

**S.16 PLANNING APPLICATION
APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/8**

Proposed Composite Redevelopment with Trade Mart/Exhibition and Commercial, Residential, Social Welfare Facilities and School Uses and Minor Relaxation of Building Height Restriction, New Kowloon Inland Lot No. 6032, 1 Trademart Drive, Kowloon Bay, Kowloon

Supporting Planning Statement (Volume No. 1)

January 2025

Applicant:

International Trademart Company Limited

Consultancy Team:

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Executive Summary

This S16 Planning Application is prepared and submitted on behalf of the Applicant, International Trademart Company Limited, to seek approval from the Town Planning Board (“TPB”) for a Proposed Composite Redevelopment with Trade Mart/Exhibition and Commercial, Residential, Social Welfare Uses and School uses and Minor Relaxation of Building Height Restriction at No.1 Trademart Drive, Kowloon Bay (“Application Site/ Site”). The Site falls primarily within an area zoned “Other Specified Uses” annotated “Trade Mart and Commercial Development” with a tiny portion of it shown as “Road” under the Approved Kai Tak Outline Zoning Plan (“the Approved OZP”) No. S/K22/8.

The Site was formed part of the Kowloon Bay Reclamation Area as the International Trade and Exhibition Centre to supplement the business activity of the Kowloon Bay Industrial Area (KBIA). It was later excised from the KBIA and incorporated into part of the Kai Tak Development. For the last decades, the surrounding context in the Kai Tak and Kowloon Bay areas has undergone dramatic land use changes, especially after the relocation of the Kai Tak Airport in 1998. While a series of studies and reviews on the Kai Tak area have been carried out over the past decades with a view to optimising the development potential of the area, it is noted that the development scheme for the Kai Tak area has also been revised several times over the years. Simultaneously, all sites under “I” in KBIA were rezoned to “OU(Business)” uses; and KBIA was also transformed into KBBA following to the “Area Assessments of Industrial Land in the Territory”. Planning is a dynamic process that involves iterative reviews and revisions in response to the ever-changing environment. The Site itself is not an exception. As time goes by, the position and function of the Site lay behind purely as for an international trade mart and commercial development worth revisiting especially where the Site is located in the midst of Kai Tak and Kowloon Bay Business Area.

The proposed redevelopment at the Site is to respond to the changing planning and development context of the area and to allow redefinition of the strategic position of the Site, with an aim to achieve the overall planning vision of Kai Tak Development in developing “a distinguished, vibrant, attractive and people-oriented community by the Victoria Harbour”. The development proposal would give a golden opportunity for the Site with a new lease of life.

With an area of 22,280m² and proposed plot ratio (PR) of 7.4521, the proposed redevelopment will yield a total gross floor area of about 166,032 m² (including 1,160m² for the proposed footbridge and linkage). The proposed redevelopment will be an all-in-one mixed development combining trade mart/exhibition and commercial, residential, social welfare facilities and school uses. The Trade Mart (i.e. Showroom and Exhibition related uses) will still be the main feature and dominant use of the overall development.

The Proposed Development is divided into two portions: Eastern and Western portions. The Eastern Portion comprises one 27-storey office tower and one 29-storey mixed block (with Hotel/Commercial/Showroom) atop a 3-storey podium (with Trade Mart i.e. Showroom and Exhibition Related Venues/Uses). While, the Western Portion comprises four 34-36 storeys of residential towers (with 1,494 nos. of residential units) atop a 4-storey podium (i.e. commercial arcade with social welfare facilities, podium garden and recreational facilities).

This S16 Planning Application is fully justified based on the following reasons:

- The proposed redevelopment continues to be in-line with the Planning Intention of the “OU” annotated “Trade Mart and Commercial Development” zone;
- The proposed redevelopment is in-line with the Government’s Policy for the long

term development of international exhibition events;

- The proposed redevelopment responds to the market demand for housing supply from the community by echoing the Government's housing policies and rezoning exercise in Kowloon East for residential uses;
- The proposed redevelopment echoes the initiatives of Energising Kowloon East Office (EKEO) in committing to conduct at-grade pedestrian facility improvement proposal;
- The proposed exhibition and trade mart uses will continue to meet with the public aspiration and the relevant uses will not be diminished after the redevelopment;
- The proposed redevelopment is a self-sustained development with local services/daily necessities including shops, clinic, kindergarten, supermarket and social welfare facilities;
- The proposed redevelopment offers an opportunity to re-define the positioning of the Site with a new lease of life;
- The proposed redevelopment has paid due consideration to its strategic harbourfront location and responded to the Harbour Planning Principles;
- The proposed redevelopment complies with the relevant criteria for consideration of minor relaxation of Building Height Restriction;
- The proposed redevelopment with minor relaxation of Building Height has incorporated significant planning and design merits; and
- Technical Assessments have demonstrated that the proposed development with minor relaxation of BH to be technically feasible with no insurmountable impacts on traffic, visual, air ventilation, sewerage, drainage, water demand, environmental and risk.

In consideration of the above, we sincerely request the TPB to support this Section 16 Planning Application from planning and technical points of view.

行政摘要

申請人 International Trademart Company Limited，擬就城市規劃條例第 16 條向城市規劃委員會（下稱「城規會」）申請准許位於九龍灣展貿徑 1 號（下稱「申請地點」）擬議綜合重建發展作展覽／工業展覽館及商業、住宅、社會福利設施及學校用途，並略為放寬建築物高度限制由主水平基準以上 100 米到主水平基準以上不多於 140 米。申請地點位於啟德分區計劃大綱圖編號 S/K22/8（下稱「大綱圖」）上主要被劃為「其他指定用途」註明「工業展覽館及商業發展」用途，其一小部分顯示為“道路”。

該申請地點原是九龍灣填海區的一部分，作為國際展貿中心以填補以往九龍灣工業區所需的商業活動。申請地點後來從九龍灣工業區中剔除，並納入啟德發展計劃的一部分。然而，過去幾十年來，啟德及九龍灣地區的周邊用地不斷變遷，特別是在 1998 年啟德機場搬遷之後。政府在過去幾十年來一直對啟德地區進行了一系列的規劃研究和檢討，並對該區發展計劃進行了多次修訂。與此同時，政府就九龍灣工業區的土地用途其後也由「工業」改劃為「其他指定用途(商貿)」，並且在進行工業用地分區研究後，將九龍灣工業區轉變為九龍灣商貿區。明白到規劃是一個過程，並需反覆檢討和修訂以應對不斷變化的環境。該申請地點也不例外。以往申請地點作為國際工業展覽館及商業發展的定位和功能也值得重新審視，尤其是該申請地點位於啟德和九龍灣商貿區的重要中間位置。

擬議重建發展計劃是為了響應該地區現時土地規劃及發展規劃，並以啟德發展計劃的整體規劃願景「維港畔一個饒富特色、朝氣蓬勃、優美動人、以民為本的啟德」作依歸。隨著時間及環境的變遷，擬議發展計劃將為該申請地點提供黃金機會作重新定位無論在土地用途或功能上；並為地點注入新的生命力。

擬議重建發展計劃地點面積為 22,280 平方米。擬議重建發展計劃的地積比率為 7.4521（和總樓面面積約為 166,032 平方米（包括擬建行人天橋和連接的 1,160 平方米）。擬議重建發展計劃將會是一個集將展覽／工業展覽館及商業、住宅、社會福利設施及學校用途於一身的綜合發展項目。工業展覽館（即陳列室和展覽相關用途）仍將是整體發展的主要特色和主要用途。

該發展計劃分為兩部分：東面和西面。東面包括一幢 27 層高的辦公大樓和一幢 29 層高的混合大樓（含酒店/商業/展覽），大樓頂部為 3 層高的平台（含工業展覽館即陳列室和展覽相關用途）。西面包括四棟 34-36 層高的住宅大樓（提供 1,494 個住宅單位），樓頂為 4 層高的平台（即商業拱廊、平台花園及休閒設施）。

擬議發展計劃主要理據如下：

- 擬議發展計劃完全符合現時「其他指定用途」註明「工業展覽館及商業發展」地帶的規劃意向；
- 擬議發展計劃符合政府長遠發展國際性大型展覽的政策；
- 擬議發展計劃符合政府將香港作為國際會議及展覽中心的地位；
- 擬議發展計劃響應及回應社會對房屋的市場需求及政府早前將九龍東的用地改劃為住宅用途的改劃計劃；

- 擬議發展計劃呼應起動九龍東辦事處的建議，並承諾進行地面行人設施改善建議；
- 擬議的展覽及工業展覽館將繼續符合公眾要求，並承諾展覽及工業展覽館在重建後亦不會縮減；
- 擬議發展計劃是一個自給自足的發展計劃，具有地區服務/日常生活必需品，包括商店、診所、幼兒園、超市和社會福利設施等等；
- 擬議發展計劃響應及回應社會對房屋的市場需求及政府早前將九龍東三幅商業用地和前業安工廠大廈用地改劃為住宅用途的改劃計劃；
- 擬議發展計劃充分考慮了其海濱用地位置，並參照海港規劃原則及指引；
- 擬議發展計劃將為該申請地點提供黃金機會作重新定位無論在土地用途或功能上；並為地點注入新的生命力；
- 擬議略為放寬建築物高度限制能與周邊建築羣和諧協調並符合可略為放寬建築物高度限制的條款；
- 擬議略為放寬建築物高度限制發展計劃有著各種的規劃及設計優點；和
- 已就發展項目進行了各項技術評估，結果均證明該發展將不會帶來無法克服/不可接受的視覺、景觀、交通、污水、排水、食水需求，環境和風險與空氣流通的影響。

根據以上各點，申請人懇求城規會從規劃及技術角度支援擬議規劃申請。

S.16 Planning Application
Approved Kai Tak Outline Zoning Plan No. S/K22/8

**Proposed Composite Redevelopment with Trade Mart/ Exhibition and Commercial,
Residential, Social Welfare Facilities and School uses and Minor Relaxation of
Building Height Restriction, New Kowloon Inland Lot No. 6032,
1 Trademart Drive, Kowloon Bay, Kowloon**

Supporting Planning Statement

1. INTRODUCTION

1.1 Purpose

1.1.1 This Planning Statement is prepared and submitted on behalf of International Trademart Company Limited (the “Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for a Proposed Composite Redevelopment with Trade Mart/ Exhibition and Commercial, Residential, Social Welfare Facilities and School Uses and Minor Relaxation of Building Height (‘BH’) Restriction from 100mPD to 140mPD at No.1 Trademart Drive, Kowloon Bay (“the Site”). The Site falls primarily within an area zoned “Other Specified Uses” annotated “Trade Mart and Commercial Development”, with a minor portion of it shown as “Road” on the Approved Kai Tak Outline Zoning Plan (“the Approved OZP”) No. S/K22/8. This Supporting Planning Statement is to provide members of the TPB with information necessary for the consideration of this Application.

1.2 Report Structure

Following this introductory Section, the Site and planning context will be briefly set out in Section 2. The planning background and positioning of the Site will be discussed in Section 3. The comprehensive redevelopment proposal will be elaborated in Section 4 followed by the planning merits and justifications for the proposed development in Section 5. Section 6 concludes and summarizes this Supporting Planning Statement.

2. SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Use

2.1.1 The Site, with an area of about 22,280m², is located at the junction of Kai Fuk Road and Kai Cheung Road. It is bounded by the Trademart Drive/Wang Chin Street/ Kwun Tong Bypass¹ to its east, Kai Cheung Road to its north, Kai Fuk Road to its west, and a strip of open space and a petrol-cum-LPG filling station to its south (Figures 2.1, 2.2 and 2.3 refer).

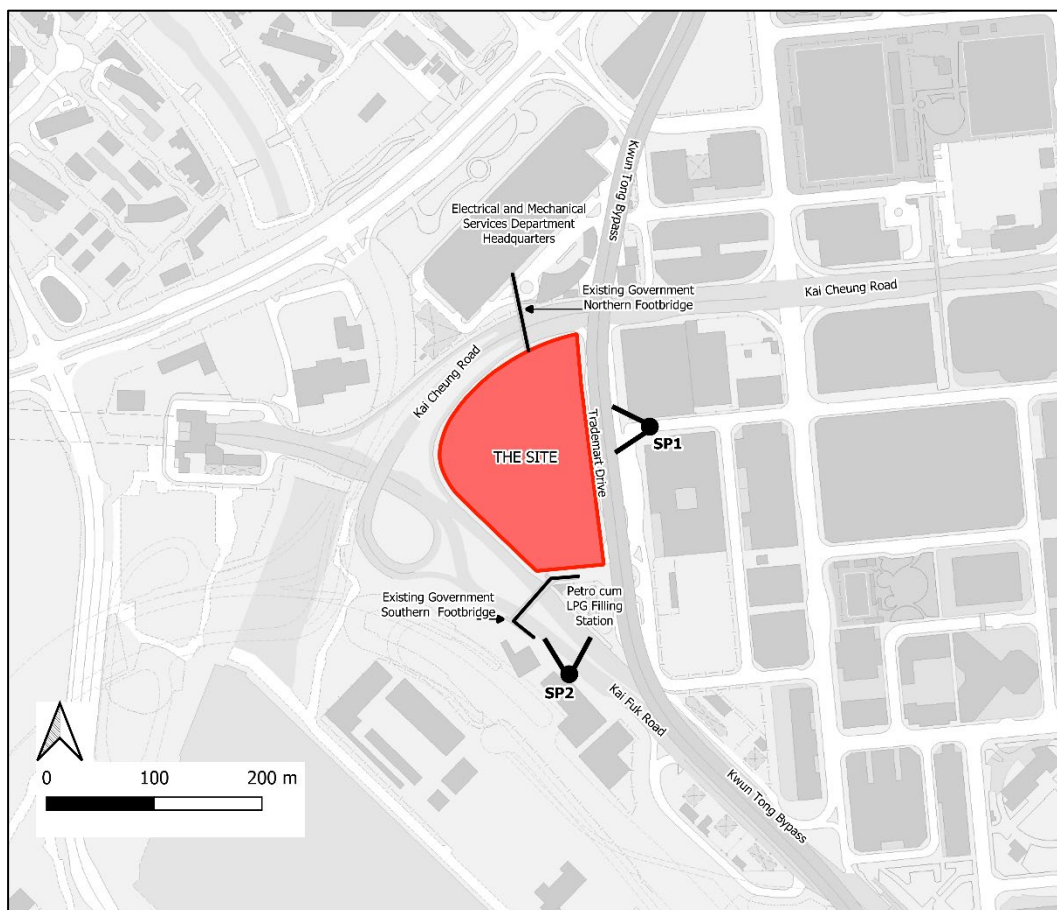


Figure 2.1: Site Location Plan

2.1.2 The Site is currently occupied by the Kowloon Bay International Trade and Exhibition Centre (KITEC), which was completed in 1996. With a plot ratio of 7.4 and gross floor area (GFA) of about 164,872, the Site currently comprises uses of exhibition-related uses with multi-purpose hall, showroom (trade mart), office and commercial uses.

¹ Kwun Tong Bypass is an elevated expressway, running along the Site's eastern boundary in a north to south direction



Figure 2.2: Site Photo 1 (SP1)



Figure 2.3: Site Photo 2 (SP2)

2.2 Surrounding Context

2.2.1 In a wider context, the Site falls within the Kowloon East Central Business District (CBD) 2. It is also situated between Kai Tak New Development Area (“KTDA”) and the Kowloon Bay Business Area (“KBBA”). The Site was once part of the Kowloon Bay Industrial Area (KBIA) (also known as KBBA) and was excised from it. It is now included as part of the South Apron Corner of Kai Tak Development (**Figures 2.4** refers).

2.2.2 The Site is generally in the midst of commercial (at KBBA) and commercial/residential (at Kai Tak Development) settings and is surrounded by:

- The KBBA with existing and planned industrial/office developments zoned “Other Specified Uses” annotated “Business” (“OU(B)”) and “Commercial” (“C”)

are located to the east of the Site. Some of the newly constructed mid-highrise office developments (i.e. Billion Centre, Megabox) entail a building height ranging from 120mPD to 173mPD within the KBBA.

No.	Name of the Development	Building Height (mPD)
A	Billion Centre	140
B	YHC Tower	140
C	Enterprise Square II	133
D	Megabox	170
E	Enterprise Square III	164
F	Manhattan Place	173
G	Capital Tower	120
H	One Kowloon	161
I	Exchange Tower	126
J	FTLife Tower	120
K	Kingston International Centre	120
L	CCB Centre	134
M	Goldin Financial Global Centre	140

- To the south of the Site, planned commercial developments zoned “C” with the BH ranging from 80mPD to 100mPD are found in the South Apron Corner of the Kai Tak Development.
- The Kai Tak tunnel ventilation shaft and its administrative building and the Kai Tak Sports Park are located to the west of the Site
- The EMSD headquarters and the residential cluster with the newly constructed mid-high-rise residential developments in Kai Tak City Centre are found to the north of the Site.

