

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K22/42

- Applicant** : International Trademart Company Limited represented by KTA Planning Limited
- Site** : New Kowloon Inland Lot (NKIL) No. 6032, 1 Trademart Drive, Kowloon Bay, Kowloon
- Site Area** : About 22,280m²
- Lease** : NKIL No. 6032 (the Lot)
- (a) with a lease term up to 2047;
 - (b) restricted to non-industrial (excluding godown, petrol filling station, hotel and residential) purposes;
 - (c) maximum Gross Floor Area (GFA) of 164,872m² (i.e. Plot Ratio (PR) 7.4) with a requirement of minimum GFA of 11,285m² for the Trade Mart for the display of, exhibition of and wholesale trade in manufactured goods or services;
 - (d) parking, loading and unloading requirements upon redevelopment as specified in the Fifth Schedule of the Modification Letter dated 20.1.2005 governing the Lot; and
 - (e) building height (BH) restriction of 185m above Hong Kong Principal Datum (mPD).
- Plan** : Approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/8
- Zonings** : “Other Specified Uses” annotated “Trade Mart and Commercial Development” (“OU(Trade Mart and Commercial Development)”) (about 22,091.5m² or 99.2%) subject to the following restrictions/requirements:
- (a) maximum PR of 12.0, or the PR of the existing building, whichever is the greater, the GFA of which shall include exhibition/trade-related uses of not less than 11,285m²; and
 - (b) maximum BH of 100mPD
- Area shown as ‘Road’ (about 188.5m² or 0.8%)
- Application** : Proposed Composite Redevelopment with Trade Mart/Exhibition and Commercial, Residential, Social Welfare Facilities and School uses, and

Minor Relaxation of BH Restriction

1. The Proposal

- 1.1 The applicant seeks planning permission for a composite redevelopment of the existing Kowloon Bay International Trade and Exhibition Centre (KITEC) at the application site (the Site), proposing to change from an en-bloc 14-storey non-domestic/commercial building to a composite mix of trade mart/exhibition and commercial (including office, hotel, shop and services and eating place), residential, social welfare facilities (including 30-place of Day Care Centre for the Elderly (DE), 60-place of Residential Care Home for the Elderly (RCHE) and an Office Base of Social Work Service for Pre-primary Institutions (SWSPPI)^[1]) and school (kindergarten) uses, and minor relaxation of BH restriction from 100mPD to 140mPD (+40m or +40%).
- 1.2 The Site falls primarily within an area zoned “OU(Trade Mart and Commercial Development)” on the approved Kai Tak OZP No. S/K22/8^[2] (**Plan A-1**). According to the Notes of the OZP for this “OU” zone, the proposed ‘Flat’, ‘Hotel’ and ‘Social Welfare Facility (RCHE)’ are Column 2 uses, which require planning permission from the Town Planning Board (the Board), whilst ‘Exhibition or Convention Hall’, ‘Office’, ‘Eating Place’, ‘Shop and Services’, ‘Social Welfare Facility (excluding those involving residential care)’ and ‘School’ uses are always permitted. Furthermore, minor relaxation of BH restriction may be considered by the Board under section 16 of the Town Planning Ordinance on its individual merits.

The Proposed Scheme

- 1.3 The redevelopment proposal (i.e. the proposed scheme) under current application has a total PR of 7.4521, including non-domestic PR of 4.4921 for office, hotel, showroom/exhibition (including trade mart), shop and services, eating place, kindergarten, social welfare facilities and footbridge connections, and domestic PR of 2.96 for 1,470 flats. Total GFA is about 166,032m², of which non-domestic GFA is about 100,083m² (about 60%) and domestic GFA is about 65,949m² (about 40%). In the proposed scheme, 23,273m² GFA (about 14% of total GFA) has been dedicated for showroom/exhibition uses, which has doubled the requirement as stipulated on OZP and under lease, and slightly more than that provided in KITEC (+814.6m²).
- 1.4 The proposed scheme comprises six towers, organised in two portions, with maximum BH not more than 140mPD. The western portion contains four residential towers ranging from 34 to 36 storeys, over a 3 to 4 storeys common podium for social welfare facilities, kindergarten, commercial uses, podium garden and residential recreation facilities. The eastern portion includes one office tower (27-storey) and one mixed block (28-storey, accommodating commercial, showrooms, and hotel uses), both over a respective 3-storey commercial podium for retail and showroom/exhibition uses which are connected by an exhibition/multi-purpose hall

¹ While the SWSPPI will be handed over to the Social Welfare Department (SWD), the remaining social welfare facilities will be operated on private/self-financing mode.

² The minor portion of land falling within an area shown as ‘Road’ on the OZP can be regarded as a minor boundary adjustment.

on 1/F (**Drawing A-10**). The two podia in the western and eastern portions are connected by two footbridges on 1/F. Surrounded by the podia and tower blocks, an 'open plaza' of about 3,100m² for the public and residents is proposed at ground level. Part of the open plaza is underneath of the aforementioned exhibition/multi-purpose hall. A vehicular ingress/egress point is proposed at the southern end of the Site fronting Trademart Drive, which would lead up to the residential blocks on 1/F; to the loading/unloading (L/UL) bays and taxi laybys on the G/F; and to the 2-storey basement carpark with dedicated parking areas and L/UL bays for respective users. The submitted Master Layout Plan (MLP), floor plans, section plan, landscape master plan are shown in **Drawings A-1 to A-14**.

Pedestrian Connectivity, Crowd Dispersal and Traffic Arrangements

- 1.5 In the proposed scheme, 24-hour pedestrian passageways are proposed within the western podium on 1/F, and at ground level via the open plaza (**Drawings A-5, A-15 and A-16**). For the passageway on 1/F, pedestrians can access (i) the existing Kai Cheung Road footbridge (to the Electrical and Mechanical Services Department (EMSD) Headquarters) via an opening with clear width of 3.5m, (ii) the lift next to this opening connecting to Kai Cheung Road, and (iii) the existing Kai Fuk Road footbridge (to the former South Apron of Kai Tak) via a newly proposed 'Southern Link Footbridge' (with clear width of 3m). The passageway via the open plaza could directly access Kai Cheung Road, Trademart Drive and Kai Fuk Road. In addition, a new 'Northern Footbridge Extension' falling within government land is proposed by the applicant, which would span across the existing EMSD Headquarters site and Shing Kai Road, and land at an area next to the Kai Tak River. As proposed by the applicant, all of these proposed footbridges will be constructed, maintained and managed by them, and will be completed on or before the completion of the proposed redevelopment ^[3]. The proposed footbridges will be open for 24 hours for public access with barrier-free facilities.
- 1.6 As the proposed development would accommodate/attract various groups of users, including residents and an estimated maximum number of attendees from showroom/exhibition uses of about 6,800^[4], dedicated access routes for different users to major thoroughfares are proposed (**Drawing A-17**). In the west, a dedicated residential entrance with direct lift services will be provided at Kai Cheung Road, and residents can gain access to the transfer lobby on 1/F at the residential podium (**Drawings A-4 and A-5**). For users of social welfare facilities on G/F, 2/F and U2/F in the commercial podium beneath the residential blocks, dedicated accesses are provided via direct lifts and escalators from Kai Cheung Road and Kai Fuk Road (**Drawings A-4 to A-6**). In the east, separate entrances with direct accesses from Trademart Drive are provided for hotel/showroom/exhibition visitors and office users. Pedestrian traffic assessment has been conducted and demonstrated that the walkways have sufficient capacity to cope with the pedestrian traffic generated by the

³ According to the applicant, the actual alignment of the proposed Northern Footbridge Extension and Southern Link Footbridge would be subject to detailed design and further discussion and agreement with relevant government departments. Should the works be delayed due to unforeseeable circumstances, the applicant would apply for extension of completion of these footbridges if required.

