

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/K20/133**

- Applicants** : Century Opal Limited and Max Century (H.K.) Limited represented by Masterplan Limited
- Site** : The Site of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) West Kowloon Station (WKS) at the Junction of Lin Cheung Road and Austin Road West, Kowloon
- Site Area** : 58,800 m<sup>2</sup> (about)
- Lease** : Kowloon Inland Lot No. 11262  
(i) held under Conditions of Sale No. 20354 dated 27.12.2019 for a term of fifty years from the date of the Agreement  
(ii) restricted for the purpose of non-industrial (excluding residential, godown and petrol filling station but including hotel)  
(iii) maximum Gross Floor Area (GFA) of 294,000m<sup>2</sup>  
(iv) no restriction on building height (BH) and the distribution of GFA between commercial/retail and office uses
- Plan** : Approved South West Kowloon Outline Zoning Plan (OZP) No. S/K20/30
- Zonings** : “Comprehensive Development Area (1)” (“CDA(1)”) (about 96.3%) and area shown as ‘Road’ (about 3.7%)  
  
[For “CDA(1)” zone:  
(a) restricted to a maximum plot ratio (PR) of 5.0 for development above WKS and 0.68 for the above-ground railway facilities;  
(b) maximum BH of 90, 100 and 115mPD; and  
(c) relaxation of BH restrictions may be considered by the Town Planning Board (the Board) on application for proposals with outstanding planning or design merits.]
- Application** : Proposed Comprehensive Office, Commercial and Retail Development with Relaxation of BH Restrictions

**1. The Proposal**

- 1.1 The applicant seeks planning permission for the proposed comprehensive office, commercial and retail development (including ‘Office’, ‘Shop and Services’, ‘Eating Place’, ‘Private Club’, ‘Place of Recreation, Sports or Culture’ and ‘Place of Entertainment’ uses) at the application site (the Site); and the relaxation of the BH restrictions as follows (**Drawing A-1**):

<b>Blocks</b>	<b>BH Restrictions under OZP (a)</b>	<b>Maximum BHs in Current scheme (No. A/K20/133) (b)</b>	<b>Difference (b)-(a) (%)</b>
Tower 1 located in the north	100mPD and 115mPD	159mPD	+59m (+59%) and +44m (+38%)
Tower 2 located in the south	90mPD	114mPD and 131mPD	+24m (+26.7%) and +41m (+46.6%)
	100mPD	131mPD	+31m (+31%)

- 1.2 Majority of the Site is zoned “CDA(1)” (about 96.3%) on the OZP with a minor portion falling within area shown as ‘Road’ (about 3.7%) (**Plan A-1**), which can be considered as minor boundary adjustment under the covering Notes of the OZP. Any development within the “CDA(1)” zone would require approval of the Board. According to the Notes of the “CDA(1)” zone of the OZP, relaxation of BH restrictions may also be considered by the Board on application for proposals with outstanding planning or design merits. In addition, an application for permission for development on land designated “CDA” shall prepare a Master Layout Plan (MLP) for the approval of the Board and include therein the technical assessments and other relevant information. The MLP, floor plans, section plans and Landscape Master Plan (LMP) of the proposed development are shown in **Drawings A-2 to A-13**.
- 1.3 The proposed development is mainly located within the topside development zone (TDZ) of the Site<sup>1</sup> (**Drawing A-20**). The total PR and GFA of the proposed development is 5 and 294,000m<sup>2</sup> comprising a PR of 4.05 and GFA of 238,000m<sup>2</sup> for office use and a PR of 0.95 and GFA 56,000m<sup>2</sup> for commercial/retail use. There are two office towers, namely Tower 1 of 30 storeys and Tower 2 of 20 to 24 storeys (both including 5 levels (G/F to 4/F) of podium for retail use but excluding two basement levels for car parking and L/UL facilities (**Drawing A-11**). The vehicular ingress/egress points are along Lin Cheung Road (**Drawing A-5**) for car parking spaces and L/UL at G/F and basement levels (**Drawings A-3 to A-5**) and for drop-off/pick-up at L2 of the proposed development (**Drawing A-7**).
- 1.4 The proposed uses, total PR and GFA are in line with the restrictions under the OZP and PB<sup>2</sup>. A brief comparison of the major development parameters of the current scheme and requirements under the OZP and the endorsed PB are set out in the following table. A detailed compliance table is set out in **Appendix V**.

<sup>1</sup> The remaining of the Site is the West Kowloon Station and Green Plaza providing public open space of not less than 8,900m<sup>2</sup>.

<sup>2</sup> The PB for the “CDA(1)” site was endorsed by the Metro Planning Committee of the Board on 4.12.2009. It sets out the broad planning principles and development requirements to facilitate the preparation of the MLP for the comprehensive development of the Site.

Major Development Parameters	OZP / Endorsed PB	Current scheme (No. A/K20/133)	Compliance
Site area	58,800m <sup>2</sup>	58,800m <sup>2</sup>	Complied with
Proposed Uses <sup>@</sup>	Office, Commercial/Retail	Office, Commercial/Retail	Complied with
Total GFA Commercial/Retail Use Office Use	Total: 294,000 m <sup>2</sup> -- --	Total: 294,000 m <sup>2</sup> 56,000 m <sup>2</sup> 238,600 m <sup>2</sup>	Complied with
Total PR (topside development) <sup>@</sup> Commercial/Retail Office	Total: 5.0 -- --	Total: 5.0 0.95 4.05	Complied with
Total PR for above-ground railway facilities <sup>@</sup>	Not more than 0.68	Not more than 0.68	Complied with
Site coverage (SC)	--	Office Tower: 23% Commercial/Retail: 48%	-
Number of Towers	No more than 4	2	-2 (-50%) Complied with
No. of storeys	--	Tower 1: 30 storeys Tower 2: 20 – 24 storeys (excluding 2 basement levels for carpark and loading/unloading (L/UL) spaces	-
Building Height (mPD) (main roof level) <sup>@</sup>	100 and 115mPD  90mPD  100mPD	Tower 1: 159mPD  Tower 2: 114 – 131mPD  : 131mPD	+59m (+59%) and +44m (+38%)  +24m (+26.7%) and +41m (+46.6%)  +31m (+31%)
Floor-to-Floor height of office towers	--	4.2m	N.A.
Development Zone Location	Outside “No Topside Development Zone”	Outside “No Topside Development Zone”	Complied with
Public Open Space at G/F*	Not less than 8,900m <sup>2</sup> *	Not less than 8,900m <sup>2</sup> *  An addition of 8,500m <sup>2</sup> open space will be provided for public use at L2 and L4.	Complied with and an increase of 8,500m <sup>2</sup> open space for public use
Green Coverage	Not less than 30% of the site area	Not less than 33% of the site area	+3% (+10%) Complied with
Car parking provision	Provided in basement	Provided in basement	Complied with
No. of private car parking spaces	Provision should be to the satisfaction of C for T	Not less than 550	C for T has no adverse comments on the provisions
L/UL spaces		36 (LGV)+68 (HGV) = 104	
Pick-up/drop-off bay (taxi and private car)		Not less than 14	
Urban Design Considerations	Variation in building profile and stepped BH	Stepped BH profile adopted descending towards the south	Complied with
	No massive podium-like structure	Site coverage of the retail podium : 48%	Complied with

Major Development Parameters	OZP / Endorsed PB	Current scheme (No. A/K20/133)	Compliance
	Building setback for street environment improvement, air ventilation and greening	Setback along the western boundary allows 70m to 125m away from the nearby residential developments located to the west of the Site and provides opportunities for landscaping and greening at L2 and L4	Complied with
	Provision of visual relief towards and from the harbour and visual openness/building gaps to promote air and visual permeability	Viewing platforms provide opportunities for views to harbour, the West Kowloon Cultural District (WKCD) and Kowloon hinterland  Reduction in the office tower footprints and a minimum 50m wide building separation between the two towers enhance visual and air permeability	Complied with
Landscape Aspect	Integration of pedestrian linkages (with friendly pedestrian setting) and open space, enhancement of connectivity of activity nodes, and creation of a strong sense of place	The proposed West Kowloon Parkway integrates with the proposed open space at L2 and L4 including the Central Open Space at L4 as the main community node for activity  The pedestrian environment is enhanced through visual interest and vibrancy created by various supporting facilities like cafes, restaurants and retail pavilion	Complied with
	Integration with WKS design and landscape	The proposed architectural design respects the curvilinear forms of the WKS building  Proposed development will connect the WKS at G/F, 1/F and L2. The West Kowloon Parkway at L2 will merge with the existing landscape deck at the roof level of WKS	Complied with

Notes :

@ The uses, total PR and BH are also requirements under the OZP.

