

Task Force on Kai Tak Harbourfront Development

For discussion
on 14 April 2021

TFKT/01/2021

Progress Update on Kai Tak Sports Park and Adjoining Public Open Space

PURPOSE

This paper provides update to Members on the latest progress and detailed design of the Kai Tak Sports Park (the Sports Park) and the adjoining Public Open Space (POS), and our responses to Members' suggestions and comments raised at the meeting on 15 January 2019.

BACKGROUND

2. We have provided regular updates to the Task Force on Kai Tak Harbourfront Development (the Task Force) since the early planning stage of the Sports Park project. We last briefed the Task Force on 15 January 2019 after the award of the Sports Park contract in end-December 2018. The latest design development and detailed design of the Sports Park are set out in the ensuing paragraph(s). Our responses to the comments and suggestions raised by Members at the last meeting (extract of the minutes of meeting at **Annex A**) are highlighted in the bracket after each item for easy reference –

- (a) Design
 - (i) coherent design of the pedestrian walkways and POS (para. 8).
- (b) Water-land interface
 - (i) design elements to promote or activate the waterbody nearby (paras. 12 to 16);

- (c) Vibrancy
 - (i) provision for pre-event and post-event food and beverage concessions and ad-hoc retail (paras. 12 to 16);
- (d) Accessibility
 - (i) 24-hour pedestrian access for pedestrians to go to harbourfront promenade from the hinterland freely (para. 17(a));
 - (ii) barrier-free accesses for the elderly and disabled (para. 17);
- (e) Cycling
 - (i) integration with the GreenWay network of Kai Tak (para. 17(b)); and,
- (f) Connectivity
 - (i) interface between the Sports Park and the nearby development (para. 18);
 - (ii) connectivity between the Sports Park and the harbourfront promenade, the hinterland, other POS and MTR Stations (paras. 19(a)-(d));
 - (iii) crowd dispersal after major events (para. 19(e));
- (g) Greening and sustainability
 - (i) measures to reduce carbon footprint (paras. 20 to 22);

3. The Chairman also advised that the Harbour Planning Principles and Guidelines (HPP&G) have to be taken into account during the design and construction stage.

4. Separately, the adjacent Hotel/Office (H/O) site in New Kowloon Inland Lot No. 6607 and the POS adjoining the H/O site (H/O POS) was disposed by a land tender. As the completion of the H/O POS will tie in with the completion of the Sports Park, the latest design for the H/O POS is included in this paper for Members' information.

5. Taking into account the overall urban planning, key design principles, suggestions and comments given by the Members at the meeting on 15 January 2019, an updated Master Landscape Layout of the Sports Park and the H/O POS is shown in **Figure 1**.

PROGRESS UPDATE

6. The design, construction and operation contract of the Sports Park commenced in February 2019. Based on the latest programme and works progress, the Sports Park is scheduled for completion in the second half of 2023.

7. The main objectives of the design of the Sports Park are to create a unique and holistic destination in harmony with the surrounding environment to bring synergy effect as well as to create a unique experience in the open space to meet public aspirations.

Overall Planning and Design Framework

8. The overall planning and design framework are highlighted below:

(a) Urban design considerations

(i) the design concept is to create a precinct which reflects the importance and status of the Sports Park as a place for sports and recreation, whilst enhancing the status of Hong Kong as an international city. The iconic design of the Main Stadium will be a unique and distinctive landmark

- on the edge of the Victoria Harbour. Its giant southern glazed wall will provide a two-way viewing opportunity to allow the seating bowl be visually connected to the harbour and the city;
- (ii) the Indoor Sports Centre (ISC), Public Sports Ground (PSG) and retail blocks which frame the northern entrances of the Sports Park, are well integrated with the Sports Avenue, Pier Plaza Walk and Main Plaza, embodying a coherent and harmonious design;
 - (iii) to foster a user-friendly environment, four key themes are emphasized: (1) “**Connected and Integrated**” by enhancing the strong orientation of the north-south axis of the Sports Avenue to form a pedestrian network from the hinterland to the harbourfront promenade; (2) “**Smart and Sustainable**” by utilizing potential smart provisions to enhance wayfinding, connectivity, customer services and users experience; (3) “**Enjoyable and Vibrant**” by organising potential events with tailored temporary setting to enhance vibrancy of the Sports Park and harbourfront promenade; and, (4) “**Safe and Inclusive**” by providing a safe barrier-free environment and facilities;
 - (iv) to facilitate orientation and way-finding, signage will be strategically located to guide people to the major venues and places of interest; and
 - (v) sculptures and/or artworks will add a further layer of interest at the Precinct, especially at the three primary entry points to create a sense of arrival.
- (b) Landscape design considerations
- (i) with a view to developing a network of extensive planting and accessible green spaces and adopting a ‘**Green Spine**’ concept across the diverse variety of open spaces, a minimum overall site-wide greening ratio of 30% will be provided;

- (ii) the **Sports Avenue** will provide a grand continuous route connecting the Station Square to the harbourfront promenade via the Main Plaza which is an elevated landscaped deck; while the meandering **Au Tak Path** in the Neighbourhood Park symbolises the flow of water from land to sea, bringing life and vibrancy through extensive greenery to link various outdoor recreational sports facilities and children's play area within the Neighbourhood Park in the northern precinct, and also the multi-purpose Event Village in the southern precinct;
 - (iii) more than 900 numbers of trees will be planted within the Sports Park. Vertical greening and roof greening are also adopted to enhance the urban ecology, reduce heat island effect and improve visual comfort. Sufficient outdoor seating under the canopy trees and shelters and multi-purpose lawn areas will be provided in the POS and pedestrian walkways as appropriate. The design of the POS is coherent with the pedestrian walkways to create a walkable Sports Park for the leisure use of locals and visitors. The Master Landscape Layout for all POS inside the Sports Park and the H/O POS is shown in **Figure 1**; and
 - (iv) the soft landscape design concept is to adopt extensive planting, various visually pleasing native species and vegetation to promote seasonal vibrancy, urban ecology, biodiversity and sustainable landscape. Seasonal flowering trees and shrubs with different planting themes will be widely provided at Runway 31 Plaza, Neighbourhood Park, Main Plaza, Walk of Fame, Event Village and the harbourfront promenade of the Sports Park to enhance each of these outdoor spaces with a special aura filled with distinctive characteristic and mood as shown in **Figure 2**.
- (c) Kai Tak Development (KTD) design principles and branding concept

In accordance with the KTD design principles and branding concept, the proposed scheme aims to create a green hub at the Sports Park and incorporates the KTD design elements as shown in **Figure 3**.

Harbour Planning Principles and Guidelines

9. The following HPP&G have been taken into account in the design development and detailed design of the Sports Park and POS as set out in paragraphs 10 to 22 below.

(A) Stakeholder engagement

10. Relevant sectors of the community including the Task Force, District Councils, Legislative Council Panel on Home Affairs, Advisory Council on Environment (ACE), sports sector, entertainment sector and other key stakeholders have been engaged since the planning and implementation stages and they will be appropriately engaged on an on-going basis. Examples of items incorporating stakeholders' views are –

- (a) inclusion of the Dining Cove area for early development and public enjoyment;
- (b) application and implementation of the best practicable means including large-scale planting and use of eco-friendly paints with a view to achieving the best air quality for venue users, in particular athletes, as recommended by the ACE; and
- (c) efficient and cost effective arrangement for delivery of major structural elements by means of marine access and transportation of waste during construction.

(B) Harbourfront design considerations

Preserving the Victoria Harbour

11. The Sports Park will not involve any works, e.g. reclamation or discharge of pollutants, which may affect the Victoria Harbour and/or its seabed, marine ecology and water quality. In particular, water storage tanks will be constructed to collect the runoff from the pitches for watering the natural turf to minimise water consumption.

12. To preserve the Victoria Harbour as a special public, natural and cultural heritage asset, a fence-free approach that enhances visual connection with the harbour is proposed at the seawall edge. The existing sloping seawall profile provides a natural setting for adoption of the fence-free design with slightly stepped down level, meandering seating steps and harbour steps is shown in **Figure 4**. The design will bring people closer to the water and enhance public enjoyment of the harbour view and sea breeze under a relaxing environment.

Proactive harbour enhancement, public enjoyment and vibrant harbour

13. Every opportunity has been taken to maximise the enjoyment and engagement of people within the Sports Park and the harbourfront promenade. There will be ample opportunities along the harbourfront to allow people to gather in various capacities and forms in a vibrant park-like setting with greenery as illustrated in **Figure 5**.

14. The Main Stadium has adopted the “Pearl of the Orient” as the façade design theme. With its feature LED façade lighting and pearl-like metallic external wall cladding system, the Main Stadium will become an interesting focal point of the Kai Tak harbourfront both day and night. People can enjoy food and beverage at the Dining Cove with convenient access to the amenity facilities such as washrooms and car park. It is envisaged that the Dining Cove area will be particularly vibrant at weekends, holidays, festival days and major event days in the Sports Park.

15. An outdoor stepped amphitheatre-like southern terrace (southern terrace) has been developed in the latest design to enhance connectivity between the landscaped deck and harbourfront promenade. Local residents and visitors can access the southern terrace freely to enjoy informal and leisure performances with the Victoria Harbour as the backdrop. In addition to the southern terrace, there will also be various other lookout points along the harbourfront promenade for people to enjoy the spectacular cityscape at different levels and spots. All POS of the Sports Park will generally be open throughout the year for public enjoyment.