⁴ Including an audience size of about 1,800 in the multi-purpose hall.

proposed development, including accommodating the dispersal of 6,800 attendees within 60 minutes.

- 1.7 To facilitate the pick up/drop off arrangement, transport facilities arrangements within the Site and along Trademart Drive are proposed (**Drawings A-4 and A-18**). Within the Site, a 65m taxi stand for about 13 taxis is proposed at G/F. Another 10m taxi drop-off point would be provided along Trademart Drive. The shuttle bus services provided prior to the closure of KITEC will be resumed at its original location, but the shuttle bus stop will be extended to allow 4 shuttle buses for queueing and boarding/alighting. The existing bus stop layby will be maintained with a length of 26m. On the side along Trademart Drive adjacent to Wang Chin Street, the general lay-by would be extended from 55m to 90m in total.
- 1.8 To improve the pedestrian connectivity and enhance the walking environment at ground level, cautionary crossings and continuous canopies are proposed. At Trademart Drive, two cautionary crossings are proposed, including (i) near Lam Hing Street and Wang Chin Street (as per Energising Kowloon East Office, Development Bureau (EKEO, DevB)'s plan), and (ii) at the run-in/out of the Site (**Drawing A-18**). Both of them would be implemented, managed and maintained by the applicant, and an earlier implementation programme (i.e. within 12 months upon approval of this application) is proposed for (i) above. At the building frontages over the footpaths along Trademart Drive and Kai Fuk Road, continuous canopies (2m in width and 6m in height) are proposed (**Drawing A-1**).

Building Design

- 1.9 Various building design features are proposed to enhance air ventilation, including a 15m-wide building separation (above podium level, at 25.9mPD) between residential tower 2 and tower 3 (**Drawing A-9**); a not less than 15m-wide tower separation between residential tower 1 and office tower; a voluntary podium setback of 3m-wide from Trademart Drive (**Drawing A-4**), 15m-wide setbacks at the upper levels of the residential towers from Kai Cheung Road and Kai Fuk Road (25.9mPD and above), and the office tower from the adjacent Government land to its south (**Drawing A-9**); a 6m high podium garden on 2/F of the podium beneath the residential towers (**Drawing A-11**), a stepped podium height from the eastern portion at 26.5mPD to the western portion at 16.8mPD and further descending to pedestrian level at 5mPD (**Drawing A-9**), and an urban window of about 6.5m tall and not less than 15m wide at ground level beneath the exhibition/multipurpose hall for entry into the open plaza (**Drawing A-10**).

Landscape Design and Greenery Provision

- 1.10 According to the landscape proposal, landscaped open space would be located on G/F at the open plaza and 2/F (with covered and uncovered areas) for the enjoyment of the public and residents (**Drawing A-13**). Edge plantings with ornament trees/shrubs/creeping plants and vertical green walls are proposed from G/F to 3/F of the buildings and along the northern, western and southern edges of the site. A total greenery area of not less than 30% of the site area, including not less than 20% of greenery area at pedestrian/primary zone and not less than 20% of greenery at roof,

are proposed to comply with the higher requirements on greenery provision within Kai Tak Development (KTD).

Proposed Minor Relaxation of BH Restriction

- 1.11 The proposed minor relaxation of BH restriction at 140mPD aims to optimize the land for co-location of various uses with the incorporation of some planning and design merits as elaborated in paragraphs 1.9 and 1.10 above, and complying with the requirements under the Sustainable Building Design Guidelines. Compared to KITEC which has a near full extent of podium coverage, the proposed scheme with the above planning and design merits has a site coverage (SC) of not more than 80% below 15m, and 48% above 15m. The proposed BH has respected the surrounding BH profile in stepping down towards the waterfront area in the former South Apron and towards the residential clusters at KTD. Moreover, the proposed BH has not encroached onto the “20% Building Free Zone” of the Kowloon Ridgeline when viewing from strategic vantage point at Quarry Bay Park (**Drawing A-22**), and has satisfied the relevant criteria for minor relaxation of BH as stated in the Explanatory Statement of the OZP.

Technical Feasibility

- 1.12 Comprehensive technical assessments have been conducted, and some mitigation measures are proposed to ensure the feasibility of the proposed development. From air ventilation and visual perspectives, sensitive design mitigation measures are proposed, including building separations, tower setbacks, descending BH profile of the residential towers, and stepped podium. From traffic noise perspective, mitigation measures such as noise barrier, fixed glazing, enhanced acoustic balcony, acoustic window, vertical acoustic fin and sound absorption material are proposed. From risk perspective, respective distances of 15m and 55m between the proposed commercial and residential towers and the adjacent liquefied petroleum gas (LPG) filling station have been ensured. From traffic perspective, with proposed traffic and pedestrian arrangements, such as cautionary crossings and proposed footbridges, there is sufficient capacity to accommodate the proposed development.

Comparison between the Approved Scheme and the Proposed Scheme

- 1.13 The Site is the subject of a previously approved planning application (No. A/K22/34) for minor relaxation of BH restriction from 100mPD to a maximum of 140mPD (+40m or +40%) for permitted ‘Office’ with ‘Eating Place’ and ‘Shop and Services’ and trade mart use, which was approved with conditions by the Metro Planning Committee (the Committee) of the Board on 17.3.2023. Compared with the previously approved MLP, the current MLP involves the following changes (**Plans A-6 to A-9**):
- (a) change in the proposed use from solely office and retail purposes to a composite development with 60% of the total GFA for office, hotel, kindergarten and social welfare facilities and the remaining 40% for flats. GFA assigned to trade mart use doubles the previously approved MLP;

- (b) change in layout from an integrated form for commercial development with an open plaza adjacent to Trademart Drive, to a layout divided into two portions (residential cum retail & social welfare facilities in the west and showroom/exhibition cum office/hotel/retail in the east) with a plaza in between;
- (c) increase in the building blocks from three to six towers and hence increase in the SC as set out in the table below;
- (d) range of stepped BH profile reduces from 17m (from 140mPD in the north to 123mPD in the south) to 6.3m (from 140mPD in the north to 133.7mPD in the south). Floor-to-floor height for showroom/exhibition related uses increases from 4.75 and 5.5m to a range of 5m to 15m;
- (e) change in layout of the Southern Link Footbridge, which largely falls within the Site; and
- (f) inclusion of noise barriers in solid fence wall of 17.65mPD made of glass, brick, concrete, embedded on façade/vertical wall along Kai Fuk Road to the southwest, west to north (**Drawings A-13 and A-14**).