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

### Building Height

- 1.5 As shown on the MLP (**Drawing A-2**) and section plans (**Drawings A-11 and A-12**), the two office towers have adopted a cascading stepped BH profile, stepping down from Tower 1 (159mPD) to Tower 2 (114mPD and 131mPD) towards the West Kowloon Cultural District (WKCD) and waterfront. The proposed floor-to-floor height for office use is 4.2m. L4 is designed as a semi-open environment with retail

components and a headroom of 15m high is proposed for natural ventilation. (**Drawing A-9**).

*Open space and greenery provision*

- 1.6 The proposed development will provide a total of about 8,500m<sup>2</sup> open space for public use at L2 and L4 including the Central Open Space (The Plateau) at L4 with an area of about 3,140m<sup>2</sup> (a minimum 50m-wide building separation) located between the two office towers, and the opening hours are 7am to 11pm daily (**Drawings A-21 to A-23**). An additional 1,500m<sup>2</sup> open space will be provided at the roof garden of the office towers for the enjoyment of tenants/workers (**Drawing A-24**).
- 1.7 The proposed development will provide no less than 33% green coverage through provision of vertical greening, green roof and planting areas (**Drawing A-25**). Of which, about 15% is provided at the primary zone. In addition to the existing 352 trees within the WKS, there will be around 270 new trees planted on L2 and L4 (**Drawing A-26**).

*Pedestrian connectivity and viewing platforms*

- 1.8 A pedestrian walkway 'West Kowloon Parkway (WKP)' of 1.5km in length with a width varying from 4m to 14m is proposed at L2 which integrates with the open space at L2 (**Drawings A-19 and A-27**). It runs along the eastern edge of the TDZ providing north-south connection linking the proposed development to the public open space at the landscaped deck over the WKS Bus Terminus in the north (via escalator and lift to L1) and the WKCD in the south (via escalator and lift to G/F) (**Drawing A-28 and Plan A-3**). WKP including the escalators and lifts will be open 24 hours daily for public access and there will be retail uses along WKP. Weather protection by building structures and plantings will be provided along WKP.
- 1.9 Along the WKP, there are three viewing platforms including the 'The Strata Balcony' in the north for view to Kowloon hinterland, 'The Halo' in the central looking over the WKS and harbour, and the 'Harbour Lookout' in the south, which is located outside the TDZ, for view to the harbour, WKCD and Hong Kong Island (**Drawings A-13 and A-29**). The Halo, also serves as a focal point and connection point to the WKS as well as a vertical connection between open space on L2 and L4 (**Drawings A-32 and A-34**). 'The Strata Balcony' and 'The Halo' will be open to the public from 7am to 11pm, while the 'Harbour Lookout' in the south will be opened 24 hours subject to discussion and agreement with the Mass Transit Railway Corporation (MTRC).
- 1.10 Regarding the escalator and lift and the 'Harbour Lookout' in the south (**Drawing A-2**) that are located outside the TDZ, the applicant will discuss and seek agreement with the MTRC on the proposal. In this regard, the applicants have proposed an alternative route through the lifts at the south-western corner of the proposed development at L2 to G/F for access to Lin Cheung Road to WKCD (**Drawing A-35**).
- 1.11 The existing pedestrian footbridges and subways connecting the proposed development at L1 with the adjacent developments above Kowloon Station and

Austin Station will be retained (**Drawing A-31**). Within L1 of the proposed development, pedestrian passageways at north-south and east-west directions, which will be open 24 hours daily, are proposed to connect to these footbridges.

Integration with WKS and existing structures

- 1.12 The retail levels of the proposed development will connect with the WKS at various levels including G/F, L1 and L2 (**Drawings A-30 to A-32**). The WKP at L2 will merge with the existing landscape decks at the roof level of WKS (**Drawings A-36 and A-37**).
- 1.13 The proposed development will integrate with the existing built structures/facilities within the Site including the vehicular ingress/egress points along Lin Cheung Road, footbridges, the foundation structures and piles, and the L/UL and coach parking facilities at basement levels associated to the WKS. According to the applicants, the proposed development will not affect the WKS (**Plan A-4**).

Architectural and Sustainability

- 1.14 In terms of architectural design, the towers are carved at the base and the top, giving an asymmetric diamond shape with sculpted corners (**Drawing A-38**). The carved areas at the base of the towers at L4 will create an open area with clearance of about 15m for natural ventilation (**Drawings A-39 and A-40**). Greening amenities such as roof top gardens and viewing balconies at the side of each floor are designed for office workers' enjoyment. Sustainable design features including solar panels, rainwater harvest system, sea water cooling system, and waste management and recycling system will be provided within the proposed development (**Drawing A-41**).
- 1.15 The Site is subject to a MLP which was previously approved with conditions by the Committee on 7.5.2010 under application No. A/K20/113 (the approved scheme) submitted by a different applicant, i.e. the Mass Transit Railway Corporation (MTRC).
- 1.16 In support of the application, the applicants have submitted the following documents:
  - (a) Application form received on 16.9.2020 (**Appendix I**)
  - (b) Planning statement and technical assessments (**Appendices Ia and Ib**)
  - (c) Further information (FI) received on 23.11.2020<sup>#</sup> providing a West Kowloon Parkway booklet, video links, responses to departmental and public comments with daylight analysis, revised Air Ventilation Assessment (AVA), revised Traffic Impact Assessment (TIA), revised architectural drawings and layout plans, updated Environmental Assessment (EA), updated Sewerage Impact Assessment (SIA), updated Landscape Master Plan (LMP), and updated Visual Impact Assessment (VIA) (**Appendix Ic**)

- (d) FI received on 15.1.2021\* providing responses to departmental comment, new section plan, new alternative route plan, revised open space location plan, revised connectivity plan **(Appendix Id)**

*# accepted but not exempted from publication and recounting requirement*

*\* accepted and exempted from publication and recounting requirement*

1.17 The application was originally scheduled for consideration by the Committee on 6.11.2020. Upon request by the applicants, the Committee agreed to defer a decision on the application for two months on 6.11.2020. On 23.11.2020 and 15.1.2021, the applicants subsequently submitted FIs providing revised technical assessments, revised plans and responses to departmental and public comments and **(Appendices Ic and Id)**. The application is scheduled for consideration by the Committee at this meeting.

## **2. Justifications from the Applicants**

The justifications put forth by the applicants in support of the application are detailed in the planning statement, technical assessments and FIs in **Appendices Ia to Id**. They can be summarised as follows:

### *In line with planning intention, requirements and restrictions under OZP and Planning Brief (PB)*

- (a) The proposed development is in line with the planning intention stipulated under OZP and PB including the uses, development parameters, urban design and landscaping, interface, environmental, engineering, transport, pedestrian connections, construction programme and phasing. The proposed development will not encroach into the “No Topside Development Zone” stipulated in PB (Plan D of **Appendix IV**).
- (b) According to the Notes of OZP, relaxation of the BH restrictions may be considered by the Board on application for proposals with outstanding planning or design merits. In order to meet the OZP requirement, a number of planning and design merits have been proposed as mentioned in paragraph 2(f) below.

