

Task Force on Kai Tak Harbourfront Development

For discussion
on 29 March 2018

TFKT/03/2018

Kai Tak Sports Park Proposed Temporary Works Areas

PURPOSE

This paper seeks Members' views on the revised proposal on temporary works areas for the Kai Tak Sports Park (the Sports Park) project.

BACKGROUND

2. We briefed the Task Force on Kai Tak Harbourfront Development (KTTF) on the proposed temporary works areas for the Sports Park project on 1 November 2017 (paper TFKT/19/2017 is at **Annex I**).

3. At the meeting, Members raised the following over our proposal:

- (a) the feasibility of providing temporary barging facility within the project site;
- (b) the Sports Park project should share use barging facilities with nearby works projects;
- (c) implications if the proposed temporary works areas are not available; and
- (d) the proposed temporary turf nursery might deprive the potential for opening up the site for public enjoyment of harbourfront.

REVISED PROPOSAL

4. Taking into account of Members' concerns, we have revised our previous proposal as follows:

- (a) The proposed temporary works areas will only include the barging facility, with the turf nursery removed. There will be a significant reduction in total area: from 37 800 m² to 17 800 m². A plan showing the temporary works areas under the original and the revised proposal is at **Annex II**; and
- (b) The barging facility to be taken up by the Sports Park project will share use with other major projects in Kai Tak instead of each project having its own barging facility (details are explained in paragraph 6).

RESPONSE TO MEMBERS' CONCERNS

Temporary barging facility within project site

5. Setting up a temporary barging facility within the Sports Park project site is not feasible as marine traffic to the seafront of the site will cease during the construction of the Central Kowloon Route (CKR). **Annex III** shows the marine working area of CKR project.

Share use of barging facilities

6. In the past few months, we have been working hard with project owners of other infrastructural works in Kai Tak on the share use of barging facilities. With the Sports Park project taking over part of the existing Kai Tak Barging Facility from Shatin to Central Link (SCL) in end 2018, there will be three operators of barging facility on the former runway, namely the Sports Park, CKR and SCL. Agreements have been reached that barging facilities operated by the Sports Park and CKR will be shared with Road D3 (Metro Park Section), the New Acute Hospital and any other new projects, subject to the capacity of each facility. The barging facility of SCL is currently operating under full capacity for SCL until early 2019. Subject to the progress of SCL works, the possibility of sharing SCL barging facility with other projects will be reviewed in Q1 2019. The handling capacity of and forecast demand for the concerned barging facilities are shown at **Annex IV**. Indicative construction programmes and envisaged use of the barging facilities of the user projects are shown at **Annex V**.

Year-by-year position of works sites and works areas

7. To address Members' concern for a holistic picture on the progress of the concerned section of the former runway, we collated information from key project owners and prepared **Annex VI**, which gives year-by-year snap-shots on position of works sites and works areas from now to 2025.

Implications if the proposed temporary barging facility is not available

8. The Sports Park, which includes over 1.5 hectares of harbourfront promenade in the Dining Cove area, is one of the key developments in Kai Tak harbourfront targeted for completion by 2023. It plays a major role in public enjoyment, vibrancy, accessibility and connectivity of the harbourfront and its early completion is in the interest of the Kai Tak area, the community of Kowloon East and the whole territory. Early public enjoyment of other harbourfront development proposals, e.g. the GreenWay, the Metro Park, etc., also depends on the Sports Park as it provides vital pedestrian connections between the north, where the MTR stations are located, and the south of the Kai Tak Development across Road D2. Without the proposed temporary barging facility, not only the Sports Park, but also other key projects for public enjoyment of the harbourfront will be delayed by at least 12 months.

9. We consulted the Kowloon City District Council (KCDC) on 16 November 2017. The KCDC strongly supported using barging facility to bring in and take away construction and demolition (C&D) materials and pre-cast units. To the community living in Kowloon City, traffic congestion, air pollution and noise nuisance generated by failing to make use of existing barging facilities would greatly affect its daily lives.

ADVICE SOUGHT

10. Members are invited to give views on the revised proposal for temporary works areas for the Sports Park project and note our response to concerns previously raised by the Task Force.

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ATTACHMENTS

Annex I	Paper No. TFKT/19/2017 (with attachments)
Annex II	Plan on Proposed Temporary Works Areas
Annex III	Marine Working Area of Central Kowloon Route
Annex IV	Forecast on Capacity and Usage of Barging Facilities for Disposal of C&D Materials
Annex V	Indicative Programmes of the Projects using the Barging Facilities
Annex VI	Year-by-year Position of Works Sites and Works Areas

**Home Affairs Bureau
March 2018**

Task Force on Kai Tak Harbourfront Development

For discussion
On 01 November 2017

TFKT/19/2017

Kai Tak Sports Park

Progress Updates and Proposed Temporary Works Areas

PURPOSE

This paper updates Members on the progress of the Kai Tak Sports Park (the Sports Park) and seeks Members' views on the proposed works areas for the project.

BACKGROUND

2. The Sports Park occupies an area of over 28 hectares at the North Apron of the former Kai Tak Airport (**Annex A**). It is the largest sports infrastructure project in Hong Kong with an array of high-quality multi-purpose sports venues, community sports facilities, open space, park features, office and hotel accommodation, retail space, and food and beverage outlets. The major sports venues in the Sports Park include a 50 000-seat main stadium with acoustic retractable roof, a public sports ground and an indoor sports centre.

3. In January 2014, we briefed the Task Force on Kai Tak Harbourfront Development (the Task Force) on the general scope of the project. In November 2015 and October 2016, we briefed the Task Force on the indicative master layout plan of the Sports Park (at **Annex B**) and the findings of Urban Design Study in support of a planning application to the Town Planning Board on inter alia. relaxation of height limit for the main stadium from 55 metres above principal datum (mPD) to 70 mPD and inclusion of hotel development to support the hosting of major events in the Sports Park. Members had provided invaluable views to the project and had no objection to the planning application, which was subsequently submitted to the Town Planning Board and approved in March 2017.

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PROGRESS OF THE SPORTS PARK

Environmental Impact Assessment

4. The Sports Park is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and an Environmental Permit is required for its construction and operation. The EIA Report for the Sports Park concluded that with the implementation of recommended mitigation measures, the Sports Park would not cause unacceptable impact to the environment. The key recommended mitigation measures include an acoustic retractable roof to reduce noise impacts arising from events in the Main Stadium; specific routes for dispersing spectators underneath the landscaped deck of the Sports Park for major events in the Main Stadium ending after 10:30 pm to minimise noise nuisance from crowd dispersal; provision of electric vehicle (EV) charging facilities in at least one-third of the private car parking spaces, and provision of EV charging enabling facilities at all private car parking spaces to reduce the vehicular emission impact arising from traffic induced by the project. The Environmental Protection Department approved the EIA Report for the Sports Park project after taking into account the comments received from the public and the Advisory Council on the Environment under the EIA Ordinance on 6 January 2017 and issued the Environmental Permit on 8 September 2017.

Funding Approval and Tendering

5. The funding application for developing the Sports Park was approved by the Finance Committee of the Legislative Council on 23 June 2017. We invited applications for the prequalification of tenderers for the Sports Park from 28 April to 21 July 2017. Out of the six applications received, three applicants attaining the highest scores have been selected as pre-qualified tenderers. We will invite all pre-qualified tenderers for tender submissions soon. We aim at awarding the contract in 2018 for completion of the Sports Park in around 2022-2023.

