on alienation, car parking provisions and vehicular ingress/egress points;
- (d) if the application is approved by the Board and the residential developments to be put on sale, the owner of the Lot is required to apply for a lease modification to modify various restrictions under the LG, including but not limited to the restrictions on alienation, in an appropriate time. The proposal will only be considered upon the receipt of the valid application from the owner of the Lot and there is no guarantee that the lease modification application will be approved by LandsD. Such application will be considered by LandsD acting in the capacity as the landlord at its sole discretion. If the application is approved, it would be subject to such terms and conditions as the Government shall deem fit to do so, including payment of premium and administrative fee; and

- (e) LandsD reserves comment on the proposed schematic design which will only be examined in detail during the building plan (BP) submission stage. There is no guarantee that the schematic design presented in the subject application will be acceptable under lease if reflected in future BP submission(s).

Building Matters

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

- (a) according to the latest approved BP of District Wide Control Plan and Master Register⁸ submitted by the Authorized Person of WKCD, the Application Site is developed as one site for the purposes of plot ratio and site coverage 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 SBDG as stipulated in Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (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 his office;
- (b) the proposed footbridges and the associated covered areas under footbridges shall be included in GFA and site coverage calculations under B(P)R;
- (c) open space shall be provided for every domestic building in accordance with Regulation 25 of B(P)R;
- (d) emergency vehicular access shall be complied with Regulation 41D of B(P)R; and
- (e) detailed comments on the compliance with the requirements under BO will be given upon formal BP submission.

Traffic

10.1.4 Comments of the Commissioner for Transport (C for T):

- (a) no comment on the application from traffic engineering point of view given that there is no change in the total GFA when comparing with the 2014 Scheme and sufficient internal transport facilities are provided; and

⁸ To facilitate the control of developments within WKCD in view of its large land area, WKCD submitted a set of BP containing the District Wide Control Plan and Master Register demarcating the subdivision of land into small parcels and packages with detailed development parameters including GFA mix, BH and open space provision. This set of BP is under constant update subject to detailed design of each development.

- (b) requirement for the design and provision of internal transport facilities in the underground carpark for the proposed residential towers to his satisfaction should be imposed in the land lease.

Environment

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

- (a) after considering the submissions (i.e. AQIA, NIA and SIA at **Appendix Ia**), there are no insurmountable environmental issues and he has no adverse comment on the application;
- (b) should the application be approved by the Board, the submission of a revised AQIA should be required as approval condition to address the minor defects in the submission and ensure proper implementation of the recommended mitigation measures; and
- (c) he has no objection to applicant's proposal in incorporating relevant conditions of submission and implementation of NIA and SIA in land lease in view that the potential impact and recommended mitigation measures are subject to the design at the detailed design stage.

Urban Design, Air Ventilation and Landscape

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

Urban Design and Visual

- (a) as illustrated in the photomontages of the VIA (**Drawings 18 to 22**), while there are some changes in the building mass/layout of the notional scheme under the current application as compared with the 2014 Scheme under application No. A/K20/121, there is no change to the maximum permissible BHRs of the refined BH profile approved under the compliance of approval condition of the previously approved application. When viewed from the Strategic Viewing Point at Central Pier No.7 (**Drawing 20**), the 20% building-free zone below the ridgelines would be preserved and maintained even with the inclusion of rooftop structures under the proposed development, which was also confirmed and complied with under the 2014 Scheme. Therefore, it is unlikely that the proposed development would induce significant adverse visual impact on the surrounding townscape;
- (b) three strips of statutory 12m-wide NBAs as designated on DP are largely maintained (**Plan A-1**), apart from the proposed footbridges for public circulation purpose at reasonable hours. Covered walkway at ground level are also proposed to facilitate

pedestrian connection with canopies provided at the pedestrian entrances along Austin Road West. Landscaped treatments including shrub planting, terraced plantings and podium gardens are also proposed. It is also noted that the proposed development will comply with the SBDG requirements in relation to building setback, building separation and site coverage of greenery. The above-mentioned measures may enhance pedestrian connectivity and promote visual interest;

