

# Task Force on Kai Tak Harbourfront Development Multi-purpose Sports Complex at Kai Tak (18 Nov 2015)

# Proposed Master Layout Plan



# Master Layout Plan

A logical disposition of components under planning and site constraints, all well connected to and accessible from surrounding neighborhoods

LEGEND:

SITE BOUNDARY 圍區界線	HARD PAVED AREA AT PODIUM DECK 平台 (硬地)	RESIDENTIAL 住宅	OPEN SPACE 休憩用地
VEHICULAR ACCESS 行車通道	JOGGING TRAILS AND TRACKS 緩跑徑及跑道	COMMERCIAL 商業	OTHER USES 其他用途
PEDESTRIAN ACCESS 行人通道	CYCLE TRACK 單車徑	GOVERNMENT, INSTITUTION OR COMMUNITY 政府、機構或社區	COMPREHENSIVE DEVELOPMENT AREA 綜合發展區
GREEN AREA 綠化圍區	FOCUS FEATURE		

Kai Tak Tunnel  
(highly sensitive to external movement)

Shing Kai Road  
(bisects MPSC site)



Indoor Sports Center / Retail

Public Sports Ground

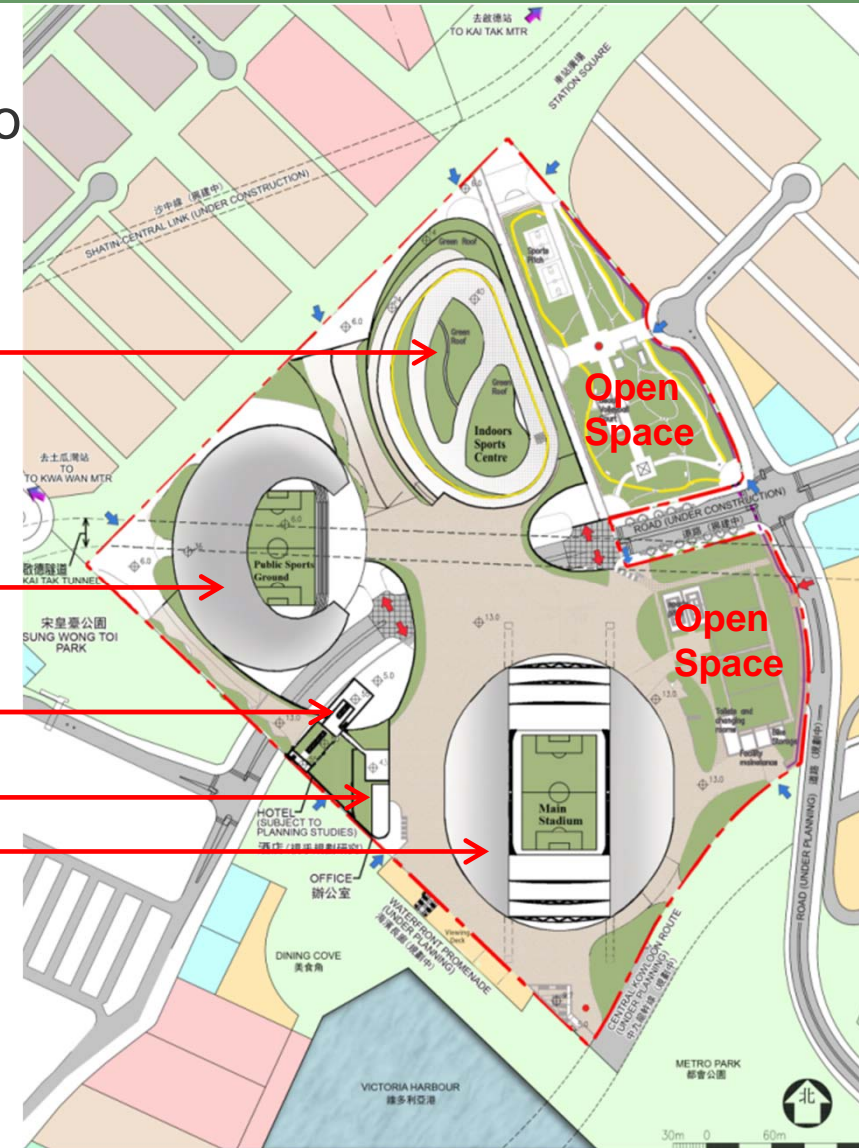
Hotel

Office

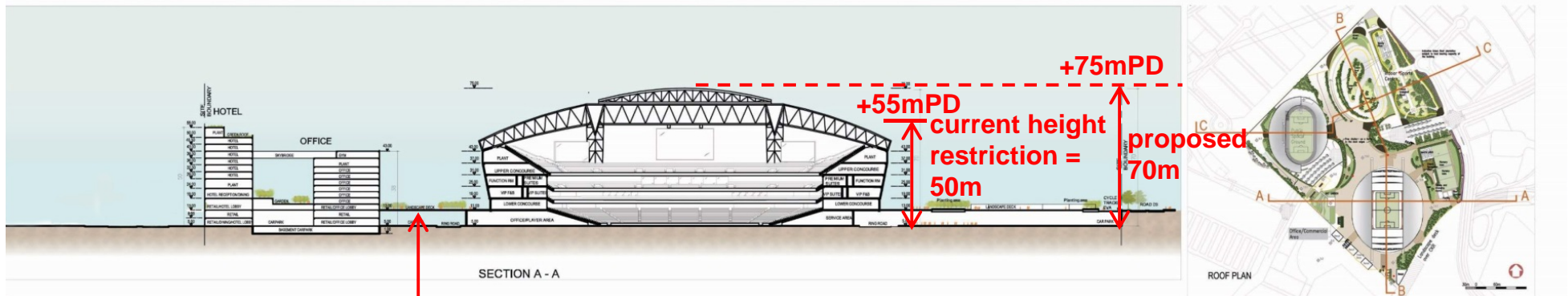
Main Stadium

Central Kowloon Route

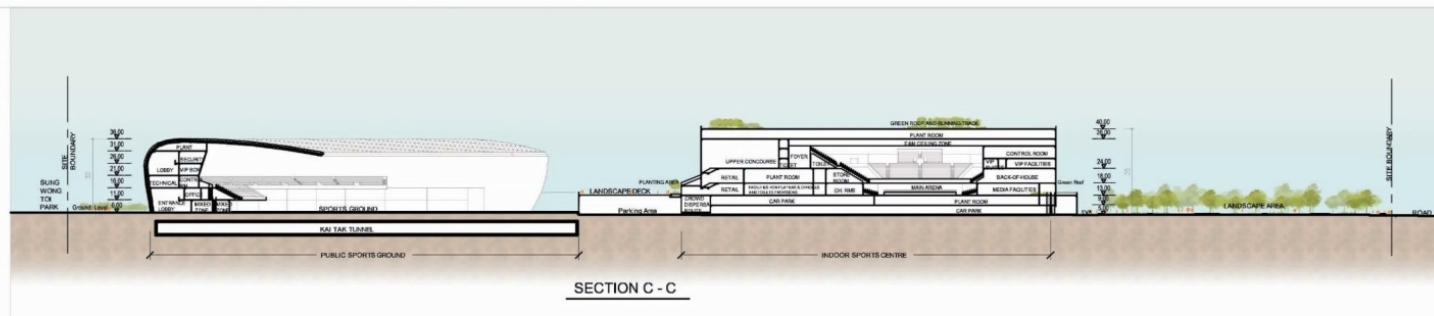
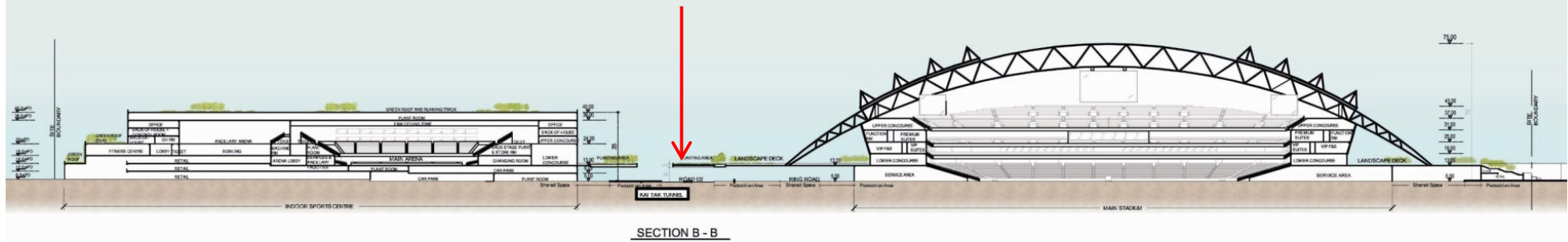
Roof Plan