No.	Name of the Development	Building Height (mPD)
1	The Henley	130
2	K Summit	130
3	Upper Riverbank	130
4	Monaco One	120
5	Vibe Centro	120
6	K City	120
7	Victoria Skye	120
8	One Kai Tak	110
9	Tak Long Estate	120



Figure 2.4: Surrounding Context of the Site

2.3 Accessibility

2.3.1 Existing vehicular access to the Site is from Trademart Drive. Trademart Drive provides connections to other major arterial routes such as Kai Cheung Road and Kai Fuk Road. The Site is well served by 15 bus stops with more than 10 bus routes within 400m walking distance from the Site. Kowloon Bay MTR Station is located about 1100m (16 minutes walking distance) from the Site; whereas the Kai Tak MTR Station is located about 1200m away (17 minutes walking distance) from the Site (**Figure 2.5** refers). Currently, the Northern Kai Tak Link has not yet been implemented by the Government and there is no direct walking route from the Site to the Metro Park. Pedestrians must detour and walk about 1400m (18 minutes) from the Site to Metropark via Kai Tak City Centre and Kai Tak Sports Park.

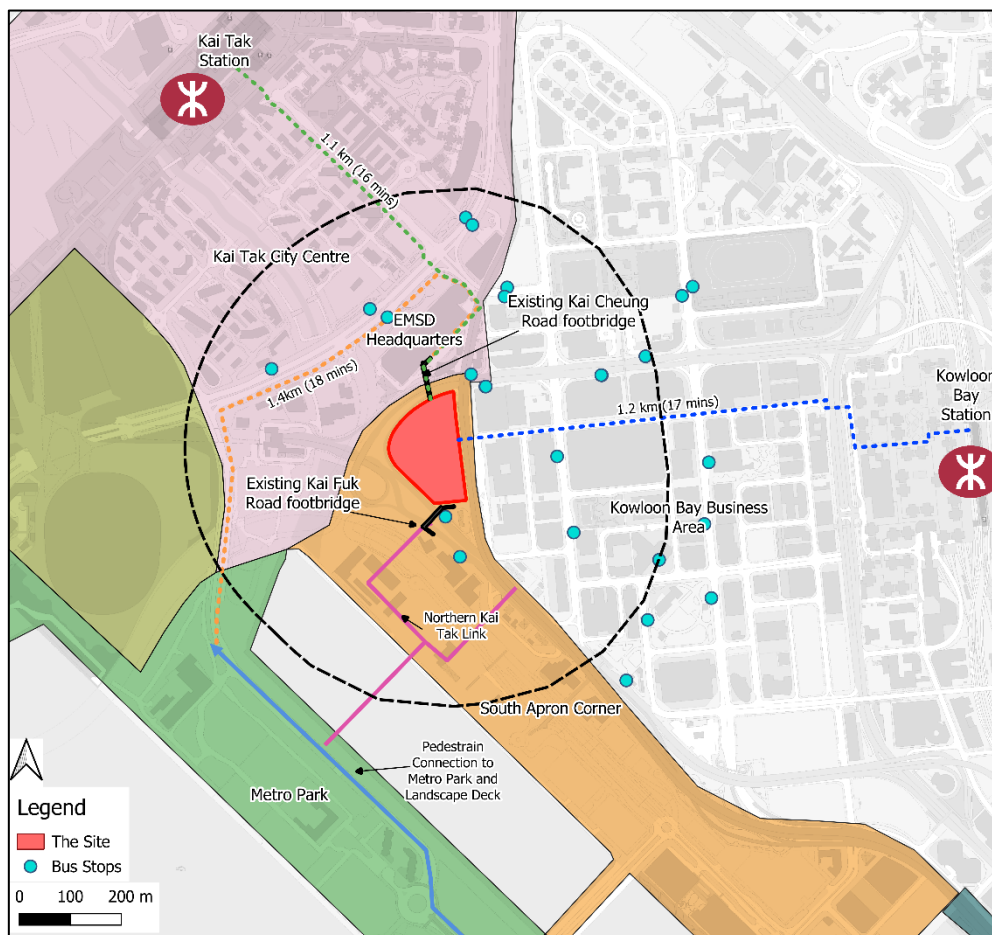


Figure 2.5: Accessibility of the Site

2.3.2 There are two existing footbridges found in the vicinity of the Site. The government footbridge in the north of the Site across Kai Cheung Road (“existing Kai Cheung Road footbridge”) provides pedestrian connections from the Site to Kai Tak City Centre via the EMSD Headquarters (**Figure 2.6** refers). While the government footbridge in the south of the Site across Kai Fuk Road (“existing Kai Fuk Road footbridge”) provides pedestrian connections from the Open Space (adjoining the Site to its south) to the South Apron Corner of Kai Tak Development and even to the metropark via the planned Northern Kai Tak Link (**Figure 2.7.** refers).



Figure 2.6: Existing government footbridge across Kai Cheung Road



Figure 2.7: Existing government footbridge across Kai Fuk Road

2.4 Statutory Planning Conext

2.4.1 The Site falls primarily within an area zoned “Other Specified Uses” annotated “Trade Mart and Commercial Development”, with a tiny portion of it shown as “Road” zone on the Approved Kai Tak Outline Zoning Plan No. S/K22/8 (“Approved OZP”) (Figure 2.8 refers).

wholesale trade of manufactured goods. Commercial and entertainment uses are permitted as of right.”

2.4.4 Minor relaxation of BH restriction will be considered by the TPB taking into account its own merits and the relevant criteria for consideration of such application for relaxation are as follows:

- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
- (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;
- (c) providing better streetscape/good quality street level public urban space;
- (d) providing separation between buildings to enhance air and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

2.5 Land Status and Lease Condition

2.5.1 The Site is registered as New Kowloon Inland Lot (NKIL) No. 6032. It is solely owned by the Applicant. According to the lease, the Site has a registered area of 22,280m² and it shall not only be used for non-industrial (excluding godown, petrol filling station, hotel, and residential) purposes. In terms of GFA and uses of the Trade Mart, the lease special condition No.6(c) stipulated that not less than 11,285 square meters shall be designed and used as a trade mart for the display of, exhibition of, and wholesale trade in manufactured goods or services. The lease special condition No. 55 (a) also stipulated that no retail sales of any goods, products, exhibits, or services shall be permitted within the Trade Mart. In addition, the latest lease modification granted in 2005; the maximum building height has been modified to 185mPD. The Applicant will apply for a lease modification upon the approval of this planning application.

2.6 Previous Approved Planning Application

Approved Planning Application No. A/K22/34

2.6.1 The Site was the subject of an approved planning application by the Town Planning Board (TPB) on 17 March 2023 for minor relaxation of the building height from 100mPD to 140mPD for a permitted Commercial and Trade Mart Redevelopment (Application No. A/K22/34). The Approved Application/Scheme comprises three 22-to-26-storey office towers atop a 3-storey podium mainly for retail/commercial and trade mart uses, and a 1-storey podium garden (excluding 2 levels of basement carpark). A total PR of about 7.4/GFA of about 164,872m² (including a GFA of not less than 11,285m² dedicated for trade mart use) is

proposed. The proposed development parameters comply with the existing lease conditions governing NKIL No. 6032.

Planning Application No. A/K22/37

- 2.6.2 The Applicant has submitted a planning application for a Proposed Composite Redevelopment with Residential, Commercial and Trade Mart, Social Welfare Facilities and School uses and Minor Relaxation of Building Height Restriction to TPB on 13 May 2024. In response to the departmental comments and public aspiration for exhibition and trade mart uses upon the redevelopment of the Site, the Applicant has withdrawn the application on 20 December 2024 to further enhance the development scheme.

3 POSITIONING OF THE SITE

3.1 Introduction

3.1.1 The Site was formed as part of the Kowloon Bay Reclamation Area as the International Trade and Exhibition Centre to supplement the business activity of the Kowloon Bay Industrial Area (KBIA) back in the 1970s. However, for the past decades, the surrounding context in the Kai Tak and Kowloon Bay area has undergone significant/dramatic changes in the land uses and planning context, especially after the relocation of the Kai Tak Airport in 1998.

3.1.2 The existing KITEC has been here for over 28 years since the occupation permit was obtained in 1996 when the airport height restrictions were still in force. Despite numerous Alteration and Addition works being carried out to make the best use of the building, its condition is still far from desirable and not able to cope with contemporary changes in the surrounding developments. In view of the major change in the planning circumstances affecting the Site (as will be elaborated in subsection 3.2 below), it's position and function lay behind purely purely as for an International Trade and Exhibition Centre remain dubious with one always asking "***Can the Site still be able to cope with the contemporary land use planning of the Kai Tak area?***"

3.1.3 In light of the evolving market demands over the years and the substantial transformations in the land use and planning context of Kai Tak development, the Applicant therefore puts forward this proposed redevelopment scheme. The scheme aims to revamp and uplift the condition of the existing development, while striking a balance between a market decision for a purely commercial/office with trademart and a broader vision of a mixed-use development with trademart.

3.2 Material Change in Planning Circumstances Affecting the Site

A) Land Use Changes of the Site and Kowloon Bay area

Part of the Reclamation Area to Support Kowloon Bay Industrial Area

3.2.1 The Site was originally part of the Reclamation Area carried out in the 1970s for the development of Kowloon Bay Industrial Area (KBIA) to supplement the fully developed Kwun Tong Industrial Area to the east (**Figure 3.1** refers). It was zoned "Government, Institution or Community" ("G/IC") and "Open Space" ("O") on the first Outline Zoning Plan ("OZP") covering Ngau Tau Kok and Kowloon Bay to supplement the industrial area back to 1986.

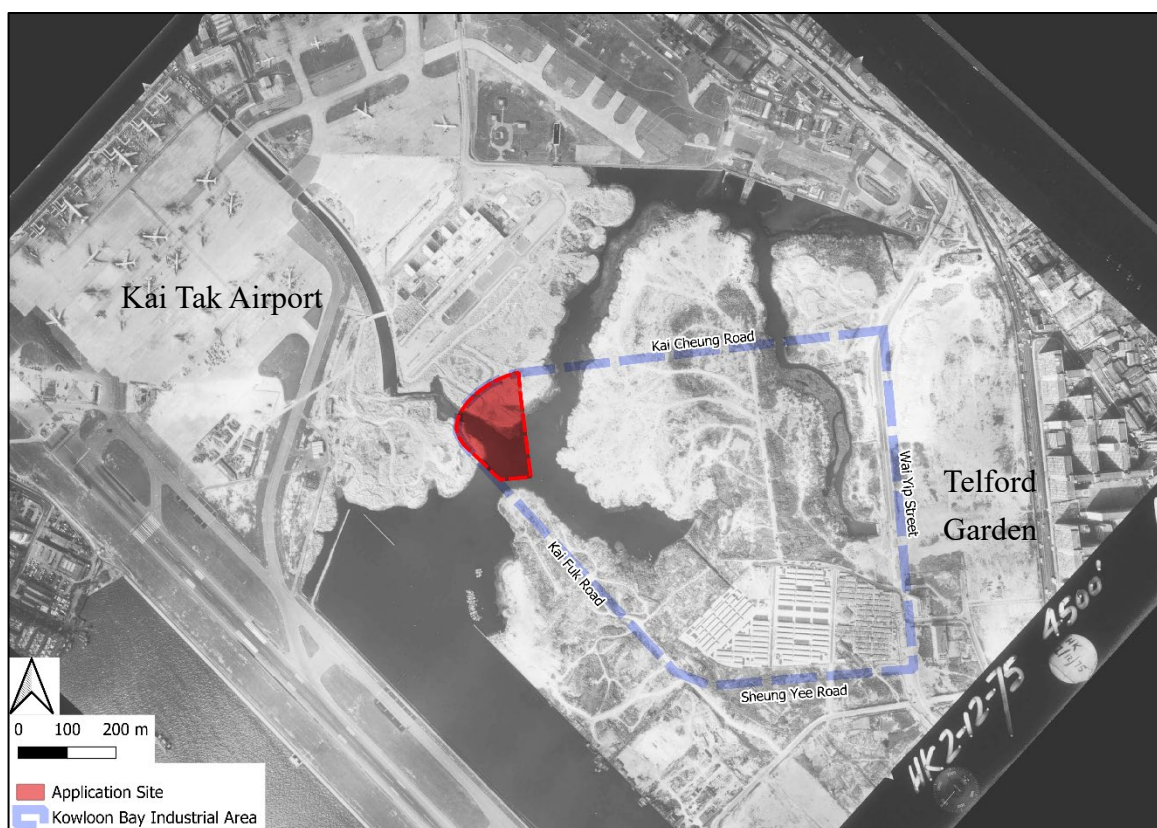


Figure 3.1: The Reclamation of the Site in the 1970s

Rezoned from “GIC” to “Other Specified Uses” annotated “Trade Mart or Industrial /Godown Uses” to Support the Development of Kowloon Bay Industrial Area (KBIA)

- 3.2.2 In March 1987, the Site was rezoned to “OU” annotated “Trade Mart or Industrial/Godown Use” on the Draft Ngau Tai Kok and Kowloon Bay OZP No. S/K13/2. The Site was thereafter formed part of the KBIA with the planning intention to support the overall industrial development of KBIA. According to the Explanatory Statement of Draft OZP No. S/K13/2, the Trade Mart will be in the form of a trade exhibition centre for the display, exhibition and wholesale trade in manufacture goods, in order to support the KBIA development. An alternative use for industrial/godown purpose is also provided for this site. Hence it is evident that the Site was part of KBIA with the planning intention at that time to support the industrial development in the area.
- 3.2.3 The Site was later awarded to the developer in November 1987. In June 1996, the construction of the Site was completed, and served as an International Trade and Exhibition Centre. The advantage of the Site was being in close proximity to the former Kai Tak Airport for organizing trade fairs and exhibitions targeting overseas traders. The Site has hosted numerous trade and exhibition events to support the development of Kowloon Bay area.
- 3.2.4 Until 1998, the former Kai Tak Airport was relocated to the Chek Lap Kok airport.

At the same year, the Site was excised from the Ngau Tau Kok and Kowloon Bay OZP. It is also excised from the Kowloon Bay Industrial Area (also known as Kowloon Bay Business Area) and incorporated into the Kai Tak North OZP (later combined with Kai Tak South OZP into Kai Tak OZP).

Relocation of former Kai Tak Airport

3.2.5 However, with the relocation of the Kai Tak airport to Chek Lap Kok in 1998 and the Site being excised from KBIA, the existing KITEC struggled with diminished attractiveness as a venue for international trade. The importance of the Site as a hub for organizing **international trade fairs** targeting **overseas traders** became seriously weakened, if not disappeared. The ease of access for international visitors to the Site was greatly reduced. This diminished its attractiveness as a venue for international trade.

3.2.6 Until January 2001, all sites under “Industrial” zone in Kowloon Bay area were rezoned to “Other Specified Uses” annotated “Business” zone. The Kowloon Bay Industrial Area was transformed to Kowloon Bay Business Area.

Rezoned from “Other Specified Uses” annotated “Trade Mart or Industrial/Godown Uses” to “Other Specified Uses” annotated “Trade Mart and Commercial Development”

3.2.7 On June 2001, the developer of the existing KITEC sought a novelty aspiration by rezoning the Site from “OU” annotated “Trade Mart or Industrial/Godown Use” **to “OU” annotated “Trade Mart and Commercial Development” zone** and the application was approved by the TPB. This is to cope with the changing transformation of the Kowloon Bay area into business nature. This facilitates the in-situ conversion for commercial development with retail and entertainment facilities with display, exhibition and wholesale trade of manufactured goods. Developments within this zoning are subject to a maximum plot ratio of 12.0 and a maximum building height of +185mPD. Subsequently, the BH of the zoning for the KITEC site was reduced from 185mPD to +100mPD (mainly due to part of the revised Kai Tak development scheme).

Alterations and Addition of KITEC to meet the Contemporary Changes

3.2.8 The KITEC underwent about 21 alterations and additions (A&A) works from the original approved general building plan between 1996 to 2018. One of the major A&A works is the construction of the Multipurpose Hall building (also known as Star Hall Building) in 2007. The works are related to two-storey extensions atop the 3rd floor of the existing development. The Multi-purpose hall building was to cater for local events including entertainment, sports, cultural and exhibition events. The rezoning application and A&A works of the Multipurpose Hall has brought small steps forward in the revival of the Site. As time progresses, despite multiple rounds of the A&A works conducted, the standards and conditions of the KITEC (i.e. low headroom) for the exhibition, trade mart, multiurpose hall, commercial and office uses are still far from desirable to meet the public

aspirations and adopt to the contemporary changing planning circumstances in the Kowloon Bay and Kai Tak area.