1.14 A comparison table summarizing the major development parameters of the approved scheme (No. A/K22/34) and the proposed scheme (No. A/K22/42) is as follows.

Development Parameters	Approved Scheme (No. A/K22/34) (a)	Proposed Scheme (No. A/K22/42) (b)	Difference (b) – (a) (change %)
Site Area (m²) (about)	22,280	22,280	NIL
Main Use	permitted commercial and trade mart	proposed composite trade mart/exhibition, commercial (including hotel), residential, social welfare facilities and school	
Total PR (about)	7.4	7.4521	+ 0.0521 (+0.7%)
<i>Non-domestic</i>	7.4	4.4921 ^[a]	- 2.901 (-39%)
<i>Domestic</i>	NIL	2.96	+2.96
Total GFA (m²) (max)	164,872	166,032	+1,160 (+0.7%)
Non-domestic	164,872(100%)	100,083 (60.3%)	-64,789 (-39%)
• Office	132,437	35,600	-96,837
• Hotel	NIL	24,000	+24,000
• Trade Mart	11,285	23,273	+11,988
• Shop & Services and Eating Place	21,150	13,403	-7,747
• Kindergarten	NIL	557	+557
• Social Welfare Facilities	NIL	2,090	+2,090
• Link Bridge Connections	NIL	1,160	+1,160
Domestic	NIL	65,949 (39.7%)	+65,949

Development Parameters	Approved Scheme (No. A/K22/34) (a)	Proposed Scheme (No. A/K22/42) (b)	Difference (b) – (a) (change %)
SC <i>Below 15m</i>	not exceeding 65%	not exceeding 80% (including internal roads)	+15%
<i>Tower (over 15m)</i>	not exceeding 32%	not exceeding 48% • Non-domestic: 29% • Domestic: 19%	+16%
No. of Blocks <i>Non-domestic</i> <i>Domestic</i>	3 3 NIL	6 2 4	+3 -1 +4
Maximum BH (mPD) (main roof)	140	140	NIL
No. of Storeys	Non-domestic: 22 – 26 ^[b] (all atop 3-storey podium, 1-storey podium garden and above 2-level basement)	Non-domestic: 27 and 28 ^[c] (atop 3-storey commercial podium and 2-level basement) Domestic: Not more than 36 ^[d] (atop 3 to 4-storey non-domestic podium with social welfare facilities, kindergarten, commercial, residential clubhouse and podium garden, and 2-level basement)	
Total No. of Flats	NIL	1,470 (Average unit size: 45m ²)	+1,470
Total No. of Hotel Rooms	NIL	720	+720
Private Open Space on G/F ^[e] and 2/F (m²)	NIL	≥ 3,969	+3,969
Internal Transport Facilities			
Private Car Parking Spaces	604	897	+293 (+48.5%)
<i>Commercial</i>	604	508	-96
<i>Residential</i>	NIL	389	+389
Motorcycle Parking Spaces	60	69	+9 (+15%)
<i>Commercial</i>	60	54	-6 (-16%)
<i>Residential</i>		15	+15
Private Light Bus Parking Spaces	NIL	3	+3
<i>Social Welfare Facilities</i>	NIL	3	+3
Loading/Unloading Facilities	120	96	-24 (-20%)
• Light Goods (LGV) for Commercial	72	45	-27

Development Parameters	Approved Scheme (No. A/K22/34) (a)	Proposed Scheme (No. A/K22/42) (b)	Difference (b) – (a) (change %)
<ul style="list-style-type: none"> • <i>Heavy Goods Vehicles:</i> <ul style="list-style-type: none"> - <i>Commercial</i> 41 - <i>Residential</i> NIL - <i>Social Welfare Facilities</i> NIL • <i>Lay-by for Taxi/Private Cars</i> 7 • <i>Lay-by for Tour Buses</i> NIL 		<ul style="list-style-type: none"> 28 4 1 13 5 	<ul style="list-style-type: none"> -13 +4 +1 -6 +5
Key Design Features			
Building Separations and Tower Setbacks	<ul style="list-style-type: none"> • 30m-wide building separation (above podium) between Towers T1/T2 and T3 • 15m-wide tower setback from Kai Cheung Road • 5m-wide tower setback from Kai Fuk Road • 7.5m-wide tower setback from adjoining open space strip to the south 	<ul style="list-style-type: none"> • 15m-wide building separation (above podium) between residential towers 2 and 3 • not less than 15m-wide building separation (above podium) between residential tower 1 and office tower • 15m-wide residential tower setback from Kai Cheung Road and Kai Fuk Road • 15m-wide office tower setback from adjoining open space strip to the south • 3m setback from Trademart Drive 	
Anticipated Completion Year	2027	2029 (including proposed footbridges)	

Notes:

- [a] including the GFA for the proposed ‘Southern Link Footbridge’, and the proposed opening with associated bridge linkage to the existing Kai Cheung Road footbridge. Should the Building Authority exempt these from GFA calculation, the exempted GFA will not be re-allocated for other non-domestic uses.
- [b] in the approved scheme, floor-to-floor height for office: 4.385m; and for podium: 4.75m and 5.5m.
- [c] under the proposed scheme, floor-to-floor height for: (i) office tower, typical office floor: 4.25m; (ii) mixed block: lower floors for showrooms/commercial use: 5.0m, upper floors for hotel use: 3.5m; and (iii) podium for showrooms/commercial: 5m and 6.5m; for exhibition/multi-purpose hall: 11.5m to 15m.
- [d] floor-to-floor height for: (i) typical residential floor: 3.15m; (ii) top 2 levels of residential floor: 3.5m; and (iii) podium for commercial, social welfare facilities and residential clubhouse: 5.9m and 6m; mezzanine floor for social welfare facilities: 3.5m.
- [e] open plaza on G/F will be open to the public.

1.15 In support of the application, the applicant submitted the following documents:

(a) Application Form received on 19.2.2025

Appendix I

(b) Consolidated Supplementary Planning Statement (SPS) **Appendix Ia**
received on 27.6.2025*

(SPS received on 19.2.2025 and the Supplementary Information received on 21.2.2025, Further Information (FI) received on 6.5.2025[#], 19.5.2025[#], 4.6.2025* and 10.6.2025* were superseded and are attached at Appendices Ib, Ic, Id, Ie and If respectively.)

