

**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**

**- On Behalf Of International Trademart Company Ltd. -**

Consultancy Team

Project Architect: MLA Architects (HK) Ltd.

Planning Consultant: KTA Planning Ltd.

Traffic Consultant: CKM Asia Ltd.

Landscape Consultant: Landes Limited

Environmental Consultant: Ramboll Hong Kong Ltd.

# Agenda

- 1) The Site
- 2) Brief Introduction to the Redevelopment Proposal
- 3) Planning and Design Merits:
  - Enhancement to Pedestrian Connectivity
  - Enhancement to Waterfront Accessibility
  - Improvements to the Surrounding and Harbourfront Areas



# Site Location (Wider Context)



Source: Approved Kai Tak OZP No. S/K22/8



# Site Location (Local Context)



1. Located next to Kowloon Bay Business Area
2. Fronts onto:
  - Trademart Drive/ Kwun Tong Bypass to the east
  - Open Space & a Petrol cum LPG filling station to the south
  - Kai Fuk Road to the west
  - Kai Cheung Road to the north
3. Connected by existing government footbridge across Kai Cheung Road
4. With another recently built government footbridge across Kai Fuk Road



# Site Location (Local Context)



Source: Kai Tak Development Urban Design Guidelines and Manual



1. Fall within Kai Tak Development Area

2. In the midst of Kai Tak City Centre (north) and South Apron Corner of Kai Tak Development Area (south).

3. Accessibility to South Apron from Kai Tak City Centre (north) deterred by the GIC sites and major roads incl. CKR portal along Shing Kai Road

# Agenda

1) The Site

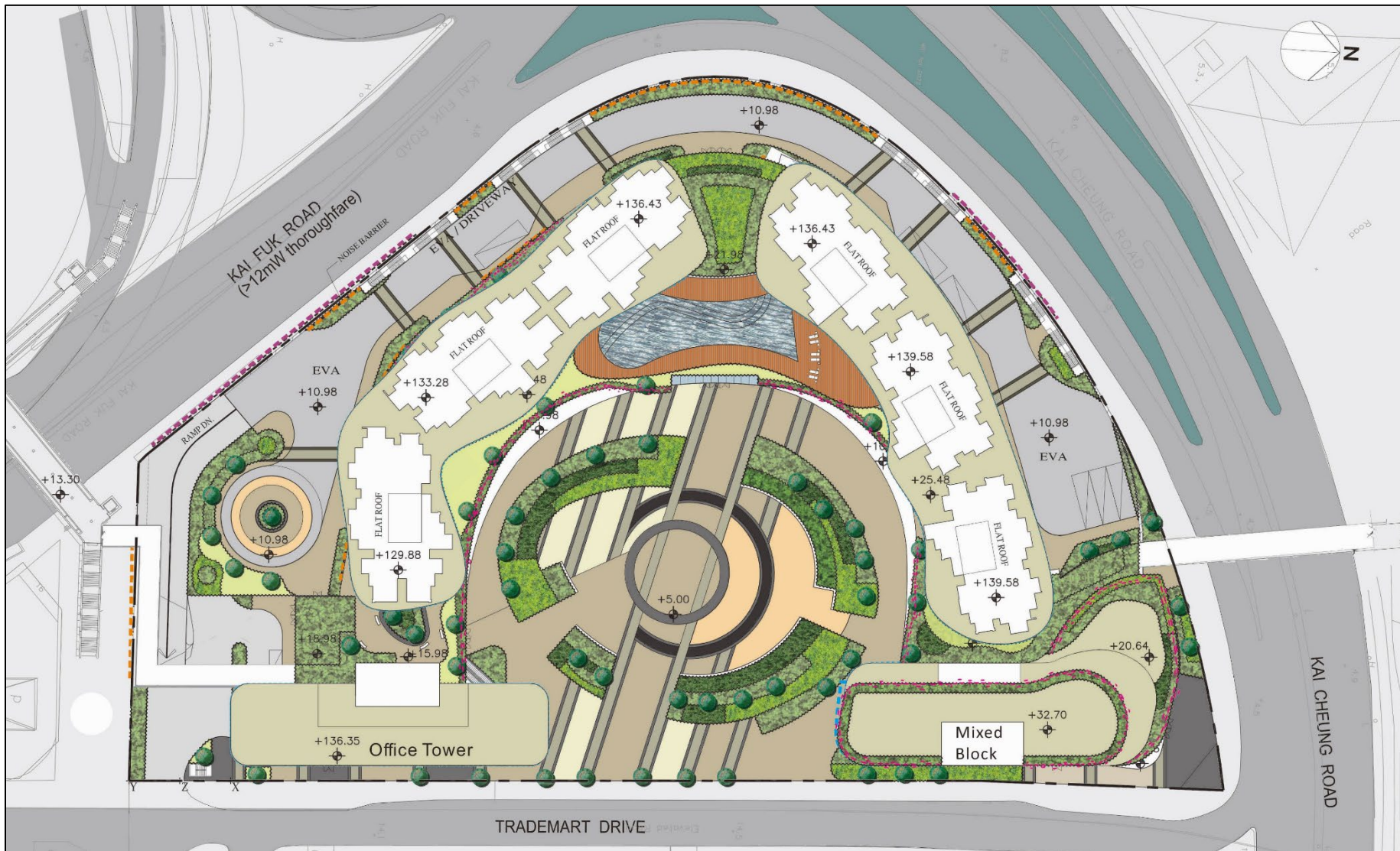
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# Redevelopment Proposal

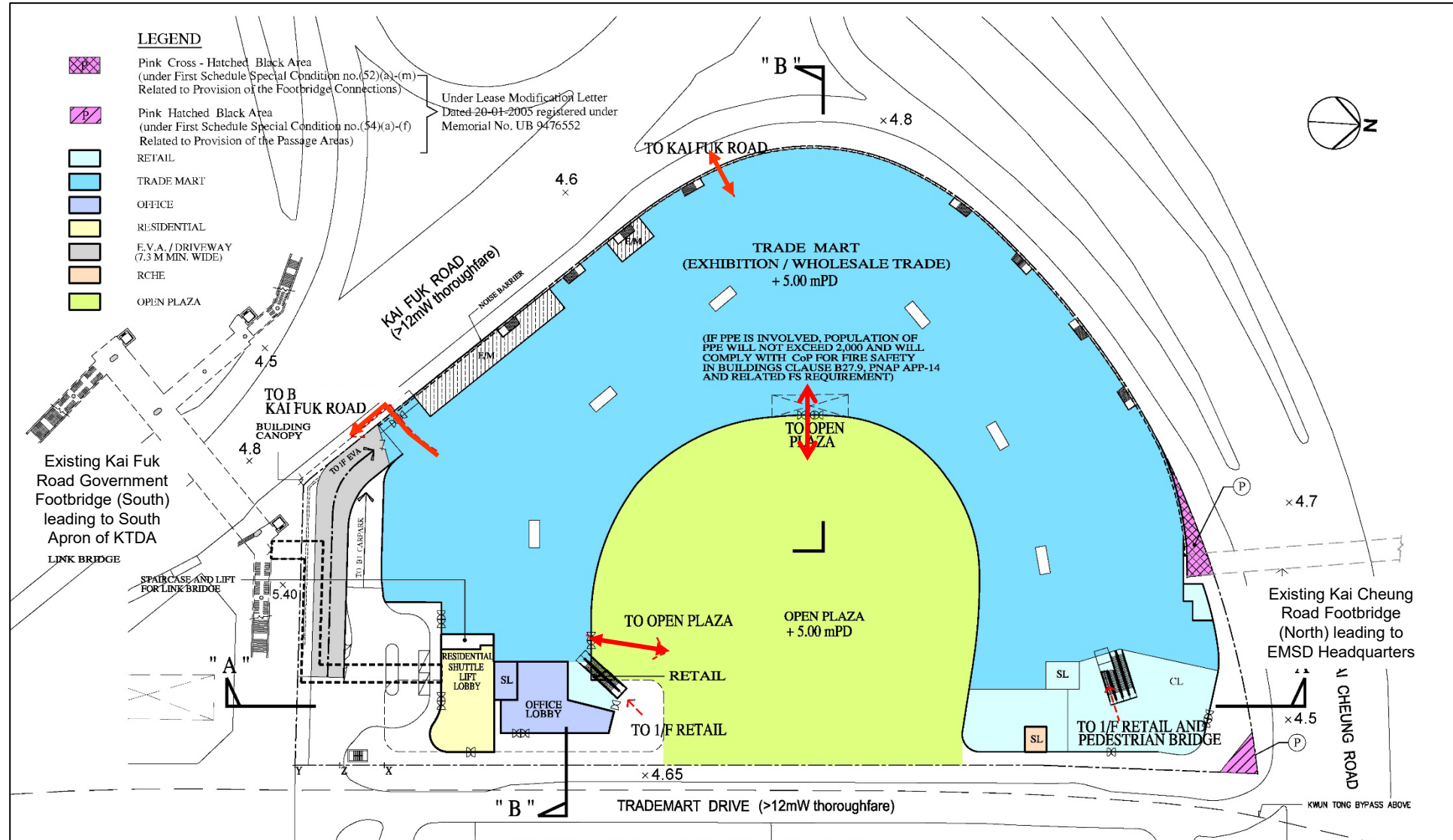


Proposal involves

- 1) Six 33-36 Storeys residential tower (About 1,881 units)
- 2) 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)
- 3) One 27-storey office

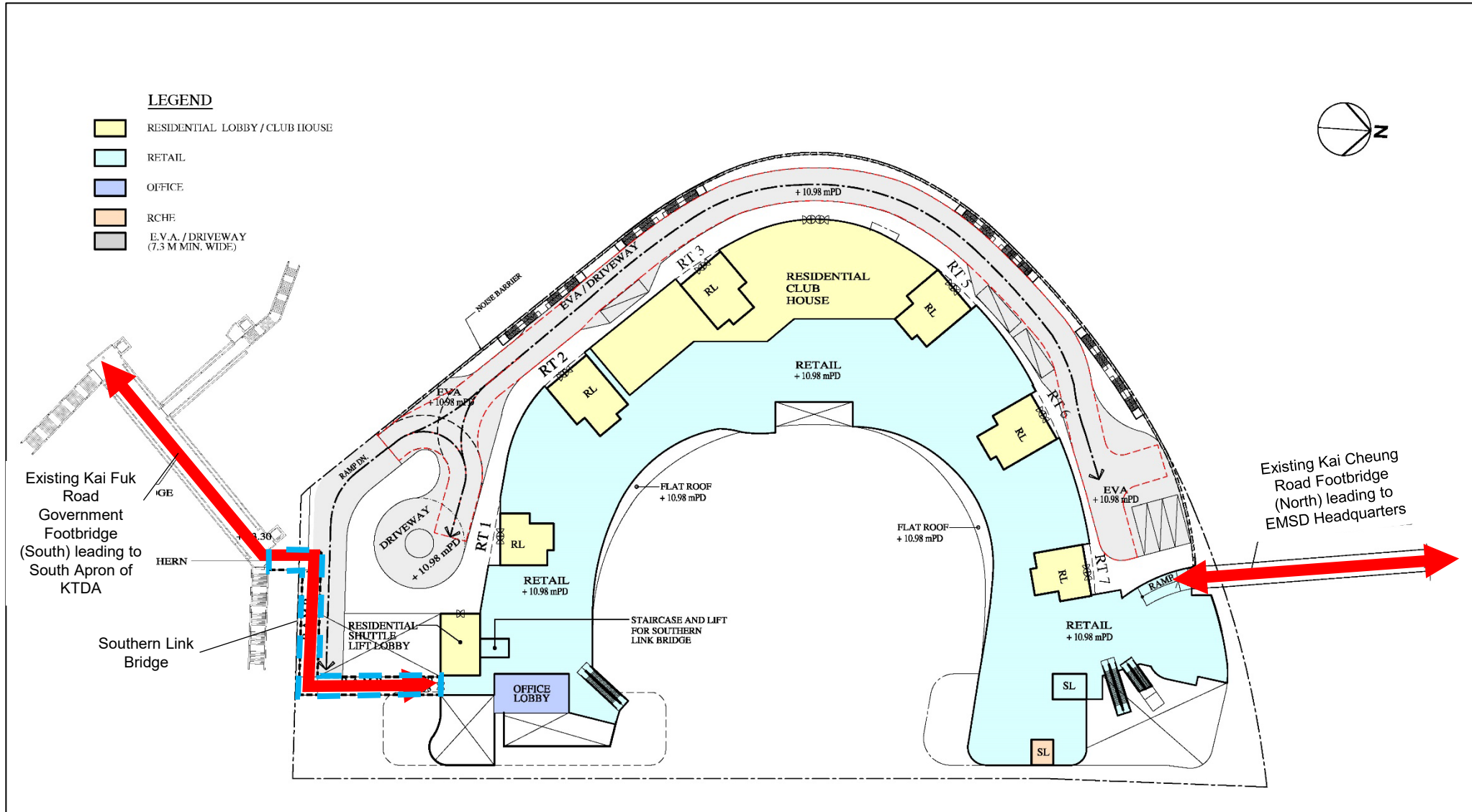
Atop a 2-storey podium mainly for retail/commercial and trade mart (incl. exhibition and wholesale trade) uses