# Indicative Sections

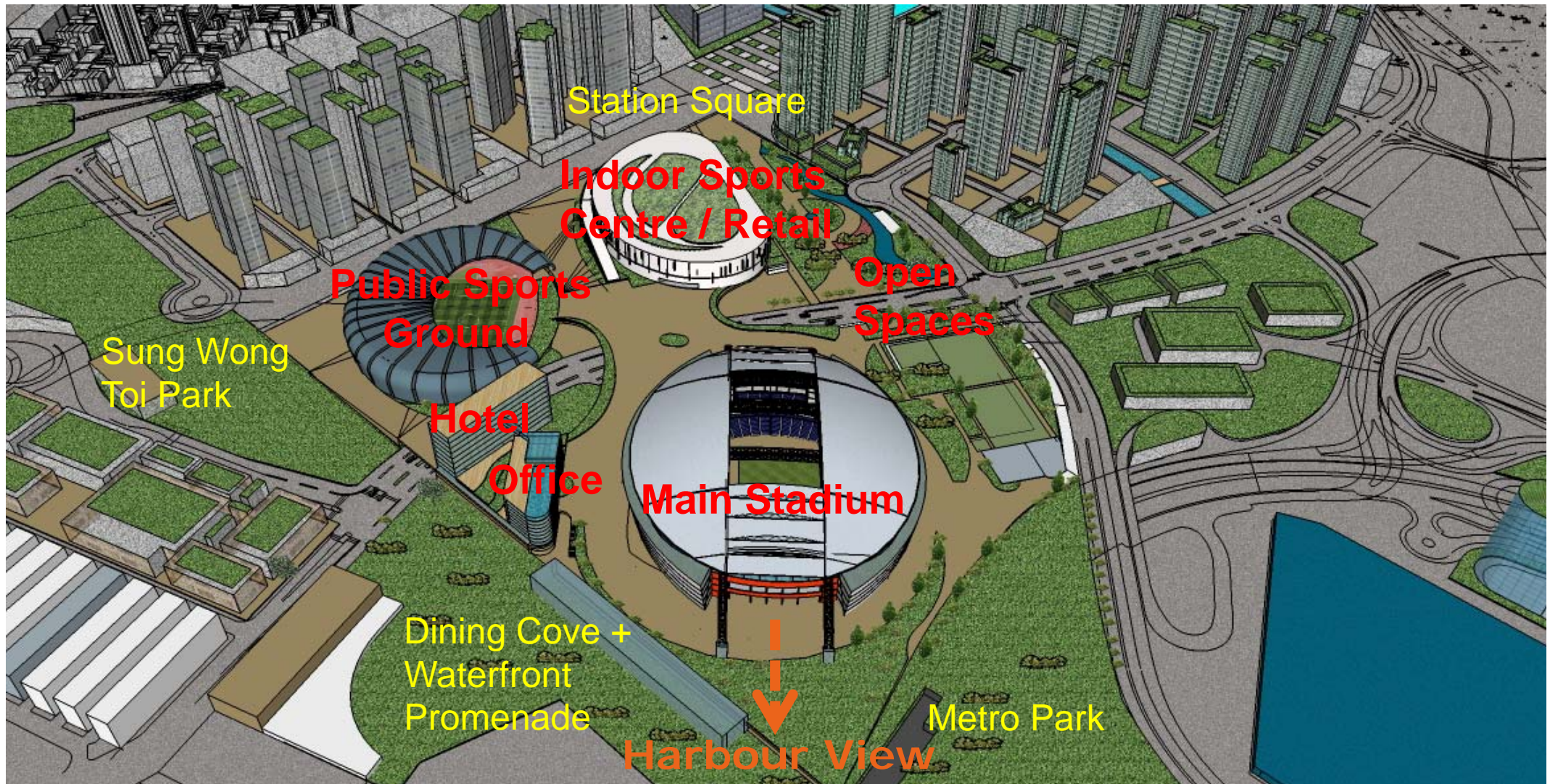


**Landscaped deck at 8m above ground connecting all facilities**

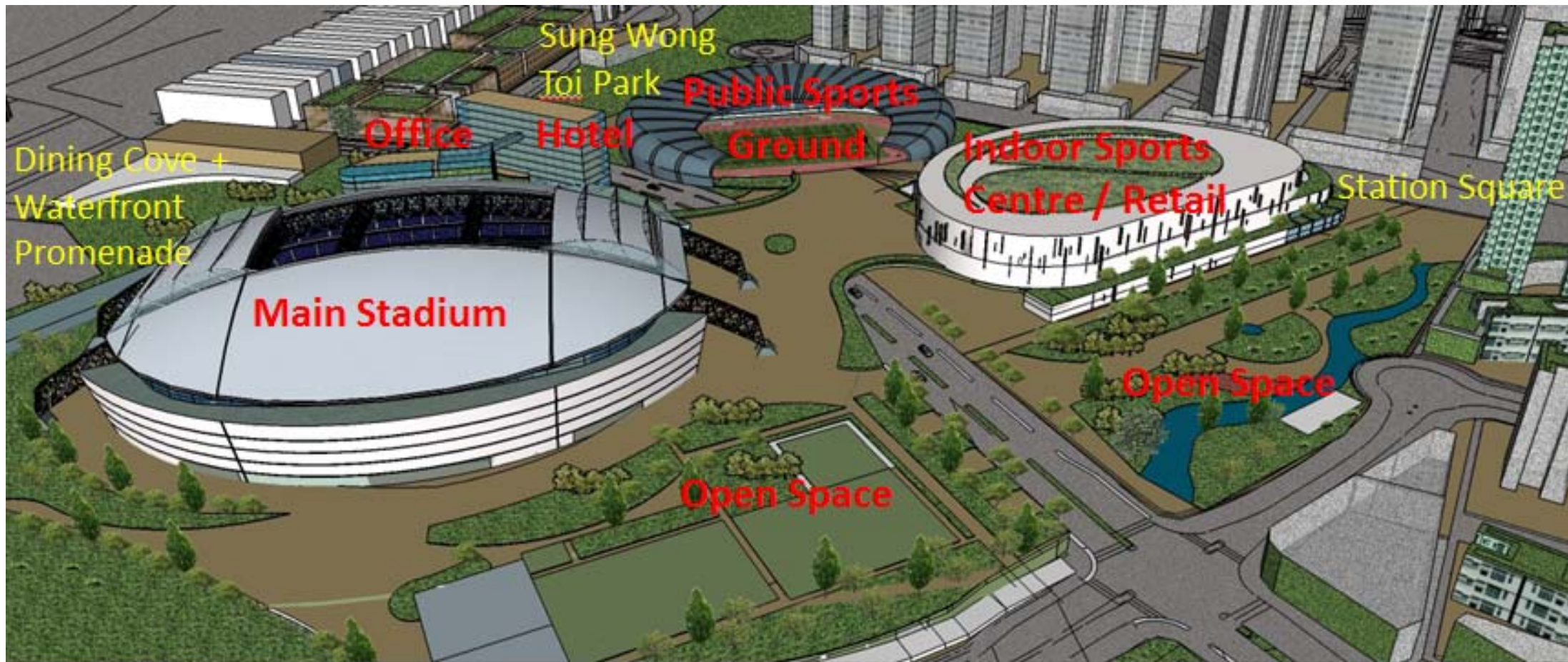


Scale: 1:2000

# Indicative 3D model (from south)



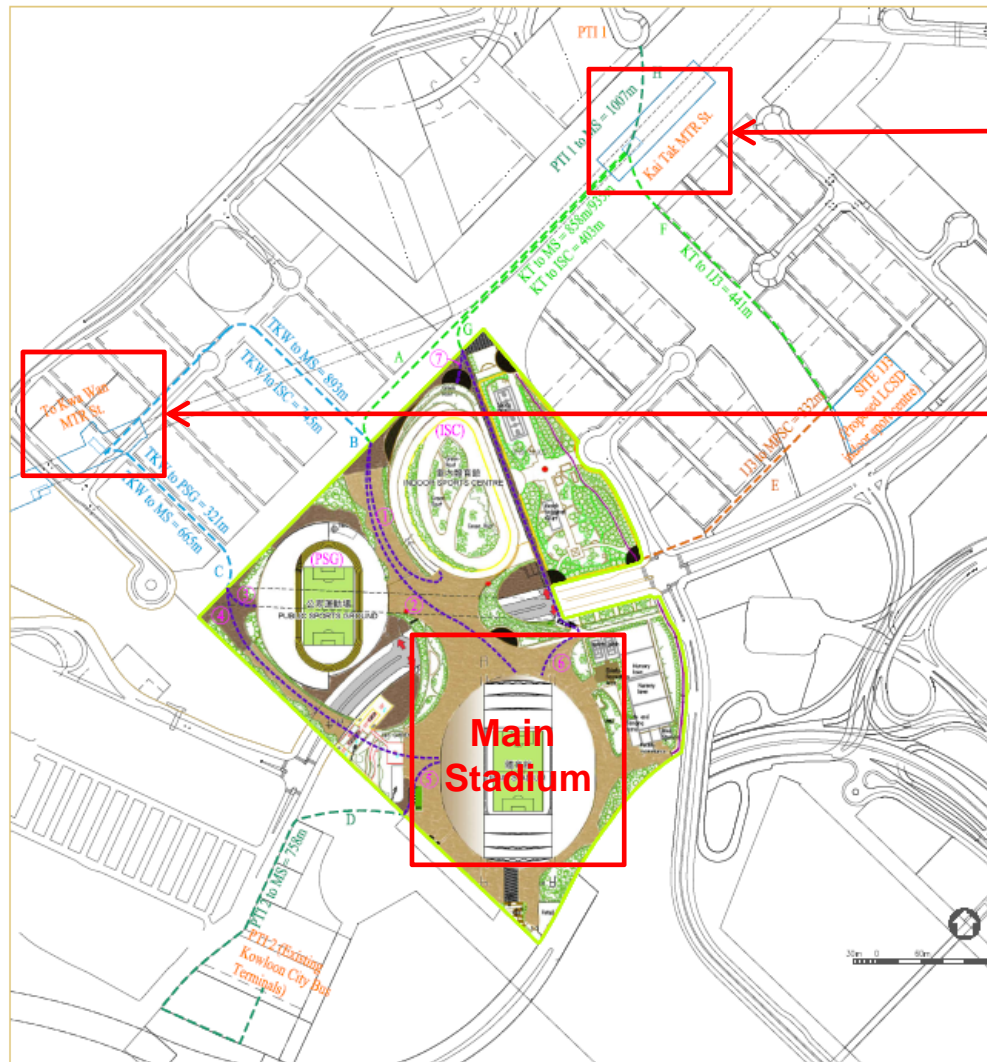
# Indicative 3D model (from east)