Remarks

[#]Accepted but not exempted from publication and recounting requirements

* Accepted and exempted from publication and recounting requirements

- 1.16 On 11.4.2025, the Committee agreed to defer making a decision on the application for two months as requested by the applicant.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the SPS and FIs at **Appendix Ia** and summarized as follows:

Government's Policies

- (a) To echo the Government's policy in expanding the convention and exhibition (C&E) industry so as to enhance and consolidate Hong Kong's status as an international C&E hub, the GFA dedicated for trade mart, showroom/exhibition uses under the proposed scheme has a comparable scale and even exceeded the existing provision at KITEC. The proposed showroom/exhibition facilities could create synergy with the adjacent Kai Tak Sports Park (KTSP). And the proposed hotel with 720 rooms can support the exhibitors and visitors during events.
- (b) The proposed redevelopment is in line with Government's policy in increasing housing supply and optimizing the utilization of land resources, and align with the Government's intention of rezoning some of the commercial sites into residential sites or mixed commercial/residential sites as announced by the Financial Secretary in his budget speech 2025-2026 recently. The application will unleash an additional 1,470 residential flats.

Land Use Compatibility

- (c) The proposed mixed use development for commercial and residential uses are not uncommon. Examples are found in Hung Shui Kiu New Development Area and New Territories North New Town. In Kowloon East, the Government also rezoned some commercial sites in KTD and the Yip On Factory Estate in Kowloon Bay for residential developments. The proposed scheme is not incompatible with the surroundings and would not set undesirable precedent in the area.

Market Considerations for Office/Commercial Use

- (d) The demand for office and commercial uses in the area has significantly reduced in recent years. An increasing trend of vacancy rate of office/commercial spaces at both

territorial level and Kwun Tong District is observed. Through the composite redevelopment with an array of compatible land uses in a single site, it could enhance the vibrancy and adaptability of the Site to meet the changing needs of the market.

Material Changes in Planning Circumstances and an Opportunity to Reposition the Site

- (e) The advantage of the Site being located next to the former airport for organizing international trade fairs targeting overseas traders has been significantly weakened. Given the Site is now strategically located between Kowloon Bay Business Area (KBBA) and KTD, the proposed all-in-one mixed use redevelopment could contribute to the area's continued transformation, integrate the commercial uses in KBBA and Kai Tak's former South Apron, and the residential clusters at KTD.

Meeting Public Aspirations for Exhibition and Trade Mart Uses within the Site

- (f) In response to the public aspirations for showroom/exhibition spaces, a comparable GFA for these uses, slightly larger than that in KITEC, will be provided at the eastern portion of the Site, separating from the residential towers after redevelopment. The venues and showrooms will be equipped with state-of-the-art amenities with flexible floor plan to accommodate different configurations. The multi-purpose hall with a high headroom of 11.5m to 15m at 2,500m² could host wide-range of events, including concerts for an audience size of about 1,800.

Planning Gains and Design Merits

Comprehensive Redevelopment Proposal which is in-line with Planning Intention

- (g) The proposed mixed-use development will allocate about 60% of GFA for showroom/exhibition uses, alongside ancillary commercial uses, rendering the Site meeting the planning intention of this "OU" zone. The ancillary commercial uses include a Grade A office, a hotel providing 720 rooms, shop and services and dining places. Moreover, to support the local services/daily necessities to the new residents, 6-classroom kindergarten and some social welfare facilities at the commercial podium beneath the residential towers.

Enhancing Pedestrian Connectivity

- (h) To enhance pedestrian connectivity and improve walking environment, new footbridges, openings to the footbridges, internal lifts and escalators, and 24-hour barrier-free pedestrian accesses on 1/F and at ground level via the open plaza are proposed (**Drawings A-15 and A-16**). Continuous canopies (**Drawing A-4**), cautionary crossings, and some transport facilities arrangements along Trademart Drive and Kai Fuk Road (**Drawing A-18**) are also proposed.

Compliance with the Harbour Planning Principles

- (i) The proposed BH of 140mPD is not considered visually incompatible with the surrounding existing developments to its east at about 140mPD. It would not encroach onto the "20% building free zone" of the Kowloon Ridgeline (**Drawing A-21**). The

proposed building separations and building setbacks would enable visual and wind permeability from harbourfront towards inland areas of KBBA. Mixed use of the Site and the retail shops/dining facilities at lower levels of the block could promote vitality and vibrancy to the area, and the landscape open plaza, with an urban window of about 6.5m high and not less than 15m in width at ground level, will serve as a focal point by drawing pedestrians to and from all directions of the area.

Optimising the BH

- (j) The proposed maximum BH at 140mPD is considered compatible with the predominantly mid- and high-rise commercial development at KBBA, and has met the relevant criteria for consideration of minor relaxation of BH. The intended stepped BH profile towards the Kai Tak waterfront area and the residential clusters at KTD have been respected and retained.

No Insurmountable Impacts

- (k) As demonstrated by various technical assessments including Environmental Assessment (EA), Visual Impact Assessment (VIA), Air Ventilation Assessment (Expert Evaluation) (AVA(E)), Traffic Impact Assessment (TIA) and Quantitate Risk Assessment (QRA), the proposed development would not generate adverse impacts to the surrounding areas.

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

The applicant is the sole current land owner. Detailed information would be deposited at the meeting for Members’ inspection.

4. Background

- 4.1 The Site (NKIL No. 6032) was sold by public auction in 1987. According to the sale conditions, the lot was restricted to the use of industrial or godown purposes or both with a provision of the lessee to opt for the purpose of a trade mart, which is a trade exhibition centre for display, exhibition and wholesale trade of manufactured goods. The option of ‘Trade Mart’ was subsequently exercised.
- 4.2 In July 2000, a different applicant from the current application submitted a rezoning request to rezone the Site to “Commercial” under the then draft OZP for in-situ conversion of the development to a visitor/family destination centre with entertainment, commercial, trade mart/business and other supporting facilities. To address the concern of the Director General of Trade and Industry on the loss of exhibition/trade-related facilities, the applicant proposed to retain a GFA of not less than 11,285m² for such uses. In June 2001, the Committee agreed in-principle the rezoning request by adopting a more flexible zoning (i.e. “OU(Trade Mart and Commercial Development)” instead of “Commercial”) to facilitate the in-situ conversion, and expanding the permissible uses in the Notes of the OZP. The Committee also agreed that a maximum PR of 12 and the requirement of not less than 11,285m² for exhibition/trade-related uses for the Site should be imposed. Given

the inland location of the Site, and following the then recommendation of the Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development, a BH restriction of 185mPD, maximum PR of 12 and GFA of not less than 11,285m² for exhibition/trade-related uses were incorporated in the then OZP which was gazetted on 24.8.2001.

- 4.3 With the planning intention for the Site being intact, following the Court of Final Appeal's ruling and the "no reclamation" principle of the Kai Tak Planning Review (the Review Study), the BH restriction of the Site was revised from 185mPD to 100mPD by taking into account the BH profile in KTD to create a dynamic skyline and celebrate the views as recommended by the Review Study. The development restrictions for the Site were duly reflected on the subject OZP in 2006. The zoning and development restrictions for the Site have remained unchanged since then.
- 4.4 In February 2005, BH restrictions for various zones in KBBA were incorporated in the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/22 subsequent to the Study of "BH restrictions for Kwun Tong and KBBA". The Site is located next to the KBBA with planned BH restriction of 140mPD to its immediate north east and further east. Amongst others, height bands (i.e. 170mPD, 140mPD, 120mPD and 100mPD) for the high-rise business cluster in KBBA were incorporated (**Plan A-5**).