### *Compliance with Harbour Planning Principles*

- (c) The proposed development has made reference to the Harbour Planning Principles in particular strengthening the connectivity of the hinterland to the waterfront areas by the WKP. There will be a diversity of activities offering an attractive retail, entertainment and social focal points. The applicants also consulted the Harbourfront Commission (HC) on 17.9.2020. The HC will be further engaged during the detailed design stage.

### *Compatible with surrounding areas*

- (d) The Site is located in an area predominantly occupied by commercial, residential and open spaces uses. In view of the ongoing transformation of the area into a Central Business District (CBD) through transit-oriented development, the

proposed office, commercial and retail development is compatible with the surrounding land uses.

- (e) The proposed development is also compatible with the surrounding BH profile. A stepped BH profile ranging from 114mPD to 159mPD is adopted with respect to the BH of the existing and planned developments in the surroundings. The proposed development can fill in the void and create a new West Kowloon skyline (i.e. the “West Kowloon Smile” which is similar to a smile shape) (**Drawing A-42**).

Relaxation of BH restrictions and improved design compared with the approved scheme

- (f) The approved scheme with three towers is too dense and provides limited open space in the TDZ (**Drawings A-43 and A-44**). By reducing one tower of the approved scheme and reduction in the office tower footprints and hence increased in BH to accommodate the floor space entitled, the current scheme has the following outstanding planning and design merits :
  - (i) provision of significantly more open space and greenery at podium levels;
  - (ii) enhanced walkability and pedestrian connectivity;
  - (iii) iconic distinctive architectural design; and
  - (iv) sustainable architectural design.

Open space provision

- (g) The current scheme has significantly increased the provision of open space including the Central Open Space at L4, which is the main community node, for public use and for greenery. The current scheme has provided setbacks at the western boundary from L2 to L4 providing a landscaped open-air space. The open space and landscaping areas under the current scheme will provide additional space for vehicle drop-off/pick-up as well as leisure, entertainment and community activities.
- (h) As compared with the approved scheme, a minimum 50m-wide building separation (i.e. the Central Open Space) is proposed between the two towers which is a major east-west oriented visual corridor enhancing visual permeability and air ventilation (**Drawings A-43 and A-44**). The crescent-shaped disposition of the proposed towers has created opportunities for building setbacks away from the nearby residential developments to the west of the Site from 70m to 125m while the setback from the residential developments to the west in the approved scheme is about 70m to 80m (**Drawing A-43**).

Improve connectivity and walkability

- (i) The Site serves as a catalyst to connect the neighbourhoods and open spaces in West Kowloon. Under the approved scheme, the pedestrian connections to the surroundings are by elevated walkways, ramps and steps, while those in the current scheme are more direct, convenient and pleasant with retail and amenities provided (**Drawing A-19**). The proposed WKP is a north-south pedestrian throughway connecting hinterland of Tai Kok Tsui/Yau Ma Tei areas to the Site at L2 leading to the WKCD and waterfront (**Drawings A-19 and A-27 and Plan A-3**). A pleasant walking environment will be enhanced by the provision of



dynamic landscaping and architectural design, extensive multi-functional open spaces and supporting commercial facilities such as cafes, restaurants and retail shops.

- (j) The proposed development will integrate with the existing WKS by providing pedestrian connections at G/F, 1/F and L2 (**Drawings A-30 to A-32**). Vertical connections such as escalators/lifts for barrier-free access are proposed within the proposed development to facilitate the pedestrian movement between the Site, WKS and neighbouring developments including WKCD (**Drawings A-30 to A-32**).

*Iconic and sustainable architectural design*

- (k) In addition to the distinctive architectural design mentioned above, the entrances at northern and southern ends of the proposed development as well as ‘The Halo’ at the central are iconic landmark features incorporating with viewing platforms. The proposed development is designed to achieve a Platinum ranking under the Hong Kong’s BEAM Plus by the Hong Kong Green Building Council and the LEED certification program operated by the US Green Building Association. On the sustainability building design aspect, solar panels for energy generation and rainwater harvest system for irrigation purpose will be installed in the roof garden (**Drawing A-41**). The use of large window, higher headroom and glass louvres will reduce energy consumption by introducing more natural daylight (**Drawing A-40**). Seawater cooling system will be utilised to further reduce energy consumption. Waste management and recycling system will be adopted to reduce waste production during the construction and operation of the proposed development.

*Meet the demand for Grade A office and retail floor space*

- (l) Due to the unique location of the Site including at the multi-modal transportation hub of atop WKS, near two MTR stations (Kowloon and Austin Stations) and the West Kowloon Station Bus Terminus as well as adjacent to the arts and culture hub of WKCD, the proposed office development will be a Grade A office to meet the demand for Grade A office floor space. Under the approved scheme, the irregular curved-shape and large floor-plate size of 4,250m<sup>2</sup> to 6,100m<sup>2</sup> are undesirable for Grade A office development (**Drawing A-45**). Moreover, the 3.85m floor-to-floor height of the office towers under the approved scheme is below the current standard for Grade A Office (i.e. floor-to-floor height of 4m to 4.5m). In the current scheme, the floor-to-floor height for office tower is increased to 4.2m, which allows better integration of underfloor cabling and other utilities as well as better ceiling forms to accommodate air-conditioning. The design of office space is also revised using a more functional, rectangular/square-shaped and appropriate floor-plate size (**Drawing A-45**). Furthermore, a number of green features such as 1,500m<sup>2</sup> open space on rooftop, and green terraces/viewing balconies at each office floors can improve the well-being of office workers (**Drawing A-24**).
- (m) Capitalizing on the good accessibility for locals and visitors, the proposed retail development aims to meet the demand for retail floor space in order to support the increased number of nearby residents, visitors and office workers. When

compared with the approved scheme in terms of the size of retail component, the current scheme adopts the standard of a regional mall by increasing the retail GFA to 56,000m<sup>2</sup>.

Integration with WKS

- (n) The proposed development is designed to integrate with the existing WKS. The orientation of the proposed towers and retail levels design respect the sweeping geometry of the WKS. This is achieved through aligning the continued curved architectural and landscape expression from the WKS and extending into the proposed development where the towers' facades and edges are positioned fittingly (**Drawing A-46**).
- (o) The design of the current scheme will respect the existing structure of WKS to ensure the proposed development would not adversely affect the structural integrity and performance of the WKS and its associated facilities.

Change in social and business needs due to COVID-19

- (p) The outbreak of COVID-19 has changed the society which values a healthier lifestyle. The applicants have proposed to provide multi-use open spaces that contribute to a healthy environment as well as a gathering place for social interaction.

No adverse impacts on various technical aspects

- (q) As compared to the approved scheme, there is no significant change to visual impacts when viewed from vantage points at Sun Yat Sen Memorial Park, the Hong Kong Convention and Exhibition Centre, and The Peak as revealed in the VIA (**Drawings A-47 to A-50**). The exception is the view looking north-east from Central Pier No. 7, where the current scheme would be more visually prominent than the approved scheme (**Drawing A-49**). However, it is considered that the view from this vantage point is already significantly compromised owing to the breaching of ridgeline and the 20% building free zone by a number of existing and committed developments. Furthermore, the proposed built form and height of the office towers could fill the void and complete the West Kowloon Skyline with an interesting and iconic architectural feature, yet compatible with the existing context (**Drawing A-42**).
- (r) As demonstrated in the submitted technical assessments, the proposed development will not generate adverse impacts on traffic, air ventilation, environmental, sewerage and drainage aspects. Relevant mitigation measures are proposed to minimise the potential nuisances and pollution during the construction and operation of the proposed development. The Preliminary Sustainability Assessment has demonstrated that in determining the function and the positioning of the development in its neighbourhood, the social sustainability functions have been given a high priority. The Site has been designed to become a major social focal point, accessible and usable to all through the north-south connection proposed.