Supply on Office Floorspace

Stock and Vacancy rate in the Territory and Kwun Tong District

3.2.9 Upon review of the stock and vacancy rate of office and commercial uses in the Territory and Kwun Tong district (covering Kowloon Bay and Kwun Tong) over the years from 2020 to 2024, it has been noted that the vacancy rate for both commercial and office uses has been increased (**Table 3.1** below refers) (*Source: Hong Kong Property Review by Ratings and Valuation Department*).

Table 3.1: Vacancy Rate of Office & Commercial over the Territory and Kwun Tong District

	2024*	2023	2022*	2021*	2020*
	Commercial (i.e. Retail) 空置百分率 Vacant %				
Territory	↑ 10.3%	10.5%	10.2%	11.4%	10.1%
Kwun Tong District	↑ 14.6%	14.3%	14%	14.5%	12.6%
	Office 空置百分率 Vacant %				
Territory	↑ 14.9% (Grade A office: 16%)	14.4% (Grade A office: 15.1%)	12.3% (Grade A office: 12.5%)	11.5% (Grade A office: 11.8%)	9% (Grade A office: 9%)
Kwun Tong District	↑ 19.4% (Grade A office: 18.7%)	18.8% (Grade A office: 17.7%)	15.8% (Grade A office: 14.8%)	17.2% (Grade A office: 17%)	16.8% (Grade A office: 17.3%)

Note: (i) Kwun Tong District (covering Kwun Tong and Kowloon Bay area).

*It reflects the stock at year end of the previous year

3.2.10 The stock (in GFA/m²) in commercial and office floor spaces has also surged over the years since 2020 (**Table 3.2** refers). With the influx of new supply, it has exacerbated the increased vacancy situation over the years since 2020 over the territory and Kwun Tong District (**Table 3.1** above refers). This also implies that the demand for office and commercial uses has significantly contracted, leading to a surge in high vacancy rates.

3.2.11 With the data on the stock and vacancy rate, it is evident that there is abundant supply in office & commercial floor spaces which the market will yet to absorb the spaces in the coming years ahead.

Table 3.2: Stock of Office and Commercial over the Territory and Kwun Tong District

	2024*	2023	2022*	2021*	2020*
	Commercial (i.e. Retail) 總存量 Stock (m²)				
Territory	↑ 11,778,300m ²	11,692,400m ²	11,609,700m ²	11,575,300m ²	11,519,700m ²
Kwun Tong District	↑ 748,300m ²	743,100m ²	718,500m ²	720,500m ²	711,700m ²
	Office 總存量 Stock (m²)				

Territory	↑ 13,110,500m² (Grade A Office: 8,617,500m²)	12,912,400m² (Grade A Office: 8,455,500m²)	12,539,800m² (Grade A Office: 8,159,900m²)	12,426,800m² (Grade A Office: 8,101,200m²)	12,313,800m² (Grade A Office: 8,019,300m²)
Kwun Tong District	↑ 1,935,400m² (Grade A Office: 1,626,100m²)	1,909,700m² (Grade A Office: 1,611,500m²)	1,818,700m² (Grade A Office: 1,545,100m²)	1,792,600m² (Grade A Office: 1,540,100m²)	1,786,900m² (Grade A Office: 1,540,000m²)

Note: Kwun Tong District (covering Kwun Tong and Kowloon Bay area).

*It reflects the stock at year end of the previous year

Existing and Potential Stock: Commercial and Retail within Kwun Tong District and Kai Tak

3.2.12 According to Table 3.2 above, the existing stock for Commercial and Office within Kwun Tong District are **748,300m² (GFA)** and **1,935,400m² (GFA)** at year end of 2023, respectively. The above stock has also yet to reflect those potential new commercial/office supply at:

- 1) Kowloon Bay and Kwun Tong Action Areas (*yet to release for inclusion into the land sales programme);
- 2) Approved S16 Planning Application with Minor Relaxation of Plot Ratio by up to 20% under the 2018 IB Revitalisation Scheme since 2018 within the Kwun Tong District; and
- 3) Untendered/idled sites zoned “Commercial” in Kai Tak Development area. and

3.2.13 **Tables 3.3 and 3.4** below show the existing stock and potential new supply for Office and Retail within Kwun Tong District and Kai Tak area respectively at year end 2023. The total potential new supply (including the existing stock) for commercial/office will be **4,016,976.2m² (GFA)** from 2024 onwards (**Figure 3.2** refers).

3.2.14 In conclusion, it is evident that there will be an abundant supply of office floorspace within Kwun Tong and Kai Tak area.

Table 3.3: Existing and Potential Stock for Office and Commercial within Kwun Tong District

	Office	Commercial
Stock	GFA	GFA
Existing Stock		
Stock @ the end of 2023 (HKPR 2023 by RVD)	1,935,400 m²	748,300 m²
Potential Stock		
Forecast Completion by virtue of obtaining OP in 2023 and 2025 (HKPR 2024 by RVD)	44,500 m²	11,200m²
Kowloon Bay Action Area (Planning Engineering Study for the	274,980m ²	70,010m ²

Development at the Kowloon Bay by EKEO)		
Kwun Tong Action Area (Planning Engineering Study on Kwun Tong Action Area by EKEO)	65,300m ²	17,000m ²
Approved Planning Application with Minor Relaxation of PR under IB Policy since 2018	481,506m ²	N/A
TOTAL	2,801,686m²	846,510m²

Table 3.4: Potential New Commercial Supply at Untendered / Idled Sites zoned Commercial in Kai Tak Area

Commercial (Retail and Office)	
Stock	GFA
Potential Stock	
Commercial Supply from Untendered/Idled sites	368,780.2m ²
TOTAL	368,780.2m²

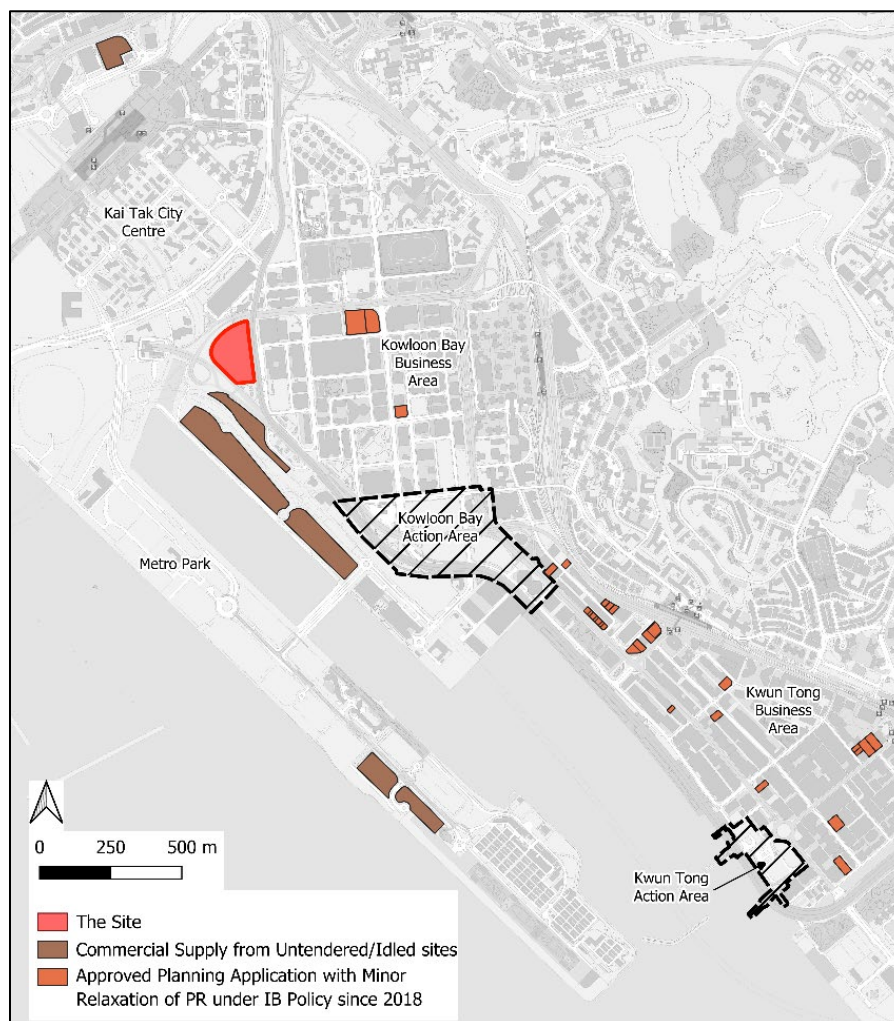


Figure 3.2: Potential Supply of Commercial/ Office in Kwun Tong District and Kai Tak area

B. Land Use Changes of Kai Tak Development

- 3.2.15 Over the past decades, a series of studies and reviews have been conducted to optimise the development potential of the Kai Tak area. These include the *Harbour Reclamations and Urban Growth Study (1980)*, *Metroplan Selected Strategy (1991)*, *South East Kowloon Development Statement (1993)*, *Feasibility Study for South Kowloon East Development (1998)* and the *Comprehensive Feasibility for the Revised Scheme of South East Kowloon Development (2001)*, *Kai Tak Planning Review (2004)* and the *Review Study of Kai Tak Development (KTD) (2013)*. These studies and reviews aimed to identify suitable land uses while adapting to the new planning circumstances and demand.
- 3.2.16 In the most recent “Review Study of Kai Tak Development” (the “study”) commencing in 2013, the Government explores ways to increase the development intensity while enhance the land use proposals of KTD in response to the acute demand for housing land, the Government’s initiatives to transform Kowloon East into second central business district (CBD2), the discovery of heritage and archaeological relics in Area 2 of KTD, and improved water quality at Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS). The Study divided the area into 6 sub-areas, with the KITEC site and the former Kai Tak apron area falling within Area 3 (**Figure 3.3** refers).

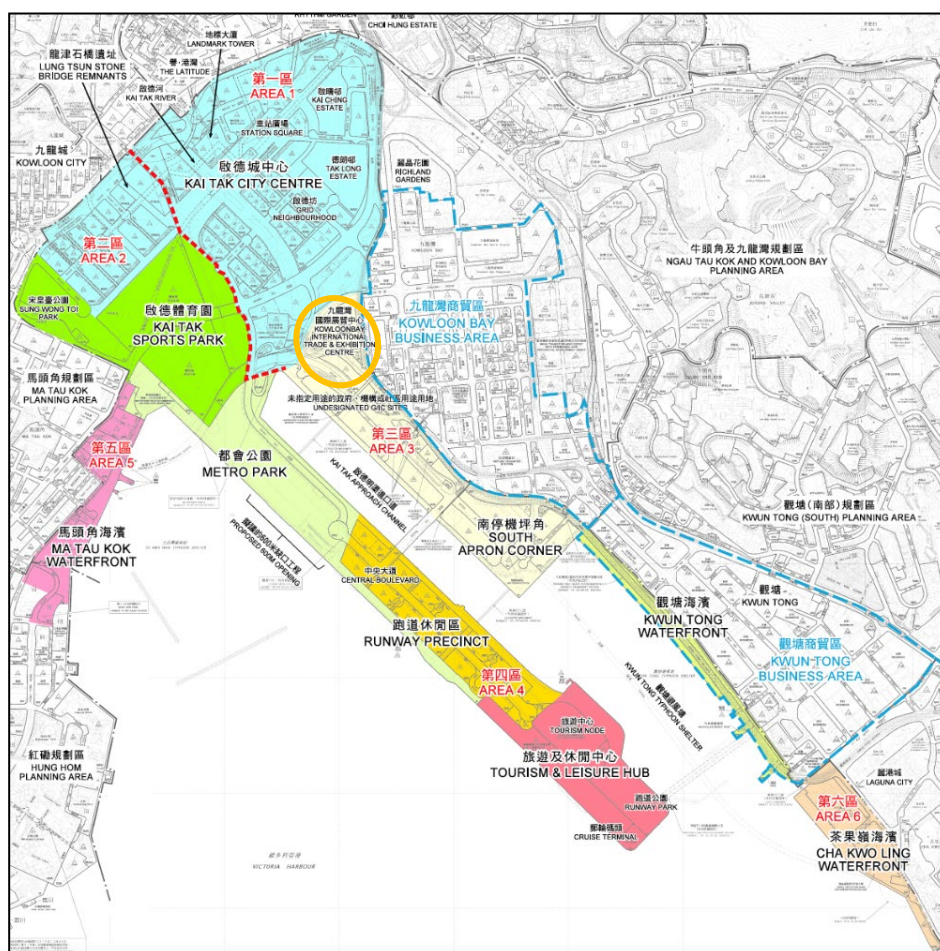


Figure 3.3: The Site included in Area 3 (South Apron Corner) of Kai Tak Development

3.2.17 Since the 2013 review, the Kai Tak Development has rapidly developed with residential clusters in the Kai Tak City Centre subarea and commercial developments in the Runway Precinct subarea, the iconic developments like the Kai Tak Cruise Terminal in the Tourism Leisure Hub subarea and Kai Tak Sports Park, a landmark project in the Kai Tak sub-area.

3.2.18 The Site, being part of the Kai Tak Development and located near the iconic Kai Tak Sports Park, is positioned to benefit from and contribute to the area's continued transformation.

C. Repositioning of the Development at the Site

3.2.19 With the changing planning circumstances in the Kai Tak and Kowloon Bay areas, the Applicant seeks to redefine the role, position and function of the Site with an aim to inject a new lease of life into its redevelopment. ***Planning is a continuous process that should be reviewed and flexibly adjusted to adapt to changing planning circumstances.*** The proposed composite redevelopment with an array of land uses including exhibition spaces, trade mart, hotel, office, commercial, residential, social welfare facilities and kindergarten uses would offer a golden opportunity to align with the contemporary changes of Kai Tak and Kowloon Bay. Strategically located between the KBBA and Kai Tak Development, the proposed all-in-one mixed-use redevelopment, integrates and consolidates the functions of both areas into one unity. Key benefits include:

A Bridging Role in Connecting Kai Tak and Kowloon Bay: (Figure 3.4 refers).

3.2.20 Situated at the heart of the Kai Tak Development Area (KTDA) and Kowloon Bay Business Area (KBBA), the Site serves as a vital link between the Kai Tak City Centre & South Apron and KBBA. The inclusion of connecting bridges/linkages strengthens its role in bridging the gap between these two areas, transforming it into a gateway between KBBA and the emerging developments in Kai Tak.

Enabling Another Iconic and Landmark Development in South East Kowloon:

3.2.21 The Site is visually prominent along Lam Hing Street and across Victoria Harbour due to its strategic location. Therefore, the Site offers great potential for the proposed development to turn into a new landmark in the southeastern part of Kowloon.

Seamlessly Connecting and Complementing the Mixed-Use Functions of the Two Areas

3.2.22 The proposed all-in-one mixed-use development combining Trade Mart/ Exhibition and Commercial, Residential, Social Welfare Facilities and School uses at the Site, will be designed as a self-sustained development with local services/ daily necessities. It would also enable it to seamlessly integrate and connect by bridges with the developments found within Kai Tak and Kowloon Bay areas while complementing the land uses in both areas. The Site could also act

as the city's focal point, harmonizing the commercial uses in Kowloon Bay area (to the right); and the residential uses at the city centre and commercial uses at the South Apron Corner of the Kai Tak area (to the north and south respectively). Flexibility for combination of various types of compatible uses, either vertically within a building or horizontally over a spatial area would help enhance vitality, diversity and adaptability to meet changing needs of the neighbourhood.

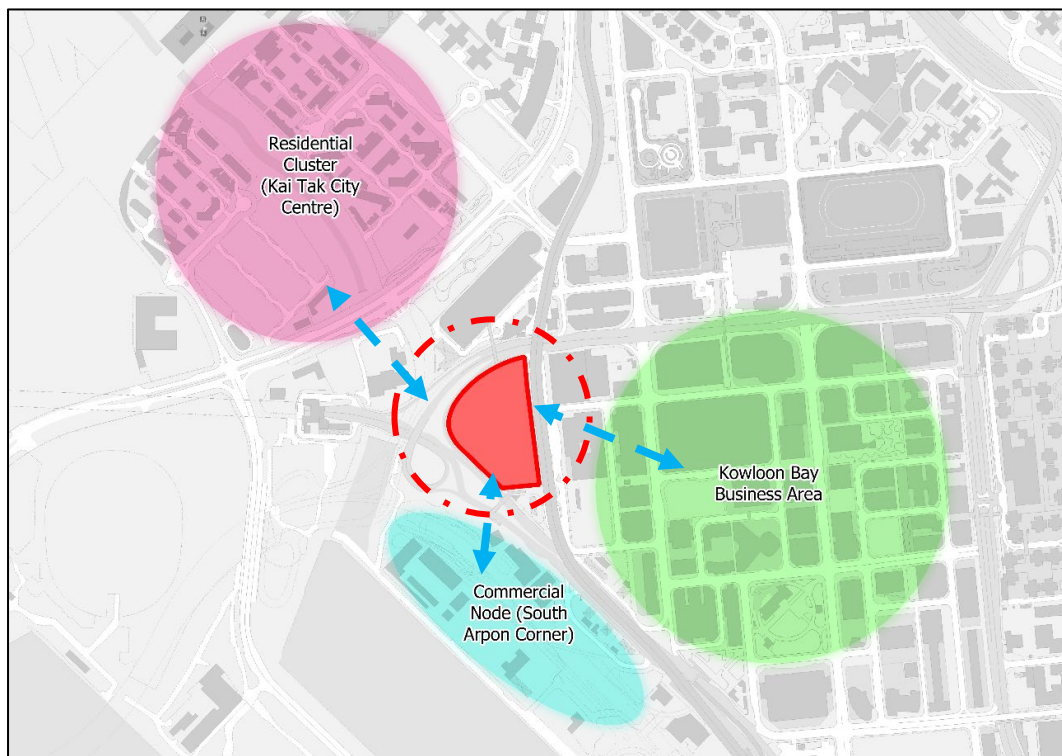


Figure 3.4 Positioning of the Site

4 THE PROPOSED REDEVELOPMENT

4.1 The Proposed Redevelopment

4.1.1 The proposed redevelopment is a mixed use composite development, divided into eastern and western portions. The eastern portion is primarily consists of trade mart (i.e. showroom and exhibition-related uses with commercial facilities); whereas the western portion consists of residential with ancillary commercial facilities including a shopping arcade and associated GIC facilities.