5. Previous Application

- 5.1. The Site is the subject of a previously approved s.16 planning application (No. A/K22/34) on 17.3.2023, which was submitted by the same applicant for minor relaxation of BH restriction from 100mPD to 140mPD (+40m or +40%) for permitted commercial and trade mart redevelopment including exhibition/convention hall, office, eating place and shop and services uses. No building plans pertaining to the approved scheme have been received.
- 5.2. Approval was granted mainly on the considerations that the proposed development was in line with the planning intention of this "OU" zone; it was not incompatible with the existing and planned commercial/office developments in the surrounding KBBA; the proposed BH profile was considered in keeping with the general stepped BH profile of the locality descending from the inland of KBBA to the waterfront of KTD; the proposed development had incorporated planning and design merits such as building setback, building separation, mid-level opening for air ventilation and landscape/greening proposal; and there was no in-principle objection from relevant Government bureaux/departments (B/Ds).

6. Similar Application

There is no similar application.

7. The Site and Its Surrounding Areas

(Plans A-1 and A-2, Aerial Photo on **Plan A-3** and Site Photos on **Plan A-4**)

7.1. The Site is:

- (a) currently occupied by a 14-storey (52mPD) KITEC, which has been vacated since 30.6.2024 according to its public announcement. Hoardings are being erected around the Site for demolition works. KITEC has a total GFA of about 164,837m², providing floor space related to 'Exhibition or Convention Hall', 'Office', 'Eating Place', 'Place of Entertainment' and 'Shop and Services', and basement car parks. The total PR is about 7.4, with 100% SC at 15m below and around 70% above 15m;
- (b) bounded by Trademart Drive/Kwun Tong Bypass (14.5mPD) to its east, Kai Cheung Road to its north, Kai Fuk Road and elevated roads across Kai Fuk Road (11.6mPD) to its west; and
- (c) connected to an existing footbridge across Kai Cheung Road via an internal staircase linking to the EMSD Headquarters to its north. Upon demolition of the existing building, a temporary footbridge access would be provided to maintain the accessibility and connectivity of this footbridge. The latest Building (Temporary) Amendment for the temporary footbridge was approved with consent by the Buildings Department (BD) on 11.4.2025.

7.2. The surrounding areas have the following characteristics (**Plan A-5**):

- (a) to the east across Trademart Drive/Kwun Tong Bypass is KBBA, which is mainly occupied by industrial buildings, industrial-office buildings and commercial/office developments zoned "OU" annotated "Business" subject to BH restriction of 140mPD;
- (b) to the immediate south is an area zoned "Open Space" with a footbridge landing of an existing footbridge across Kai Fuk Road and a LPG cum petrol filling station. To the further south across Kai Fuk Road is the former South Apron of Kai Tak zoned "Commercial (8)" and "Commercial (1)" subject to BH restrictions of 100mPD and 80mPD respectively, which are occupied by temporary works areas;
- (c) to the west across Kai Fuk Road are elevated roads and road works in progress for Central Kowloon Route (CKR). To the further west are areas zoned "OU" annotated "Tunnel Ventilation Shaft and Administration Building" for CKR; and
- (d) to the northwest and north are the Kai Tak River Desilting Compound No.1 and the EMSD Headquarters. To the further northwest and north across Shing Kai Road are the residential cluster in the Kai Tak City Centre.

8. **Planning Intention**

- 8.1. The planning intention of the "OU(Trade Mart and Commercial Development)" zone is intended primarily for exhibition and ancillary commercial uses.

- 8.2. Minor relaxation of BH restriction will be considered by the Board taking into account its own merits and the relevant criteria as stated in the Explanatory Statement of the OZP 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 OZP; 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.

9. Comments from Relevant Government Bureaux/Departments

- 9.1. The following government B/Ds have been consulted and their views on the application are summarized as follows:

Policy Perspectives

- 9.1.1. Comments of the Secretary for Commerce and Economic Development (SCED):

- (a) it is noted that 60% of the total GFA is planned for commercial uses (including showroom/exhibition, office, hotel, eating places, shops and services, etc.), among which a GFA of 23,273 m² is proposed for showroom/exhibition uses; and
- (b) given the ongoing demands for additional C&E facilities and the fact that showroom/exhibition facilities are more compatible with commercial land use (including offices, hotels, eating place, retail shops, entertainment, etc.), he has no adverse comments on the application.

- 9.1.2. Comments of the Head of EKEO, DevB:

- (a) as compared to the previously approved scheme (A/K22/34), the proposed scheme will inevitably reduce the commercial GFA in the area.

The proposed mix of uses under the approved scheme is more favourable as compared to the proposed scheme from the perspective of sustaining and supporting the position of Kowloon East's premier CBD (CBD2 of Hong Kong);

- (b) as the Site is located at the fringe of KBBA, she trusts the Board will assess the application in balancing other factors such as demand for additional housing supply in the area; lot owner/developer's initiation with reference to the current market situation; technical feasibility including compatibility of the proposed residential use with the surroundings; and based on the advice from other concerned B/Ds;
- (c) from connectivity perspective, as the proposed Northern Footbridge Extension with 24-hour internal pedestrian circulation to the Southern Link Footbridge as well as the associated circulation to the G/F exit points are clearly indicated in the submission, she has no further comment. The completion date of the Northern Footbridge Extension should be stipulated in the lease conditions to ensure its timely completion, subject to the next stage of detailed design to be agreed among the relevant B/Ds upon approval of the current application; and
- (d) her other detailed comments are provided in **Appendix II**.

9.1.3. Comments of the Commissioner for Harbourfront, DevB:

- (a) the Site falls within the harbourfront area under the purview of Harbourfront Commission's Task Force on Kai Tak Harbourfront Development (KTTF). The project should be considered having regard to the Harbour Planning Principles and Guidelines; and
- (b) the applicant consulted KTTF on 27.3.2025. Members showed appreciation on the pedestrian enhancement measures in improving the connectivity in the area, and suggested the proponent to provide adequate wayfinding signage, include more sustainable elements in the future design, and to consider crowd dispersal or traffic arrangements to cater future participants for the exhibition related activities.

Land Administration

9.1.4. Comments of the District Lands Officer/Kowloon East, Lands Department (LandsD):

- (a) the Lot is held under Conditions of Sale No. 11985 dated 27.11.1987 as varied and modified by four modification letters dated 24.10.1989, 23.7.1991, 20.1.2005 and 10.1.2017 ("the said Conditions"). It is restricted to non-industrial (excluding godown, petrol filling station, hotel and residential) purposes;

- (b) the proposed residential-cum-commercial development with a new Southern Link Footbridge over Government land across Kai Fuk Road and a Northern Footbridge Extension over Government land across Shing Kai Road is in breach of the said Conditions; and
- (c) should the planning application be approved, the lot owner is required to apply to LandsD for a lease modification to implement the proposal. However, there is no guarantee that the lease modification application would be approved. If the application is eventually approved by LandsD in the capacity as a landlord at its discretion, it will be subject to such terms and conditions including, among others, payment of premium and administration fee as may be imposed by LandsD.