# Indicative 3D model (from west)



# Walking Distances to MTR Stations



940m from Main Stadium to Kai Tak Station

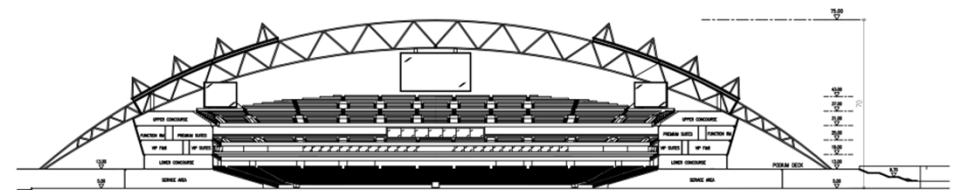
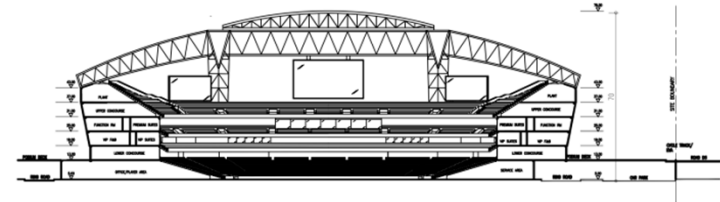
670m from Main Stadium to To Kwa Wan Station



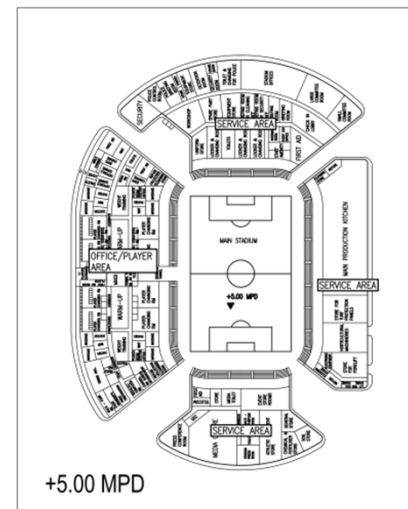


# Main Stadium

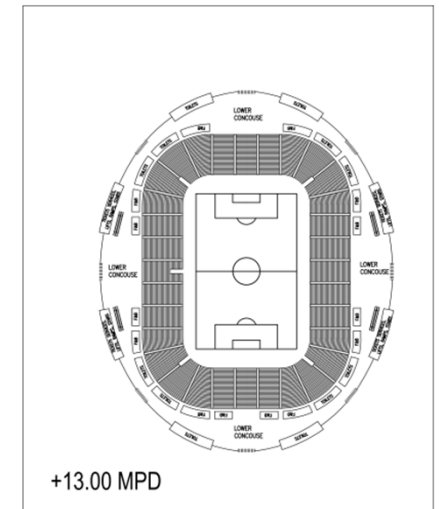
- 50 000 seat stadium mainly for events
- Multi-purpose playing surface
- Cooling and ventilation for the comfort of spectators and players
- Acoustically designed retractable roof
- Future ready IT to support broadcasting, media, security and fan experience
- Priority for sports events but versatile enough for entertainment events too



SECTIONS



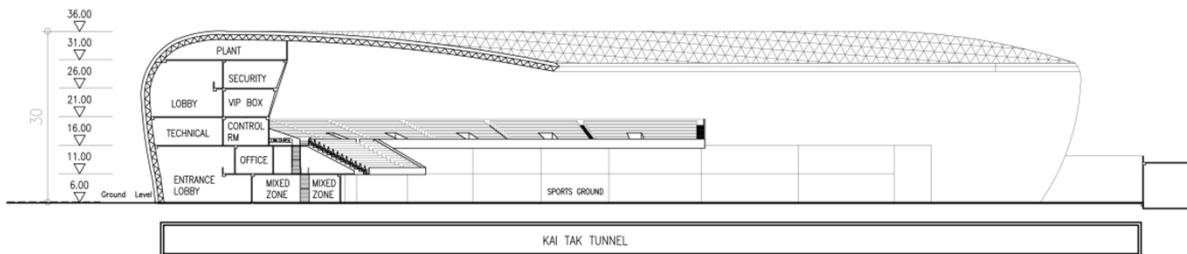
+5.00 MPD



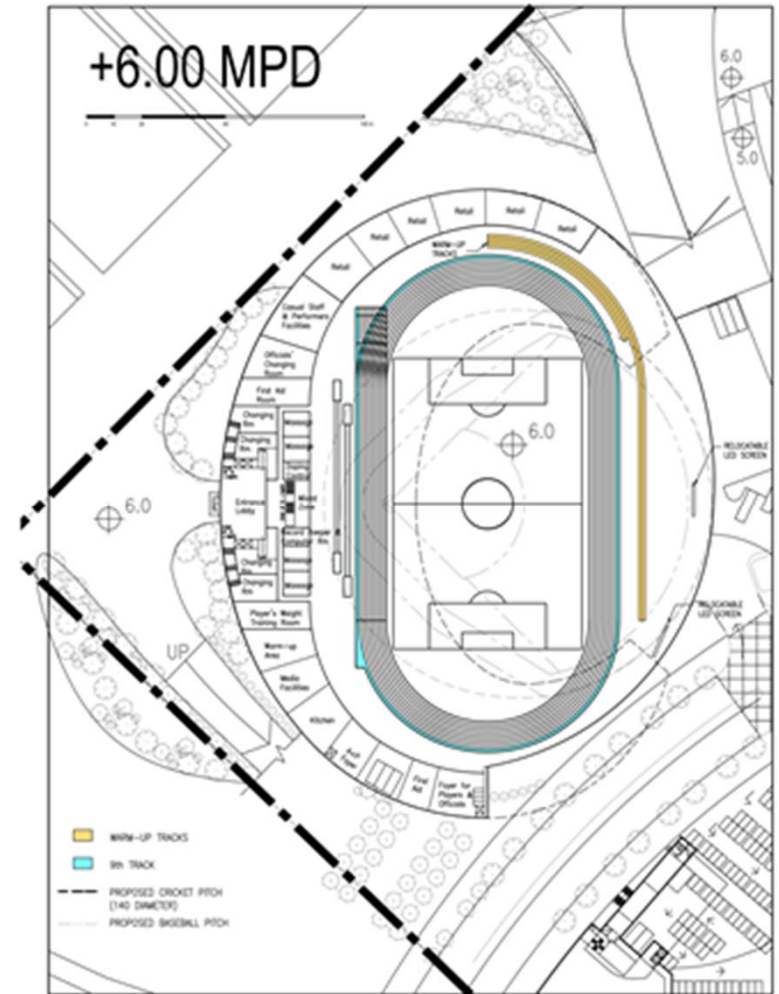
+13.00 MPD

# Public Sports Ground

- At least 5,000 seats with athletic tracks mainly for community use
- 8 + 1 running tracks plus warm up tracks
- Roof covering spectator to address noise issue
- May be used by large-pitch sports with some overlay works, subject to further technical studies