- (s) The use of glass curtain wall system in the proposed building will comply with the regulations stipulated in Buildings Department's APP-2 document "Calculation of Gross Floor Area and Non-accountable Gross Floor Area Building (Planning) Regulation 23(3)(a) and (b)". Based on section 6(c) under "Curtain Walls and Claddings", the external reflectance of the glass used in the system will not exceed 20%.
- (t) The applicant will participate in the Environment Bureau's 'Charter on External Lighting'. Regarding the installation of outdoor lightings, the proposed development will avoid incorporating festive lightings that directly face the nearby residential developments, and the applicants will explore using suitable types of lightings to reduce sign luminance and light overspill and to prevent glare from direct view of the light source.

### **3. Compliance with the Owner's "Consent/Notification" Requirement**

The applicants are the sole "land owners" of the private land of the Site. Detailed information would be deposited at the meeting for Member's inspection.

### **4. Town Planning Board Guidelines**

According to the Town Planning Board Guidelines for Designation of "CDA" zones and Monitoring the Progress of "CDA" Developments (TPB-PG No.17A), "CDA" zones are intended to achieve the following objectives to:

- (a) facilitate urban renewal and restructuring of land uses in the old urban areas;
- (b) provide incentives for the restructuring of obsolete areas; including old industrial areas; and the phasing out of non-conforming uses, such as open storage and container back-up uses in the rural areas;
- (c) provide opportunities for site amalgamation and restructuring of road patterns and ensure integration of various land-uses and infrastructure development, thereby optimizing the development potential of the site;
- (d) provide a means for achieving co-ordinated development in areas subject to traffic, environmental and infrastructure capacity constraints, and in areas with interface problems of incompatible land uses;
- (e) ensure adequate as well as timely provision of government, institution or community uses, transport and public transport facilities and open space for the development and where possible, to address the shortfall in the district; and
- (f) ensure appropriate control on the overall scale and design of development in areas of high landscape and amenity values and in locations with special design or historical significance.

## 5. Background

- 5.1 The “Hong Kong 2030 Planning Vision and Strategy” (“HK2030”) Study completed in 2007 has identified the southern part of the West Kowloon Reclamation Area as the first choice of possible supplement to the CBD Grade A office supply in terms of size, location, accessibility and agglomeration. To ensure integrated development of the WKS and proposed topside development proposed in the HK2030 Study, the Site was rezoned to “CDA(1)” on 29.5.2009 specifying the maximum development intensity of PR 5 and a maximum BH of 90, 100 and 115mPD. Moreover, to guide the development at the “CDA(1)” site, a PB setting out the planning objectives, development parameters, planning requirements and design guidelines has been drawn up to facilitate the preparation of MLP for future development (**Appendix IV**). The PB was endorsed by the Committee on 4.12.2009.
- 5.2 Four railways (i.e. the Kowloon Station of Airport Express Line and Tung Chung Line, the XRL and the Austin Station of West Rail Line) converge in the area, rendering it a major rail hub commanding excellent strategic transport connection with regional and domestic transport networks, as well as the future gateway from the Mainland to Hong Kong. The WKS was opened and in operation on 4.9.2018, providing train services to Mainland China on 23.9.2018.

## 6. Previous Application

- 6.1 The Site is the subject of a previous application No. A/K20/113 submitted by a different applicant, i.e. MTRC, for proposed comprehensive office/ commercial/ retail development and minor relaxation of BH restrictions, which was approved with conditions by the Committee on 7.5.2010 mainly on the consideration that the proposed development was in line with the planning intention and complied with the requirements stipulated on PB and OZP; and the proposed development would not result in adverse impacts on traffic, air ventilation and other technical aspects.
- 6.2 Details of the previous application and comparison table of the major development parameters of the current application and the previous application are at **Appendices II and III** respectively. Comparison on MLP, LMP and various levels, sections and pedestrian connectivity are at **Drawings A-14 to A-19**.

## 7. Similar Application

There is no similar application in the vicinity of the Site.

## 8. The Site and Its Surrounding Areas (Plans A-1 to A-6)

- 8.1 The Site is:
- (a) bounded by Jordan Road to its north, Wui Man Road to its east, Austin Road West to its south and Lin Cheung Road to its west. The vehicular access of the Site is at Lin Cheung Road;

- (b) fully formed with structural foundations implemented in the northern and western portions where the proposed development is situated;
- (c) occupied by WKS in the southern and eastern portions; and
- (d) connected to adjacent areas including Kowloon Station, Austin Station and the residential developments atop the two stations via the existing footbridge and subway pedestrian system.

8.2 The surrounding areas have the following characteristics:

- (a) predominantly commercial and residential in nature with some existing and planned “Government, Institution or Community” (“G/IC”) and open space (“O”) uses;
- (b) to the north across Jordan Road is an integrated development in the “O(1)” zone comprising public open space on landscaped deck of WKS Bus Terminus and railway facilities associated with the WKS;
- (c) to the further northeast across Jordan Road is a cluster of eight residential buildings within the Man Cheong Street area with existing BH of about 60mPD and a site zoned “Other Specified Uses” annotated “Institutional Facility and Hostel Use” reserved for the development of the headquarters of the Hong Kong Girl Guides Association with proposed BH of 107.5mPD ;
- (d) to the further northwest across Jordan Road is a cluster of proposed/planned GIC facilities, including proposed underground public vehicle park cum above-ground open space development in the “O” zone, supporting facilities of Tsim Sha Tsui Fire Station Complex and Fire Services Club (56.5mPD) and Civil Aid Service Headquarters (44.5mPD) in the “G/IC” zone;
- (e) to the east of the Site across Wui Man Road are private residential developments (i.e. The Austin and Grand Austin with BH of 84 to 98mPD and 97 to 115mPD respectively) atop the Austin Station. To the further southeast is Victoria Height with BH of 202mPD;
- (f) to the south of the Site across Austin Road West is the WKCD (subject to maximum BH restrictions of 50, 70 and 100mPD<sup>3</sup>) under construction. Some of the facilities such as the Xiqu Centre (60mPD) are commenced and open to public. WKCD is to be developed into a world-class integrated arts and cultural district. WKCD will accommodate arts and cultural venues and a variety of retail, dining and entertainment uses as well as office, hotel and residential developments for creation of synergy and vibrancy to the district; and
- (g) to the west of the Site across Lin Cheung Road is a cluster of private residential developments with retail use (the Elements) (including The Waterfront (141

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<sup>3</sup> The BH restrictions of 50, 70 and 100mPD for WKCD stipulated under the WKCD Development Plan No. S/K20/WKCD/2 apply to the arts, cultural, entertainment and commercial uses and mixed uses of WKCD. WKCD is subject to a planning Application No. A/K20/121 for minor relaxation of GFA and BH restrictions of various zones. The revised BHs for the arts, cultural, entertainment and commercial uses and mixed uses are within the range 50mPD to 100mPD. The application was approved with conditions by the Committee on 14.11.2014.

and 142mPD), Sorrento (200 to 250mPD), The Cullinan (276mPD), The Harbourside (249mPD) and The Arch (214 to 226mPD)) and the International Commerce Centre (ICC) (490mPD) above the Kowloon Station.

## 9. **Planning Intention**

The planning intention of the “CDA(1)” zone is for the comprehensive development of the WKS of XRL and the topside development, which is primarily for office / commercial use, into a strategic rail and high-grade office hub with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

## 10. **Planning Brief**

10.1 The PB sets out the broad planning principles and development requirements to facilitate the preparation of the MLP for the comprehensive development of the “CDA(1)” site where the WKS of XRL situated (**Appendix IV**). According to PB, the Site is intended for office/commercial/retail development above the WKS with open space and necessary supporting facilities. The Site should be developed into a strategic rail and high-grade office hub in a comprehensive manner to optimise its development potential with due regard to the overall environmental and traffic conditions, infrastructure constraints and urban design considerations of the area as well as the operation need of the WKS. Major design requirements are as follows:

- (a) future development should complement the design of the XRL terminus, and respect the harbourfront and WKCD;
- (b) adopt a stepped BH profile;
- (c) no massive podium-like structure;
- (d) provide visual relief and building gaps to promote air and visual permeability;
- (e) promote visual access to the harbour and protect views to important ridgelines;
- (f) optimise greening opportunities and integrate open space network with pedestrian linkages;
- (g) provide a comprehensive pedestrian network with surroundings;
- (h) avoid functional and spatial conflicts between the topside development and the WKS; and
- (i) a minimum of 8,900m<sup>2</sup> public open space should be provided.