4.1.2 With a site area of 22,280m² and proposed plot ratio (PR) of 7.4521**, the proposed scheme will yield a total gross floor area (GFA) of about 166,032m² (Figures 4.1 and 4.2 refers). The proposed redevelopment also seeks for a minor relaxation of building height (BH) from 100mPD to 140mPD.

Table 4.1 – Proposed Development Parameters

1.	Site Area (m ²)	22,280m ²
2.	Total GFA (m ²)	166,032m ²
	• Domestic	Max. 65,949m ²
	• Non-Domestic	Max. 100,083m ²
	a) Showroom/Exhibition-related Uses/Spaces	About 23,273m ² (including 11,285 for Showroom (Trade Mart))
	b) Office	About 35,600m ²
	c) Hotel	About 24,000m ²
	d) Commercial	About 13,960m ²
	- Commercial (including Eating Place/Shop and Service/Cinema)	About 13,403m ²
	- Kindergarten	About 557m ²
	e) G/IC Facilities	Min. 2,090m ²
	- RCHE/DCCE/SWSPPI	2,090m ²
	f) Footbridge **	About 1,160m ²
3.	Total PR	7.4521
	• Domestic	2.96
	• Non-Domestic**	4.4921
4.	Site Coverage	
	• Podium (Below 15m)**	80%
	• Tower (Above 15m)	48%
	• Domestic	19%
	• Non-Domestic	29%
5.	No. Hotel Rooms	720
6.	No. of Flats	1,494
7.	Average Flat Size	44.14m ²
8.	Design Population	4,034
9.	No. of Blocks	6
10.	Max. Building Height (main roof level)	Maximum 140mPD
	Eastern Portion:	Mixed Block: 28 Storeys (140mPD) Office Tower: 27 storeys (140mPD) All atop a 3-storey podium and 2 basement levels
	Western Portion:	Residential Towers 3 & 5: 36 storeys (140mPD)

		Residential Towers 1 & 2: 34 storeys (133.7mPD) All atop a 4-storey podium with a commercial arcade (including a mezzanine floor underneath the portion Towers 1 and 2) and 2 basement levels
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Footnote ** - The proposed development parameters in Table 4.1 has included the GFA of about 1,160m² for the proposed southern footbridge link; and the proposed opening with associated bridge linkage to the existing Kai Cheung Road footbridge within the site. Should the GFA of the footbridge be exempted by the Building Authority (BA) in the future, it will not be repurposed for commercial/other non-domestic uses.

Eastern Portion

4.1.3 The Eastern Portion comprises one 27-storey office tower and one 28-storey mixed block atop a 3-storey podium, with the associated land use mix as follows:

(a) Trade Mart (i.e. Showroom and Exhibition Related Venues/Uses)

4.1.4 The venues and showroom in the development will be the pioneer venue for diverse functions and events such as exhibitions, trade shows, product launches, concerts, ceremonies, performances, fairs (**Figure 4.1** refers). At the same time, the venues and showroom can also accommodate art, sports, and culture events of all sizes. The venues and showroom will be equipped with state-of-the-art amenities and with expansive spaces and facilities including an exhibition/multipurpose hall, gallery spaces, conference rooms and entertainment-related venues. The multipurpose hall with a high headroom of 15m will take arts, sports and culture experiences to an unprecedented level, welcoming citizens and tourists of all ages and interests to visit, participate, and enjoy.

4.1.5 Given the diverse nature of the events it will host, the floor plan of the exhibition/multi-purpose hall will be flexible and adaptable, with capacity to easily partition or divide the space into smaller sections/halls/rooms to suit different configurations. This flexibility allows for a variety of activities (say from art exhibitions and trade shows/displays to corporate conferences and major events) and public performances.

4.1.6 The ability to modify the layout ensures that the venue can be tailored to meet the specific needs of each event, providing an ideal environment for a wide range of functions.



Figure 4.1: Rendering of the Trade Mart (i.e. Showroom and Exhibition related uses and showroom)

(b) Office Use

4.1.7 The Office tower will be developed as a Grade A office tower to meet the current market demand for reasonable headroom or the users' aspirations. It will be equipped with a typical floor-to-floor height of about 4.25m.

(c) Mixed Uses (Hotel/Commercial)

4.1.8 Hotel and Commercial uses are also proposed in the high and low zone of the mixed block. Situated atop the exhibition hall/showroom and commercial facilities, the hotel offers about 720 nos. of hotel rooms to leisure and business travelers. Travelers will have direct access to exhibition-related venues and the exhibition hall of the proposed redevelopment at their fingertips. The commercial facilities at the podium and low zone of the mixed block also feature shop and services and retail facilities with a variety of dining and shopping offerings. Concession stands would also be opened during exhibitions, providing exhibitors and visitors.

Western Portion

4.1.9 The Western Portion comprises four 34-36 storeys of residential towers atop a 4-storey podium with a commercial arcade (including a mezzanine floor underneath the portion below Towers 1 and 2) with social welfare facilities, podium garden and recreational facilities. The associated land use mix is as follows:

(a) Residential Uses

4.1.10 The residential scheme consists of a total number of 1,494 residential units with an average flat size of 44.14m². A total population of 4,034 is anticipated. The

BH for the proposed residential scheme has adopted a stepped BH profile descending from 140mPD (towers 3 and 5) to 133.7mPD (towers 1 and 2) towards the waterfront area.

(b) Commercial and Social Welfare Uses at the Arcade

4.1.11 The shopping arcade will be provided at the ground and first floor of the arcade for the provision of local services/ daily necessities, which shall include shops and services (i.e. clinic, supermarket), eating place, 6-classroom kindergarten, as well as social welfare facilities [i.e. 30 places of Day Care Centre for the Elderly (DCCE) (about 365m²), Office Base of Social Work Services for Pre-primary Institutions (SWSPPI) (about 165m²)]. The 60 places of Residential Care Home for the Elderly (RCHE) (about 1560m²) will be provided at 2/F and upper 2/F mezzanine floor of the Arcade, which is underneath the portion below Towers 1 and 2. The DE and RCHE will be operated on private or self-financing mode, while the SWSPPI will be designed and constructed according to the specifications of the Social Welfare Department (SWD). The bare-shell of the premises will be handed over to SWD/Government upon construction for the selection of an appropriate service operator to run and manage. The SWD previously had been consulted and raised no strong objections to the proposed Social Welfare Facilities esp. on the SWSPPI within the proposed redevelopment.

Table 4.2: Floor Uses

Floor	Proposed Uses			
	Residential Towers		Mixed Block	Office Tower
	T1 & T2	T3&T5		
Roof	Flat Roof			
43/F	/	/	Residential	/
42/F	/	/	Residential	/
41/F	Residential		/	/
35/F- 40/F	Residential		/	/
34/F	Residential		Hotel	/
33/F	Residential		Hotel	Office
17/F-32/F	Residential		Hotel	Office
16/F	Residential		Hotel	Refuge Floor
15/F	Residential		Refuge Floor	Office
12/F	Residential		Lobby/Reception for Hotel	Office
11/F	Residential		Back of House/Restaurant for Hotel	Office
3/F-10/F	Residential		Commercial + Showroom	Office
U2/F	Residential Care Home for the Elderly	Residential Clubhouse	/	
2/F	Residential Care Home for the Elderly/ Podium Garden/ Residential Clubhouse		Exhibition/Showroom + Commercial /Multipurpose Hall	
1/F	Commercial Arcade		Exhibition/Showroom + Commercial /Multipurpose Hall	
G/F	Day Care Centre for the Elderly/ Kindergarten/ Commercial/ Open Plaza		Exhibition/Showroom + Commercial	
Basement Levels 1 and 2	Car Park/ Loading & Unloading			

*Omit 4/F, 13/F, 14/F, 24/F, 34/F

4.2 Maintain the Trade Mart (i.e. Showroom/ Exhibition related uses) Function of the Site

4.2.1 In order to meet the public aspiration and demand for the exhibition and trademart/showroom-related venues, the Applicant has retained sufficient floorspace for these uses within the proposed redevelopment (**Table 4.3** refers). After all, there will be a slight increase of 814.6m² in floorspace area when compared to the existing KITEC development.

Table 4.3: Comparison of Trade Mart and Exhibition-Related Uses within the Existing KITEC and Proposed Redevelopment

Uses	Existing KITEC Development	Proposed Redevelopment	Differences
Exhibition-related uses/venue	11,146.2m ² (Including Multipurpose Hall and Rotunda)	11,988m ² (Including Multipurpose Hall)	841.8m ² (+7%)
Trade Mart/Showroom uses (Not less than 11,285m ² will be dedicated for trade mart/showroom uses, as stipulated under the lease and zoning requirement)	11,312.2m ² (approved GBP by BD on 16/10/2017 refers)	11,285m ²	27.2m ² (-0.24%)
TOTAL	22,458.4m²	23,273m²	814.6m² (+3.5%)

4.2.2 The remaining non-domestic GFA of about 98,923m² is mainly for Hotel, Commercial/Office uses. The domestic GFA of 65,949m² for residential portion constitutes about 40% of the total GFA only.

4.3 Incorporating Planning Gains and Design Merits with Minor Relaxation of Building Height Restrictions

4.3.1 The proposed redevelopment has incorporated the following significant planning gains and merits.

Enhancing Pedestrian Network and Connectivity with Comfortable Walking Environment

4.3.2 In order to enhance the pedestrian connectivity and accessibility of the area, a **24-hour pedestrian access** will be provided within the development itself (**Figure 4.2** refers) to connect with the existing Kai Cheung Road footbridge and the existing Kai Fuk Road footbridge. These include the [proposed opening & bridge linkage](#) and [proposed southern link bridge](#):

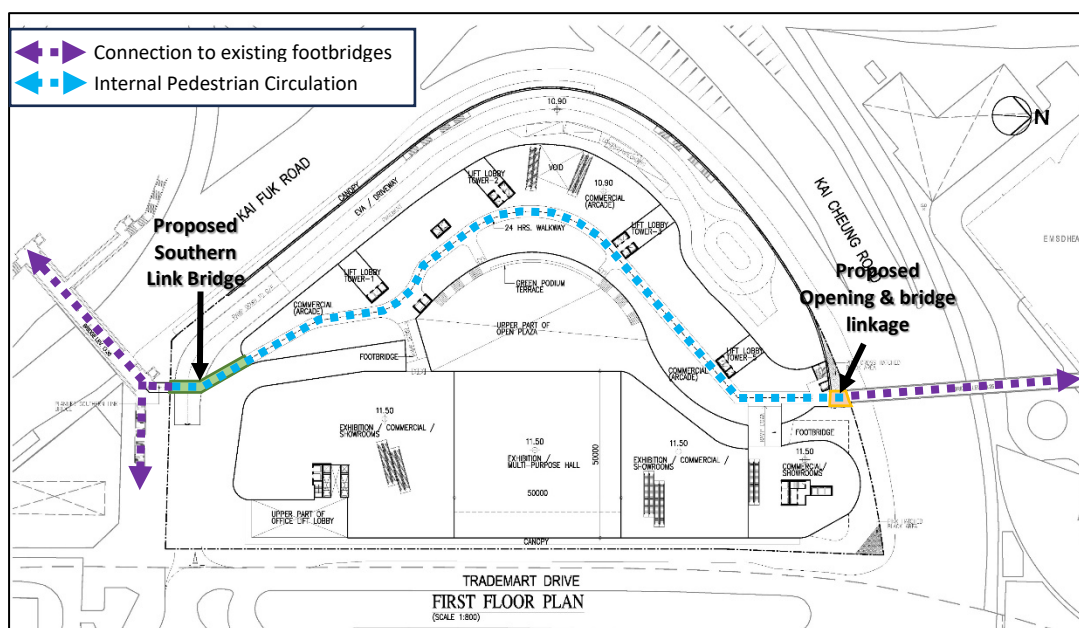


Figure 4.1: Internal Pedestrian Circulation within the Proposed Redevelopment

Proposed Opening & bridge linkage

4.3.3 The existing government northern footbridge across Kai Cheung Road currently connects the Site with the Electrical and Mechanical Services Department (EMSD) Headquarters (**Figure 4.3** refers). A 24-hour opening will be provided within the redevelopment to connect with this existing government northern footbridge. A 24-hour barrier-free access (including an internal staircase and lift) will also be provided within the development itself to facilitate pedestrian access from the government footbridge to the street level.

Proposed Southern Link Bridge

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

4.3.5 In future, it is understood that a comprehensive pedestrian network, providing east-west connection from South Apron Development to the Metro Park and Landscape Deck of Kai Tak Development in the southwest, will be provided by others via the planned Kai Tak elevated Northern Kai Tak Link (**Figure 4.4** refers). The proposed footbridge connections at the Site, which will be constructed, maintained and managed by the Applicant, will enhance the overall walkability and accessibility of the area including Kowloon Bay and Kai Tak Development Area. Local residents and visitors could then be able to walk

seamlessly to/from Kowloon Bay/Kai Tak City Centre/Southern Apron Corner of Kai Tak Development through the proposed footbridge connections of the redevelopment provided 24 hours of the day.

