

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/04/2024

Proposed Residential and Permitted Commercial and Trade Mart Redevelopment with Minor Relaxation of Building Height Restriction, New Kowloon Inland Lot No. 6032, 1 Trademart Drive, Kowloon Bay, Kowloon

PURPOSE

1. This paper was prepared on behalf of International Trademart Company Limited (“the Project Proponent”) to seek Members’ views on the Proposed Redevelopment with Minor Relaxation of Building Height Restriction (“the Proposed Development”) at New Kowloon Inland Lot No. 6032, 1 Trademart Drive, Kowloon Bay, Kowloon (“the Site”). In particular, the Project Proponent wishes to solicit Members’ views on the planning and design of the Project and the enhanced connectivity and accessibility to the Kai Tak Waterfront Area upon the proposed redevelopment.

BACKGROUND

2. The Site, with an area of about 22,280m², is located at the inner part of Kai Tak Harbourfront Area, along the eastern edge of Kai Tak Development. It is located next to the Kowloon Bay Business Area; and is bounded by the Trademart Drive/ Kwun Tong Bypass¹ to its east, an open space and a petrol cum LPG filling station to its south, Kai Fuk Road to its west and Kai Cheung Road to its north.

3. The Site is currently occupied by a 14-storey Kowloon International Trademart and Exhibition Centre (KITEC) which was completed in 1996. It is connected to an existing government footbridge across Kai Cheung Road linking to EMSD

¹ *An elevated expressway, abutting the Site’s eastern periphery running in a north to south direction*

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/04/2024

Headquarters at its north. Another existing government footbridge across Kai Fuk Road is adjoining the Site to its south and provides pedestrian connection from the open space to the South Apron Corner of Kai Tak Development. It does not connect with the Site (**Figures One and Two** refer).

4. The Site falls primarily within an area zoned “Other Specified Uses” annotated “Trade Mart and Commercial Development”, under the Approved Kai Tak Outline Zoning Plan (“Approved OZP”) No. S/K22/8. The proposed ‘Exhibition or Convention Hall’, ‘Office’, ‘Eating Place’, ‘School’ and ‘Shop and Services’ are always permitted under the Notes for the zoning. Use such as the proposed ‘Flat’ and ‘Social Welfare Facilities’ (including Day Care Centre for the Elderly, Residential Care Home for the Elderly and Office Base of Social Work Service for Pre-primary Institutions) would require planning permission. Development within this zone is subject to a maximum plot ratio (PR) of 12.0 and a maximum building height (BH) of 100mPD. A gross floor area (GFA) of not less than 11,285m² shall be retained for the display, exhibition and wholesale trade of manufactured goods.

THE COMPREHENSIVE REDEVELOPMENT PROPOSAL

5. The Proposed Development comprises six 33-36 storeys residential towers, one 4-storey mixed block (comprising Retail Shop / Eating Place, Kindergarten, Day Care Centre for the Elderly, Residential Care Home for the Elderly and Office Base of Social Work Service for Pre-primary institutions) and one 27-storey office tower atop a 2-storey podium mainly for retail/commercial and trade mart uses. All carparking spaces/loading and unloading and E&M facilities will be provided at the two levels of the basement.

6. The Proposed Development will provide a total of about

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/04/2024

1,881 residential units with a domestic GFA of approx. 85,867m²; and a non-domestic GFA of about 47,260m² for office and commercial/ retail / trademart uses and about 2,647m² GFA for kindergarten and social welfare facilities. A not less than 11,285m² of the non-domestic GFA in accordance with the requirements under the lease and zoning are dedicated for trade mart uses within the development to allow for the display, exhibition of, and wholesale trade in manufactured goods or services. The proposed development will adopt a stepped building height profile with not more than max.140mPD.

7. Key planning merits/design features of the development include:

a) *Enhancing Pedestrian connectivity with comfortable walking environment:* To enhance pedestrian connectivity and improve walking environment within Kai Tak Development and Kowloon Bay areas, an Opening has been reserved at the development and a Southern Link Bridge (“proposed footbridge connections”) is proposed. This footbridge connections will form part of this Section 16 Planning Application (**Figure Three** refers). The Applicant will maintain and manage the proposed opening and southern link bridge.

Proposed Opening

The existing government footbridge across Kai Cheung Road in the north currently connects the Site with the Electrical and Mechanical Services Department (EMSD) Headquarters. An opening will be reserved within the development to connect with this existing government footbridge.