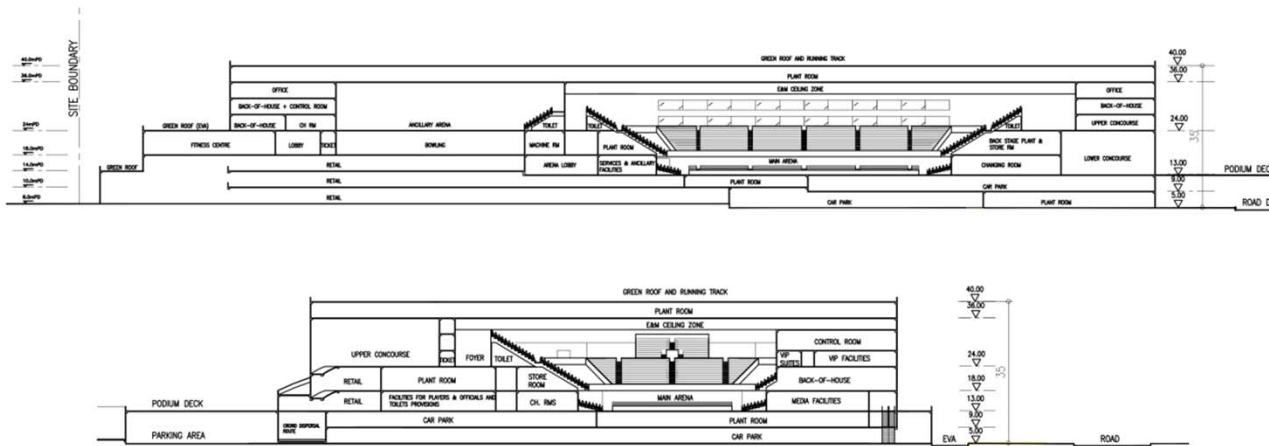
SECTION



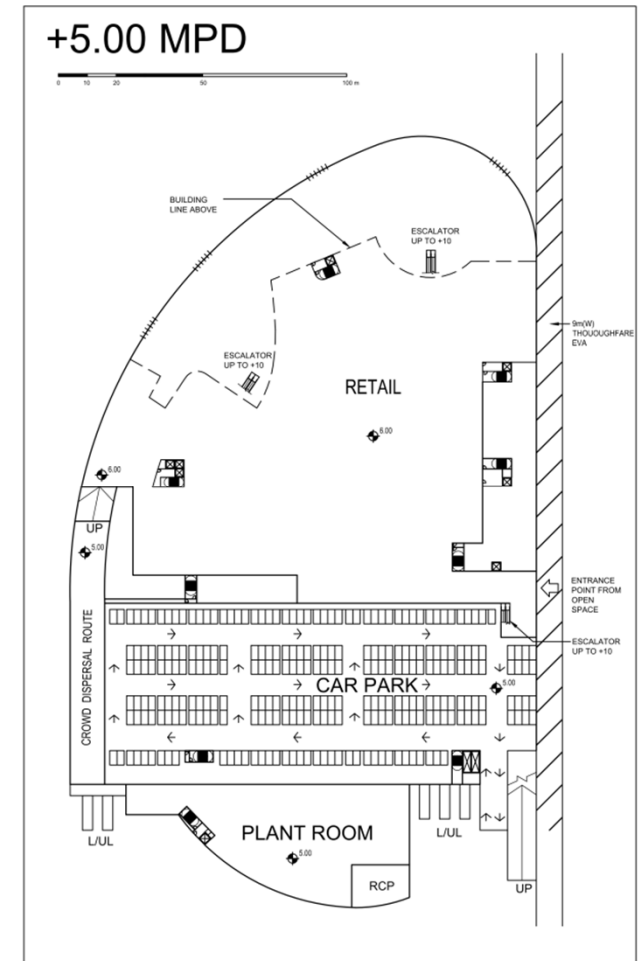
PLAN

# Indoor Sports Centre Building

- Main Arena with 5,000 seats + Ancillary Arena
- Multi-purpose function areas/rooms
- Ten-pin bowling alley
- Possible medical/ health centre
- Retail space and car parks
- Roof greening with running tracks



SECTIONS



PLAN

# Open Spaces

- More than 7 ha open space as landscaped park
- Allowing outdoor sports facilities such as tennis, volleyball, basketball, fitness stations, etc.
- Jogging track
- Cycle track linked to Kai Tak cycling network
- Opportunity for outdoor events
- Open area to support major events held in the MPSC

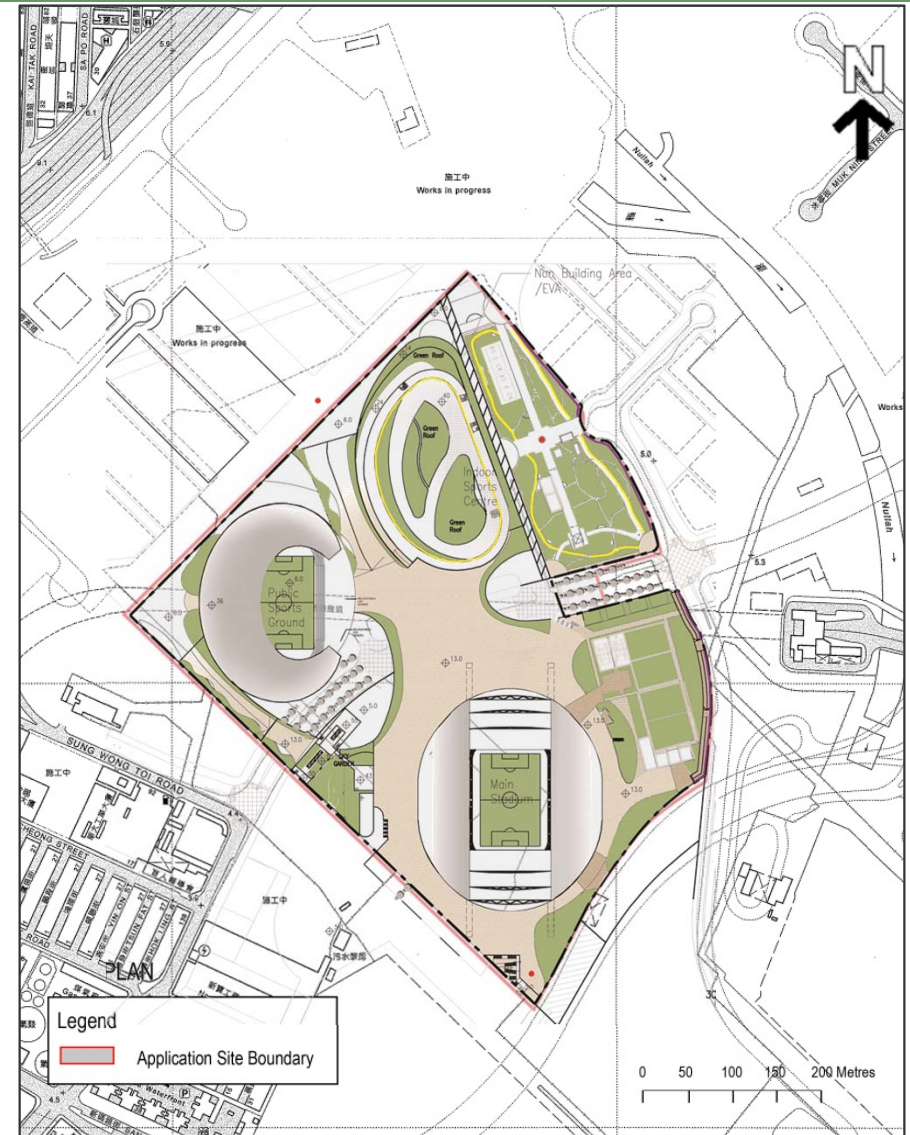


# Findings of Planning Study



# Scope of Planning Study

- The need to increase the height limit for the main stadium
- The connectivity between the northern and southern sections of the MPSC site
- The need for a hotel within the MPSC site



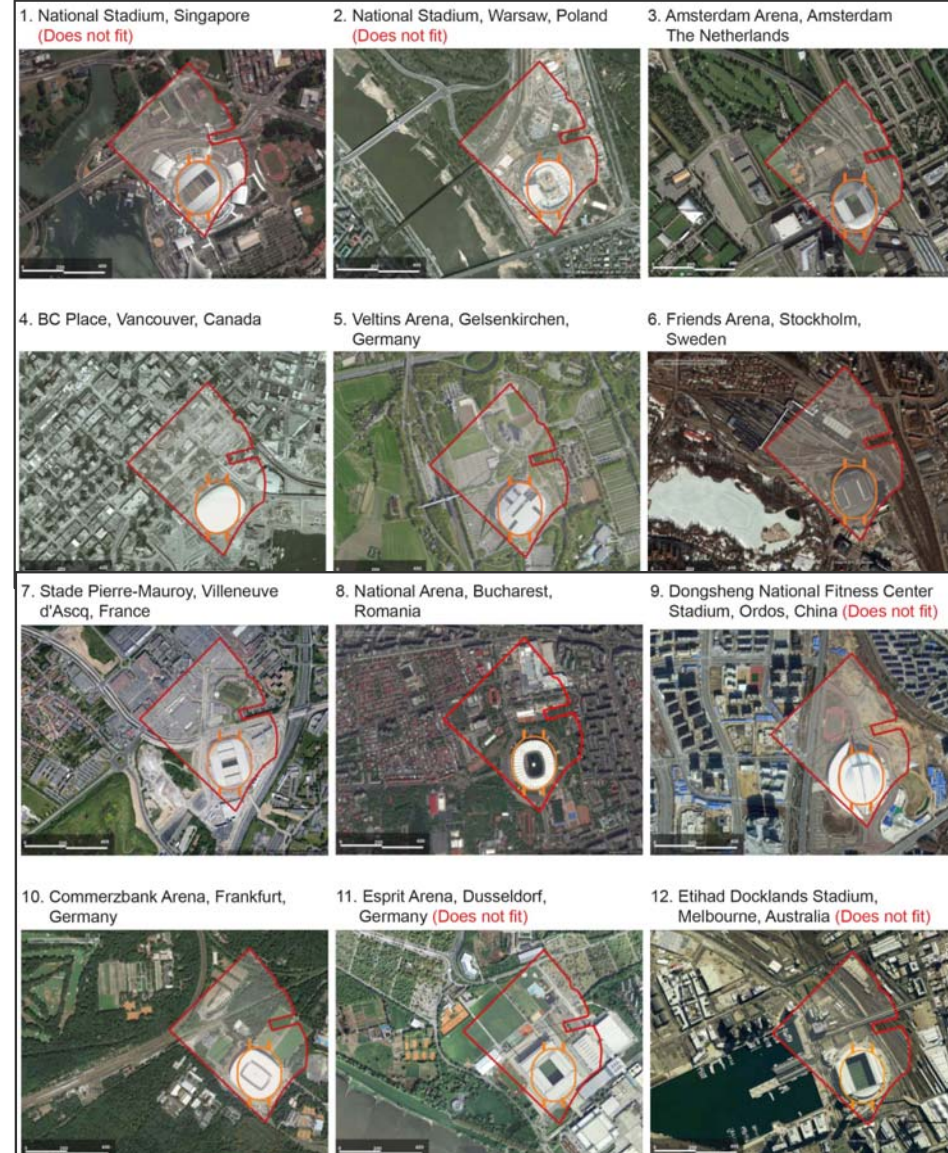
# Height Limit on the Main Stadium

The study justifies the relaxation of the building height restriction (BHR) from +55mPD to +75mPD for the proposed Main Stadium