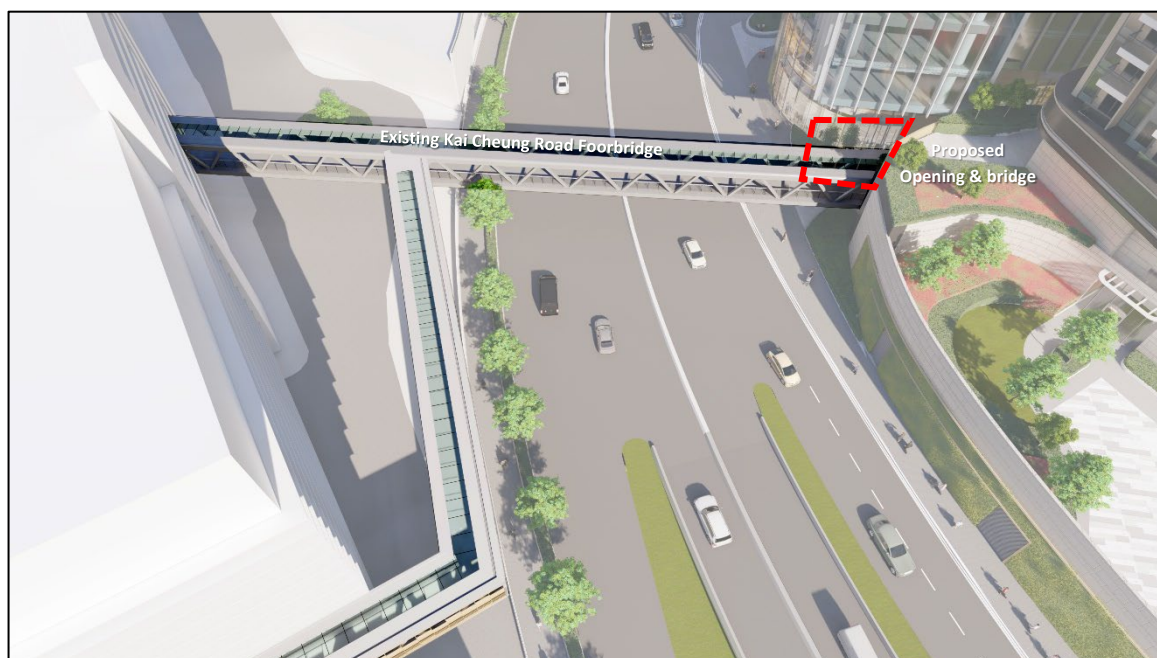


Figure 4.3: Rendering of Proposed Opening & Bridge Linkage connecting Existing Kai Cheung Road footbridge

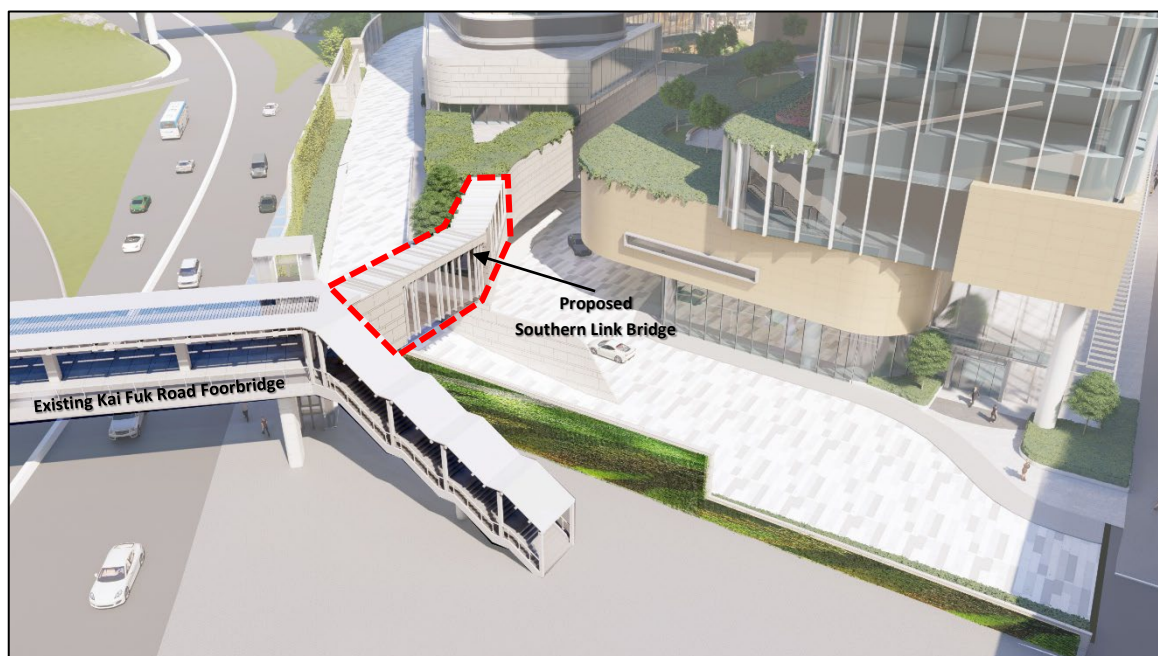


Figure 4.4: Rendering of Proposed Southern Link Bridge

Ultimate Vision of Pedestrian Network and Connection

4.3.6 The Applicant's ultimate vision is to construct the Northern Footbridge Extension, which will connect with the existing government southern footbridge across Kai

Cheung Road to the Kai Tak Riverside (**Figure 4.5** refers). This Northern Footbridge Extension will span across the existing EMSD Headquarters Site and the government land zoned “Government, Institution or Community” and “Other Specified Uses (Amenity Area)”.

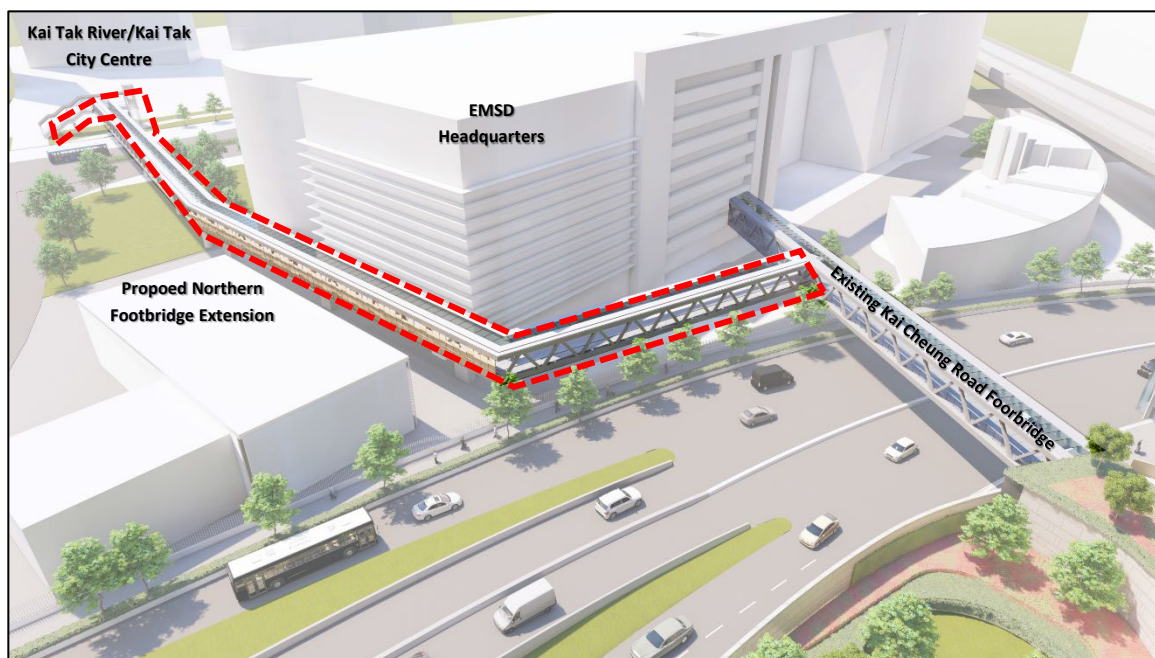


Figure 4.5: Rendering of Proposed Northern Footbridge Extension

- 4.3.7 With the proposed Northern Footbridge Extension, future residents and visitors could seamlessly walk to the Kai Tak River without the need to pass an at-grade pedestrian connection (**Figure 4.6** refers). Future residents and visitors would significantly shorten their walking time to Kai Tak Station by 5 minutes (about 11 minutes; 787m) when compared to the walking time to Kai Tak Station 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 Kai Tak Sports Park Station of Kai Tak Smart and Green Mass Transit system (about 8 minutes; 607m).
- 4.3.8 **With the full support from the relevant government department such as Electrical and Mechanical Services Department (EMSD) and Energizing Kowloon East Office (EKEO)**, the Applicant will continue to closely liaise with the relevant government departments to facilitate the provision of a seamless pedestrian connection in the area. Details on the final alignment and construction sequence of this Northern Footbridge Extension are yet to be discussed and agreed upon with the relevant departments.

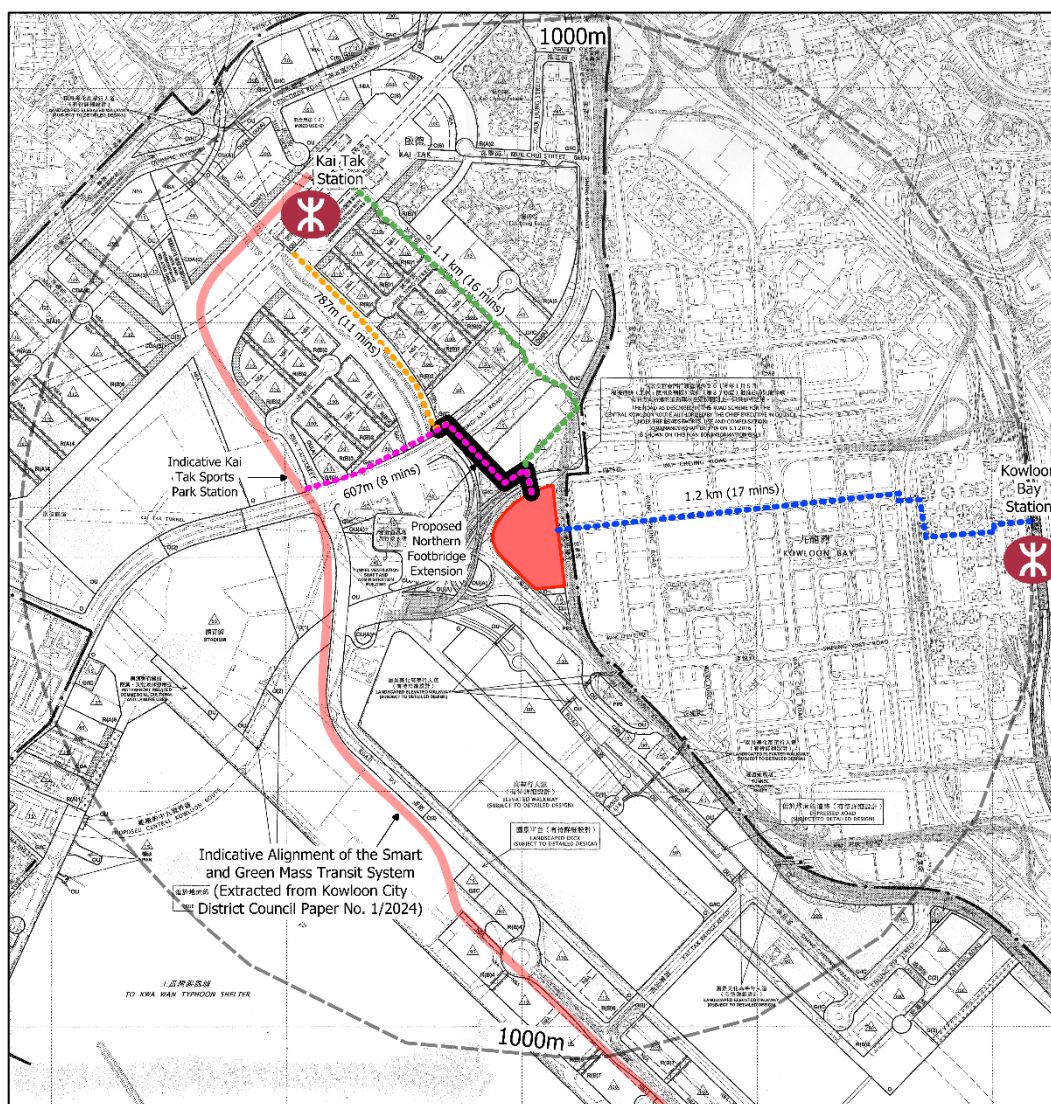


Figure 4.6: Ultimate Vision of Pedestrian Network and Connection

Addressing Community Needs with the Provision of Government, Institution, or Community Facilities

4.3.9 To cater to the pressing demands for community services and the anticipated increase in population from the proposed redevelopment, the proposed redevelopment including a 30 places of Day Care Centre for the Elderly (DCCE), 60 places of Residential Care Home for the Elderly (RCHE) and Kindergarten (**Figure 4.1** refers). These facilities will be privately operated by the Applicant. Besides, an Office Base of Social Work Services for Pre-primary Institutions (SWSPPI), as requested by SWD, will also be provided within the proposed redevelopment.

Open Plaza as a focal point and connection with EKEO's initiatives

4.3.10 An open plaza at grade level will be provided and will become a focal point of the redevelopment, which provides an outdoor area for the enjoyment of

residents and visitors with planting and landscape amenities (**Figure 4.7** refers). The users and visitors could enter the open plaza from all directions of the development, which strengthens the visual linkage with the surroundings, especially with the Green Link and Green Spine concept under the EKEO's initiative in improving pedestrian environment. It is noted that under the initiative, the Green Link extends northward to the ending point of proposed redevelopment from Kowloon Bay Action Area via different point of interests (i.e. Megabox). Meanwhile the Green Spine extends westward to the ending at the proposed redevelopment from Kowloon Bay Station and via Kowloon Bay Business Area. The Green Spine is also connected with several pocket green spaces and extended to the proposed redevelopment. Thus, this open plaza and setback from Trademart Drive with canopy and landscape treatment would create a greater synergy with the Green Link and Green Spine to serve as the continuous extension of the Green Link and Green Spine into the proposed redevelopment. At the street level (i.e. Trademart Drive, Kai Fuk Road and Kai Cheung Road), pedestrians would also be able to view the open plaza and the iconic features of the Trade Mart and Exhibition Centre with signature architectural styles, drawing the users and visitors into the open plaza. The open plaza at grade level would also provide visual relief to the pedestrians, further allow visual and air permeability of the urban fabric at street level.

Provision of Canopy

4.3.11

A continuous canopy (2m (width) x 6m (height)) for weather protection is proposed at the building frontage over the footpath/pavement along Trademart Drive, where Trademart Drive is the major pedestrian route for the users and visitors entering the proposed redevelopment (**Figure 4.7** refers). There will also be a continuous canopy (2m (width) x 6m (height)) for weather protection at the building frontage over the footpath/pavement along Kai Cheung Road. The canopy will provide a comfortable walking environment for the users and visitors to visit the Day Care Centre for the Elderly (DCCE), Residential Care Home for the Elderly (RCHE) and the nearby bus stop through the entrance of shopping arcade at Kai Cheung Road. The proposed canopies would protect the users and visitors from inclement weather with a more conformable walking environment.

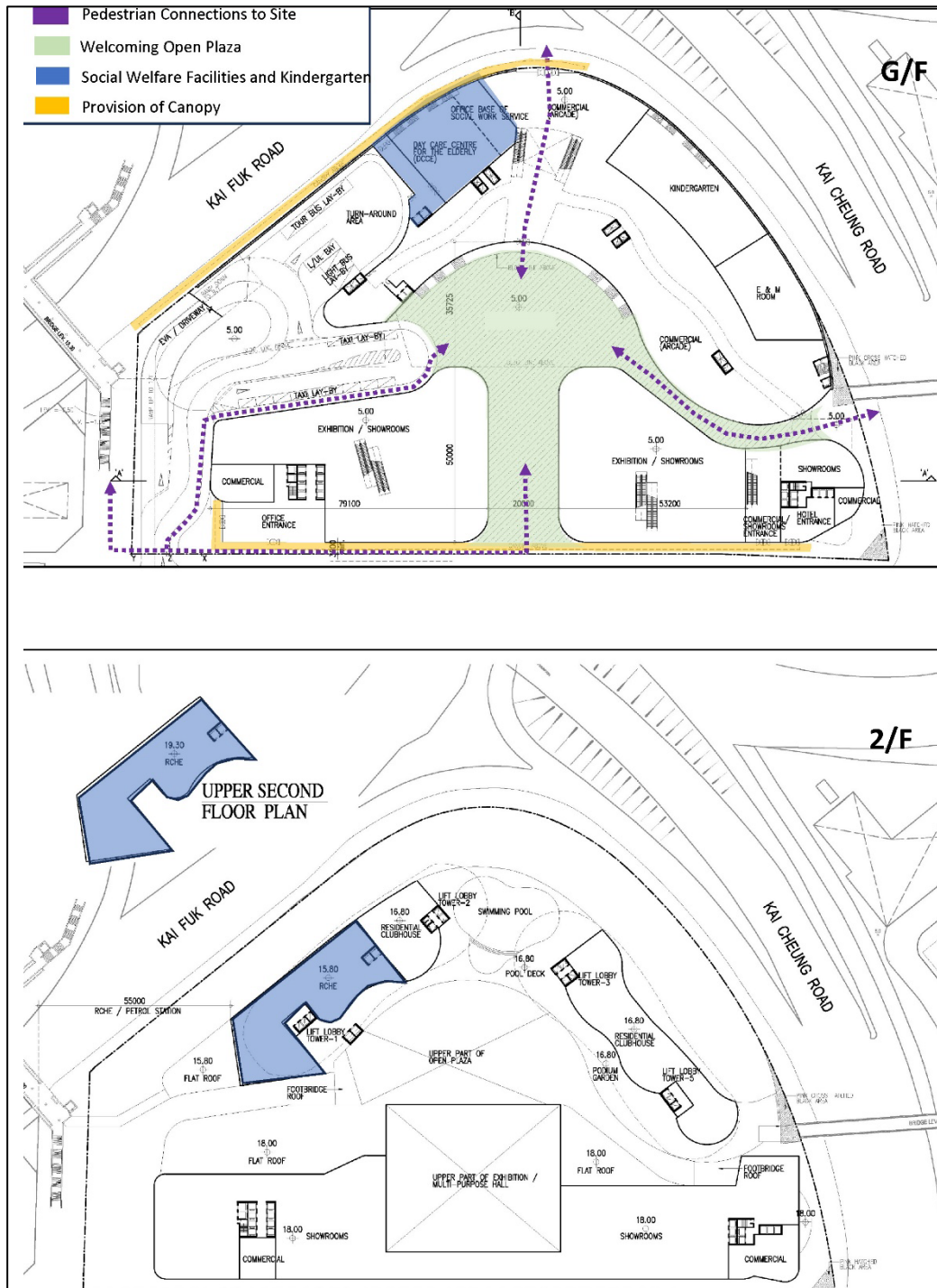


Figure 4.7: Planning Merits of the Proposed Redevelopment

Implementation of Pedestrian Crossing at the junction of Lam Hing Street and Wang Chin Road

4.3.12 Under the initiative of Energising Kowloon East Office (EKEO) to improve pedestrian environment improvement in the Kowloon Bay Business Area, the EKEO intends to propose the pedestrian crossing at the junction of Lam Hing Street and Wang Chin Street (Figure 4.8 refers). The development redevelopment will echo the initiative of EKEO and implement the planned pedestrian crossing by the Applicant under this planning application.