Air Ventilation

- (c) air ventilation measures such as maintaining the 12m-wide NBAs except for the provision of footbridges, 8m to 10m-wide podium setbacks at G/F to 2/F along Austin Road West and about 6m-wide tower setback from Tower 1 to the western site boundary have been incorporated to facilitate air flow;
- (d) according to the submitted AVA, although the proposed footbridges may slightly reduce the wind flow across the NBAs, the Central and Eastern Footbridges at 1/F with minimum of 4.5m clearance from the ground level and the Western Footbridge at 2/F is open-sided with minimum 8.5m clearance from the ground level would allow wind to pass through. No significant adverse impact on the surrounding pedestrian wind environment is anticipated;

Landscape

- (e) since no significant landscape impact is anticipated due to the proposed development, she has no adverse comment from landscape planning perspective;
- (f) noting that the notional scheme under the current application is subject to detailed design by future developer, relevant conditions of submission and implementation of LMP in land lease may be considered;
- (g) the applicant is reminded that approval of the planning application under the Ordinance does not imply approval of tree preservation/removal scheme under lease. Thus, the applicant should seek comments and approval from the relevant authority on the tree works concerned and/or compensatory/ replacement planting proposal, where appropriate; and
- (h) the applicant is 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.

Others

10.1.7 Comments of the Government Engineer/Railway Development (2), Railway Development Office, Highways Department (HyD):

- (a) he has no adverse comment on the application from railway development point of view; and
- (b) the 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 PNAP APP-24, the applicant is reminded to 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.

10.2 The following Government departments have no objection to/no comment on the application:

- (a) Commissioner of Police;
- (b) Chief Highway Engineer/Kowloon, HyD;
- (c) Project Manager (South), Civil Engineering and Development Department;
- (d) Chief Engineer/Mainland South, Drainage Services Department;
- (e) Chief Engineer/Construction, Water Supplies Department;
- (f) Director of Electrical and Mechanical Services;
- (g) Director of Fire Services; and
- (h) District Officer (YTM), Home Affairs Department.

11. Consultation with Harbourfront Commission

11.1 The applicant consulted the HC's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) on 29.11.2024. Extract of the meeting minutes of the Task Force meeting is at **Appendix V**.

11.2 Members of the Task Force generally welcomed the proposed development to energise WKCD. Given its prime waterfront location, there was potential for the proposed development to become a landmark in Kowloon with harbour views. Members also advised the applicant to enhance the physical and visual connectivity with the waterfront through refining the design and connections of the proposed footbridges. To introduce more vibrancy in WKCD, the applicant should take opportunity to offer more RDE activities at The Avenue as well as to expedite the construction of waterfront promenade. The applicant was also advised to explore the feasibility of increasing provision of open space as well as using carbon neutral construction materials for the proposed development.

12. **Public Comments Received During Statutory Publication Periods**

During the statutory public inspection periods, a total of 1,843 public comments (**Appendix VI**) were received, including 66 supporting comments from local residents and members of the general public; 1,774 objecting comments (including 1,725 using different templates) from Owners' Corporations from nearby residential developments (i.e. The Austin, Grand Austin, The Arch, The Waterfront and Kowloon Station Development Owners' Committee), local residents; two providing views; and one not relevant to the application. The major grounds of the public comments are summarised as follows:

Support

- (a) the current proposal is in line with the planning intention of WKCD as part of the mixed use development. The proposed development parameters remain the same as the 2014 Scheme;
- (b) the proposed residential development will enhance the vitality of WKCD and creates synergy effects with the ACF;
- (c) the proposed footbridges can improve pedestrian connectivity between WKCD and nearby major transport hubs;
- (d) the income generated from the sale of flats will support the ACF in WKCD;
- (e) the proposed development is compatible with the surrounding area and will not result in adverse visual impact. The existing transport capacity of the area can adequately meet the demand arising from the current proposal. There are no adverse environmental impacts on the surrounding area arising from the proposal development; and
- (f) the current proposal can increase supply of private housing which echoes with the Government policy.