# Height Limit on the Main Stadium

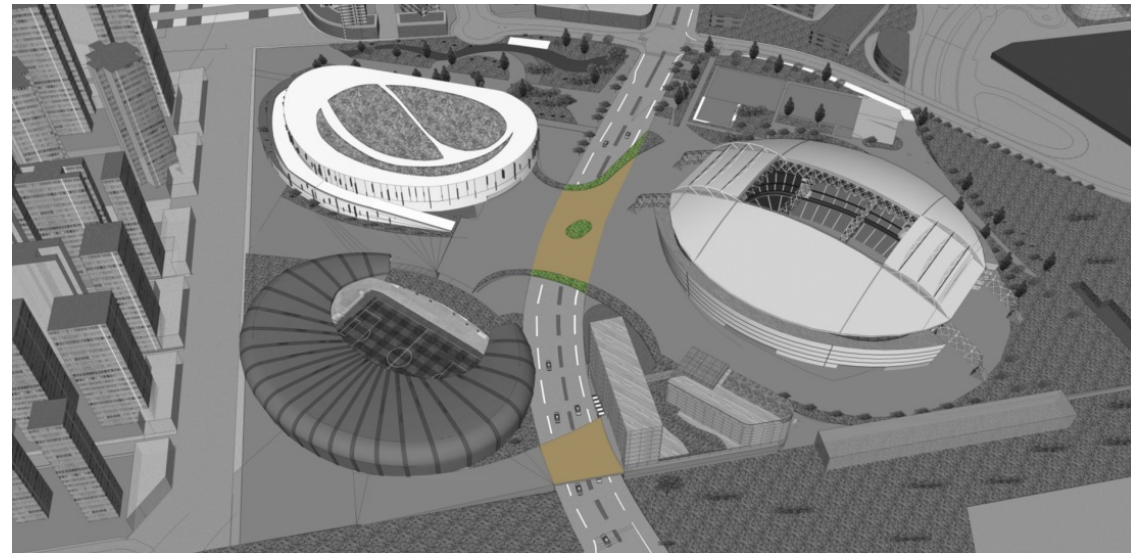
- Comparable to international standards;
- Allows flexibility for innovative design;
- Allows a smaller footprint for the MS;
- Ensures sufficient space for crowd dispersal management;
- Ensures provision of adequate vertical space:
  - for installation of a spanned truss system of a retractable roof;
  - to allow flexibility for hanging of lighting and other equipment;
- Not incompatible with the increased development intensity for KTD;
- Adds visual interest as a landmark;
- Enhances visual significance





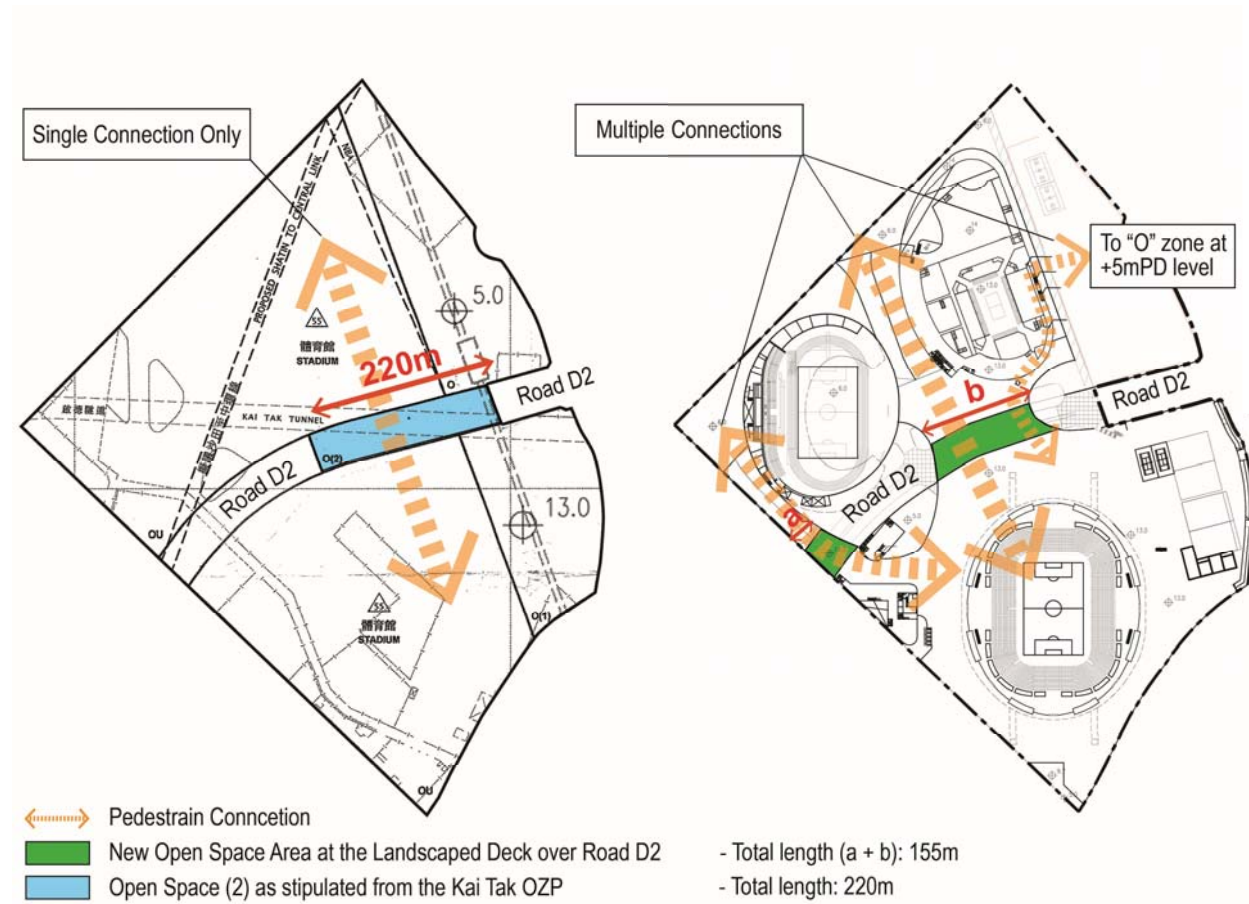
# Connectivity between Northern and Southern Sections

Amendment supports better integration of built and un-built areas within the site and enhance accessibility within and outside the MPSC site.



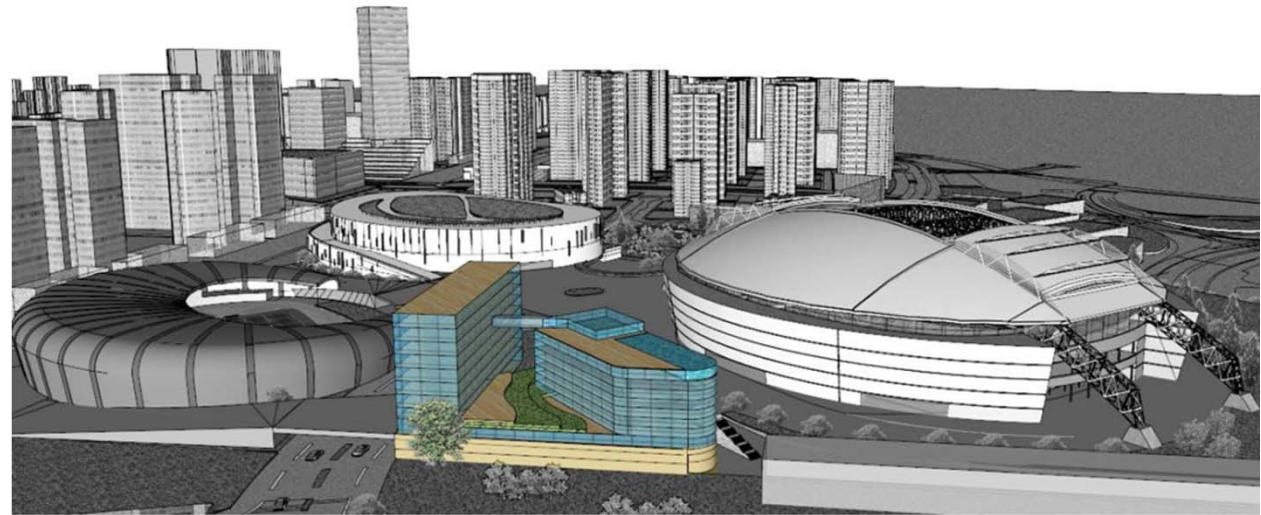
# Connectivity between Northern and Southern Sections

- Centrally located landscape deck for better pedestrian flow;
- Better crowd dispersal after events;
- Utilizes the vertical access facilities within the ISC;
- Weatherproof and more comfortable pedestrian environment;
- Minimize adverse visual impact;
- Avoid any tunnel-type structure at the portion over Road D2; and
- Direct connection to the planned To Kwa Wan MTR station.



# Need for a Hotel within the MPSC

The proposed hotel is well integrated with the various facilities through the landscaped deck and ultimately adds value to the MPSC development.