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/04/2024

*[Ultimate Vision: - It is the Project Proponent's ultimate vision to provide a Northern Footbridge Extension along EMSD building, which will connect with this existing government footbridge across Kai Cheung Road to Kai Tak Riverside across Shing Kei Road (**Figure Four** refers).*

With the proposed Northern Footbridge Extension, future residents and visitors could seamlessly walk to the Kai Tak River from the Site or vice versa without the need to come down for an at-grade pedestrian connection. Future residents and visitors would also significantly shorten their walking time to Kai Tak Station by 5 minutes (about 11 minutes; 787m) when compared to the walking time without the proposed Northern Footbridge Extension (about 16 minutes; 1.1km). The proposed Northern Footbridge Extension will also shorten the walking distance for the local residents and visitors to the future planned Sports Park Station of Kai Tak Smart and Green Mass Transit system under study (about 8 minutes; 607m).

Proposed Southern Link Bridge

The existing government footbridge across Kai Fuk Road in the south (with landing at the open space adjoining the Site in its south) provides pedestrian connection from inner KBBA to the South Apron Corner of Kai Tak Development. It is proposed to further extend the footbridge connection from the proposed development at the south (known as Southern Link Bridge) to connect with this existing government footbridge.

- b) Bring General Improvements to the Surrounding Area:** Existing development spans across the entire

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/04/2024

lot with nearly full podium extent/coverage at the lower levels, and an eye-catching building bulk and mass above the podium. The external appearance of which also visually stands out from the rest of the adjacent buildings, in terms of its façade design and concrete wall design. The continuous façade also creates a so-called perimeter building block, resulting in an unfavourable visual and air permeability in the hinterland.

The Proposed Development aims to bring about a general improvement / uplifting of the surrounding environment and an enhancement of the streetscape environment to the area. (**Figure Five** refers).

c) Tower Setback and Separation: The proposed building mass and disposition above the podium have been carefully designed with separations between buildings to enhance air and visual permeability . The central building separation would help establish a physical and visual connection from inner area of Telford Garden (East) to Kai Tak (West) which is currently blocked by the existing KITEC development. The residential towers above the podium have also been considerably setback from Kai Cheung Road and Kai Fuk Road which would further enhance the air and visual permeability across the area (**Figure Six** refers).

d) Smaller Podium Extent with Creation of an Open Plaza: The podium of the proposed development has also been minimized and setback from the Trademart Drive (as compared to the full extent of the podium of existing KITEC) which allows opportunities for the

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/04/2024

provision of an outdoor open plaza for the enjoyment of general public including users of the development and visitors. It also serves as a visual/physical buffer distance from the Kwun Tong Bypass, as well as enhances sunlight penetration and wind permeability in the lower levels.

This open plaza (with an area of approx. 4,500sqm) will act as the central focal point of the development in drawing pedestrians to and from all directions of the area. Besides, the landscape podium/terrace garden are created to act as urban verandahs for visitors to enjoy the views of Kai Tak and Kowloon Bay areas. This landscaped terraces together with the 6m high podium garden at 2/F would also help soften the building edges and promote visual interests in low zone areas for pedestrians which may contribute to improvement of the streetscape. It could also facilitate the wind flow over the podium and reach pedestrian level.

- e) Stepped Building Height Profile:** Stepped BH profile of the development is adopted in keeping with the general stepped BH profile of the locality which is descending progressively from the inland of KBBA (*ranged from 140mPD in the east to 170mPD in the southeast*) to the harbourfront of Kai Tak Development (*100mPD at South Apron Corner to 80mPD towards harbourfront*).

MEETING HARBOUR PLANNING PRINCIPLES

8. The Harbour Planning Principles (HPPs) were developed as a set of guidelines for all individuals and organisations to facilitate the sustainable planning, preservation, development and management of Victoria Harbour and the harbourfront areas.

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/04/2024

We consider that the Proposed Development aligns with the Harbour Planning Principles in the following aspects -

(a) Preserving Victoria Harbour

To protect and preserve the Victoria Harbour, the Proposed Development does not involve any reclamation nor destruction to the Harbour. Site formation and construction works of the Proposed Development will only be carried out within the Site. Victoria Harbour is preserved as natural asset to the public.