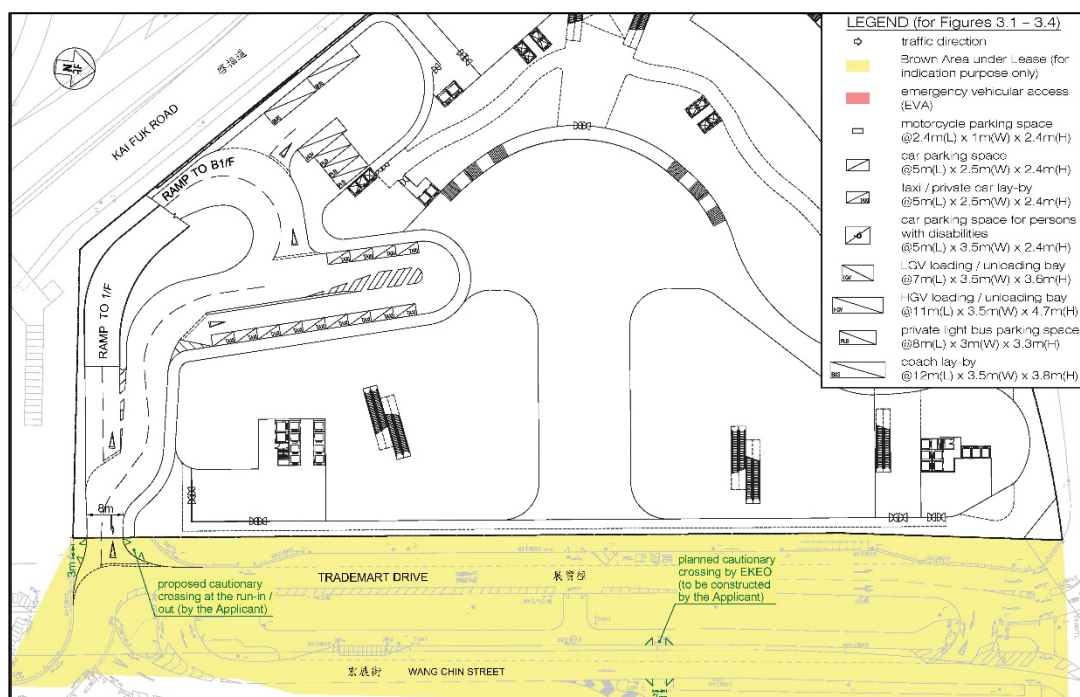


Figure 4.8: Implementation of Pedestrian Crossing at the junction of Lam Hing Street and Wang Chin Street

Design Merits

Building Separation

- 4.3.13 The proposed building mass and disposition above the podium have been carefully designed with building separation. The residential towers are divided into 2 groups: northern and southern sides, and are separated with a width of about 15m between Tower 2 in the south and Tower 3 in the north (**Figure 4.9** refers). This central building separation together with about 6m high permeable podium garden could allow prevailing ENE, E, ESE, and WSW wind to penetrate through the Site. It could also benefit its downstream area at the Site. Aside from that, there will also be a not less than 15m building separation between the residential tower 1 and the office tower.
- 4.3.14 Apart from enhancing wind permeability, the building separation between the two groups of residential towers would also establish a physical and visual connection for pedestrians to view through the Site from the inner area of Telford Gardens (East) and outer area of Kai Tak Waterfront area (West), especially through Lam Hing Street. Spatial relief of the proposed redevelopment is also offered to pedestrians at street level due to the adoption of a relatively small podium footprint.

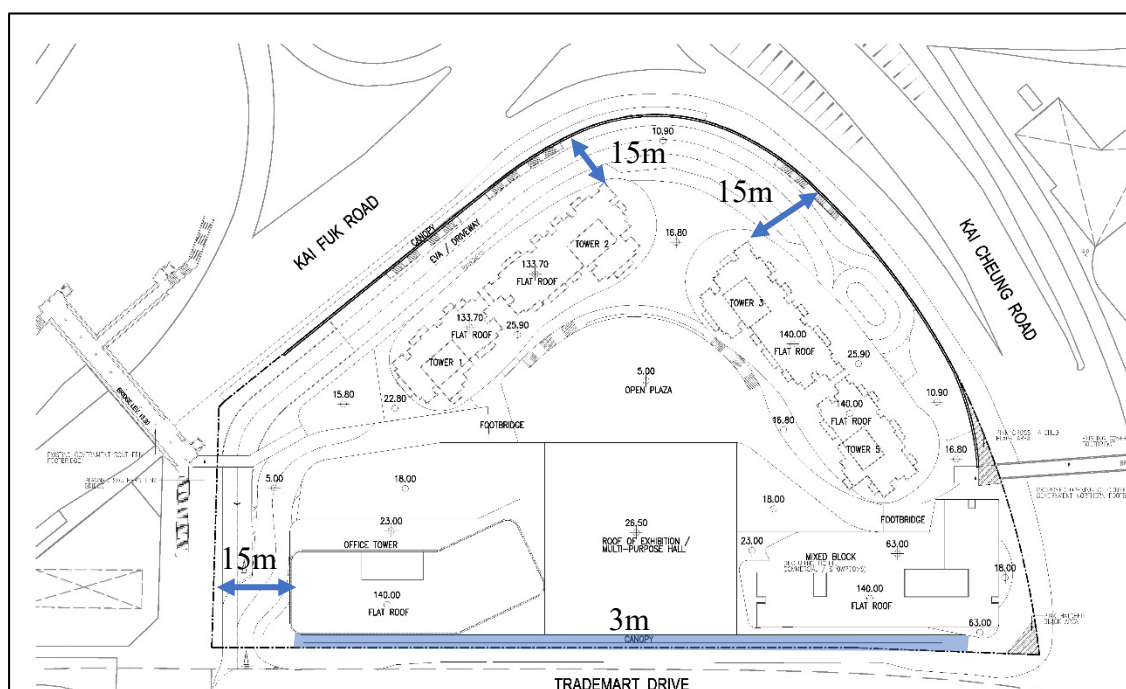


Figure 4.10: Building Setback of the Proposed Redevelopment

Enhance air permeability

4.3.16 Besides the building separations between towers, the proposed development also adopts the 6m high podium garden on the 2/F of the western portion to allow users and visitors with air-breathing spaces and also enhance the penetration of prevailing winds through the development at lower levels with the direct downward airflow to the pedestrian level. Additionally, the proposed office tower and mixed block of the proposed development has adopted mid-zone air ventilation to allow and enhance wind-induced cross-natural ventilation via the refuge floor, which the refuge floor is provided at the same height level of both the office tower and mixed block (**Figure 4.11** refers). Besides that, the stepped podium design is adopted to facilitate wind flow from the podium to pedestrian level (i.e. east wind can flow over podium on west side between Towers 2 and 3 to pedestrian level).

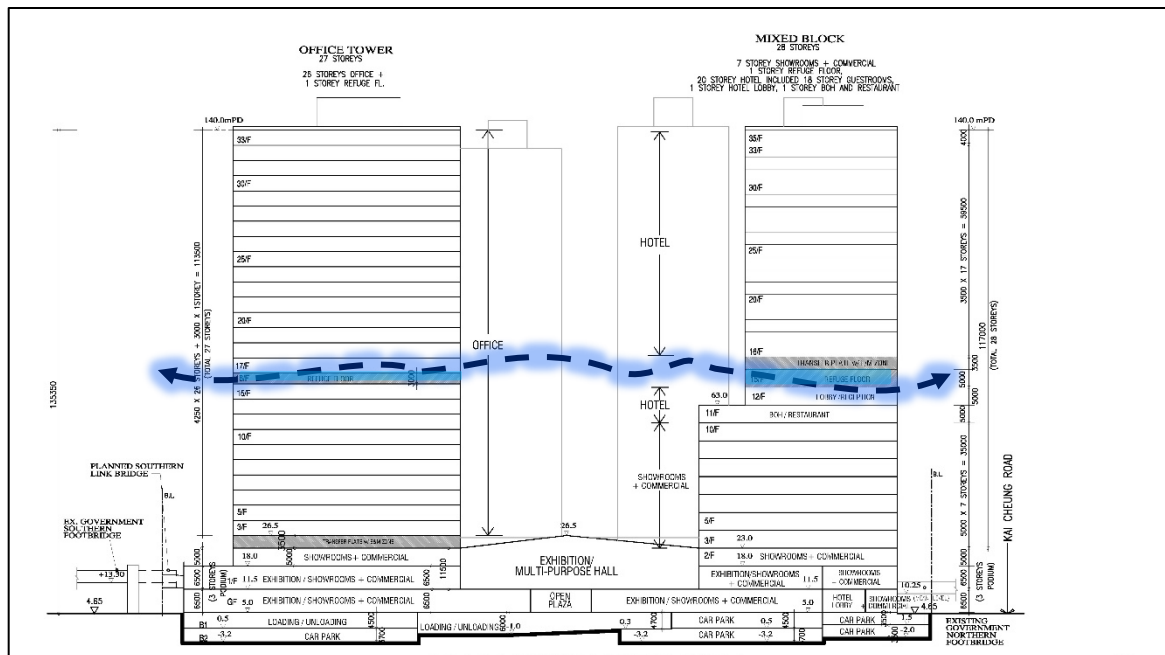


Figure 4.11: Air Permeability of the Proposed Redevelopment

Open Plaza

4.3.17 Open plaza is provided at ground level at the centre of the Site (Figure 4.12 refers). The urban window (with about 15m wide) created through the centre of the Site on the east side underneath the main exhibition/multi-purpose hall will allow the prevailing wind to reach the open plaza and enhance wind availability among the open plaza.



Figure 4.12: Rendering of the Open Plaza

4.4 Technical Assessments

4.4.1 Technical assessments including Traffic Impact Assessment, Visual Impact Assessment, Landscape Proposal, Air Ventilation Assessment (Expert Evaluation), Environmental Assessment, Drainage and Sewerage Impact Assessment, and Water Demand Assessment are conducted to demonstrate that the proposed redevelopment will not pose any unacceptable technical impacts to the surrounding.

Traffic Impact Assessment

4.4.2 The Traffic Impact Assessment (TIA), enclosed within **Appendix 2**, has been conducted to evaluate the overall traffic impact caused by the proposed redevelopment. The internal transport facilities of the proposed redevelopment will comply with the maximum recommendations of Hong Kong Planning Standard and Guidelines, while the internal transport facilities for the welfare facilities will be provided to meet the operational needs of the privately financed RCHE and DE. The table 4.4- Internal Transport Facilities is provided below:

Table 4.4: Internal Transport Facilities

Internal Transport Provision				
	Residential	Trade Mart/ Exhibition, Hotel, Office, Commercial including Eating Place and Shop and Services, Kindergarten	Social Welfare Facilities	TOTAL
Private Car Parking Spaces (including spaces for disabilities and visitors)	396	508	-	904

Motorcycle Parking Spaces	15	54	-	69
Private Light Bus Parking Spaces	-	-	3	3
L/UL Bay	4 HGV	28 HGV and 45 LGV	1 HGV	LGV: 45 HGV: 33
Taxi/Private Car Lay-by	-	13	-	13
Tour Bus Lay-by	-	5	-	5

4.4.3 The TIA has also taken into account of the design year of 2029 and 2032 junction and link capacity analyses with 3 scenarios: i) existing KITEC; ii) Approved Redevelopment (i.e. A/K22/34) and iii) Proposed Redevelopment. It is found that the junction and road links analysed would have sufficient capacity to accommodate the expected traffic volume in 2032 and traffic generated by the proposed redevelopment

4.4.4 While, there is also surplus capacity of the existing franchised bus and GMB services to absorb the additional road-based passenger demand, as well as no anticipation to generate significant rail-based passenger demand to MTR Kwun Tong Ling and Tuen Ma Line. While, the LOS assessment demonstrates the analysed footpath would have sufficient capacity to accommodate the estimated pedestrian flows in 2029 and 2032.

4.4.5 The TIA concluded that the Proposed Redevelopment will result no traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Redevelopment is acceptable.

Visual Impact Assessment

4.4.6 The Visual Impact Assessment (VIA), enclosed within **Appendix 3**, has been conducted to evaluate the overall visual impact caused by the proposed development, 8 viewpoints and 1 potential viewpoint were identified for assessments. The visual impact rating is assessed based on the comparison between existing and proposed development, taking into account the planned/committed developments in the surroundings. A comparison of the visual impact with the OZP-compliant scheme will also be discussed for reference only.

4.4.7 As a signature and iconic development sandwiching between Kai Tak Development and KBBA, the proposed development would complement well with the surrounding mid to high rise industrial/office developments in Kowloon Bay area and the clusters of residential development in the Kai Tak City Center. Despite the proposed development would have impacts to the visual resources (i.e. sky view, mountains) and skyline changes in the area, the proposed development has adopted sensitive design mitigation measures (i.e. building separation, stepping building height profile, podium garden, architectural articulation etc.) to mitigate and improve the existing condition, quality and character of the area. The VIA therefore concludes that the proposed

development is considered acceptable with the ratings of visual impact as identified in the VIA i.e. “negligible” to “moderately adverse”. Thus, the proposed development is visually compatible with the surrounding context.

Landscape Proposal

4.4.8 The Landscape Proposal including the Landscape Master Plan, Planting Proposal and Site Coverage of Greenery, enclosed in **Appendix 4**, has been conducted to formulate the landscape design and greenery at the proposed development. The landscape design of the proposed development has been formulated based on the principles below:

- 1) Enhancement of streetscape: The building mass is carefully designed in a crescent form, which creates outdoor space/open plaza in the central portion of the site for greening and recreational purposes. The open plaza will give a welcoming and pleasant impression to the users and visitors, forming the focal point of the proposed redevelopment. Besides, canopies are also proposed along Trademart Drive to the east and Kai Fuk Road to the west. Peripheriical planters and vertical green walls are also proposed along the northern, western and southern edges of the building;
- 2) Integration of the development with the Surrounding Context: The Site is surrounded by elevated footbridge and road (i.e. Kwun Tong Bypass). There are edge plantings with ornament trees/shrubs/creeping plants and vertical green walls proposed at carious locations at 1/F to 3/F of the building. This is to provide a smooth and green visual transition between the proposed redevelopment and adjacent elevated road structures;
- 3) Landscape Open Space at G/F and 2/F: Landscaped open spaces are proposed at G/F (with the open plaza) and 2/F (with covered and uncovered areas) to cater for the passive recreational need of the users. All these landscape areas will help to create a vibrant and pleasant urban open space for users; and
- 4) Maximise greenery within Site: Green roofs are proposed at flat roofs at mixed block at 12/F and Roof level. Edge planters with creeping plants are also proposed at the roof of mixed block.

4.4.9 For the communal open space, the proposed development is anticipated to provide not less than 1m² per person for the proposed development (i.e. not less than 4,034m²). For the common greenery, the current landscape proposal aims to provide not less than 30% greenery of the site area, including not less than 20% of greenery area at primary zone and not less than 20% greenery at roof, to comply with the requirement for the greenery provision within Kai Tak area.

Air Ventilation Assessment (Expert Evaluation)

4.4.10 The Air Ventilation Assessment (AVA) Expert Evaluation (EE), enclosed in **Appendix 5**, has been conducted to assess the impact on the overall air ventilation performance of the proposed development at Site. According to the findings of the AVA (EE), the annual prevailing wind comes from ENE, E, ESE and SE directions, while the summer prevailing wind comes from E, ESE, SE, SSW, SW and WSW directions. The proposed has adopted various good design measures that are beneficial to air ventilation. Please refer to Appendix 5 for the detailed good design measures.

4.4.11 After considering the potential air ventilation impacts of the Site in the assessment area under all prevailing wind directions, the AVA (EE) concludes that the proposed development would unlikely impose significant and worsened air ventilation impact on the surrounding as compared with the OZP Compliant Scheme.

Environmental Assessment

4.4.12 The Environmental Assessment (EA), enclosed in **Appendix 6**, has been conducted to assess the major environmental issues (i.e. environmental noise, air quality, construction phase environmental impact) of the Site.

Traffic Noise Impact Assessment

4.4.13 Road traffic noise impact assessment has been carried out for the proposed development. Although the assessment result has indicated that there are exceedance of road traffic noise at various location facing road and up to 11dB(A), the proposed development would adopt noise mitigation measures including noise barrier, fixed glazing (with or without maintenance window), enhanced acoustic balcony (baffle type), acoustic window (baffle type), vertical fin and sound absorption material. No adverse road traffic noise impact on the proposed development is therefore anticipated with the proposed noise mitigation measures in place.