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TEMPORARY GOVERNMENT LAND ALLOCATION FOR WORKS AREAS

Proposal

6. To facilitate the construction of the Sports Park, we propose to take up three sites with a total area of 37 800 m² near the Sports Park site (as shown at **Annex C**) for the following uses:

- (a) a temporary barging facility (Site A) with an area of about 6 800 m² to facilitate transport of surplus excavated materials to the disposal sites and delivery of construction materials for a period of about 4 years, tentatively from late 2018 to late 2022;
- (b) a temporary stockpile area (Site B) with an area of about 11 000 m² for excavated materials for a period of about 4 years, tentatively from late 2018 to late 2022¹; and
- (c) a temporary turf nursesey area (Site C) with an area of about 20 000 m² for testing and growing turf for the Main Stadium and Public Sports Ground of the Sports Park for a period of about 5 years, tentatively from late 2018 to late 2023¹.

Justifications

7. In view of the large scale of the Sports Park project, a substantial amount of excavated materials will be generated from the construction works. To handle these excavated rock and soil in a more environmentally friendly manner, we propose to set up a temporary barging facility (Site A) supported by a temporary stockpile area (Site B). With these facilities, the excavated materials may be sorted for re-use by the project, surplus may be stored temporarily and then delivered via marine transport to the Hong Kong International Airport Three-runway System and Tung Chung New Town Extension projects for re-use or to the Tseung Kwan O Area 137 Fill Bank. The proposed arrangement will not only allow the re-use of excavated materials to the largest extent

¹ Where necessary, site office may also be set up in Site B and Site C.

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thus reducing construction waste but also minimize the environmental and traffic impacts arising from land transportation of excavated materials. The temporary barging facility (Site A) and stockpile area (Site B) can also be used for the delivery and storage of large prefabricated units for the construction works.

8. The temporary turf nursery (Site C) is proposed for conducting turf trials and turf growing for the Main Stadium and the Public Sports Ground. Experience in Hong Kong and abroad has shown that early trials under local climate are essential to identify the suitable turf system which can on one hand produce quality playing surface meeting the requirements of international football and rugby matches while on the other hand is versatile enough to cope with the demand of non-turf events. The Contracted Party of the Sports Park will be required to fully test their proposed turf system and prove to our satisfaction the system they will adopt fully meets the requirements of various events and has a low risk of failure. After the trials, the site will be used for growing the first set of pitches for moving into the Main Stadium and the Public Sports Ground while the Sports Park is still under construction.

9. The proposed temporary barging facility (Site A) is currently part of the Kai Tak Barging Facility for the Shatin to Central Link (SCL). The Contracted Party of the Sports Park will take over the site in due course. We have explored the feasibility of the Sports Park for joint use of the barging facility of the Central Kowloon Route (CKR). However, the capacity of one barging point cannot handle the demand of both projects. The proposed scale of the temporary works areas is considered reasonable. **Annex D** indicatively shows how the temporary works areas may be used.

10. The use of Site A, B and C as temporary works areas of the Sports Park is not in conflict with the long term development programme of these sites. According to the Kai Tak Outline Zoning Plan No. S/K22/4, the sites are zoned "Open Space", on which the proposed Metro Park (for Site A and B) and Runway Park Phase 2 (for Site C) are planned to be built. The planning of these open space projects is at an early stage. We shall consult the Kowloon City District Council and this Task

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Force on the project scope and facilities to be included in the two projects in the coming few years. We will keep in view the progress of these projects and, if required, return sites in phases to relevant departments for their implementation.

11. The use of Site A, B and C as temporary works areas for the Sports Park is not in conflict with the proposed GreenWay system along the waterfront as shown at **Annex E**. The barging point (Site A) and stockpile area (Site B) will cease around late 2022 to facilitate the construction of the GreenWay (Phase 1) (**Annex F**). We shall closely liaise with the Civil Engineering and Development Department and other relevant government departments to facilitate the early provision of the GreenWay (Phase 1) for public enjoyment.

Compliance with Harbour Planning Principles and Guidelines

12. Reference has been made to the Harbour Planning Principles and Guidelines, and the proposed temporary works areas are considered to be in line with them, as follows -

(a) Principle 1: Preserving Victoria Harbour

The proposal will not require any dredging or seawall modification and would not cause impact to the harbour as far as the Protection of the Harbour Ordinance is concerned.

(b) Principle 2: Stakeholder Engagement

We have consulted the Chairman and Vice Chairman of the Kowloon City District Council, the Chairman of Leisure and District Facilities Management Committee, constituent Member of Kai Tak Development and the Chairman of the To Kwa Wan Area Committee. They have no adverse comments on the proposal.

(c) Principle 3: Sustainable Development

A cantilever type tipping hall would be erected at the proposed temporary barging facility (Site A). The tipping hall will be equipped with dust suppression

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measures such as dust enclosure and sprinkler system to mitigate environmental impacts. Wheel-washing facility will be provided for dust suppression. Trucks will be equipped with mechanical covers to minimize dust nuisance during transportation. The temporary stockpiling for excavated materials will be securely covered with green impervious sheets. With the recommended mitigation measures and the monitoring mechanism imposed by the Environmental Permit, the operation of the temporary barging facility (Site A) and stockpile area (Site B) will not produce any adverse residual environmental impacts to the Harbourfront.

(d) Principle 4: Integrated Planning

This proposal only involves temporary land uses and will not affect the integrated planning of the Kai Tak Development.

(e) Principle 5: Proactive Harbour Enhancement

Visual treatments such as use of graphic hoarding and screen planting along the section of seafront land strip within the proposed temporary barging point would be provided to blend in with the nearby environment. For the proposed turf nursery (Site C), the existing standard boundary fence will be replaced with aesthetic fence.

(f) Principle 6: Vibrant Harbour

The proposal only involves temporary land uses and will not affect the planned open space projects on the concerned sites.

(g) Principle 7: Accessible Harbour

The proposal will not affect the existing and under planning public roads, footpaths and cycle tracks, which give connectivity to the harbour.

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(h) Principle 8: Public Enjoyment

We will closely liaise with the Civil Engineering and Development Department and other relevant government departments to facilitate the early provision of GreenWay (Phase 1) for public enjoyment.