# Redevelopment Proposal (G/F Plan)

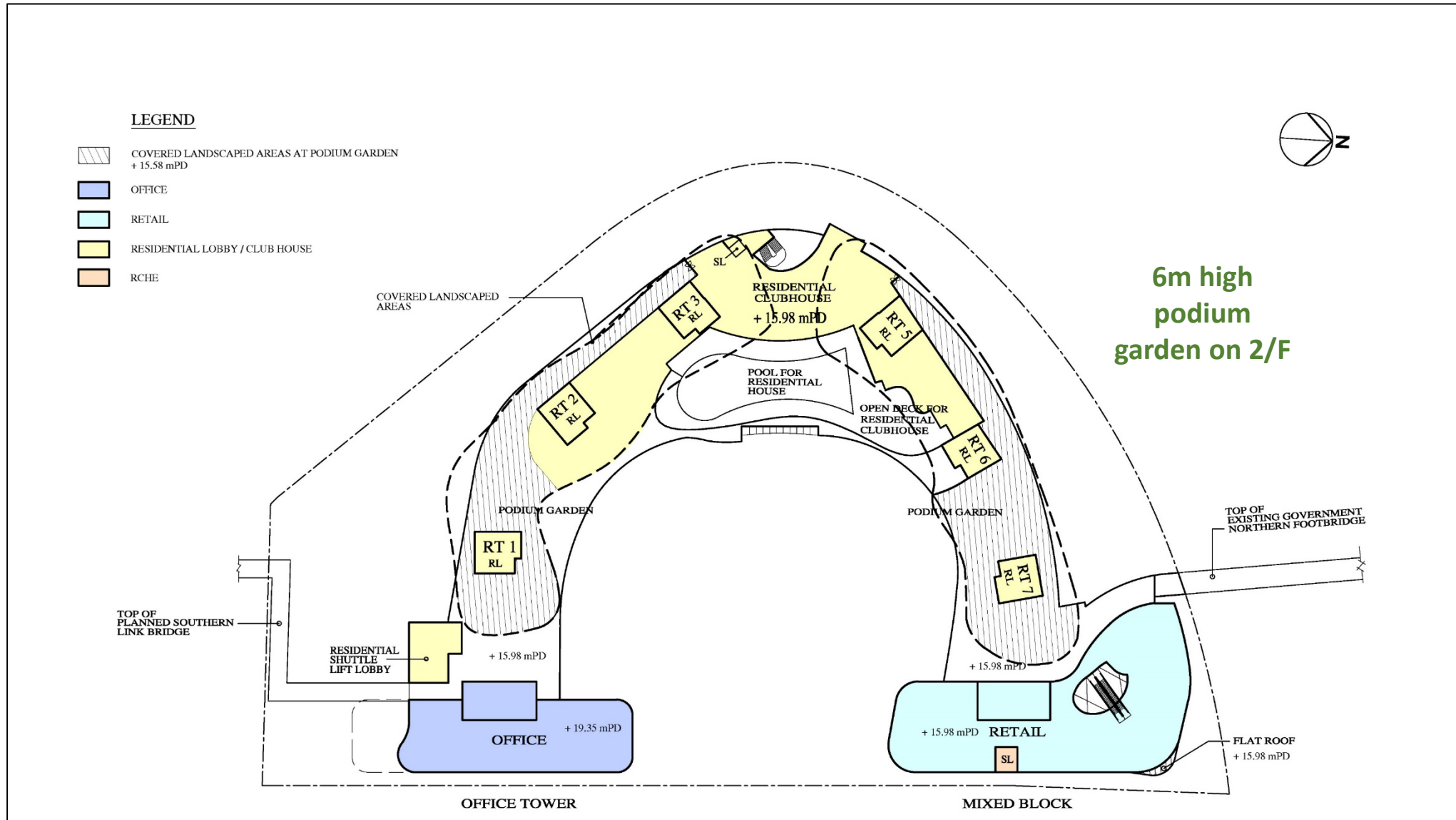




# Redevelopment Proposal (1/F Plan)



# Redevelopment Proposal (2/F Plan)



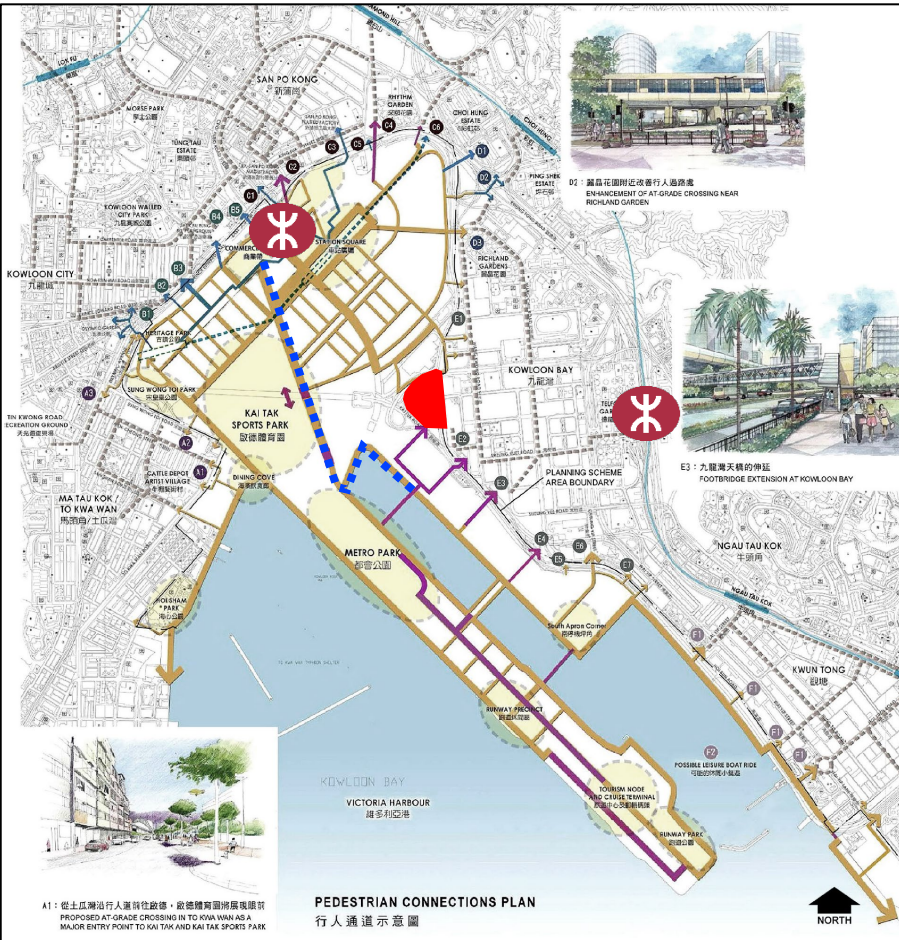


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# Enhancement to Pedestrian Connectivity

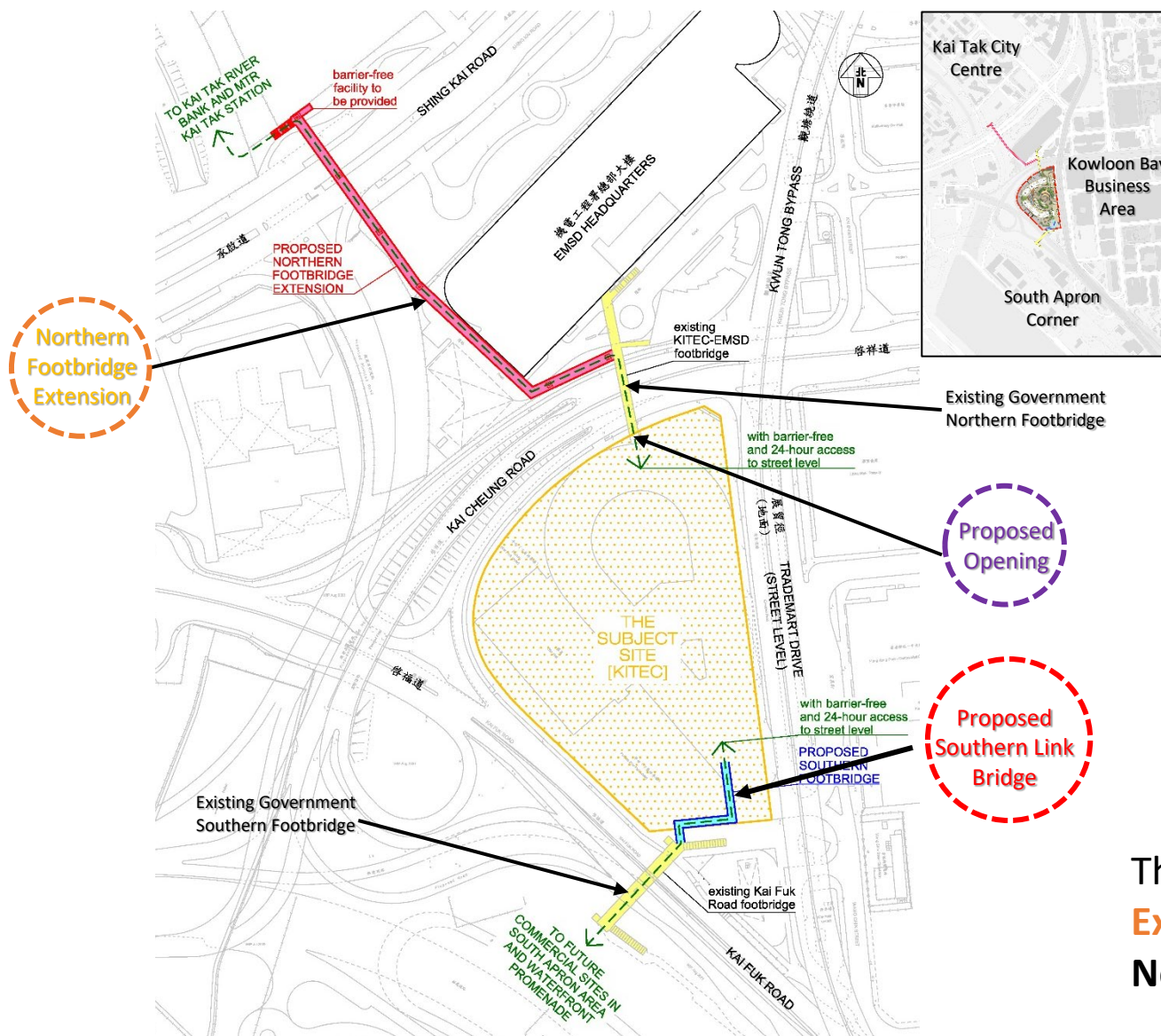
## - Existing Pedestrian Network -



Source: Approved Kai Tak OZP No. S/K22/8



# Enhancement to Pedestrian Connectivity (Proposed Opening in the North and Southern Link Bridge)




## Proposed Opening

- Existing Government Footbridge across Kai Cheung Road in the North connects with EMSD Headquarters and the KITEC.
- Opening will be reserved to connect with this existing footbridge.