# Need for a Hotel within the MPSC

- **Meets the overall demand of**
  - Medium Tariff hotel in Hong Kong;
  - Affordable accommodation in close proximity during event days
  - 15,000 bed-spaces during any major sporting event.
- **Is Viable**
  - Commercially attractive for retail, dining, etc.
  - Direct access to the waterfront
  - Convenient linkages to the public transport network
  - No adverse impact on transportation
- **Is Essential for major sports events**
  - Minimizes unnecessary travel for athletes and officials
  - Equates with international stadiums with hotels within 500 m radius



Hilton, Fukuoka, Japan



Millenium Madjeski, Reading, UK

# The Proposals are in line with Harbour Planning Principles



# Principle 1 : Preserving Victoria Harbour

- ❑ No reclamation within the Victoria Harbour
- ❑ The proposed maximum building height of +75mPD for the main stadium is lower than the heights of the surrounding residential sites
- ❑ The building height of the proposed hotel will not exceed the current restriction in the OZP
- ❑ The proposed MPSC is not incompatible within the current planned development context viewed from the selected viewing points

# Principle 1 : Preserving Victoria Harbour

- Initial Assessment Area
- Visual Envelope and Viewing Points

## Legend:



**VP1: Metro Park**

**VP2: Kai Tak Cruise Terminal Park**

**VP3: Kowloon Bay Park**

**VP4: Proposed Kai Tak MTR Station**

**VP5: Proposed Sung Wong Toi Park**

**VP6: Hoi Sham Park**

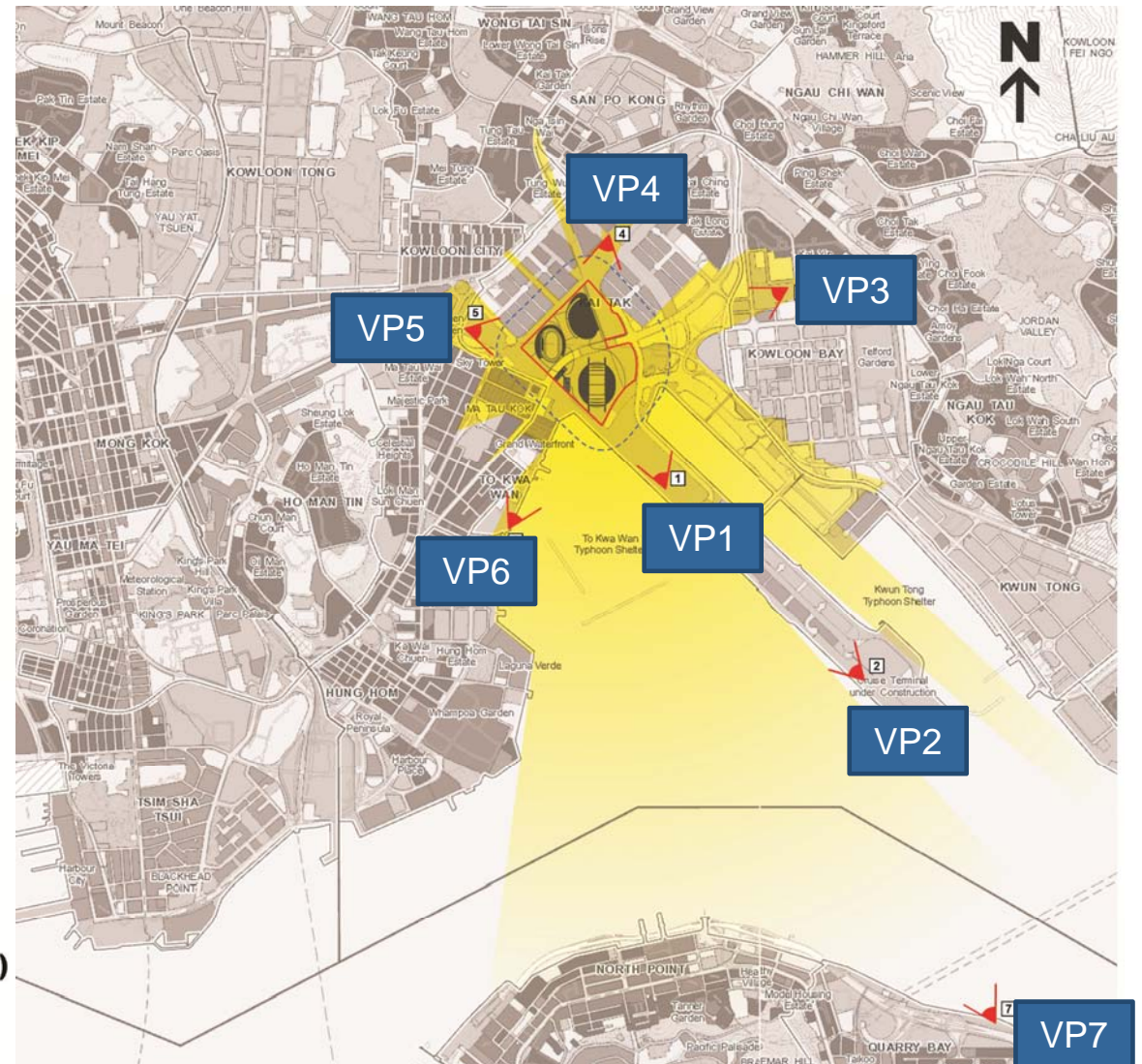
**VP7: Quarry Bay Promenade**

**The Site Boundary**

**The Proposed Development**

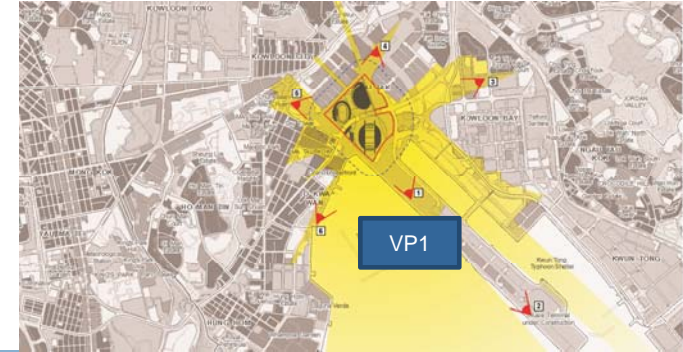
**Initial Assessment Area Boundary (IAAB) (i.e. 3H+215m)**

**Visual Envelope**



# Principle 1 : Preserving Victoria Harbour

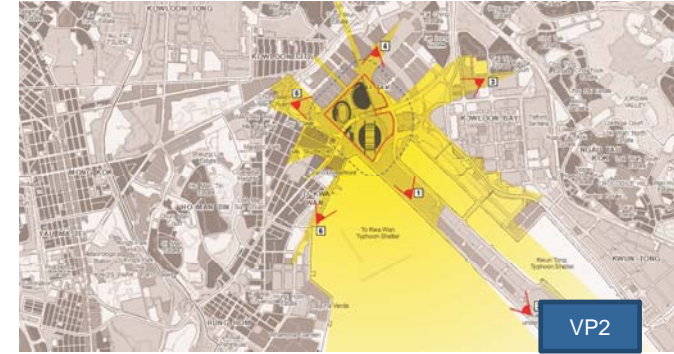
## ▣ Viewing Point 1 – Metro Park





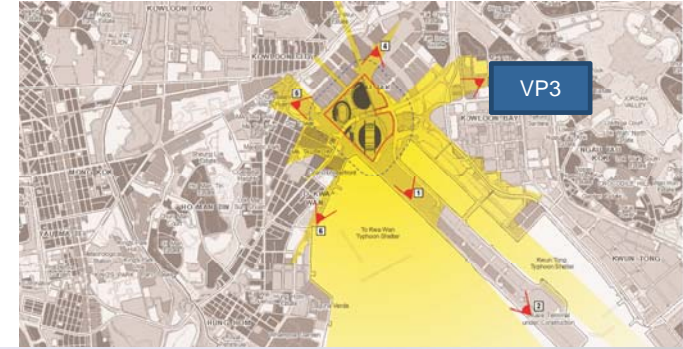
# Principle 1 : Preserving Victoria Harbour

## ▣ Viewing Point 2 – Kai Tak Cruise Terminal Park



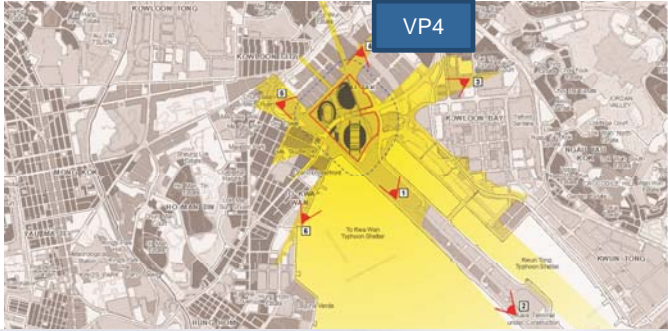
# Principle 1 : Preserving Victoria Harbour