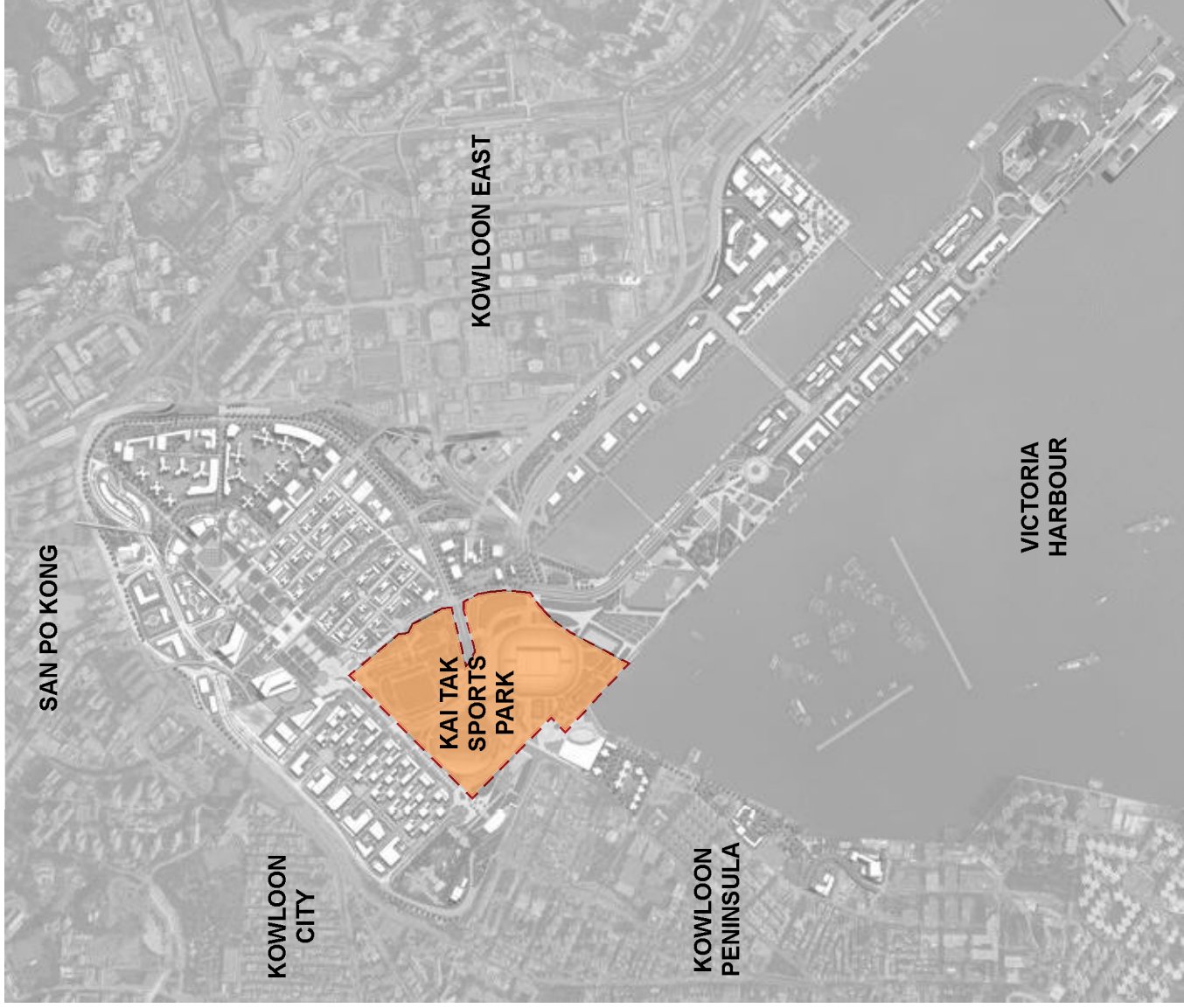
ADVICE SOUGHT

13. Members are invited to note progress of the Sports Park project and give views on the proposed temporary works areas.

ATTACHMENTS

Annex A	Location Plan of Kai Tak Sports Park
Annex B	Concept Master Plan of Kai Tak Sports Park
Annex C	Plan on the Proposed Temporary Government Land Allocation
Annex D	Indicative Layout of the Temporary Works Areas
Annex E	Plan on the Proposed GreenWay Network
Annex F	Plan on the Proposed GreenWay (Phase 1)