Fixed Noise Impact Assessment

4.4.14 Fixed noise impact assessment has been carried out to address potential fixed noise impact on the noise sensitive uses of the proposed development. Based on onsite observation, the noise environment is dominated by road traffic and there is no noticeable noise from any fixed noise sources within the study area of 300m. According to the quantitative assessment result, the predicted noise levels at selected NSRs should comply with relevant standard. In this regard, there is no adverse fixed noise impact due to surrounding fixed noise source on the proposed development. No noise mitigation is considered necessary.

Air Quality Impact Assessment

4.4.15 The Air Quality Impact Assessment predicts air quality pollutant concentration at the proposed development, ensuring that future residents are not exposed to

adverse air quality impact. According to the odour impact assessment, it is anticipated that no adverse odour impact would arise from the Kai Tak River Destilising Compound No. 1 and other identified nearby potential odour sources including Shing Kai Road Refuse Collection Point, Kai Tak No.5 Sewage Pumping Station within 500m study area from the Application Site.

- 4.4.16 According to the result of the air quality impact assessment, although there are some areas with exceedance at G/F, 1/F and 2/F for the criteria of annual average NO₂ concentration, it is confirmed that no air-sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the areas with exceedance. No adverse air quality impact on the Application Site would be anticipated.

Environmental Impact During Construction

- 4.4.17 Environmental impact during construction of the project would mainly include fugitive dust emission, construction noise, construction water pollution and waste generation. While the impact is interim in nature, best management practice is recommended to be adopted where practicable and effective, so that no significant fugitive dust, noise and water quality impact are anticipated.

Land Contamination

- 4.4.18 Based on the appraisal of risk of land contamination including historical uses, current condition and any other records available from relevant governmental departments, there is unlikely risk of land contamination anticipated

Drainage and Sewerage Impact Assessment

- 4.4.19 The Drainage and Sewerage Impact Assessment, enclosed in **Appendix 7**, has been conducted to evaluate the drainage and sewerage impact of Application Site. The Application Site is currently served by public drainage and sewerage system. With regard to the drainage impact, the Site is currently 100% paved under existing condition. After development, at least 30% of greenery will be provided so that the surface runoff will be reduced. The loading to the existing drainage system will be reduced; no adverse drainage impact is anticipated. On sewerage aspect, the sewage discharge arrangement will be less than the existing condition. Based on the sewerage impact assessment results, it is found that the capacity of the existing sewerage system serving the area would not be sufficient to cater for the sewage generation from the Proposed Development and nearby catchment areas. Therefore, the upgrading work of T1-S3 is proposed. With the proposed upgrading works in place, the assessment confirms the feasibility of the proposed development in terms of impacts to the public sewerage system.

Water Demand Assessment

- 4.4.20 The Water Demand Assessment, enclosed in **Appendix 8**, has been conducted to estimate the potable and saltwater (flushing water) demand of the proposed

development and compared to the OZP compliance scheme. When compared with the OZP compliance scheme, the proposed development will have an increase in water demand and increase in saltwater demand. Water saving measures, if necessary, will be proposed in the detailed design stage to reduce saltwater demand.

Quantitative Risk Assessment

- 4.4.21 The Quantitative Risk Assessment (QRA), enclosed in **Appendix 9**, has been conducted with respect to operations of existing LPG filling stations in the vicinity of the Application Site. It is identified that there are two LPG filling stations namely Sinopec and Shell located within the 200m study zone. Based on the evaluation, the individual risk contour of 10^{-5} per year does not reach the LPG Filling Stations, as well as the societal risks of LPG filling stations during operation phase (2029) are within the “Acceptable” region. It is therefore concluded that the individual risk and societal risk associated with LPG Filling Stations are in compliance with Hong Kong Risk Guidelines. The proposed development itself also maintains separation in compliance with requirement in Chapter 12 of the Hong Kong Planning Standard and Guidelines (i.e. 15m from commercial building and 55m from residential building to LPG filling station).

5 PLANNING MERITS AND JUSTIFICATIONS

5.1 The Proposed Redevelopment continues to be in line with the planning intention

5.1.1 The proposed mixed-use redevelopment will allocate at least 60% of the floor space for trademart and exhibition-related venues alongside ancillary commercial uses such as a hotel, office spaces and retail within the development. Specifically, approximately 23,273m² of GFA will be dedicated for trademart, showroom and exhibition-related uses which exceeds the existing provision at KITEC. The remaining 40% of the floor space will be designated for residential use, replacing the existing office spaces at the Site. As explained in Section 3.2, the Applicant has carefully considered the major change in the planning circumstances surrounding the Site including Kai Tak and Kowloon Bay Business Areas; the strategic location of the Site, and the adequate supply of office and commercial floorspaces in Kai Tak and Kowloon Bay area when proposing the redevelopment.

5.2 The Proposed Redevelopment is in line with the Government's Policy for the long term development of international exhibition events and cultural exchanges

5.2.1 Hong Kong hosts many large-scale international exhibition events every year. To consolidate and enhance the pre-eminent position of Hong Kong as a hub for international exhibition events, the Government has actively taken forward by continuing to expand exhibition facilities. The policy address for 2021 and 2023 have emphasised that the convention and exhibition (C&E) industry is crucial to Hong Kong as an international trade centre. It is the Government's policy in the long run to continue to expand C&E facilities to consolidate and enhance Hong Kong's status as an international C&E hub. Under the Blueprints for Arts and Culture and Creative Industries, it is also the Government's Policy to develop Hong Kong into an East-meets-West center for arts and cultural exchange. One of the strategic directions is to establish international platforms to foster East-meets-west Arts and Cultural exchanges.

5.2.2 The proposed trade mart (including exhibition-related uses and showroom uses) will echo with the Government's direction to develop Hong Kong as a hub for international Convention and Exhibition events and into an East-meets-West center for international art and cultural exchanges. The proposed redevelopment will continue to provide about 23,273m² GFA for Exhibition and Showroom uses to host events of all size including exhibitions, trade shows, product launches, mini concerts, ceremonies, performances, fairs. Besides that, the proposed redevelopment will also comprise a hotel with some 720 rooms and commercial facilities (including shop and services, eating places, and cinema) at the podium and the mixed block to support exhibitors and visitors during events. The proposed exhibition and trade mart facilities would create synergy with the Kai

Tak Sports Park to take experiences of the citizens and tourists to an unprecedented level. The Applicant is in the view that the proposed mix of uses primarily for exhibition, trade mart, hotel, and commercial uses will create utmost experiences for hosting future events.

5.3 The Proposed Redevelopment responds to the market demand for housing supply

Long Term Housing Supply

5.3.1 Increasing Housing Supply is always the top priority of the Government. In response to the acute housing shortage, the Long-Term Housing Strategy (LTHS) Steering Committee was formed in September 2013 to tackle the imbalance in supply and demand for both public and private housing with the 10-year long term housing demand projection. This is to allow Government to continually plan ahead on developing land and housing, in order to meet the housing needs of the community over the long term. According to the LTHS Annual Progress Report 2023, the total housing supply target for the upcoming decade is 432,000 units, of which 308,000 units are public housing supply and the remaining 132,000 units are private housing supply.

Rezoning Five Commercial Sites in Kowloon East for Residential Uses

5.3.2 In 2021-2022 Financial Budget, the Financial Secretary announced that the Government was “examining the feasibility of rezoning five commercial sites in Kowloon East for residential use taking into account the latest economic situation and market response” to provide a total of about 5,800 private housing units and to reduce about 340,000m² of commercial GFA, according to the Government’s preliminary estimation. Subsequently, the Civil Engineering and Development Department (CEDD) was tasked to commence the Study on Further Review of Land Use in KTD in 2020 to explore the feasibility of converting five commercial sites (including two bundled sites at the former north apron area and three sites at the former runway area) in Kai Tak for private residential uses. However, only three commercial sites were rezoned for residential use after the Town Planning Board’s hearings on the representations regarding the draft Kai Tak OZP. On 18 October 2022, the Chief Executive has approved the draft Kai Tak Outline Zoning Plan (renumbered as No. S/K22/8) and the amendments in rezoning three commercial sites in Kowloon East for Residential uses have been incorporated into the Approved Kai Tak OZP.

Rezoning Yip On Factory Estate to Residential Site

5.3.3 In the 2019 Policy Address, the Chief Executive invited the Housing Authority (HA) to explore the feasibility of redeveloping its factor estate for public housing use, particularly to increase the supply of public rental housing units. It is also to meet the housing demand identified under the Long-Term Housing Strategy. As announced in the 2020 and 2021 Policy Address Supplement, the preliminary findings of HA’s study indicated redeveloping the Yip On Factory Estate is technically feasible and is capable of producing 2,268 public housing units in

2031. Subsequently, the Yip On Factory Estate site was rezoned from “Other Specified Uses (Business)” to “Residential (Group A)3” with a BH restriction of 120mPD. The amendment: Rezoning of the Yip On Factory Estate site on the Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/31 was approved by the Chief Executive on 6 December 2022. It is worth noting that the Yip On Factory Estate site is located at the edge of the **Kowloon Bay Business Area (KBBA) and CBD 2**. The area was intended to expedite the transformation of Kowloon East with an adequate supply of quality office space and to develop Kowloon East to support Hong Kong’s economic development.

5.3.4 The proposed redevelopment will be in line with market demand for housing supply. The proposed residential uses is purely ancillary use to support the exhibition, trade mart, hotel commercial and office uses. The proposed redevelopment will yield about 1,494 housing units and continue to be in-line with the Government’s 10 year rolling housing target.

5.3.5 Besides that, although the proposed redevelopment falls within the Central Business District (CBD) 2, the Applicant acknowledges that it is not uncommon to find mixed use developments such as commercial/retail, office, and residential in CBD areas such as Hung Shiu Kiu New Development Area/ NTN CBD, where a combination of various types of compatible uses including commercial, residential, educational, recreational uses, wither vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. There are also precedent cases in the CBD 2 Kowloon East in 1) rezoning three commercial sites into residential uses within the Kai Tak Development and 2) rezoning the Site from “OU” annotated “Business” to “Residential” uses in the Kowloon Bay Business Area.

5.4 The Proposed Redevelopment echoes with the Initiatives of Energising Kowloon East Office

5.4.1 The proposed redevelopment will continue to echo the initiatives of Energising Kowloon East Office (EKEO). It is the vision and initiative of EKEO to enhance the image of Kowloon Bay and create a walkable CBD that weaves work, live and play together. The KBBA Pedestrian Environment Improvement Feasibility Study (the “Study”) completed in August 2016 was to examine the enhancement of both pedestrian and traffic environment during the urban transformation process into a second core business district.

5.4.2 The Study highlights that at-grade pedestrian facility improvement proposal to be implemented by the relevant government department(s) for the junction of Lam Hing Street and Wang Chin Street with an additional pedestrian crossing, in order to facilitate pedestrian crossing between the Site and Lam Hing Street (**Figure 5.1** refers). This is also to reduce jaywalking and 100m detour for pedestrians to cross Wang Chin Street and Lam Hing Street to the site. The Applicant will conduct the at-grade pedestrian facility improvement proposal at

the junction of Lam Hing Street and Wang Chin Street upon the approval of this planning application.

5.4.3 The Study also highlights that a series of at grade pedestrian links (i.e. Green Link and Green Spine) are proposed to form part of the pedestrian network. It is to link up all major open spaces, and major new developments/ point of interest within the KBBA (i.e. KITEC, Megabox, future KBAA, Kowloon Bay MTR station) from north to south and west to east (**Figure 5.2** refers).

5.4.4 The open plaza and setback from Trademart Drive would create a greater synergy with the Green Link and Green Spine to serve as the continuous extension of the Green Link and Green Spine into the proposed redevelopment. From the street level (i.e. Trademart Drive, Kai Fuk Road and Kai Cheung Road), pedestrians would be able to walk to the open plaza as the focal point of area from all directions. The provision of canopy along the building edge (facing toward Trademart Drive and Kai Cheung Road) and landscape treatment within the proposed redevelopment would be able to provide friendly pedestrian environment to bring the users and visitors to the open plaza of the proposed redevelopment.

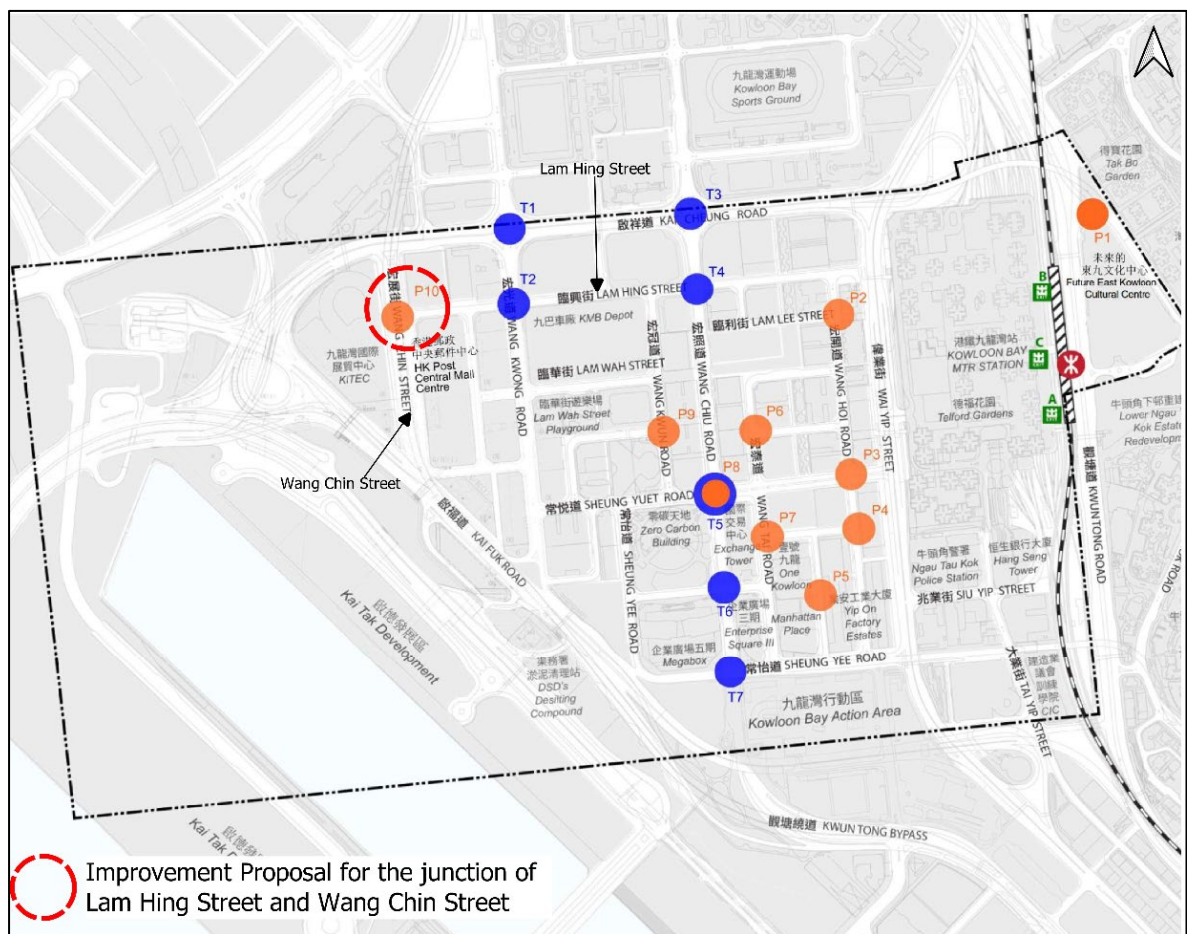


Figure 5.1: Improvement Proposals to Pedestrian Facilities and Traffic under EKEO Initiatives

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



Figure 5.2: Proposed Pedestrian Links under EKEO Initiatives

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

5.5 The Proposed Exhibition and Trade Mart uses will continue to meet the public aspiration

5.5.1 The Applicant understands that there is public aspiration for exhibition and trade mart uses upon the redevelopment of the Site. The Applicant has therefore made his commercial decisions to provide not less than 23,273m² GFA for trade mart and exhibition-related uses, which has a comparable area to the existing KITEC development. It should be noted that the exhibition and trade mart uses WILL NOT BE DIMINISHED AFTER REDEVELOPMENT. To meet the public aspiration and modern standard for hosting wide-range of exhibition and trade mart events, the proposed multi-purpose has a size of 2,500m² and high headroom of 15m, hosting a total audience of 1,800 for wide-range events including concerts. While, the proposed redevelopment also equips a headroom of about 5m-6.5m headroom for exhibition-related uses and showrooms (trade mart). The proposed standard will be able to cope with the contemporary changes in the Kai Tak Development.