Urban Design, Visual and Landscape Perspectives

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

Urban Design, Visual and Air Ventilation

- (a) according to the VIA and photomontages, the overall visual impacts are considered “negligible” to “moderately adverse” when viewing from the selected public viewing points, as compared with the existing condition and taking into account the planned/committed developments in the surroundings;
- (b) incorporation of the proposed design measures, including building separations, towers and podium setbacks, open plaza with an urban window at ground level beneath the exhibition/multi-purpose hall, podium garden at 2/F of residential portion, stepped podium design and some landscape treatments, may contribute to improvement of the streetscape by softening the building edge and promoting visual interest. The proposed development is considered not visually incompatible with the existing and planned developments in the surrounding KBBA;
- (c) from pedestrian connectivity perspective, incorporation of measures such as 24-hour pedestrian walkways, the Northern Footbridge Extension, Southern Link Footbridge and continuous canopies may enhance pedestrian connectivity and pedestrian comfort;
- (d) as demonstrated under the AVA(EE), the good design measures as detailed in paragraph 9.1.5 (b) above have been incorporated to facilitate wind penetration and circulation. Significant adverse impact on the surrounding pedestrian wind environment is not anticipated;

Landscape

- (e) the Site is situated in an area of urban landscape character predominated by commercial and industrial buildings. The proposed redevelopment is considered not incompatible with the surrounding landscape setting;
- (f) there is no existing tree within the Site, the proposed greenery and private open space can enhance the overall quality of the landscape environment. She has no comment from the landscape planning perspective; and
- (g) her detailed comments are provided in **Appendix II**.

9.1.6. Comments of the Chief Architect/Advisory & Statutory Compliance Division, Architectural Services Department (CA/ASC of ArchSD):

the redevelopment proposal consists of 6 towers with a maximum BH of 140mPD (+40% from the BH restriction of 100mPD as stipulated under the OZP), and that the proposed BH of 140mPD in the previous planning application (No. A/K22/34) was approved. He has no comment from the visual impact point of view.

Building Matters

9.1.7. Comments of the Chief Building Surveyor/Kowloon (CBS/K), BD:

- (a) no objection to the application subject to comments below;
- (b) all building works are subject to compliance with the Buildings Ordinance and its allied regulations; and
- (c) his other detailed comments are set out at **Appendix II**.

Fire Safety Aspect

9.1.8. Comments of the Director of Fire Services (D of FS):

detailed Fire Services requirements will be formulated upon receipt of formal submission of general building plans, and his other detailed comments are set out at **Appendix II**.

Environmental Aspect

9.1.9. Comments of the Director of Environmental Protection (DEP):

- (a) based on the revised EA and Drainage and Sewerage Impact Assessment (DSIA) submitted by the applicant, insurmountable environmental impacts associated with the proposed development are not anticipated.

Hence, he has no objection to the application from environmental perspective;

- (b) to address the remaining comments, cater for the potential revision of the proposed development in future, as well as ensure implementation of the proposed mitigation measures, approval conditions (h) to (j) in paragraph 12.2 below are suggested to be imposed should the application be approved; and
- (c) his other detailed comments are provided in **Appendix II**.

Risk Aspect

9.1.10. Comments of the Director of Electrical and Mechanical Services (DEMS):

- (a) no comment on the revised QRA report;
- (b) if there is an increase of design population and/or change of the master layout plan of the proposed development, the previous QRA results would no longer be valid and should be subject to review in order to substantiate that the government risk guidelines could still be met. Approval conditions (k) and (l) in paragraph 12.2 below are suggested; and
- (c) his other detailed comments are provided in **Appendix II**.

Transport and Traffic Aspect

9.1.11. Comments of the Commissioner for Transport (C for T):

- (a) no traffic queue originated from the carpark, L/UL area and/or pick-up/drop-off area extending onto Trademart Drive, Wang Chin Street and/or other public roads in vicinity should be allowed;
- (b) the applicant should implement proper traffic management control measures within the Site to prevent such traffic queue, and be responsible for the construction, management and maintenance of the cautionary crossings, and the Northern Footbridge Extension and Southern Link Footbridge, which will be open to the public 24 hours a day, barrier-free and at no cost;
- (c) non-franchised bus service, i.e. free shuttle service, shall be proposed by the Applicant and assessed by the Transport Department based on relevant consideration factors and in compliance with the regulatory requirements for the service provision; and
- (d) approval conditions (a) to (f) in paragraph 12.2 below are suggested should the application be approved.

Interface on the Proposed Footbridges

9.1.12. Comments of the Chief Engineer 1/Major Works, Highways Department (CE/MW, HyD):

- (a) no objection to the application; and
- (b) as the proposed works under the current planning application may have interface with the works under the CKR – Kai Tak East, the applicant is advised to consult his Office before commencement of any works.

Supporting Services

9.1.13. Comments of the Secretary for Education, Kindergarten Administration Section:

- (a) no specific views on the provision of kindergarten on G/F of the private housing developments;
- (b) the applicant should ascertain that the premises for the proposed kindergarten can meet the various latest requirements laid down in the Education Ordinance, Education Regulations, relevant statutory requirements, and the “Operation Manual for Pre-primary Institutions” issued by the Education Bureau; and
- (c) for her other detailed comments, please refer to **Appendix II**.

9.1.14. Comments of the Director of Social Welfare (DSW):

- (a) the applicant has confirmed to provide 60-place RCHE and 30-place DE, which will be operated on a private/self-financing mode, and to design and construct a bare-shell premises of SWSPPI, which will be handed over to the Government upon completion;
- (b) supports the proposed provision of SWSPPI with a GFA of about 165m². It is able to meet the design, construction and operational needs of SWSPPI in accordance with the approved Schedule of Accommodation and other requirements as requested by the SWD;
- (c) no objection in-principle to the proposed RCHE and DE on the following conditions: (i) the premises, its associated parking spaces and L/UL bay would not be handed over to SWD; (ii) these private/self-financed facilities shall incur no financial implication, both capital and recurrent, on SWD; and (iii) the applicant will ensure compliance with all relevant prevailing ordinances, regulations and codes of practice; and
- (d) relevant approval condition (g) in paragraph 12.2 below is suggested should the application be approved. His other detailed comments on the proposed RCHE, DE and SWSPPI are provided in **Appendix II**.

Other Comments

9.1.15. Local views conveyed by the the District Officer (Kwun Tong), Home Affairs Department (HAD) are as follows:

all members of the Kwun Tong and Kowloon Bay Business Area Committee were consulted. Among them, 25 had no response, and one had no comment on the application.

9.2. The following government B/Ds have no objection to or no adverse comment on the application:

- (a) the Secretary for Development (Planning Unit);
- (b) the Secretary for Development (Lands Unit);
- (c) the Secretary for Culture, Sports and Tourism;
- (d) the Project Manager (East), Civil Engineering and Development Department;
- (e) the Chief Engineer/Mainland South, Drainage Services Department;
- (f) the Chief Highway Engineer/Kowloon, Highways Department;
- (g) the Chief Engineer/Construction, Water Supplies Department;
- (h) the Commissioner of Police;
- (i) the Director of Food and Environmental Hygiene;
- (j) the Director-general of Trade and Industry; and
- (k) the District Officer (Kwun Tong), HAD.