**Home Affairs Bureau
October 2017**



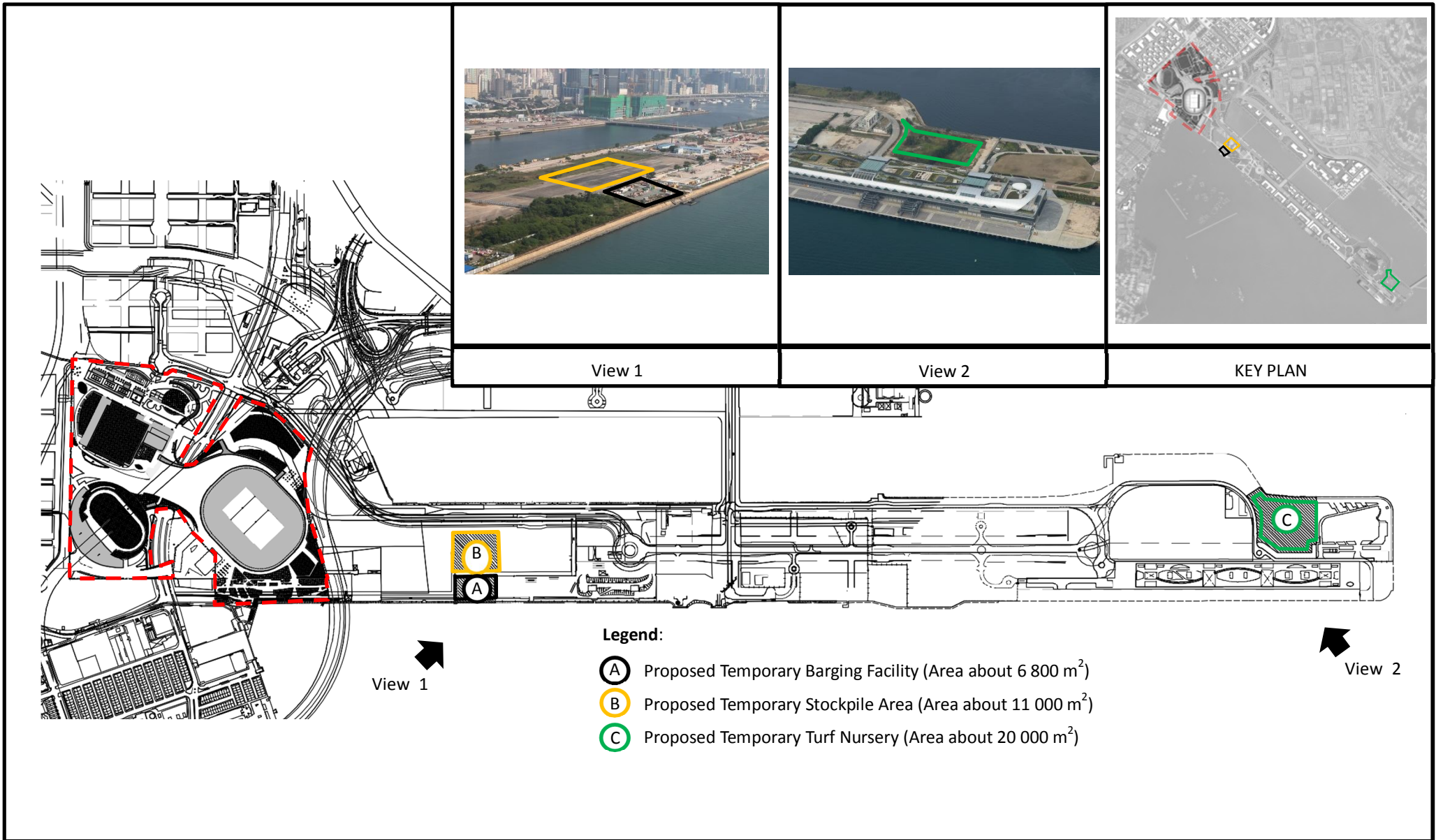
KAI TAK SPORTS PARK LOCATION PLAN

ANNEX B

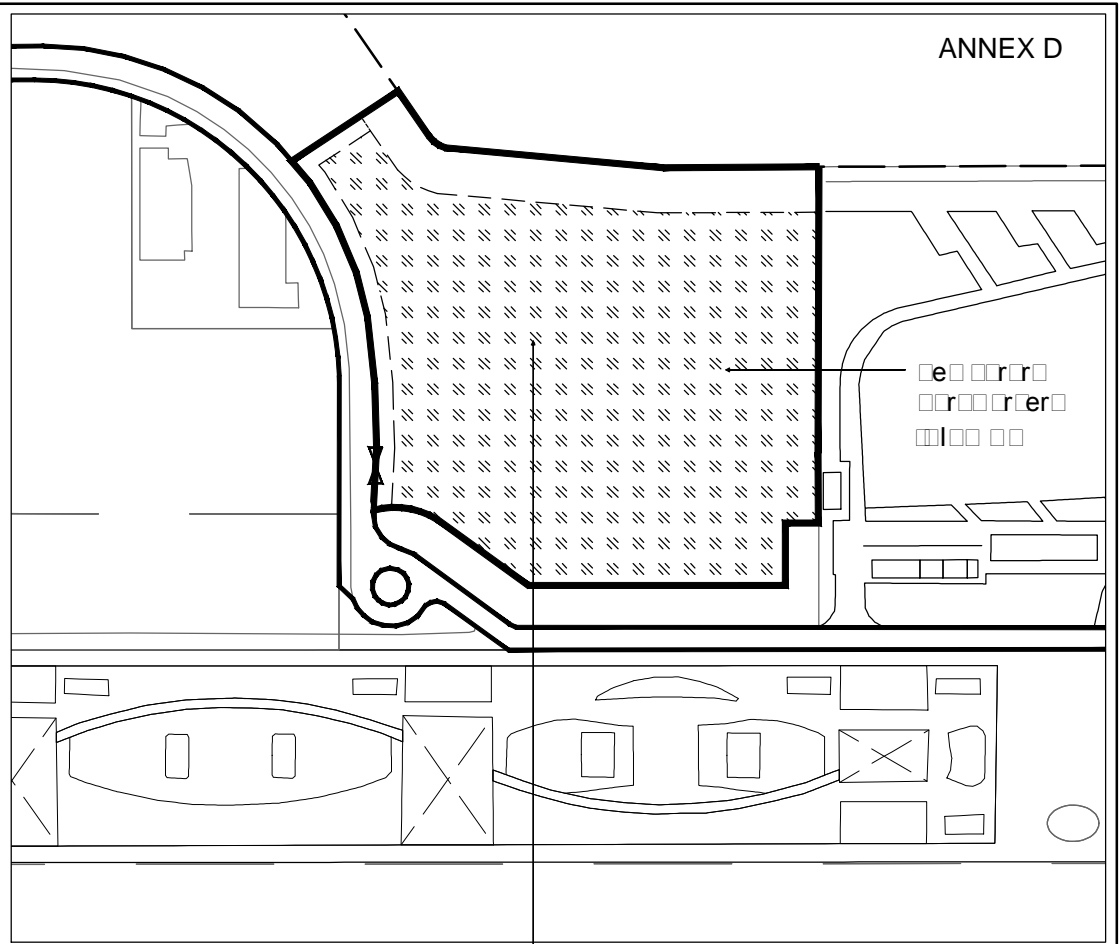
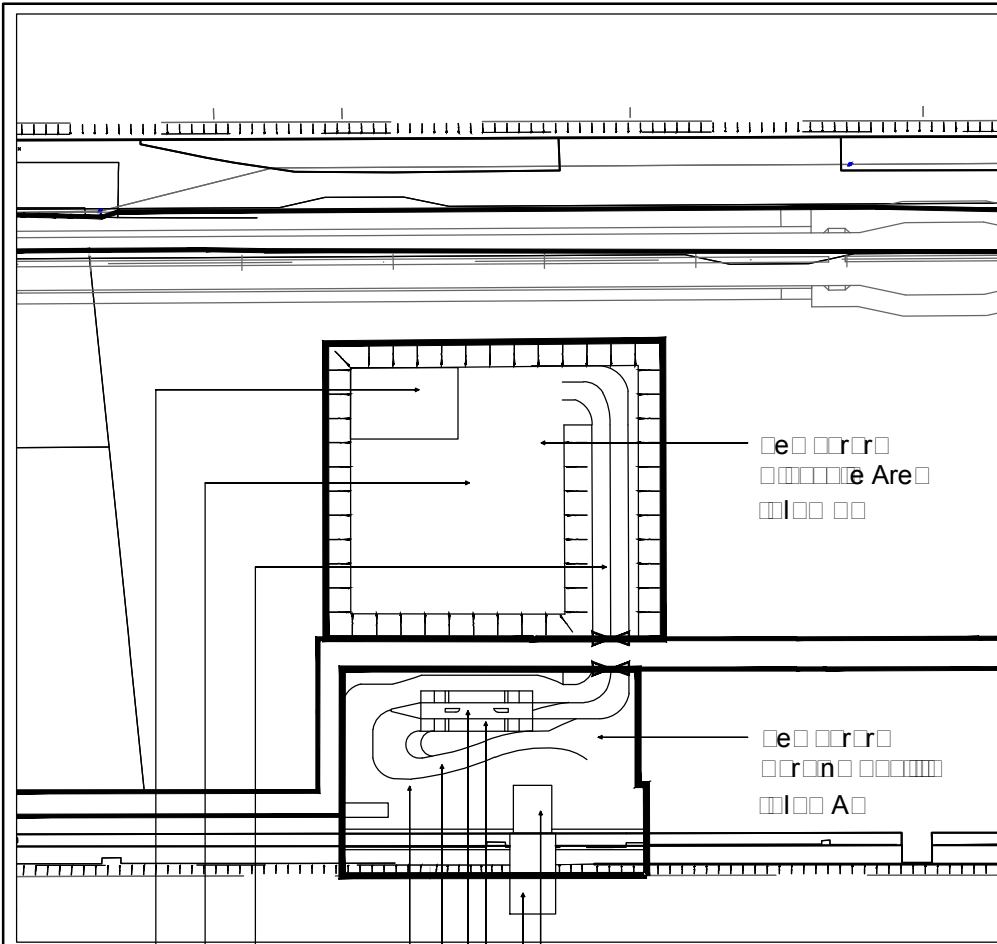


- - - SITE BOUNDARY
- PLANTING AREA
- LAWN AREA

KAI TAK SPORTS PARK - CONCEPT MASTER PLAN



Kai Tak Sports Park
Proposed Temporary Barging Facility, Stockpile Area and Turf Nursery