10.2 The proposed development generally complies with the PB requirements in the aspects of uses, key development parameters, various planning requirements including stepped BH profile, provision of public open space, greenery coverage,

visual access to the harbour, visual relief/building gaps for air and visual permeability, landscaping, car parking and L/UL provision and other technical requirements. A compliance table of major development parameters and planning requirements of the PB and the current scheme is set out in **Appendix V**.

## **11. Comments from Relevant Government Bureaux and Departments**

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

### **Land Administration**

11.1.1 Comments of the Chief Estate Surveyor/Railway Development (CES/RD, LandsD):

- (a) he has no adverse comment on the application;
- (b) the Site covers most of the lot area of KIL 11262 (“the Lot”) sold by tender in November 2019 (the Site excludes the covered footbridge area at the western boundary of the Lot). The Lot is held under Conditions of Sale No. 20354 dated 27.12.2019 (“the Conditions of Sale”) for a term of fifty years from the date of the Agreement. According to the Conditions of Sale, the site area of the Lot is about 59,746m<sup>2</sup> (including the covered footbridge area) and the GFA shall not exceed 294,000m<sup>2</sup>, restricted for the purpose of non-industrial (excluding residential, godown and petrol filling station but including hotel). There is no restriction under the Conditions of Sale regarding the BH and the distribution of GFA between commercial/retail and office use. Provision of ground floor passage areas, footbridge connections, pedestrian walkways and integrated entrances of the WKS are required under the Conditions of Sale; and
- (c) detailed comments are at **Appendix VI**.

### **Traffic**

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

- (a) he has no in-principle objection to the application from traffic engineering perspective;
- (b) after further review based on the traffic queue length assessment, it is noted that the applicants have proposed a vehicle queuing space not less than 100m and 130m for the basement carpark on B1M/F and B1/F;
- (c) it is also noted that the applicants have proposed to implement a traffic improvement measure for the junction of Jordan Road and Lin Cheung Road. The proposed road works involved should be constructed by the applicant at his own cost and completed upon

completion of the development. The traffic improvement measures should be subject to the satisfaction of Transport Department and constructed to Highways Department's standard; and

- (d) should the application be approved, it is recommended to impose an approval condition on the submission of a revised TIA and implementation of the traffic improvement measures identified therein to the satisfaction of the C for T or of the Board.

### **Urban Design and Landscape Aspects**

11.1.3 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

- (a) regarding the proposed BH, it is noted that the proposed development consists of two tower blocks with height ranging from 114mPD to 159mPD (top of architectural feature ranging from 129mPD to 181mPD). From the photomontages submitted by the applicants, he considers that it may not be incompatible to the immediate adjacent developments including the Arch and the Harbourside (with height of +231mPD and +261mPD respectively); and
- (b) he has no comment on the proposed floor-to-floor height.

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

#### *Urban Design and Visual*

- (a) the proposed development under the current scheme has generally respected the planning requirements relating to urban design and landscape as well as pedestrian connections as set out in the PB through various design measures relating to responsive architectural design, pedestrian connectivity, quality of public realm, BH and massing, building permeability and relief, reduce the perceived bulkiness of the buildings, promote architectural/visual interest and pedestrian comfort, create a diverse pedestrian experience as well as contribute to a pleasing and vibrant public realm;
- (b) as illustrated in the photomontages, the proposed developments with a maximum BH of 159mPD (main roof) and 181mPD (including roof-top structures) will protrude above the ridgeline of Beacon Hill/Lion Rock when viewed from the vantage point at Central Pier 7, which, according to the PB, is considered as a valuable attribute of the cityscape. In this connection, the applicants indicated that the proposed relaxation of BH is necessary to create a development that achieves the vision in the OZP of a development with iconic and sustainable architectural design elements. These design measures including the provision of large open space for public use, enhancement of pedestrian connectivity, improved building



permeability, improved landscape design may together create visual permeability and relief, reduce the perceived bulkiness of the buildings, promote architectural/visual interest and pedestrian comfort, create a diverse pedestrian experience as well as contribute to a pleasing and vibrant public realm. The proposed BH is also generally compatible with the surrounding BH profile of the existing and planned developments;

#### *Air Ventilation*

- (c) as set out in the AVA report, mitigation measures including (i) around 50m-wide building separation between the two towers and (ii) permeable elements on 4/F of both towers have been incorporated in the current scheme with the aim to address the potential air ventilation impact induced by the proposal on the surrounding areas;
- (d) it is not anticipated that the proposed development with mitigation measures described above would generate significant adverse air ventilation impact on the overall pedestrian wind environment as compared with the approved scheme;

#### *Landscape*

- (e) he has no objection to the application from landscape planning perspective; and
- (f) should the application be approved, an approval condition on the submission and implementation of a revised LMP to the satisfaction of the Director of Planning or of the Board is recommended.

### **Interfacing with West Kowloon Station**

#### 11.1.5 Comments of the Secretary for Transport and Housing (STH):

he has no comment on the application as long as the existing railway operations and railway safety will not be adversely affected.

#### 11.1.6 Comments of the Chief Engineer, Railway Development Office, Highways Department (CE/RDO, HyD):

- (a) he has no adverse comment on the application;
- (b) since the WKS has been vested to KCRC and operated by MTRC, KCRC and MTRC should be consulted on the current scheme for the topside development over and interfacing with the WKS; and
- (c) detailed comments are at **Appendix VI**.

### **Environment**

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

- (a) she considers the proposed development would not cause insurmountable environmental impact and has no in-principle objection to the application;
- (b) should the application be approved, the following approval conditions are recommended:
  - (i) the submission of a revised SIA for the proposed development to the satisfaction of the DEP or of the Board; and
  - (ii) the implementation of the local sewerage upgrading/sewerage connection works identified in the revised SIA to the satisfaction of the Director of Drainage Services or of the Board; and
- (c) the applicants shall review and supplement the extracted sewage flow calculation for WKS when submitting the revised SIA for compliance of the approval condition. The implementation of local sewer connection/upgrading/diversion works shall be carried out to the satisfaction of Drainage Services Department (DSD). The applicants shall seek DSD's view on the revised SIA.

### **Building Matters**

11.1.8 Comments of the Chief Building Surveyor/NTE2 & Rail, Buildings Department (CBS/NTE2&R, BD):

- (a) he has no objection to the application under the Buildings Ordinance (BO);
- (b) detailed comments under BO for the proposed development can be provided upon formal plan submission to BD; and
- (c) detailed comments are at **Appendix VI**.

### **Fire Safety**

11.1.9 Comments of the Director of Fire Services (D of FS):

he has no objection in-principle to the application provided that fire service installations and water supplies being provided to the satisfaction of Fire Service Department.

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

- (a) Principal Assistant Secretary (Harbour), Development Bureau;

- (b) Secretary for Security;
- (c) Secretary of Home Affairs;
- (d) Commissioner of Customs and Excise;
- (e) Commissioner of Police;
- (f) District Officer (Yau Tsim Mong), Home Affairs Department;
- (g) Engineer/South Division 2, Civil Engineering and Development Department;
- (h) Chief Engineer/Construction, Water Supplies Department; and
- (i) Chief Engineer/Mainland South and Chief Engineer/Land Drainage Division, Drainage Services Department.

## **12. Consultation with Harbourfront Commission**

- 12.1 The applicants consulted the HC's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) on 17.9.2020. The Secretary of the Task Force submitted a letter to the Board on 15.1.2021 (**Appendix VII**) enclosing the views of the Task Force and extract of the meeting minutes of the Task Force meeting.
- 12.2 Members of the Task Force welcomed the proposed WKP to enhance pedestrian connectivity from Tai Kok Tsui to WKCD and looked forward to the early delivery of the proposed open space for public enjoyment. They considered that the design of the WKP should be all-weathered and with barrier-free access and shadings and seatings should be provided at various parts of the open space. They also enquired about the management and opening hours of the proposed open space. The project proponent was invited to further engage Members on the project during the detailed design stage.