Object

- (a) the proposed residential development is against WKCD's positioning and planning as the cultural hub of Hong Kong and will undermine Government's long term policy in promoting arts and cultural development. Approval of the application will set an undesirable precedent for more residential developments within WKCD;
- (b) the additional traffic flow generated from the proposed development will overload the capacity of existing transportation network, resulting in adverse traffic impact in the area;
- (c) the proposed development will result in wall effect which will adversely affect the air ventilation and views for the nearby residential developments. The noise, air pollution and traffic flow generated during construction period will also affect the health and safety of nearby residents;

- (d) in view of the weak housing demand and downturn in property market, the proposed residential development may not fully optimise the utilisation of land resources. There are also concerns on the financial sustainability and management of the WKCD development;
- (e) the proposed residential development will affect properties value of nearby residential developments;
- (f) the proposed minor relaxation of NBA restriction will reduce greenery area and pedestrian public space;
- (g) the applicant should evaluate and prepare a sustainable long term financial arrangement in view that the income generated from the sale of residential development is only intended to maintain its operation for 10 years; and
- (h) the applicant did not fully consult nearby residents prior to the application. The statutory 3-week public inspection period is too short and should be extended.

Providing Views

- (a) alternative development proposals and events should be considered for a sustainable income in WKCD, such as organising international competitions, offering retail discounts for tourists and increasing private housing supply;
- (b) the current traffic condition should be improved before introducing additional population in the area; and
- (c) more public open spaces should be provided in WKCD.

13. Planning Considerations and Assessments

- 13.1 The applicant seeks planning permission for 'Flat' use and minor relaxation of NBA restrictions to facilitate the proposed residential cum permitted RDE development with two fully enclosed footbridges cum landscape deck spanning over the two respective NBAs within the Development Site, and minor relaxation of GFA and BH restrictions of WKCD which has been approved under the 2014 Scheme, together with the proposed adjustment to the distribution of residential GFAs between the "OU(MU)3" and "OU(MU)4" zones (**Plan A-1 and Appendices II and III**). Taking into account buildability, sustainability, management and operations aspects, the applicant considers the Development Site (i.e. the northern portions of the two zones) suitable for residential development. The notional scheme to support the proposed development has a total GFA of 129,000m², including not more than 108,500m² for residential use and about 20,500m² for RDE use, and BH of 84mPD for the eastern portion and 100mPD for the western portion. It is formulated for the purpose of demonstrating the technical feasibility of the proposal (**Drawings A-1 to A-12**). Greater emphasis is put on the new proposals of the current application in the following planning assessments.

Planning Intention

- 13.2 While the overall planning intention of WKCD is to develop a world class integrated arts and cultural district with a rich mix of RDE, hotel, office and residential uses as stipulated under DP, the “OU(MU)” zone is designed for mixed arts, cultural, commercial (including hotel and office), residential, recreational and entertainment developments to create vibrancy for WKCD. CSTB advises that while the development of ACF is the core part of the WKCD project, the HOR developments and RDE facilities to generate income for sustaining the operation of ACF and public open space have always been a crucial component of the WKCD development. The proposed residential development with RDE on the lower floors within the Development Site is considered in line with the planning intention of the “OU(MU)” zone. According to DP, The Avenue will provide major at-grade public east-west circulation in WKCD. The integration within the Development Site and with the surrounding areas would be further enhanced through the two proposed all-weather footbridges with landscape deck on top connecting the Development Site to MTR Kowloon Station in the east-west direction, as well as the existing and planned public north-south circulation towards the future ACF and the harbourfront as shown on **Drawing A-2**. The strengthened pedestrian connectivity is in line with the planning intention of WKCD.