16. The old Precision Approach Radar Building situated near the harbourfront, being an important relic in the aviation history of the former Kai Tak International Airport (KTIA), will be retained and revitalized into an education area with display of artefact and equipment of the former KTIA.

Accessible harbour

17. The pedestrian network across the Sports Park comprises walkways, stairs, escalators and elevators, which links up the facilities and POS. All pedestrian walkways within the Sports Park are designed to be barrier-free to achieve universal accessibility as shown in **Figure 6** and the key features are detailed below.

- (a) Connectivity and accessibility
 - (i) Shing Kai Road is dividing the Sports Park into two sides. The Main Stadium and Dining Cove are in the southern precinct whereas the ISC, PSG and retail facilities are in the northern precinct. The Western Passageway and the Main Plaza in the form of an elevated landscape deck over Shing Kai Road provide traffic-free pedestrian connections to unite the northern and southern precincts as a whole. The Sports Avenue running in the north-south orientation as the main axis, connects the Station Square, harbourfront promenade and all key facilities of the Sports Park. The meandering

Au Tak Path (jogging track) links up the Neighbourhood Park, Event Village and southern terrace. The Sports Park is well connected and integrated with the surrounding urban fabric as shown in **Figure 7**.

(b) GreenWay

- (i) The design and alignment for the GreenWay within the Sports Park as shown in **Figure 8** has followed the “Draft Guiding Principles on Technical Requirements of GreenWay” and the Kai Tak GreenWay network issued by the Civil Engineering and Development Department. Bicycle parking areas, each with 50 parking spaces, will be provided next to the GreenWay, at Neighbourhood Park and harbourfront promenade.

(C) Integrated planning

18. The overall design of the Sports Park stresses on its successful integration with the surrounding areas and urban environment. We keep close liaison with the project teams of nearby POS and private developments as shown in **Figure 9**. For interfacing with other adjoining POS projects including the Station Square, Kai Tak Basecamp and H/O POS, an integrated design with seamless interfaces are achieved through frequent coordination, exchange of design information and use of coherent materials and finishes.

19. For other POS projects under early planning stage including Sung Wong Toi Park and Metro Park, we have consulted the respective project teams on our design and provided our design details to facilitate the early planning of their POS projects.

(a) Interface with MTR Kai Tak Station and Station Square

- (i) A seamless and coherent design is adopted between the Sports Park and the Station Square. Pedestrian connections will be provided from the MTR Kai Tak Station via the covered and elevated walkway to the ground floor and first floor

entrances of the retail part of the ISC building as shown in **Figure 10**. The two primary access points via Sports Avenue and Pier Plaza are scaled to cater for the crowd access and dispersal during major events, assisted by alternative pathways via the Neighbourhood Park, the Western Passageway and the harbourfront promenade to the broader neighbourhood.

(b) Interface with MTR Sung Wong Toi Station and Sung Wong Toi Park

- (i) Pedestrians from MTR Sung Wong Toi (SWT) Station can walk through the future SWT Park to reach the Runway 31 Plaza of the PSG as shown in **Figure 10**. Before the completion of the SWT Park, interim pedestrian passage will be provided via the landscaped pedestrian street adjoining the SWT Park site from the MTR SWT Station to the Runway 31 Plaza, which will provide a seamless interface with the future SWT Park and act as the entrance to the PSG.

(c) Interface with Metro Park and Kai Tak Basecamp

- (i) The Eastern Plaza will be directly connected to the landscaped deck of the future Metro Park where direct and convenient pedestrian connection to the Kai Tak Basecamp via barrier-free vertical connection and underpass of the Road D3 (Metro Park Section (MPS)) will be provided. Before completion of the Metro Park, pedestrians from the Eastern Plaza can go to the Kai Tak Basecamp via the footpath and a signalised pedestrian crossing of Road D3 (MPS). The permanent and interim pedestrian routes from Eastern Plaza to the Kai Tak Basecamp are shown in **Figure 11**.

(d) Interface with H/O site

- (i) At ground level, there will be a direct and convenient pedestrian connection between the harbourfront promenade of the Sports Park and the H/O site via the adjoining H/O POS. At

podium deck level, there will be connection between the Sports Park and the H/O development at the area near Sports Avenue and Main Stadium as shown in **Figure 12**.

- (e) Crowd dispersal after major events
 - (i) Crowd dispersal routes from the Main Stadium to the MTR Kai Tak and MTR Sung Wong Toi Stations have been incorporated into the design. The night-time crowd dispersal routes via sub-podium passage below the Main Plaza and the covered Sports Avenue will bring people to the Station Square and minimise noise disturbance to nearby residents.

(D) Sustainable development

20. In addition to the adoption of District Cooling System for enhancement of energy efficiency and saving, the Sports Park is also designed as a world-class stadium with particular emphasis on sustainability. Hence other sustainability design features as shown in **Figure 13** such as green walls, green roofs and natural lighting have been adopted. In 2020, the Sports Park project obtained the certification of "Platinum" rating in BEAM Plus Neighbourhood assessment and China 3-Star Green Building Design Label. Design submissions for the assessment of BEAM Plus New Building and LEED Building Design and Construction are in progress.

21. Smart provisions such as crowd management system will be adopted in the precinct to align with the vision formulated for developing the Kowloon East as a smart city. Crowd management will be applied to key ingress and egress areas to achieve better management during admission and dispersal periods of major events in the Sports Park.

22. Apart from the design and construction stages, we are also planning to adopt Building Information Modelling (BIM) technology during the operation stage. The BIM model will be used as a digital collaboration platform to manage and support

the entire Sports Park to improve the asset and facilities management.

Adjoining public open space by private developer

23. The H/O POS occupying an area of about 8,000 square metres (sqm) will be linked at ground level with the Sports Park promenade. Diverse landscape elements and functions will be provided in the H/O POS to enhance the spatial quality and create a comfortable and convenient leisure garden, including an event plaza, a section of the GreenWay forming part of the overall GreenWay network of the Kai Tak Development Area, extensive planting and other landscape features. 35% of the H/O POS area will be covered with extensive greening. The planting scheme with seasonal effects will provide a green and comfortable environment for public enjoyment.

24. An event plaza of approximately 800 sqm in the H/O POS will be located in close proximity to the ground floor plaza of the H/O site as well as the northern portion of Dining Cove of the Sports Park. A well-defined hard paved area, enclosed with layers of planting, feature lights and lawn space as informal seating area, will provide a flexible space for organising a wide range of activities and events, such as outdoor performances, group exercises and festival shows, etc.

25. For achieving a seamless design for the POS of the Sports Park and the adjoining H/O POS by the private developer, the design of the H/O POS will be coherent with the Sports Park, e.g. similar organic design character, compatible paving pattern and materials, coherent planting species, and lighting selection, etc. will be adopted.

26. The latest design of the H/O POS is described in the following paragraphs for Members' information -

- (a) Connectivity and accessibility
 - (i) the main entrance for pedestrians and cyclists to the H/O POS will be via Shing Kai Road to the northwest, with future connection to the H/O site

towards the northeast and portion of the Dining Cove under the Sports Park to the southeast as shown in **Figure 12**; and

- (ii) the design of the H/O POS has considered multiple connection points from various directions with aligned finished floor level to the surrounding development with a view to providing convenient and universal access. The H/O POS will be opened 24 hours a day or during such other opening hours as approved by the Government. A comprehensive way-finding design and signage system including barrier-free facilities will be provided to assist people to orientate themselves and navigate from place to place.

(b) GreenWay

- (i) A 10m-wide GreenWay, with coherent paving pattern and materials to match with the interface of the Sports Park and POS, is designed strategically to pass through the H/O POS for guiding the cyclists all the way from the future SWT Park situated on the opposite side of Shing Kai Road to the Dining Cove and further to the promenade at the other side of the H/O POS with a view to enriching the cycling experience for the locals and visitors.