## Proposed Southern Link Bridge

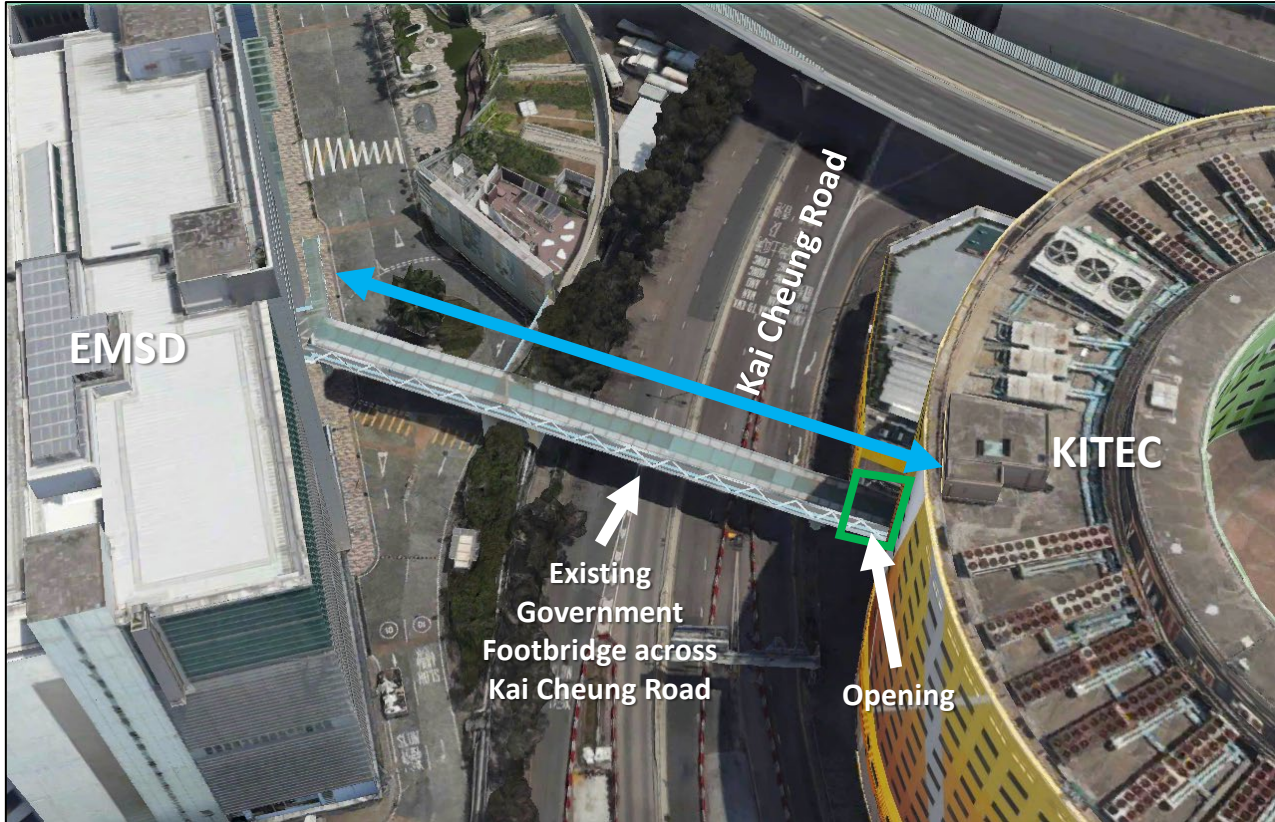
- Existing Government Footbridge across Kai Fuk Road provides pedestrian connection from inner KBBA to the South Apron Corner.
- Southern Link Bridge (as an extension of existing footbridge) will connect the Proposed Development to this existing government footbridge.

The Ultimate Vision is to provide a **Northern Footbridge Extension**, connecting with the Existing Government Northern Footbridge to the Kai Tak Riverside 