- Area
- Area
- Area
- Area
- Area
- Area

- Area
- Area
- Area
- Area

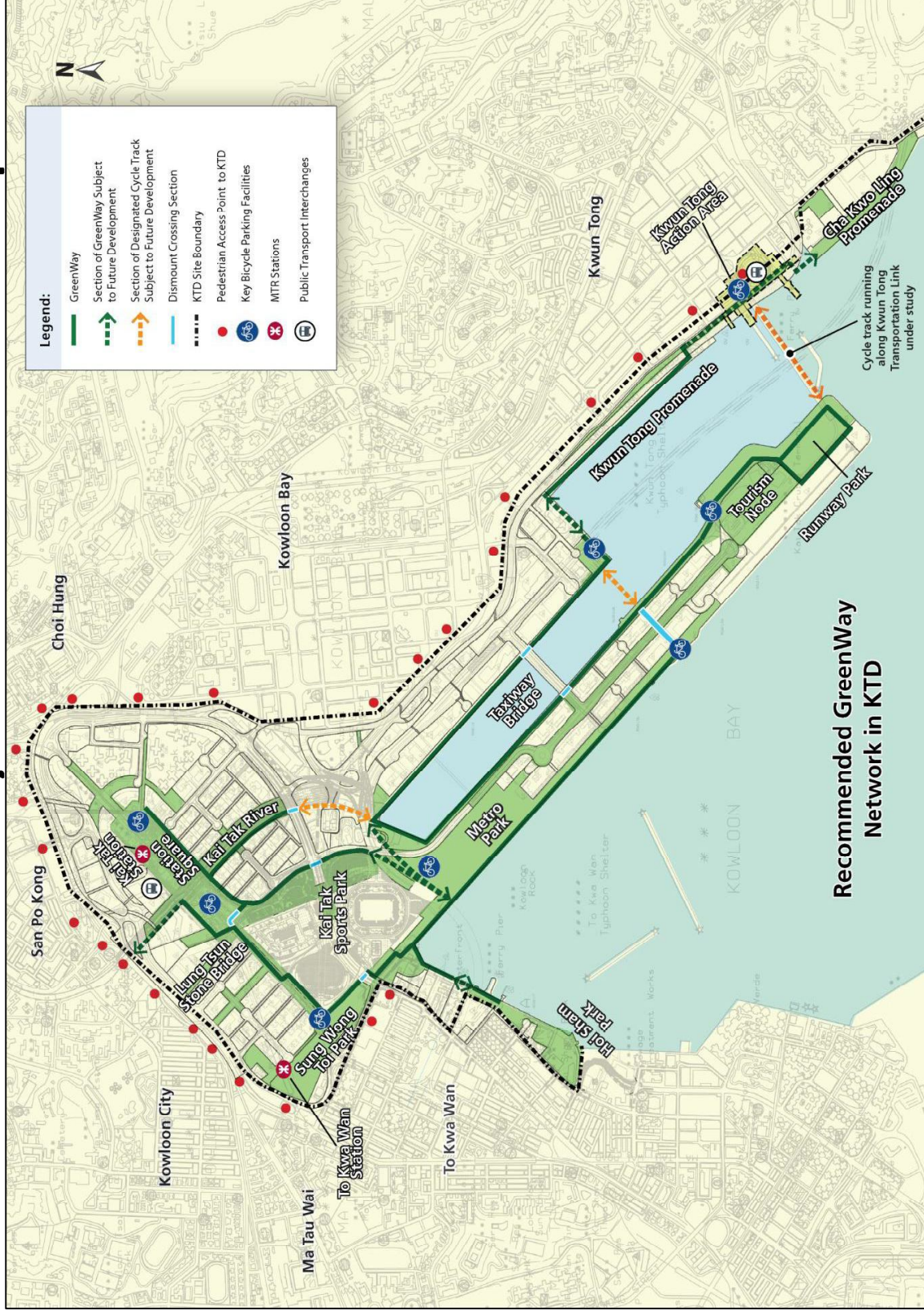
SCALE 1:2500



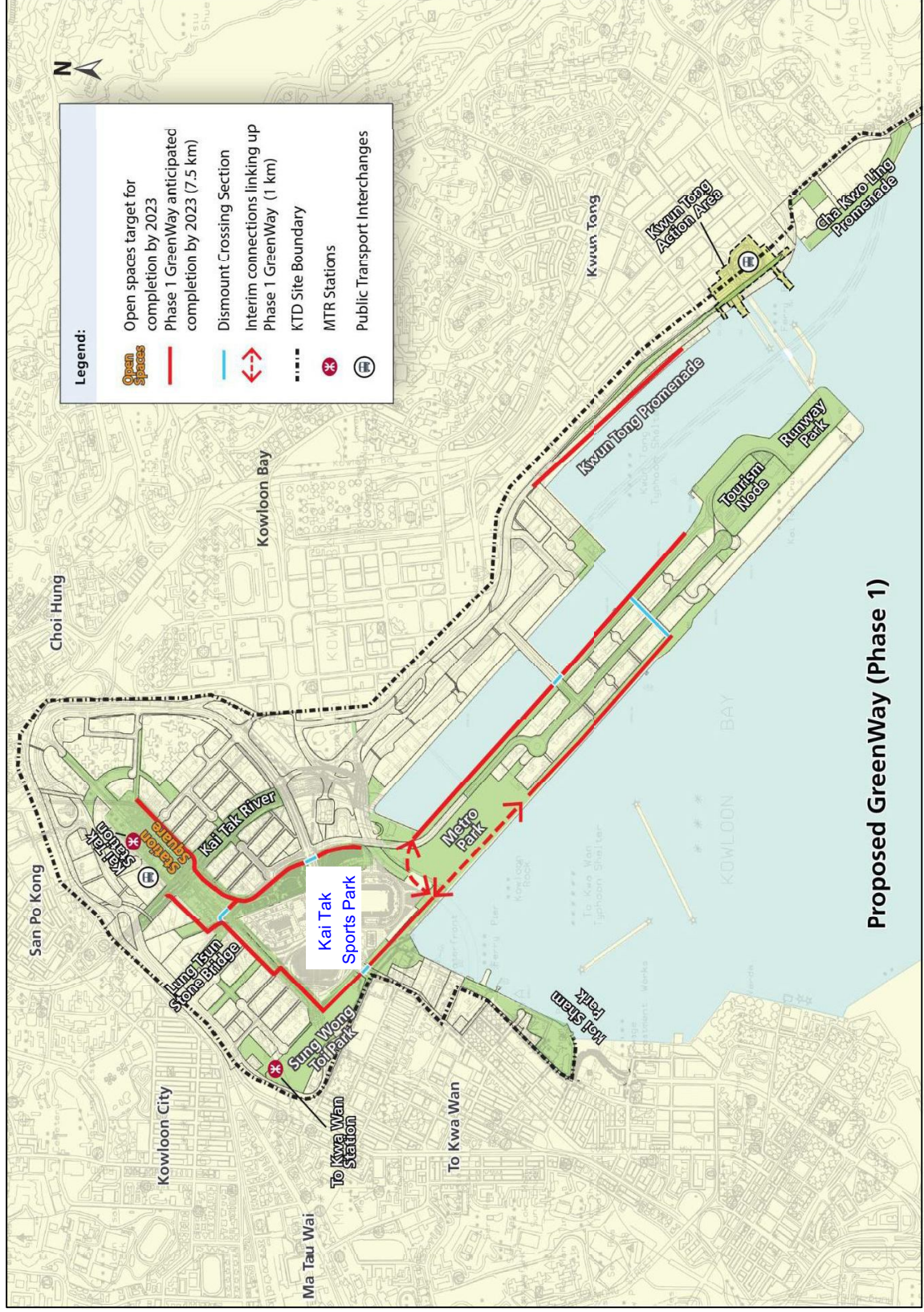
INDICATIVE LAYOUT OF THE TEMPORARY WORKS AREAS FOR KTSP

Area	Area
Area	Area
Area	Area
Area	Area

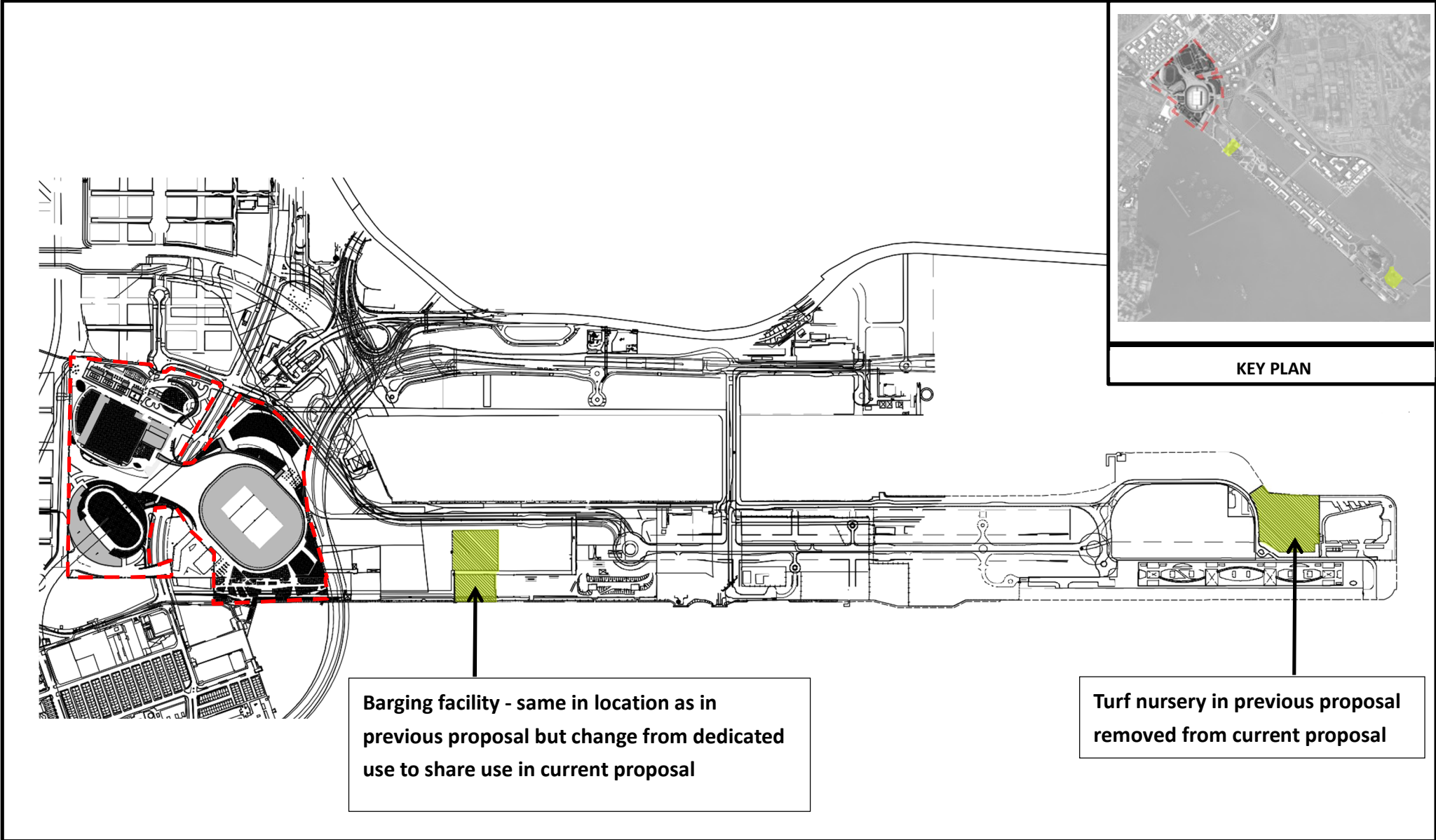
Recommended GreenWay Network in Kai Tak Development ANNEX E