WAY FORWARD

27. Members are invited to note the progress update on the Sports Park and the design for the adjoining H/O POS.

Task Force on Kai Tak Harbourfront Development

TFKT/01/2021

Annex A	Minutes of 33rd Meeting of KTTF on 15 January 2019
Figure 1	Master Landscape Plan
Figure 2	Planting Design
Figure 3	Wayfinding Signage and Public Creatives
Figure 4	Fence-Free Seat Wall and Harbour Steps
Figure 5	Dining Cove
Figure 6	Barrier-free Accesses of the Sports Park
Figure 7	Connection between Hinterland and Harbourfront Promenade
Figure 8	GreenWay Provisions
Figure 9	The Sports Park and nearby POS
Figure 10	Pedestrian Routes from MTR Kai Tak Station and MTR Sung Wong Toi Station to the Sports Park
Figure 11	Pedestrian Routes from the Sports Park to Kai Tak Basecamp
Figure 12	Pedestrian Routes from the Sports Park to H/O Site and Adjoining POS
Figure 13	Sustainability Design Features

Home Affairs Bureau

April 2021

Task Force on Kai Tak Harbourfront Development

Minutes of Thirty-third Meeting

Date : 15 January 2019 (Tuesday)
 Time : 3:00 p.m.
 Venue : Conference Room, 15/F, North Point Government Offices, 333
 Java Road, Hong Kong

Present

Mr Vincent NG Chairman

Organization Members

Mrs Margaret BROOKE	Representing Business Environment Council
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Dr Jeffrey HUNG	Representing Friends of the Earth
Mr Freddie HAI	Representing Hong Kong Institute of Architects
Ms Connie CHEUNG Mei-ngor	Representing Hong Kong Institute of Landscape Architects
Dr Eunice MAK	Representing Hong Kong Institute of Planners
Sr Raymond CHAN Yuk-ming	Representing Hong Kong Institute of Surveyors
Mr TAM Po-yiu	Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN Kin-sek	Representing Hong Kong Institution of Engineers
Mr Winston CHU	Representing Society for Protection of the Harbour
Mr Ken SO Kwok-yin	Representing the Conservancy Association

Individual Members

Ms Kelly CHAN	Individual Member
Mr Hans Joachim ISLER	Individual Member
Ms Vivian LEE	Individual Member
Hon Tony TSE	Individual Member
Wai-chuen	
Prof Wallace CHANG	Co-opted Member
Mr Derek SUN	Co-opted Member

Official Members

Ms Doris HO	Deputy Secretary (Planning & Lands) 1, DEVB
Mr Victor CHAN	Principal Assistant Secretary (Works) 2, DEVB
Miss Rosalind CHEUNG	Principal Assistant Secretary (Harbour), DEVB
Mr Eric HUI	Manager (Tourism) 42, Tourism Commission (TC)
Mr David NGU	Chief Traffic Engineer/Kowloon (Acting), Transport Department (TD)
Mr Peter CHUI	Head/Kai Tak Office, Civil Engineering and Development Department (CEDD)
Mrs Doris FOK	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)
Ms Johanna CHENG	District Planning Officer/Kowloon, Planning Department (PlanD)
Mr Ian CHENG	Secretary

Absent with Apologies

Mr Terence LEE	Representing Real Estate Developers Association of Hong Kong
Mr CHAN Ka-kui	Individual Member
Ms Christina LEE	Individual Member
Mr NGAN Man-yu	Individual Member

Mr HE Hua-han Co-opted Member

For Item 2

Mr Victor TAI Project Director (Sports Park), HAB

Mr Keith MAN Senior Engineer (Recreation & Sport), HAB

For Item 3

Mr LO Kam-cheung Senior Engineer/Energy Efficiency B8, EMSD

Mr LO Siu-kuen Advisor/District Cooling System, EMSD

Dr Vincent CHENG Director, Ove Arup & Partners HK Ltd

Mr Karma Director, Ove Arup & Partners HK Ltd

BARFUNGPA

Mr Alvin LO Associate Director, Ove Arup & Partners HK Ltd

Mr Roy STEVENS Architectural Consultant, Ove Arup & Partners HK Ltd

For Item 4

Mr Nevin LAM Senior Project Manager 323, ArchSD

Mr Clark CHAN Project Manager 354, ArchSD

Dr Mary CHOW Senior Veterinary Officer (Animal Management)
Development, AFCD

Mr Edmund YAN Senior Executive Officer (Inspection & Quarantine),
AFCD

Mr KK CHUNG Director, Simon Kwan & Associates Ltd

Mr Michael YAM Director, Simon Kwan & Associates Ltd

Item 2 Matters Arising

Progress Update on Kai Tak Sports Park (Sports Park)

Briefing by the Home Affairs Bureau (HAB)

2.1 **Mr Victor TAI** reported the latest progress of Sports Park, amongst which a 25-year Design, Build and Operate contract was awarded to a subsidiary of New World Development in December 2018.

Discussion

Connectivity

2.2 In response to the queries from **Hon Tony TSE** and **Ms Kelly CHAN** on the connectivity between Sports Park, the harbourfront and MTR stations, **Mr Victor TAI** said that MTR pedestrians could walk in a covered environment, all the way from Kai Tak MTR station to the Sports Park and the harbourfront, via Station Square and the all-weathered Kai Tak Sports Avenue. Pedestrians could also walk from Sung Wong Toi MTR Station to the Sports Park.

2.3 As regards the queries from **Mrs Margaret BROOKE** and **Dr Eunice MAK** on connectivity between Sports Park and the Metro Park, **Mr Victor TAI** said that the Sports Park and the Metro Park would be connected by a landscaped deck above Central Kowloon Route, as well as the waterfront promenade at Dining Cove.

Accessibility

2.4 **Prof Wallace CHANG** said that some pedestrian walkways were too steep for elderly and the disabled. **Ms Connie CHEUNG** echoed and opined that 24-hour pedestrian access should be allowed for pedestrians to go to the harbourfront from the hinterland freely. In response, **Mr Victor TAI** said that barrier-free access, such as gentle ramps, would be provided within the Sports Park and opened to public round the clock.

Water-Land Interface

2.5 **Mr Hans Joachim ISLER** opined that the proposed Dining Cove lacked water-land interfacing and suggested organising water sports events and activities therein. **Dr Eunice MAK** further suggested providing landing steps in the Dining Cove area so that water-taxis could stop by in future. **Mr Victor TAI** said the team would actively consider the suggestions.

Greening and Sustainability

2.6 In response to **Mr KY LEUNG's** enquiry, **Mr Victor TAI** replied that around 900 trees would be planted within the Sports Park area.

2.7 As regards **Dr Jeffrey HUNG's** query on the measures to reduce carbon footprint, **Mr Victor TAI** said that solar panels would be installed on the roof top of the main stadium and that the project team would target to achieve the Building Environmental Assessment Method (BEAM) Plus Gold rating and BEAM Plus Neighbourhood certification.

Hotel and Office Development

2.8 In response to **Mr TAM Po-yiu's** query, **Mr Victor TAI** clarified that the proposed hotel and office development would be separately disposed of, but not under the Sports Park project.

2.9 **Mr Winston CHU** considered that the proposed hotel and office site should instead be zoned as "Government, Institution and Community" for housing administrative building or athlete dormitories. In response, **Mr Victor TAI** said the Planning Consultancy Report for Sports Park recommended constructing hotel and offices to support the operation of the Sports Park as approved by the Town Planning Board.

KTSP Main Stadium and other Ancillary Facilities

2.10 **Ms Kelly CHAN** was concerned about the orientation of the main stadium and wondered if the public sitting in the main stadium would have to face the sun direct during the day. In response, **Mr Victor TAI** said that the main stadium would be in a north-south orientation and that the public would not be exposed to strong sunlight most of the time. He added that sufficient sheltered seatings would be provided in the Neighbourhood Park for better comfort.

Vibrancy

2.11 **Mr Freddie HAI** cautioned that based on overseas experience, the pre-game and after-game hawkers and retails were part of the fun and ambience build-up for the event, which were very important to the success of the games. He stressed the importance of taking this into planning consideration to allow future management to allow for such ad-hoc retail

activities for enhancing the vibrancy of the Sports Park. He noticed that currently retail elements were all controlled and confined at the mall areas and suggested allowing food trucks and other retail elements in the plaza precinct. In order to attract more visitors, **Mr Victor TAI** said that temporary events could be held in the Event Village and outdoor Food & Beverage outlets would be provided in the Dining Cove.

Cycling

2.12 In response to **Mr Ken SO's** enquiry, **Mr Victor TAI** said that Sports Park would integrate with the GreenWay cycle track network of Kai Tak proposed by CEDD. On top of the planned provision of cycle tracks along the eastern and western sides of the Sports Park, which would form parts of the cycle track network, the team would look for further opportunities of integrating other part of the Sports Park into the cycle track network of Kai Tak.

Car Parking

2.13 In response to **Ms Kelly CHAN's** enquiry, **Mr Victor TAI** said that around 850 car parking spaces would be provided to meet the projected demand.

Design

2.14 **Hon Tony TSE** said that the design of the pedestrian walkways and Public Open Space (POS) should be coherent. **Ms Connie CHEUNG** concurred, adding that there should be a master plan for all POS inside Sports Park. In response, **Mr Victor TAI** said that the contract would commence in February 2019 and Members' comments would be conveyed to the designer for consideration during design stage.

Other Comments

2.15 Noting that the Sports Park was close to residential developments in the vicinity, **Sr Raymond CHAN Yuk-ming** urged the project team to minimise possible nuisance brought by large crowds. In response, **Mr Victor TAI** said that effective crowd control measures would be in place during major events. The covered pedestrian walkways would also help mitigate the noise generated by the crowd dispersal.

2.16 In response to **Ms Kelly CHAN's** enquiry on the operation model, **Mr Victor TAI** said that there would be around 40 days (excluding setting up and removal time) for organising major sports events in the main stadium.

Way Forward

2.17 **The Chair** concluded that having gone through rounds of discussion on the planning or land use zoning in previous years, it was time for the project team to implement the project. The Task Force was particularly keen on the development of the waterfront part of the Sports Park and how it would connect with other POS. Focus should hence be put on improving the connectivity between the hinterland and the harbourfront, especially during crowd dispersal after major events; as well the interfacing between the Sports Park and the nearby development. It would also be important for the team to capitalise on the development and activate the waterbody nearby, for which Members had raised a number of suggestions.

2.18 **The Chair** advised the team to take into account the Harbour Planning Principles and Guidelines (HPP&G) during the design and

construction stage and further consult the Task Force when the detailed design was ready.