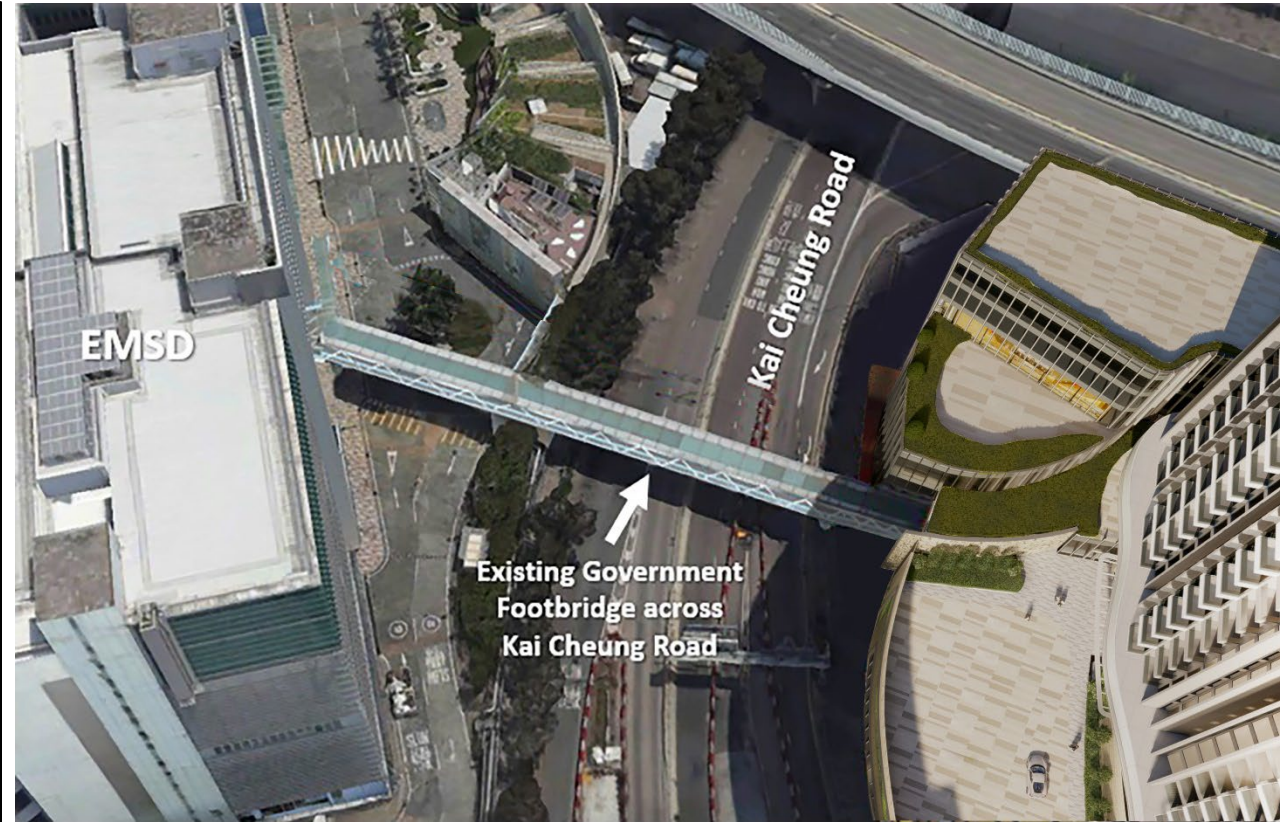


# Proposed Opening

## Existing Condition



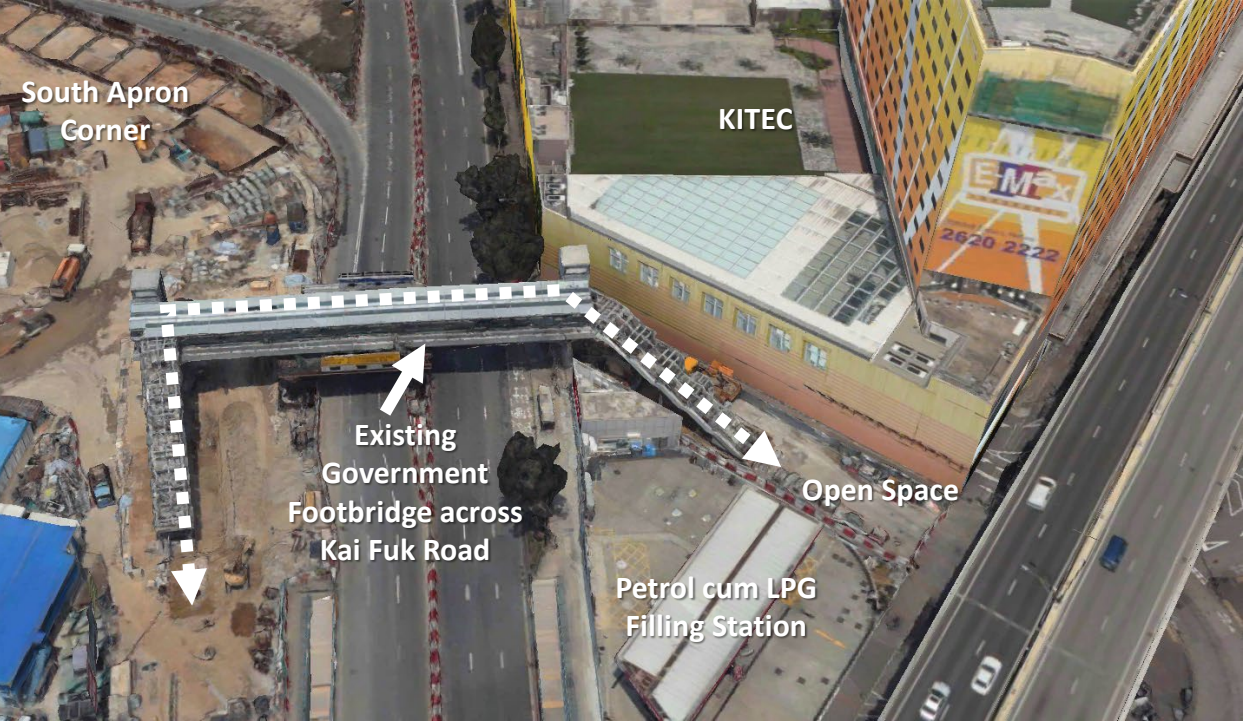
## Upon Redevelopment



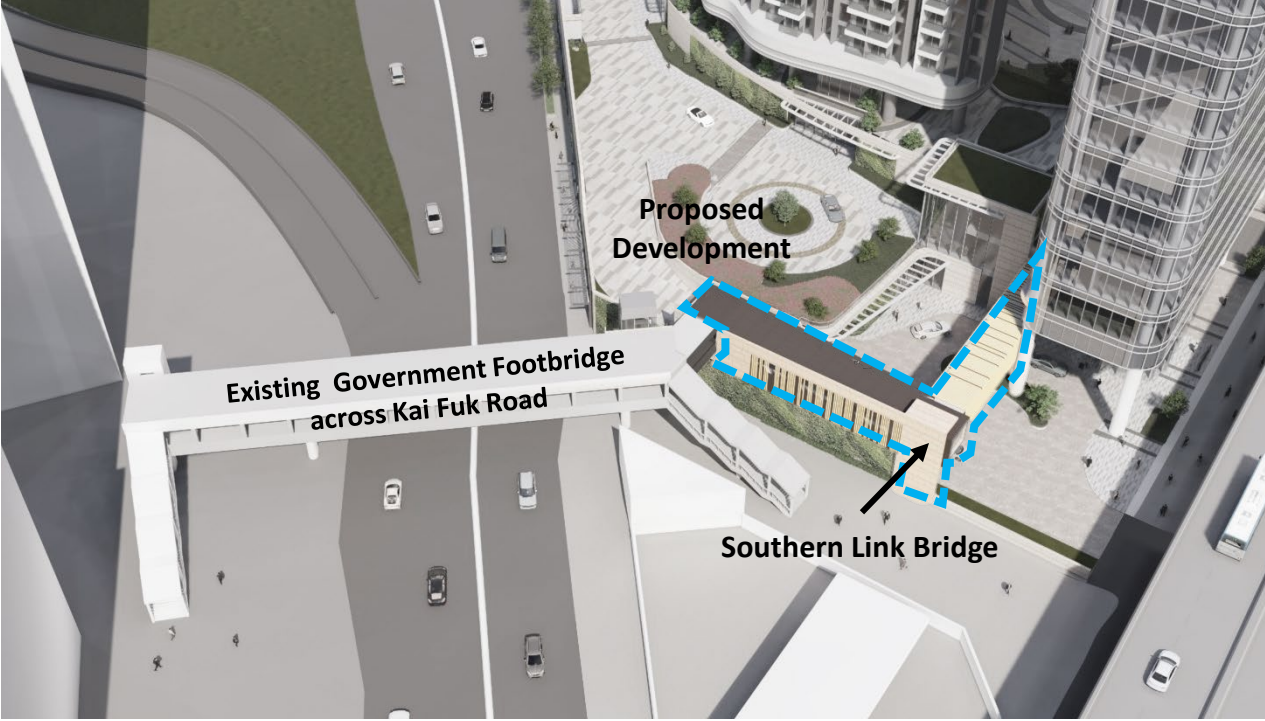


# Proposed Southern Link Bridge Connection

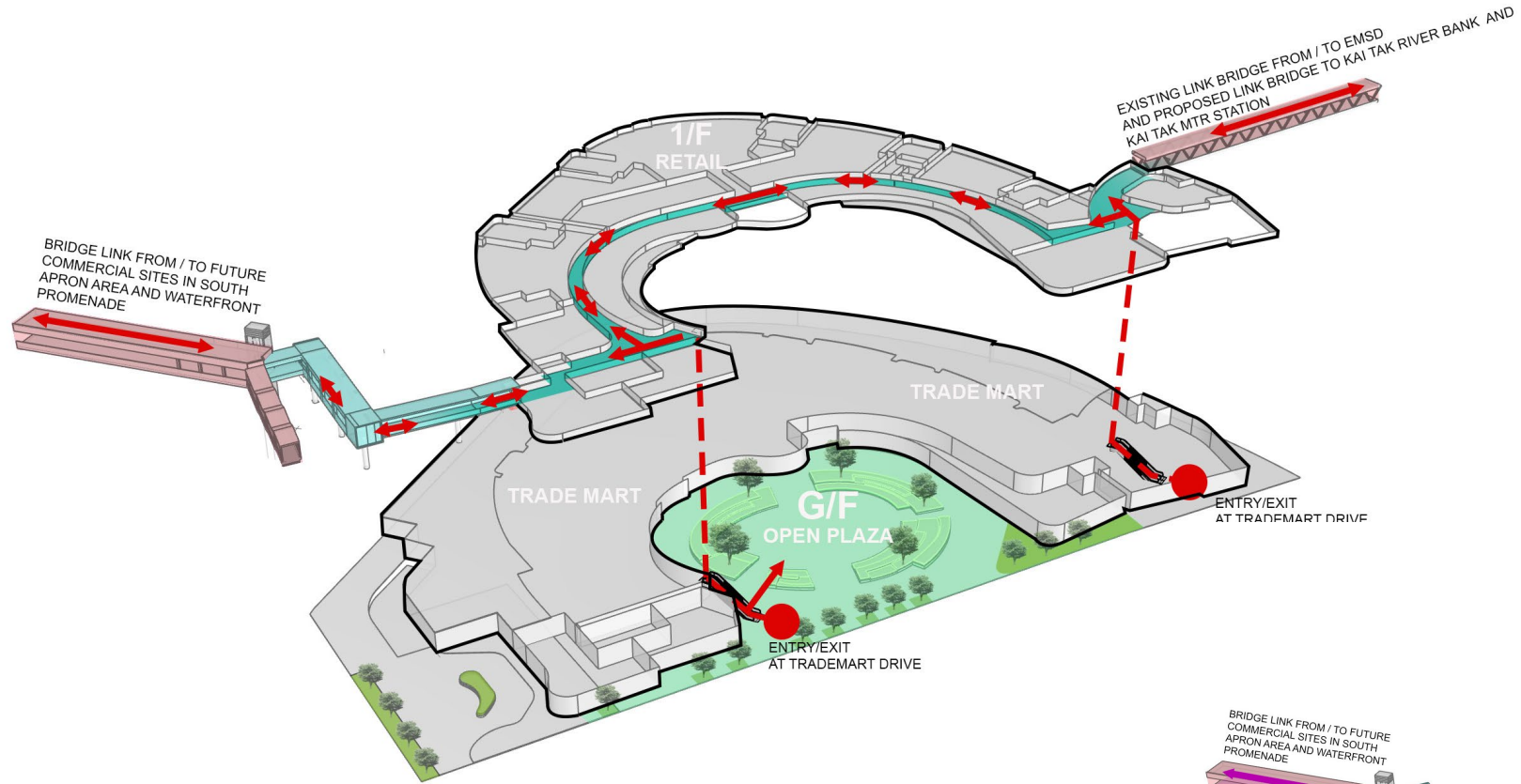
## Existing



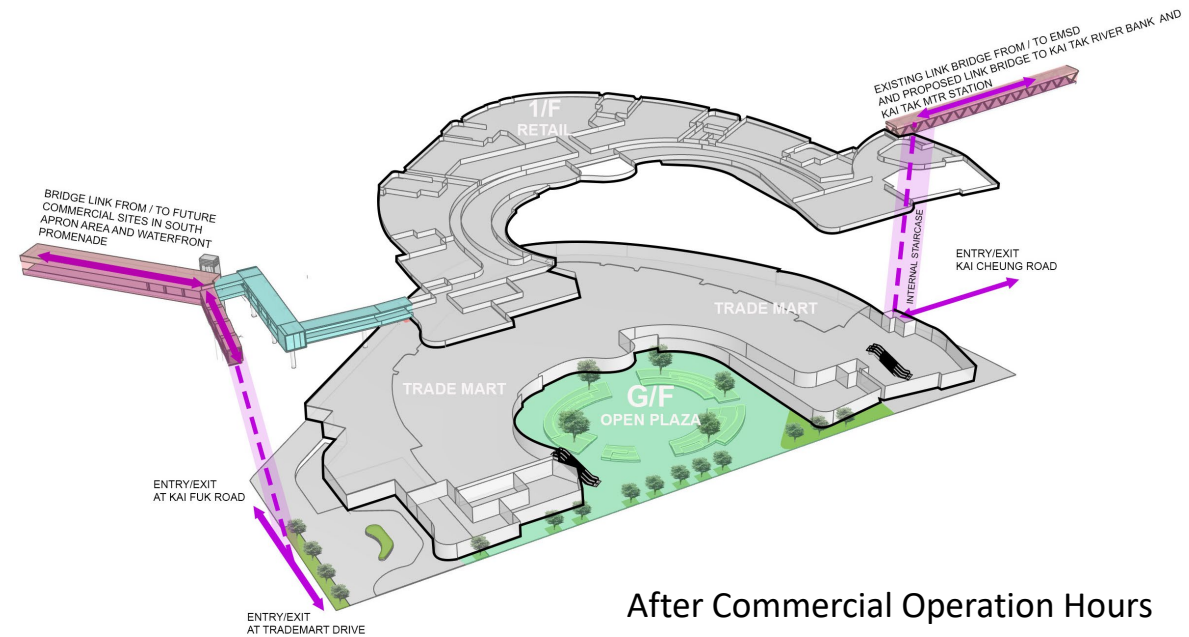
## Upon Redevelopment



# Internal Pedestrian Connection within the Proposed Development



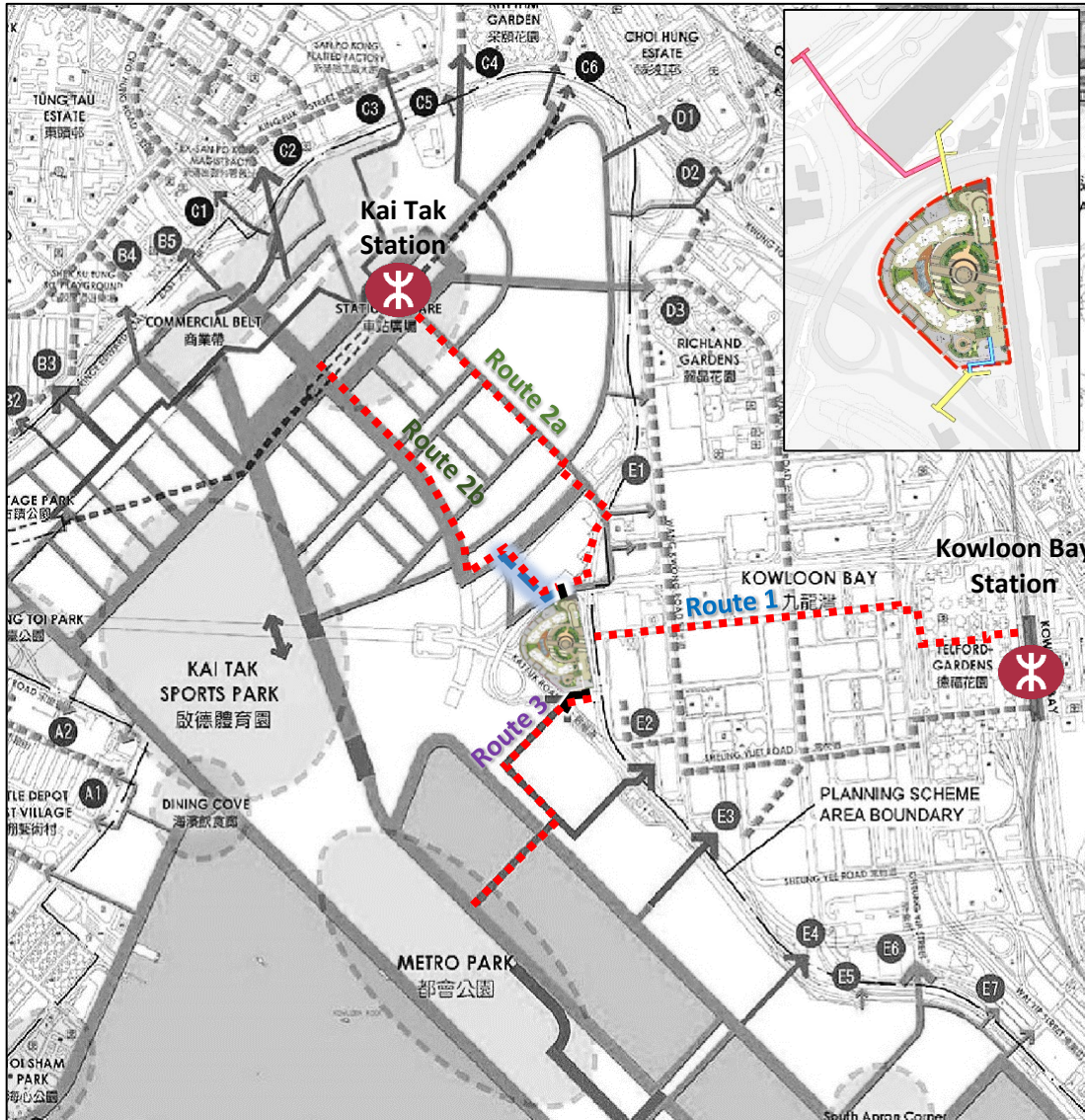
During Commercial Operation Hours



After Commercial Operation Hours



# Provide Seamless Connection to/from Major Transport Node: Kai Tak Station and Kowloon Bay Station



## Route 1: Site to Kowloon Bay Station

- 1.2km (17 mins)

## Route 2a: Site to Kai Tak Station (via Existing Government Northern Footbridge)

- 1.1km (16 mins)

With Northern Footbridge Extension (shortened walking distance, direct & convenient connection):

## Route 2b: Site to Kai Tak Station

- 787m (11 mins)