(b) Stakeholder Engagement

The public is welcome to provide comments during the 3-week statutory public consultation period for the planning application submitted by the Project Proponent under the Town Planning Ordinance as part of the statutory process. In addition, this paper for consultation with the Harbourfront Commission, has clearly shown the Project Proponent's sincerity to invite comments from key stakeholders on the Proposed Development.

(c) Sustainable Development

The Proposed Development aims to cater for economic, social and environmental needs of the society and is compatible with the harbourfront setting. The Proposed Development is an all-in-one comprehensive redevelopment, comprising a balanced mix of land uses. The Proposed Mixed Use Development would help to promote vitality and

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/04/2024

vibrancy of the area.

The Proposed Development will also comply with all the relevant building separation, building setback, and site coverage of greenery requirements under the Sustainable Building Design Guidelines. Various technical assessments have been conducted and demonstrated that the Proposed Comprehensive Development with mixed uses is technically feasible.

(d) Integrated Planning

The Proposed Development has taken careful consideration to the EKEO's initiative and integrated planning for pedestrian improvement within KBBA. With a comparatively smaller podium extent, the open plaza has been strategically positioned and is made clearly visible at grade level facing Trademart Drive. The open plaza with landscaped areas is also well integrated with the surroundings, especially with the Green Link and Green Spine under the EKEO's initiative, acting as the central focal point of the development by drawing pedestrians through the space with diverse opportunities for social activities.

(e) Proactive Harbour Enhancement

The Proposed Development adopts various design measures to ensure the development would proactively respond and contribute enhancement to the Kai Tak Harbour and vicinity of the Site.

The proposed building separation and tower setback from main roads will help serve as an air and visual corridor and able to establish a physical and visual

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/04/2024

connection from Kowloon Bay hinterland to other areas of Kai Tak waterfront. The landscaped podium /terrace garden will provide a visual relief on the building edge of the development and promote visual interests in low zone areas contributing to streetscape improvement. The podium itself has also been setback from Trademart Drive to create a focal point with the open plaza at grade level. The proposed building height profile of the development will not encroach onto the “20% Building Free Zone” of Kowloon Ridgeline.

(f) **Vibrant Harbour**

Mixed-use development offers a range of economic opportunities that contribute to the long-term stability and growth of communities. By combining residential, commercial, community and welfare facilities and recreational spaces, the proposed development would help to create a diverse and robust local economy to Kai Tak harbourfront area.

The introduction of residential uses within the development will help contribute vibrant neighbourhood which in turn mutually benefit commercial /office /retail developments in the area. The proposed retail shops/ dining facilities / trade mart for exhibition and wholesale trade activities / an outdoor open plaza at lower levels of the development will greatly improve the quality of street life, create a better experience for pedestrians and add vitality and vibrancy to the area. With the diverse activities offered, the comprehensive development would capture the liveliness and diversity of the human activities presence within the Site (**Figure Seven**

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/04/2024

refers) all years round and day and night. The kind of experience will be different as compared to those office/commercial development which will be mostly become “dark wall” at night after the office hours in the evening. The comprehensive development would position to create a more vibrant neighbourhood where people can live and play, as well as work.

(g) Accessible Harbour

With the existing and planned footbridge connections, the Proposed Development will provide a direct and continuous pedestrian connection and linkage from Kai Tak City Centre, inner part of KBBA to the elevated landscaped walkway/Waterfront Area/South Apron Area of the Kai Tak Development.

(h) Public Enjoyment

The provision of retail including shop and services, eating place, trade mart and the open plaza along Trademart Drive at lower levels of the development will enhance the diversity and form vibrant and active frontages for the enjoyment of users and visitors. Free space at the plaza will allow performance and exercising at different time of the day to attract visitors of all ages.

CONCLUSION

9. The Proposed Comprehensive Development has given due consideration to the surrounding context while paying due respect to the Harbour Planning Principles. The Proposed Development will contribute to the making of Harbour as an attractive, vibrant and accessible waterfront area.