Figure 1: Master Landscape Plan



MAIN PLAZA



HARBOURFRONT PROMENADE



SOUTHERN TERRACE



SPORTS AVENUE



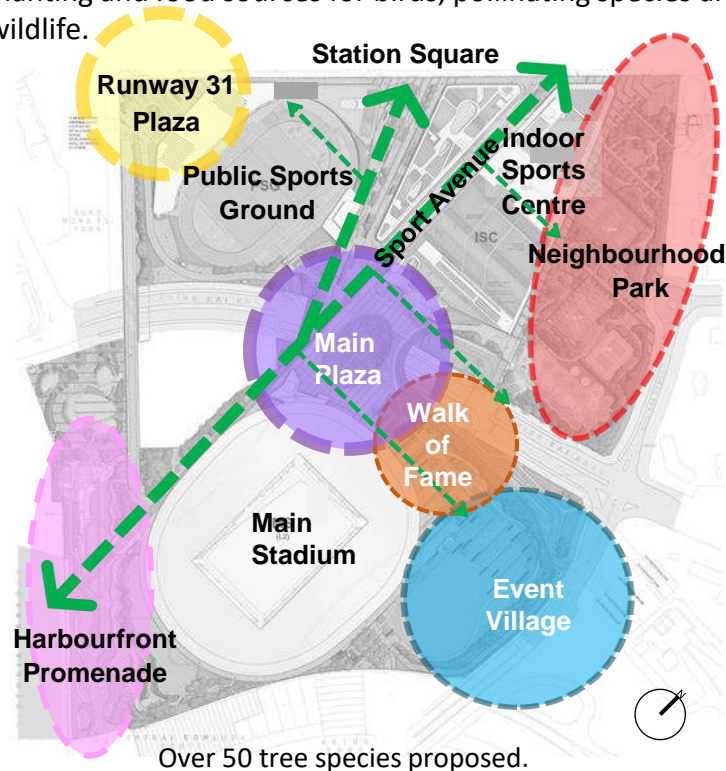
NEIGHBOURHOOD PARK



EVENT VILLAGE

Figure 2: Planting Design

- **Seasonal vibrancy** activated with colour, scent and textures throughout the year.
- **Extensive planting** integrated across multiples levels throughout the site.
- **Biodiversity** variety of species including native and adapted trees, shrubs and groundcover.
- **Urban Ecology** buffer zones with mounding, layered planting and food sources for birds, pollinating species and urban wildlife.



Peltophorum tonkinense
銀珠

“Yellow Harvesting Field”



Cerasus speciosa
大島櫻

Prunus yunnanensis “Guangzhou”
廣州櫻

Cerasus campanulata
鐘花櫻桃

“Seasonal Flowering”



Magnolia gandiflora
荷花玉蘭

Camellia japonica
山茶花

Osmanthus fragrans
桂花

“Refreshing and Fragrant”



(Spring)

(Summer)

(Autumn)

(Winter)

Liquidambar formosana
楓香

“Entrance Precinct of Main Stadium as Colour Medal Focal Point”



Chorisia speciosa St. Hil.
美人樹

“Open and Breathtaking”

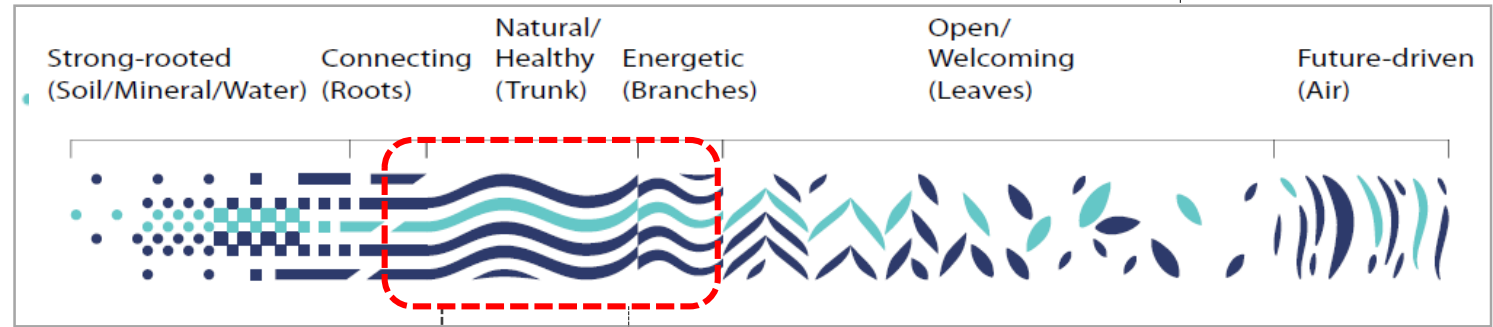


Jacaranda mimosifolia
藍花楸

Iris tectorum Maxim
藍蝴蝶

“Blue Blossoming”

Figure 3: Wayfinding Signage and Public Creatives



Sports Avenue feature wall

Planting design along promenade



Wayfinding Signage

Special features:

- Interactive/ Digital Screen
- Crowd Control
- Weather Forecast

Adoption of CEDD Kai Tak Brand Identity Manual and Public Creative Guidelines in the Sports Park

Potential design features:

- Promenade and Planting design
- Sports Avenue feature wall

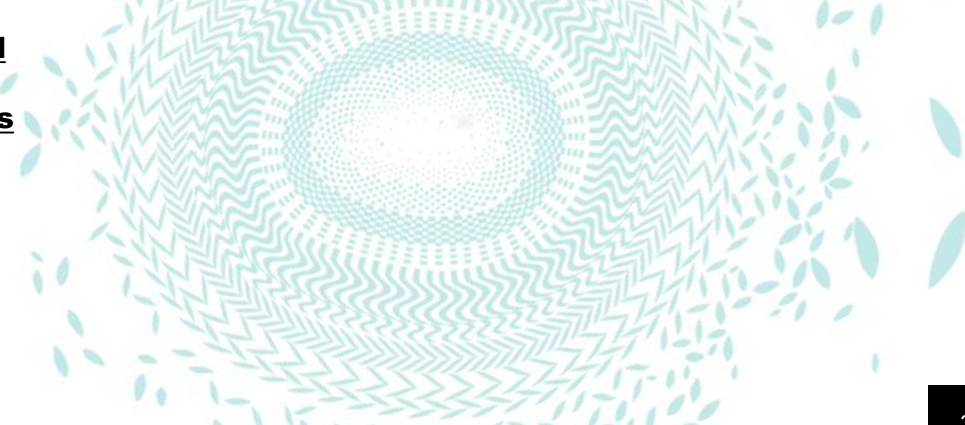


Figure 4: Fence-Free Seat Wall and Harbour Steps

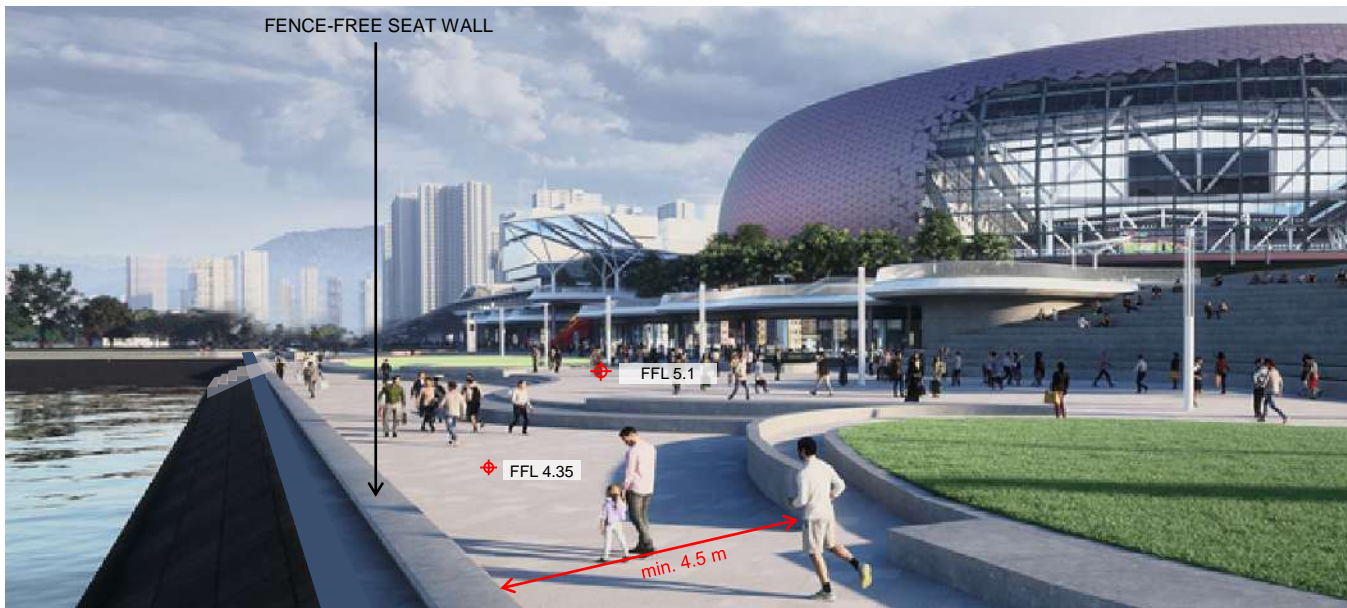
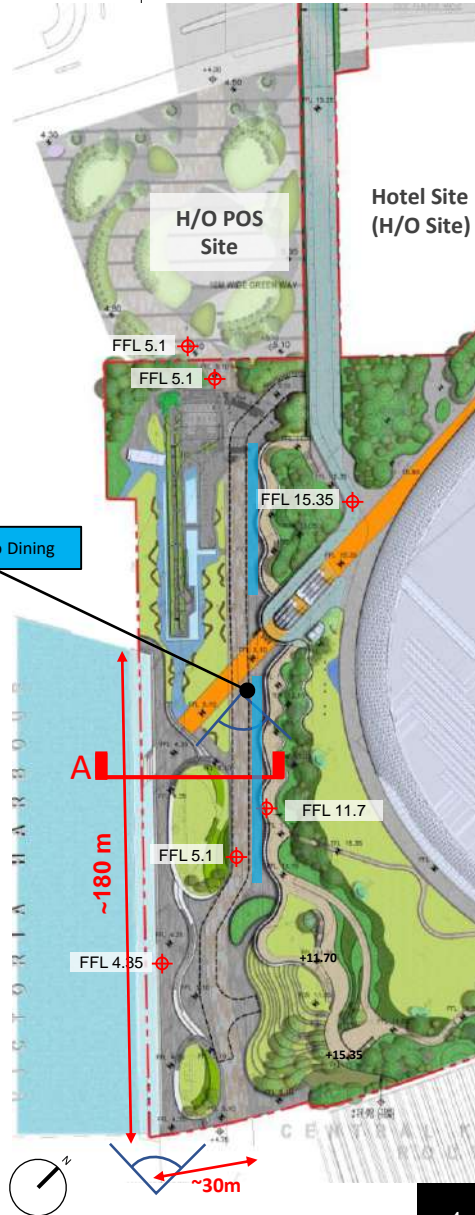
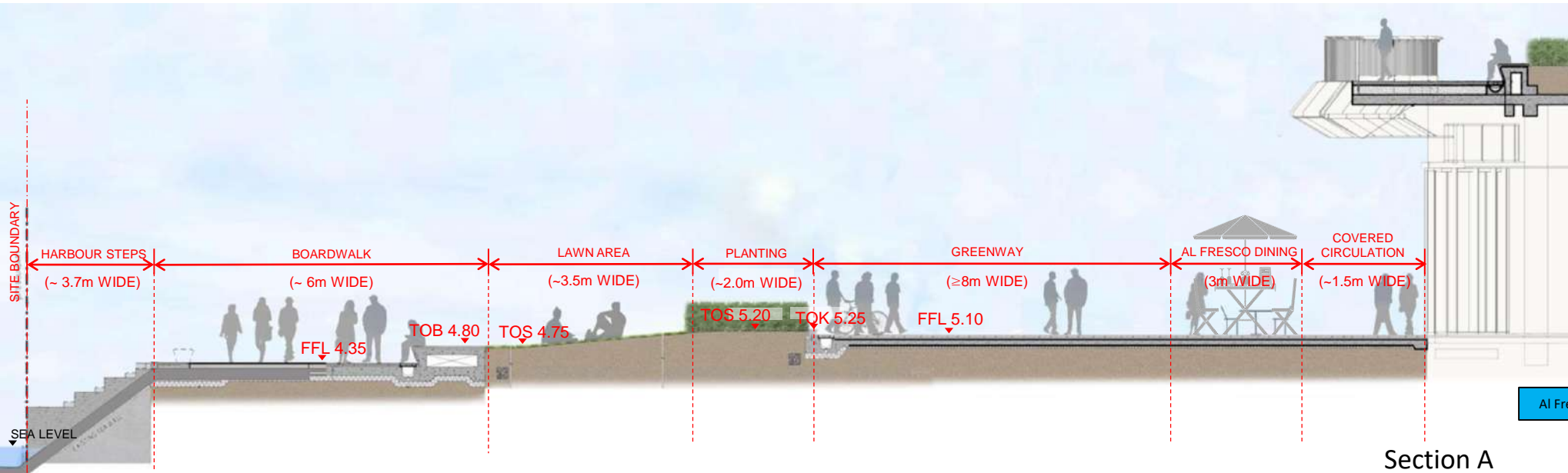