With Southern Link Bridge (provide a direct connection to South Apron Corner of KTD) through proposed development:

**Route 3:** bring people to the waterfront seamlessly through the proposed development

Source: Pedestrian Connections Plan of Approved Kai Tak OZP No. S/K22/8



# Provide Weather Proof and Comfortable walking environment

## Route 1: To/From Kowloon Bay MTR Station

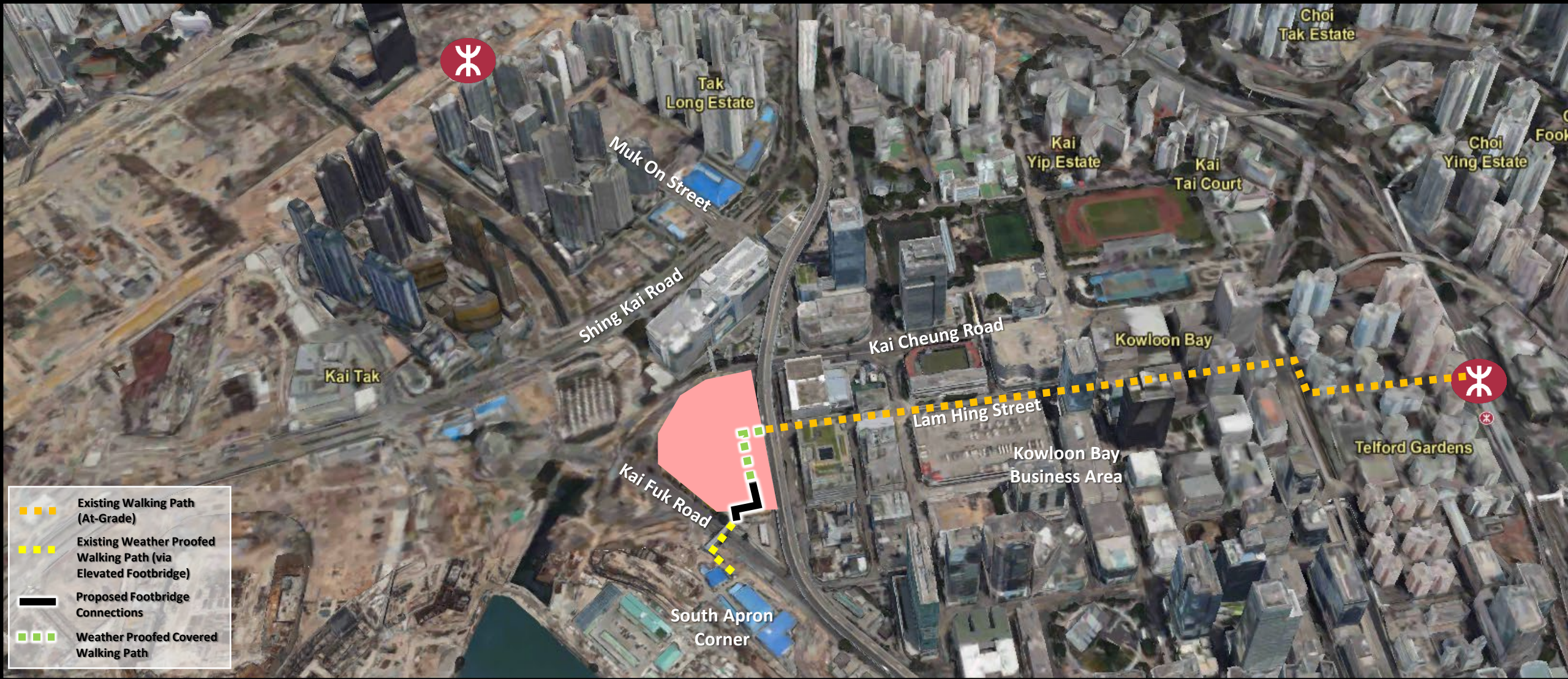


- Existing Walking Path (At-Grade)
- Existing Weather Proofed Walking Path (via Elevated Footbridge)



# Provide Weather Proof and Comfortable walking environment

## Route 1: To/From Kowloon Bay MTR Station





# Provide Weather Proof and Comfortable walking environment

## Route 2: To/From Kai Tak MTR Station





# Provide Weather Proof and Comfortable walking environment

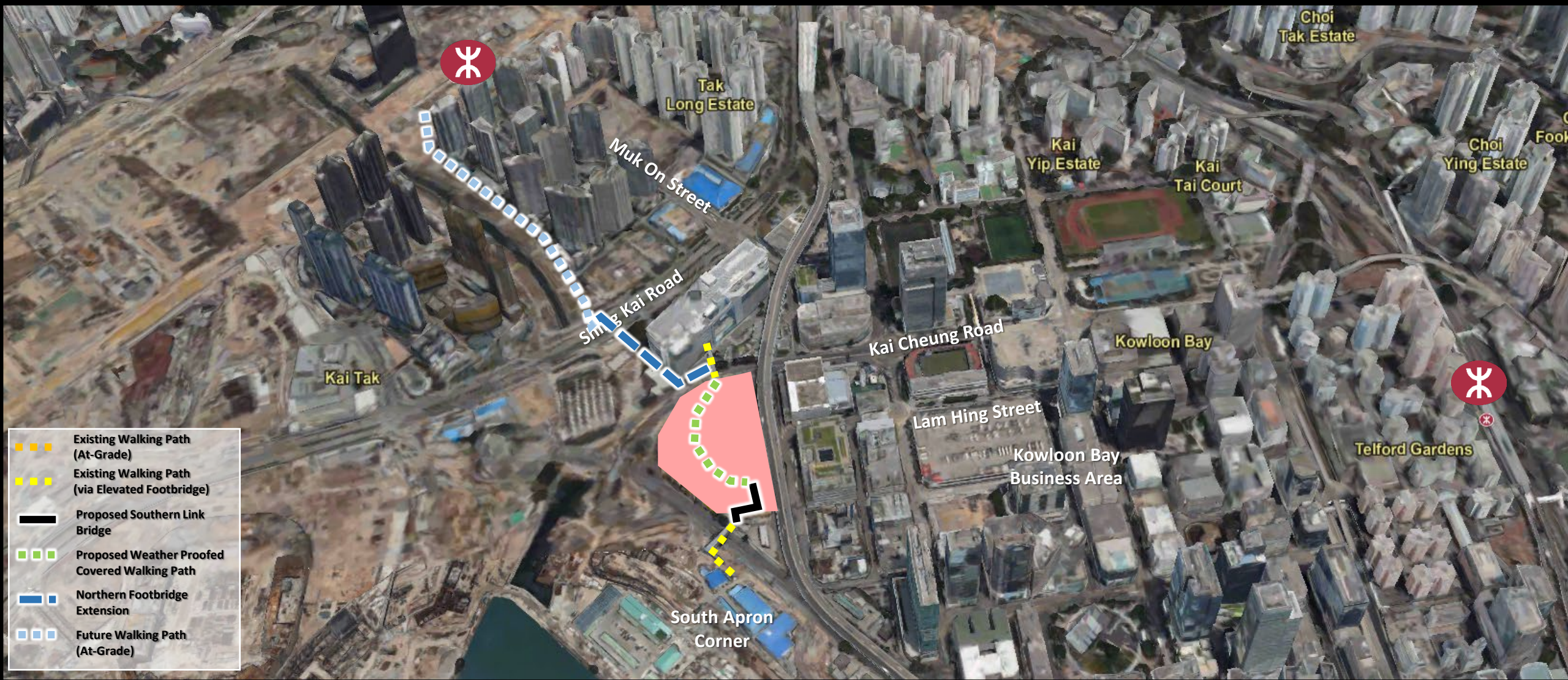
## Route 2a: To/From Kai Tak MTR Station via Muk On Street