5.6 The Proposed Redevelopment is a self-sustained development

5.6.1 To cater for the future demand arising from the anticipated population of the development (i.e. 4,034 population), the proposed redevelopment aims to become a self-sustained development. The proposed redevelopment will provide local services/daily necessities which shall include shops, restaurants, clinic, a 6-classroom kindergarten, supermarket within the commercial arcade of the western portion. Besides, a 30 places of Day Care for the Elderly, 60 places of Residential Care Homes for the Elderly, and the Office Base of Social Work Services for Pre-primary Institutions (SWSPPI) will also be provided within the commercial arcade of the western portion. The future population from the proposed redevelopment would not result in inadequate community facilities in the Kai Tak development.

5.7 The Proposed Redevelopment Offers an Opportunity to Re-define the Positioning of the Site

5.7.1 As outlined in Section 3 above, the proposed redevelopment at the Site is to respond to the changing planning and development context of the Kai Tak and Kowloon Bay areas over the past decades and to allow redefinition of the strategic position of the Site, while aligning with the overall planning vision of Kai Tak Development in developing “a distinguished, vibrant, attractive and people-oriented community by the Victoria Harbour”.

5.7.2 The proposed development will not only offer a golden opportunity to redefine the position and function of the Site **with a new lease of life**, it will also help bring forth with the following benefits (paras. 3.2.20-3.2.22 refer):

- i) A Bridging Role in Connecting Kai Tak and Kowloon Bay
- ii) Enabling Another Iconic and Landmark Development in South East Kowloon
- iii) Seamlessly Connecting and Complementing the Mixed-Use Functions of the Two Areas

5.8 Adopting the Harbour Vision Statement and Compliance with the Harbour Planning Principles

5.8.1 The Site is located within the waterfront area and the proposed development shall form part of the urban townscape of South Apron Corner of Kai Tak. The proposed development pays due respect to its strategic location and helps to envision “to enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life”. Considering the prime location of the Site in close proximity to Kai Tak and Kowloon Bay, the Applicant has made every endeavour to attract people with diversity of uses and high permeability. The proposed development has also made reference and responded fully to the Harbour Planning Principles as illustrated in **Table 5.1** below.

Table 5.1: Harbour Planning Principles and the Proposed Development

	Harbour Planning Principles	The Proposed Development
(1)	Preserving Victoria Harbour	<ul style="list-style-type: none"> - The proposed development does not involve any reclamation nor destruction to the Harbour. Victoria Harbour is preserved as natural asset to the public. - Considering the proposed development is located in close proximity to KBBA (commercial developments with 140mPD and 170mPD), to the Kai Tak City Centre (residential development with 110mPD and 130mPD) and to the South Apron Corner (planned commercial developments with 100mPD and 80mPD). It targets to be a signature/ iconic development in between the inland and waterfront areas, the proposed development with a BH of not exceeding 140mPD is not considered visually incompatible with the surrounding developments when viewed from strategic vantage points i.e. Kai Tak Development, Quarry Bay Park. - The proposed building mass and disposition above podium have been carefully designed with building separation. The residential towers are divided into 2 groups: northern and southern sides, and are separated with a width of about 15m between Tower 2 in the south and Tower 3 in the north. - The residential tower Tower 1 and the Office tower have a building separation of about 15m, to allow visual breakdown of the proposed redevelopment.
(2)	Stakeholder Engagement	<ul style="list-style-type: none"> - All relevant stakeholders will be consulted on the S16 Planning Application during the 3-week statutory public consultation period. Any comments received will be thoroughly considered by the Applicant and incorporated into the development proposal as far as practicable.
(3)	Sustainable Development	<ul style="list-style-type: none"> - The proposed redevelopment aims to cater for economic, social and environmental needs of the society and are compatible with the harbourfront setting. The proposed development is a composite development, comprising a mix of land uses with exhibition, trade mart, hotel, commercial, office, residential, social welfare facilities and school uses, serving the residents/ workers from KTDA and KBBA. The proposed development would help to promote vitality and vibrancy of the area. - To cater for the future demand arising from the anticipated population of the development, the proposed redevelopment will provide local services/daily necessities which shall include shops, restaurants, clinic, a 6-classroom kindergarten, supermarket within the commercial arcade. Day Care Centre for the Elderly, Residential Care Homes for the Elderly and Office Base of Social Work Services for Pre-primary institutions are also provided. - Various technical assessments have been carried out and the results demonstrated that the proposed scheme is technically feasible for the proposed composite redevelopment. Moreover, the proposed BH of not more than 140mPD at the Site will commensurate with the surrounding developments with a gradual building height descending towards

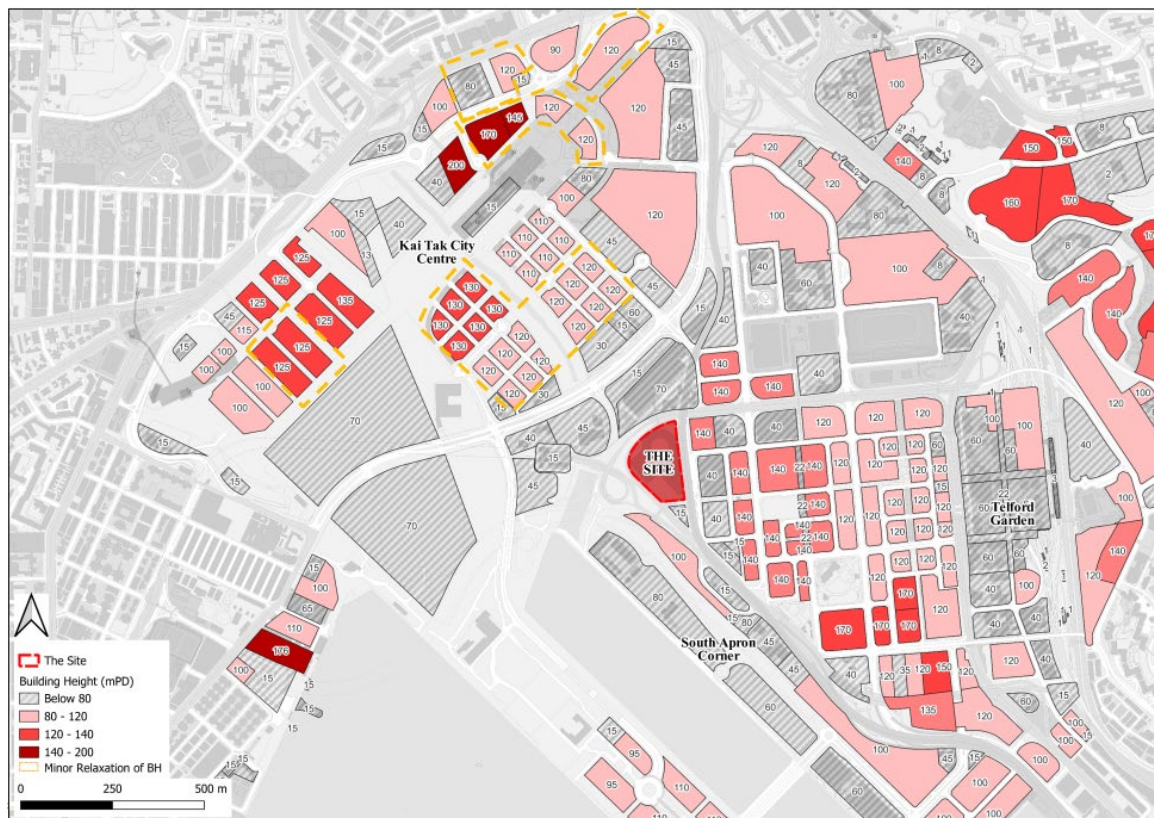
		waterfront area.
(4)	Integrated Planning	<ul style="list-style-type: none"> - The proposed redevelopment has taken careful consideration to the EKEO's initiative and integrated planning for pedestrian improvement within KBBA. The open plaza with landscaped areas has been strategically positioned and is made clearly visible at grade level facing all directions and well-integrated with the surrounding, especially with the Green Link and Green Spine under the EKEO's initiative. It acts as the central focal point of the proposed development by drawing pedestrians through the space with the diverse opportunities for social activities. The Applicant will also implement pedestrian crossing at the junction of Lam Hing Street and Wang Chin Street under EKEO's initiative.
(5)	Proactive Harbour Enhancement	<ul style="list-style-type: none"> - Adopts a descending building height profile with max. 140mPD at main roof level but still being compatible with the surrounding context - The podium being voluntarily setback from the Trademart Drive and towers being set back from Kai Cheung Road and Kai Fuk Road to create a focal point at lower level - Stepped podium is adopted to facilitate wind flow from the podium to pedestrian level, as well as creating dynamic architecture design at lower levels for pedestrians - About 15m building separation between the two groups of residential towers and not less than 15m building separation between residential tower Tower 1 and Office tower to serve as air corridor and establish a physical and visual connection for pedestrians to view through the Site from hinterland and other area of Kai Tak waterfront - The proposed development does not encroach onto the "20% Building Free Zone" of the Kowloon Ridgeline
(6)	Vibrant Harbour	<ul style="list-style-type: none"> - Stepped podium design has been adopted to act as urban verandahs overlooking the spaces of KTDA and Kowloon Bay area. - The retail shops/dining facilities to be accommodated in the lower levels of the proposed development will greatly improve the quality of street life and create better experience for pedestrian. - Exhibiton and Trade mart will be provided at the eastern portion of the Site, in drawing attractions of the users/visitors along Lam Hing Street (with a direct visual corridor from Kowloon Bay MTR station. This will add vitality and vibrancy to the area.
(7)	Accessible Harbour	<ul style="list-style-type: none"> - In view of the strategic location of the Site between the KBBA and Kai Tak waterfront area, the Applicant has proposed to have an opening to connect the existing Kai Cheung Road footbridge and a Southern Link Bridge to connect the existing Kai Fuk Road footbridge. Besides that, the Northern Link Extension is also proposed to connect the existing Kai Cheung Road footbridge, which will extend to Kai Tak river. The proposed footbridge connections will form part of the S16 Planning planning.

(8)	Public Enjoyment	- The Trade Mart (i.e. Showroom and Exhibition related uses) along Trade mart Drive at ground level will form vibrant and active frontages for the enjoyment of users and visitors.
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5.9 Optimising Building Height

5.9.1 As highlighted in **Figure 5.3**, the proposed development is located next to the commercial area of Kowloon Bay area with predominantly mid- and high-rise commercial development to its east. The proposed building height (BH) of 133.7mPD to 140mPD is considered compatible with the surrounding planned building height profile, given that the building heights of existing development to the immediate east is predominantly range from about 140mPD in the immediate east to 170mPD in the southeast within the KBBA. The building height profile then gradually drops to 120mPD, closer to the residential development: Telford Garden to the further east of the Site. Thus, the redevelopment with the proposed BH of 140mPD makes reference to the BH of the surrounding development.

5.9.2 The proposed redevelopment with a minor relaxation of BH from 100mPD to 140mPD will not considered to be incompatible with the overall building height of the surrounding developments. The proposed redevelopment continues to maintain a stepped building height profile towards the Kai Tak waterfront area and the residential cluster of Kai Tak Development. In terms of the Kai Tak waterfront area, the proposed BH of the towers will gradually drop from the inner hinterland with the BH of 140mPD (Towers 3 and 5) and 133.7mPD (Towers 1 and 2) to Kai Tak waterfront area with the BH of 100mPD and 80mPD. While, the redevelopment also has a gradual drop in building height from 140mPD, 130mPD, 120mPD and 110mPD towards the residential cluster of Kai Tak City Centre. It is therefore anticipated that the proposed development will create a more interesting BH profile in the area without causing adverse effect on the visual character of the area. The proposed minor relaxation of BH from 100mPD to 140mPD for the development would be compatible with the overall building height profile of the surrounding regions of the Kai Tak development and Kowloon Bay area. It has also met the relevant criteria for consideration of minor relaxation of building height (**Table 5.1** refers).



Figures 5.3: Building Height Profile of Kai Tak Development and Kowloon Bay Business Area

Table 5.2: Relevant Criteria for Consideration of Minor Relaxation of BH Restriction and the Current Scheme

	Relevant Criteria for Consideration of Minor Relaxation of BH Restriction	Proposed Development Scheme
(a)	Amalgamating smaller sites for achieving better urban design and local area improvements	N/A
(b)	Accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening	N/A
(c)	Providing better streetscape/good quality street level public urban space	<ul style="list-style-type: none"> - At the lower/pedestrian level of proposed development, a open plaza is provided facing directly to the Trademart Drive, Kai Cheung Road and Kai Fuk Road (at all directions). - Vertical green walls are proposed along the northern, western, and southern edges of the building; - Heavy planting perimeter is proposed within the the open plaza and along the pavement, leading the users and visitors to the open plaza for enjoyment - Landscaped treatments are proposed at the primary zone to cater for the passive

		recreational need of the users
(d)	Providing separation between buildings to enhance air and visual permeability	<ul style="list-style-type: none"> - About 15m building separation between the two groups of residential towers to serve as air corridor and establish a physical and visual connection for pedestrians to view through the Site from hinterland and other area of Kai Tak waterfront - Not less than 15m building separation between Tower 1 and Office tower is also proposed to facilitate the wind from Kwun Tong typhoon shelter to Kai Tak City Centre - The proposed development will avoid bulky building mass, especially at lower levels.
(e)	Accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan	N/A
(f)	Other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts	<ul style="list-style-type: none"> - The proposed development adopts innovative building design by reducing the site coverage of podium to maximise the green opportunity and allow for more open plaza. - The proposed redevelopment equips with the provision of canopy for weather protection at the building frontage over the public footpath/pavement along Kai Fuk Road and Trademart Drive. - The proposed development proposed to have an opening to connect the existing Kai Cheung Road footbridge and a Southern Link Bridge to connect the existing Kai Fuk Road footbridge. Besides that, the Northern Link Extension is also proposed to connect the existing Kai Cheung Road footbridge, which will extend to Kai Tak river. The proposed footbridge connections will form part of the S16 Planning planning. - To echo with the EKEO's initiatives, the Applicant will conduct at-grade pedestrian facility improvement proposal at the junction of Lam Hing Street and Wang Chin Street upon the approval of this planning application. - Green podium terraces acting as urban verandahs that could provide visual relief on the building edge of the development, as well as creating dynamic architecture design at lower levels for pedestrians.

5.10 Incorporating Planning and Design Merits with Minor Relaxation of Building Height Restriction

5.10.1 As highlighted in section 4, the proposed redevelopment has incorporated planning and design merits with a minor relaxation of building height restrictions. Given the strategic location of the Site, the Applicant has made genuine efforts to incorporate good planning and design merits to bring societal and public gains.

5.11 Technically Feasible with No Insurmountable Impacts

5.11.1 As presented in section 4, all of the technical assessments including traffic, visual, air ventilation, drainage, sewerage, water, environmental and risk have

demonstrated that the proposed composite redevelopment with trade mart, exhibition, hotel, commercial, residential, social welfare facilities and school uses with minor relaxation to 140mPD to be technically feasible with no insurmountable impacts. In this regard, the proposed development is deemed to be acceptable in the wider and local context.

6. CONCLUSION

6.1 With the prominent and strategic location in between Kai Tak Development Area and Kowloon Bay Business Area, the Site should have utilised its self-advantages to play a pivotal role in the area. The redevelopment proposal would give a new lease of life to the Site with a golden opportunity to re-define its position and function.

6.2 The TPB and relevant Government Departments are respectfully requested to give favourable consideration to support the proposed redevelopment based on the following:

- The proposed redevelopment continues to be in-line with the Planning Intention of the “OU” annotated “Trade Mart and Commercial Development” zone;
- The proposed redevelopment is in-line with the Government’s Policy for the long term development of international exhibition events;
- The proposed redevelopment responds to the market demand for housing supply from the community by echoing the Government’s housing policies and rezoning exercise in Kowloon East for residential uses;
- The proposed redevelopment echoes the initiatives of Energising Kowloon East Office (EKEO) in committing to conduct at-grade pedestrian facility improvement proposal;
- The proposed exhibition and trade mart uses will continue to meet with the public aspiration and the relevant uses will not be diminished after the redevelopment;
- The proposed redevelopment is a self-sustained development with local services/daily necessities including shops, clinic, kindergarten, supermarket and social welfare facilities;
- The proposed redevelopment offers an opportunity to re-define the positioning of the Site with a new lease of life;
- The proposed redevelopment has paid due consideration to its strategic harbourfront location and responded to the Harbour Planning Principles;
- The proposed redevelopment complies with the relevant criteria for consideration of minor relaxation of Building Height Restriction;
- The proposed redevelopment with minor relaxation of Building Height has incorporated significant planning and design merits; and
- Technical Assessments have demonstrated that the proposed development with minor relaxation of BH to be technically feasible with no insurmountable impacts on traffic, visual, air ventilation, sewerage, drainage, water demand, environmental and risk.