10. Public Comments Received During Statutory Publication Periods

10.1. During the statutory publication periods, 239 public comments submitted by individuals were received, including 161 supporting comments (**Appendix IIIa**), 71 objecting comments (**Appendix IIIb**), six providing views on the proposal (**Appendix IIIc**), and one having no comment (**Appendix IIId**).

10.2. The supporting grounds are mainly as follows:

- (a) the proposed composite development responds to market needs. The proposed mixed use development could enhance land use efficiency, provide housing supply and enhance vibrancy to the area;
- (b) the proposal can materialise Government's policies in transforming the Kowloon East into CBD2 by providing more job opportunities and complementing the economic development of KTD and Kowloon Bay. The proposed scheme can maintain the supply of performance venues as that provided in KITEC, and provide hotel rooms to support tourism industry, create synergy with and support the KTSP, and meeting the demand for high-end hotels in the area; and
- (c) the proposal provides measures to improve the connectivity facilities in the area, which can enhance the overall accessibility, and alleviate traffic congestion in

the area. Local community can also benefit from the provision of communal open space, retail shops, eating places, and social welfare facilities.

10.3. The objecting grounds and concerns are mainly as follows:

- (a) the proposal is not in line with the planning intention of the subject “OU” zone as an international trade and exhibition hub. The provision of residential units is in conflict with the vision to turn Kowloon East as CBD2 of Hong Kong, and detract the effort in turning the area as tourism/events hub, and lead to reduction of exhibition floor spaces. The proposed scheme has deviated from the previously approved application solely for commercial use;
- (b) there is an oversupply of housing units in Kowloon East, sufficient land has been identified by the Government to meet the 10-year housing supply target. The proposed residential provision is not compatible with showroom/exhibition facilities and the non-domestic use to its surrounding without local supporting facilities;
- (c) the proposed development will generate more traffic flow, and induce additional pressure on local transport infrastructure, affecting the New Acute Hospital and the Hong Kong Children's Hospital, and impose challenges on the pedestrian infrastructure. Moreover, as the Site is bounded by heavy traffic, adverse impacts on noise and air could be underestimated. The proposed mitigation measures would also affect the quality of life of future residents; and
- (d) there are too many hotels in Kowloon area and the location of the Site is too remote for tourists.

10.4. Major points of the comments providing views are summarised as follows:

- (a) more residential provision, open space, shopping mall, performance venues are expected; the site is suitable for sole residential development or government, institutions or community facilities; and
- (b) the proposed footbridge would enhance the connectivity to KTD and should be included as one of the approval conditions in the planning application.

11. Planning Considerations and Assessments

- 11.1. The application is for proposed composite redevelopment comprising showroom/exhibition and commercial, residential, social welfare facilities and school (kindergarten) uses, and minor relaxation of BH restriction from 100mPD to 140mPD (+40m or 40%) in the “OU(Trade Mart and Commercial Development)” zone. While ‘Exhibition or Convention Hall’, ‘Office’, ‘Eating Place’, ‘Shop and Services’, ‘Social Welfare Facility (excluding those involving residential care)’ and ‘School’ uses are always permitted in the subject zone, the proposed ‘Flat’, ‘Hotel’ and ‘Social Welfare Facility (RCHE)’ are Column 2 uses. Together with the proposed minor relaxation in BH restriction from 100mPD to 140mPD, planning permission from the Board is required. The proposed redevelopment has a total PR of 7.4521, including

a non-domestic PR of 4.4921 and a domestic PR of 2.96, providing about 1,470 residential flats, 720 hotel rooms and showroom/exhibition, commercial and social welfare floor spaces.

Planning Intention and Land Use Compatibility

- 11.2. The subject zone is intended primarily for exhibition and ancillary commercial uses, in which a GFA of not less than 11,285m² is required for the display, exhibition and wholesale trade of manufactured goods. In the proposed scheme, the GFA dedicated for showroom/exhibition (including trade mart) uses has doubled that as stipulated on the OZP and under lease (i.e. +11,988m² at 23,273m²), and slightly more than the provision in KITEC (+814.6m²). Together with other commercial uses, including hotel and office uses, the non-domestic portion has a dominant proportion, accounting for about 60% of total GFA. Though the proposed 'Flat' use is not entirely in line with the planning intention, it only accounts for about 40% of total GFA, such that exhibition and commercial uses remain the dominant use.
- 11.3. The proposed scheme is considered not incompatible with the surroundings. The Site falling within the CBD2 of Hong Kong is situated between the KBBA characterised by a mix of commercial and industrial uses, and the KTD where government, institution and community facilities, high rise residential developments and commercial developments are located. The proposed layout has respected such urban setting by placing the office tower and mixed block with hotel in the east, closer to the Kowloon Bay area, and the residential towers in the west, closer to KTD. Upon redevelopment, the Site could provide local services to residents, including shops, restaurants, kindergarten and social welfare facilities; and commercial floor areas, including office and hotel, to complement the land uses in the surroundings and support the exhibitors and visitors during events.
- 11.4. Regarding the proposed co-location of C&E facilities, hotel, residential, and social welfare facilities within the Site, the applicant has proposed physical separation to minimize the potential interface (**Drawing A-1**). Dedicated pedestrian circulations, separate ingress/egress points and respective L/UL and car parking spaces for residents, social welfare facilities and the commercial uses are proposed, so as to minimize the nuisance caused to the residents and users of social welfare facilities, especially during events periods (**Drawing A-17**). In this connection, while SCED considers the C&E facilities are more compatible with commercial land uses such as offices, hotels and retail shops, he has no adverse comments on the application. DSW also has no adverse comments regarding the proposed social welfare facilities, including RCHE, to be provided within the Site.

Urban Design and Landscape Aspects

- 11.5. According to the applicant, a number of design merits, including setbacks, building separations and landscape treatments as detailed in paragraphs 1.9 and 1.10 above are proposed, with a view to enhancing the local environment. Canopies are proposed along Trademart Drive and Kai Fuk Road (**Drawing A-5**). Landscape treatments are proposed at various levels of the Site, including the edge planters from G/F to 3/F of the buildings and along the northern, western and southern edges of the Site, the

open plaza at G/F and the podium garden at 2/F. The proposed greenery area has complied with the higher requirements on greenery provision for KTD. In this regard, CTP/UD&L of PlanD considers the proposed design measures may contribute to the improvement of the streetscape, promote visual interest, and the proposed development is not visually incompatible with the surrounding.