# Provide Weather Proof and Comfortable walking environment

## Route 2b: To/From Kai Tak MTR Station via Northern Footbridge Extension





# Provide Weather Proof and Comfortable walking environment

## Route 3: To/From South Apron Corner

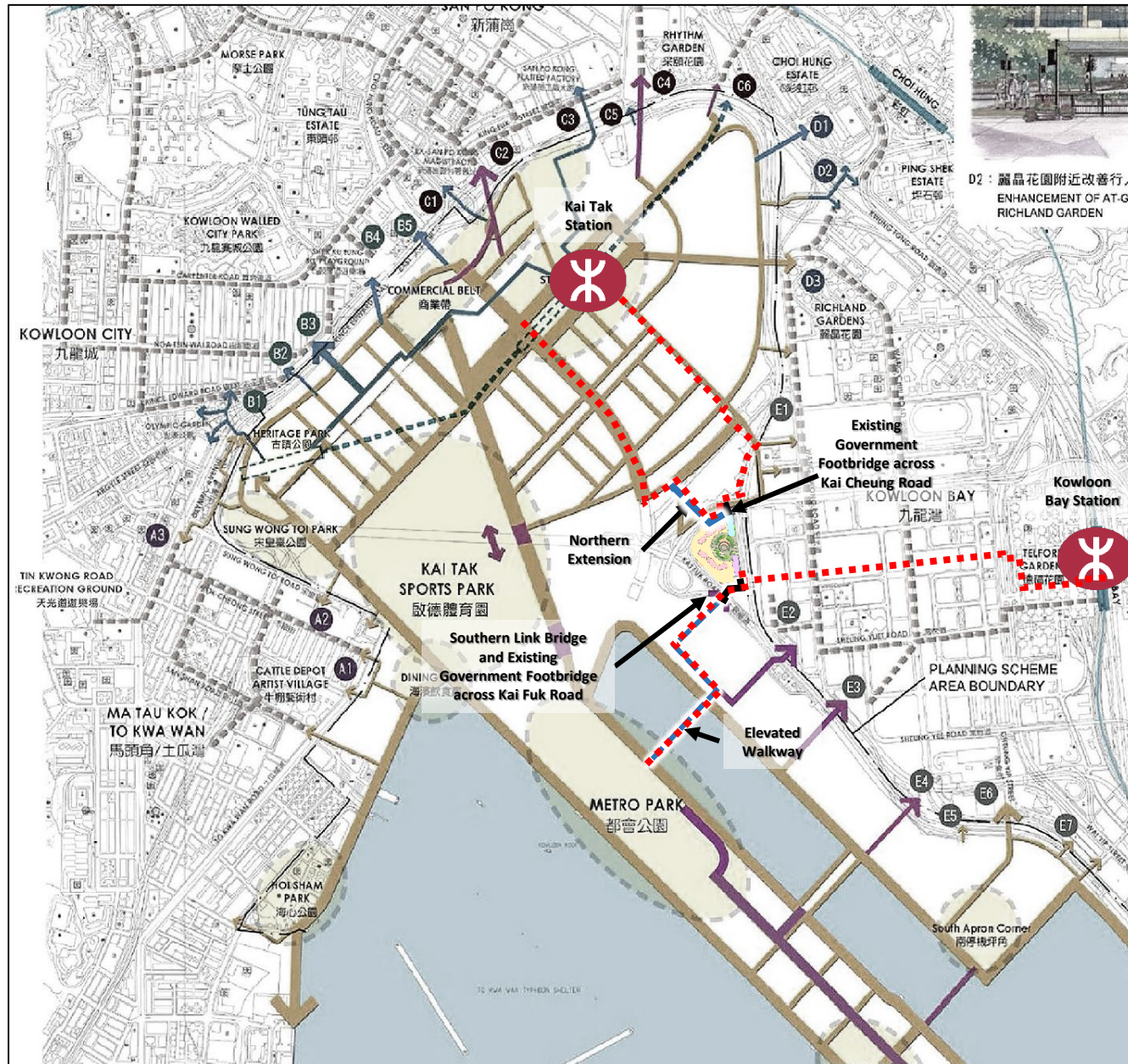


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# Enhancement of Accessibility to the Waterfront



D2: 瀾晶花園附近改善行人 ENHANCEMENT OF AT-GR RICHLAND GARDEN

With the existing and planned footbridge connections

- Provide a **direct and continuous pedestrian connection and linkage to South Apron Area of Kai Tak and the waterfront promenade through the Proposed Development**

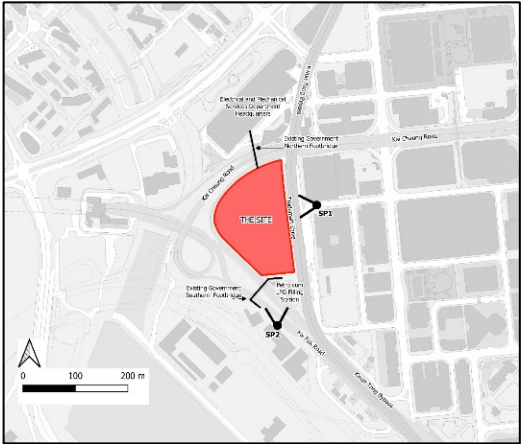
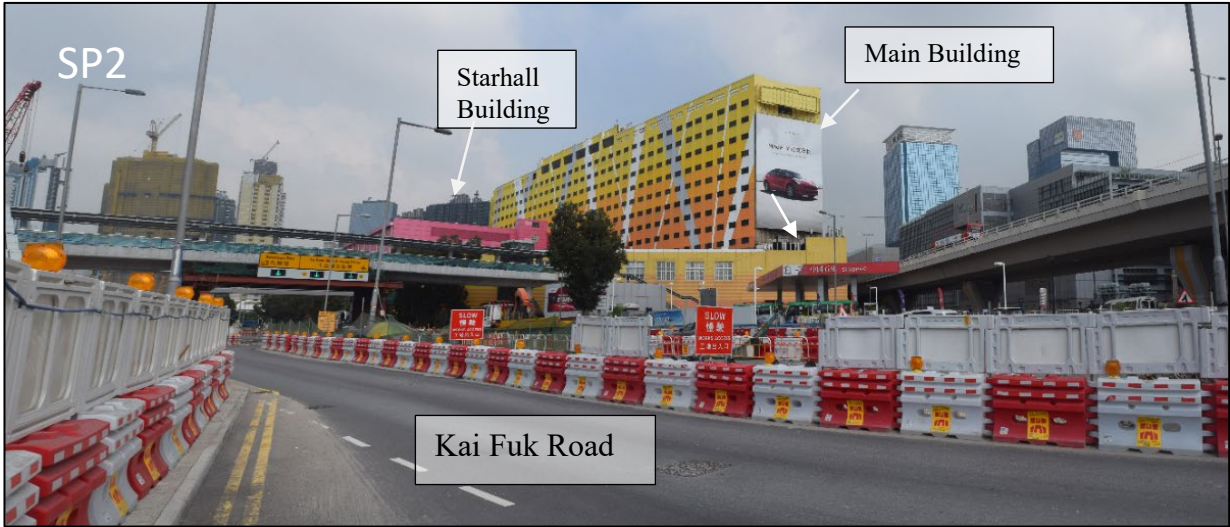
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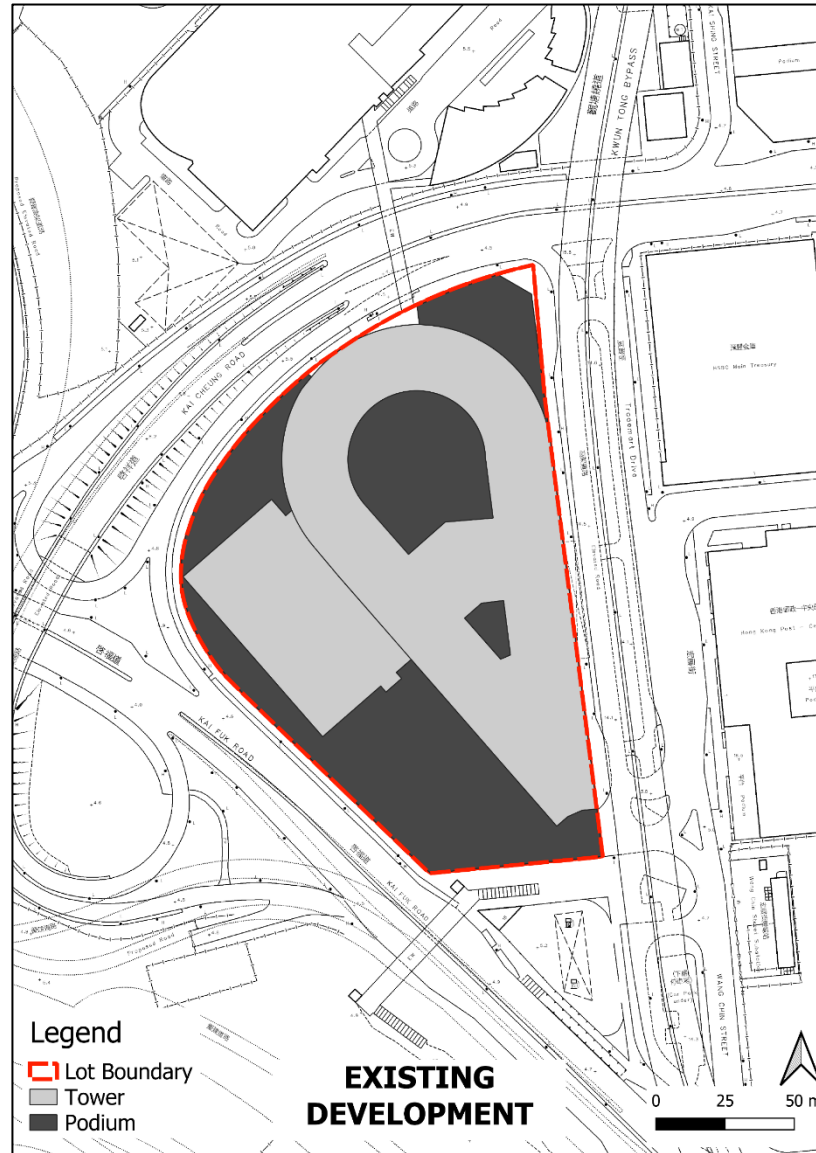
# Existing Condition





# A) Improving the Quality and Condition of the Site

## EXISTING



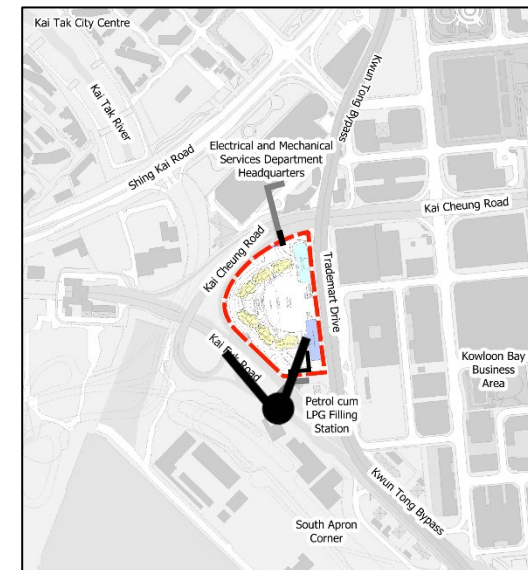
## PROPOSED





# A) Improving the Quality and Condition of the Site (Cont'd)

EXISTING



PROPOSED



View from existing Government Footbridge across Kai Fuk Road

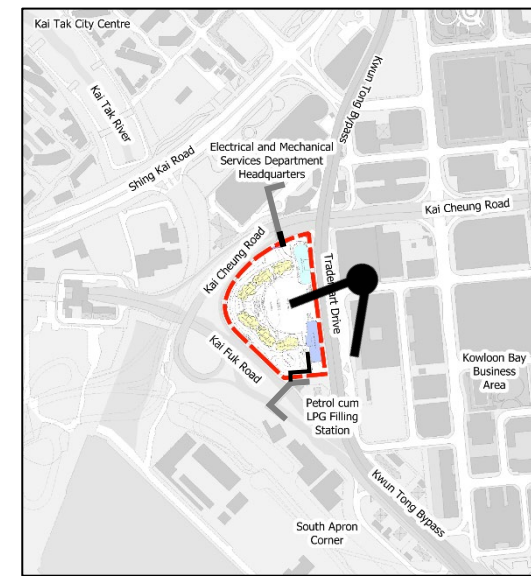


# A) Improving the Quality and Condition of the Site (Cont'd)



**EXISTING**

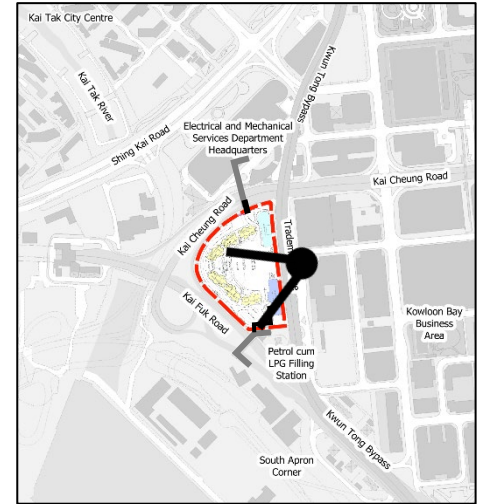
View from Junction between Lam Hing Street and Wang Chin Road