Task Force on Kai Tak Harbourfront Development

For discussion
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TFKT/04/2024

VIEWS SOUGHT

10. Members are kindly invited to give your comments on the design of the proposed development.

ATTACHMENTS

- Figure One Site Location within the Kai Tak Harbourfront Area
- Figure Two Site Location Plan
- Figure Three Pedestrian Connection Diagram
- Figure Four Ultimate Vision of Pedestrian Connection Diagram
- Figure Five Comparison of the building mass between Existing Development and Proposed Development
- Figure Six Landscape Master Plan
- Figure Seven Artist Impression

KTA Planning Limited
May 2024

地圖由地政總署提供
Map from Lands Department



景觀設計圖 LANDSCAPE PLAN

(顯示初步構思, 只供參考) (FOR ILLUSTRATION PURPOSE ONLY)

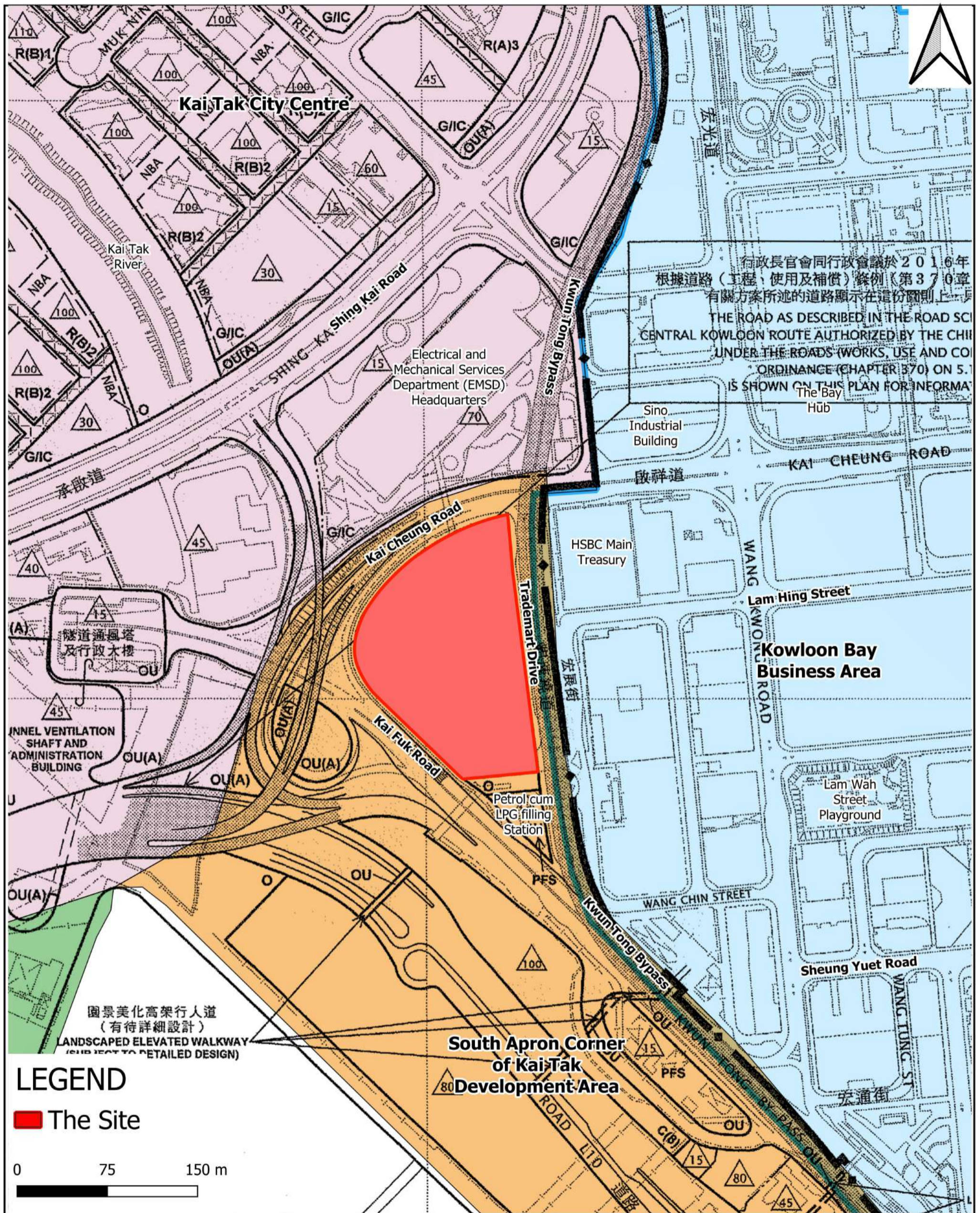


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Site Location within the Kai Tak Harbourfront Area