Figure 5: Dining Cove



Victoria Harbour View



Harbourfront Promenade



Stepped Amphitheatre-like Southern Terrace

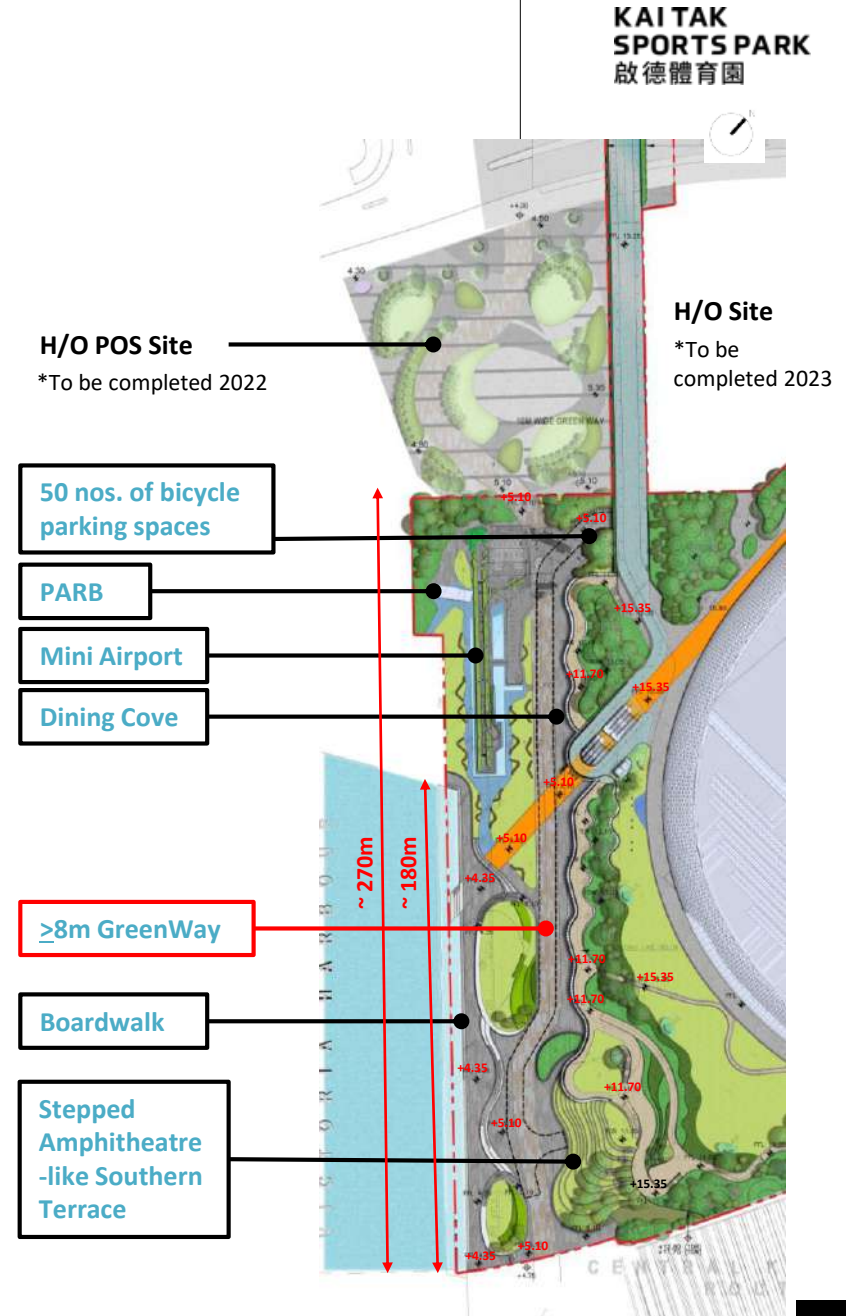


Figure 6: Barrier-free Accesses of the Sports Park

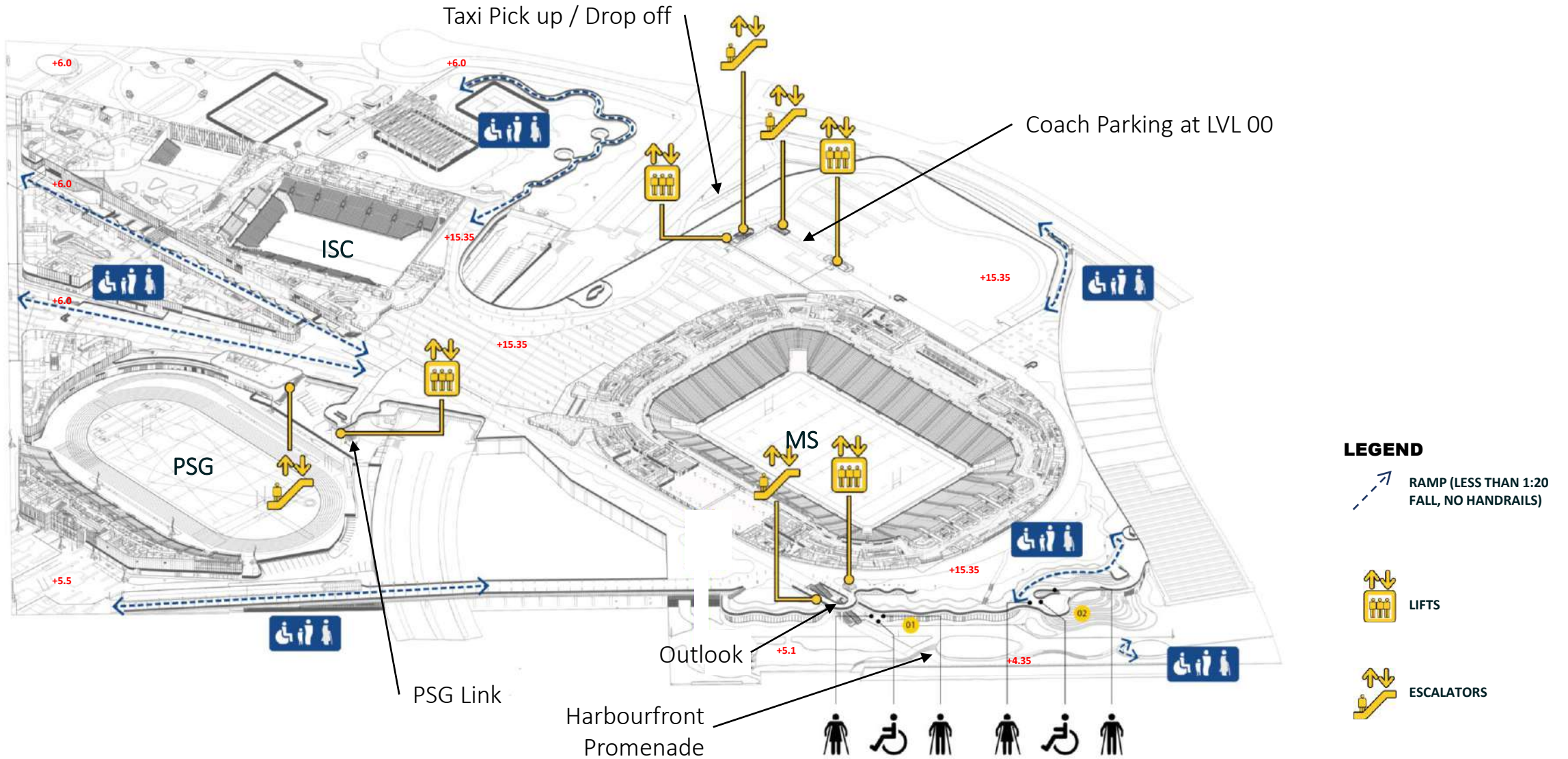
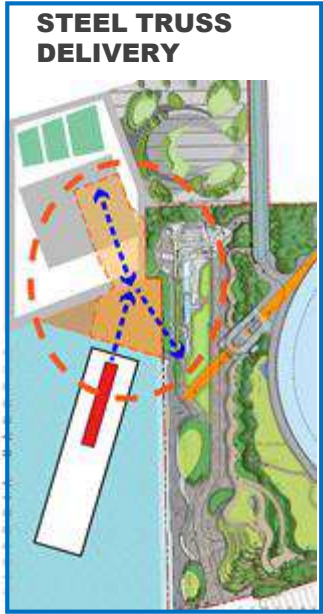
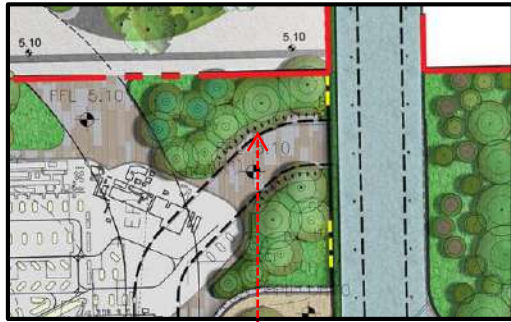


Figure 7: Connection between Hinterland and Harbourfront Promenade

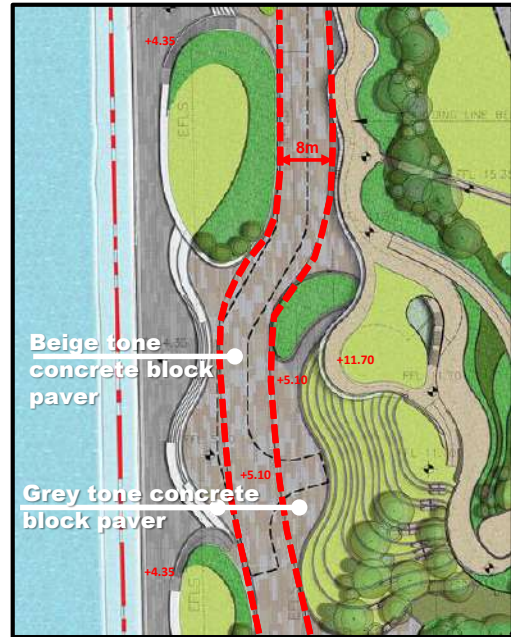


*OPENING DATE AFTER OPENING OF THE SPORTS PARK

Figure 8: GreenWay Provisions



Blow up plan
(50 nos. cycle parking at harbourfront promenade)

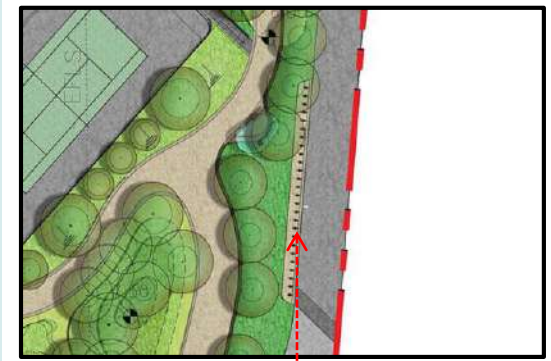
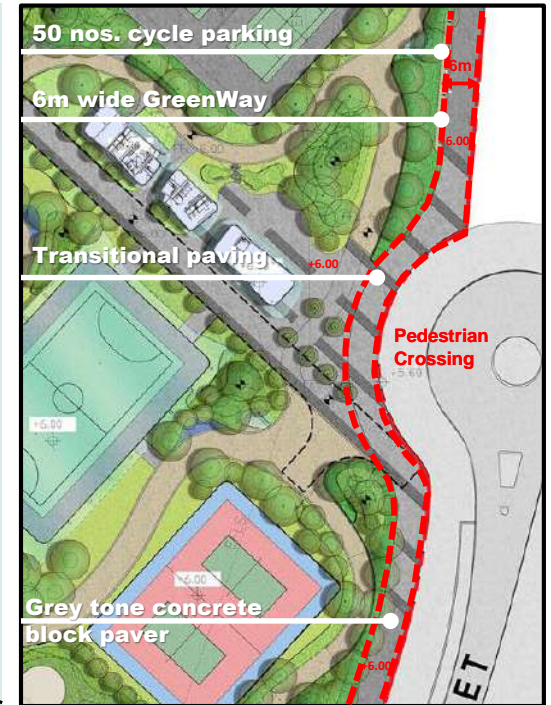


Beige tone concrete block paver

Grey tone concrete block paver



Source: East Development Office of CEDD



Blow up plan
(50 nos. cycle parking at Neighbourhood Park)

Figure 9: The Sports Park and nearby Public Open Space



Figure 10: Pedestrian Routes from MTR Kai Tak Station and MTR Sung Wong Toi Station to the Sports Park