## **13. Public Comment Received During Statutory Publication Period**

- 13.1 During the statutory public inspection periods, a total of 4,089 public comments were received, including 1,232 supporting comments from a Yau Tsim Mong District Council (YTMDC) Member, local residents and members of the general public (samples at **Appendix VIIIa**); 2,842 objecting comments from a Legislative Council Member, YTMDC Members, residents and Owners' Corporations from nearby residential developments (i.e. Sorrento, The Waterfront, The Arch, The Harbourside, The Cullinan and The Austin), local residents and members of the general public (samples at **Appendix VIIIb**); and 15 comments from a YTMDC Member and members of the general public provided comments to/expressed concerns on the application (samples at **Appendix VIIIc**). A full set of the public comments is deposited at the meeting for Members' inspection. The major grounds of the public comments are summarised as follows:

### *Supporting views (1,232) (Appendix VIIIa)*

- (a) the proposed BH and building design are compatible with the surrounding area. As compared with the approved scheme, the building gap between the proposed towers is widened and thus enhances air ventilation and visual quality;

- (b) the current scheme will create a new landmark and magnificent skyline for the Victoria Harbour. The proposed landscape decks will provide interesting viewpoints to the surroundings;
- (c) the current scheme has adopted a sustainable design with provision of green roof and solar panels. The provision of large open space will improve living environment;
- (d) the connection with neighbouring areas including the Tai Kok Tsui and Yau Ma Tei areas, the WKS, the WKCD and the waterfront will be improved through the proposed WKP at L2; and
- (e) the proposed development will facilitate transport and economic development between Mainland China and Hong Kong. Job opportunities will be created. The proposed increase in retail GFA will also bring economic benefits to the community and provide more retail options.

Objecting views (2,842) (Appendix VIIIb)

- (a) the proposed relaxation of BH restriction is not in line with the planning intention of PB and violate the BH restrictions stipulated on the OZP. Approval of the application will set an undesirable precedent in encouraging nearby developments (in particular the WKCD) to violate the BH restrictions stipulated on the OZP. The 20% non-building zone of ridgeline will also be breached;
- (b) due to COVID-19, there is a change in business mode and decrease in demand for office space and the proposed office development is not necessary. In addition, the proposed office development is not compatible with the site context since West Kowloon is a residential area but not a business area. Other uses shall be provided in the Site to meet the community's need, such as public rental housing and other GIC facilities. There is also concern about the increase in retail space;
- (c) the building design is too boring and incompatible with the WKS. The proposed large buildings will cause adverse impacts on air ventilation and visual aspects. The property price of nearby residential developments will also be affected due to blockage of views. The increase in BH will result in wall effect and eventually intensify heat island effect;
- (d) the glass curtain walls used in the proposed buildings will reflect the sunlight and heat to the nearby residential developments and activities in the Central Open Space will create noise pollution. The proposed development will also adversely affect the privacy of nearby residents;
- (e) the extensive use of metal structures on the building façade is not eco-friendly and may even create visual burden on nearby residents. The use of external lighting decoration may be a potential source of light pollution and create nuisances to nearby residents;

- (f) the results of the technical assessments may be biased since the consultants are employed by developers. As such, there is doubt on the impacts on the surrounding areas generated by the proposed development;
- (g) the proposed development will attract more traffic flow resulting in traffic congestion, noise and air pollution. The increase in population will create pressure on district amenities and facilities;
- (h) the proposed open space is located within the commercial area and cannot be enjoyed by the public. The proposed open space may be a potential source of noise nuisances to nearby residents; and
- (i) the 3-week public consultation period should be extended to allow enough time for residents/relevant stakeholders to provide comments on the application; and
- (j) doubt whether the proposed development violates the lease and query the legitimacy of submitting planning application after tendering.

Comments and concerns (15) (Appendix VIIIc)

- (a) the proposed open space should be opened for public use. More facilities should be provided in the proposed open space, such as running stations, bicycle parking spots and lockers, performances and exhibitions venues, and more seating for public. The applicants should consider providing bicycle tour through the WKP and restaurants in the rooftop garden, and public access to the roof gardens;
- (b) the applicants shall strive to meet the pet, bicycle and gender friendly policies in designing and managing the proposed open space. Relevant guidelines and legislations in controlling the nature and duration of events held in the proposed open space should be complied with in order to avoid creating noise nuisances to nearby residents;
- (c) a pedestrian friendly walkpath with 24-hour access shall be provided within the development. The existing footbridges connecting WKS and the residential developments atop Austin Station (i.e. Grand Austin and the Austin) should be retained to facilitate the pedestrian connection;
- (d) the applicants shall consider relocating the cross-border bus stop at Scout Path to the Site as a solution to the potential safety concerns for the students in Lai Chack Middle School and residents nearby; and
- (e) the sustainable building design should make reference to that in other cities/countries such as Tokyo, Osaka and Singapore.

## **14. Planning Considerations and Assessments**

- 14.1 The application is for proposed comprehensive office, commercial and retail development with relaxation of BH restrictions from 100mPD and 115mPD to 159mPD (+59m/+59% and +44m/+38%) for Tower 1 located in the northern end of

the TDZ and from 90mPD to 114mPD and 131mPD (+24m/26.7% and +41m/+46.6%) and from 100mPD to 131mPD for (+31m/+31%) for Tower 2 located in the southern end (**Drawing A-1**). The proposal comprises two office towers of 30 storeys for Tower 1 and 20 to 24 storeys for Tower 2 (both including 5 levels of podium from G/F to L4 for retail use but excluding two basement levels for car parking and L/UL facilities. The total PR is 5 and total GFA is 294,000m<sup>2</sup> including a PR of 4.05 and GFA of 238,000m<sup>2</sup> for office and a PR of 0.95 and GFA 56,000m<sup>2</sup> for commercial/retail.

- 14.2 The Site is the subject of a previous application No. A/K20/113 approved with conditions by the Committee on 7.5.2010, which was submitted by a different applicant, i.e. MTRC, before the land sale. The approved scheme serves to illustrate one possible design for the Site, and does not preclude the future developers from submitting a revised scheme for consideration by the Committee.

#### Planning Intention and Development Intensity

- 14.3 The “CDA(1)” zone is intended for comprehensive development of the WKS of XRL and the topside development, which is primarily for office/commercial use, into a strategic rail and high-grade office hub with the provision of open space and other supporting facilities. The “CDA(1)” zone is subject to a maximum PR of 5 for development above WKS and 0.68 for the above-ground railway facilities under the OZP. The proposed comprehensive office, commercial and retail development with provision of Grade A office and a variety of commercial/retail uses is in line with the planning intention of the “CDA(1)” zone. The proposed total PR of 5 also complies with the OZP restriction.
- 14.4 The retail portion has been planned for a regional mall with a PR of 0.95 and GFA of 56,000m<sup>2</sup> to capitalise the strategic location of site as a widely accessible transport hub with both inter-and-intra city connection. Given the location of the Site having strategic transport connection, the proposed retail facilities can serve residents and workers in the surroundings/within the Site as well as visitors. A GFA of 238,600m<sup>2</sup> (PR 4.05) is also proposed for Grade A office. PlanD considers the proposed office and retail GFAs in the current scheme acceptable.