Land Use Compatibility

- 13.3 The Development Site is sandwiched by the existing commercial and residential development atop MTR Kowloon Station to the north across Austin Road West and the future ACF within WKCD along the harbourfront to the south (**Plans A-1, A-3 and A-7a**). It is also well served by various public transportation in close proximity, including MTR Kowloon Station, bus and green minibus terminus/stops at the public transport interchange to the north, as well as MTR West Kowloon and Austin Stations to the northwest. In view of the mixed-use character of the area with existing composite developments to the north of the site, the proposed development is considered not incompatible with the existing and planned land uses in the area. Furthermore, according to the applicant, provision of separate entrances for residential and non-residential portions will be adopted to avoid interface problems within the proposed development.

Relaxation of NBA Restrictions

- 13.4 According to the ES of DP, minor structures for footbridge connection on and over the NBAs are allowed to facilitate better connection between developments. Otherwise, minor relaxation of NBA restriction is required under exceptional circumstances. Given that the two proposed fully enclosed footbridges can offer direct and weather-protected connection for the public between the RDE podium at 1/F level and MTR Kowloon Station through the existing ASB (**Drawing A-2**), they are considered in line with the planning intention to provide better connectivity in WKCD. As demonstrated by the supporting AVA and VIA (Appendices 3 and 10 of **Appendix Ia**), the proposed footbridges and landscape decks will not result in significant adverse impact on air ventilation and visual quality aspects. As proposed by the applicant, the dimension of the proposed

footbridges shall be suitably specified in the future land lease condition. In view of the improvement of overall accessibility of area through the all-weather footbridges and the insignificant impacts on pedestrian wind environment and visual quality, it is considered that the proposed footbridges over the NBAs are not unacceptable.

Technical Feasibility

- 13.5 The technical assessments conducted for the application have demonstrated that there would be no adverse technical impacts arising from the notional scheme; and the capacity of existing and planned infrastructures in the area are adequate to address the traffic, sewerage, drainage and water supply demand. Relevant Government departments have no objection to/adverse comment on the current application. Notwithstanding this, C for T has requested incorporating under lease the requirement for design and provision of internal transport facilities in the underground carpark for the proposed residential towers to his satisfaction. DEP has no objection to the applicant's proposal in incorporating relevant lease conditions of submission and implementation of NIA and SIA in view that the potential impact and recommended mitigation measures are subject to detailed design. DEP also recommends imposing an approval condition on the submission and implementation of revised AQIA to address the minor defects in the submission and ensure proper implementation of the recommended mitigation measures (paragraph 14.2 (f) below) should the current application be approved by the Committee. CTP/UD&L of PlanD has no adverse comment on the application from urban design, visual, air ventilation and landscape planning perspectives. Apart from the approval condition on AQIA for the Development Site, the approval conditions for the 2014 Scheme should be maintained for the application to proceed with the WKCD development (paragraphs 14.2 (a) to (e) below), except that for refining the BH profile which was complied with and reflected in the current application as stated in paragraph 6.2 above.
- 13.6 In view of the above, the proposed development within the Development Site complies with TPB PG-No. 42 (**Appendix IV**) as demonstrated by the adherence to the planning intention of the zone; no adverse impacts on the surrounding areas; provision of separate entrances for residential and non-residential portions; and no objection from consulted B/Ds including C for T on the aspect of car parking and loading/unloading space provision. Regarding the proposed minor relaxation of GFA and BH restrictions, the proposed maximum GFAs has mostly followed the 2014 Scheme, except the aforesaid minor change for "OU(MU)3" and "OU(MU)4" zones, and the proposed BHs are the same of the 2014 Scheme. As such, it is considered that adopting the development parameters shown in **Appendices II and III** for the development control of the overall WKCD development is acceptable subject to the Committee's agreement of the currently proposed development at the Development Site.
- 13.7 It should be noted that the notional scheme for the Development Site submitted by the applicant is indicative only and solely for the purpose of technical assessments. It is used to illustrate that the proposed development would not induce significant adverse impacts such as traffic, sewerage and water supply. Should the Committee approve the application, the approval is for the proposed

‘Flat’ use and minor relaxation of GFA, BH and NBA restrictions as proposed under the application. The notional scheme of the Development Site does not form part of the approval. This is to allow flexibility in formulating the development proposal at the detailed design stage, including the number of flats and the composition of residential and non-residential GFAs.