Proposed Residential and Permitted Commercial and Trade Mart Redevelopment with Minor Relaxation of Building Height Restriction, New Kowloon Inland Lot No. 6032, 1 Trademart Drive, Kowloon Bay, Kowloon

Figure 1



行政長官會同行政會議於2016年根據道路(工程、使用及補償)條例(第370章)有關方案所述的道路顯示在這份圖則上。THE ROAD AS DESCRIBED IN THE ROAD SCHEME FOR THE CENTRAL KOWLOON ROUTE AUTHORIZED BY THE CHIEF EXECUTIVE OFFICER UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) ON 5.1.16 IS SHOWN ON THIS PLAN FOR INFORMATION.

LEGEND

■ The Site

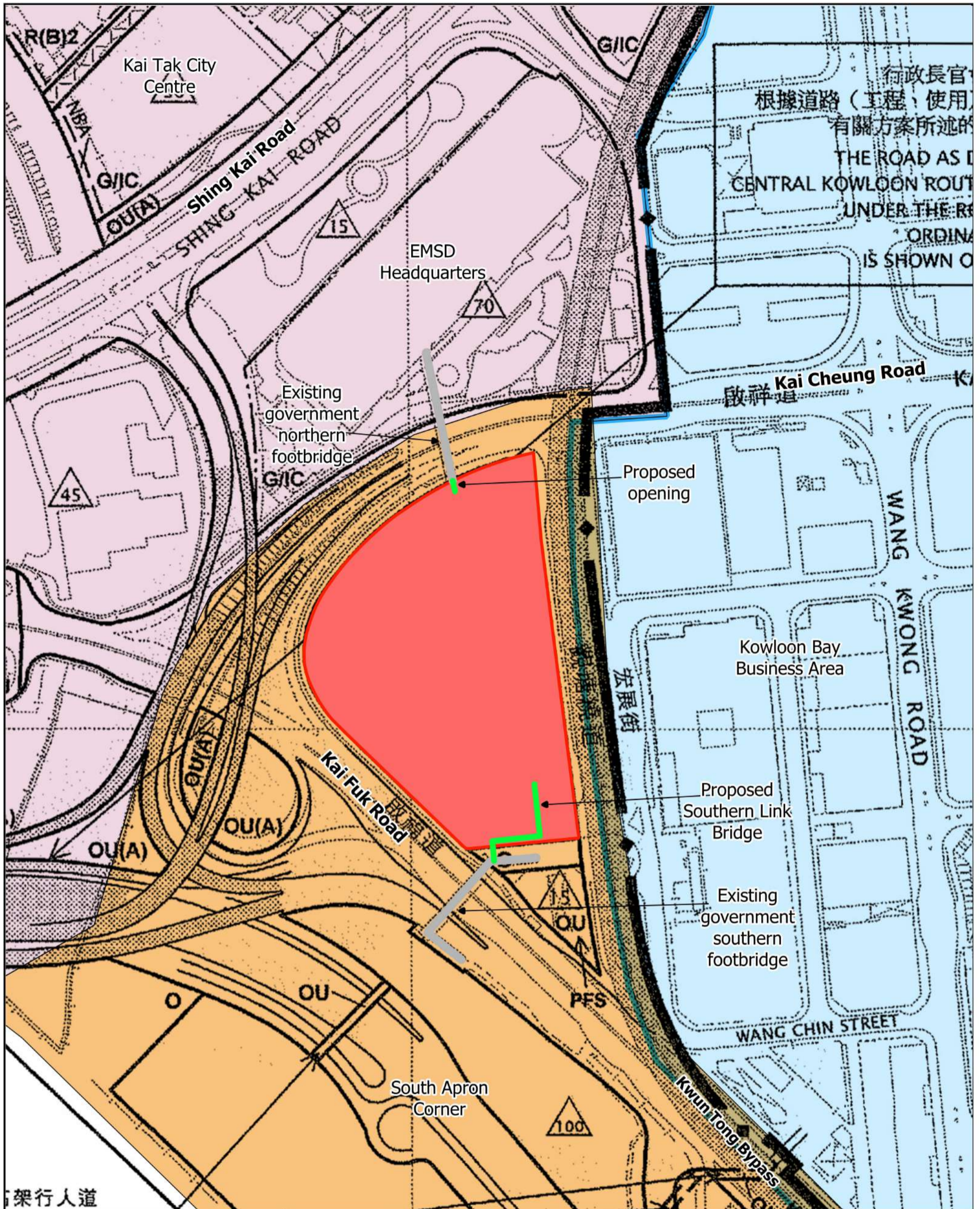
0 75 150 m



Site Location Plan

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Figure 2

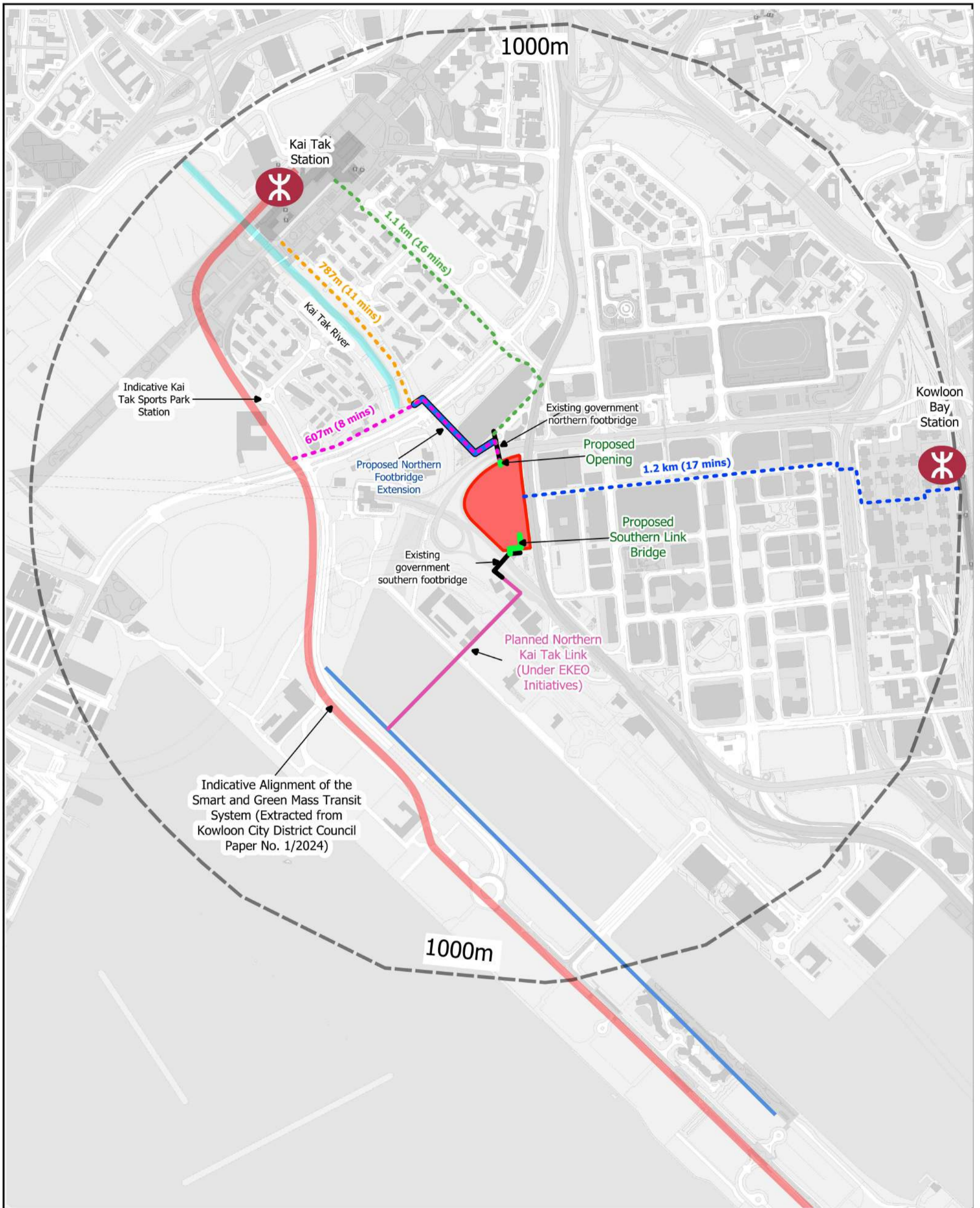


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Pedestrian Connection

Proposed Residential and Permitted Commercial and Trade Mart Redevelopment with Minor Relaxation of Building Height Restriction, New Kowloon Inland Lot No. 6032, 1 Trademart Drive, Kowloon Bay, Kowloon