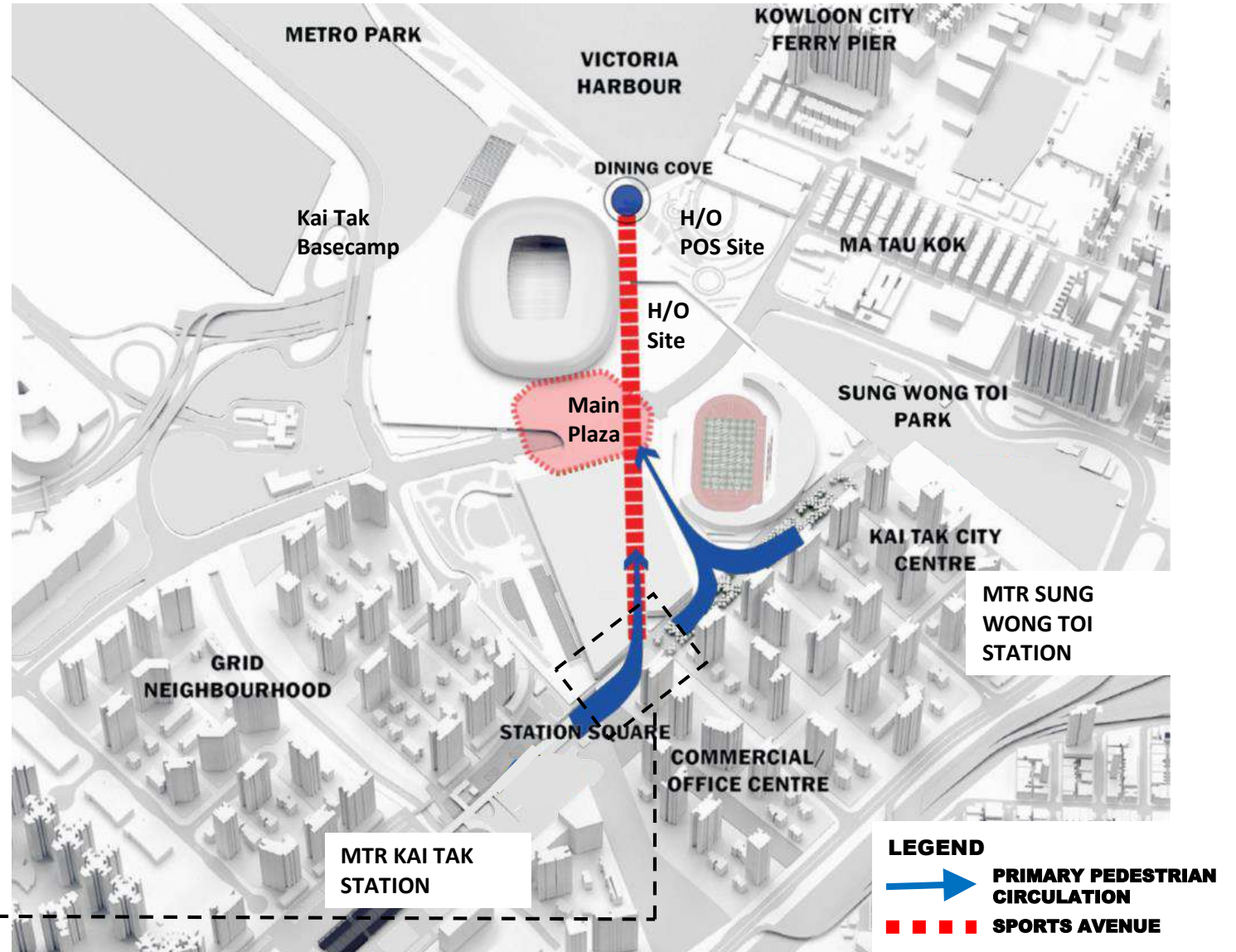
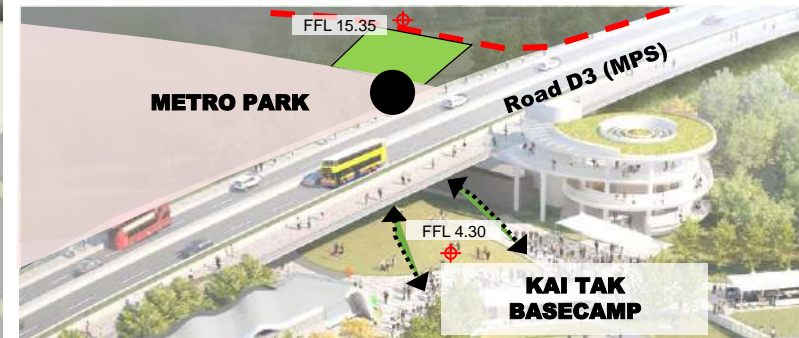
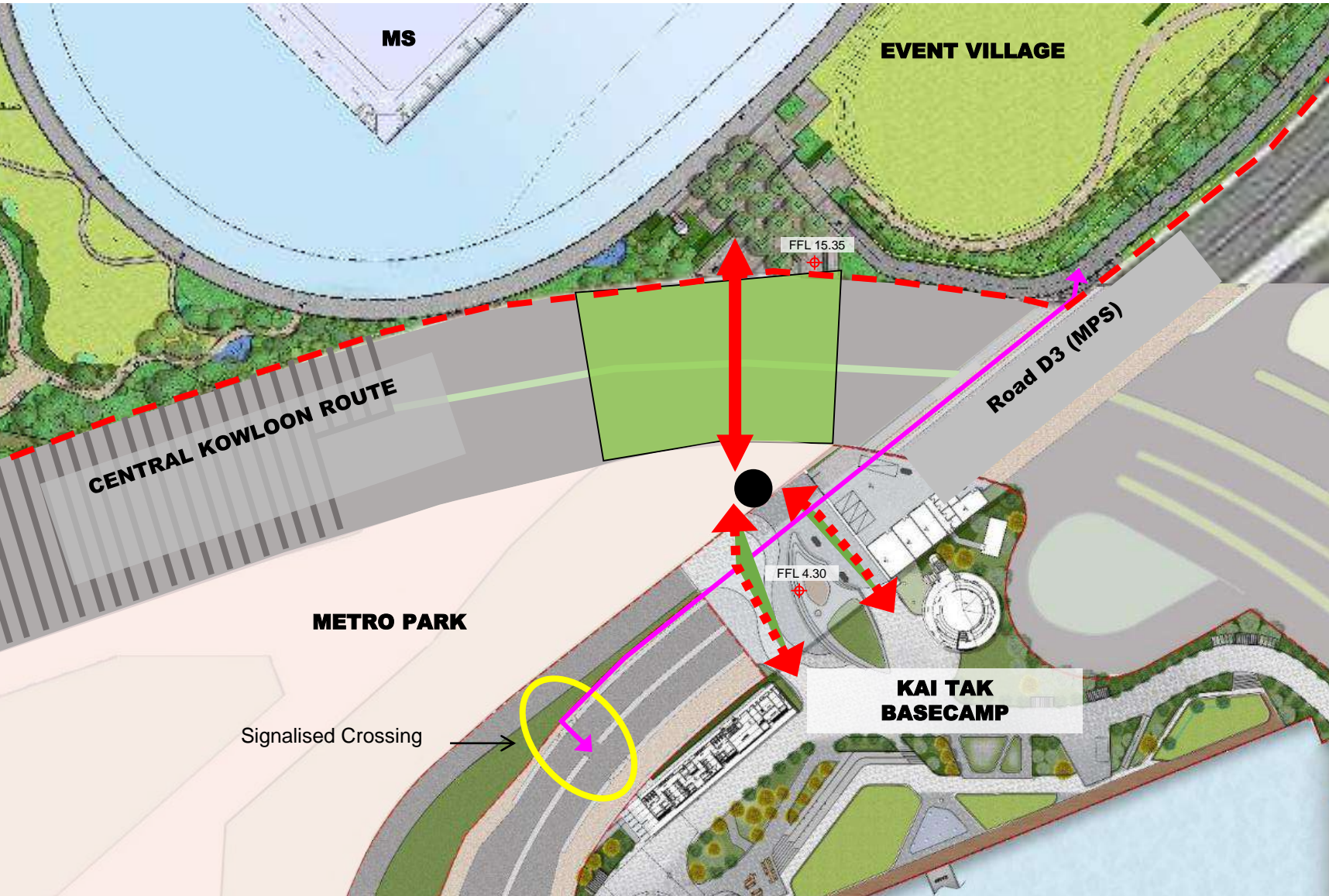


Figure 11: Pedestrian routes from the Sports Park to Kai Tak Basecamp



Legend

- - - - - **Site Boundary of the Sports Park**
 - ↔ **Interim Pedestrian Route before Completion of Metro Park (on road level)**
 - ⋯ **Future Permanent Pedestrian Route after Completion of Metro Park (ground level walkway)**
 - ↔ **Future Permanent Pedestrian Route after Completion of Metro Park**
 - Future Landscaped Deck of Metro Park above Central Kowloon Route**
 - **Future Vertical Connection to be provided by Metro Park (from level +15.35 to level +4.30)**
- } **Extent and location are subject to design**