#### Land Use Compatibility

- 14.5 Surrounding the Site at its west and east are predominantly residential and commercial developments (the office tower of ICC and the retail use (Elements)) above the Kowloon Station and Austin Station and residential developments at Wui Man Street located to the northwest of the Site (**Plan A-1**). The existing and planned open space and GIC uses including the public open space on the landscaped deck above the WKS Bus Terminus, supporting facilities of Tsim Sha Tsui Fire Station Complex and Fire Services Club, Civil Aid Service Headquarters and the proposed underground public vehicle park cum above-ground open space are located to the north and northwest of the Site (**Plan A-1**). WKCD is located to its immediate south which will be developed into a world-class integrated arts and cultural district and a variety uses including commercial (retail and entertainment uses), office, hotel and residential developments for creation of synergy and vibrancy to the district (**Plan A-1**). Given the surrounding context that are mixed in nature, the proposed

development with office, commercial and retail uses is considered not incompatible with the existing developments and planned land uses in the area.

Compliance with the PB

- 14.6 As set out in paragraph 10 above, the proposed development generally complies with the PB requirements in the aspects of uses, key development parameters, various planning requirements including stepped BH profile, provision of public open space, greenery coverage, visual access to the harbour, visual relief/building gaps for air and visual permeability, landscape, car parking and L/UL provision and other technical requirements.

Relaxation of BH Restrictions

- 14.7 Compared with the BH restrictions under the OZP, the proposed increase in BH ranges from 24m (+26.7%) to 59m (+59%) as stated in paragraph 14.1 above (**Drawing A-1**). According to the Notes of the OZP, to provide greater design flexibility for iconic and sustainable architectural design of the topside development at the WKS, relaxation of the BH restrictions may be considered by the Board on application for proposals possessing outstanding planning or design merits.
- 14.8 The proposed disposition of the towers adopting a cascading tower top arrangement has created a stepped height profile descending from Tower 1 (159mPD) in the north to Tower 2 (131mPD and 114mPD) towards the south respecting the WKCD and waterfront setting (**Drawings A-2 and A-11**). For the proposed BH, the applicants have explained that the floor-to-floor height of 4.2m and the rectangular/square-shaped office floor plate will enable the development of Grade A office and help transform the Site into a high-grade office hub (**Drawing A-45**). Besides, L4 is designed as a semi-open environment with a diversity of retail components (The Market) and a headroom of 15m high is proposed with glass louvres which is programmed to track wind currents throughout the day, optimizing natural ventilation for a comfortable environment (**Drawings A-39 and A-40**).
- 14.9 As shown in **Plan A-1**, the BHs of the existing developments located to its west above Kowloon Station range from 141mPD (The Waterfront) to 490mPD (ICC) and the buildings located the closest to the proposed development across Lin Cheung Road is 141mPD and 142mPD of The Waterfront, around 200mPD of Sorrento, and 214 and 226mPD of The Arch. The BHs of the existing developments located to its east above Austin Station range from 84mPD to 115mPD. For WKCD located to its south, the BH restrictions are 70 and 100mPD. CTP/UD&L of PlanD comments that the proposed BHs are considered generally compatible with the surrounding BH profile of the existing and planned development in the area, and CA/CMD2 of ArchSD has no adverse comment on the visual aspect.
- 14.10 The applicants have submitted VIA to support the proposed BH relaxation. As illustrated in the photomontage (**Drawing A-49**), the proposed developments will protrude above the ridgeline of Beacon Hill/Lion Rock when viewed from the vantage point at Central Pier 7. It is mentioned in the Urban Design Guidelines of the HKPSG that a 20% 'building free zone' should be allowed for to protect the ridgeline views, while flexibility may be considered on individual merits and for special landmark buildings to give punctuation effects at suitable locations. The Site

is located at a multi-modal transport hub with convergence of four railway lines including the Kowloon Station of Airport Express Line and Tung Chung Line, the West Kowloon Station of XRL and the Austin Station of West Rail Line, rendering it a major rail hub commanding excellent strategic transport connection with regional and domestic transport networks. Capitalising on the strategic location and good accessibility, the Site could be considered for development with high quality architectural/landmark building design with planning and design merits to add vibrancy of the area. As explained by the applicants, the proposed development with relaxed BHs can allow a wider building separation for enhancement of air and visual permeability and wider setback from the residential developments atop Kowloon Station compared with the approved scheme.

### Planning and Design Merits

- 14.11 The proposed relaxation of BH restriction with smaller building footprints allows the provision of more open space and greenery at the Site. In addition to the public open space of 8,900m<sup>2</sup> at WKS, an additional open space of 8,500m<sup>2</sup> for public use is proposed, of which about 3,140m<sup>2</sup> is located in the Central Open Space at L4 (**Drawings A-21 and A-22**). The proposed green coverage is 33% and around 270 new trees will be planted on L2 and L4 (**Drawing A-26**). The provision of minimum 50m wide building separation between the two office towers will enhance air and visual permeability and provide opportunity for additional landscaping and plantings within the Site (**Drawings A-43 and A-44**). The setback from L2 to L4 of the proposed development along the western boundary will provide open-air landscape area (**Drawing A-13**).
- 14.12 The proposed development respects the curvilinear forms of the WKS building through aligning the continued curved expression from the WKS building and landscape, extending into the proposed development where office towers' facades and edges are appropriately positioned (**Drawing A-46**). The crescent-shaped disposition of the proposed towers has created building setbacks from 70m to 125m from the residential developments above Kowloon Station located to the west (**Drawing A-43**).
- 14.13 The current scheme will enhance walkability and connectivity to the surrounding developments via the proposed public passageways at L1 of the proposed development to the existing footbridge system and multiple access points at G/F, 1/F and L2 of the proposed development to the WKS through multiple vertical connections in the form of escalators and the proposed landscaped circuit ramp (i.e. the Halo) (**Drawings A-30 to A-32**). Furthermore, the proposed WKP at L2 with a width from 4m to 14m will provide seamless integration with the WKS landscape decks and a direct and convenient north-south pedestrian connection from the hinterland in Yau Ma Tei area in the north leading to the WKCD and waterfront in the south (**Drawings A-27 and A-28 and Plan A-3**). Along WKP, there are viewing platforms in the north (The Strata Balcony), central (The Halo) and south (Harbour Lookout) of the proposed developments for views to Kowloon hinterland, overlooking WKS landscape deck, the harbour and WKCD respectively (**Drawing A-29**). The applicants will liaise and seek agreement with the MTRC for the proposed connection at L2 of the WKP to G/F for access to WKCD and the viewing platform located at the south. In addition, the applicants have proposed an alternative route via the lifts at the south-western corner of the proposed development at L2 to



G/F for access to Lin Cheung Road and WKCD (**Drawing A-35**). Other than the two routings proposed by the applicants, connection from the proposed development to WKCD can also access from WKP at L2 via the existing landscape decks at the roof level of WKS to the Green Plaza of WKS at G/F, and then to WKCD in the south (**Plan A-3**).

- 14.14 From the applicants' proposal, an open space of about 8,500m<sup>2</sup> is proposed to be open to the public will provide space for leisure, entertainment and community activities. The WKP will be a pleasant walking environment and enhanced by provision of dynamic landscaping and architectural design, extensive multi-functional open spaces and supporting commercial facilities such as cafes, restaurants and retail shops. These could add vibrancy and enhance the walking experience of the area. Together with WKCD located to its immediate south, the Site and WKCD as well as the waterfront will be a major place of leisure, recreation, arts and cultural of Hong Kong for the enjoyment of the public.
- 14.15 In terms of architectural design as proposed by the applicants, the towers are carved at the base and the top giving the towers an asymmetrical diamond shape with smoothed corners (**Drawing A-38**). The variations in BH, massing and facades will reduce the perceived bulkiness of the buildings and promote architectural and visual interests. Regarding the green building design, the applicants indicate that the proposed development is aimed to achieve a Platinum ranking under the Hong Kong's BEAM Plus by the Hong Kong Green Building Council and the LEED certification program operated by the US Green Building Association. Various measures including solar panels for energy generation, rainwater harvest system for irrigation purpose, sea water cooling system will be adopted. Detailed proposed measures on green building design could be considered at the detailed building design stage upon building plan submission.
- 14.16 Taking into account the various planning and design features as stated in paragraphs 14.11 to 14.15 above, CTP/UD&L of PlanD considers that the proposed building design measures would create visual permeability and relief, reduce the perceived bulkiness of the buildings, promote architectural/visual interest and pedestrian comfort, create a diverse pedestrian experience as well as contribute to a pleasing and vibrant public realm.
- 14.17 Regarding the landscape aspect, CTP/UD&L of PlanD considers that the proposed open space (including 8,500m<sup>2</sup> for public use on L2 and L4, and 1,500m<sup>2</sup> at roof level for office and retail workers) and landscape/greening at various levels are generally compatible with the landscape setting of the surrounding environment. CTP/UD&L of PlanD has no objection to the application from landscape perspective and recommends that relevant approval condition should be imposed (paragraph 15.2 (c) below).