Proposed GreenWay (Phase 1)



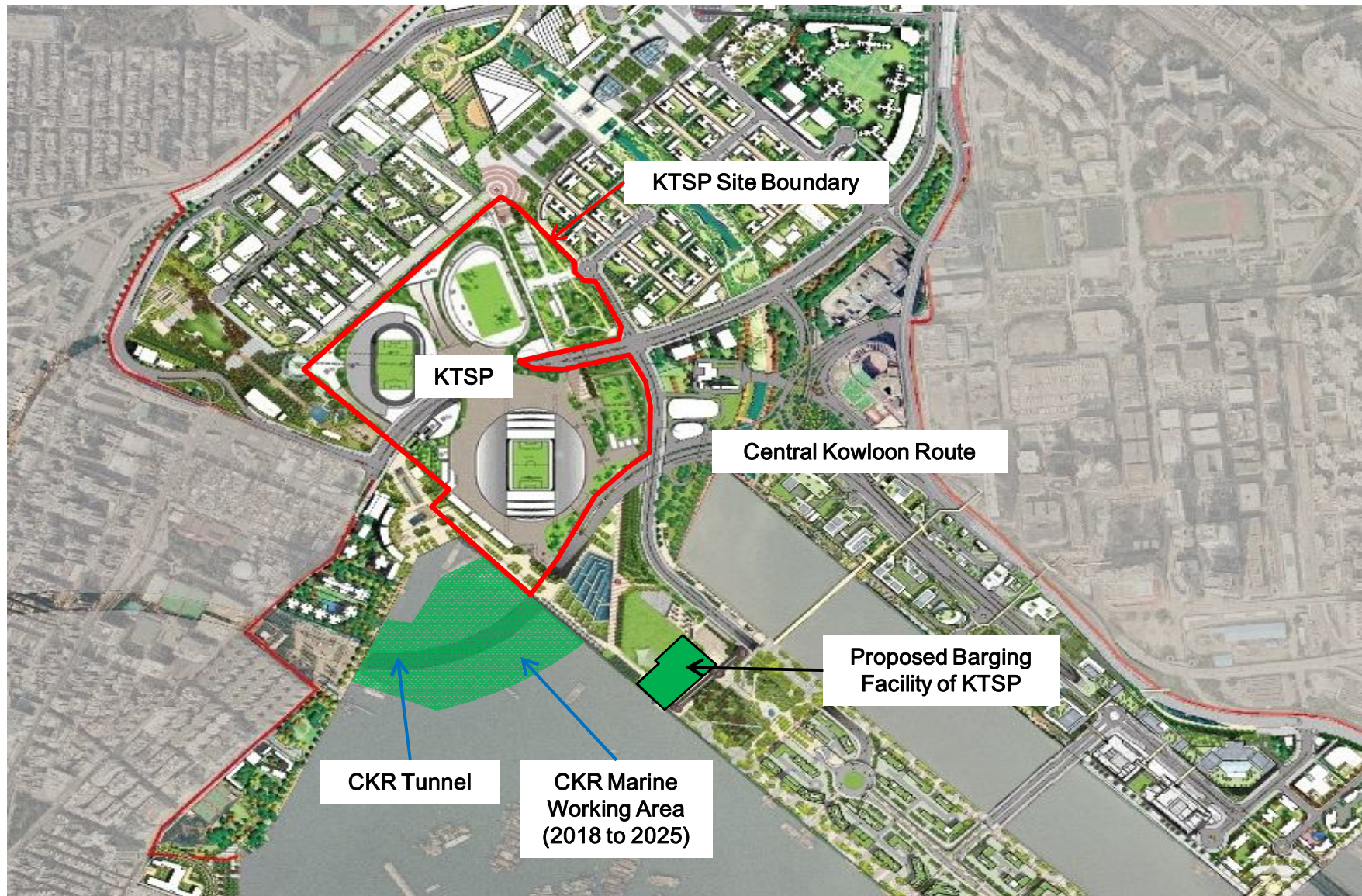
Proposed GreenWay (Phase 1)



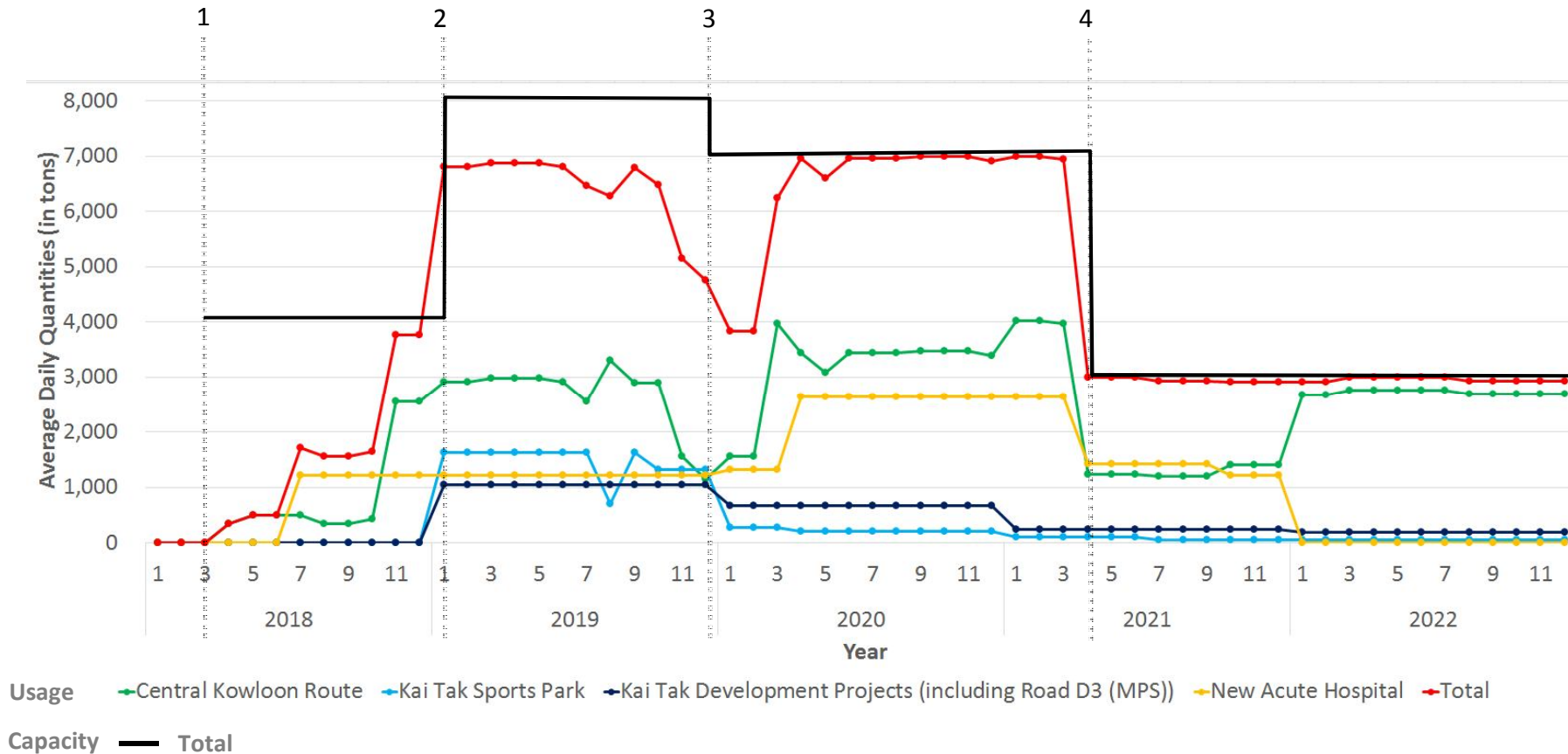
Barging facility - same in location as in previous proposal but change from dedicated use to share use in current proposal