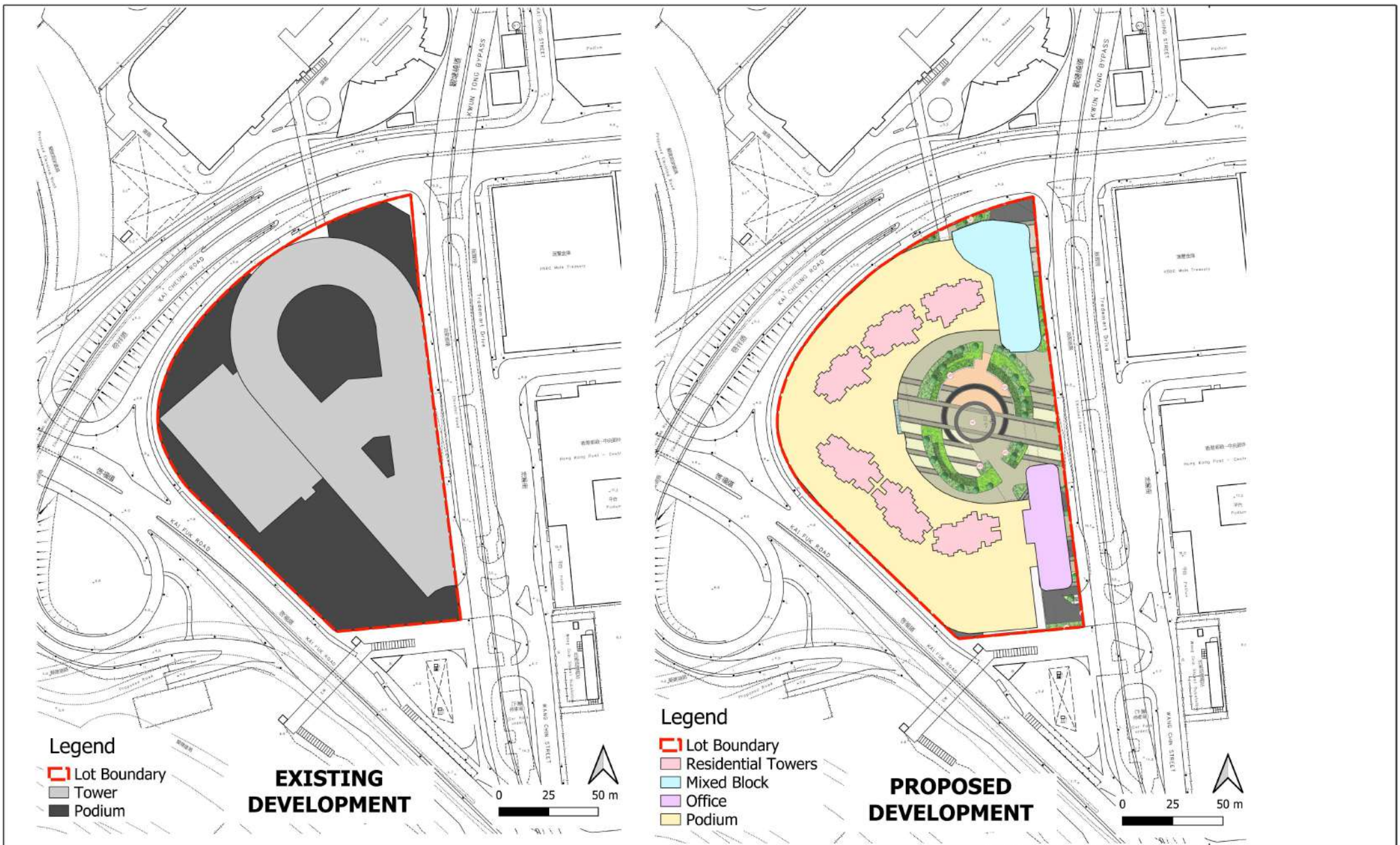
Figure 3



Ultimate Vision of Pedestrian Connection

Proposed Residential and Permitted Commercial and Trade Mart Redevelopment with Minor Relaxation of Building Height Restriction, New Kowloon Inland Lot No. 6032, 1 Trademart Drive, Kowloon Bay, Kowloon