#### Technical Aspects

- 14.18 CTP/UD&L of PlanD considers that significant adverse air ventilation impact on the overall pedestrian wind environment is not anticipated. The TIA submitted demonstrates that the proposed development will not cause significant adverse traffic impact to the surrounding areas. C for T has no objection to the application subject to the incorporation of an approval condition as set out in paragraph 15.2(d) below.

DEP's concern on sewerage aspect can be addressed by imposition of approval conditions in paragraphs 15.2 (e) to (f) below. Other relevant government departments consulted including D of FS, DEMS, CBS/K, BD and CHE/K, HyD have no objection to/no adverse comment on the application.

Comments from the Harbourfront Commission

14.19 Members of the Task Force in general agreed that the WKP could promote connectivity between hinterland and waterfront of WKCD and looked forward to the early delivery of the proposed open space for public enjoyment. Regarding their comments on the design of the WKP with regard to all-weathered and barrier-free access, the WKP which is mainly at L2 of the proposed development is a direct and convenient pedestrian walkway and there will be weather protection by building structures and planting for shading along WKP as proposed by the applicants. For the management and opening hours of the open space for public use, the applicants have stated in the submissions that the proposed open space will be open from 7am to 11pm for public use and will be managed and maintained by the applicants. The applicants are advised to consult HC on the project during the detailed design stage, and an advisory clause on this is suggested.

Public Comments

- 14.20 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 11 are relevant.
- 14.21 Regarding the public comments on providing space for cycling within the Site, the applicants respond that due to limited space and that the open space for public use will be mainly for pedestrian activities, there will not be space for cycling. Besides, public access to the roof gardens is not encouraged due to security reasons. As for the increased area proposed for retail use, the applicants explain that due to the unique location of the Site at the multi-modal transportation hub with good accessibility, the proposed retail floor space aims to meet the demand from nearby residents, visitors and office workers.
- 14.22 For the concerns on light and noise nuisances, the applicants will participate in the Environment Bureau's 'Charter on External Lighting' and the use of glass curtain wall system will comply with the regulations stipulated in Buildings Department's relevant guidelines. For any open-air activities to be organised, 'Noise Control Guidelines for Music, Singing and Instrument Performing Activities' promulgated by the Environmental Protection Department will be observed.
- 14.23 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. Regarding the comments on the compliance with lease and the legitimacy for submitting planning application after tendering, LandsD has no adverse comments on the application and there is no restriction on the timing of submitting planning application.

## 15. Planning Department's Views

- 15.1 Based on the assessment made in paragraph 14 and having taken into account the public comments mentioned in paragraph 13, Planning Department has no objection to the application
- 15.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 22.1.2025, 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 and advisory clauses are also suggested for Members' consideration:

### Approval conditions

- (a) the submission and implementation of a revised Master Layout Plan, taking into account approval conditions (c) to (h) below, to the satisfaction of the Director of Planning or of the Town Planning Board;
- (b) the building heights for the proposed development (in terms of mPD) should not exceed the maximum building heights as proposed by the applicants;
- (c) the submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the Town Planning Board;
- (d) the submission of a revised Traffic Impact Assessment and implementation of the traffic improvement measures identified therein to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (e) the submission of a revised Sewerage Impact Assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (f) in relation to (e) above, the implementation of the local sewerage upgrading/sewerage connection works identified in the revised Sewerage Impact Assessment to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (g) the provision of fire service installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the Town Planning Board; and
- (h) the submission of implementation programme indicating the timing and phasing of the proposed development to the satisfaction of Director of Planning or to the Town Planning Board.

### Advisory clauses

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

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

the applicants fail to demonstrate that there are sufficient planning and design merits to justify the proposed relaxation of building height restriction.

## **16. Decision Sought**

- 16.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 16.2 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, and the date when the validity of the permission should expire.
- 16.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicants.

## **17. Attachments**

<b>Appendix I</b>	Application Form received on 16.9.2020
<b>Appendices Ia and Ib</b>	Planning Statement and Technical Assessments
<b>Appendix Ic</b>	Further Information received on 23.11.2020
<b>Appendix Id</b>	Further Information received on 15.1.2021
<b>Appendix II</b>	Previous Application
<b>Appendix III</b>	Comparison Tables (Current scheme and Approved Scheme)
<b>Appendix IV</b>	Planning Brief
<b>Appendix V</b>	Comparison of Major Development Parameters and Requirements under PB and Application No. A/K20/133
<b>Appendix VI</b>	Detailed Departmental Comments
<b>Appendix VII</b>	Letter dated 15.1.2021 from the Secretary of the Task Force on Harbroufront Developments in Kowloon, Tsuen Wan and Kwai Tsing
<b>Appendix VIIa to VIIc</b>	Public Comments Received
<b>Appendix IX</b>	Recommended Advisory Clauses
<b>Drawing A-1</b>	Proposed BH and OZP Building Height Restriction
<b>Drawing A-2</b>	Master Layout Plan
<b>Drawings A-3 to A-12</b>	Floor Plans and Section Plans
<b>Drawing A-13</b>	Master Landscape Plan
<b>Drawings A-14 to A-19</b>	Comparison of Master Layout Plan, Master Landscape Plan, Section Plan, Floor Plans and Pedestrian Connection with Previous Approved Scheme
<b>Drawing A-20</b>	Location Plan of Topside Development Zone
<b>Drawings A-21 and A-22</b>	Proposed Open Space for public use at Levels 2 and 4
<b>Drawing A-23</b>	Central Open Space 'The Plateau' at Level 4
<b>Drawing A-24</b>	Proposed Open Space - Roof Garden
<b>Drawing A-25</b>	Green Coverage Plan
<b>Drawing A-26</b>	Tree Planting Plan
<b>Drawings A-27 and A-28</b>	Alignment of West Kowloon Parkway
<b>Drawing A-29</b>	Proposed Viewing Decks along West Kowloon Parkway

<b>Drawings A-30 to A-34</b>	Pedestrian Connection Plans (G/F to 4/F)
<b>Drawing A-35</b>	Proposed Alternative Route from Level 2 to G/F
<b>Drawings A-36 and A-37</b>	Plans showing the Integration with West Kowloon Station Rooftop Landscape Decks
<b>Drawing A-38</b>	Bird's-eye view looking south-west to the Site
<b>Drawing A-39</b>	The Market Hall at Level 4
<b>Drawing A-40</b>	Glass Louvres above the Market Hall at Level 4
<b>Drawing A-41</b>	Sustainable Building Design Concept
<b>Drawing A-42</b>	The "West Kowloon Smile"
<b>Drawings A-43 and A-44</b>	Comparison of Setback and Building Separation with the Previous Approved Application
<b>Drawing A-45</b>	Proposed Grade A Office Tower Floor Plate
<b>Drawing A-46</b>	Plan showing the Integration with the architectural Character of West Kowloon Station
<b>Drawings A-47 to A-50</b>	Photomontages from Sun Yat Sen Memorial Park, the Hong Kong Convention and Exhibition Centre, Central Pier No. 7 and the Peak
<b>Plan A-1</b>	Location Plan
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Proposed West Kowloon Parkway
<b>Plans A-4 and A-6</b>	Site Photos

**PLANNING DEPARTMENT**  
**January 2021**