**PROPOSED**



## B) Release of ground floor area for provision of Public Landscaped Spaces / Open Plaza



**EXISTING**

View from Trademart Drive (Below Kwun Tong Bypass)

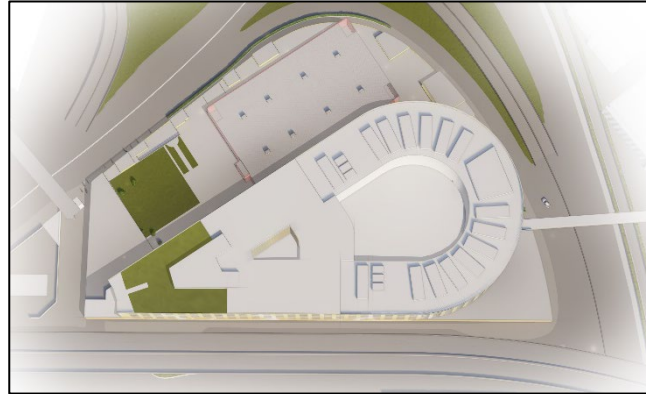


**PROPOSED**

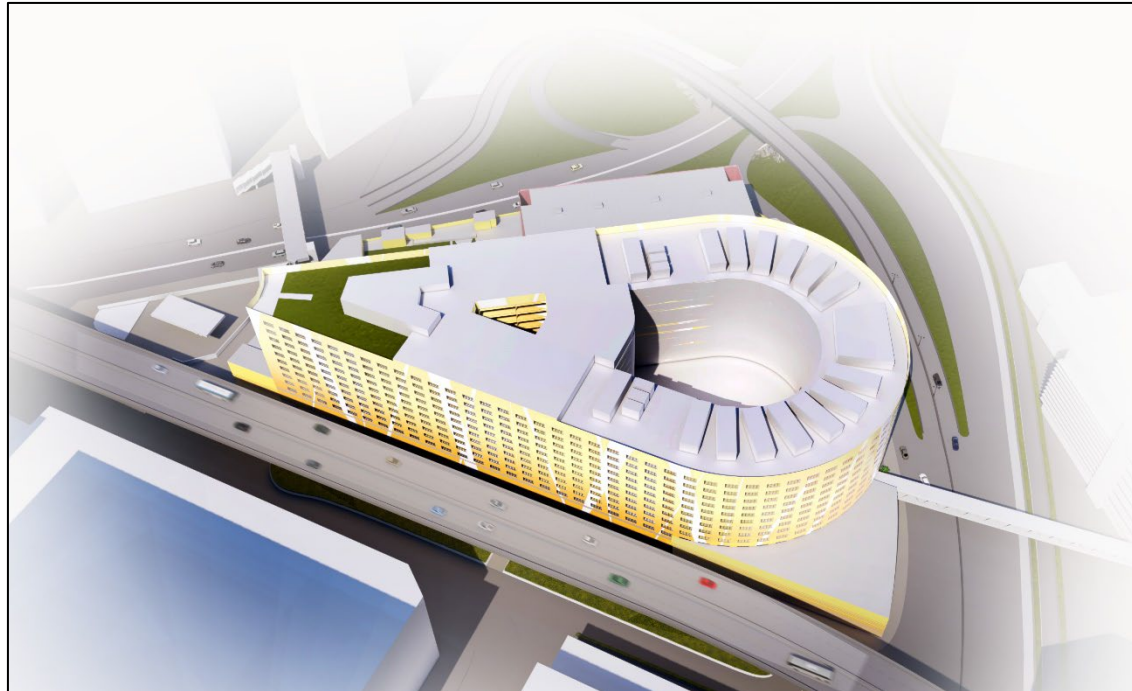


# C) Act as a resting area between Kai Tak area and Kowloon Bay area

**EXISTING**



**PROPOSED**

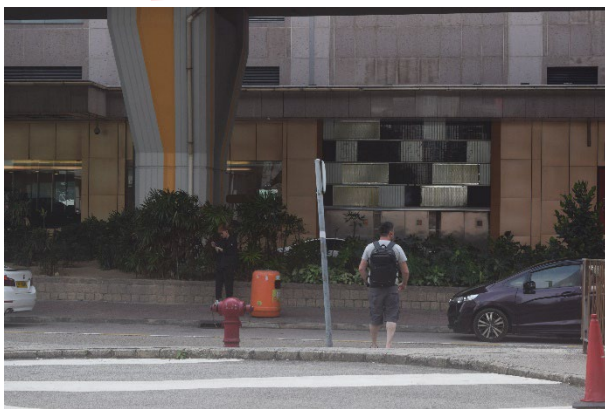
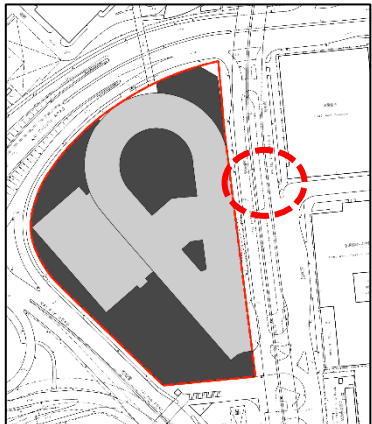




# D) Improvement of Road Crossing at Lam Hing Street/ Trademart Drive

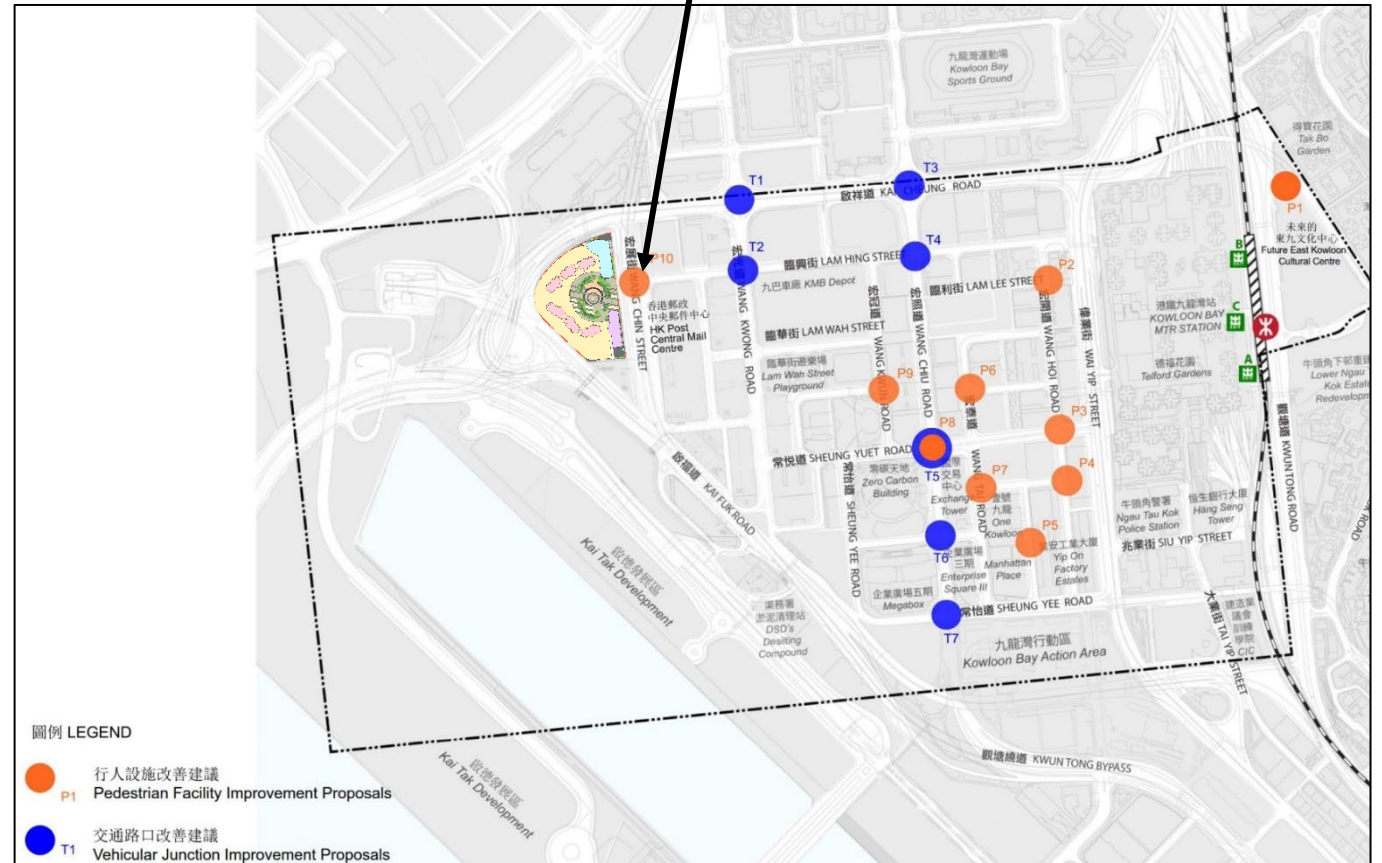
## EXISTING

Jaywalking at the Junction between Wang Chin Street and Lam Hing Street



## PROPOSED

The Project Proponent will carry out pedestrian facility improvement work (with zebra crossing) at the Junction between Wang Chin Street and Lam Hing Street



### Improvement Proposals to Pedestrian Facilities and Traffic

(Extracted from Kowloon Bay Business Area (KBBA) Pedestrian Environment Improvement Feasibility Study)