Figure 12: Pedestrian Routes from the Sports Park to H/O Site and Adjoining POS

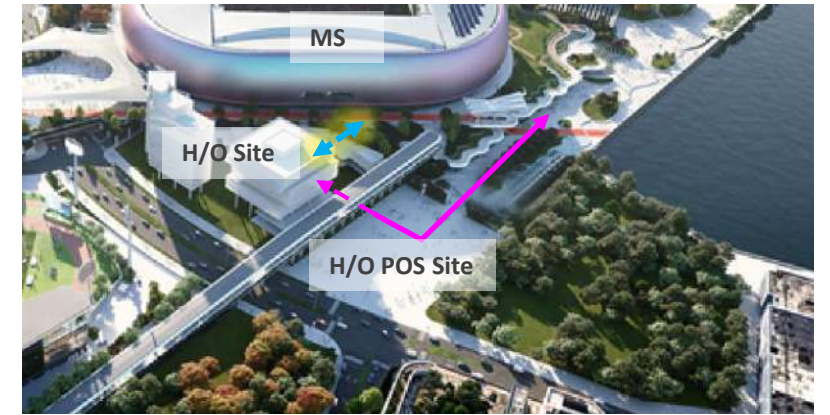
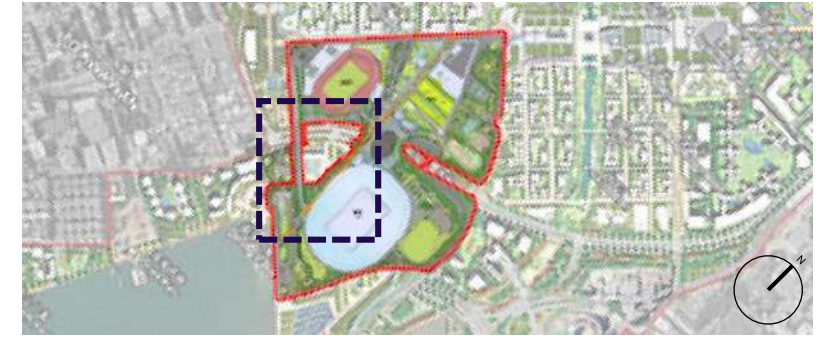
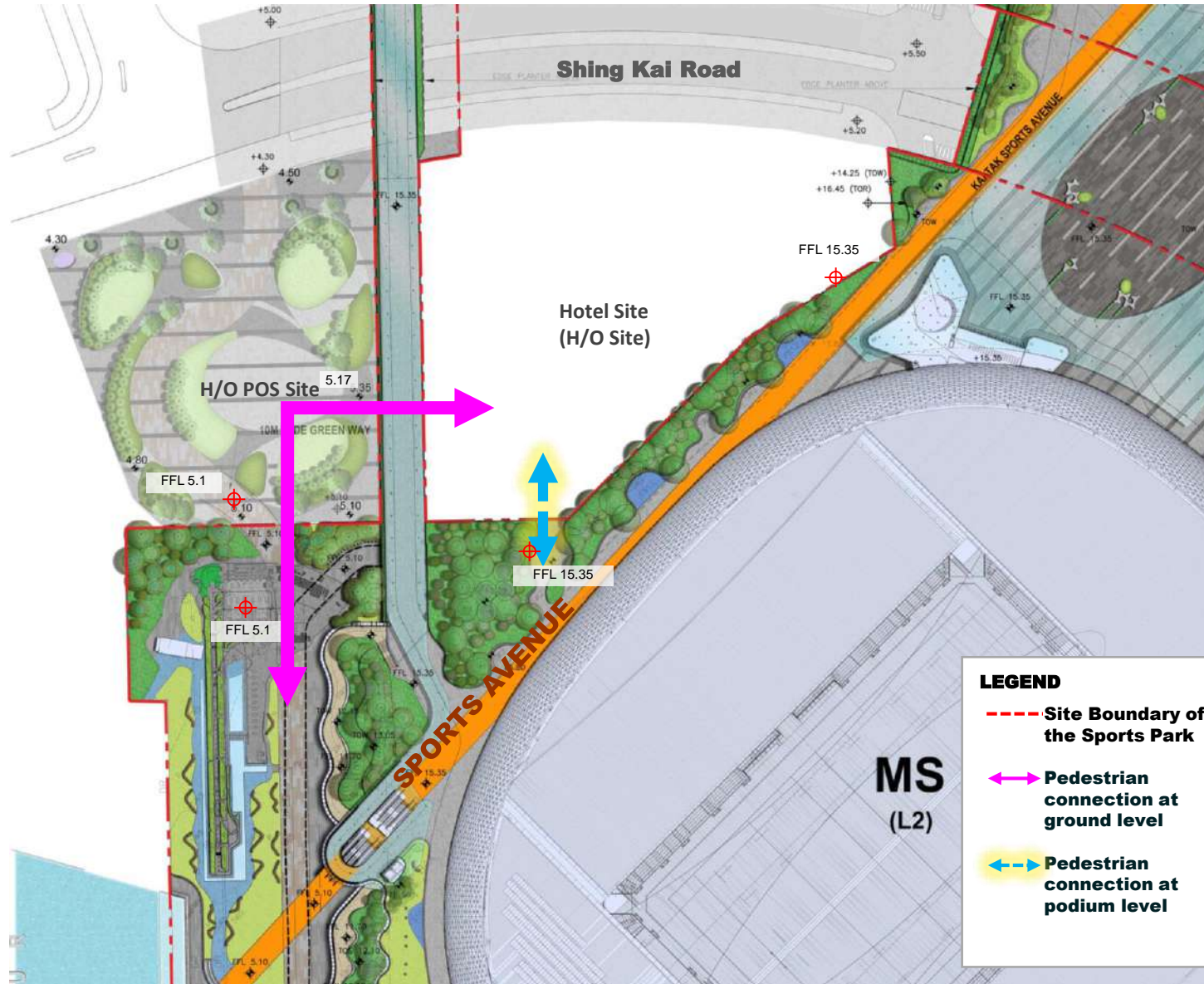


Figure 13: Sustainability Design Features

Green Walls



Image for reference only

Image from www.canevaflor.cl

Fitness Station & Energy Generator



Image from www.tgoc.com

Bio-retention System

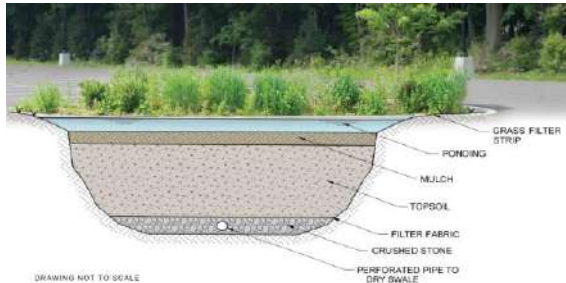
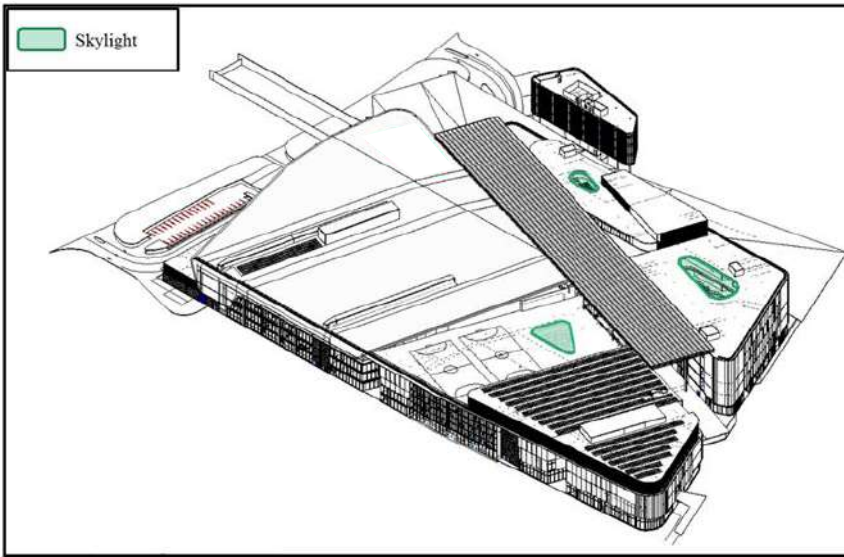
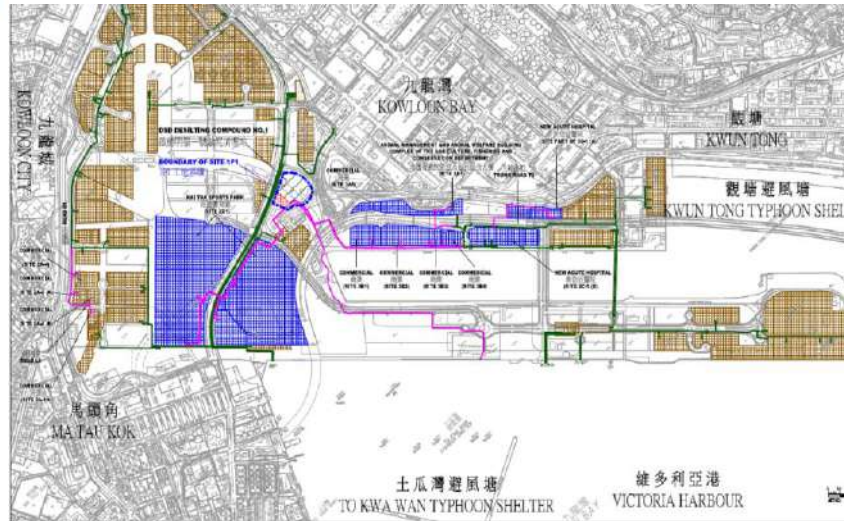


Image from www.lyngsogarden.com

Natural Lighting - Skylights

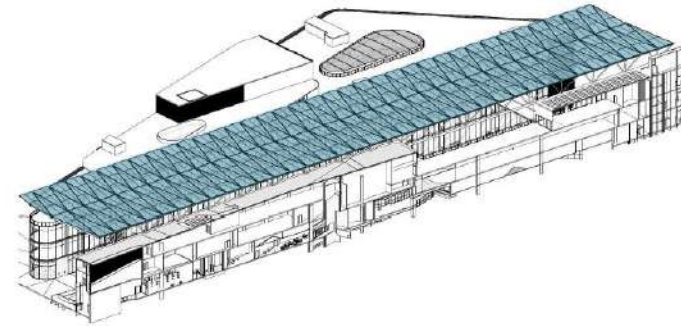


District Cooling System (DCS)



https://www.emsd.gov.hk/en/energy_efficiency/district_cooling_system_at_kai_tak_development/

Natural Cross Ventilation



Roof PV Panels

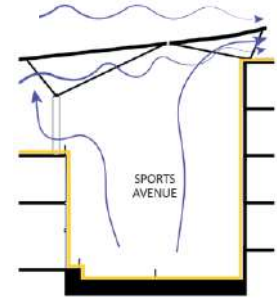


Wind Catchers



Supplier: Monodraught – X-Air Thermal Mixing Unit

KAI TAK
SPORTS PARK
啟德體育園



Natural Lighting - Light Tubes



Supplier: SolaTube - Solar Master 330

Other Features include:

- Air Induction Units (AIU)
- Outdoor PV Shelter Seating
- Rainwater Harvesting System
- City Air Purification System