Turf nursery in previous proposal removed from current proposal

Proposed Temporary Works Areas for Kai Tak Sports Park



Marine Working Area of Central Kowloon Route



Notes on capacity of barging facilities for disposal of C&D materials:

1. Operation of the CKR barging facility. Capacity is 4,000 tonnes/day.
2. Operation of the CKR and KTSP barging facilities. Total capacity is 8,000 tonnes/day.
3. The KTSP barging facility also uses for delivery of prefabricated units. Total capacity is reduced to 7,000 tonnes/day.
4. Expiry of the CKR barging facilities. Capacity is reduced to 3,000 tonnes/day.

Forecast on Capacity and Usage of the Barging Facilities for Disposal of C&D Materials

Indicative Programmes of the Projects using the Barging Facilities

Item No.	Project Title	2018	2019	2020	2021	2022	2023	2024	2025	
1	Central Kowloon Route	Indicative Construction Programmes (Green bars)								
		Use of the Barging Facilities for Disposal of C&D Materials (Yellow bars)								
2	Kai Tak Sports Park		Indicative Construction Programmes (Green bars)							
			Use of the Barging Facilities for Disposal of C&D Materials (Yellow bars)							
				Use of the KTSP Barging Facility for Delivery of Prefabricated Units (Blue bar)						
3	Road D3 (Metro Park Section) [#]		Indicative Construction Programmes (Green bars)							
			Use of the Barging Facilities for Disposal of C&D Materials (Yellow bars)							
4	New Accute Hosiptal		Indicative Construction Programmes (Green bars)							
			Use of the Barging Facilities for Disposal of C&D Materials (Yellow bars)							
5	Shatin to Central Link	Indicative Construction Programmes (Green bars)								
		Use of the Barging Facilities for Disposal of C&D Materials (Yellow bars)								

Expiry of CKR Barging Point*

Expiry of KTSP Barging Point

Legends:

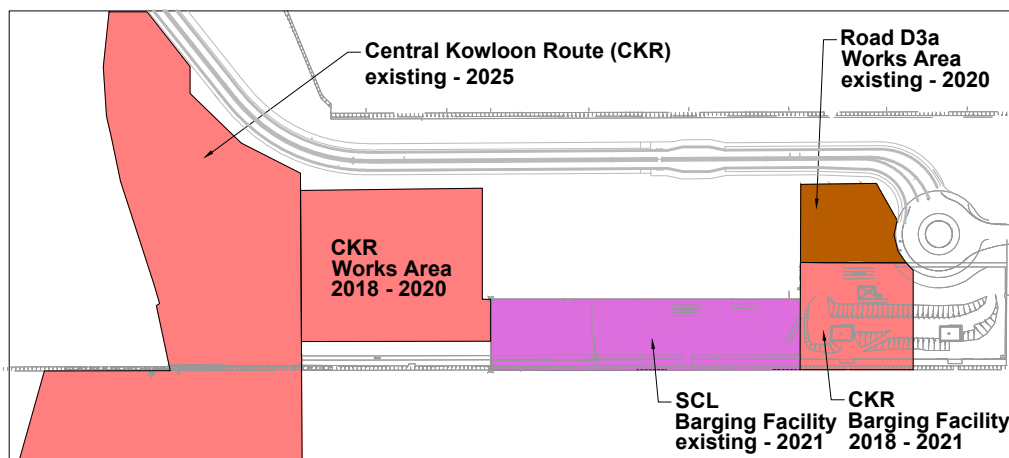
- Indicative Construction Programmes
- Use of the Barging Facilities for Disposal of C&D Materials
- Use of the KTSP Barging Facility for Delivery of Prefabricated Units

Notes: 1. The construction and disposal/delivery programmes are subject to many factors and are provided for reference only.

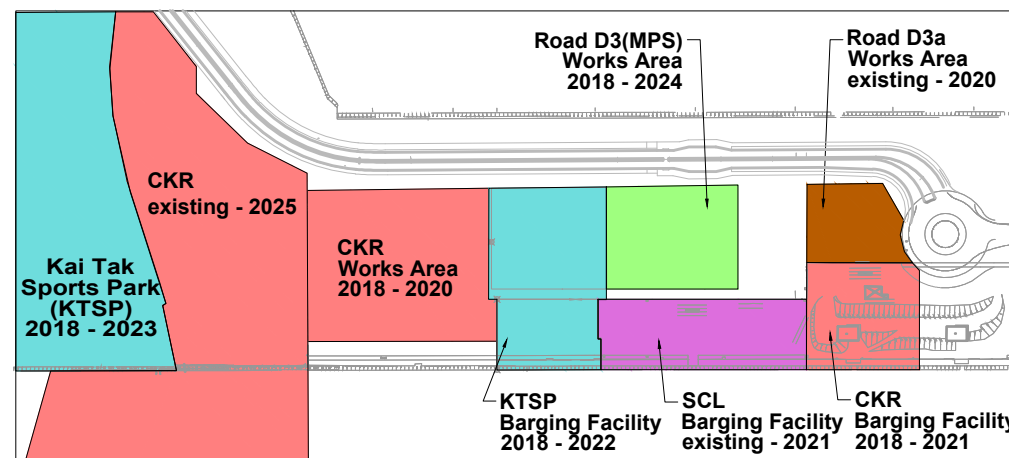
* Extension or relocation may be required subject to land availability and KTF's agreement.

Programme subject to gazettal procedure and funding approval. Commissioning of Road D3(MPS) targeted for 2021/22.