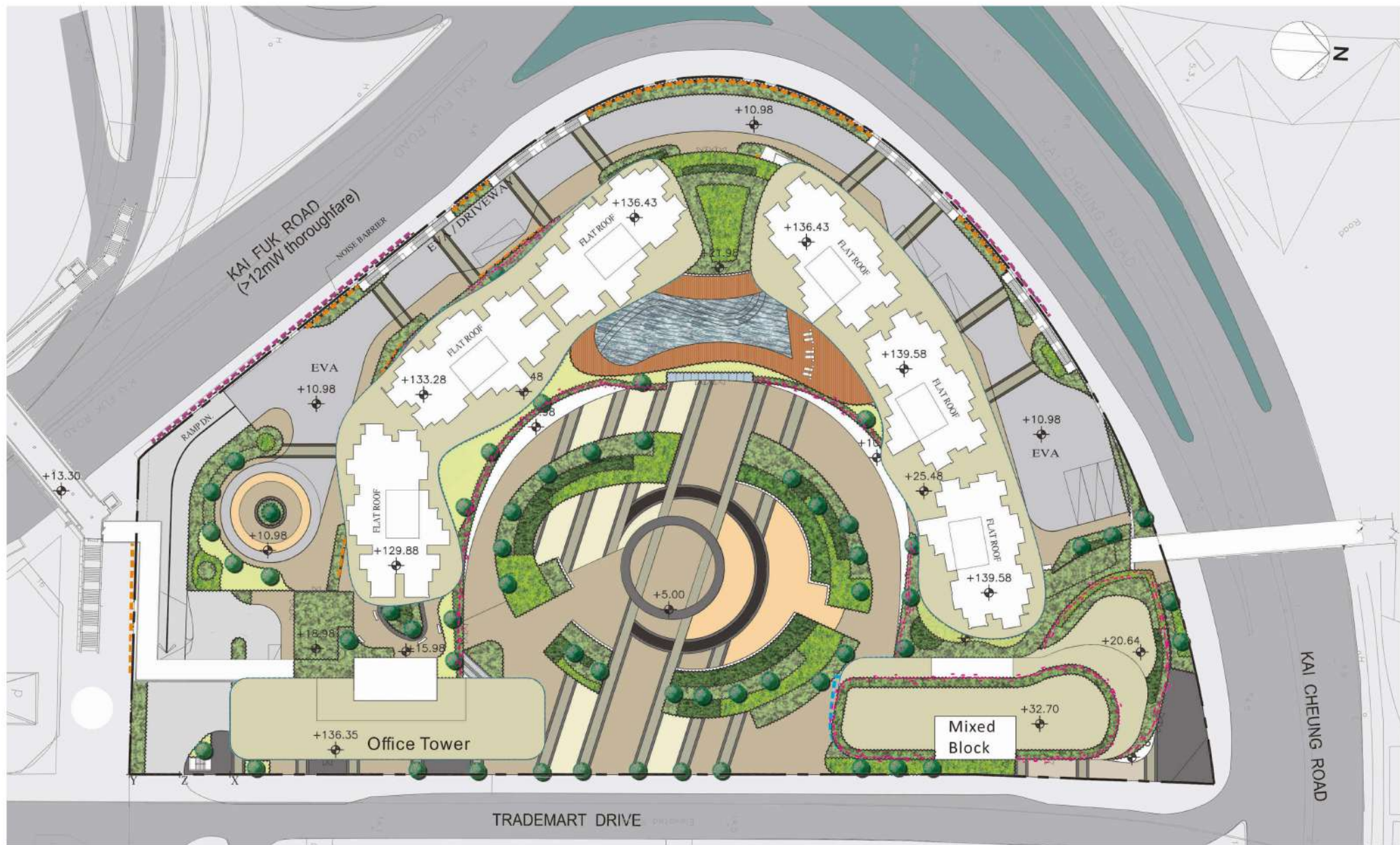
Figure 4



Comparison of the Building Mass between Existing and Proposed Development

Proposed Residential and Permitted Commercial and Trade Mart Redevelopment with Minor Relaxation of Building Height Restriction, New Kowloon Inland Lot No. 6032, 1 Trademart Drive, Kowloon Bay, Kowloon

Figure 5



Landscape Master Plan

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Figure 6



Remark: For indicative purpose, subject to detailed design review at the subsequent stage



Artist Impression

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Figure 7