## ▣ Viewing Point 3 – Kowloon Bay Park



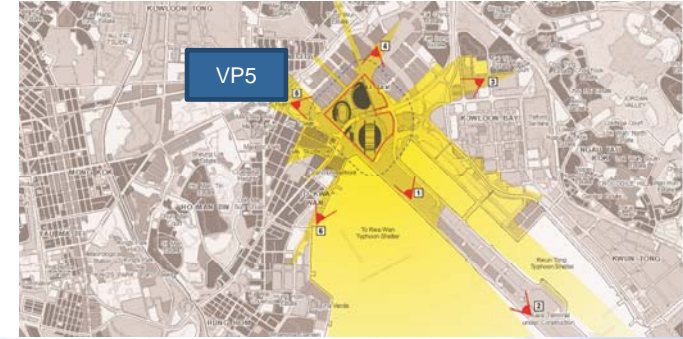
# Principle 1 : Preserving Victoria Harbour

- Viewing Point 4 – Proposed Kai Tak MTR Station



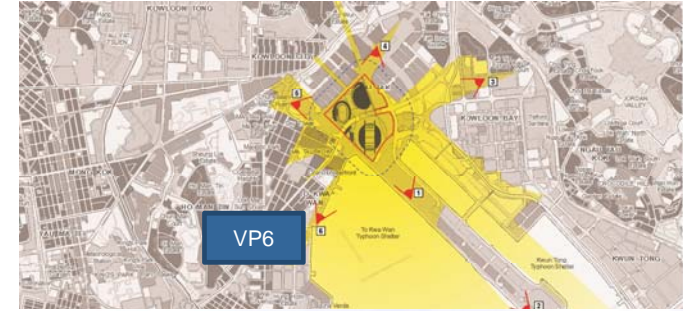
# Principle 1 : Preserving Victoria Harbour

## ▣ Viewing Point 5 – Proposed Sung Wong Toi Park



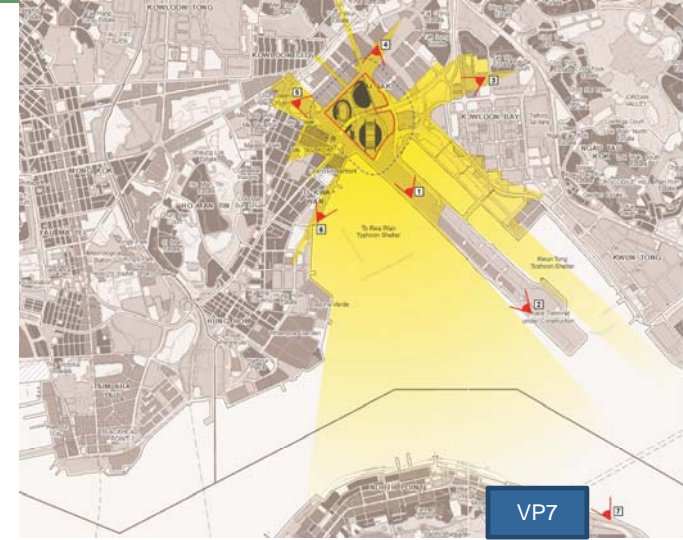
# Principle 1 : Preserving Victoria Harbour

## ▣ Viewing Point 6 – Hoi Shum Park



# Principle 1 : Preserving Victoria Harbour

## ▣ Viewing Point 7 – Quarry Bay Promenade



# Principle 2 : Stakeholder Engagement

	Activities
Jan 2014	Consulted Task Force on Kai Tak Harbourfront Development
Feb 2014	Briefed the Home Affairs Panel of the Legislative Council
Dec 2014- Jan 2015	Consulted the Leisure and District Facilities Management Committees of the Kowloon City, Kwun Tong and Wong Tai Sin District Councils
Feb 2015	Briefed the Home Affairs Panel of the Legislative Council
Jul 2015	Appointed an operations consultant to engage the sports sector and other potential users of facilities at MPSC
	Regular consultation with the Sports Commission



# Principle 3 : Sustainable Development

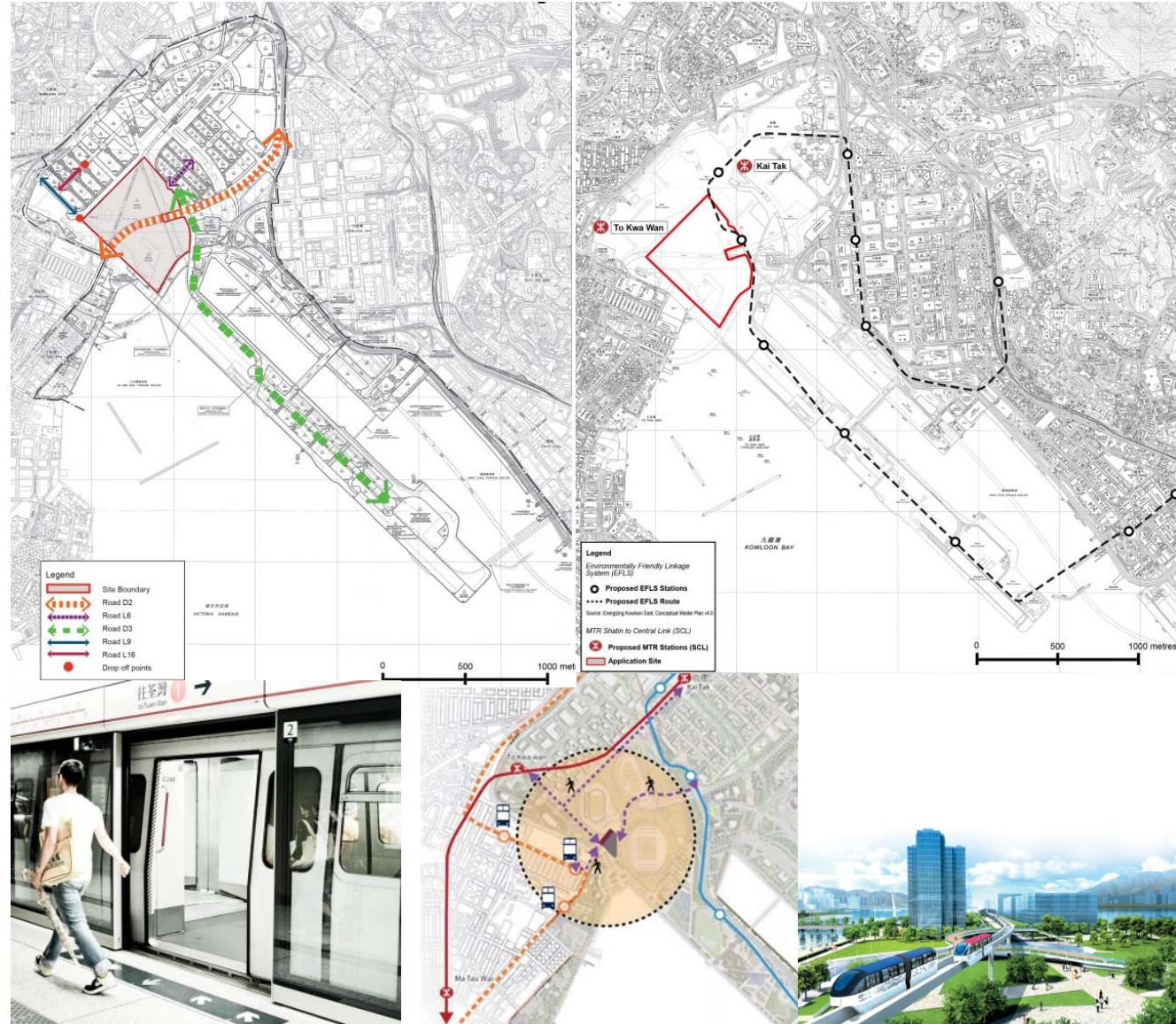
- Responds to the policy support to develop multi-purpose sports facilities to enhance the quality of the overall sports development in Hong Kong
- A great venue to host major events and performances
- Promotes health, well being and higher quality of life
- Technical assessments to ensure sustainable development in terms of
  - traffic
  - environmental
  - air ventilation perspectives





# Principle 3 : Sustainable Development

- Easy access to public transit including
  - buses
  - the new MTR Stations on the Shatin Central Link - Kai Tak MTR Station and To Kwa Wan MTR Station
- People visiting major events will be encouraged to use public transportation



# Principle 4 : Integrated Planning

- The proposed MPSC Development is:
  - Strategically located
  - Well-integrated
  - Surrounded by open space projects