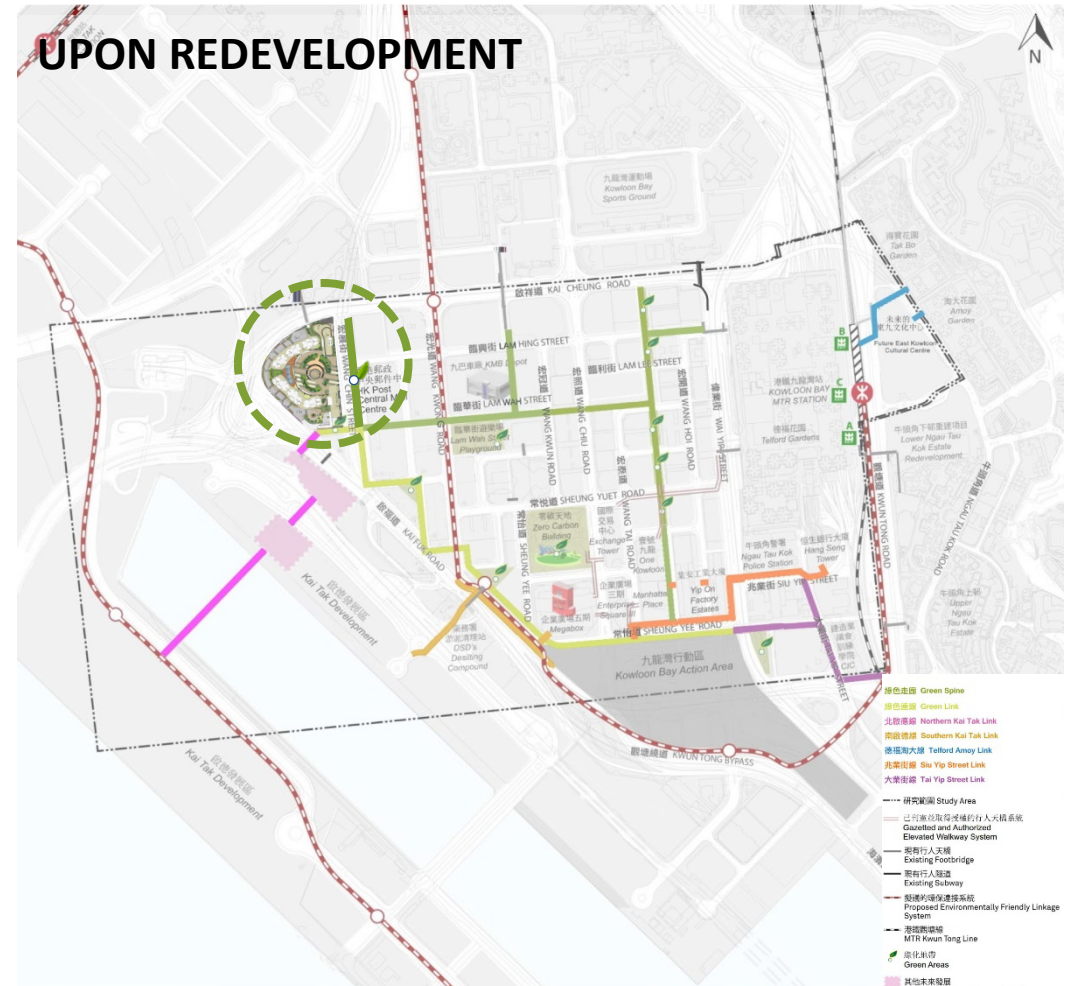
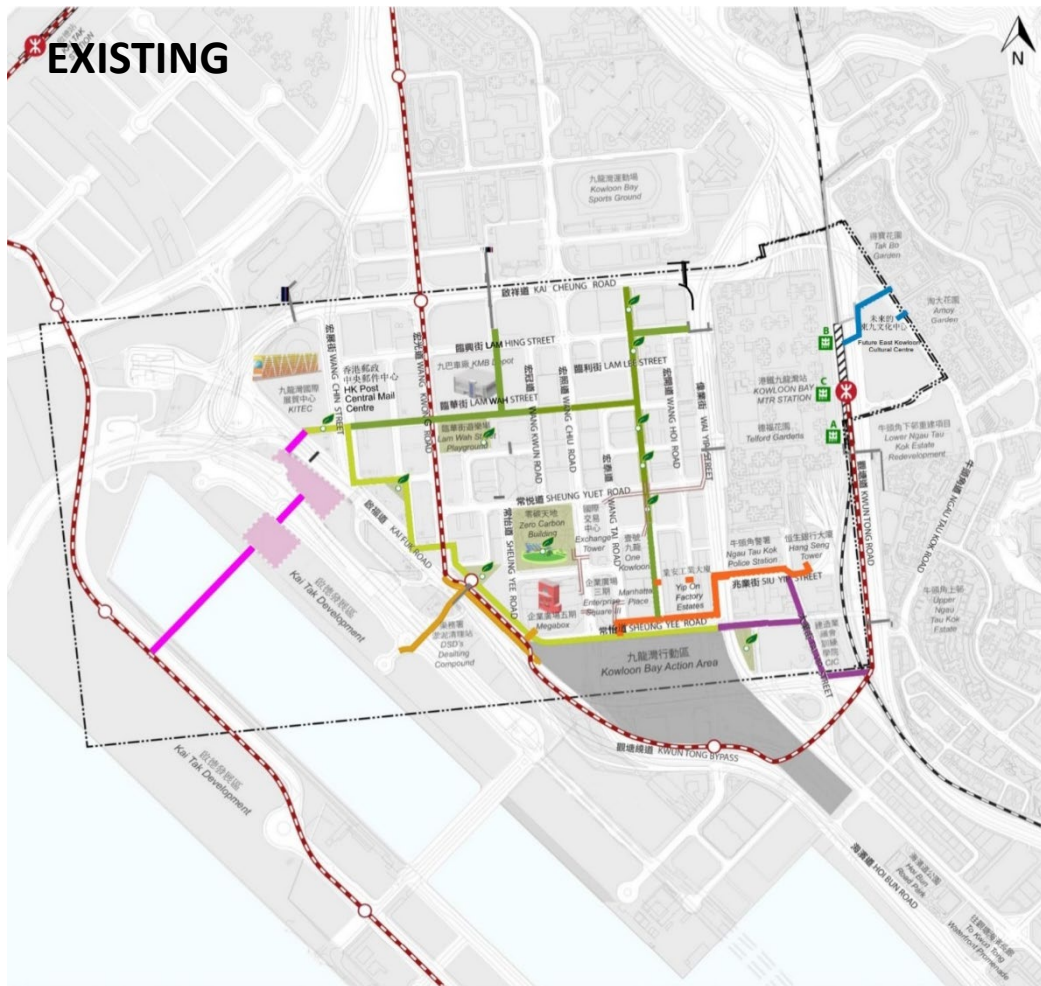


## E) Echo with EKEO initiatives on Green Spine/ Green Link





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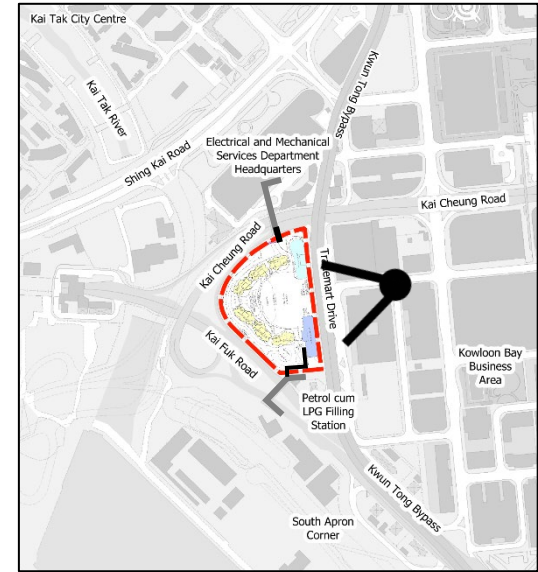
## Pedestrian Links

(Extracted from Kowloon Bay Business Area (KBBA) Pedestrian Environment Improvement Feasibility Study)

Not connecting with the Green Spine and Green Link under EKEO Initiatives



# F) Create a new Visual and Air Ventilation Corridor along Lam Hing Street



**EXISTING**



View along Lam Hing Street

**PROPOSED**





# G) Preserve Victoria Harbour



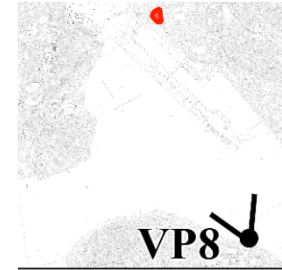
Existing Condition



With Proposed Development




With Proposed Development and Planned/Committed Development



Design Measures:

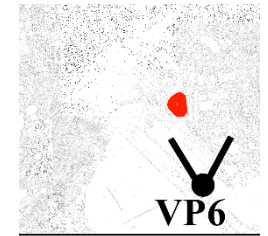
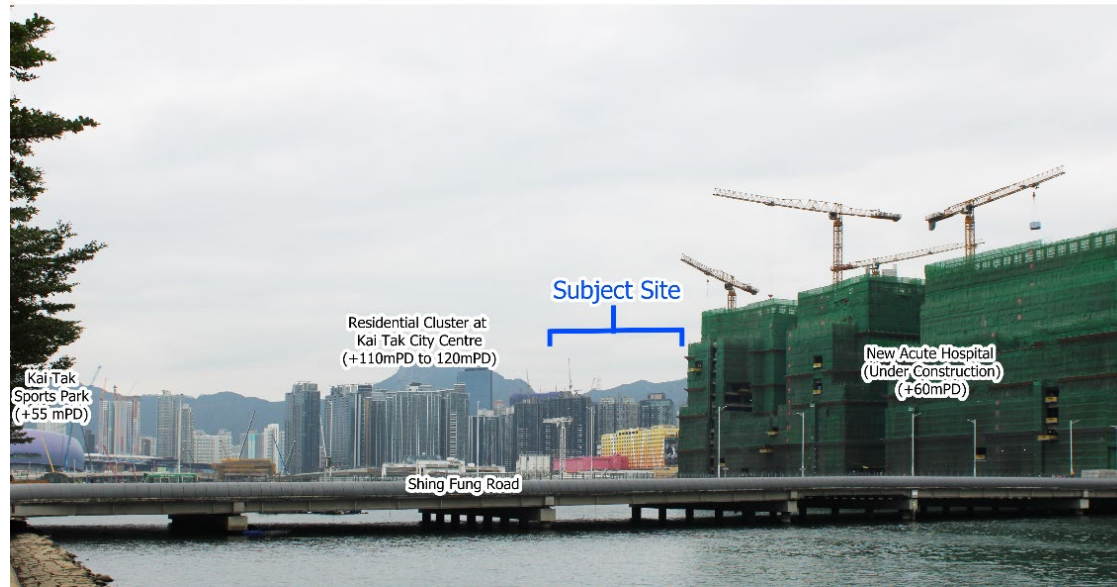
DM5: The proposed development does not encroach onto the "20% Building Free Zone" of the Kowloon Ridgeline

 Proposed Development with 140mPD

## Strategic Viewpoint 1- From Quarry Bay Park

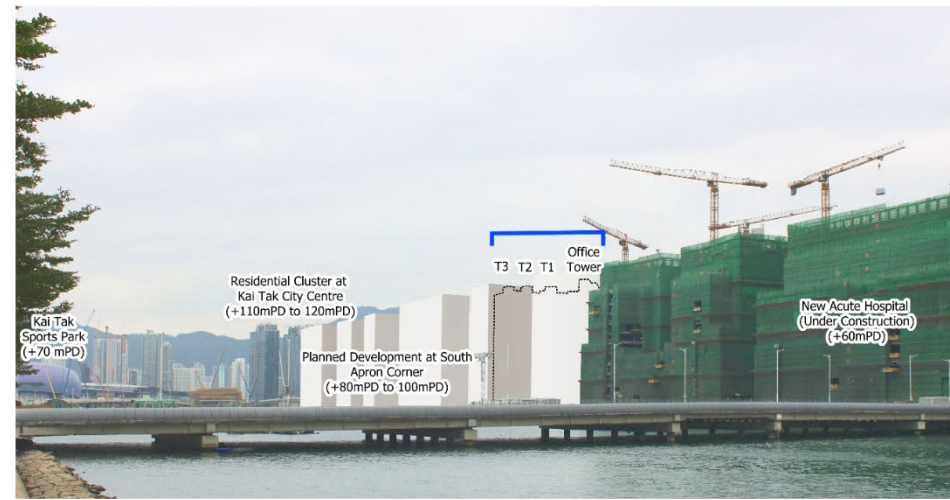
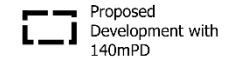


# H) Preserve Victoria Harbour



Design Measures:

DM1: Adopts stepped building height profile with max. 140mPD at main roof level but still being compatible with the surrounding context



With Proposed Development

With Proposed Development and Planned/Committed Development



Members VALUABLE views & advice on the Project DOES matter to US

Thank You!



END