Pedestrian Connectivity

- 11.6. Despite bounded by major thoroughfares, i.e. Kwun Tong Bypass, Kai Cheung Road and Kai Fuk Road, the applicant has proposed some mitigation measures, notably the provision of Southern Link Footbridge, Northern Footbridge Extension, cautionary crossings at Trademart Drive, etc. (**Drawings A-15, A-16 and A-18**) to enhance the overall connectivity to KTD and KBBA (detailed in paragraphs 1.5 to 1.8 above). As committed by the applicant, all of these proposed connections will be constructed, maintained and managed by them, and will be completed on or before the completion of the proposed redevelopment. Head of EKEO, DevB acknowledges the provision of Northern Footbridge Extension and Southern Link Footbridge, and advises to stipulate the completion date in the lease to ensure the timely completion. C for T has no in-principle objection from traffic engineering and public transport operations perspectives, subject to approval conditions (a) to (f) as detailed in paragraph 12.2 below.

Minor Relaxation of BH

- 11.7. According to the applicant, the proposed scheme with a minor relaxation of BH restriction from 100mPD to a maximum of 140mPD (i.e. +40m or +40%) aims to optimize the utilisation of the land for various mixed uses, and to allow the planning and design merits including the open plaza open to the public, building separations, and towers setbacks as detailed in paragraphs 1.9 to 1.10 above. With the creation of better streetscape/good quality street-level public urban space, provision of separation between buildings to enhance air and visual permeability and improvement in pedestrian connectivity and environment, the proposed scheme generally meets the criteria for considering applications for minor relaxation of BH restrictions, and is considered acceptable.
- 11.8. The Site is located at the fringe of KBBA/former South Apron of KTD. In terms of BH profile, the proposed minor relaxation of BH is considered in keeping with the general stepped BH profile of the locality, descending progressively from the inland of KBBA (subject to BH restriction of 140mPD) to the harbourfront of KTD (subject to BH restrictions of 80mPD and 100mPD) (**Plan A-5**). Moreover, the proposed BH would not encroach onto the “20% Building Free Zone” of the Kowloon Ridgeline (**Drawing A-22**). Based on the VIA and submitted photomontages (**Drawings A-19 to A-22**), CTP/UD&L of PlanD considers that the proposed development is not incompatible with the existing and planned developments in the surrounding. CA/ASC of ArchSD has no comment on the application from visual impact perspective.

Technical Aspects

- 11.9. The applicant has submitted VIA, AVA(E), EA, QRA, and TIA (for both vehicular and pedestrian traffic) which concluded that the proposal would not have any adverse impact to the surrounding areas on visual, air ventilation, air quality and noise, risk and traffic aspects as detailed in paragraph 1.12 above. Concerned departments including DEP, DSW, and C for T have no objection to/adverse comment on the application with imposition of relevant approval conditions in relation to sewerage, noise, provision of transport facilities, etc. Other relevant departments consulted including CTP/UD&L of PlanD, D of FS, CBS/K of BD, DEMS, and CE/MW of HyD have no adverse comment on/no objection to the application.

Public Comments

- 11.10. Regarding the adverse public comments, the above planning assessments, comments of relevant B/Ds, and the applicant's responses in FI (**Appendix Ia**) are relevant.

12. Planning Department's Views

- 12.1. Based on the assessments made in paragraph 11 and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2. Should the Committee decide to approve the application, it is suggested that the permission shall be valid until **18.7.2029**, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following approval conditions and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) the design and provision of vehicular access, parking spaces and loading/unloading facilities to the satisfaction of the Commissioner for Transport or of the Board;
- (b) the provision of the cautionary crossing at Trademart Drive (near Lam Hing Street and Wang Chin Street), as proposed by the applicant, within 12 months from the approval date of planning application, to the satisfaction of the Commissioner for Transport or of the Board;
- (c) the provision of the cautionary crossing at the run-in/out along Trademart Drive, as proposed by the applicant, on or before completion of the proposed redevelopment to the satisfaction of the Commissioner for Transport or of the Board;
- (d) the design and provision of the Northern Footbridge Extension and Southern Link Footbridge, as proposed by the applicant, on or before completion of the proposed redevelopment to the satisfaction of the Commissioner for Transport or of the Board;

- (e) the design and provision of the 24-hour internal pedestrian passageways within the Site connecting the existing Kai Cheung Road Footbridge and the Southern Link Footbridge, as proposed by the applicant, before commencement of the operation of the proposed redevelopment to the satisfaction of the Commissioner for Transport or of the Board;
- (f) the design and provision of the arrangement of transport facilities at Trademart Drive to the satisfaction of the Commissioner for Transport or of the Board;
- (g) the design and provision of an Office Base of Social Work Service for Pre-primary Institutions to the satisfaction of the Director of Social Welfare or of the Board;
- (h) the submission of a revised noise impact assessment and the implementation of the environmental mitigation measures identified therein for the proposed redevelopment to the satisfaction of the Director of Environmental Protection or of the Board;
- (i) the submission of a revised sewerage impact assessment for the proposed redevelopment to the satisfaction of the Director of Environmental Protection or of the Board;
- (j) the implementation of the local sewerage upgrading/sewerage connection works as identified in the revised sewerage impact assessment for the proposed redevelopment to the satisfaction of the Director of Drainage Services or of the Board;
- (k) the submission of a revised quantitative risk assessment prior to the commencement of construction works to the satisfaction of the Director of Electrical and Mechanical Services or of the Board; and
- (l) the implementation of the mitigation measures, if any, identified in the revised quantitative risk assessment prior to the occupation of building to the satisfaction of the Director of Electrical and Mechanical Services or of the Board.

Advisory Clauses

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

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

the proposed composite redevelopment, with residential provision accounting for about 40% of the total GFA, is not in line with the planning intention of the "Other Specified Uses" annotated "Trade Mart and Commercial Development" zone primarily for exhibition and ancillary commercial uses. There is no strong planning justification in the submission for a departure from the planning intention.

13. Decision Sought

- 13.1. The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2. Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3. Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form received on 19.2.2025
Appendix Ia	Consolidated SPS received on 27.6.2025
Appendix Ib	SPS received on 19.2.2025 and Supplementary Information received on 21.2.2025
Appendix Ic	FI dated 6.5.2025
Appendix Id	FI dated 19.5.2025
Appendix Ie	FI dated 4.6.2025
Appendix If	FI dated 10.6.2025
Appendix II	Detailed Departmental Comments
Appendices IIIa to IIId	Public Comments
Appendix IV	Recommended Advisory Clauses
Drawing A-1	Master Layout Plan
Drawings A-2 to A-8	Floor Plans
Drawing A-9	Building Setback and Separation Diagram
Drawings A-10 to A-12	Section Plans
Drawing A-13	Landscape Master Plan
Drawing A-14	Landscape Section of Vertical Green Wall
Drawing A-15	Pedestrian Circulation and Proposed Footbridge Connections
Drawings A-16 and A-17	Internal Pedestrian Connection
Drawing A-18	Proposed Rearrangement of Transport Facilities at Trademart Drive and Wang Chin Street
Drawings A-19 to A-22	Photomontages
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Site Photos
Plan A-5	Height of Existing Buildings in KBBA and Kai Tak Former South Apron
Plans A-6 to 9	Comparison of MLP, section plan, landscape master plan and block plan between the approved Application No. A/K22/34 and the proposed scheme