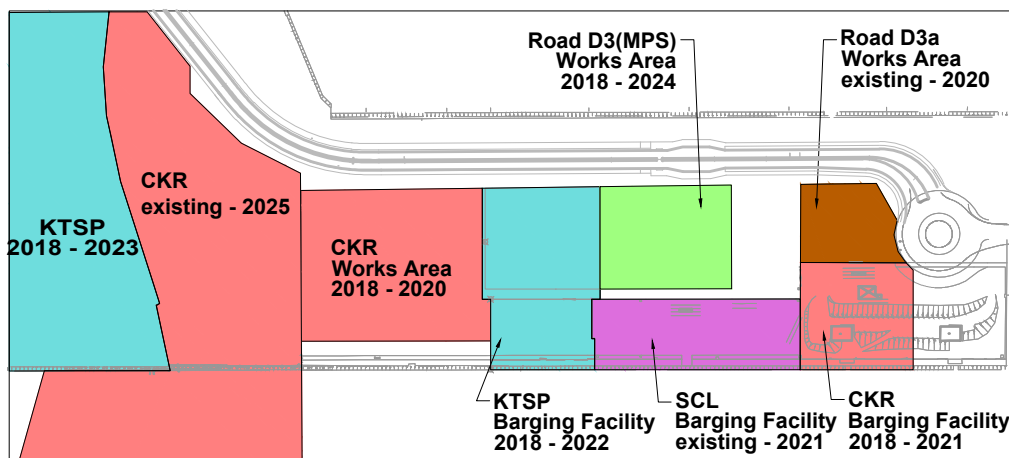
1. 2018
Existing Position



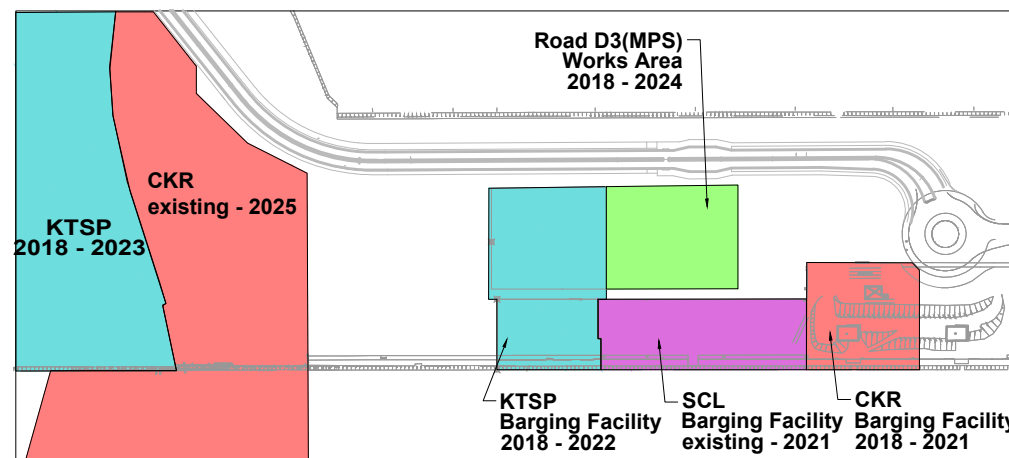
2. 2019
Commencement of KTSP
Commencement of Road D3 (MPS) Works Area



3. 2020



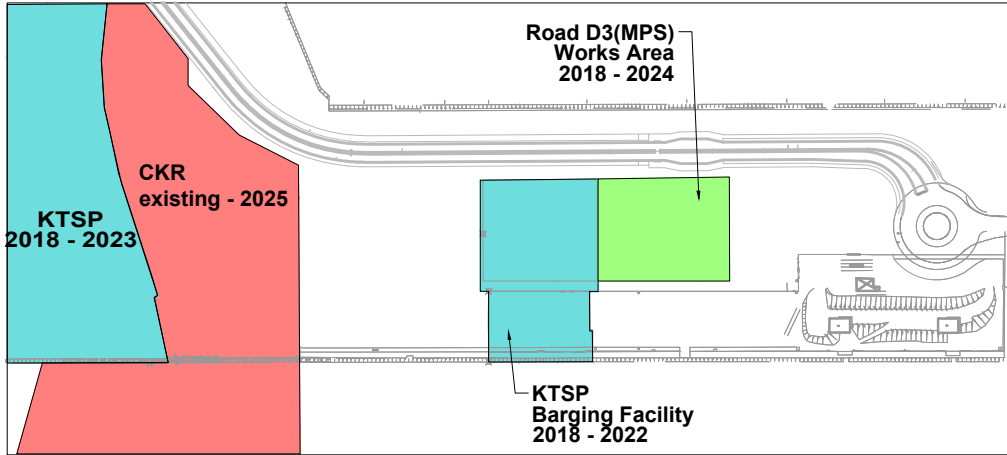
4. 2021
Expiry of CKR and Road D3a Works Areas



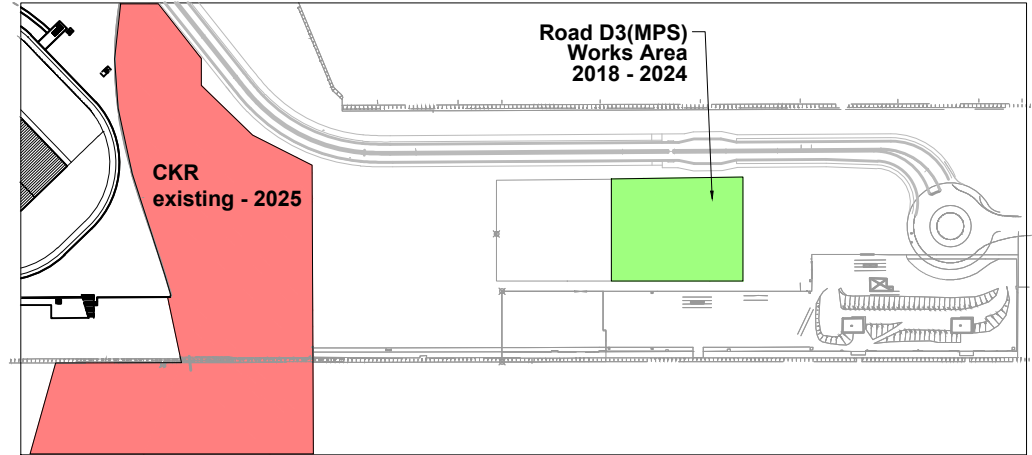
Year-by-year Position of Works Sites and Works Areas (1 of 2)

Note: Programme of works area for Road D3(MPS) is tentative only and subject to timely completion of gazettal procedures and funding approval for the project.

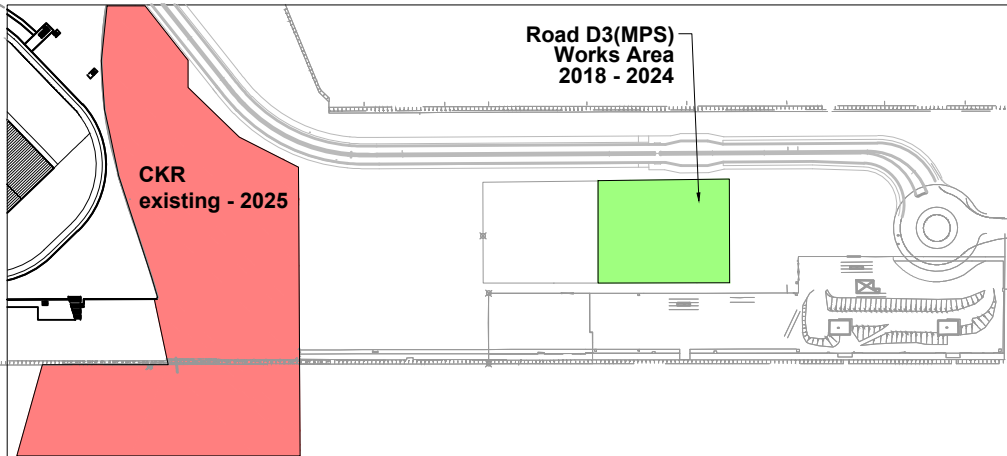
5. 2022
Expiry of CKR & SCL Barging Facilities



6. 2023
Completion of KTSP
Expiry of KTSP Barging Facility



7. 2024



8. 2025
Completion of CKR
Expiry of Road D3 (MPS) Works Area