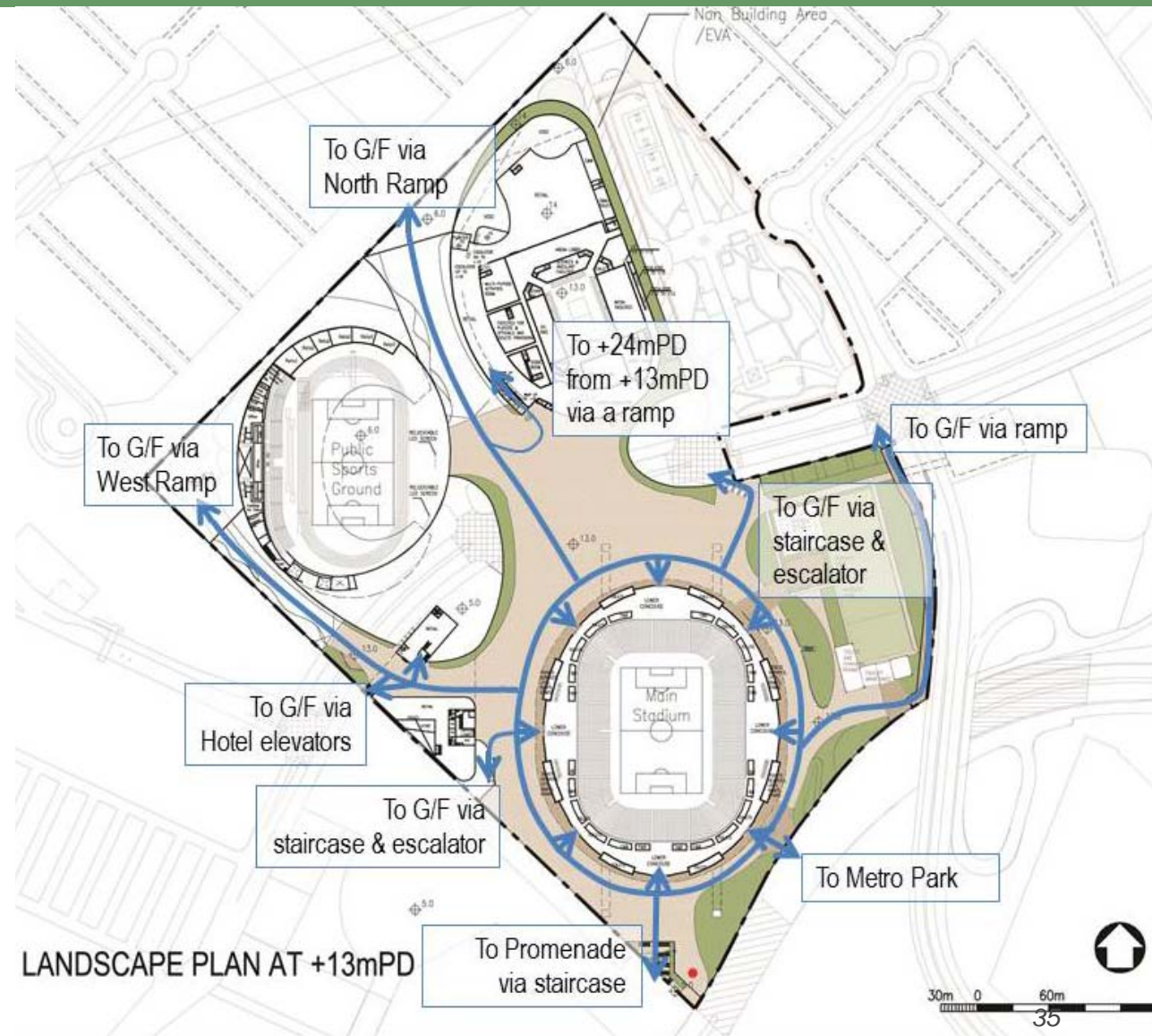
# Principle 4 : Integrated Planning

- Other under planning and construction projects in the KTD include:
  - the Shatin to Central Link
  - Central Kowloon Route
  - Road D2
  - Road D3
  - Environmental Friendly Linkage System (EFLS)
- Continuity and connectivity ensured between MPSC and these projects
- Multiple connections provided to surrounding neighbourhood



# Principle 4 : Integrated Planning

- Key aspects in the planning and design
  - Pedestrian Orientation
  - Pedestrian Connectivity
- The landscape deck ensures:
  - comprehensive pedestrian network
  - convenient, comfortable and safe environment for pedestrians
  - overall connectivity and
  - the connection between the “O” zone and “O(1)”



# Principle 4 : Integrated Planning

- Landscaped deck at +13mPD
  - Integrates buildings within MPSC
  - Connects open space at various levels
  - Facilitates crowd dispersal
  - Enhances pedestrian connectivity between the MTR station and the Metro Park and the waterfront
  - Connects to the cruise terminal
  - Direct access to the planned To Kwa Wan MTR station and Ma Tau Kok.



# Principle 5 : Proactive Harbour Enhancement

- Create significant new landmark at Kai Tak
- Add visual interest to the Harbour
- Adopt stepped height profile as the urban design concepts of rising from the waterfront to inland areas
- Building height compatibility considered in the harbour-front areas



# Principle 6 : Vibrant Harbour

- A Synergy for the planned waterfront node
- An attractive waterfront destination
- Integrated Active zones



# Principle 6 : Vibrant Harbour

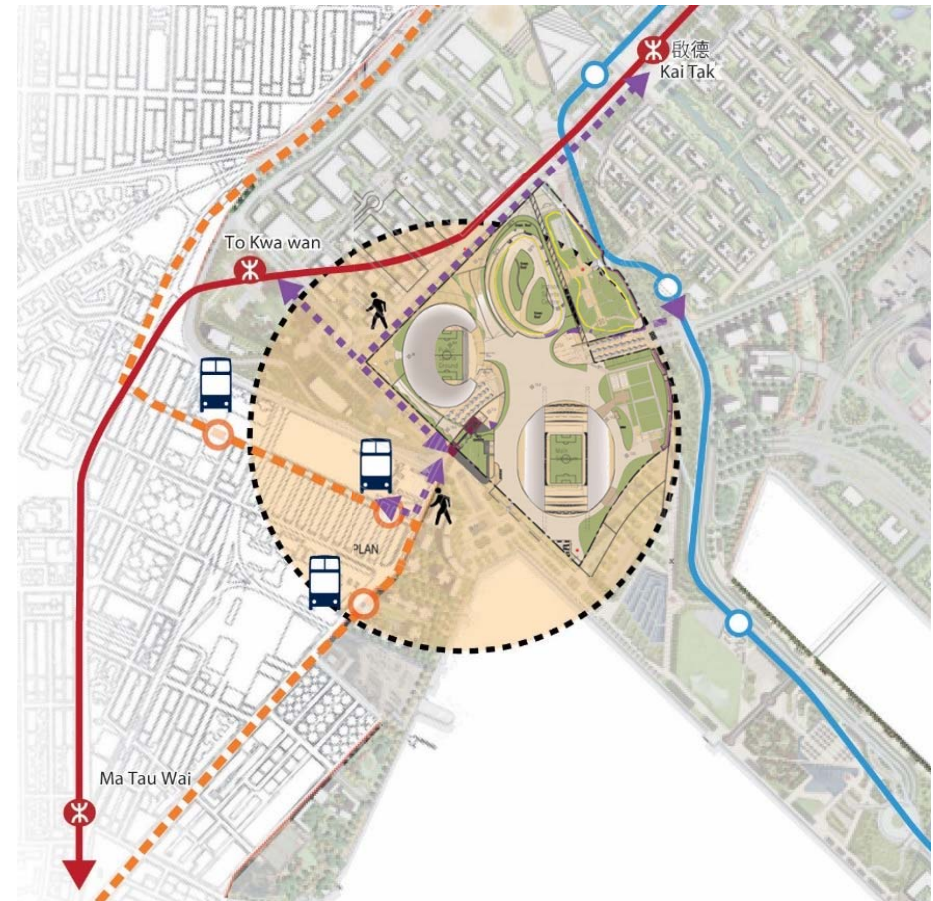
- ❑ Hospitality, leisure, entertainment, retail and dining services
- ❑ Marine and logistics activities are not impeded
- ❑ Benefits the neighbouring residential complex
- ❑ MPSC- an activity node for sports and other major events
- ❑ Landmarks and Focus Points to allow the public to orient itself within and around the site





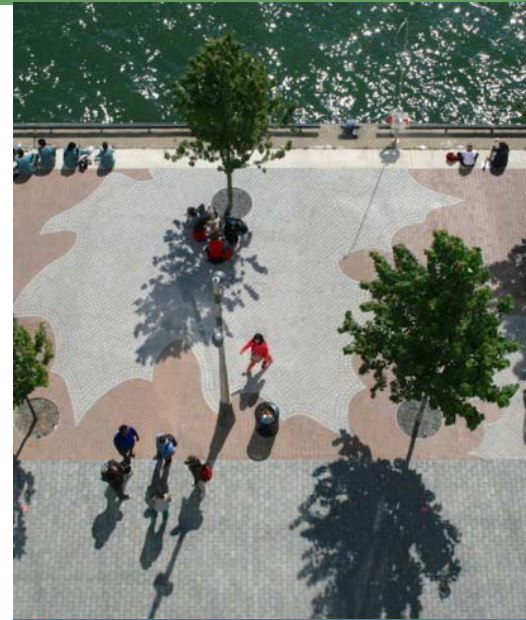
# Principle 7 : Accessible Harbour

- Ambient pedestrian environment for convenient access to the Victoria Harbour through
  - ramps
  - landscape decks
  - vertical access facilities
- Accessible Victoria Harbour through MPSC:
  - Close to the To Kwa Wan MTR station (within 10 mins)
  - Convenient linkage to the Kai Tak MTR station
  - Pedestrian friendly connection from nearby transit points to the harbour



# Principle 7 : Accessible Harbour

- The harbourfront is accessible from
  - ▣ the ground level
    - from the retail uses within the commercial complex
    - and through the open space at grade
  - ▣ the landscape pedestrian deck
    - through the commercial complex and
    - main stadium through retail uses within



# Principle 8 : Public Enjoyment

- ❑ The proposed activities - sporting, recreation, retail, dining, etc. are compatible with the neighbouring landuse
- ❑ Proposed activities add diversity to the landuse
- ❑ More opportunities for the public to enjoy the harbourfront areas
- ❑ Raised landscaped deck, would provide an elevated vantage point
- ❑ No major infrastructure development along harbourfront



# Advice Sought

- Members are invited to comment on the proposed master layout plan and the findings of the MPSC planning study