Comments from the Harbourfront Commission

- 13.8 Members of the Task Force in general supported the application mainly on the grounds that the proposed development could energise WKCD as well as enhance the physical and visual connectivity with the waterfront and surrounding areas.

Public Comments

- 13.9 The supporting comments are noted. Regarding the objections/adverse comments concerning land use compatibility, the adverse impacts on traffic, visual and environmental aspects, the planning assessment above and the departmental comments in paragraph 10 are relevant. Moreover, the applicant undertakes to comply with relevant legislation and Government requirements in implementing the proposed development (**Appendix Ib**).
- 13.10 For the public comments requesting for extension of public consultation period, it should be noted that the statutory public consultation period is three weeks as stated in the Ordinance, under which there is no provision to extend the consultation period.

14. Planning Department’s Views

- 14.1 Based on the assessment made in paragraph 13 above, and having taken into account the public comments mentioned in paragraph 11, the Planning Department has no objection to the application.
- 14.2 Should the Committee decide to approve the application, the permission shall be valid until 20.6.2029, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval is also suggested for Members’ reference:

Approval Conditions for the Application Site

- (a) the submission of a Landscape Concept Plan for the Application Site to illustrate the design and provision of public open space and green coverage to the satisfaction of the Director of Planning or of the Town Planning Board;
- (b) the submission of a revised air ventilation assessment for the Application Site and implementation of design measures identified therein to enhance

the air ventilation performance to the satisfaction of the Director of Planning or of the Town Planning Board;

- (c) the submission of a study on the implementation and operation arrangements of the proposed car parking sharing concept for the Application Site and implementation of the measures identified therein to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (d) the submission of a study to assess the demand for the Environmentally Friendly Transport System proposal for the Application Site and implementation of the measures identified therein, if any, to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (e) the provision of water supplies for firefighting and fire service installations for the Application Site to the satisfaction of the Director of Fire Services or of the Town Planning Board; and

Approval Condition for the Development Site

- (f) the submission and implementation of a revised Air Quality Impact Assessment for the proposed development within the Development Site to the satisfaction of the Director of Environmental Protection or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix VII**.

- 14.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

there are no strong justifications and design merits for the proposed residential GFAs of the "OU(MU)3" and "OU(MU)4" zones and relaxation of the NBAs for the proposed footbridges within "OU(MU)3".

15. Decision Sought

- 15.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 15.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission.
- 15.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

16. Attachments

Appendix I	Application Form received on 16.5.2025
Appendix Ia	Supporting Planning Statement
Appendix Ib	Further Information received on 18.6.2025
Appendix II	Proposed Maximum GFA of Different Zones
Appendix III	Proposed Maximum BH of Different Zones
Appendix IV	TPB PG No. 42
Appendix V	Extract of the meeting minutes of HC's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Appendix VI	Public Comments
Appendix VII	Recommended Advisory Clauses
Drawing A-1	Indicative Diagram showing WKCD Developments and the Notional Scheme
Drawing A-2	Indicative Urban Connectivity Plan
Drawing A-3	Master Layout Plan
Drawing A-4	Block Plan
Drawing A-5	Sectional Plan
Drawings A-6 to A-8	Circulation Plans for G/F to 2/F
Drawings A-9 to A-11	Sectional Plans for Proposed Footbridges and Landscape Decks
Drawing A-12	Artist Impression of Proposed Development
Drawings A-13 to A-17	Comparison Plans between Application No. A/K20/121 and current scheme
Drawings A-18 to A-22	Photomontages
Plans A-1 and A-2	Location and Site Plans
Plan A-3	Aerial Photo
Plans A-4 and A-5	Comparison Plans of GFA and BH between DP and Current Scheme for WKCD
Plan A-6	Comparison Plan of GFA and BH between DP, 2014 Scheme and current scheme for Development Site
Plans A-7a to A-7h	Site Photos

**PLANNING DEPARTMENT
JUNE 2025**